

2050 Metropolitan Transportation Plan Technical Workshop

June 13, 2024



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. Transit Vision Element Results
- III. Freight Planning Approach
- IV. Refinement of Indicators
- V. Open Discussion
- VI. Public Comments
- VII. Next Steps
- VIII. Adjournment



Status Update

- **Background & Existing Conditions**

- Public Participation Plan Complete
- Existing Conditions and Area Profile Technical Report Complete
 - https://metroplanorlando.gov/wp-content/uploads/2050-MTP-Existing-Conditions-and-Area-Profile-Technical-Memo_Draft_March-2024.pdf

- **Goals & Objectives**

- Developed Goals and Objectives
- Prepared Draft Indicators



Drivers of Change

Central Florida Region

- ✓ Demographics
- ✓ Public health
- ✓ Economy
- ✓ Visitation
- ✓ Development

External Factors

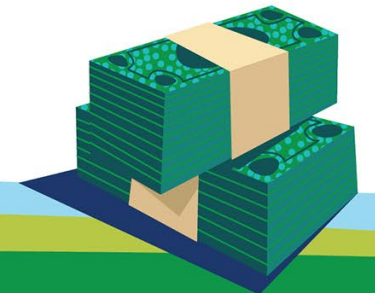
- ✓ Technology
- ✓ Energy
- ✓ Climate & risks
- ✓ Transportation costs
- ✓ State and Federal policy and funding

https://metroplanorlando.gov/wp-content/uploads/2050-MTP-Chapter-8_Drivers-of-Change_Draft_06-2024.pdf



Financial Resources

- Guidance for the development of the MTP Cost Feasible Plan:
 - The MTP is required to be fiscally constrained
 - Identifies financial resources available through 2050 to fund transportation improvement
 - Assessment of federal, state, local, and private sources
 - Other potential revenue sources (e.g. discretionary funding)
- Next Steps
 - More detailed discussion during August MTP Technical Workshop
 - Documentation completed by October 2024



Status Update

Technical Analysis

- CFRPM Socioeconomic Data Review
 - 2050 MTP Team Submitted Comments to FDOT
- TSMO (Completed April 2024)
 - <https://metroplanorlando.gov/plans/transportation-systems-management-operations-master-plan/>
- Active Transportation (Completed April 2024)
 - www.MetroPlanOrlando.gov/ATP

Ongoing Efforts

- Safety/Vision Zero Action Plan
- Health
- Housing
- Environmental Evaluations



State Highway System (SHS) Needs Assessment

2050 MTP | Approach

- Consolidate 2045 MTP SHS Needs List
- Prepare data to facilitate review of 2050 SHS Needs
 - 2050 Traffic Estimations
 - Volume/Capacity Analysis
- Coordination with local jurisdictions and FDOT to develop and refine Draft 2050 MTP SHS Needs List
 - Timeframe: Late-June to Mid-July 2024
 - Location: In-Person
 - Participants: Local Agency Staff & 2050 MTP Team



2050 CMP Update

Goals & Objectives

- Consistent with 2050 MTP
- Supported by strategies
- Measurable

Performance Measures

- Add / Remove measures
- Update targets
- Evaluation and monitoring plan

Strategies

- Assessment
- Determine effectiveness
- Recommend for future deployment

Scorecard

- Key Measures
- Recuring updates

CMP Board/Committee Update: June/July 2024 Cycle

CMP Metrics & Strategies Overview: August MTP Technical Workshop



2050 MTP Schedule

WE ARE HERE

	2024				2025			
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec
Goals, Objectives, Measures								
Trends, Conditions, Uncertainties								
Multimodal Needs Assessments								
Infrastructure Investment Decision Making								
Develop Cost Feasible Plan								
Seek Board Adoption								Must be adopted by Dec 2025
Agency / Public Participation								

Transit Vision Element Results

Carl Weckenmann, Nelson\Nygaard



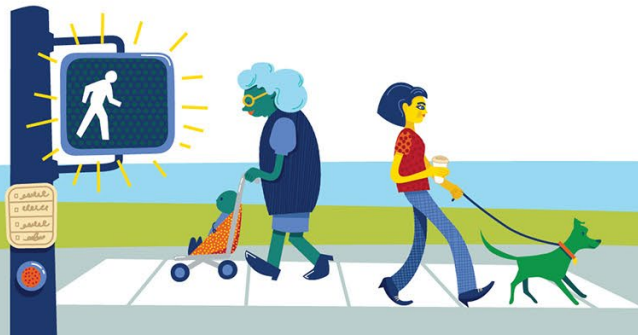
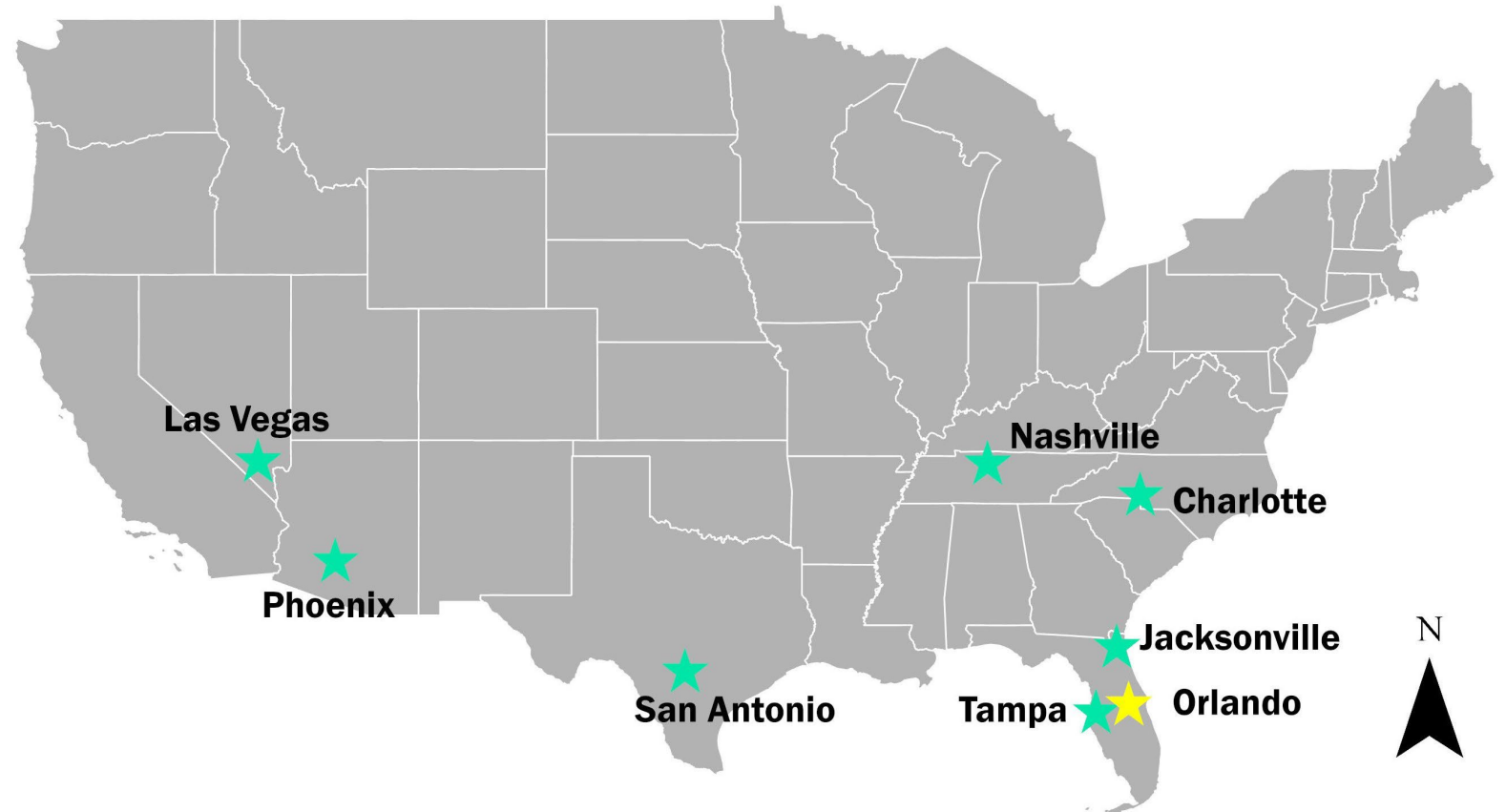
Peer Review



Peer Review Regions

Peer regions

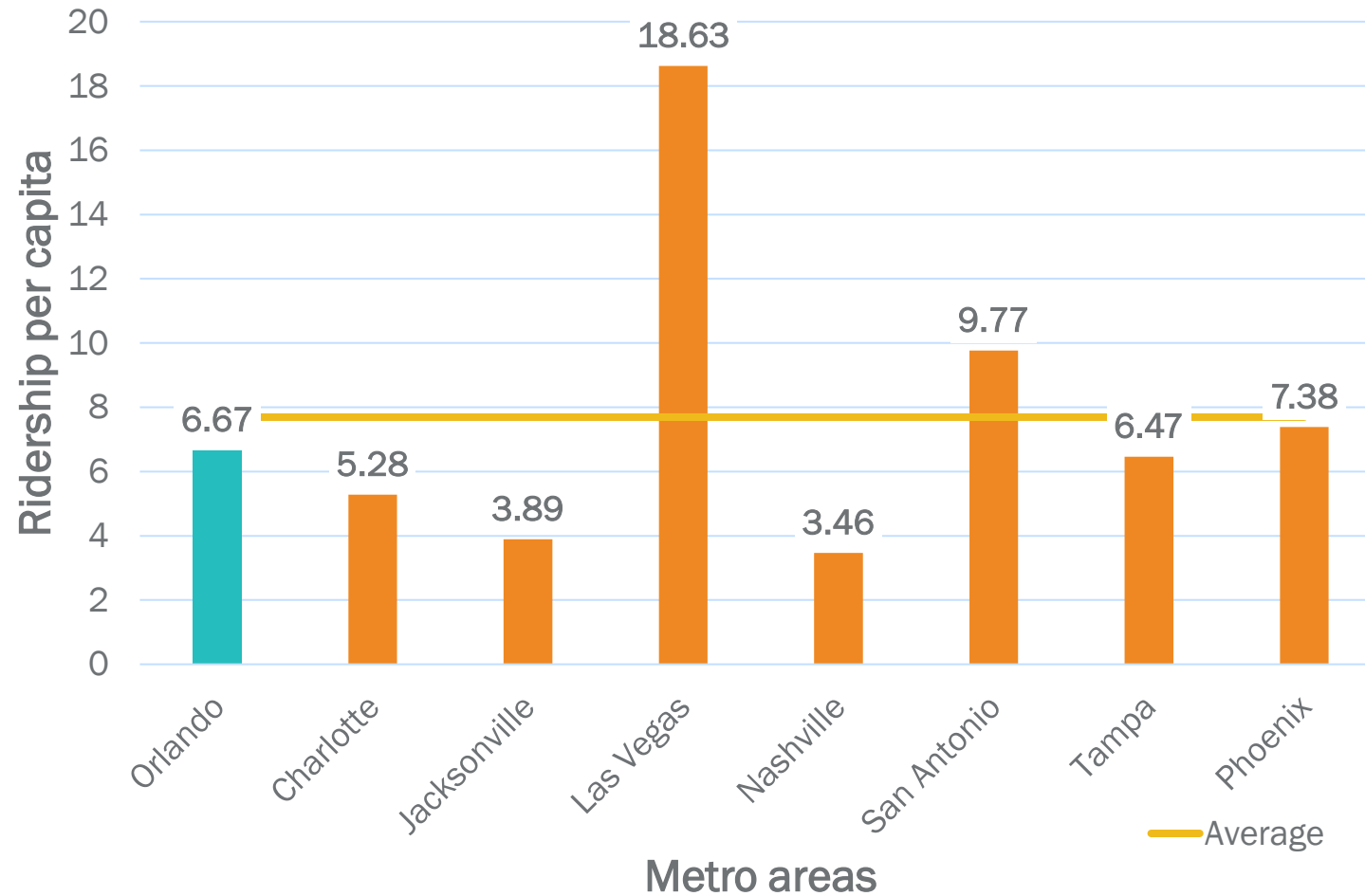
- Charlotte, NC
- Jacksonville, FL
- Las Vegas, NV
- Nashville, TN
- Phoenix, AZ
- San Antonio, TX
- Tampa, FL





Peer Region Transit Use

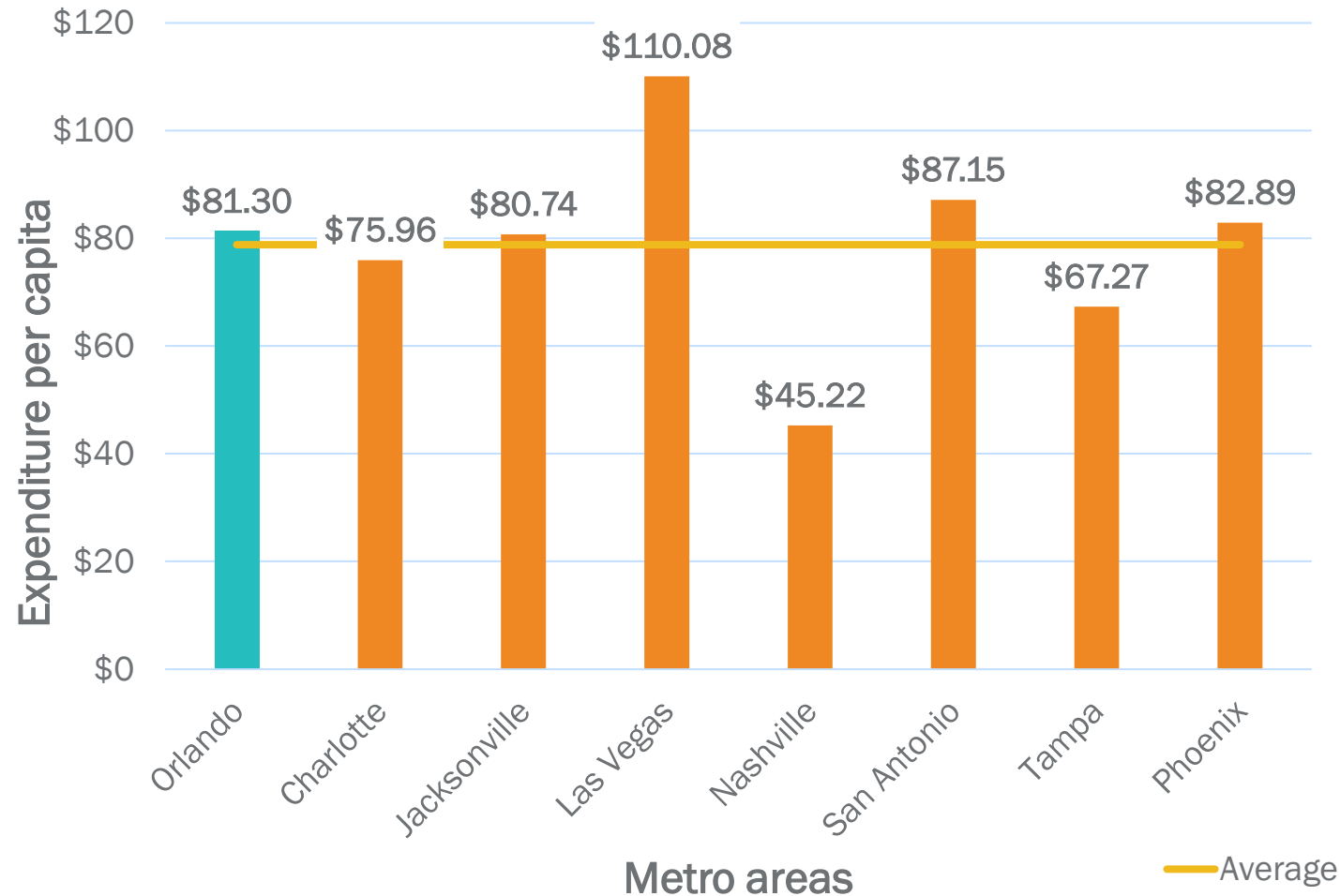
Transit Ridership per Capita





Peer Region Transit Expenditure

Expenditure per Capita





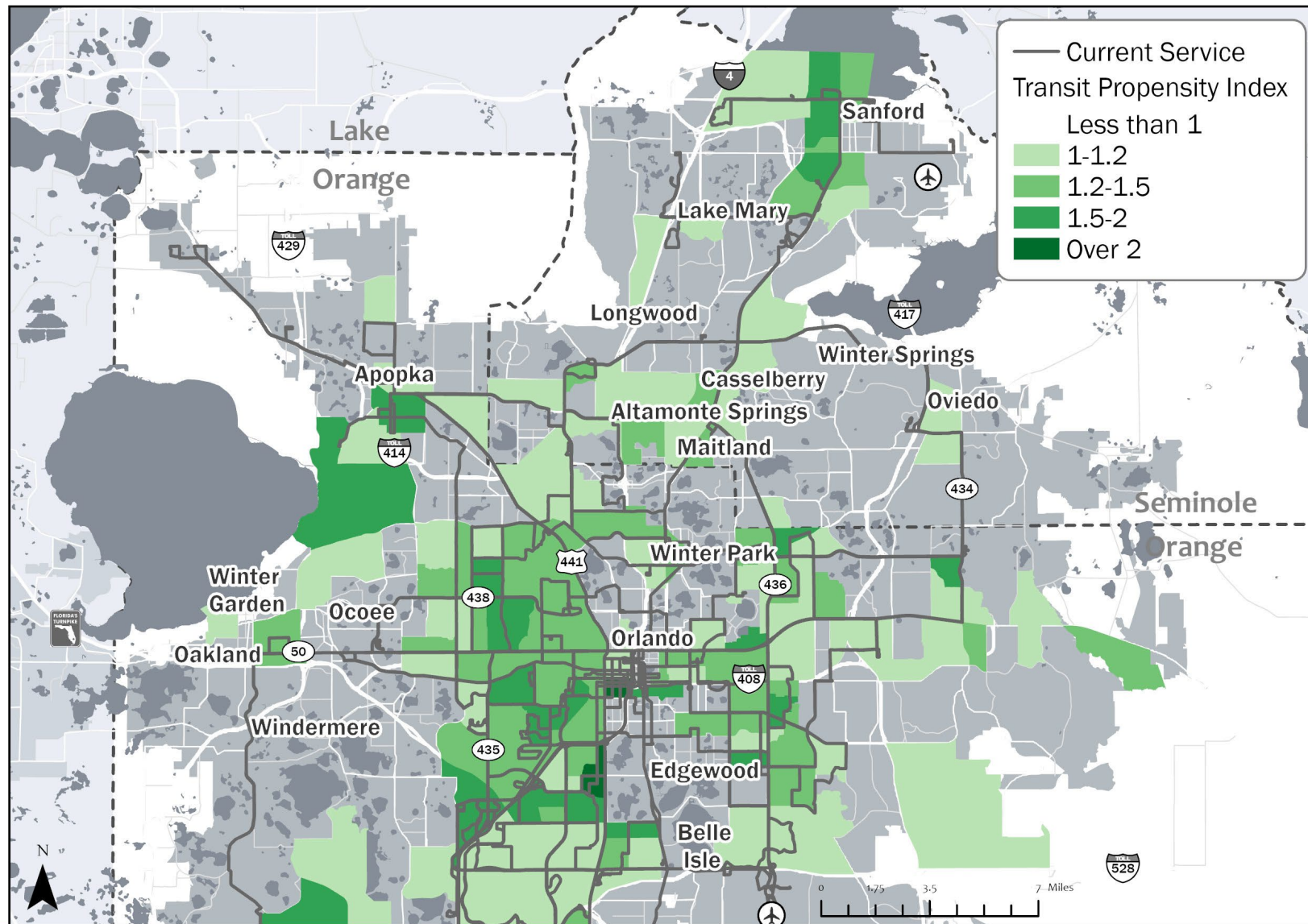
metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Transit Propensity Index



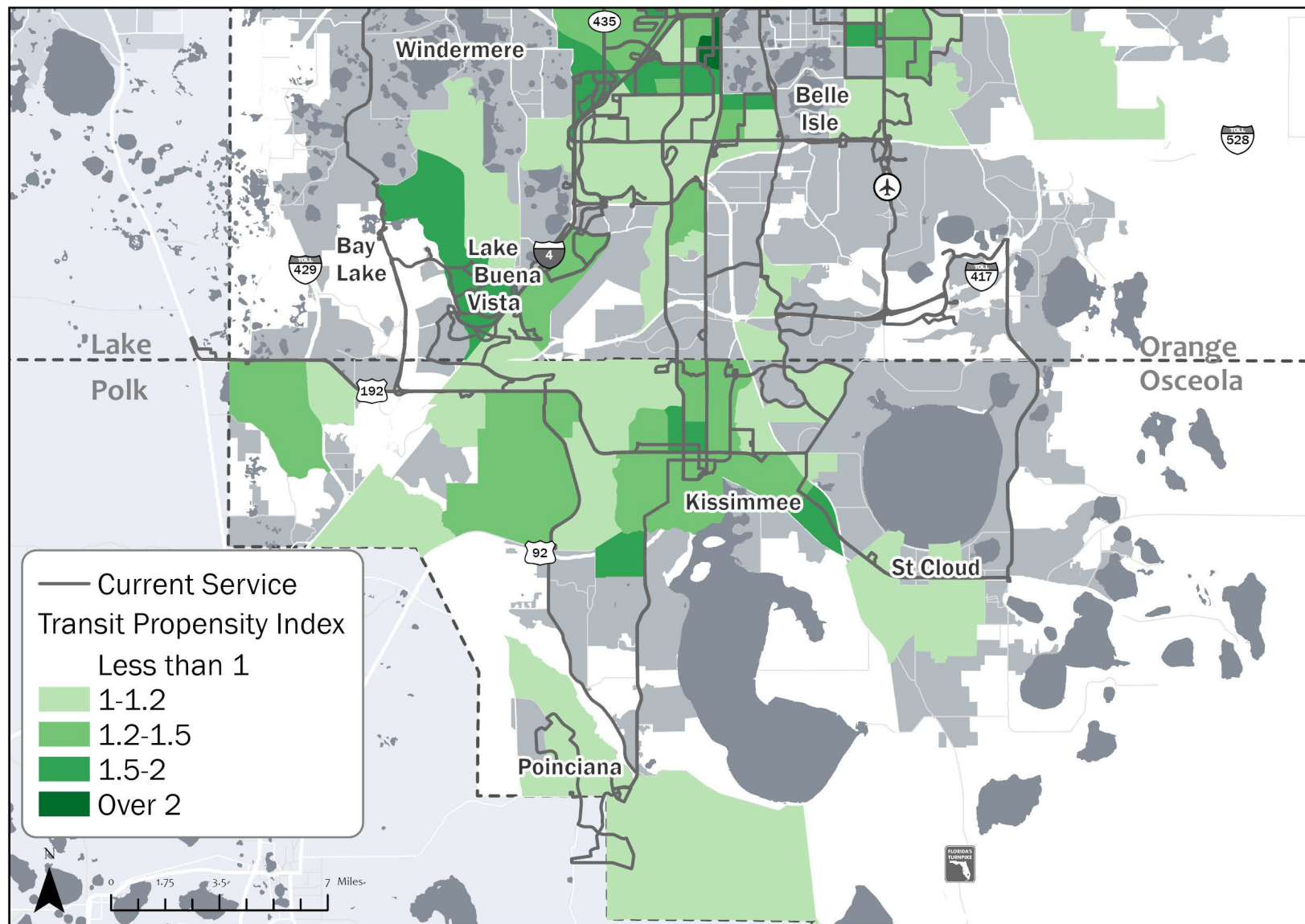
Transit Propensity Index - North

- The Transit Propensity Index (TPI) is calculated to determine markets with the most potential demand for transit services
- TPI helps to identify specific locations in the region with residents most likely to use transit



Transit Propensity Index - South

- The Transit Propensity Index (TPI) is calculated to determine markets with the most potential demand for transit services
- TPI helps to identify specific locations in the region with residents most likely to use transit





metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Transit Capital Projects



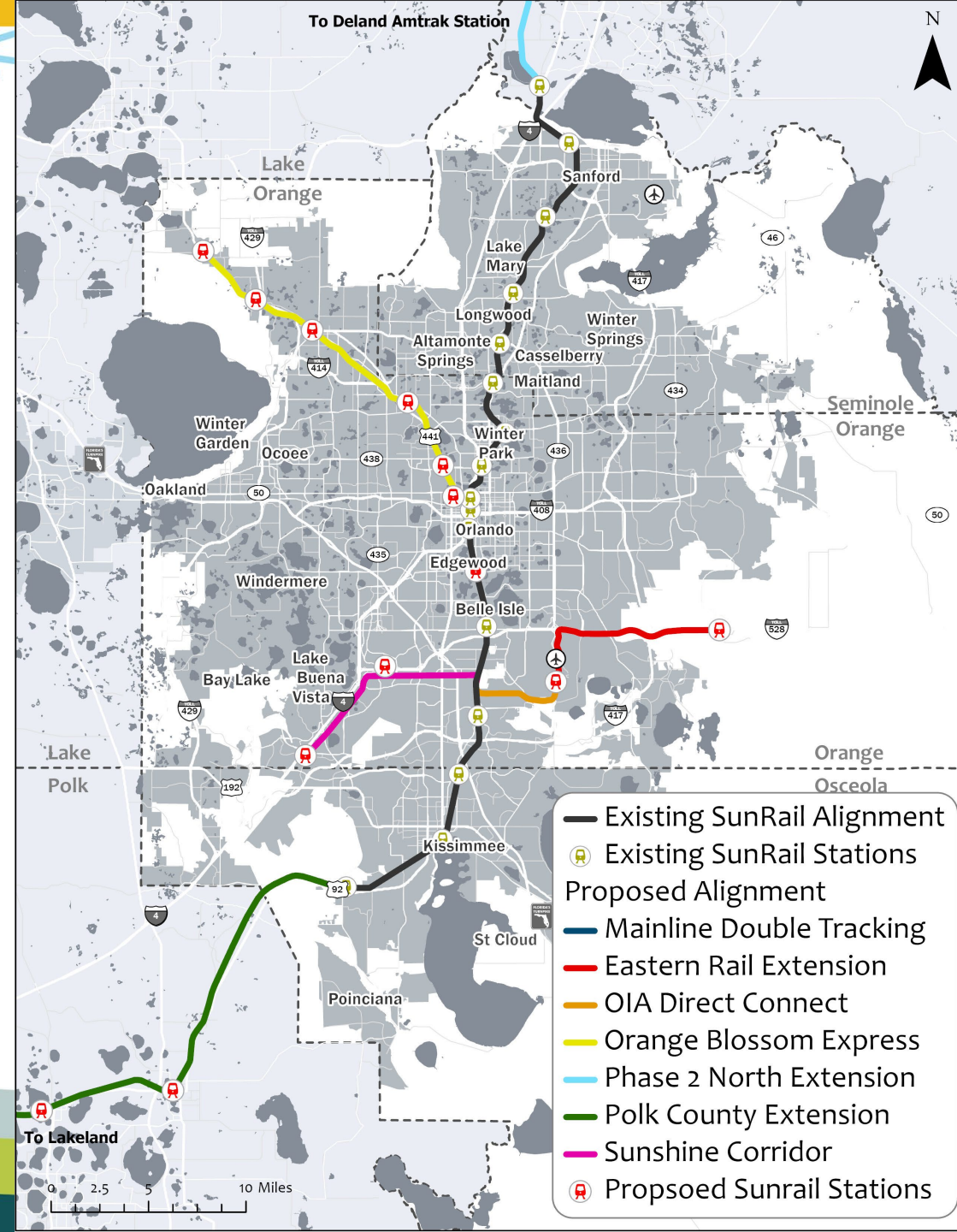
SunRail Improvements

Committed Projects

- Phase 2 North Extension

Future Projects

- OIA Direct Connect
- Sunshine Corridor
- Mainline Double-Tracking
- New Station at Edgewood
- Orange Blossom Express
- Eastern Rail Extension
- Polk County Extension



SunRail Improvement Capital Costs

Project	Capital Cost (2024 Million \$)
OIA Service Extension	380
Mainline Double Tracking	75
Edgewood Station	18
Sunshine Corridor	610
Orange Blossom Express	1,035
Eastern Rail Extension	345

- Total Capital Cost = \$2.3 Billion



SunRail Operating Improvements

Service Enhancement

- Increase Frequency to 15 mins Peak, 30 mins Off Peak and 60 mins Weekend
- New Weekend and Evening Service

Increases for SunRail Additional Service

	Revenue Hours	O&M Cost
Current Service (2023 Actual)	17,332	\$66.1M
Additional Service	24,264	\$65.4M



SunRail Expansion – O&M Costs

Project	Frequency (Peak/Off-peak)	Annual O&M Cost
OIA Service Extension	30/60	\$8.9M*
Sunshine Corridor	15/30	\$33.1M
Orange Blossom Express	30/60	\$22.0M

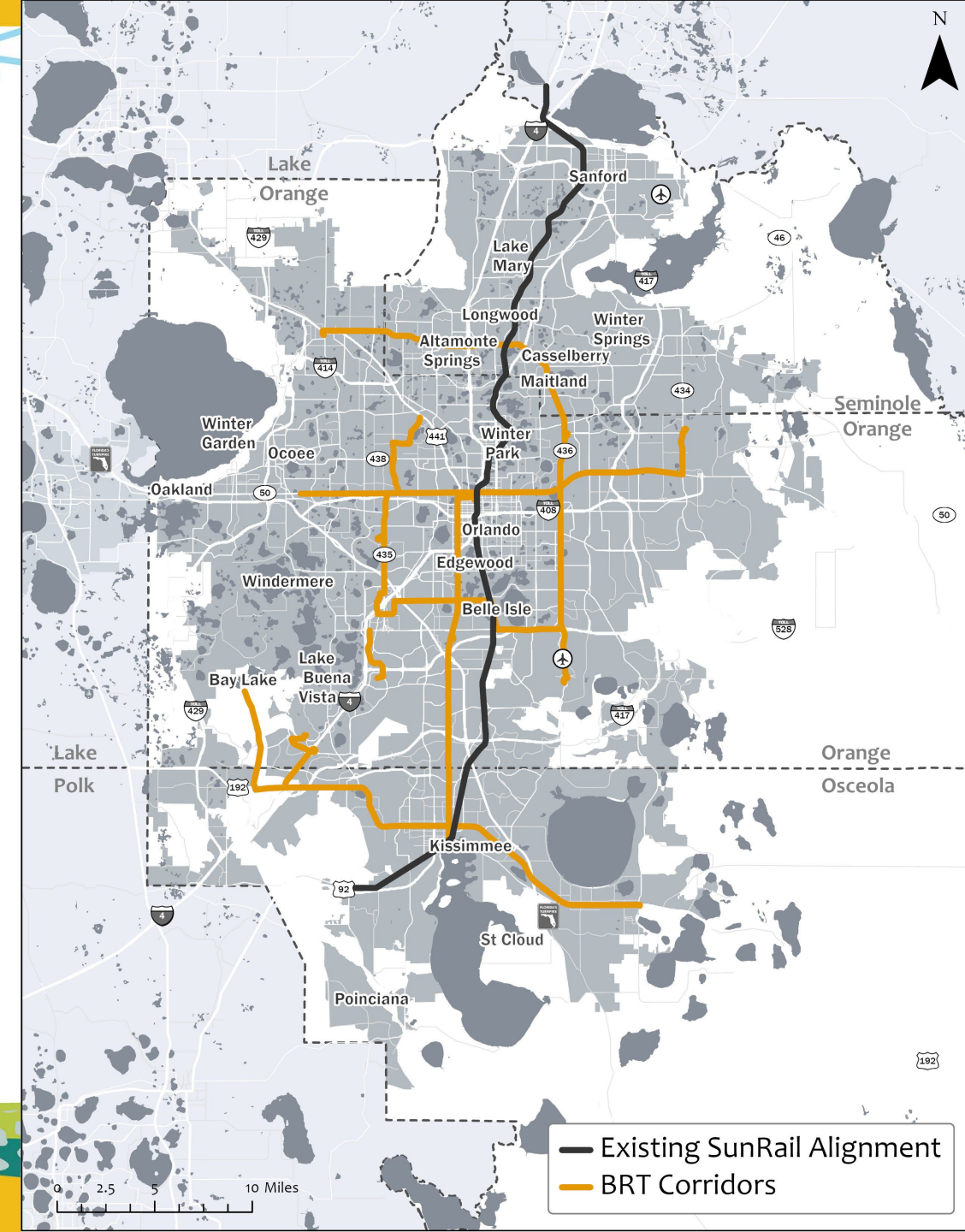
*Additional costs for the OIA service extension presume frequency improvements for existing corridor have been previously implemented



Bus Rapid Transit Corridors

- S.R. 436
- S.R. 50
- Kirkman Road
- Oak Ridge Drive
- South International Drive
- University Boulevard to US 441
- U.S. 441 south of Downtown
- U.S. 192, with extension to Walt Disney World

Total Capital Cost = \$1.6 Billion

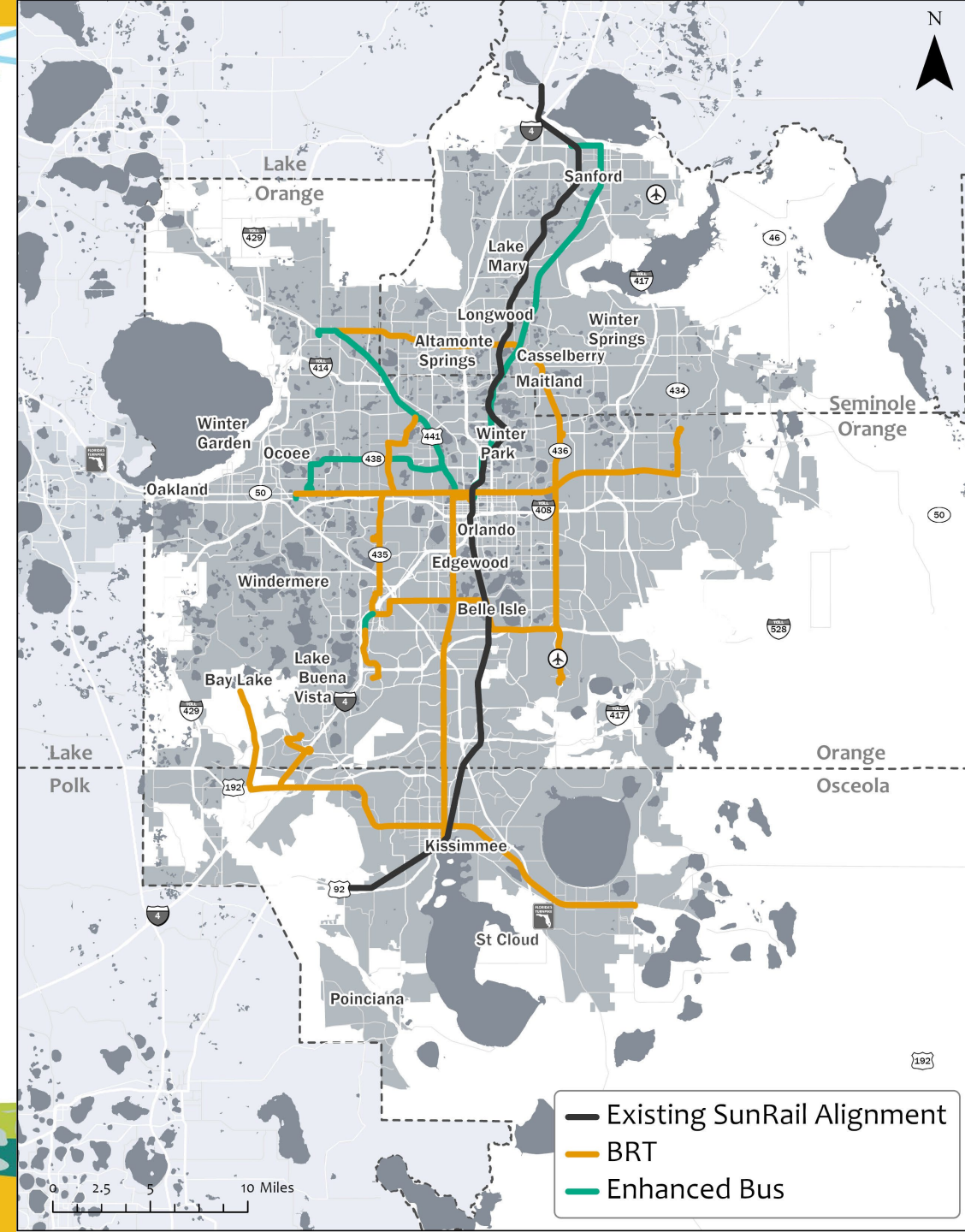


Other Key Transit Corridors

Enhanced Bus Corridors

- Silver Star Road
- U.S. 17-92 North
- U.S. 441 North
- North International Drive
- US 17/92

Total Capital Cost = \$116 Million



Passenger Facilities & Amenities

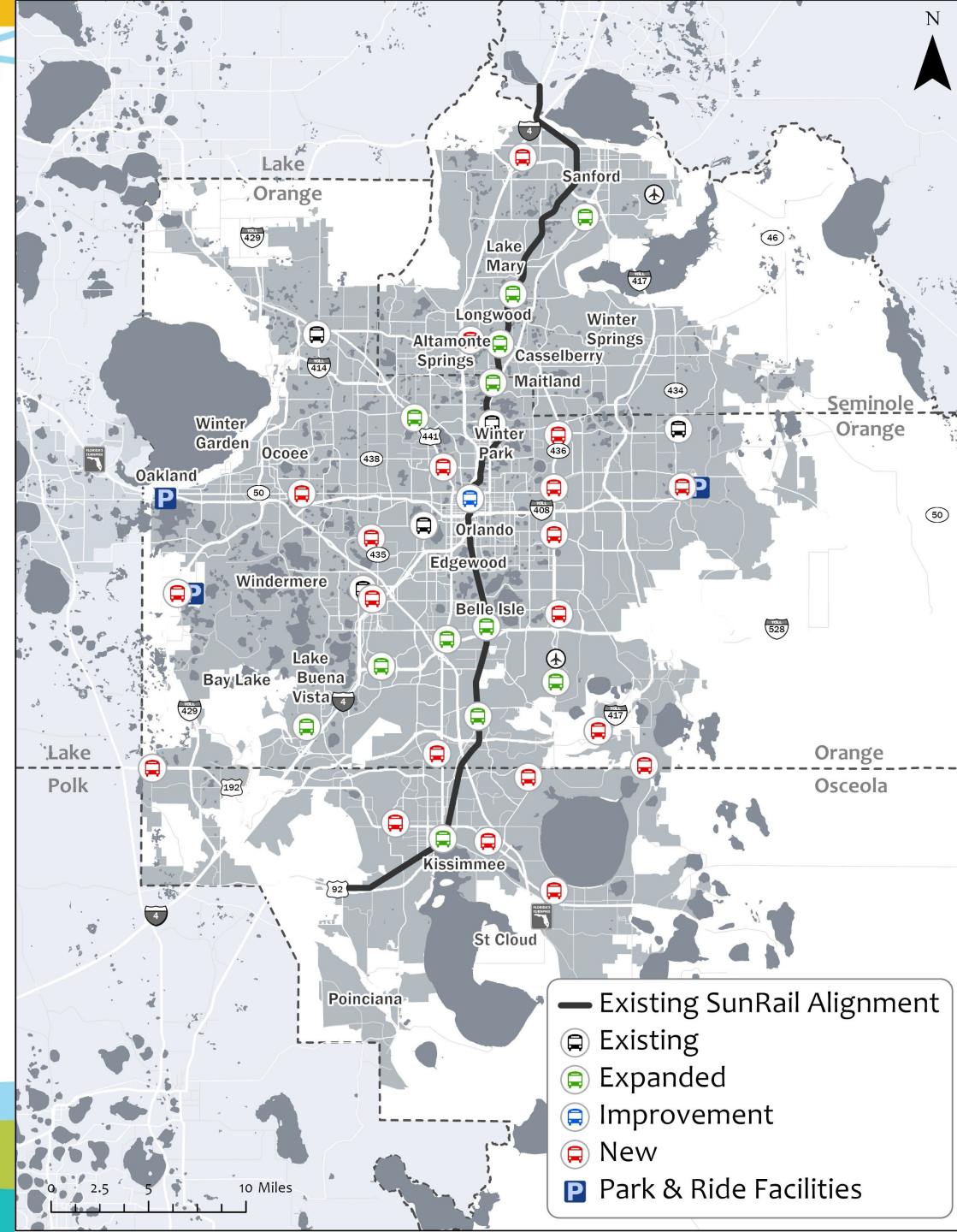
Expanded Passenger Facilities

- 20 New Transfer Centers
- 10 Expanded Existing Transfer Centers
- 3 New Bus Park and Ride Facilities
- 10 New Rail Stations

New and Upgraded Transit Centers = \$201.7M

Enhanced Passenger Amenities

- Shelters & Benches
- Access improvements
- Digital Signage/Communications





metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Bus Service Improvements



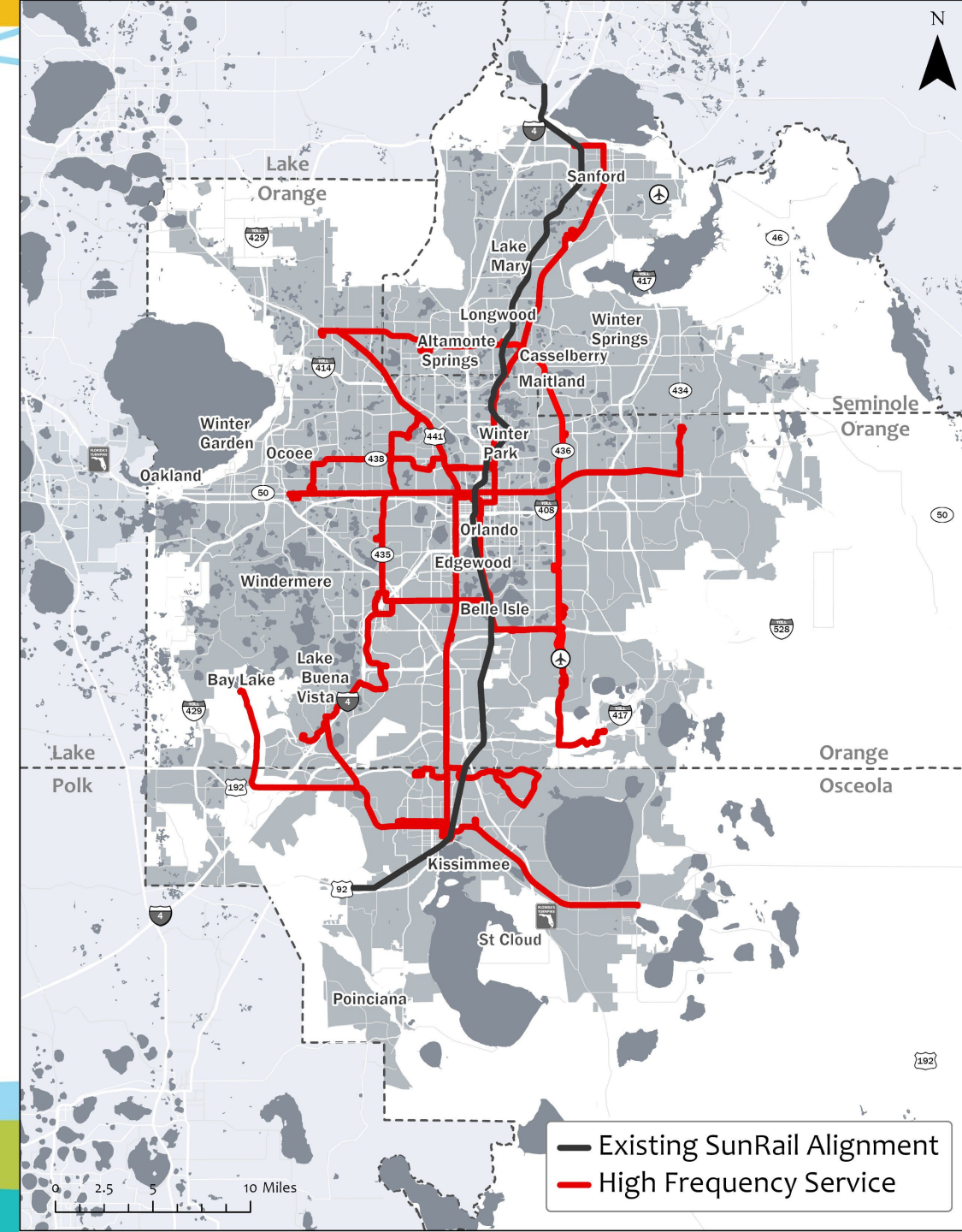
High Frequency Service

- Running Every 20 minutes or better

Operating statistics for 20-year transit network

Service Type	Number of Routes (Region)	Orange County	Seminole County	Osceola County
High Frequency Service	28	18	6	4

Annual Service Hours = 1,208,287
Annual Service Miles = 16,516,992



Enhanced Local Service

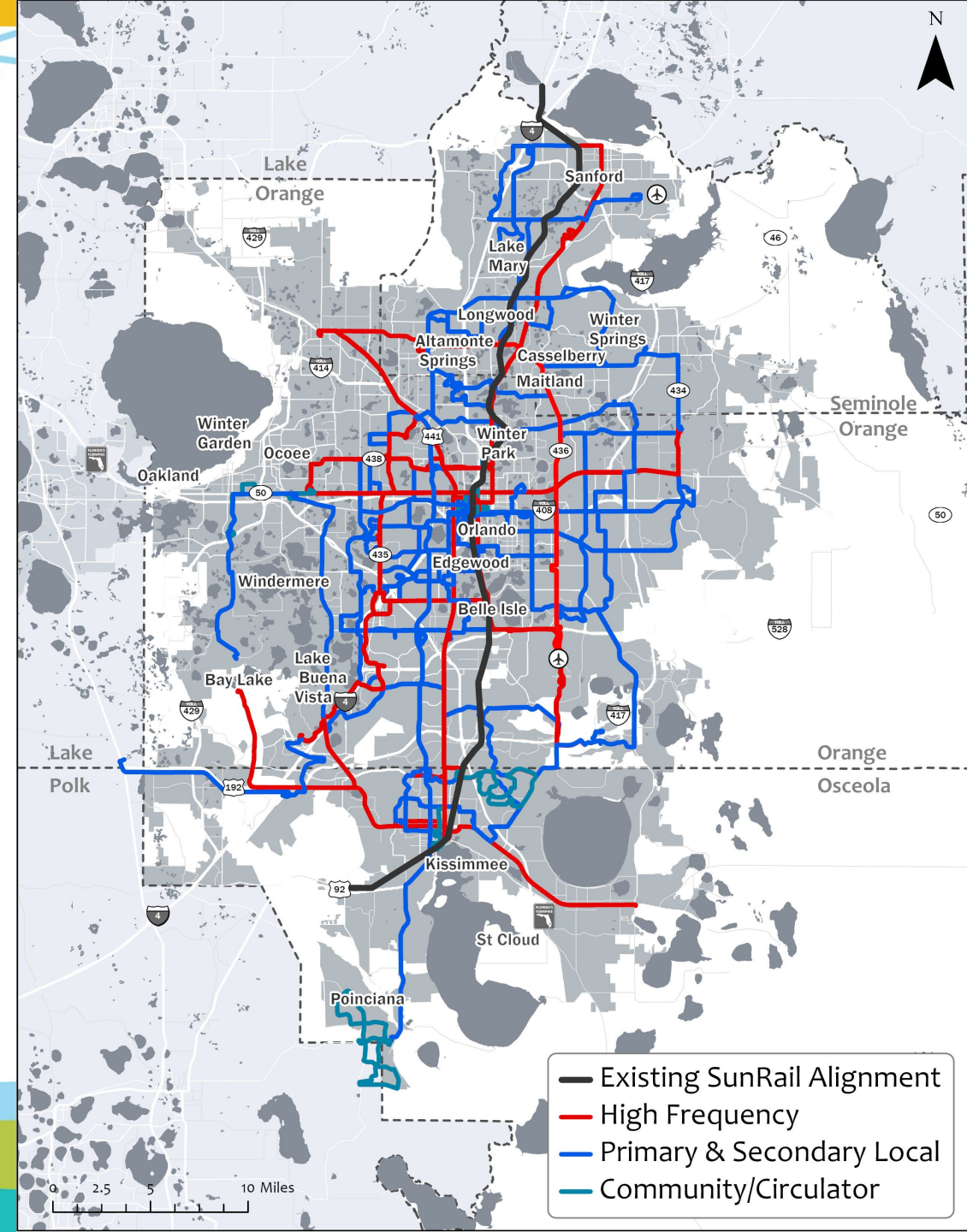
- Local Routes at 30 or 60 minute frequency

Operating statistics for 20-year transit network

Service Type	Number of Routes	Orange County	Seminole County	Osceola County
Primary & Secondary Local Stop Routes	44	28	9	7

Annual Service Hours = 1,009,965

Annual Service Miles = 12,543,057



On-Demand Service

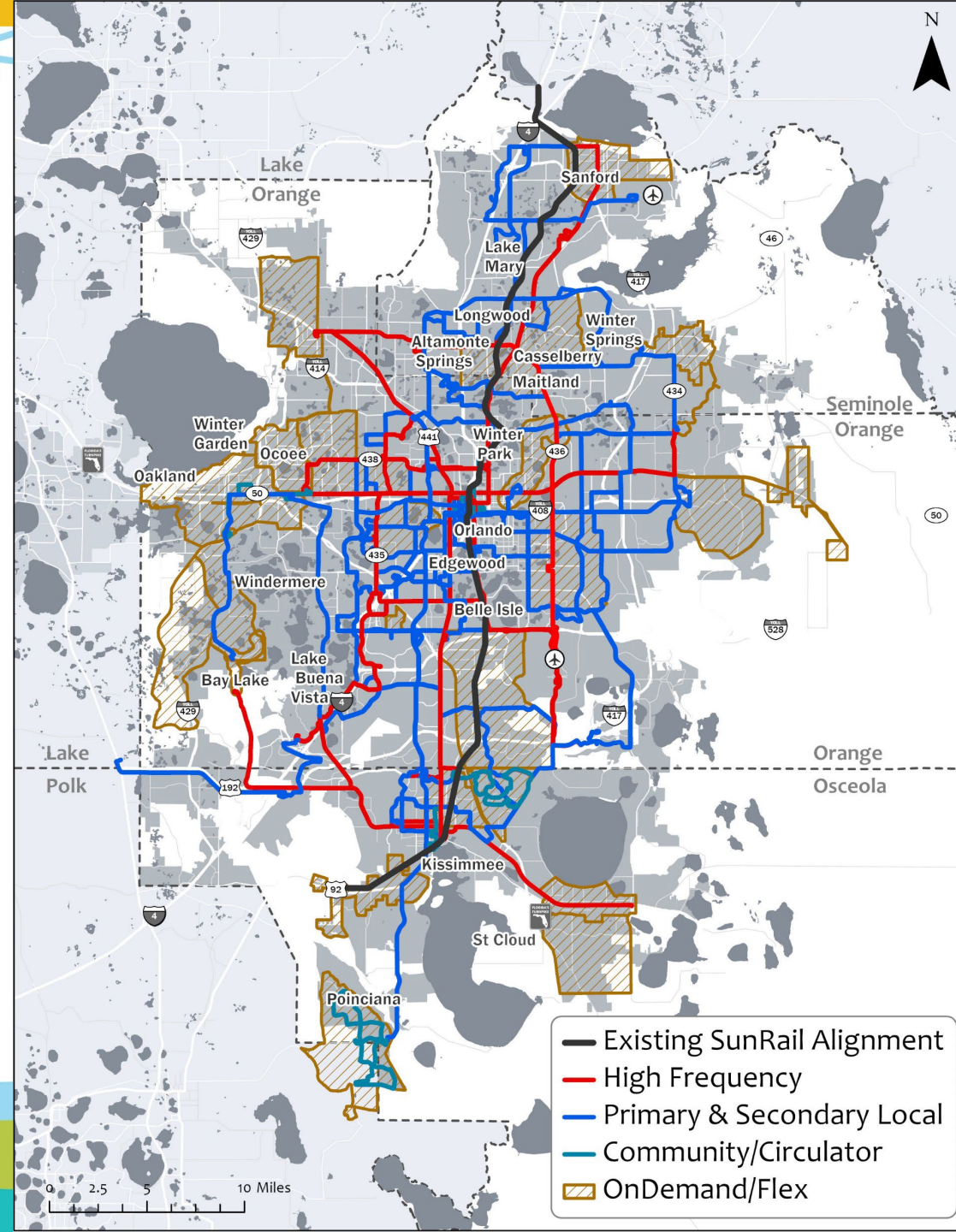
- NeighborLink and Mobility-on-Demand Zones

Operating statistics for 20-year transit network

Service Type	Number of Routes	Orange County	Seminole County	Osceola County
Community/ Circulator & On-Demand/Flex	37	21	5	11

Annual Service Hours = 390,261

Annual Service Miles = 3,913,944



Regional Express

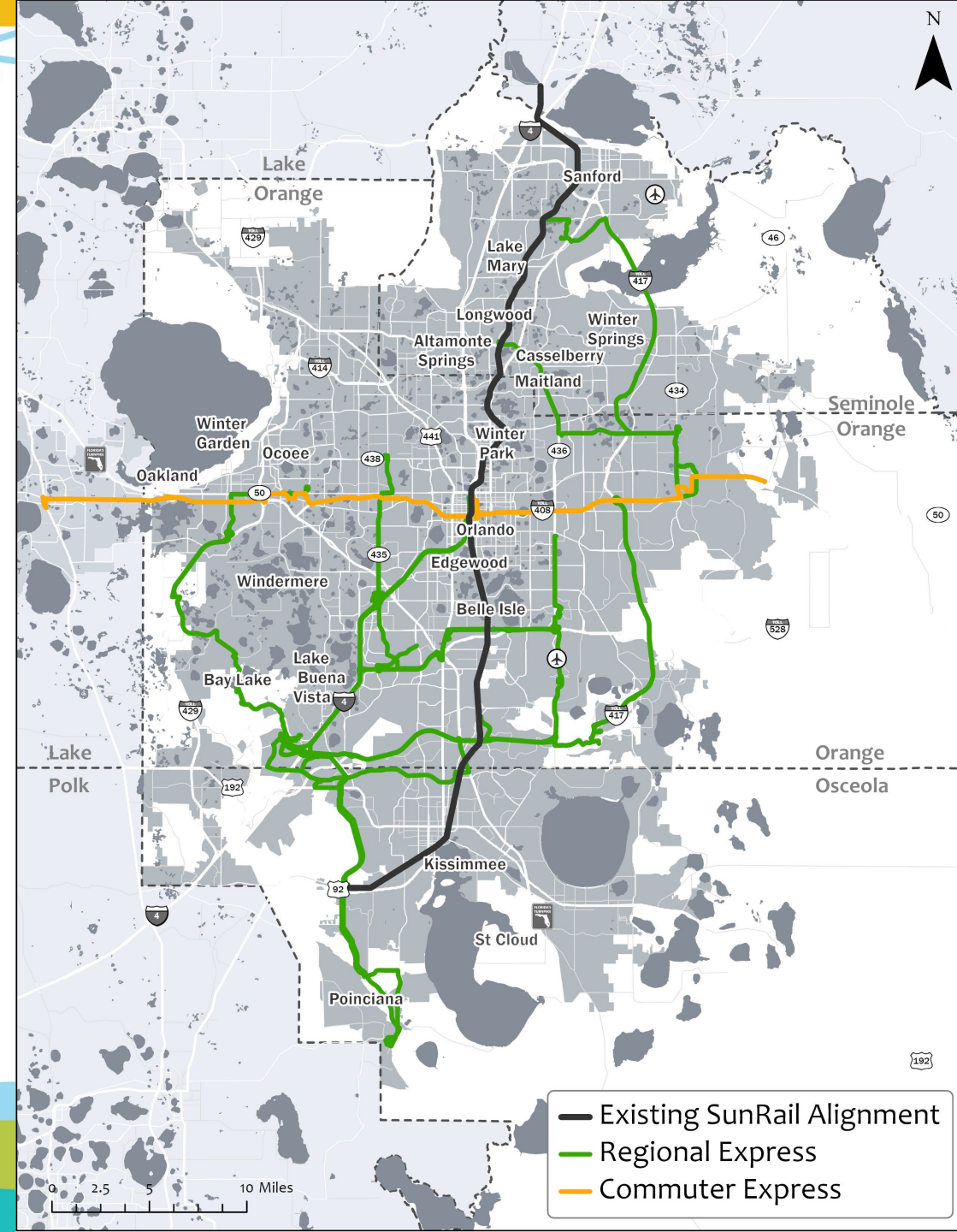
- Limited Stop / Express Service

Operating statistics for 20-year transit network

Service Type	Number of Routes	Orange County	Seminole County	Osceola County
Regional & Commuter Express Routes	17	12	2	3

Annual Service Hours = 387,152

Annual Service Miles = 7,279,979



Operating Cost & Revenue

Summary of operating cost in 2024 dollars

Service Plan	# of Routes	Annual Service Hours	Annual Operating Cost (in 2024 \$)	Total Max Fleet
Existing Services	79	1,157,605	\$145.2 M	269
25- Year Needs Plan	126	2,981,028	\$358.3 M	571





metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

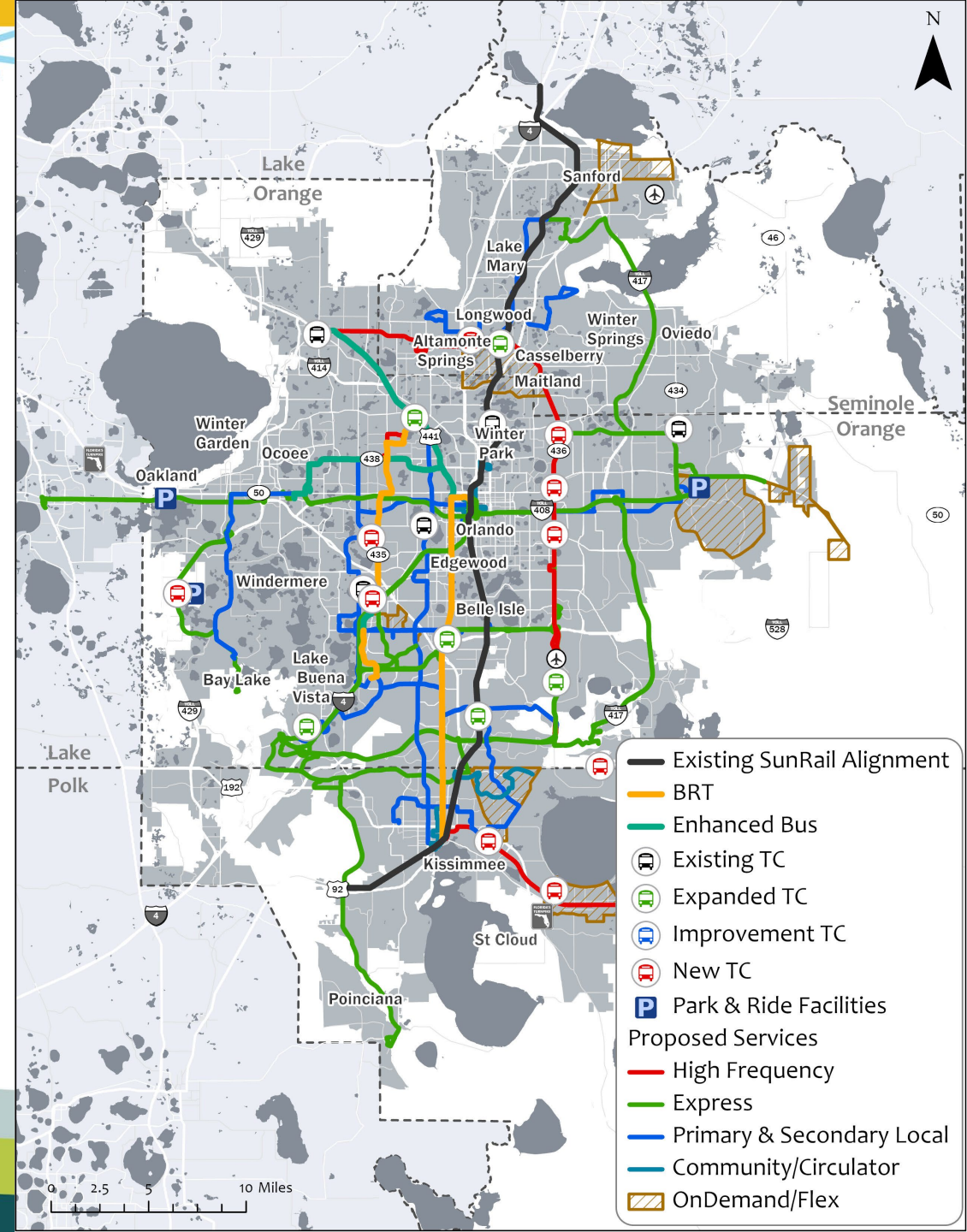
Service Implementation Phases



Short-Term Transit Vision

(2025-2029)

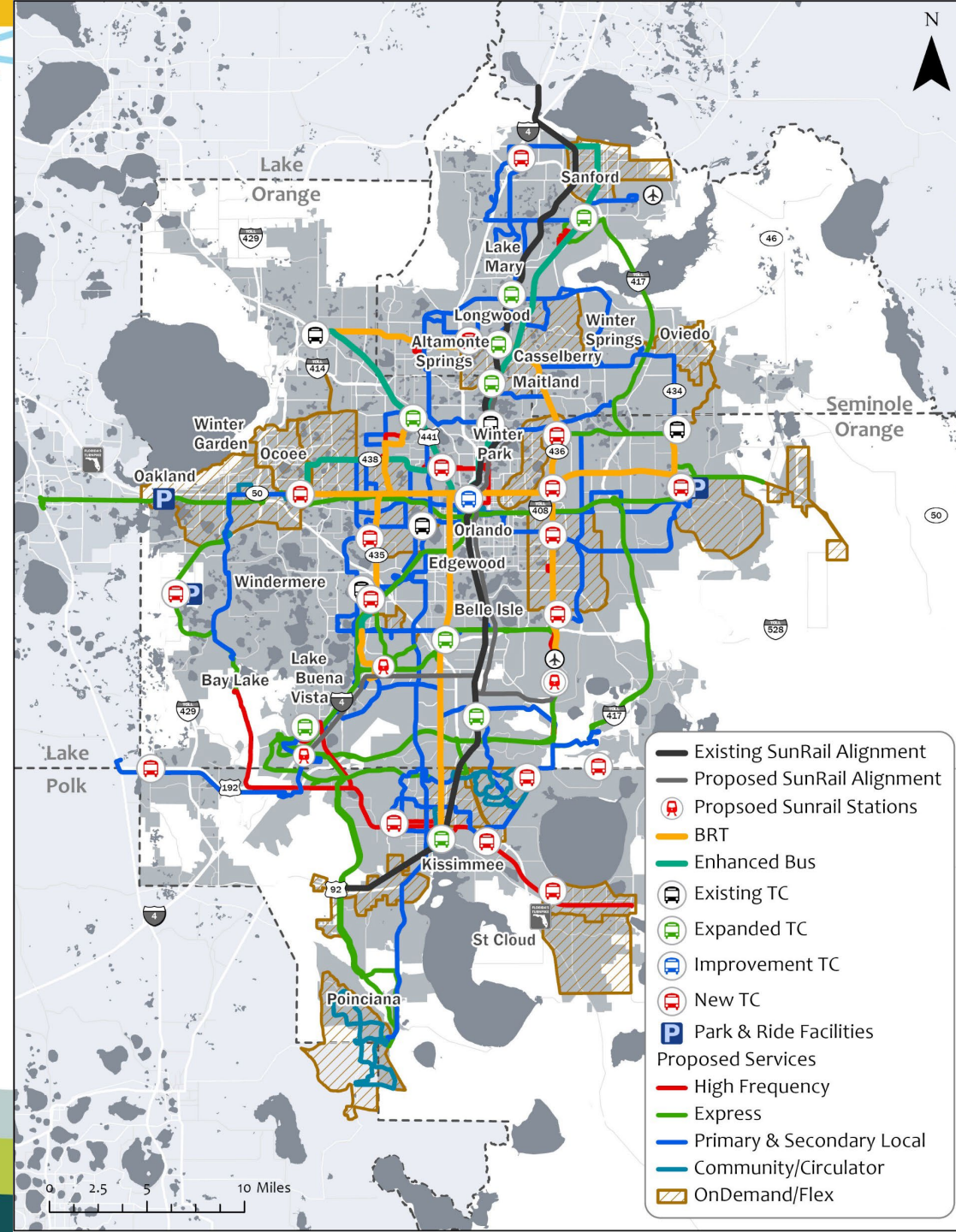
- 3 BRT and 3 Enhanced Bus Corridors
- 16 new and improved Transit Centers (TC)
- 12 High Frequency Routes
- 16 Express Routes
- 11 Primary and Secondary Local Routes
- 7 Community/Circulator Routes
- 8 On-Demand/ Flexible Routes



Mid-Term Transit Vision

(2030-2034)

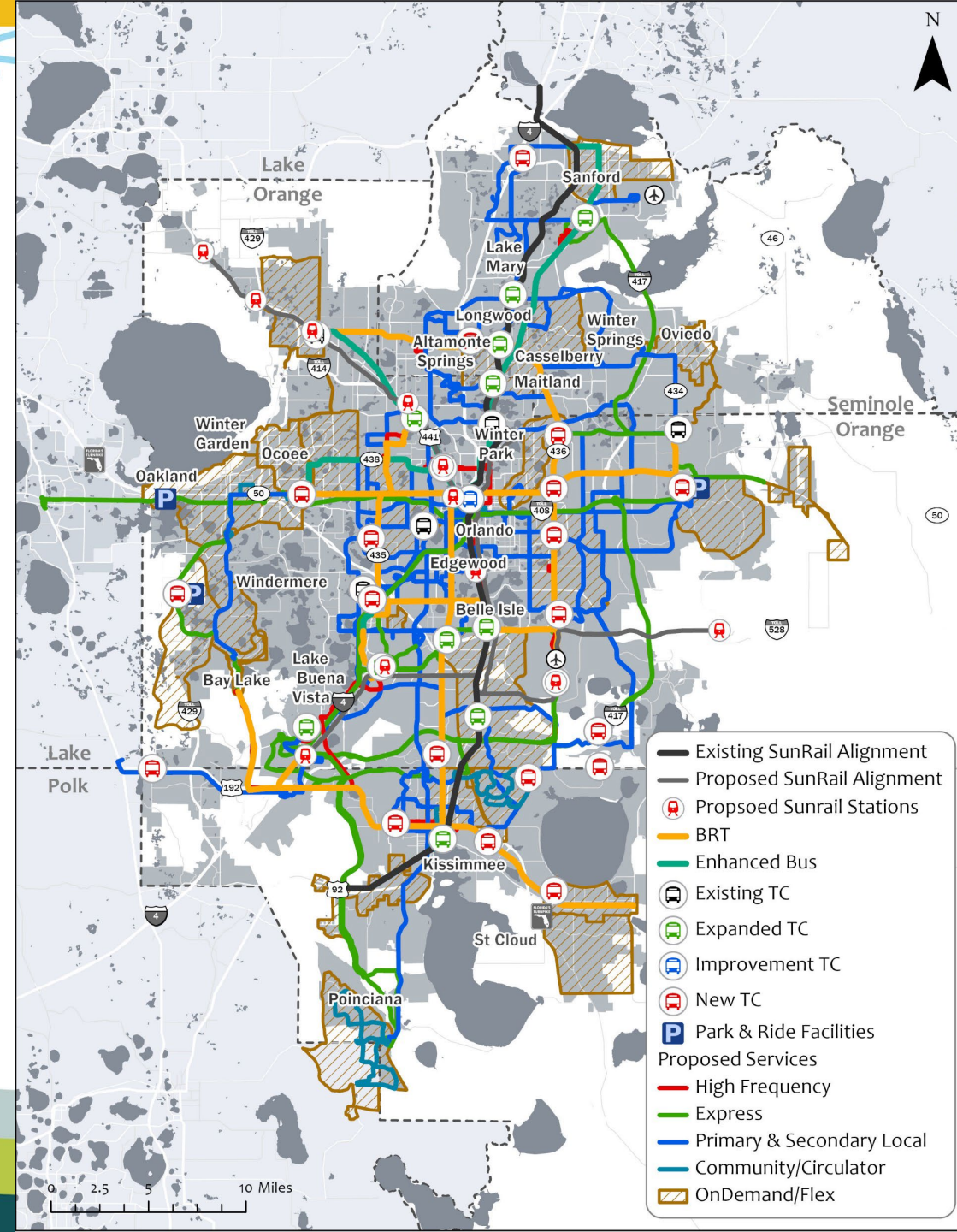
- SunRail Extension to OIA, Sunshine Corridor & Maitland Double Track
- 2 BRT and 1 Enhanced Bus Corridor
- 13 new and improved Transit Centers
- 9 High Frequency Routes
- 1 Express Route
- 20 Primary and Secondary Local Routes
- 4 Community/Circulator Routes
- 14 On-Demand/ Flexible Routes



Long-Term Transit Vision

(2035-2049)

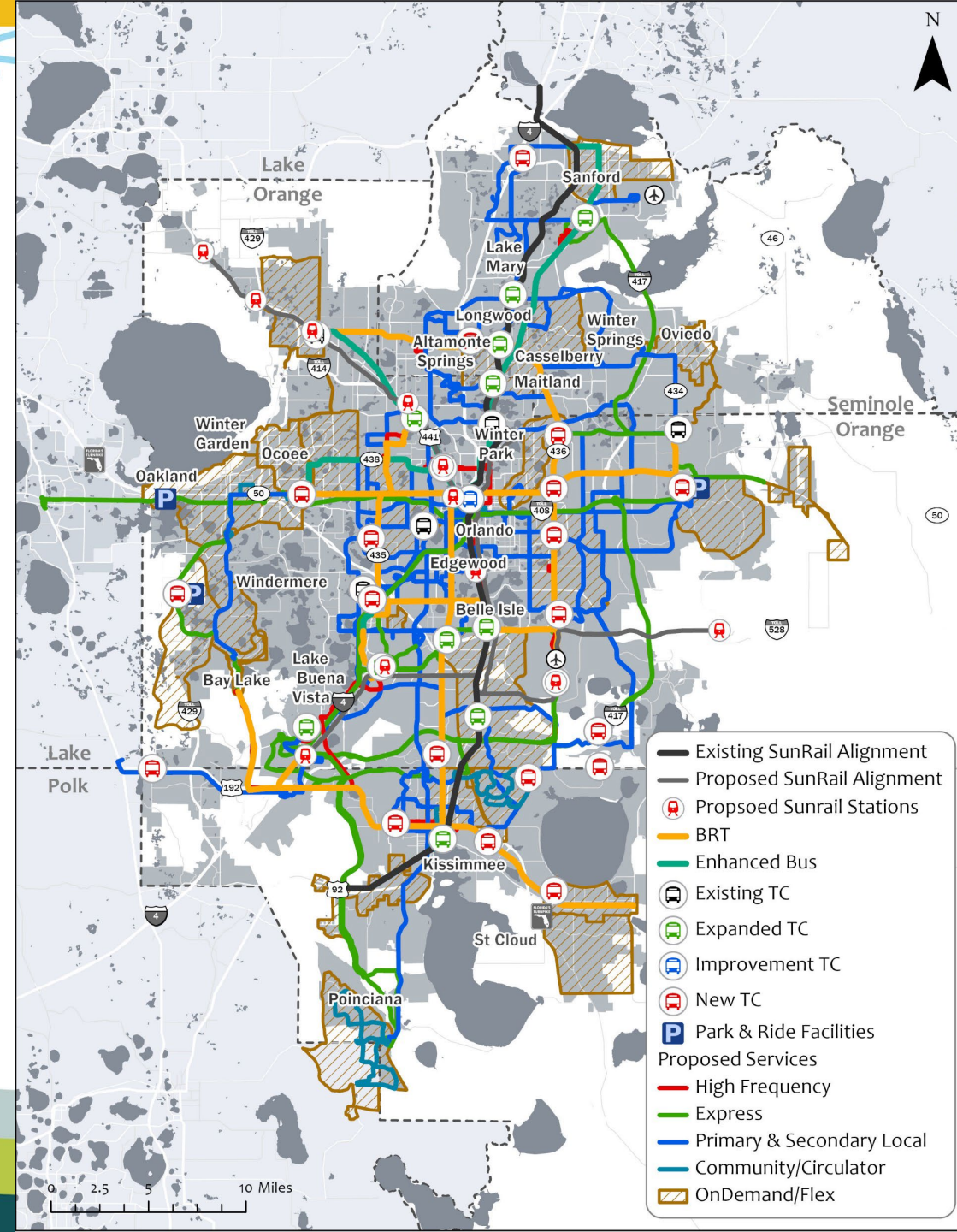
- SunRail Extension to Apopka (Orange Blossom Express), South International Drive (Sunshine Corridor), and towards the east of OIA.
- Additional SunRail station at Holden Ave (Edgewood Station)



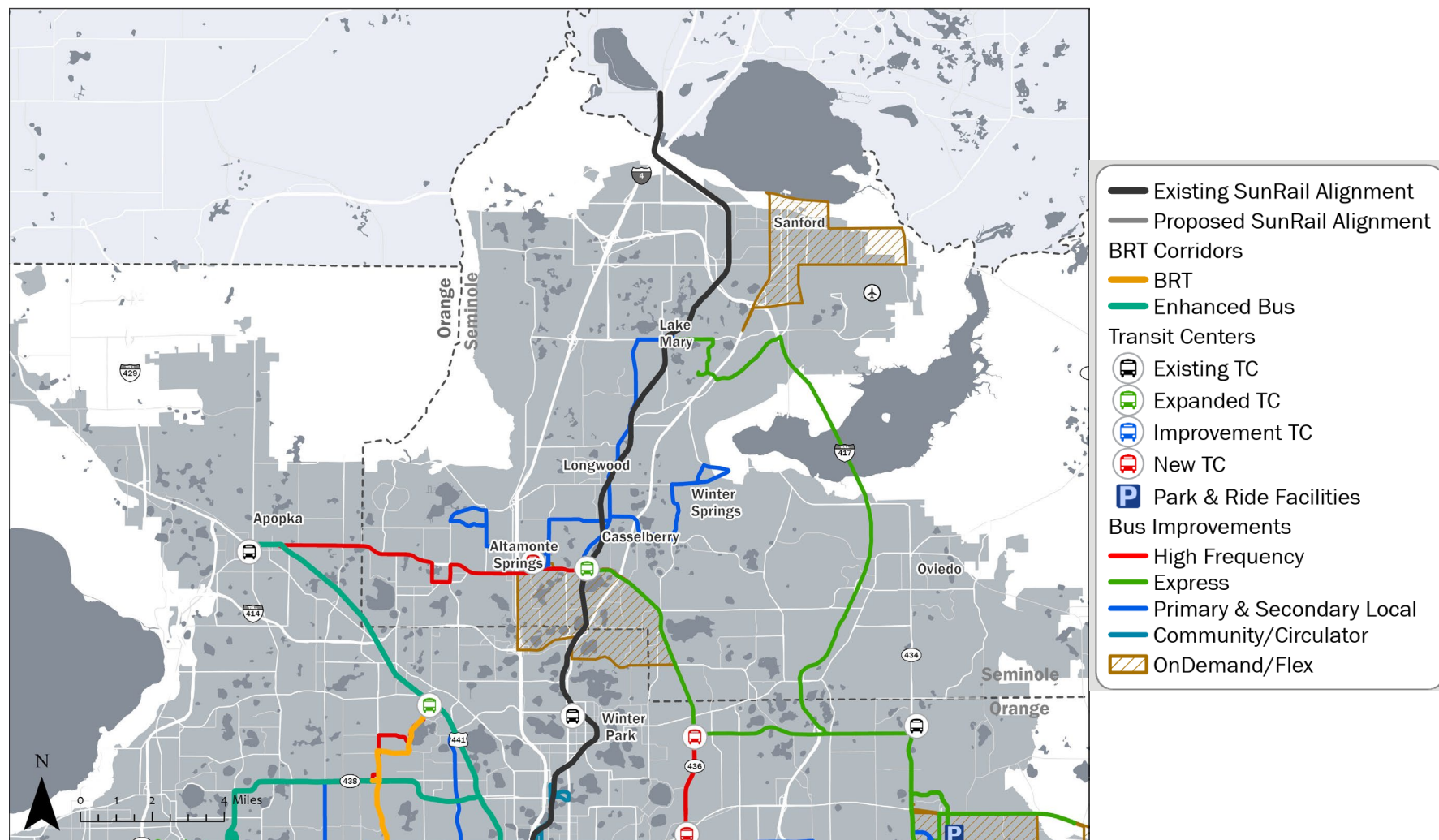
Long-Term Transit Vision (continued)

(2035-2049)

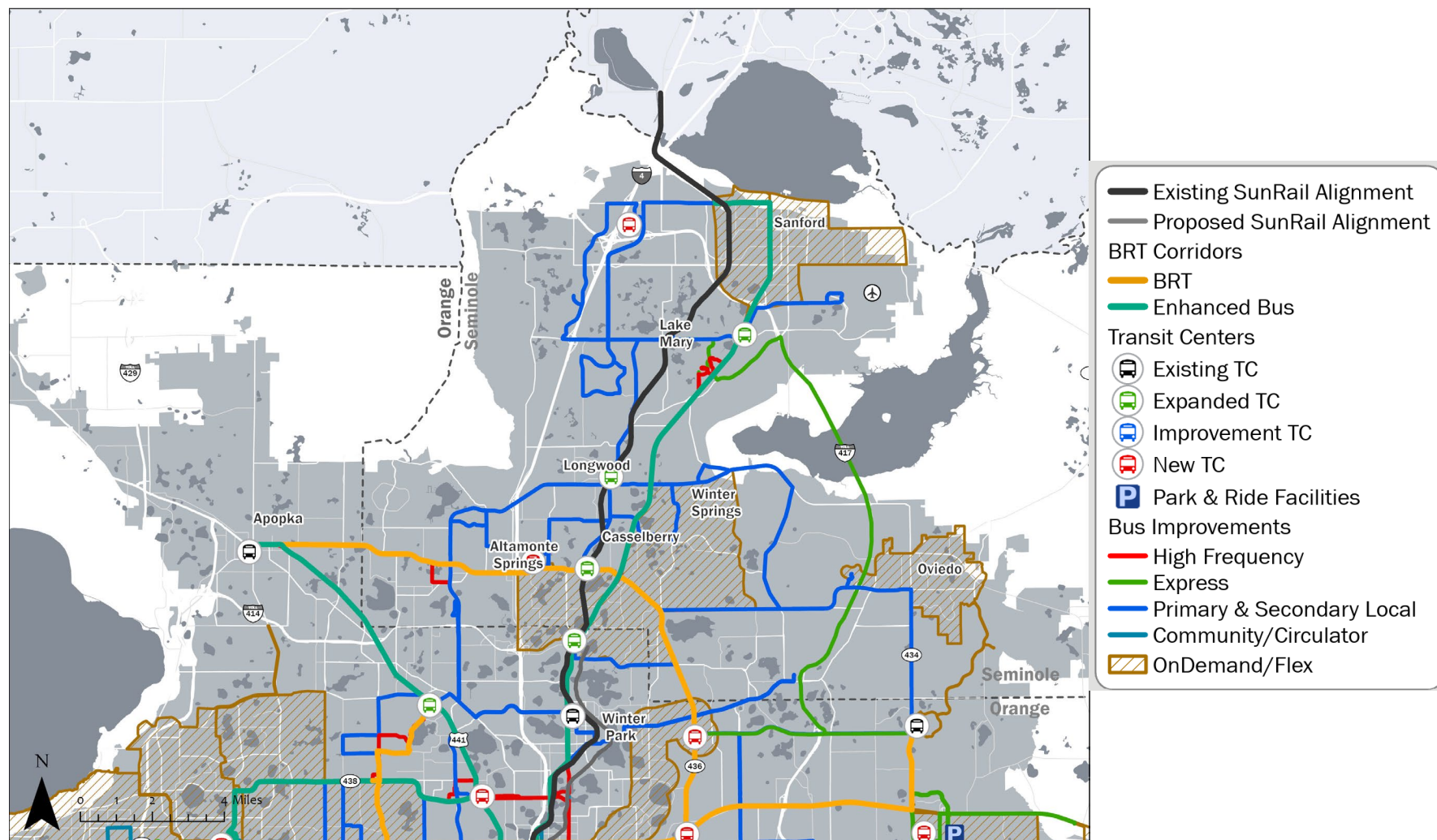
- 2 BRT Corridors
- 4 new and improved Transit Centers
- 7 High Frequency Routes
- 12 Primary and Secondary Local Routes
- 5 On-Demand/ Flexible Routes



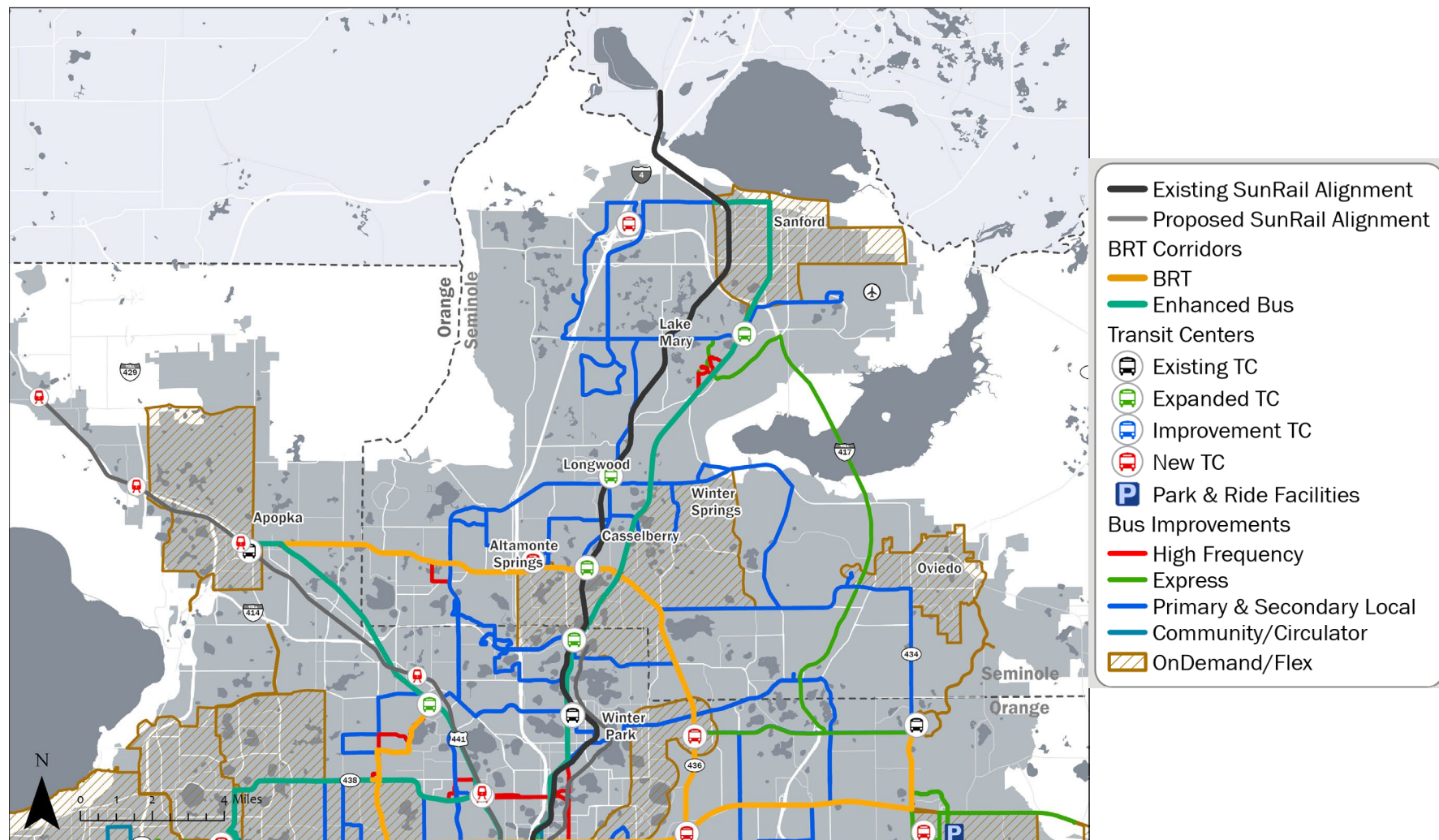
Seminole & Northern Orange County Short-Term Transit Vision



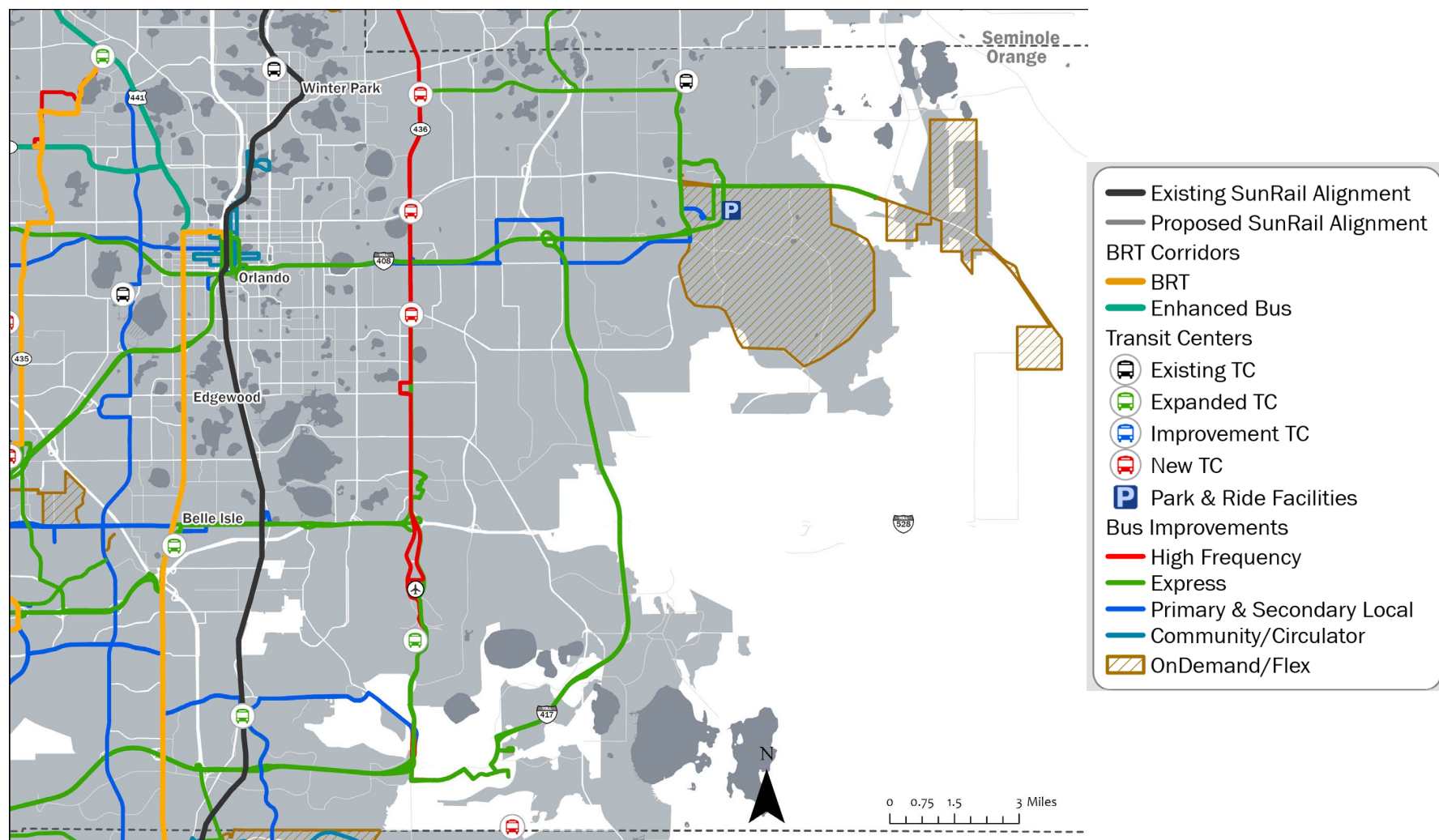
Seminole & Northern Orange County Mid-Term Transit Vision



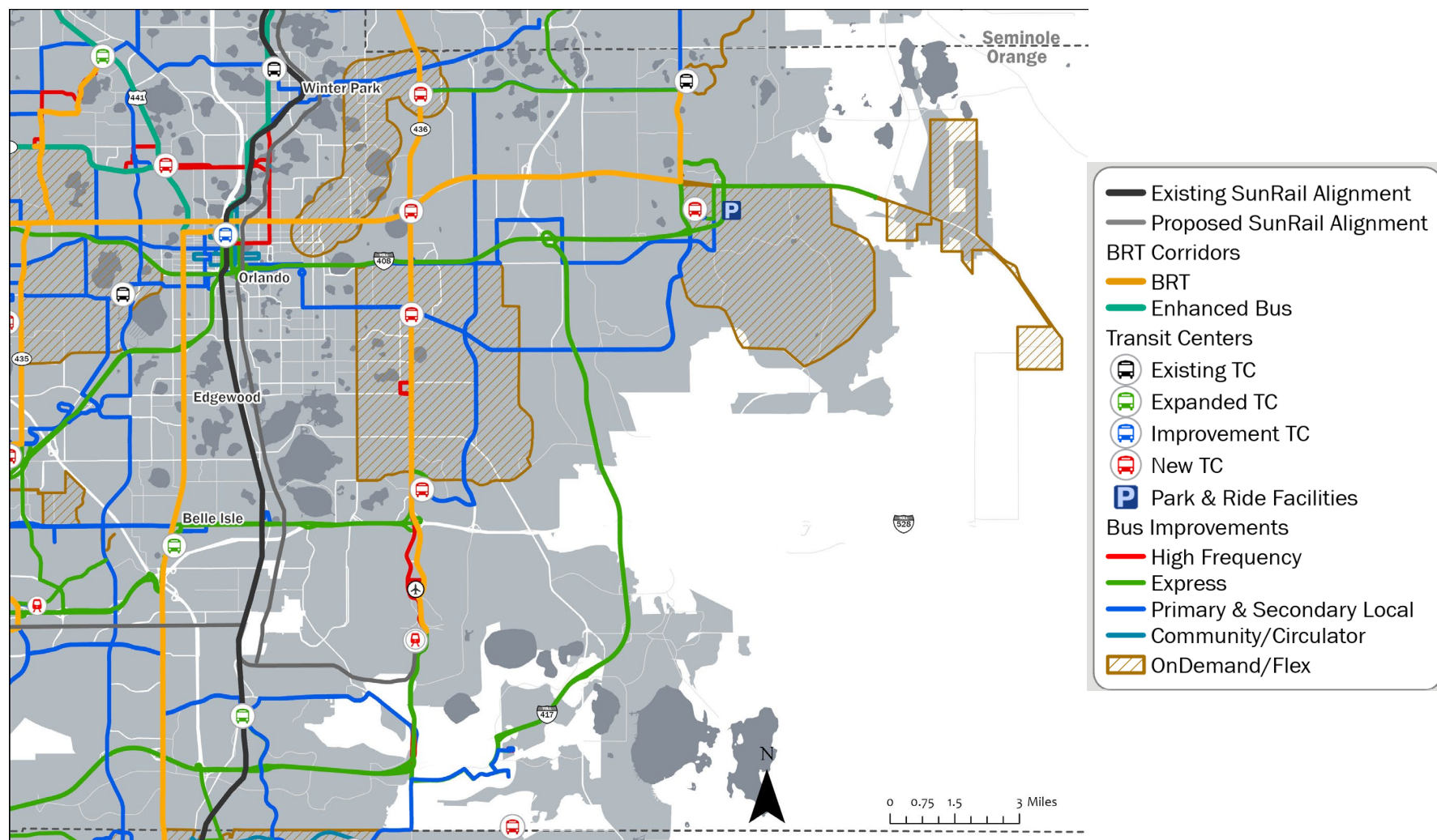
Seminole & Northern Orange County Long-Term Transit Vision



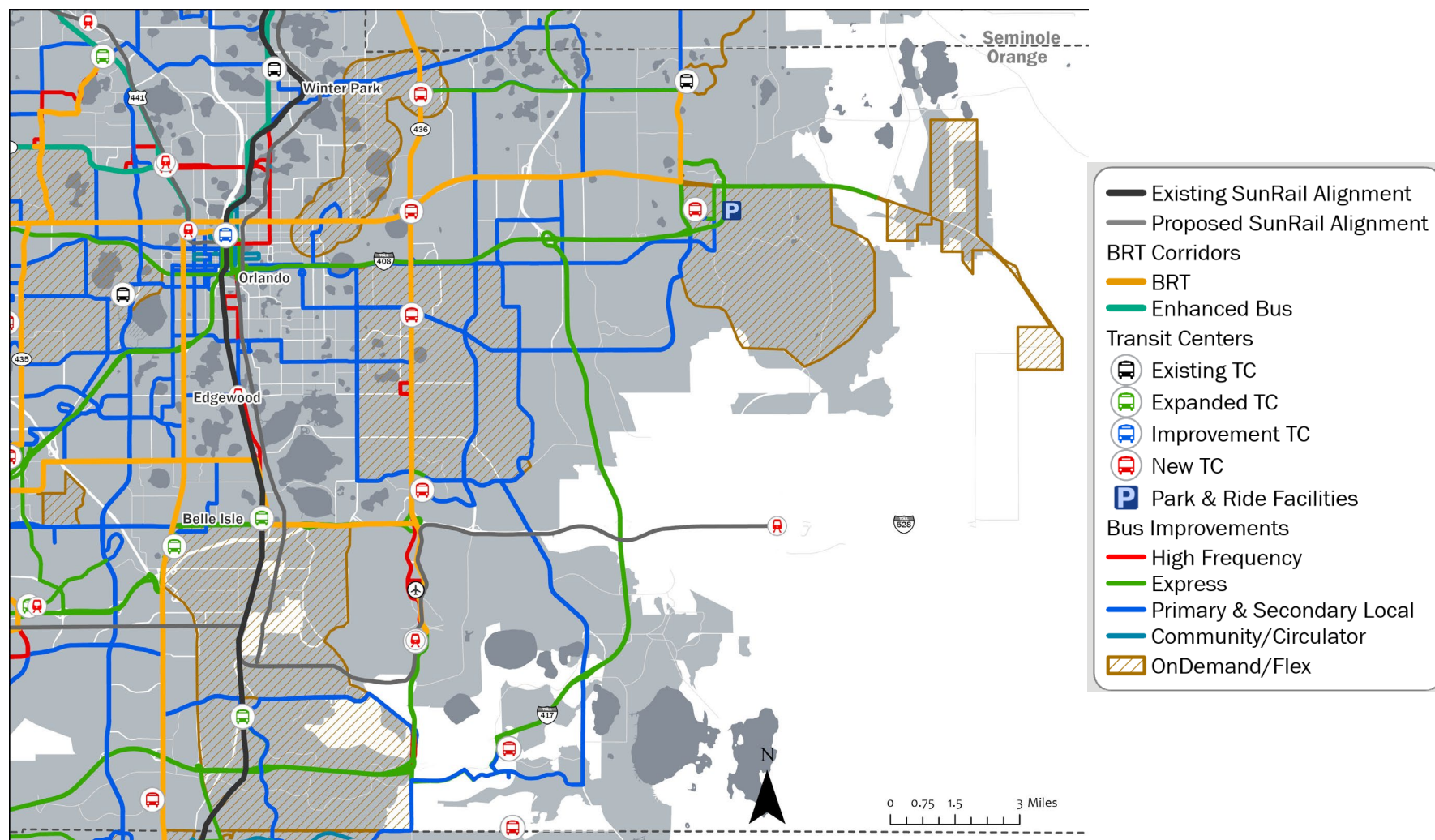
Eastern Orange County Short-Term Transit Vision



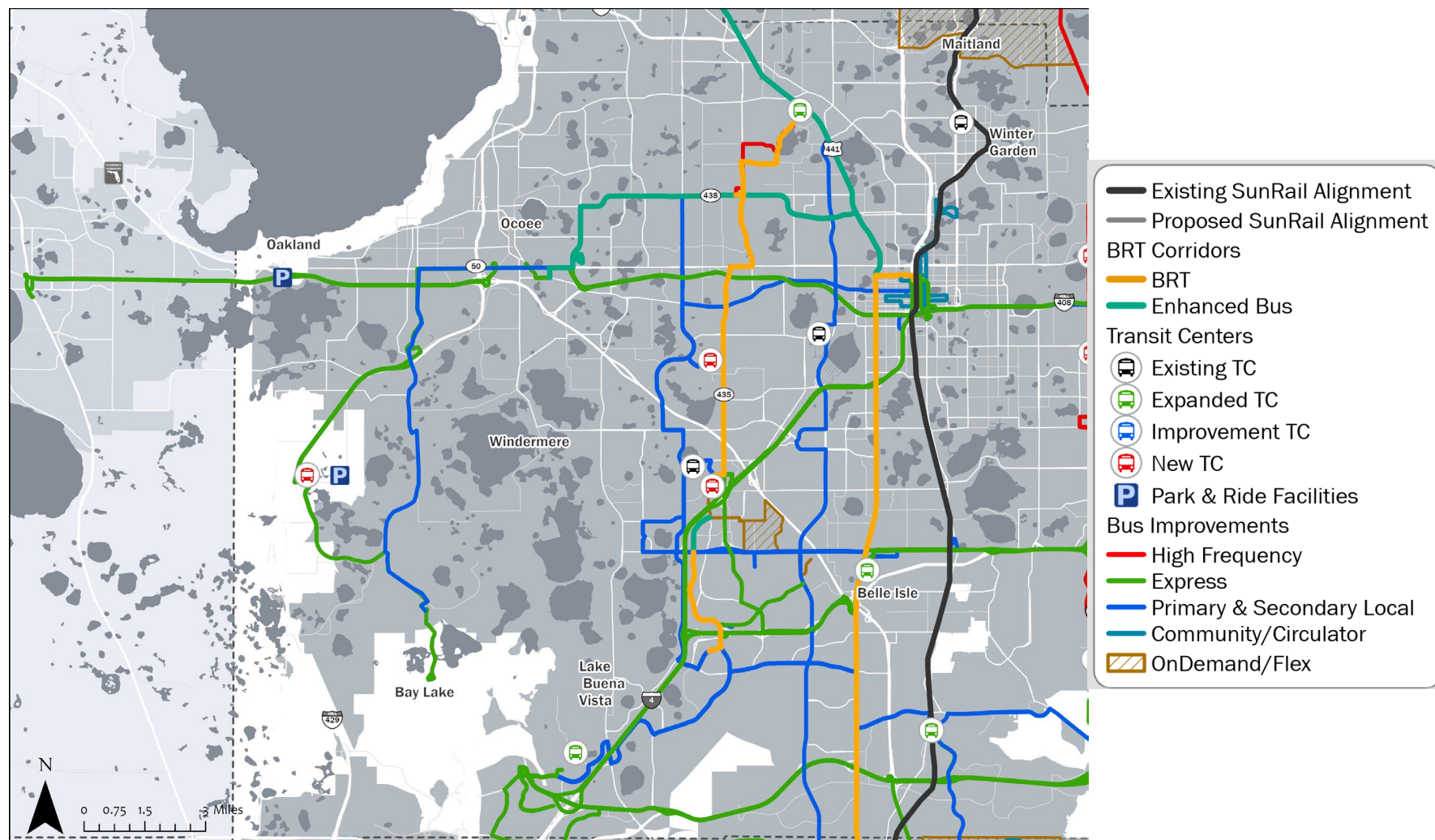
Eastern Orange County Mid-Term Transit Vision



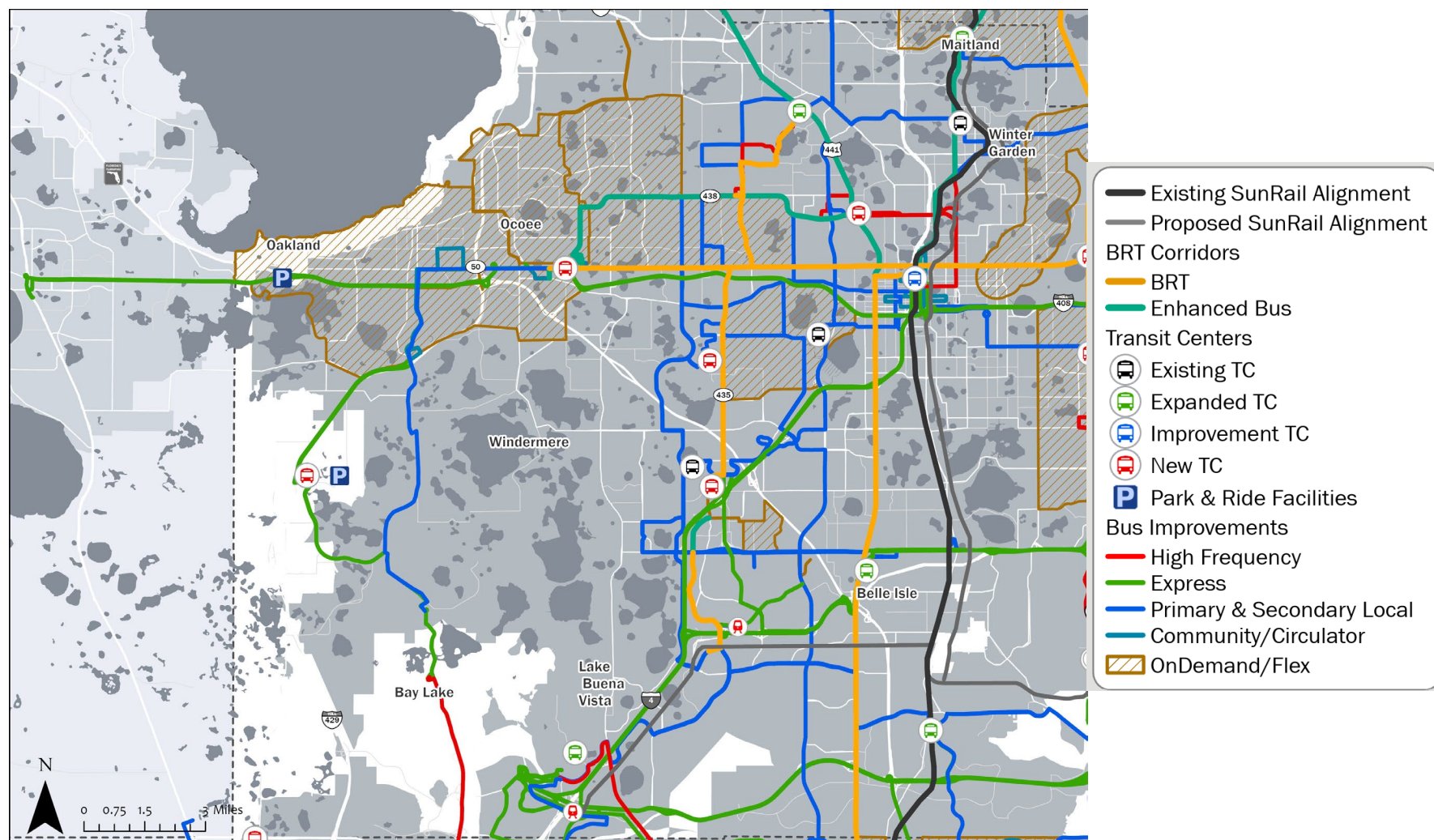
Eastern Orange County Long-Term Transit Vision



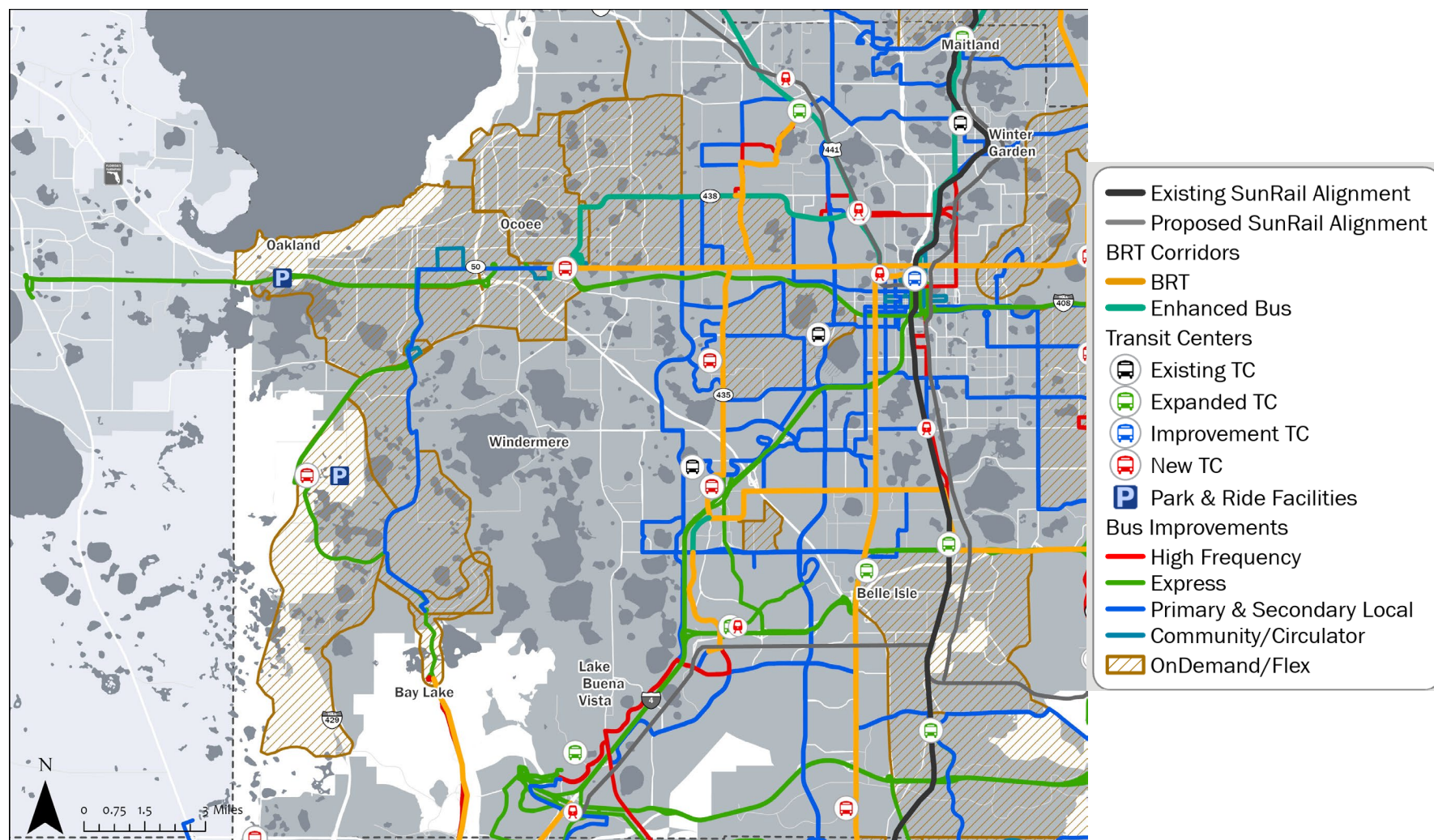
Western Orange County Short-Term Transit Vision



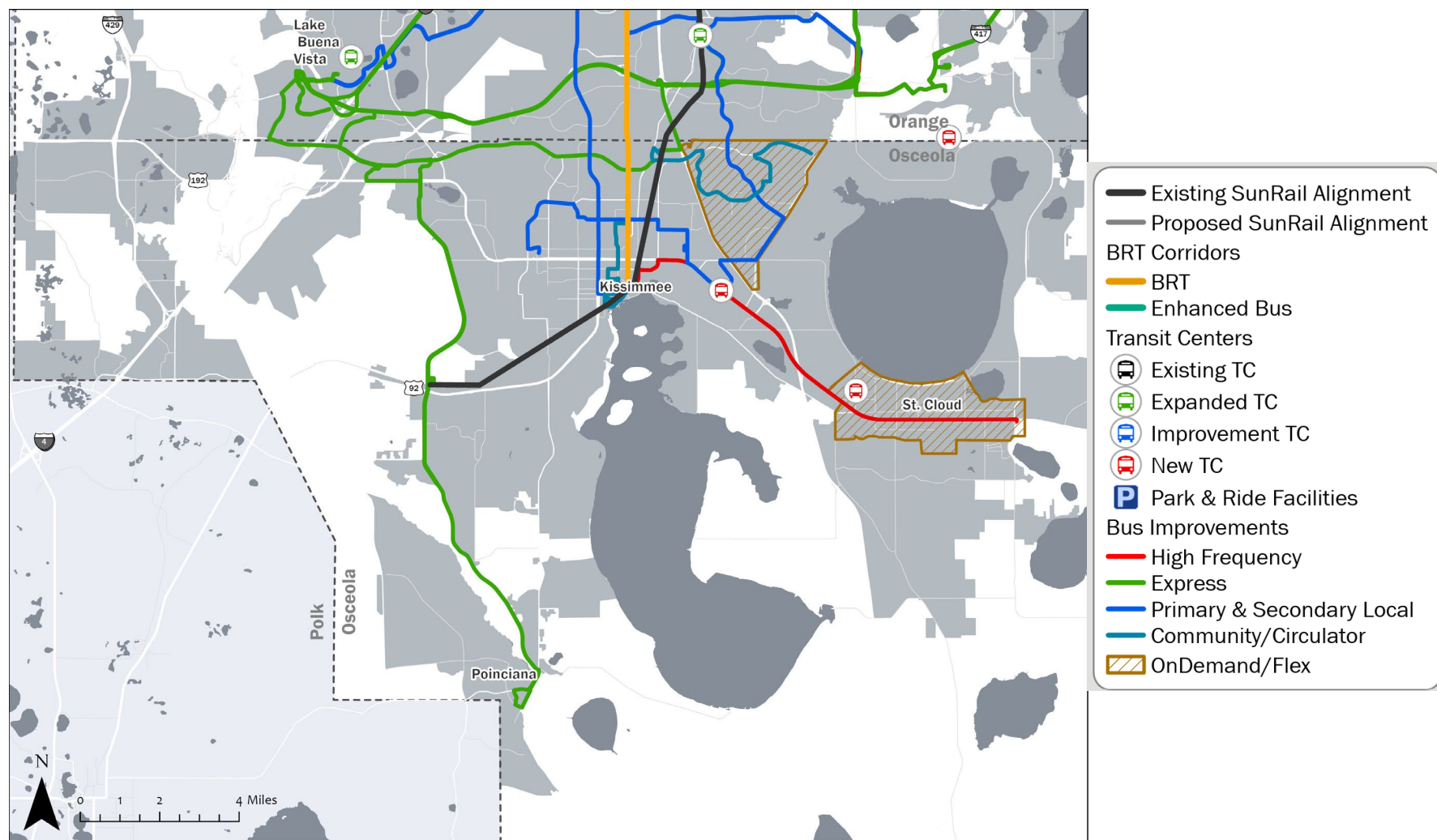
Western Orange County Mid-Term Transit Vision



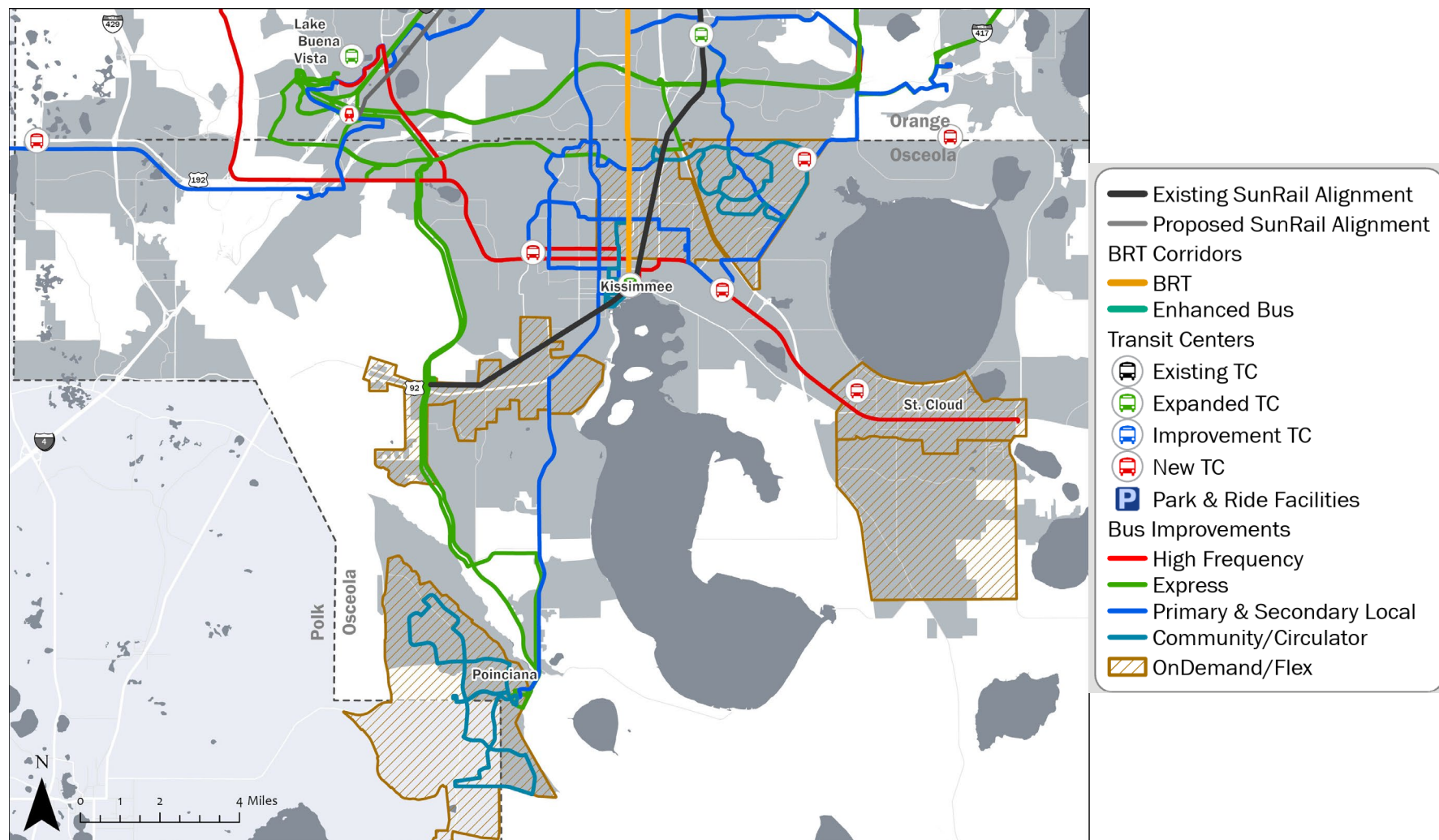
Western Orange County Long-Term Transit Vision



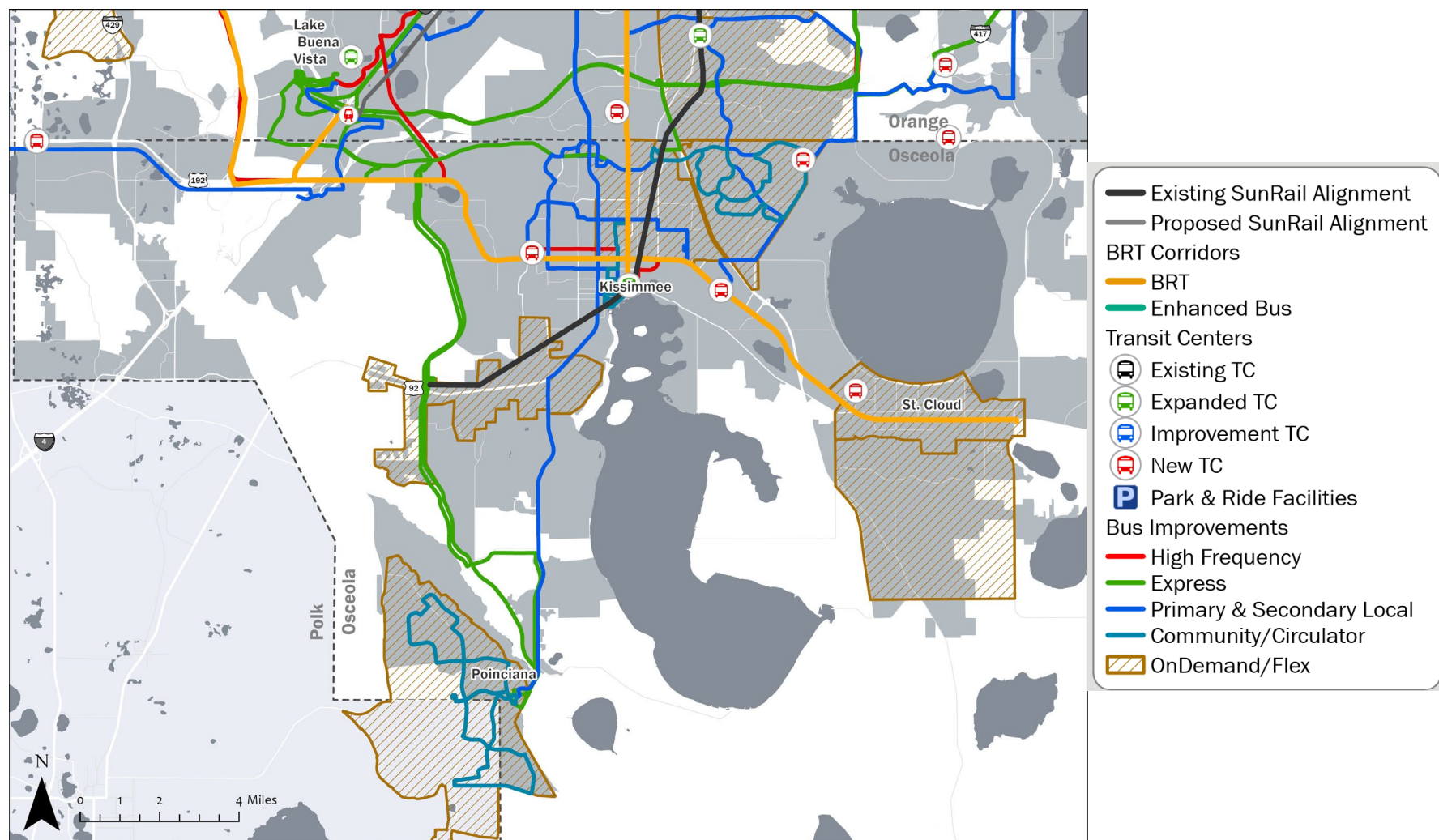
Osceola County Short-Term Transit Vision



Osceola County Mid-Term Transit Vision



Osceola County Long-Term Transit Vision





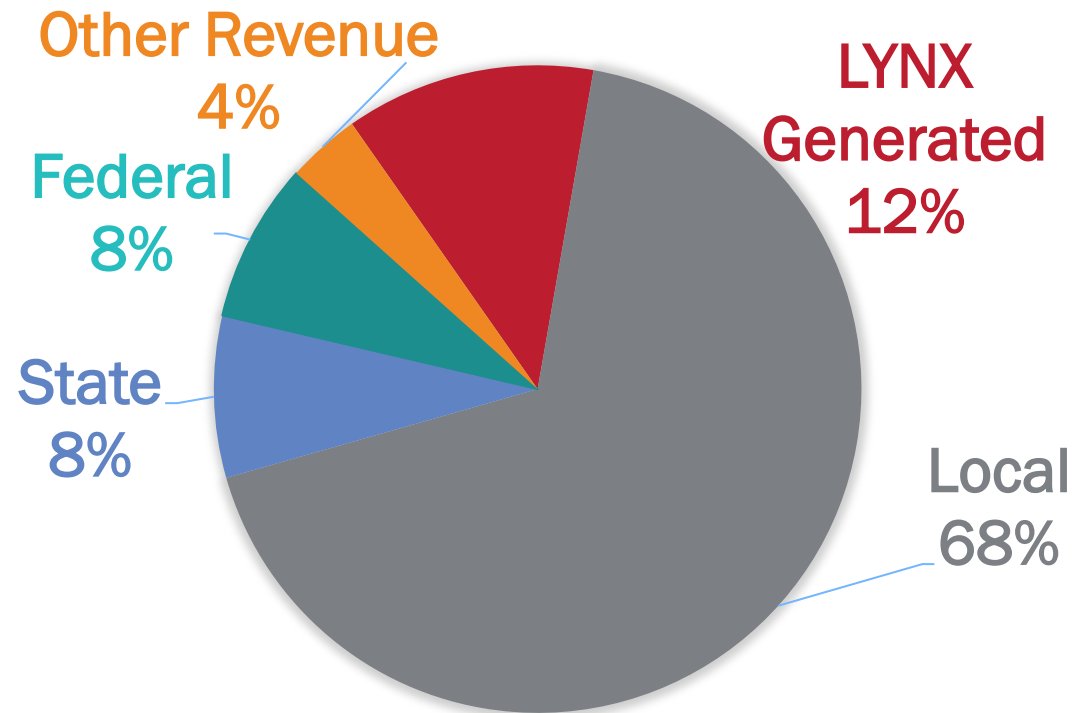
metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Transit Funding

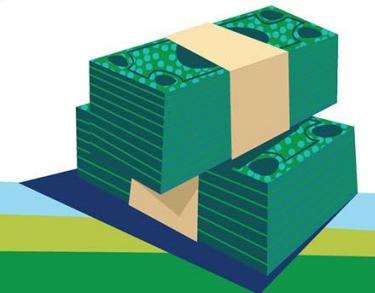
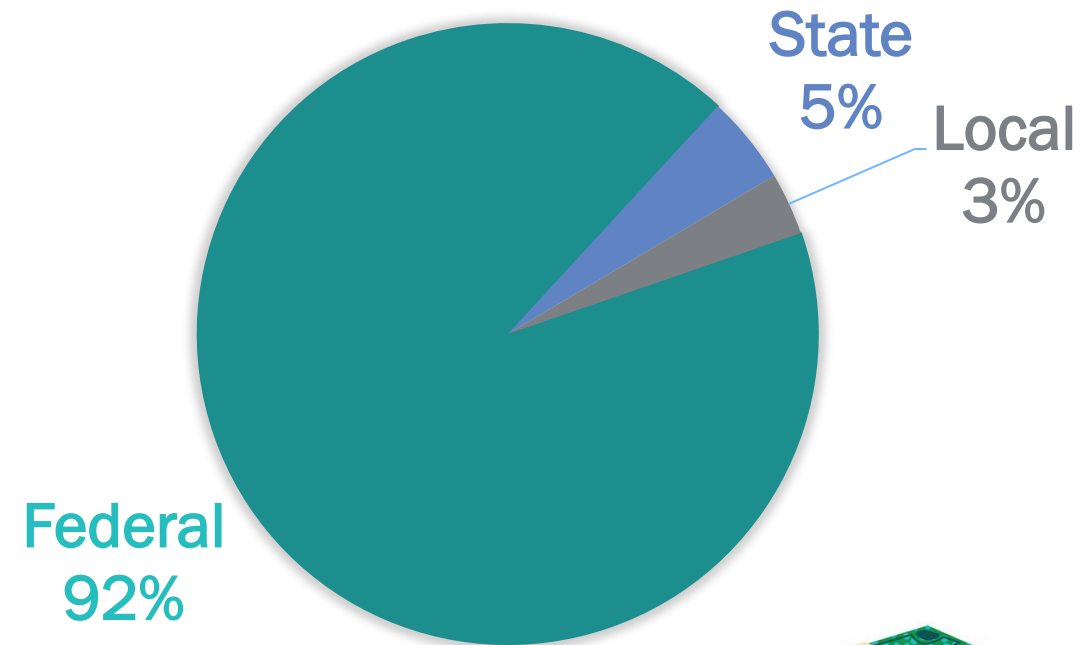


LYNX Sources of Operating & Capital Funds

- Operating Funds Sources for 2023
(Total= \$182,615,821)

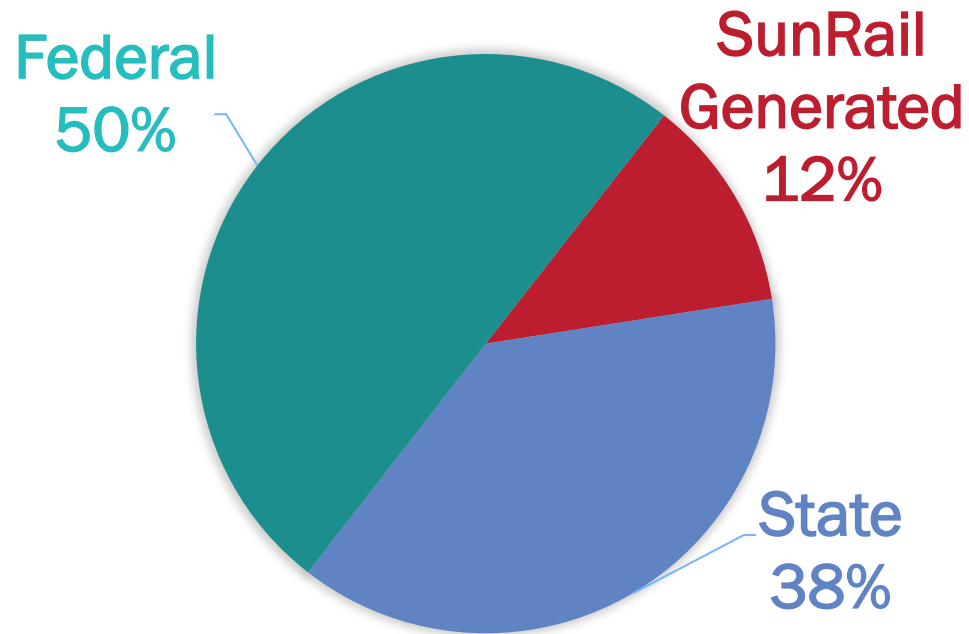


- Capital Funds Sources for 2023
(Total= \$94,334,810)

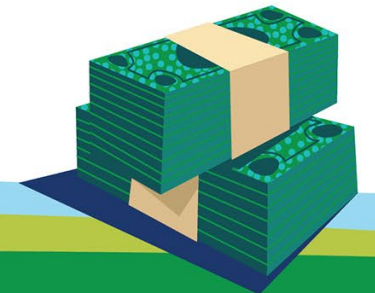
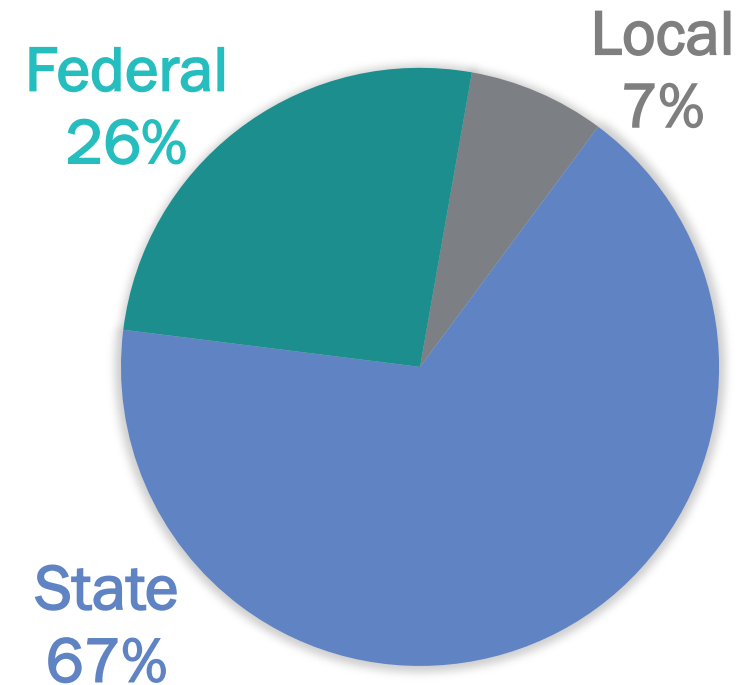


SunRail Sources of Operating & Capital Funds

- Sources of operating funds for 2023
(Total= \$67,887,771)



- Sources of capital funds for 2023
(Total= \$59,942,563)



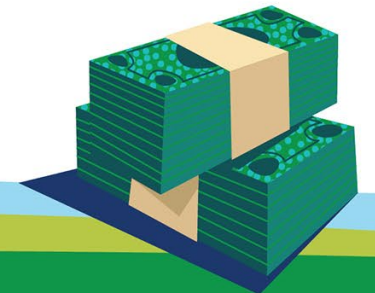
Potential Funding Sources

Federal Sources

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
- Infrastructure For Rebuilding America (INFRA) Grants
- Multimodal Projects Discretionary Grant Program.
- Capital Improvement Grant New Starts
- Grants for Buses and Bus Facilities Program

State Sources

- FDOT Strategic Intermodal System (SIS) Program
- FDOT New Starts Transit Funding
- Intermodal Development Program
- Transit Corridor Program
- County Incentive Grant Program (CIPG)
- Intermodal Access Program



Next Steps

- Draft report has been completed.
- Final report will be available by the end of June 2024.
- The Transit Vision Element will be incorporated into the 2050 MTP, ensuring that transit needs & projects are represented in the final plan.



Questions?

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



Freight Planning Approach

Haitao Yu, Cambridge Systematics



Why freight planning?

MetroPlan Orlando's Vision:

A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality.

Inform Decision Making:

Demands, Issues, Opportunities for Improvement

Issues are Diverse:

Infrastructure, Operational, Institutional



Assessment Approach

- State of the Practice / Literature Review
- Freight-focused Existing Conditions Analysis
- Identify Key Freight Corridors and Subsystem
- Freight Industry Outreach and Engagement
- Document Needs and Planning Strategies

**Freight Findings
to be incorporated
into 2050 MTP's
System Needs
Assessment and
inform project
development**



Emerging Trends

Macroeconomics Conditions

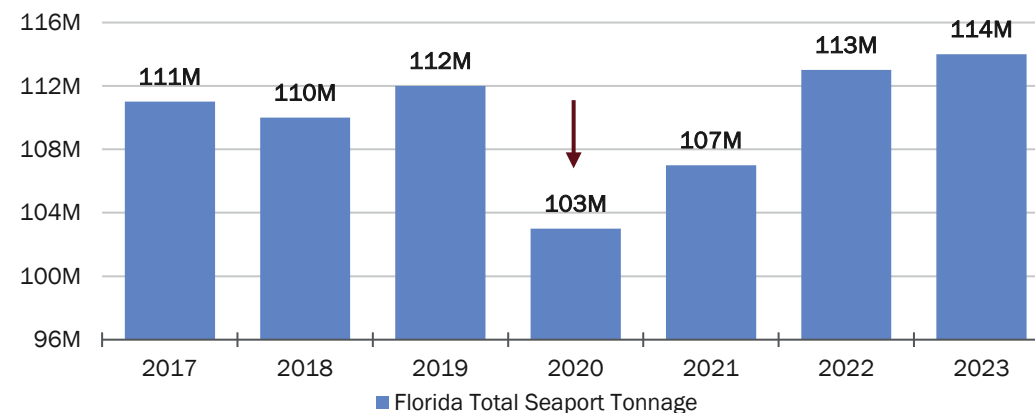
Drivers of Change

- Economic Growth

Adapting to New Landscape

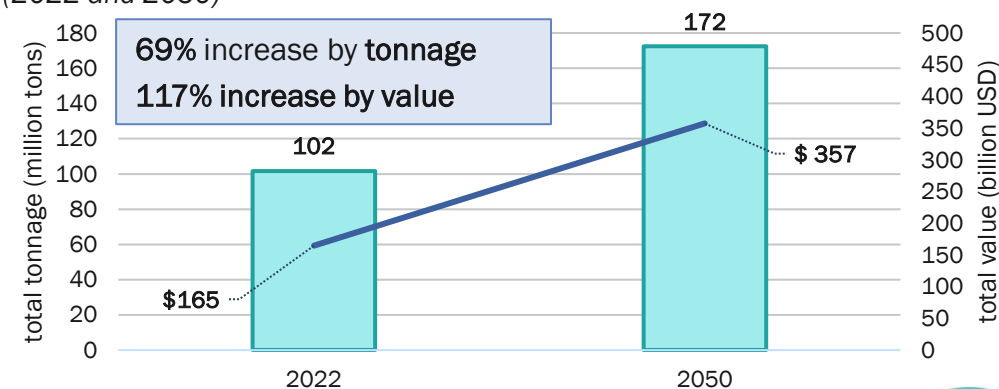
- Market Shifts
 - Domestic sourcing
 - Multi-shoring
 - Trade routes realignment
- Commercial Spaceports

Total Tonnage by All Florida Seaports (thousand tons) between 2010 and 2022



Source: 2022-2023 Florida Seaports Mission Plan, 2023

MetroPlan Orlando Planning Area Commodity Flows by Tonnage and Value (2022 and 2050)



Source: FAF data, analyzed by Cambridge Systematics



Emerging Trends

Supply Chain

Sustainable Supply Chain

- Disruptions and Resilience
- The greening of supply chains
 - Modernize freight infrastructure
 - NetZero initiatives

\$ 182 Million average revenue loss due to supply chain disruptions. **72%** of organizations experienced supply chain disruptions

Source: Resilience 2022: Interos Annual Global Supply Chain Report, 2022

\$78.8 million to \$370.9 million estimated economic losses for Florida's agricultural production due to Hurricane Idalia

Source: UF/IFAS Economic Impact Analysis, 2023

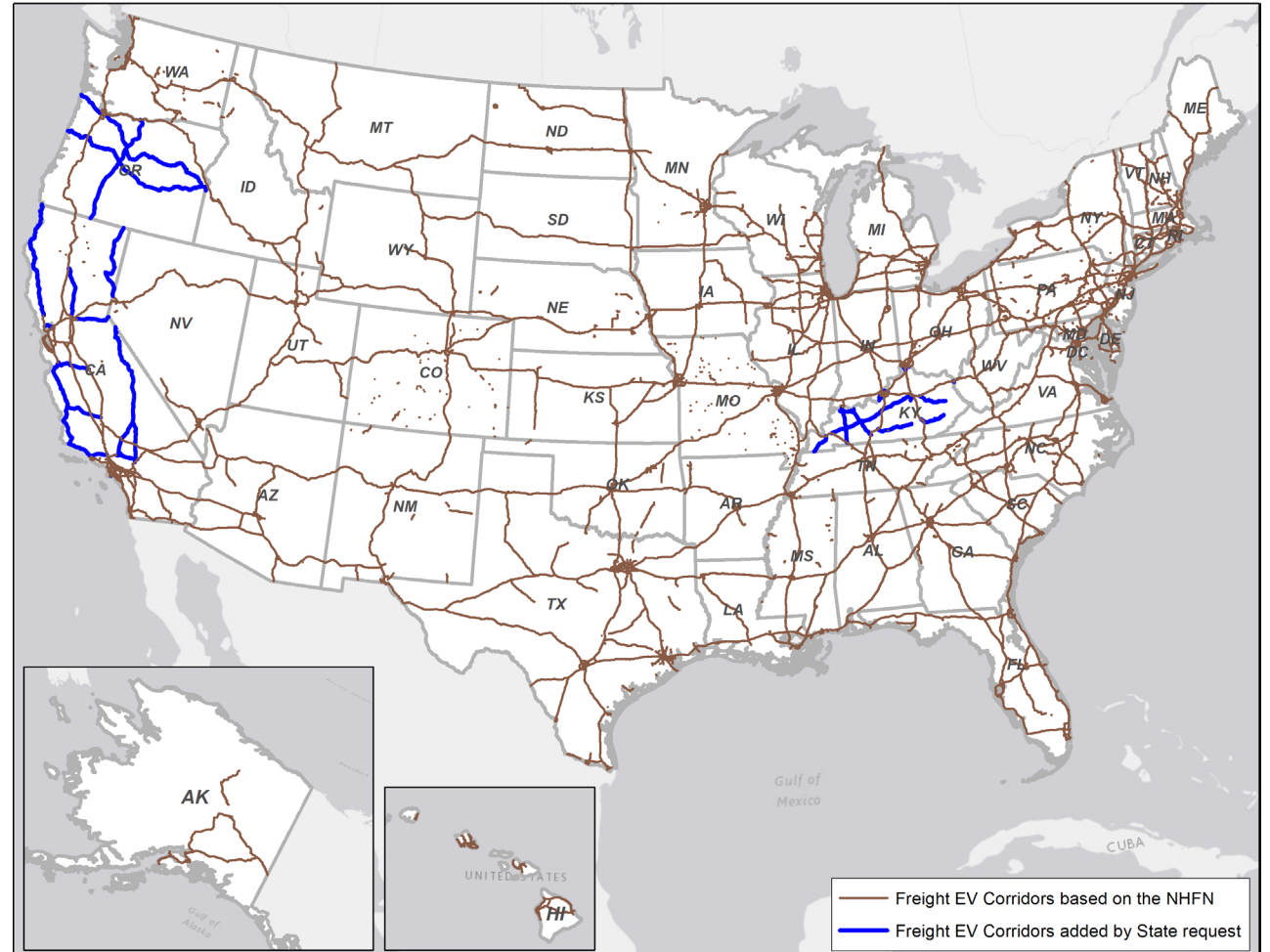


Emerging Trends

New Technologies

Technology Advancement

- Truck Parking Technology
- Electrification
- Automation and Artificial Intelligence
- Autonomous trucks



Source: FHWA, 2024



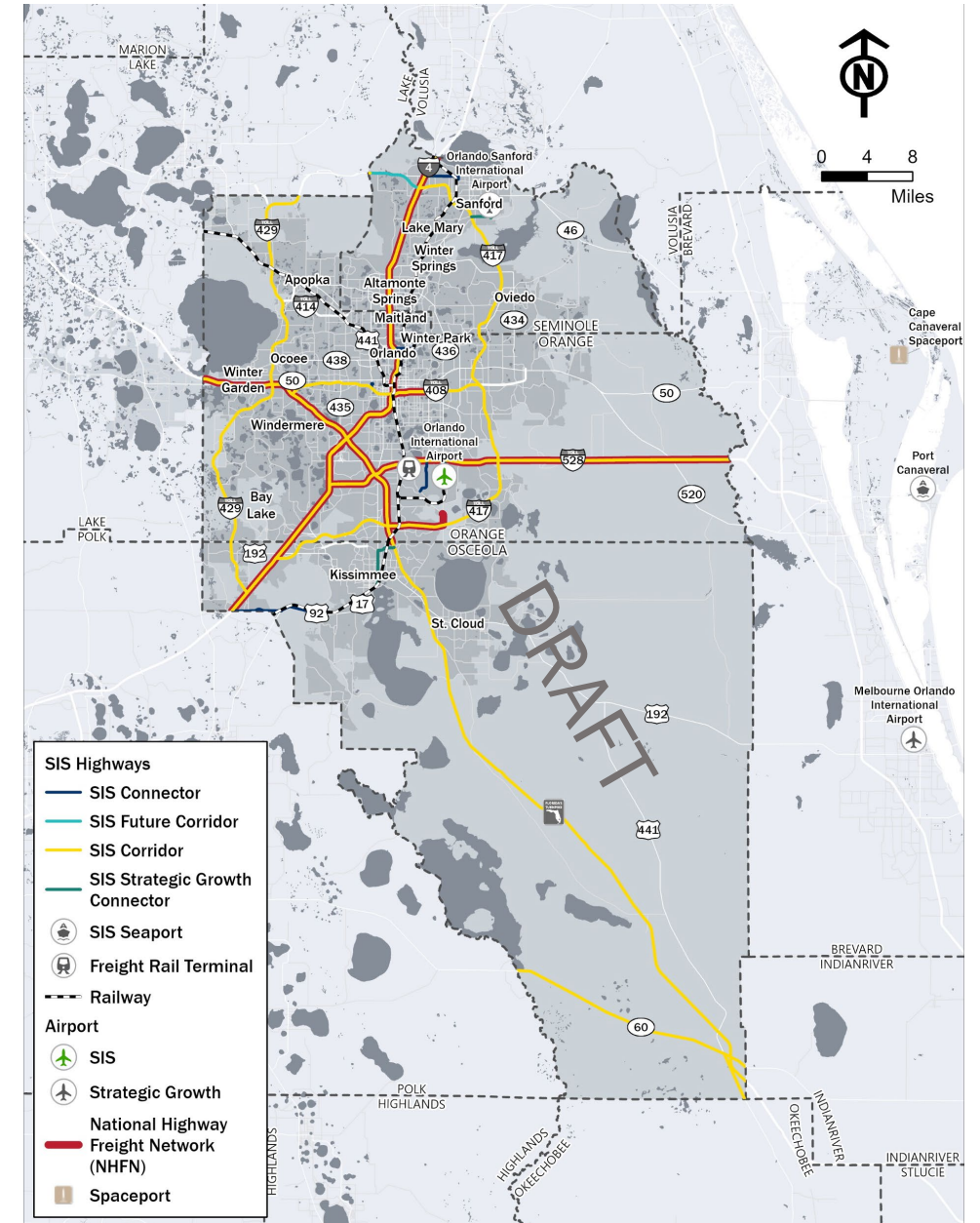
Regional Freight System

A Multimodal Freight Network:

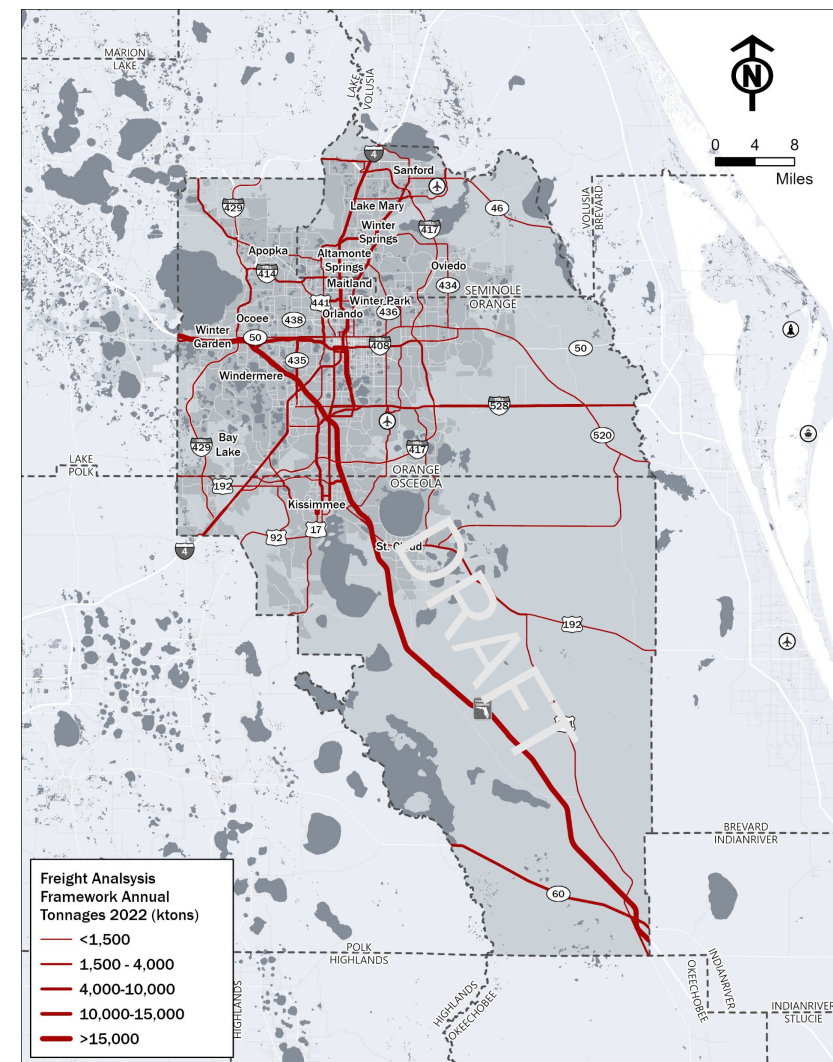
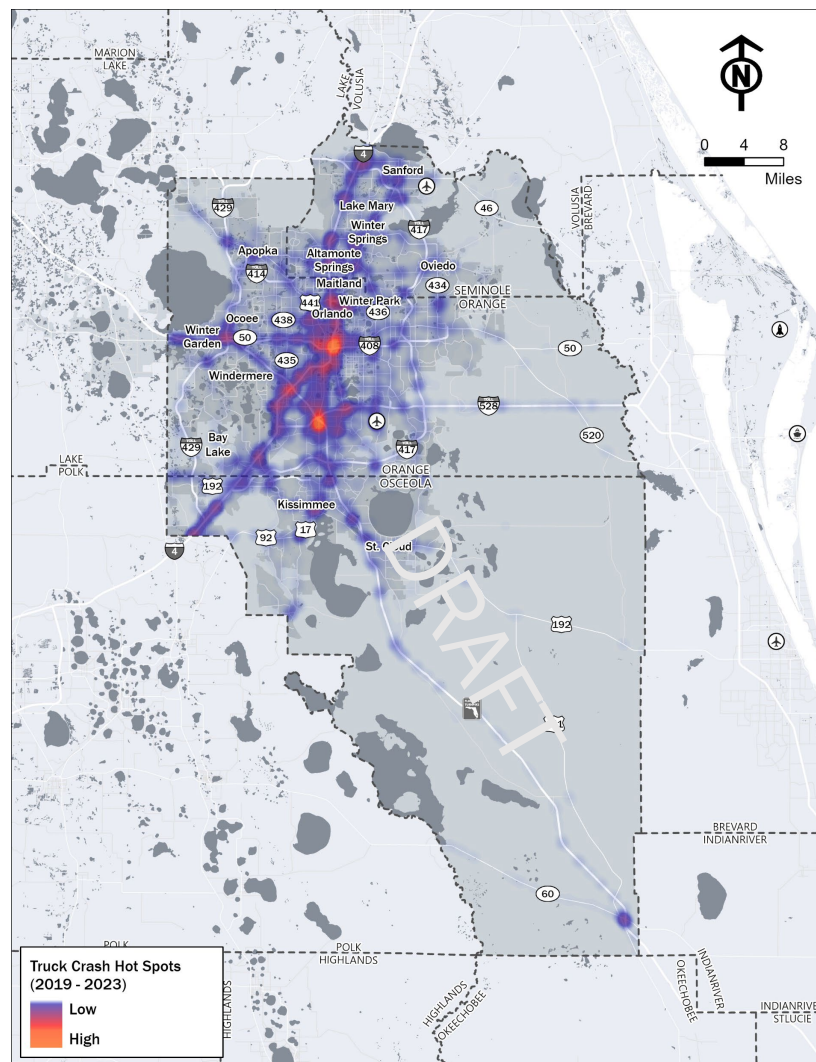
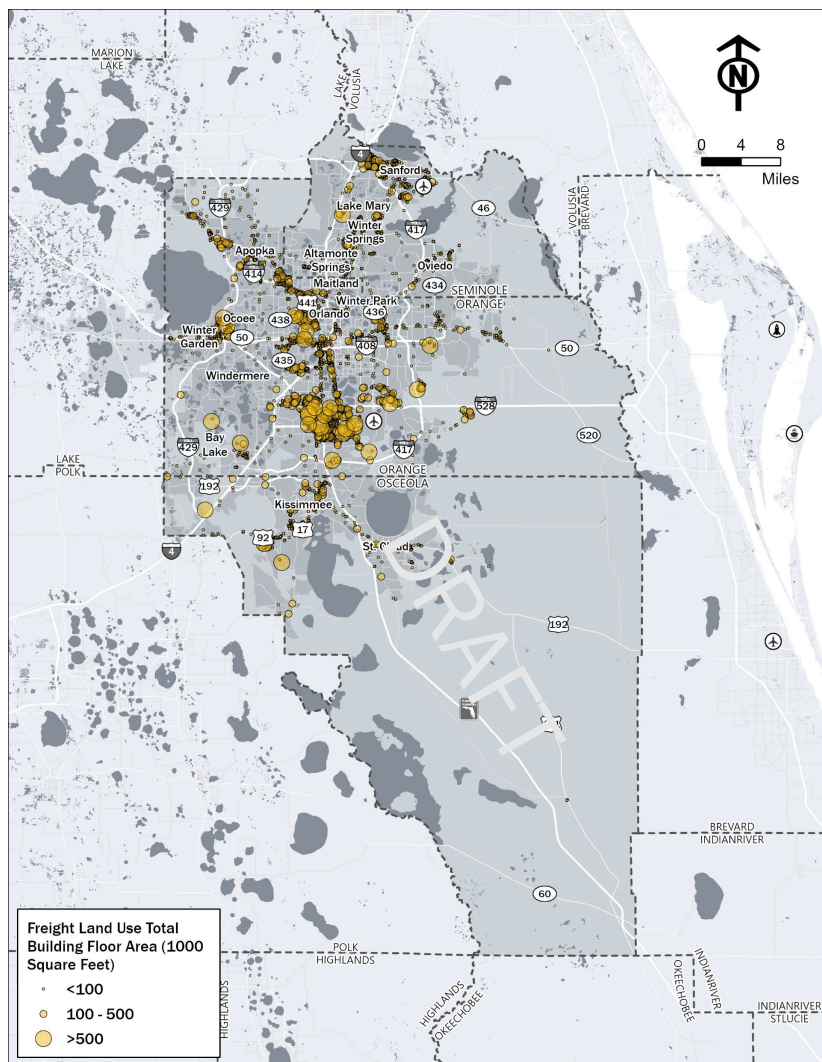
- Roadway
- Rail
- Air
- Sea and Space
- Truck Parking Facilities

Topics:

- Truck Safety
- Commodity Flows
- Freight-Intensive Land Uses



Sample of Data Analyses



Industry Outreach

Freight Focused Engagement

- Well-defined technical work supported by stakeholder input
- An opportunity to interact and collaborate with freight stakeholders
- Inform identification on freight needs and planning strategies

Industry Roundtable Events

- Roundtable # 1 (July 2024) = Capture Industry Input
- Roundtable # 2 (August 2024) = Validate findings and strategies



Next Steps

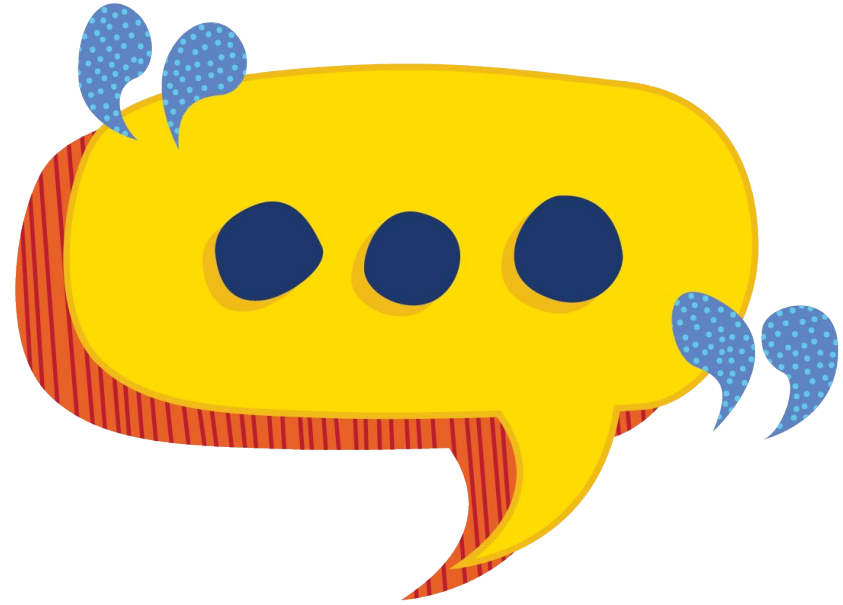
Freight Needs Assessment

- Engage Industry Stakeholders
- Identify Key Freight Infrastructure
- Evaluate Freight-Specific Needs, Solutions, and Strategies



Questions?

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



Refinement of Indicators

John Kaliski, Cambridge Systematics
Danny Shopf, Cambridge Systematics



Definitions

Goal

- A broad statement that describes a desired end state
- *“Provide a safe transportation system for all users”*

Objective

- A specific, measurable statement that supports achievement of a goal
- *“Reduce fatalities and serious injuries”*

Indicator

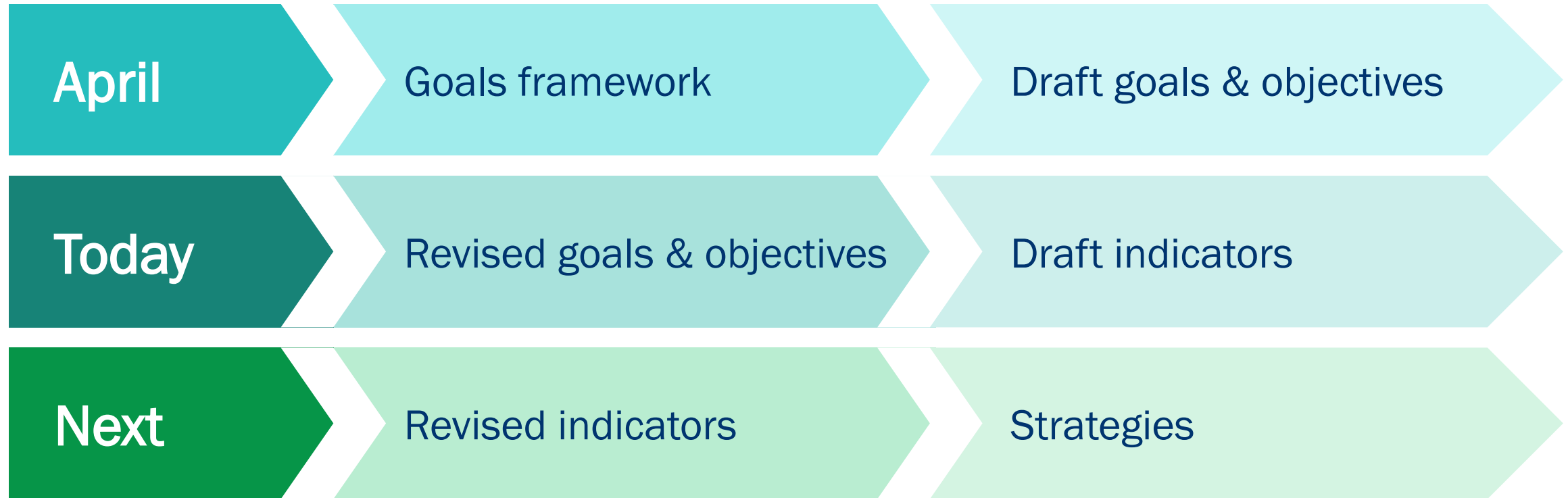
- Data used to measure progress toward goals and objectives
- *Fatalities and serious injuries*

Strategy

- Approach to achieving one or more goals and objectives
- *“Reduce conflict between vehicles and vulnerable road users”*



Development Process



2050 MTP Goals



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



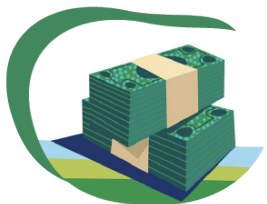
CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to jobs and services for people of all ages and abilities



COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environments



PROSPERITY

Strengthen our region's **ECONOMY**

A THRIVING CENTRAL FLORIDA REGION





SAFETY

Provide a **SAFE AND SECURE** transportation system for all users

OBJECTIVES

- ✓ Eliminate deaths and serious injuries on the transportation system, with an emphasis on the most vulnerable users
- ✓ Provide infrastructure and services to help mitigate, prepare for, respond to, and recover from emergencies
- ✓ Increase the resilience of transportation infrastructure to environmental, security, and other risks





RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight

OBJECTIVES

- ✓ Enhance the multimodal transportation system to maintain a state of good repair
- ✓ Improve travel time reliability for all modes
- ✓ Accommodate changing customer needs and preferences, including changing technologies





CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to jobs and services for people of all ages and abilities

OBJECTIVES

- ✓ Increase the frequency, service, and accessibility of public transportation and shared mobility services
- ✓ Improve the connectivity and accessibility of active transportation infrastructure
- ✓ Enhance the connectivity of the region by reducing trip distance per capita



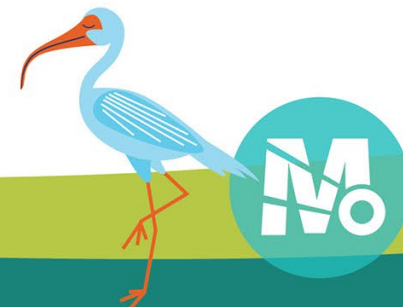


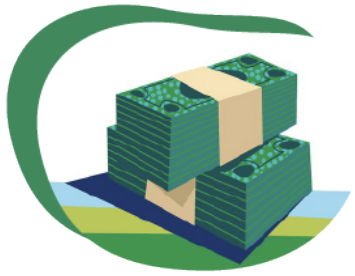
COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environments

OBJECTIVES

- ✓ Provide transportation solutions that contribute to improved public health, including reducing adverse health impacts associated with physical inactivity
- ✓ Reduce air quality pollutants and emissions per capita from transportation sources
- ✓ Provide transportation solutions that enhance the natural and built environments





PROSPERITY

Strengthen our
region's **ECONOMY**

OBJECTIVES

- ✓ Promote transportation investments and strategies that enhance economic prosperity
- ✓ Improve access to jobs, with emphasis on essential service workers
- ✓ Increase Central Florida's affordability as a place to live, work, and visit



2050 MTP Indicators

Indicators will focus on what is measurable and indicative of the future of transportation:

- ✓ Some indicators are tied to federal performance measure or could become MPO specific performance measures
- ✓ Some become the basis for prioritization criteria
- ✓ Some might become part of tracking the trends or signposts for levels of change due to anticipated trends



What makes a good indicator?

Indicators will focus on what is measurable and indicative of the future of transportation

- ✓ Specific
- ✓ Measurable
- ✓ Updated on a regular basis with reliably available data
- ✓ Understandable to the public

Some of the ideas discussed today might fit better in other programs, such as Tracking the Trends or the Congestion Management Process

<https://metroplanorlando.gov/maps-tools/tracking-the-trends/>



How do we know we're making progress?



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users

Number of fatalities, serious injuries, and crashes by road user type

Average clearance time for roadway incidents (return to baseline operating capacity)

Number of fatalities, serious injuries, and crashes in transportation underserved communities

Average emergency response and notification time by incident occurrence

Rate of fatalities, serious injuries, and crashes per 100 million vehicle miles traveled (VMT)

How do we know we're making progress?

Brainstorming Potential Indicators

Scan QR Code to
get started



https://miro.com/app/board/uXjVKBGYctE=/?share_link_id=981317201510

*Review potential indicators for
each 2050 MTP goal*

- Add a reaction to the proposed indicators
 - ❤️ It's perfect
 - 👍 I'm comfortable with this as written
 - ❓ Unsure
 - 👎 It's not hitting the mark



What's Next?

- ✓ *Refine indicators based on today's feedback*
- ✓ *Share indicators with Advisory Committees and Board*
- ✓ *Complete 2050 MTP Goals, Objectives, and Indicators chapter*
- ✓ *Use goals, objectives, indicators to guide other tasks*



Open Discussion

- 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.





Next Steps

- **Review Draft Drivers of Change Report**
 - Comments due 6/28/24
- **Review Draft Indicators**
 - Revise based on today's feedback
 - Present to June/July Advisory Committee Meetings
 - Finalize indicators and incorporate into the 2050 MTP
- **Schedule SHS Needs Assessment Coordination Meeting**
 - Local agency to respond to invitation email with team availability and attendee list





Upcoming Meetings

2050 MTP Technical
Workshop #4

August 8, 2024
2:00pm
Virtual

2050 MTP Technical
Workshop #5

October 10, 2024
2:00pm
Virtual

2050 MTP Technical
Workshop #6

December 12, 2024
2:00pm
Virtual





Thank you!

MetroPlanOrlando.gov | 407-481-5672

MTP@MetroPlanOrlando.gov

