



# 2050 Metropolitan Transportation Plan

## Chapter 1 | Introduction



Adopted: December 10, 2025



## WHAT IS IN THIS DOCUMENT?

This document introduces and outlines the 2050 Metropolitan Transportation Plan (MTP) for Central Florida, spearheaded by MetroPlan Orlando. It emphasizes the importance of a comprehensive transportation strategy that addresses current and future needs for Orange, Osceola, and Seminole counties, while also engaging the community in the planning process.

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#### Questions?

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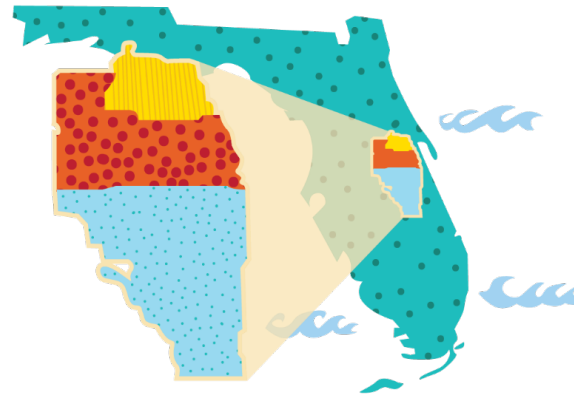
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## 1.1 About MetroPlan Orlando

MetroPlan Orlando leads regional transportation planning efforts in Orange, Osceola, and Seminole counties, in the State of Florida. We work with elected officials, industry experts, and the community to shape a future system that offers travel options. As the metropolitan planning organization (MPO) for Central Florida, we also set priorities and determine how federal and state transportation dollars are spent in the area.



### 1.1.1 GOVERNING BOARD MEMBERS - 2025

The MetroPlan Orlando Board is ultimately responsible for implementing the transportation planning process in Orange, Osceola, and Seminole counties. The board is made up of elected officials from the three-county area, the largest cities in the region, and representatives from the region's transportation operating agencies.

	Commissioner <b>Bob Dallari</b> Seminole County BCC & MPO Chair	Commissioner <b>Christine Moore</b> Orange County BCC & MPO Vice Chair	Commissioner <b>Viviana Janer</b> LYNX / SunRail & MPO Treasurer	
Mayor <b>Jerry Demmings</b> Orange County BCC	Commissioner <b>Kelly Semrad, PhD</b> Orange County BCC	Commissioner <b>Nicole Wilson, Esq</b> Orange County BCC	Commissioner <b>Mayra Uribe</b> Orange County BCC	Commissioner <b>Maribel Gomez Cordero</b> Orange County BCC
Commissioner <b>Michael Scott</b> Orange County BCC	Commissioner <b>Lee Constantine</b> Seminole County BCC	Commissioner <b>Cheryl Grieb</b> Osceola County BCC	Mayor <b>Art Woodruff</b> City of Sanford	Mayor <b>Patricia Bates</b> City of Altamonte Springs
Mayor <b>Buddy Dyer</b> City of Orlando	Commissioner <b>Tony Ortiz</b> City of Orlando	Mayor <b>Bryan Nelson</b> City of Apopka	Mayor <b>Jackie Espinosa</b> City of Kissimmee	Council Member <b>Ken Gilbert</b> City of St. Cloud
Commissioner <b>Jordan Smith</b> MAC Chairman	Commissioner <b>Brandon Arrington</b> CFX	<b>Stephanie Kopelousos</b> Greater Orlando Aviation Authority	<b>Stephen Smith</b> Sanford Aviation Authority	<b>Joe Nunziata</b> Orlando Executive Airport*
<b>Shaun Germolus</b> Kissimmee Gateway Airport*	<b>Nilisa Council</b> Community Advisory Committee Chair*	<b>Leonard Barden, PE</b> Technical Advisory Committee Chair*	<b>Lee Pulham, AICP</b> TSM&O Advisory Committee Chair*	Secretary <b>John Tyler, PE</b> FDOT District 5*

\* Non-Voting Advisors

### 1.1.2 A COOPERATIVE PROCESS

Prior to making decisions, the MetroPlan Orlando Board receives recommendations from multiple standing advisory committees including the [Community Advisory Committee](#), [Technical Advisory Committee](#), [Systems Management and Operations Advisory Committee](#), and the [Municipal Advisory Committee](#). These committees and their subcommittees ensure the Board considers varied points of view during the transportation planning process.



## 1.2 Background

The transportation system affects the experiences of every resident, visitor, and business in Central Florida. Planning done years ago touches us today, and likewise, the planning we do today shapes tomorrow.

### 1.2.1 WHAT IS A METROPOLITAN TRANSPORTATION PLAN (MTP)?

The Metropolitan Transportation Plan (MTP) establishes the vision of Central Florida's entire transportation system for Orange, Osceola and Seminole Counties. This long-range plan for the year 2050 identifies current and future transportation needs, strategies and solutions. Projects must be included in the plan to receive federal and state funding. The plan is updated every five years to reflect the changing dynamics of the region.

The 2050 Plan is being created by examining the current transportation system, establishing goals and objectives, and gathering public input. A thorough technical analysis, including performance measures, was used to evaluate needs and look at how future drivers of change might affect the regional system. After extensive coordination with local government and transportation agency partners, a cost feasible plan was produced.

### 1.2.2 PLANNING CONSISTENCY


Once projects are in our 2050 Plan, then they're eligible for federal and state funding. They get ranked and organized into a waiting list called the Prioritized Project List, which bridges our 20-year plan and our five-year plan. When funding is available, a project moves into the five-year Transportation Improvement Program (aka "the Work Program").



### 1.2.3 STATUTORY REQUIREMENTS

Federal regulations require MPOs to develop LRTPs through a performance-driven, outcome-based approach. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive (3-C). It should also provide for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors [23 Code of Federal Regulations (CFR) 450.306(a) and (b)]:

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users.
- **Security:** Increase the security of the transportation system for motorized and non-motorized users.
- **Accessibility & Mobility:** Increase the accessibility and mobility of people and freight.
- **Environmental Quality:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- **Multimodal Connectivity:** Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
- **System Efficiency:** Promote efficient system management and operations.
- **System Preservation:** Emphasize the preservation of the existing transportation system.
- **Resilience & Reliability:** Improve the resilience and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation.
- **Travel & Tourism:** Enhance travel and tourism.



Furthermore, among other long-standing federal requirements, the Infrastructure Investment and Jobs Act (IIJA) established new federal regulations for long-range planning documents including:

- Fiscal Constraint of Long-Range Transportation Plans [23 CFR 450.324(f)(11)(v)].
- Considering projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns); [PL 117-58, 11201(d)(3); 23 U.S.C. 134(h)(1)(E)].
- Adding affordable housing organizations to a list of stakeholders MPOs is required to provide a reasonable opportunity to comment on the LRTP. [PL 117-58, 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)].

State Statutes also regulate the long-range transportation planning process. Section 339.175(6)(b), Florida Statutes (FS), requires that the 2050 MTP provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Prepare a congestion management process for the contiguous urbanized metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law [s.339.175(6)(c)(1)]

In addition to these considerations, Florida Statutes require MPOs to develop, in cooperation with state and public transit operators, transportation plans and programs for each metropolitan area that provide for development and integrated management and operation of transportation systems and facilities. These include pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area based upon the prevailing principles provided in s.334.046, FS and s.339.175(1), FS.

**The 2050 MTP must:**

- Address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other federal and state requirements.
- Consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. [s.339.175(7), FS].
- Be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO [s.339.175(7), FS].

## 1.3 Long Range Planning Approach

MetroPlan Orlando's mission and vision guide our work to ensure that Central Florida's transportation system meets the needs of everyone. We are committed to a transportation system free of barriers to safe, reliable, convenient, and affordable options, serving everyone who lives, works, and visits the region.

When we say transportation, we mean all types: walking, biking, car, bus, train, paratransit, and more. We plan for how the whole system will grow, evolve, and connect over the coming decades. Currently, we're creating the Metropolitan Transportation Plan for the year 2050.

In developing the 2050 Plan, we utilized a "Transportation for All" approach to identify obstacles and ensure that Central Florida's transportation system serves everyone in the community. This work also informs and is informed by [our Public Participation Plan \(PPP\)](#), ensuring that all voices are included in the decision making process.

### 1.3.1 ENGAGING THE PUBLIC

Creating a regional transportation plan that spans decades requires two key things: 1) sound technical work and 2) comprehensive public participation. Community engagement plays a crucial role in achieving consensus in transportation planning by ensuring that the voices of all communities are included in the decision-making process. This helps with preparing plans which truly reflect what the community values. It is also important for us to hear from as many people as possible, because transportation affects everyone. Our economy and quality of life depend on safely and efficiently connecting people to places.

Detailed principles, guidelines, goals, and values of community engagement are outlined in [MetroPlan Orlando's Public Participation Plan \(PPP\)](#). The PPP describes various methods for engaging the community and combined with the [Title VI Program: Nondiscrimination and Language Plan](#) for outreach to populations with limited English proficiency, forms a comprehensive approach to public participation. The PPP's two main goals are:

1. **Encourage two-way communication** with the community by informing members of the public about relevant transportation issues and ensure they have a voice in the transportation planning process.
2. **Consistently reach out** to and get input from members of the public across the region who are not easily engaged due to a variety of factors such as transportation barriers, age, ability, language, lack of financial resources or access to technology.

To guide the 2050 MTP engagement approach, a focused MTP-specific Public Participation Plan was developed to ensure that opportunities were provided for all communities to participate and inform the plan, especially those that are considered transportation-disadvantaged.



### 1.3.1.1 PARTICIPATION OBJECTIVES

The following objectives were set to achieve our public participation goal during development of the 2050 Plan. Individual strategies and evaluation measures are also outlined to maximize effectiveness.

- **Comprehensive Engagement** - Develop a public involvement process that proactively seeks full representation from all communities by providing opportunities for meaningful involvement in the transportation decision-making process.
- **Community Events and Public Outreach** - Create multiple opportunities for public involvement by hosting a variety of community events and implementing strategic public outreach efforts to raise awareness of key milestones during the development of the 2050 plan.
- **Sharing Public Input with Decision Makers** - Supply a continuous stream of public input on the 2050 Plan to decision makers by providing community outreach updates to MetroPlan Orlando's Board, committees, and through various communication channels.
- **Use of Plain Language and Visualization in Communications** - 2050 Plan print and electronic materials will communicate MetroPlan Orlando's message in an effective, appealing way by using visuals (photos, illustrations, charts, etc.).
- **Digital Outreach (Website, Social Media, Video)** - Provide digital engagement opportunities and transportation planning information through MetroPlan Orlando's website, social media channels, and online videos.

For more information about engagement strategies, tools, and evaluation measures, see MetroPlan Orlando's 2050 MTP: Public Participation Plan (Adopted: May 8, 2024).

### 1.3.1.2 OVERCOMING OBSTACLES THROUGH ENGAGEMENT

Gathering feedback from advisory committees and at board meetings allowed for critical input from decision-makers. Technical Workshops created an opportunity to promote thorough vetting of plan concepts and documents, while Interdisciplinary Interviews with subject matter experts within planning emphasis areas allowed for public feedback and perspectives. MetroPlan Orlando established multiple opportunities for input by allowing comments to be submitted in person, electronically, by mail, by phone or at public engagement events.

The 2050 planning process also engaged a cross-sector network of stakeholders and interested parties. The "Transportation for All Network" currently consist of more than 112 stakeholders within the three-county region who work in health, food insecurity, education, affordable housing, workforce development, disability, nonprofit, and tourism. It includes executives to boots-on-the-ground staff who share experiences of themselves and their clients. The stakeholders were engaged in various opportunities to give input on the transportation planning process.

To align with the approach of creating a barrier-free transportation system, an engagement session with community stakeholders was held in May 2024. The online session provided a mechanism to understand the challenges that exist and to gain an understanding of the experiences of the participants. Discussions were moderated to ensure every participant had the opportunity to contribute and share ideas. Feedback is summarized in Table 1-1.





Table 1-1 | Stakeholder Identified Barriers Within Transportation

Barrier Themes	Themes
Economic Barriers	<i>Employment Challenges:</i> Inconsistent and limited public transportation schedules make it difficult for people to maintain stable employment. For instance, buses that do not run late enough for those with evening or night shifts lead to job insecurity and potential job loss.
Health Barriers	<i>Access to healthcare:</i> Poor transportation prevents people from attending regular health appointments, leading to negative impacts. <i>Physical Health:</i> Waiting for transit in inclement weather leads to poorer physical health. <i>Mental Health:</i> Stress of unreliable transportation and long wait times contributes to poor mental health and social isolation.
Educational Barriers	<i>Student Mobility:</i> Many low-income students struggle with commuting to school and social spaces. <i>Higher Educational Access:</i> College students without cars need better transit options to succeed in school and other activities.
Social and Community Barriers	<i>Access to Community Resources:</i> Inadequate transportation options reduce the ability of people to reach essential services such as grocery stores and other essential services.
Mobility Barriers for Vulnerable Populations	<i>Elderly &amp; Disabled:</i> Unreliable or inaccessible services can limit mobility and independence. <i>Safety Concerns:</i> Poor pedestrian amenities, such as unmaintained or cracked sidewalks.
Quality of Life Barriers	<i>Routine Disruption:</i> Unreliable transportation disrupts daily routines, which can create challenges to manage errands, social activities, and other time-sensitive activities. <i>Limited Freedom:</i> Without reliable transportation, people are limited in their ability to move and reduces their area in which they can work, live, and play.
Environmental Barriers	<i>Air Quality and Congestion:</i> Heavy reliance on the automobile can create higher levels of air pollution, such as ozone precursor emissions and fine particulate matter.

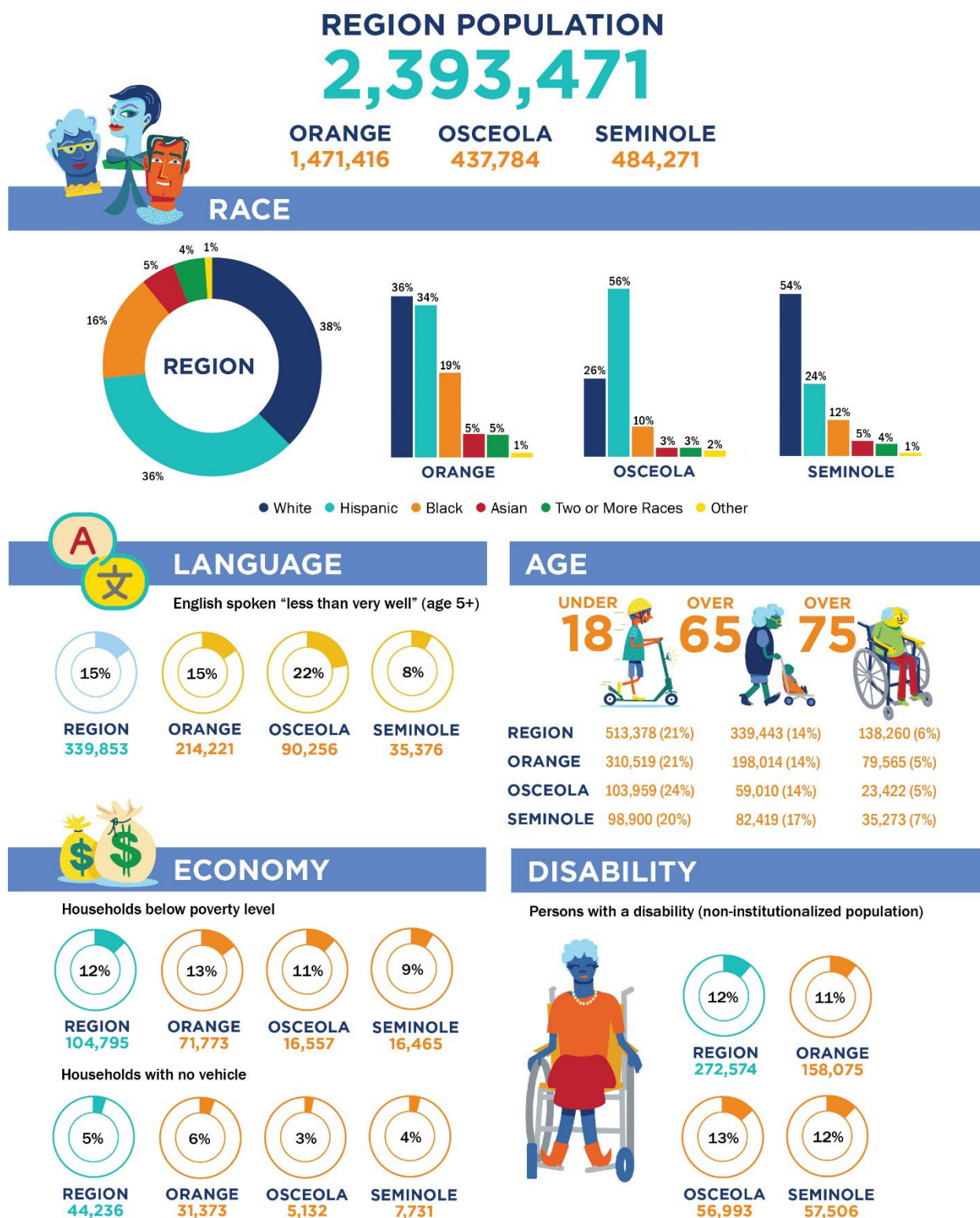
Source: MetroPlan Orlando Workshop and Webinar, May 23, 2024

### 1.3.1.3 REGIONAL DEMOGRAPHICS

The information below and in Figure 1-1 was summarized from the 2023 US Census American Community Survey (ACS). It offers a county-by-county snapshot and regional view of socio-economic and demographic populations.

As a region, a higher percentage of our population speaks English less than very well versus the national average: 15 percent (three-county area) compared to 8 percent (USA). The overall youth population is higher for the region at 21 percent than the national average at 17 percent. The region has lower rates of 65+ population at 14 percent versus the national average at 17 percent and Central Florida has similar rates of disability to the national average, which was 13 percent; the region is at 12 percent.

Figure 1-1 | 2023 Regional Demographics



Source: US Census Bureau, American Community Survey (ACS), 2023.

#### 1.3.1.4 WE ARE COMMITTED TO NONDISCRIMINATION

MetroPlan Orlando is committed to nondiscrimination within our policies, efforts, and outreach. Below is an overview of our robust system to ensure nondiscrimination within our work.

##### **STATUTES**

MetroPlan Orlando follows various laws that prohibit the discrimination based on sex, age, disability, and populations with English Limited Proficiency. More information can be found in the Title VI Program: Nondiscrimination and Language Plan.



##### **ADDRESSING COMPLAINTS**

MetroPlan Orlando will review and investigate discrimination complaints submitted to the organization. The *Title VI Nondiscrimination and Language Plan* explores MetroPlan Orlando's robust framework for addressing discrimination complaints. Anyone can file a complaint [online](#), which is available in both English and Spanish.

##### **ENCOURAGING ALL TO PARTICIPATE**

Public participation is a vital part of nondiscrimination because it allows people who may traditionally not have been able to participate within the transportation planning process to voice their opinions. Meetings and events are open to the public and posted in the online calendar at [MetroPlanOrlando.gov](https://www.metroplanorlando.gov).

MetroPlan Orlando offers multiple methods of support to ensure meetings and materials are accessible for people who may be disabled, unable to attend, or who may have language difficulties, including:

- People who require assistance under the Americans with Disabilities Act may ask for assistance in participating.
- Meetings have an online option to ensure participation.
- People who may not be skilled in English may ask for assistance with public participation.
- Key information of transportation planning is posted in Spanish.

More information on public participation can be found on [the MetroPlan Orlando website](#).

#### 1.3.1.5 WE PROVIDE MEANINGFUL ACCESS IN OTHER LANGUAGES

With the increasing number of people with limited English proficiency (LEP), especially those who primarily speak Spanish, ensuring their meaningful involvement is crucial. At MetroPlan Orlando, we want everyone, regardless of their primary language, to have access to our planning processes and information.

People who do not speak, read, or understand English are entitled to language assistance to understand MetroPlan Orlando policies and plans. Additionally, we offer alternative language services on an as-needed basis. This allows us to balance providing access with managing our resources responsibly.

We have created a framework and strategy to engage with LEP communities in our three-county region, which is briefly described below. For more detailed information, please refer to the [Title VI Program: Nondiscrimination and Language Plan](#).



### 1.3.1.6 UNDERSTANDING LANGUAGE NEEDS

According to the 2023 US Census ACS, 15 percent of the entire MetroPlan Orlando region is made up of the LEP population, with 74 percent of LEP population speaking Spanish.



### 1.3.1.7 OUR LANGUAGE SERVICES

MetroPlan Orlando provides a range of language services to ensure people who do not speak English well can understand vital information and participate in transportation planning. This includes:

- **Multilingual outreach materials:** Our brochures and key documents are available in Spanish, and we use bilingual boards at events.
- **Phone support:** Callers to our office can connect with Spanish-speaking staff, and the Florida Relay Service offers interpretation services for those who are deaf or hard of hearing.
- **Surveys and forms:** Many materials are available in Spanish as needed, including public meeting comment cards and nondiscrimination complaint forms.
- **Website translation:** Our site uses Google Translate to offer content in more than 100 languages.
- **Interpreter services notice:** We publicize the availability of free interpreter services for meetings and events, ensuring everyone can participate. Please contact us 3 business days prior to meetings or events to ensure interpretation for any language. If you need language services, contact us by phone at (407) 481-5672 or by email at [info@metroplanorlando.gov](mailto:info@metroplanorlando.gov) at least three business days before an event.

We promote transparency and objectivity in our planning efforts because it is required by law and, more importantly, because it is the right thing to do. We look forward to continuing to create a Central Florida transportation system that serves everyone.

### 1.3.2 TECHNICAL APPROACH

The 2050 Metropolitan Transportation Plan (MTP) was developed through a robust, data-driven, and comprehensive planning process designed to address the evolving mobility needs of the region. The technical approach incorporated long-range planning strategies that considered all transportation modes, environmental and economic factors, and community impacts that will shape the region through 2050. It built upon the foundation laid by several standalone regional modal master plans, each focusing on critical transportation elements, including Active Transportation, Transit, Transportation Systems Management & Operations (TSM&O), and Safety/Vision Zero initiatives.



### FOUNDATIONAL MODAL PLANS AND STAKEHOLDER COLLABORATION

Prior to the initiation of the 2050 MTP, regional master plans were independently developed to assess needs for specific modal areas:

- **Active Transportation:** Focused on pedestrian and bicycle infrastructure and connectivity.
- **Transit:** Identified existing service gaps and proposed future transit opportunities.
- **TSM&O:** Addressed operational improvements to maximize efficiency of the transportation network.
- **Safety/Vision Zero Action Plans:** Provided detailed safety assessments and strategies for reducing transportation-related fatalities and injuries.



These plans served as in-depth assessments that fed directly into the 2050 MTP's development. Importantly, the modal plans were shaped through comprehensive engagement with local agencies and stakeholders, ensuring that regional priorities and community input were foundational to the planning process.

### ***MULTIMODAL NEEDS ASSESSMENT***

A key component of the 2050 MTP technical approach was the Multimodal Needs Assessment, which evaluated:

- Current and future roadway conditions and capacity needs.
- Infrastructure gaps and enhancement opportunities for bicycle and pedestrian facilities.
- Operational needs and system efficiency improvements through TSM&O strategies.
- Safety challenges and potential improvements to reduce risks for all road users.
- Long-term transit needs and opportunities, focusing on regional mobility, access, and connectivity.

This assessment enabled a holistic understanding of the multimodal network and provided the analytical basis for identifying and prioritizing transportation investments.

### ***INTEGRATING BROADER SOCIETAL AND ENVIRONMENTAL CONSIDERATIONS***

The 2050 MTP technical approach went beyond traditional transportation planning by incorporating cross-cutting themes that reflect the region's broader goals:

- **Public Health:** Examined how transportation decisions influence health outcomes, such as air quality, physical activity, and access to healthcare.
- **Housing:** Evaluated the interplay between housing availability, affordability, and transportation access.
- **Environmental Stewardship and Resilience:** Integrated strategies to mitigate environmental impacts, address climate change, and improve infrastructure resilience to natural hazards.
- **Freight and Goods Movement:** Assessed current and future freight needs, focusing on minimizing conflicts between freight and passenger travel while ensuring efficient goods movement across the region.

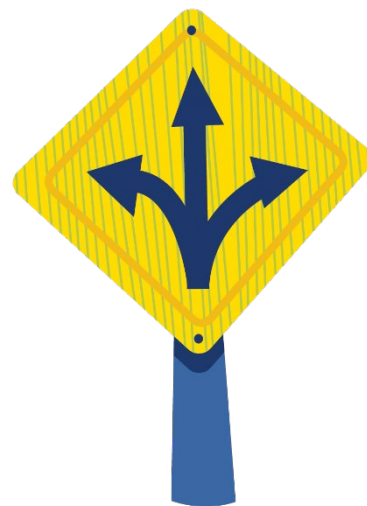
### ***SCENARIO PLANNING AND DRIVERS OF CHANGE***

The plan incorporated scenario planning to examine alternative futures and drivers of change - such as technological advancements, demographic shifts, land use changes, and economic trends. These considerations helped guide flexible strategies that can adapt to uncertainties through 2050, ensuring the plan remains relevant as conditions evolve.

### ***FINANCIAL FORECASTING AND INVESTMENT STRATEGY***

The financial component of the 2050 MTP included:

- Long-range revenue forecasting to determine reasonably available funding through 2050.
- Development of a project prioritization and evaluation framework, ensuring investments are aligned with regional goals and performance objectives.
- A comprehensive funding and investment policy to guide resource allocation across modes and geographies, balancing system preservation, expansion, and innovation.





## CONGESTION MANAGEMENT AND MOBILITY STRATEGIES

The plan included the development of a Congestion Management Process (CMP) focused on identifying both recurring and non-recurring congestion. This involved:

- Data analysis of congestion patterns affecting both people and freight.
- Identifying strategies such as TSM&O enhancements, multimodal improvements, and demand management tools to mitigate current and future congestion and improve travel reliability.

## COMPREHENSIVE STAKEHOLDER AND PUBLIC ENGAGEMENT

Throughout all phases, the 2050 MTP was shaped by an extensive stakeholder and public participation process.

Engagement included:

- Local agencies and regional partners.
- Community organizations, advocacy groups, and the general public.
- Public workshops, surveys, and digital outreach tools to ensure inclusive input and transparency.

This collaborative approach ensured the final plan reflects shared priorities, supports regional needs, and enhances quality of life across the region.



## 1.4 Final Report Outline and Technical Documentation

The 2050 MTP is both multimodal and multi-faceted by design, and covers a wide range of topics, methodologies, processes, and findings as we document our transportation vision for 2050. Each chapter of the 2050 MTP is published below, with appendix items and supplemental documents published separately.

**Chapter 1: Introduction** – outlines the 2050 Metropolitan Transportation Plan (MTP) for Central Florida. This chapter emphasizes the importance of a comprehensive transportation strategy that addresses current and future needs for Orange, Osceola, and Seminole counties, while also engaging the community in the planning process.

**Chapter 2: Goals and Objectives** – presents the transportation vision, goals, and objectives for the 2050 MTP. The goals and objectives outlined in this chapter guided subsequent planning and analysis efforts over the course of the 2050 Plan development and implementation/monitoring.

**Chapter 3: Existing Conditions, Area Profile, and Travel Patterns** – an overview of the region’s demographic, land use, mobility, and emerging technology conditions. The region’s existing transportation system is summarized by establishing an inventory of the infrastructure assets along with performance indicators of how the system is currently performing. Travel patterns of both residents and visitors are also summarized.

**Chapter 4: Congestion Management Process (CMP)** – provides information to decision-makers about current and future (recurring and nonrecurring) congestion in the MetroPlan Orlando region. The CMP identifies existing congestion-related impacts and improvement strategies for both people and goods.

**Chapter 5: Community Health and Housing** – a compilation of technical studies on the impact transportation has on public health and housing. This chapter explores best practices, desired outcomes, and next steps.

**Chapter 6: Environmental Stewardship and Resilience** – describes the environmental and resilience considerations and strategies that inform the 2050 MTP. This includes evaluations of the region’s existing natural and built environmental conditions, outlines the process used to coordinate with agencies and stakeholders, explains the screening methods applied to identify potential environmental impacts, and identifies the vulnerabilities of the built environment.

**Chapter 7: Freight and Goods Movement** – identifies the critical role of freight planning in shaping the Central Florida region's transportation future. It highlights critical freight infrastructure, key needs, challenges, and strategies to ensure freight efficiency, connectivity, and long-term economic competitiveness.

**Chapter 8: Transit Needs** – outlines the future of transit in the Central Florida region. This chapter includes challenges and opportunities for regional transit, needs for both bus and rail, and transit investment. This vision of Central Florida’s transit was made in collaboration with the Central Florida Regional Transportation Authority (d/b/a LYNX), Florida Department of Transportation (FDOT) and the Central Florida Commuter Rail Commission (SunRail) as well as other relevant partners.

**Chapter 9: Regional Safety Element** – details MetroPlan Orlando’s approach to transportation safety in the region, based on the adopted Regional Vision Zero Safety Action Plan. This chapter includes an overview of transportation safety trends and how MetroPlan Orlando identified projects, strategies, and actions to reduce fatal and severe injury crashes on roads throughout the region.

**Chapter 10: Active Transportation Needs** – outlines the future of bicycle and pedestrian transportation in the Central Florida region. This includes a comprehensive needs assessment, evaluation of level of traffic stress and pedestrian level of comfort, travel accessibility, and the identification of project needs to improve, enhance, or expand the active transportation network in Orange, Osceola, and Seminole Counties.

**Chapter 11: Transportation Systems Management & Operations Needs** – describes the development, findings and recommendations of Transportation Systems Management and Operations (TSM&O) improvements within the region. The purpose of this assessment was to provide a coordinated vision with defined goals and objectives that reflect existing planning efforts and lay the foundation for future TSM&O planning and project selection.

**Chapter 12: Roadway Needs** – documents the process through which future traffic congestion is forecasted and roadway needs were identified and validated in partnership with FDOT and local government agencies.

**Chapter 13: Multimodal Needs Assessment** – summarizes MetroPlan Orlando’s multimodal transportation needs assessment, including how project needs were identified, reviewed, and ultimately incorporated into the overall transportation needs list for the region. This chapter also describes the collaborative effort with partner agencies to identify and review projects for feasibility, elaborate on project descriptions, and identify consolidation opportunities focused on project feasibility.

**Chapter 14: Drivers of Change** – explores ten key drivers of change and describes a variety of assumptions and projections for the region’s transportation future that will be used to inform policy and investment decision-making between now and 2050.

**Chapter 15: Public Participation Findings** – summarizes public input and outreach results from the creation of the 2050 MTP. It discusses how MetroPlan Orlando met objectives set in its Public Participation Plan and which



strategies were used to reach the community. This chapter will also contain the official record of public comments received on the draft 2050 Plan.

**Chapter 16: Prioritization Process** – describes the process used to evaluate transportation projects within the 2050 MTP. The prioritization process uses multi- criteria analysis to identify and select projects which best address regional goals and objectives.

**Chapter 17: Financial Resources** – outlines the revenues available to fund the region’s future transportation improvements and for use in developing the cost feasible plan of the MTP. This chapter includes existing federal, state, and local revenue sources and their associated projected revenues through 2050 and explores potential new revenue sources and funding strategies and provides a profile of discretionary funding and grant opportunities.

**Chapter 18: Funding and Investment Policy** – describes the 2050 MTP funding policy development process, focusing on MPO-federal funds and investment scenario planning to enhance the regional transportation system through various modalities. It provides an overview of the public engagement process, technical workshops, and the evaluation of various investment scenarios/funding approaches aimed at improving multimodal transportation.

**Chapter 19: Cost Feasible and Unfunded Needs Plan** – information for both the 2050 MTP Cost Feasible Plan and unfunded needs plan. As required by federal and state law, detailed multimodal project listings, cost estimates, and phasing are included in the Cost Feasible Plan. This document also includes a summary of potential planning and investment strategies identified through the public participation and needs assessment processes.

**Chapter 20: Conclusion** – outlines the next steps for the MTP following its adoption. This chapter emphasizes the processes through which projects will be implemented and incorporated into MetroPlan Orlando’s core products, including the Prioritized Project List (PPL) and Transportation Improvement Program (TIP), and how the 2050 MTP will be maintained for planning consistency.

#### 1.4.1 SUPPLEMENTAL TECHNICAL DOCUMENTATION

Additional information about how the 2050 MTP was developed and detailed reference materials are included in the technical appendices listed below.

- A. Data Source Guide
- B. Plans Review Summary
- C. Origin-Destination Analyses and Community Travel Profiles
- D. System Performance Report
- E. CMP Summary of Performance Measure Trends and Calculations
- F. Community Health and Housing Supplemental Information
- G. Environmental Stewardship Supplemental Information
- H. Regional Transit Needs
- I. Regional High Injury Network Transportation Needs and Opportunities
- J. Regional Sidewalk Needs
- K. TSM&O Strategies by Project Corridor
- L. Public Participation Documentation
- M. MTP Public Participation Plan
- N. Record of Public Comments on Draft 2050 MTP
- O. FDOT Revenue Forecast Handbook, Local Revenue Projections and CFMPOA Memo on Districtwide Funds
- P. Transportation Project Cost & Complexity Estimations
- Q. Local Transportation Needs and Opportunities



All supplemental technical documentation is available online at: <https://metroplanorlando.gov/2050>



[MetroPlanOrlando.gov](http://MetroPlanOrlando.gov)  
250 S. Orange Ave., Suite 200  
Orlando, FL 32801

[MTP@MetroPlanOrlando.gov](mailto:MTP@MetroPlanOrlando.gov)  
(407) 481-5672

