

Meeting Agenda

2050 Metropolitan Transportation Plan Technical Workshop



DATE & TIME: June 12, 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-9-06-12-25/>)

- Welcome
- General Status Updates
- Background: 2050 Revenue Forecasts and Funding Scenario Feedback to Date
- Review Second Draft Funding Scenarios (see agenda packet pages 2 - 7)
- Discussion of Second Draft 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. Likewise, MetroPlan Orlando is committed to making this document accessible to all users. If you experience any difficulty or are unable to access any part of the document, please notify us at Info@MetroPlanOrlando.gov so we can assist with a solution.

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 Stay the Course scenario. A dial pointing to “more” indicates stronger support for the MTP goal compared to staying the course, while a “neutral” dial signifies a similar level of support to staying the course. 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**.

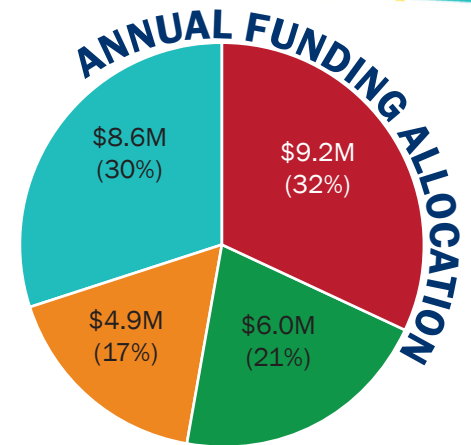
Program	Eligible Projects
High Injury Network Countermeasures (Safety Projects)	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
Complete Streets/Urban Corridor Improvements	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.
Transportation Systems Management & Operations (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
Active Transportation (Bike & Pedestrian Projects)	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
Transit Capital	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.
Widening/New Corridor Development	Includes dedicated funding to support construction of widening/new roadway projects (CST and CEI phases only).

Stay the Course

The **Stay the Course** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets/Urban Corridor Improvements, TSMO, Active Transportation, and Transit Capital, but does not include a funding allocation for independent High Injury Network Countermeasure projects.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Despite no safety funding allocation, safety components are included in other funded project types.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	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	Capital expenses including vehicles, facilities, passenger amenities, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 6/4/2025.

*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

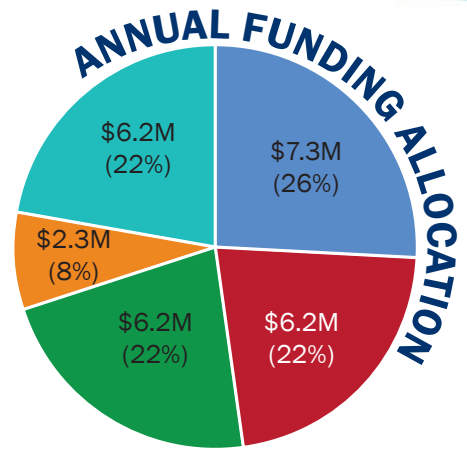
Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0.0	0	projects
3R/Goes-with SHS Improvements	0.0	0	miles
Trails or Sidepaths	0.4	7	miles
Buses	5.3	105	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	4.3	86	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0.0	0	miles

Safety Set Aside

The **Safety Set Aside** scenario includes a dedicated funding allocation for safety countermeasures along the High Injury Network. This includes annual set-asides for safety improvements along the state highway system and funding for priority projects along the High Injury Network.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	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/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 6/4/2025.

*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

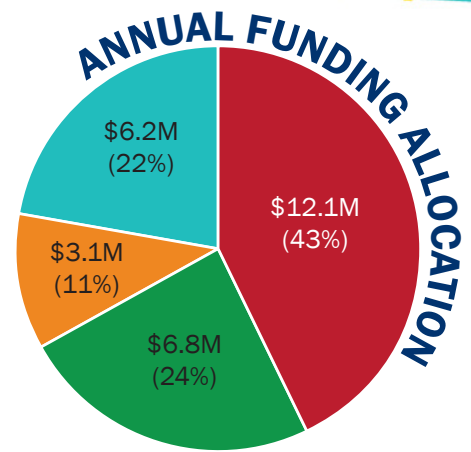
Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	28	miles
Safety Projects Along the HIN	0.8	16	projects
3R/Goes-with SHS Improvements	1.9	37	miles
Trails or Sidepaths	0.1	3	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	7.7	154	miles
Intersection Improvements	0.3	5	intersections
Complete Streets	1.0^	17	miles
Roadway Widening Improvements	0.0	0	miles

Recategorizing Safety

The **Recategorizing Safety** scenario evaluates High Injury Network Countermeasure projects alongside the modal program they most align with, but does not include dedicated funding for those projects. This scenario is similar to the “Stay the Course” scenario policy with minor funding reallocations across the four modal programs.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Includes projects aimed at enhancing safety with engineering countermeasures. Projects are categorized into the modal category they fit best within.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.



SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.5	30	miles
Safety Projects Along the HIN	0.0	0	projects
3R/Goes-with SHS Improvements	0.0	0	miles
Trails or Sidepaths	0.3	6	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	7.9	159	miles
Intersection Improvements	1.0^	25	intersections
Complete Streets	2.6	52	miles
Roadway Widening Improvements	0.0	0	miles

Notes:

These scenarios represent a draft as of 6/4/2025.


*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.

ITS Set-Aside and Restricted Active Transportation


The **ITS Set-Aside and Restricted Active Transportation** scenario features an annual set aside for ITS-specific projects. This scenario also restricts active transportation projects to local and regional trail projects only.

SCENARIO MODAL CATEGORIES




HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)

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/ URBAN CORRIDOR IMPROVEMENTS

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.




TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for ITS-specific projects.



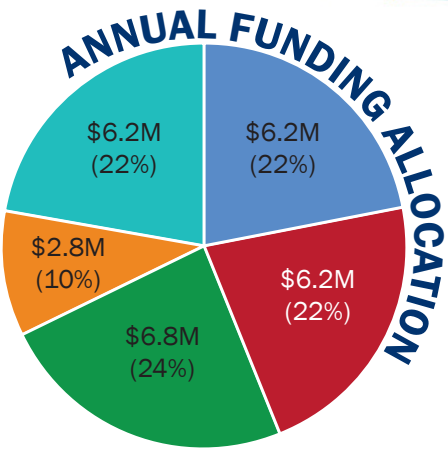
ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)

Includes funding set-asides for the school mobility program as well as local and regional trail projects.



TRANSIT CAPITAL

Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.



SCENARIO OUTPUTS







Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	0.7	13	projects
3R/Goes-with SHS Improvements	1.6	32	miles
Trails	0.3	6	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	6.7	134	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0.0	0	miles

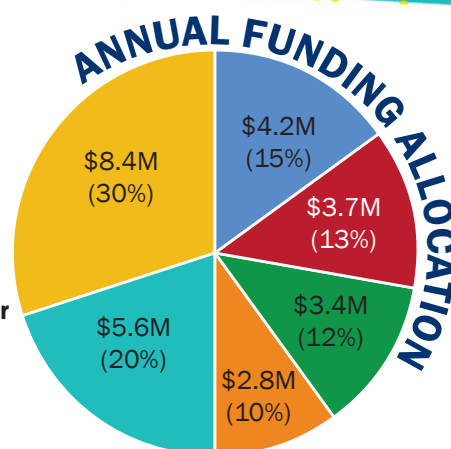
Notes:
These scenarios represent a draft as of 6/4/2025.
*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.
^This value is approximated as projects will be in various phases.

Widening/New Corridor Category

The **Widening/New Corridor Category** scenario includes funding to support construction for roadway widening projects. When compared to the Stay the Course, the **Widening/New Corridor Category** scenario includes a safety category and reduces funding for Complete Streets/Urban Corridor Improvements, Active Transportation, TSMO, and Transit Capital projects.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	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/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.
	WIDENING/NEW CORRIDOR DEVELOPMENT	Includes dedicated funding to support construction of widening and new corridor projects (CST and CEI phases only).



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 6/4/2025.

*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	1.4	27	miles
Safety Projects Along the HIN	0.5	9	projects
3R/Goes-with SHS Improvements	1.1	22	miles
Trails or Sidepaths	0.3	5	miles
Buses	3.4	69	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	3.2	64	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	0.5	11	miles
Roadway Widening Improvements	0.8	16	miles