

2050 Metropolitan Transportation Plan Technical Workshop

February 13, 2025



Welcome!

Federal Highway Administration **East Central Florida Regional Planning Council** Central Florida Regional Transportation Authority/LYNX **Orange County** Apopka Belle Isle **Eatonville Edgewood** Maitland **Oakland** Ocoee **Orlando Windermere** Winter Garden Winter Park **SunRail Greater Orlando Aviation Authority** **Osceola County** Kissimmee Saint Cloud **Kissimmee Gateway Airport** **Seminole County** Altamonte Springs **Casselberry** Lake Mary Longwood Oviedo Sanford Winter Springs **Orlando-Sanford International Airport** **Florida Department of Transportation** Florida Turnpike Enterprise Central Florida Expressway Authority **Central Florida Tourism Oversight District** **Orange County Public Schools** **Osceola County Public Schools** **Seminole County Public Schools**

AGENDA

- I. General Status Updates
- II. Applied Cost Estimation Methodology
- III. Funding Scenarios & Initial Survey Results
- IV. Polling & Discussion
- V. Open Comments
- VI. Public Comments
- VII. Next Steps
- VIII. Adjournment



Status Update

- CFRPM-v8 Model Development
- Technical Reports, Recommendations, and Strategies
- 2050 Multimodal Needs Assessment
- Project Prioritization Process



Applied Cost Estimation Methodology

Lara Bouck, MetroPlan Orlando



Purpose

- Calculate project costs for future transportation needs
 - Fiscally constrained
- Consider project complexities
- Add more confidence to the 2050 MTP Cost Feasible Plan for implementation

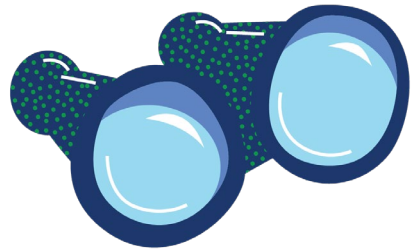


The 2045 Plan identified *\$27.9 billion* of future transportation needs



Cost Estimation Methodology

Preliminary Step: Research Best Practices



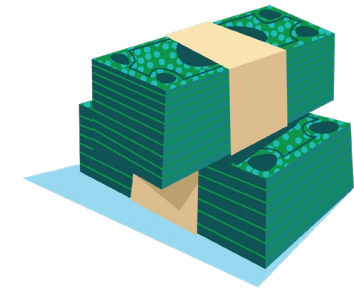
- Peer Review
- Consider 2045 Plan

Step 1: Initial Cost Estimation



- Identify project categories
- Apply per mile, master plan, or historic costs by category

Step 2: Apply Cost Buffer for Project Complexity

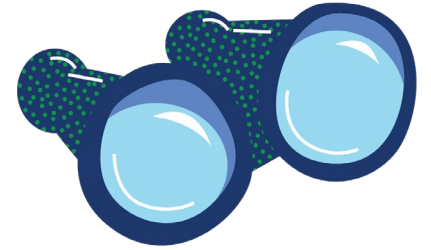


- Develop complexity factor
- Calculate project costs



Preliminary Step: Research Best Practices

- Areas Reviewed
 - Miami-Dade, Gainesville, Pasco County, Collier, Los Angeles (California)
- Similarities
 - Cost sources (FDOT)
- Opportunities
 - Include cost estimates and feedback from local agencies



Step 1: Initial Cost Estimation

Two initial methods



A

Master Plan Cost Estimates

- Identify 2024 Master Plans, such as
 - Active Transportation Master Plan
 - TSMO Master Plan
 - Vision Zero Safety Action Plans
- If available, use these estimates directly

Project Cost = Master Plan Cost Estimate

B

Per Mile Cost Estimates

- Identify project categories, such as
 - Signal Improvement
 - Widen from 2 to 4 Lanes
 - Completing the Street
- Apply FDOT “Cost per Mile” to categories

*Project Cost = FDOT Cost per Mile * Length*

Note: Some project categories are not captured in these approaches. For example: Signal Improvements, Traffic Calming, and Bridge Widening. FDOT Historical Averages or Recent Construction Costs were used to develop a broadly applicable cost estimate.



Step 1: Initial Cost Estimation

Example

Let's look at building a new sidewalk

- Start with the Project Cost equation
- Find the FDOT Cost Per Mile
- Find the project length

*Project Cost = FDOT Cost Per Mile * Project Length*

*New Sidewalk = \$349,251.29 * 2 miles*

New Sidewalk = \$698,502.58

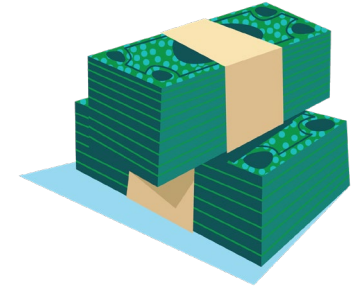


FDOT Cost Per Mile Reports

<https://www.fdot.gov/program-management/estimates/reports/cost-per-mile-models-reports>



Step 2: Apply Cost Buffer for Project Complexity



- Develop complexity factor
 - Based on geography, environmental sensitivity, right-of-way acquisition, and drainage impacts

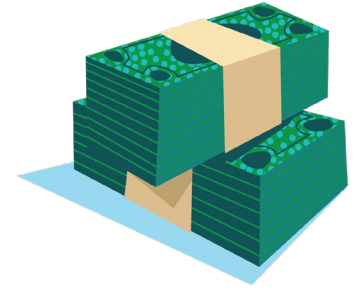
Complexity Score	Cost Percentage Increase
No Additional Complexity	0%
Low Additional Complexity	25%
Medium Additional Complexity	50%
High Additional Complexity	75%
Very High Additional Complexity	100%

- Ask for project sponsor input on project complexity
- Apply complexity factor to the project cost from Step 1

$$\text{Final Project Cost} = \text{Project Cost} * (1 + \text{Complexity Factor})$$



Step 2: Apply Cost Buffer for Project Complexity



Example

Let's apply the complexity factor to our New Sidewalk project cost

- Assume our sidewalk project has medium complexity (+50% cost)

$$\textit{Final Project Cost} = \textit{Project Cost} * (1 + \textit{Complexity Factor})$$

$$\textit{Final Project Cost} = \$698,502.58 * (1 + 50\%)$$

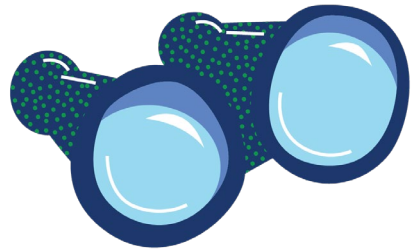
$$\textit{Final Project Cost} = \$698,502.58 * (1.5)$$

$$\textit{Final Project Cost} = \$1,047,753.87$$



Cost Estimation Methodology

Preliminary Step: Research Best Practices



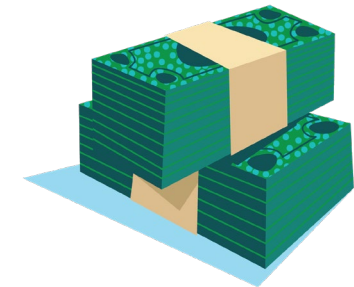
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Step 1: Initial Cost Estimation



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Questions?

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box



Funding Scenarios & Initial Survey Results

Taylor Laurent, MetroPlan Orlando



Setting the Stage

Funding Scenarios



Needs Assessment

Regional transportation issues documented and solutions identified



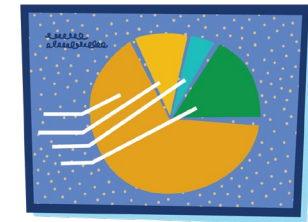
Project Prioritization

Projects evaluated comparatively using a data informed process



Revenue Forecasts

Reasonably available transportation revenues projected



Funding Policy

Guide to spending the limited funding programmatically



Funding Scenarios

Purpose

- Evaluate how changes in funding allocations change the transportation projects that are funded
- Review tangible comparisons between funding scenarios
- Build consensus on a preferred funding scenario



Transportation Funding

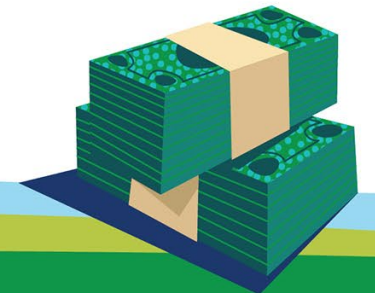
Determining how and what we can plan and implement

Federal

State

Local

Tolls



Transportation Funding

Types of Federal Funds

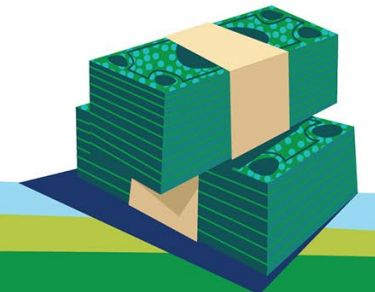
Federal

Federal – State & Non-Urban Attributable Funds

Federal – MPO / Urban Attributable (TMA) Funds*

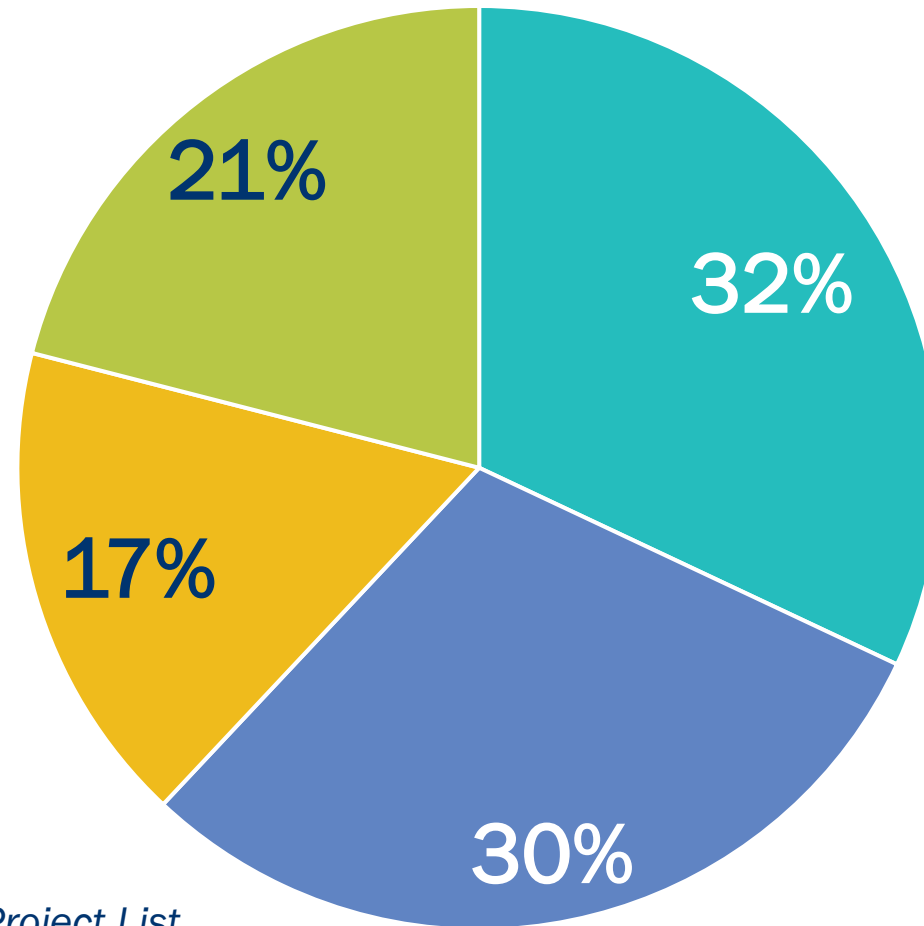
* Prioritized by MetroPlan Orlando and administered via FDOT's Local Agency Program (LAP)

TMA: Transportation Management Area; an urbanized area with a population > 200,000 people.



Current Funding Policy

Federal (STBG) –
MetroPlan Orlando/
Urban Attributable
(TMA) Funds



- Complete Streets
- Eligible Transit Improvements
- Regional Bicycle and Pedestrian Infrastructure
- Systems Management and Operational Solutions

Source: 2045 MTP + Prioritized Project List



Why is this important?

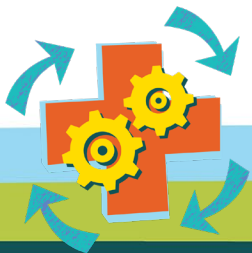
- Funding policy provides structure to the prioritization approach and to annual programming of projects (into the Work Program)
- Current Approach
 - Allows greater number of projects to be implemented
 - Allows a wider variety of projects to be funded
- Projects flow seamlessly through planning process and maintains planning consistency



2050 MTP Funding Scenarios

MetroPlan Orlando Funds

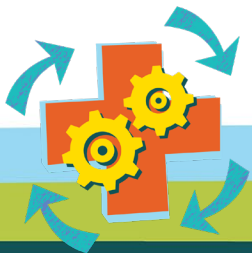
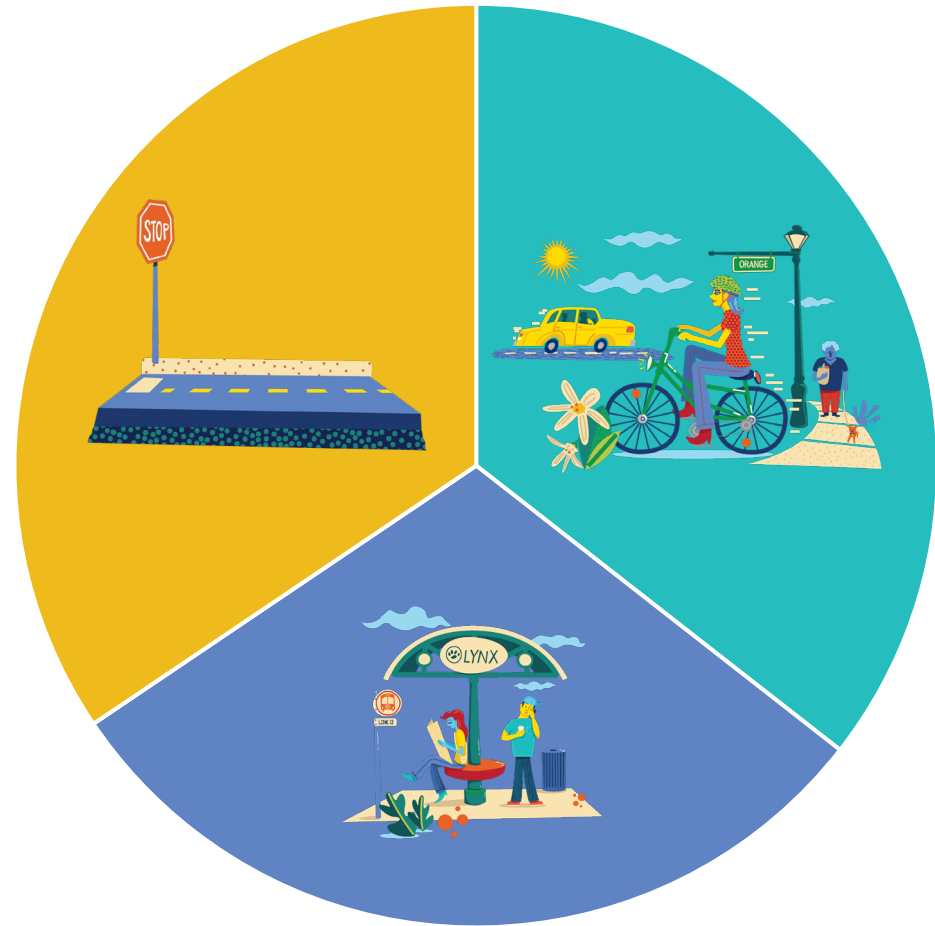
- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



2050 MTP Funding Scenarios

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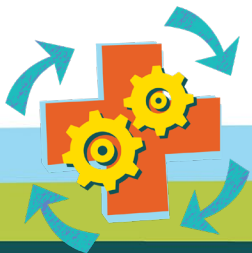
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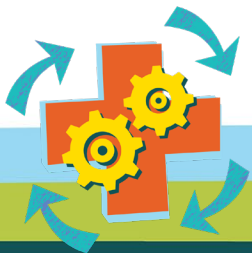
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2050 MTP Funding Scenarios

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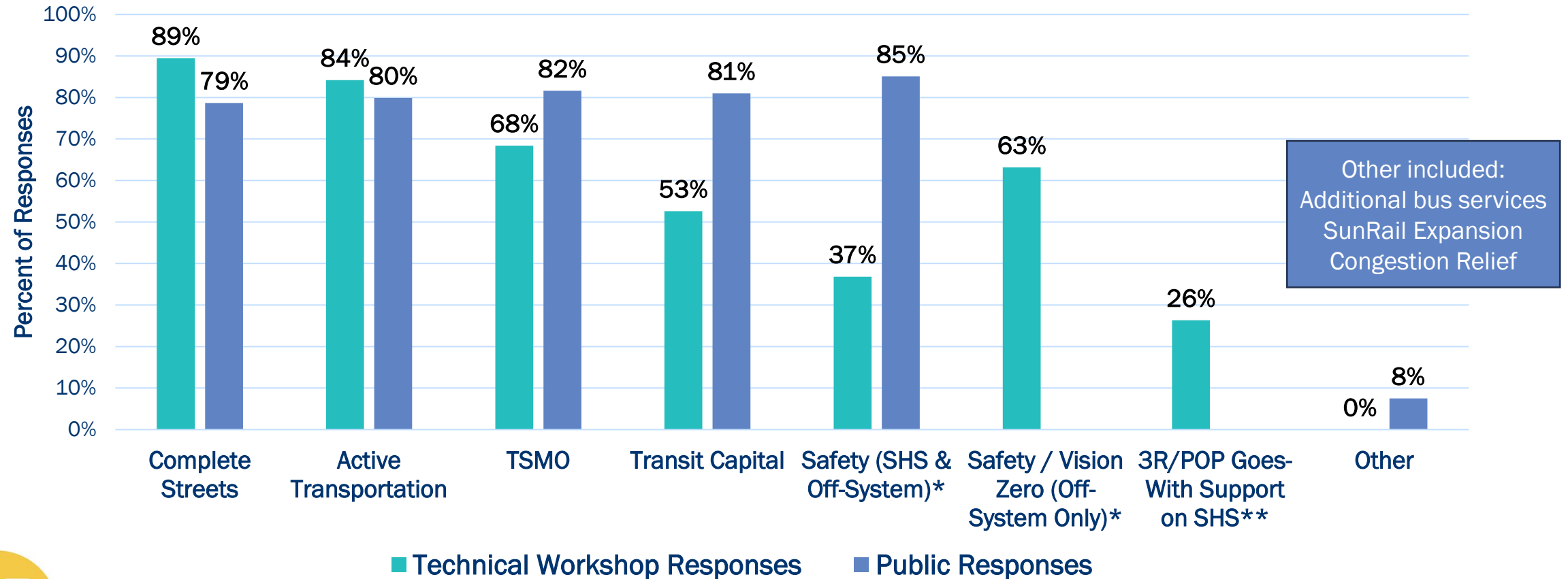


Survey Results

What slices would you include in the pie?

Notes

- * Public was asked about safety in general (public survey did not differentiate between On and Off-System).
- ** Public was not surveyed regarding a 3R/POP Program.

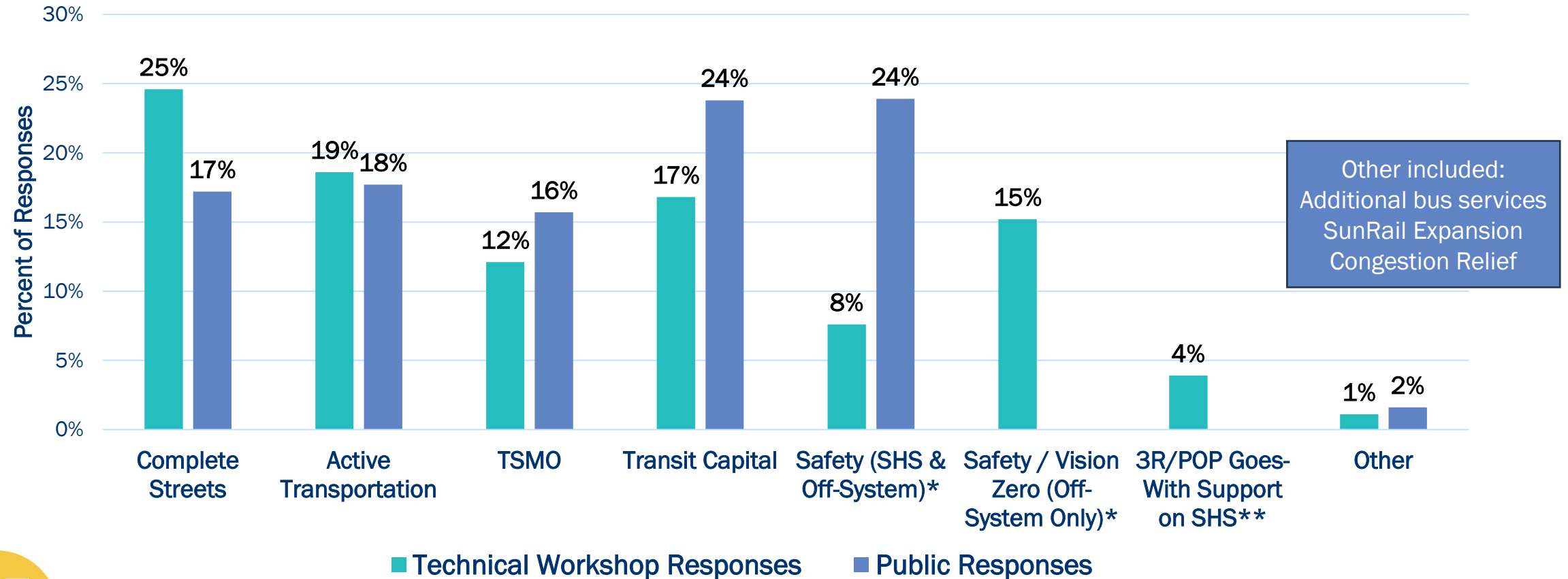


Survey Results

How would you slice the pie?

Notes

- * Public was asked about safety in general (public survey did not differentiate between On and Off-System).
- ** Public was not surveyed regarding a 3R/POP Program.



Survey Synopsis

Themes

- Focus MPO funding on off-system projects
- Focus MPO funding on stand-alone projects (not “goes with” programs)
- Public saw all funding options as equally important, but preferred more dedicated funding for safety and transit

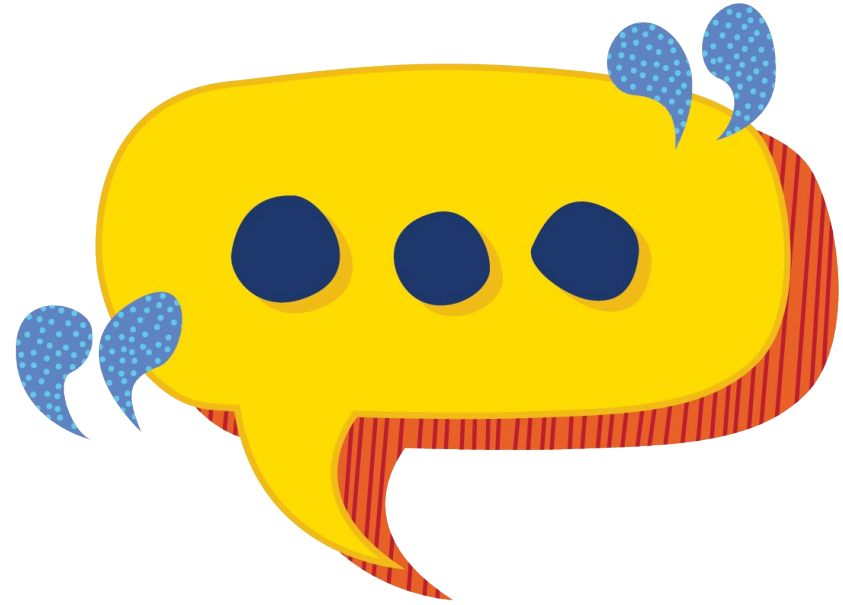
Other Comments

- Requests to change Complete Streets policy to allow MPO funds for roadway widening/capacity projects
- Revisit the \$4 Million funding limit per project phase (limit for MPO funds)
- Revisit local match funding commitments



Questions?

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box



Survey Follow Up: Polling & Discussion

Alex Trauger, MetroPlan Orlando



TMA funds to support state road 3R projects?

Poll Question #1

Initial survey indicated limited support for using federal MPO/TMA funding for state road resurfacing (3R)/pavement maintenance projects.

Yes or No

Should the 2050 MTP set aside federal MPO/TMA funding to support local government “goes-with” requests on state road 3R/maintenance projects?



TMA funds to support state road safety projects?

Poll Question #2

Initial survey indicated limited support for using federal MPO/TMA funding for safety projects on the state highway system.

State Roads or Off System or Both

Should the 2050 MTP set aside federal MPO/TMA funding to support focused safety improvements on “state” roads and/or “off-system” roads?

Note: Off-system roadway projects must be functionally classified urban collector or greater.



TMA funds to support off-system widening projects?

Poll Question #3

A survey respondent proposed broadening the complete streets category of projects to include off-system widening / additional lane capacity.

Yes or No

Should the 2050 MTP funding policy allow for federal MPO/TMA funding to support off-system roadway widening projects, if the project includes pedestrian and bicycle features?

Note: Off-system roadway projects must be functionally classified urban collector or greater.



Programming TMA Funds: Federal Maximum Share

Poll Question #4

A survey respondent proposed reconsidering the initial federal programming maximum. Current initial project maximum is \$4 million per phase.

Yes or No

Should the 2050 MTP funding policy include an increase to the federal MPO/TMA funding initial project programming amount per phase?

Note: Following initial programming additional federal contributions are limited and subject to MPO/TMA reserve fund and budget availability.



Programming TMA Funds: Local Match Requirements

Poll Question #5

A survey respondent proposed reconsidering local agency funding match requirements. Currently there is no local match requirement, except that local agency must pay for non-federally eligible expenditures (as determined during design phase).

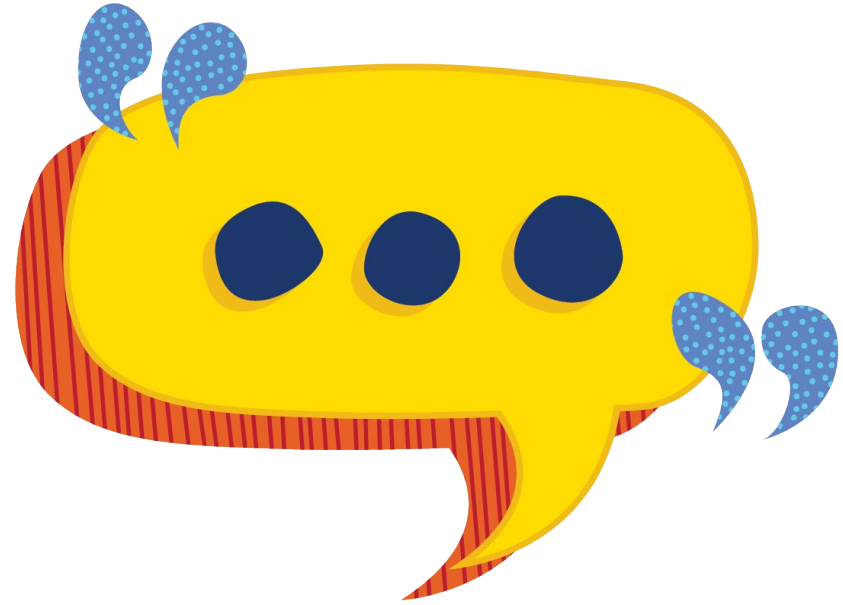
Yes or No

Should the 2050 MTP funding policy include a local agency match requirement to leverage the federal MPO/TMA funding?



Questions?

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Critical Path for 2025

April 2025 MPO Board & Committee Summit

- Evaluate and discuss initial scenario results
- Submit feedback and recommendations for the next iteration

April 2025 MTP Technical Workshop

- Evaluate and discuss initial scenario results
- Submit feedback and recommendations for the next iteration

June 2025 MTP Technical Workshop

- Continue discussions and build consensus on the recommended funding scenario

July / August 2025

- Review Draft 2050 MTP Cost Feasible Plan



Open Comment

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box



How to Make a Public Comment

Verbal Comments

Use “Raise Hand” feature (Or dial *9 if on the phone)

Written Comments

Type in the “Q&A” box

Email MTP@MetroPlanOrlando.gov

After you are recognized, state your name and organization/address and give your comment within two minutes.



Upcoming Meetings

2050 MTP Summit
(MPO Board & Committee Members)

April 9, 2025
9:00am
In-Person

**2050 MTP Technical
Workshop #8**

April 10, 2025
2:00pm
Virtual

**2050 MTP Technical
Workshop #9**

June 12, 2025
2:00pm
Virtual





Thank you!

MetroPlanOrlando.gov/2050 | 407-481-5672

MTP@MetroPlanOrlando.gov

