

Meeting Agenda

2050 Metropolitan Transportation Plan Technical Workshop



DATE & TIME: April 10, 2025, 2:00 PM – 3:30 PM

LOCATION: Virtual ([Click here](#) to join virtually from your computer, smartphone, or tablet. Zoom meeting ID and dial-in info are available on the web calendar:
<https://metroplanorlando.gov/meetings/2050-mtp-technical-workshop-8-04-10-25/>)

This MTP Technical Workshop will largely focus on content that was presented at the MTP Summit on April 9, 2025. If you attended the MTP Summit in-person, then please consider this meeting optional. A direct link to the Technical Workshop Recording and a list of action items will be distributed via email a few days following the Technical Workshop.

- Welcome
- General Status Updates
- Background: 2050 Planning Process and Funding Feedback to Date
- Preliminary Funding Scenarios & MTP Summit Feedback
 - See pages 2-7 for preliminary funding scenarios
- Discussion of Preliminary Funding Scenarios
- Open Discussion
- Public Comment
- Next Steps

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.gov at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.gov por lo menos tres días antes del evento.

Handout Primer

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 opportunities



COMMUNITY

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



PROSPERITY

Strengthen our region's **ECONOMY**







HOW TO READ THE GAUGES

Each scenario features a gauge that illustrates its level of support for the MTP Goals compared to the Status Quo scenario. A dial pointing to “more” indicates stronger support for the MTP goal than the status quo, while a “neutral” dial signifies a similar level of support to the status quo. Conversely, a dial pointing to “less” indicates reduced support for the MTP goal.



MODAL PROGRAMS AND ELIGIBLE PROJECTS

The following descriptions represent the standard definition and project type for each proposed modal program. Specific scenarios can be more or less restrictive and will be highlighted in the boxes under **Scenario Modal Categories**.

Program		Eligible Projects
	Safety	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	Complete Streets	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	Active Transportation	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
	Transit	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, support equipment, technology, and safety and security.
	Widening	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

Scenario 1

STATUS QUO

The **Status Quo** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets, TSMO, Active Transportation, and Transit, but does not include a funding allocation for independent safety projects.

SCENARIO MODAL CATEGORIES



SAFETY

Despite no safety funding allocation, safety components are included in other funded project types.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



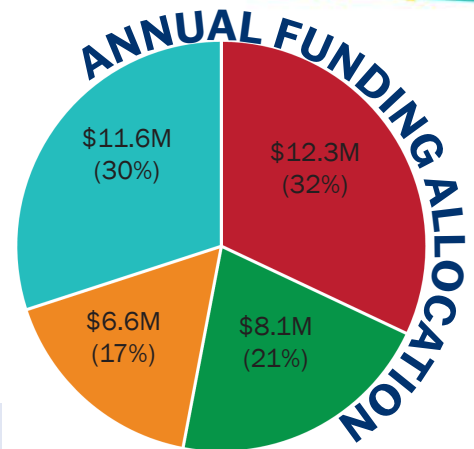
ACTIVE TRANSPORTATION

Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, and sidewalk improvements.



TRANSIT

Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS






Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0	0	projects
3R/Goes-with SHS Improvements	0	0	miles
Trails or Sidepaths	0.6	12	miles
Buses	7	140	buses
Transit Stop Upgrades	0	0	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.7	74	miles
Intersection Improvements	1^	9	intersections
Complete Streets	1.5	29	miles
Roadway Widening Improvements	0	0	miles

Scenario 2

SAFETY EMPHASIS

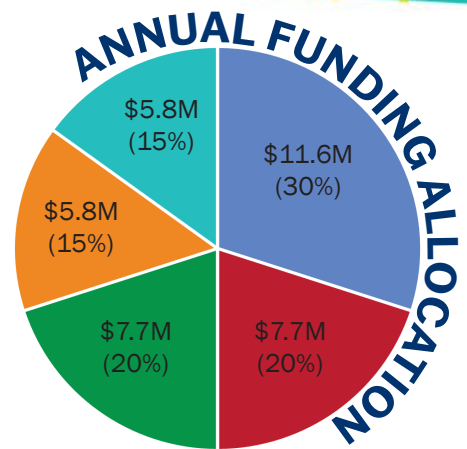
The **Safety Emphasis** scenario includes a funding allocation for independent safety projects. This includes annual set-asides for supplemental safety planning, safety improvements along the state highway system, and funding for priority projects along the high injury network. The **Safety Emphasis** scenario also includes elevated funding for TSMO and reduced funding for Active Transportation and Transit in comparison with the Status Quo.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, school mobility program, and critical sidewalks program.
	TRANSIT	Capital expenses for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	23	projects
3R/Goes-with SHS Improvements	2.8	55	miles
Trails or Sidepaths	0.4	8	miles
Buses	0	0	buses
Transit Stop Upgrades	58	1,160	stops
Signals Retimed	143	2,860	signals
TSMO Corridors	3.7	75	miles
Intersection Improvements	1^	9	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0	0	miles



RELATIVE SUPPORT OF MTP GOALS

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Scenario 3

TSMO EMPHASIS

The **TSMO Emphasis** scenario includes dedicated funding for TSMO capital projects, as well as annual set-asides for the annual traffic signal retiming program and regional travel data program. This also includes a funding allocation for independent safety projects. When compared to the Status Quo, the **TSMO Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and Transit projects.

SCENARIO MODAL CATEGORIES



SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for the annual traffic signal retiming program and regional travel data program.



ACTIVE TRANSPORTATION

Includes local and regional trail projects and school mobility program.

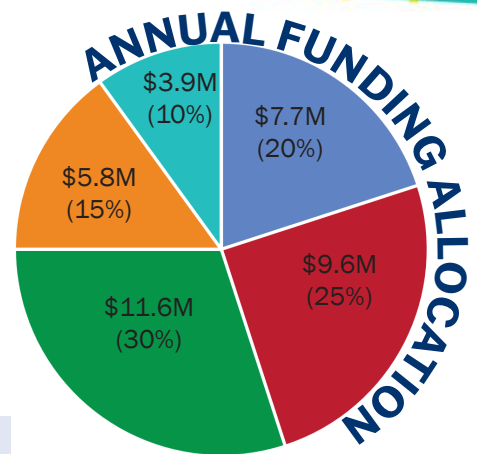


TRANSIT

Capital expenses for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.7	34	miles
Trails or Sidepaths	1.1	21	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	7	140	miles
Intersection Improvements	1^	10	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0	0	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



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Scenario 4

TRANSIT EMPHASIS

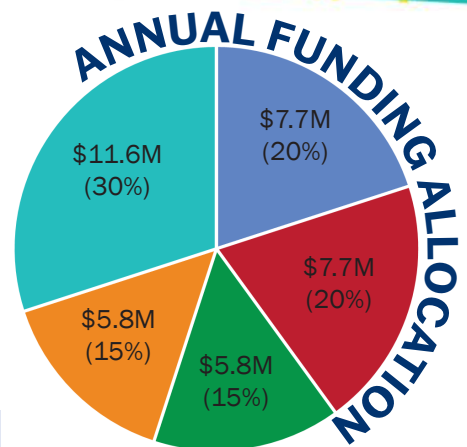
The **Transit Emphasis** scenario includes an annual set-aside for transit capital improvements, in addition to a dedicated set-aside for transit stop and shelter enhancements. When compared to the Status Quo, the **Transit Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and TSMO projects.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes funding set-asides for the school mobility program as well as local and regional trail projects.
	TRANSIT	Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security. Includes a set-aside for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	11	projects
3R/Goes-with SHS Improvements	2.6	52	miles
Trails or Sidepaths	0.6	12	miles
Buses	4	80	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	1.3	25	miles
Intersection Improvements	1^	7	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0	0	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



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Scenario 5

RESTRICTIVE PROJECT TYPES

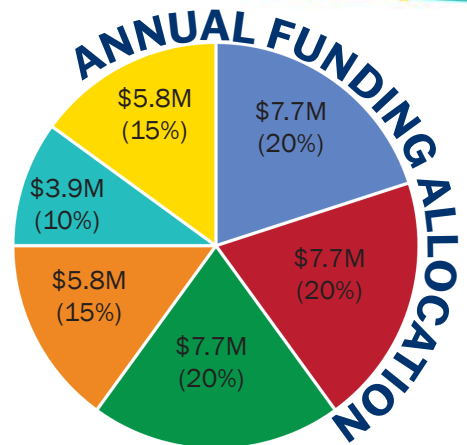
The **Restrictive Project Types** scenario includes funding to support construction for roadway widening projects, limits Active Transportation projects to only trail projects, and limits Transit projects to transit stop and shelter enhancements. When compared to the Status Quo, the **Restrictive Project Types** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, TSMO, and Transit projects.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Limited to only include trail projects.
	TRANSIT	Limited to only include a set-aside for transit stop and shelter enhancements.
	WIDENING	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

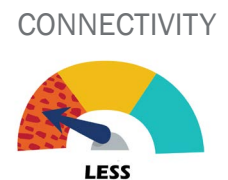
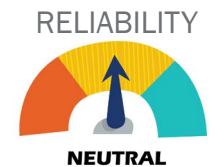
SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	0	0	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.8	35	miles
Trails or Sidepaths	1.3	25	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.6	72	miles
Intersection Improvements	1^	8	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0.3	6	miles



RELATIVE SUPPORT OF MTP GOALS

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