



2026 Call for Projects (DRAFT v2)

Date:
November 13, 2025

Subject:
Call for Projects Process and Guidelines – Draft for Working Group Review

Consistent with funding policy recommendations of the 2050 MTP, MetroPlan Orlando is facilitating a “Call for Projects” for federal Surface Transportation Block Grant (STBG) funding (TMA–SU). The total estimated amount of funds available through this project call is at least \$3.5 million. The funds are anticipated to be available for Fiscal Year 2031/32 (for the new 5th year of the Transportation Improvement Program/TIP). These funds can only be used within the MetroPlan Orlando urbanized area on functionally classified facilities. This is not a grant; these federal funds are to be administered through FDOT’s Local Agency Program (LAP) following prioritization and approval by the MetroPlan Orlando Board. All federal and state rules for these types of funds apply.

Virtual Information Meeting

On January 5, 2026 at 2:00 p.m. MetroPlan Orlando will host an informational meeting via Zoom. Registration is not required. Zoom panelist log-in links will be emailed to all Technical Advisory Committee (TAC) members. Additional meeting and public access information will be made available on the [MetroPlan Orlando website calendar](#) in advance of the virtual meeting.

Participation is recommended, but not required, for agencies who plan on submitting for this project call. The virtual meeting will provide information and support to agencies interested in submitting projects. A recording will be made available online (see [MetroPlan Orlando’s YouTube channel live/streams](#)) following the meeting. MetroPlan Orlando staff also offers project applicants a chance to meet prior to their submittal to answer any questions.

Process Timeline and Key Dates (*dates are subject to change)

Date	Activity
December <u>November 5/19</u> , 2025*	TAC (or a designated working group) convenes to finalize method/approach
January 5, 2026 at 2pm	Call for Projects Informational Meeting (hosted by MetroPlan Orlando)
January 6, 2026	Call for Projects <u>Opens</u>
January 30, 2026	Call for Projects <u>Closes</u> (deadline for project submissions: 1/30/26 at 2pm)
February 27, 2026*	TAC (or a designated working group) convenes to prioritize candidate projects
April 24, 2026	TAC Review/Approval of New Candidate Projects
May – June 2026	Develop FDOT LAP Intake Applications for approved candidate projects
Late May – Early July 2026	PPL Public Preview/Comment Period
Late June 2026	Advisory Committee recommendation of PPL (including new candidate projects)
July 15, 2026	MPO Board Action on updated to PPL (including new candidate projects)
August 2026	MPO submission of priority lists to FDOT for programming consideration

Project Applications

All submissions must be completed using MetroPlan Orlando's Online Candidate Project Application: <'ESRI Survey123' URL to be inserted in final guidelines document>.

A copy of required application questions is available in *Appendix A* to support response preparation although all submissions must be completed online using the above specified URL.

Each sponsor may submit up to three (3) projects for consideration. Although if multiple projects are submitted, the agency must provide a preferred order of selection (local preference).

The project submittal must include project name, MTP ID (see 2050 MTP Appendix I), project category, project readiness status, the local priority ranking, project limits, length (miles), estimated project phase costs, estimated total cost, and project description (short). The submittal must also describe any issues that would impact project readiness, a description of how the project addresses the goals/objectives set out in the MTP, and a purpose and needs statement.

The project submittal must include a purpose and need statement and a brief narrative stating how the project addresses the call for projects category. This narrative is a critical component of the application because it serves as a guide to understanding project benefits in considering subjective prioritization factors. The project submittal must include a map of the project clearly showing the project location and limits. Project map to be created by sponsor within the online application.

While the following items are not required, the project sponsor may choose to include them as supplementary materials: conceptual drawings, cross-sections, photographs of project study area, and/or other narrative statements (as needed). It should be noted that letters of support from elected officials have little influence on the selection of projects in a performance-based programming process. While we encourage that project sponsors inform and collaborate with their elected leadership, letters of support are not necessary unless they are committing funds (matching, additional, or non-traditional funding) to the project. These items may be included within the online application using the optional upload features.

Application Review

MetroPlan Orlando staff will review applications for eligibility and notify applicants of any ineligible submittals. After a review, applicants will be notified if the applications are incomplete and will be given three (3) business days to submit missing or incomplete information.

Call for Project Categories

The list below describes the project category eligible for funding through this application process.

- Off the State Highway System – High Injury Network Safety Improvements (LAP implemented)

The subsection below describes the purpose, terms, and applicability of the call for projects category.

Category 1: Off the State Highway System – High Injury Network Safety Countermeasures

Purpose:	Support implementation of local government Vision Zero Safety Action Plans.
Who may apply?	LAP Certified Local Governments, or Local Governments who commit to obtaining and maintaining LAP Certification by June 2030.
What projects are eligible?	Safety countermeasures identified in adopted Regional and/or Local Safety Action Plans, and on identified High Injury Networks. See 2050 MTP Appendix I for eligible projects.
How may funds be used?	Eligible Design (PE) and Construction/CEI expenditures. Federal (SU/TALU) funding for construction/CEI phases cannot exceed \$3 million.
What type of funding supports this program?	Federal TMA-SU/TALU funds consistent with MetroPlan Orlando Board Policy
Are there additional requirements?	Project must be consistent with local comprehensive plan and on federal-aid network (functional classification Urban Minor Collector or greater).
Where is this program identified in the 2050 MTP?	Chapter 18: Funding and Investment Policy, Figure 18-2. Chapter 19: Cost Feasible Plan, Table 19-8, MTP ID# 45003.

Project Eligibility Determinations

Local agency sponsors should submit projects that clearly fit into the eligible categories defined in this document. MetroPlan Orlando staff in consultation with FDOT and FHWA will make the final determination on project eligibility and will disallow any project that is ineligible. It is the responsibility of the project sponsor to present how the project aligns with the guidelines for eligible project activities.

Projects should primarily benefit the general public, and not a private entity. Federal guidance states that projects must be principally for transportation rather than recreation and the project must have logical endpoints. If required, the local match must be cash. In certain limited circumstances, in-kind contributions or non-cash donations may be considered but only after consultation with FDOT and FHWA. This consultation and approval of local agency contributions, cash or otherwise, must occur prior to project programming.

Important to note: It is incumbent upon each project sponsor to review the [Local Agency Program](#) guidance and become familiar with the contracting and reporting procedures. Applying for federal funds is a significant undertaking, which must be led by the project sponsor from start to finish.

Project Consistency with Adopted Plans

Screening criteria addresses provisions of the [Infrastructure Investment and Jobs Act \(IIJA\)](#) and assesses consistency with MetroPlan Orlando’s 2050 MTP and adopted local plans. Projects must be consistent with federal requirements and local comprehensive plans to the maximum extent feasible.

Prioritization Process and the Transportation Improvement Program

All submitted candidate projects will be evaluated by MetroPlan Orlando staff (using objective criteria) and the [Technical Advisory Committee](#) (TAC) or a designated working group considering the comparative criteria provided in these guidelines and other factors as needed. Projects will be professionally assessed, and the TAC will recommend candidate projects to be included in the next update of the Prioritized Project List. Final approval of the Prioritized Project List and Transportation Improvement Program will be made by the [MetroPlan Orlando Board](#).

Comparative Evaluation Criteria *(Draft for Working Group Review)*

Candidate projects are to be evaluated consistent with industry-standard indicators to assess the project's need/impact in relation to adopted goals and objectives of the 2050 Metropolitan Transportation Plan. MetroPlan Orlando staff will prepare a summary comparison of submitted projects, based on factors established by the Technical Advisory Committee (TAC) or designated working group. Most of the factors rely heavily on analytics. This increased focus on performance-based planning and programming is a result of federal regulation, which aims to create a streamlined and data-driven surface transportation program.

Proposed comparative evaluation criteria include Crash Rate, Fatal and Serious Crash Rate, Number of Pedestrian and Bicycle Crashes, High Injury Network designation, and Local Jurisdiction Preference. The following table provides details pertaining to the criteria including data sources, evaluation methods and thresholds.

Criteria	Description	Scoring Thresholds										
<p>Crash Rate</p> <p>Rate of vehicular crashes per 100 million vehicle miles traveled.</p> <p>Source: Signal 4 Analytics (2020-2024)</p>	<p>Method: Five-year crash rates were collected and assigned to each corridor/intersection using GIS.</p> <p>Logic: Corridors which exhibit high crash rates should be prioritized for improvements which improve the safety conditions. For example, a corridor with a crash rate over 6 indicates that its exposure to crashes has been higher than statewide averages for the past three years.</p>	<table border="1"> <thead> <tr> <th>Range</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>Very High (>6.0)</td> <td>1.00</td> </tr> <tr> <td>High (4.0 – 6.0)</td> <td>0.75</td> </tr> <tr> <td>Medium (2.01 – 4.0)</td> <td>0.50</td> </tr> <tr> <td>Low (0 – 2.0)</td> <td>0.25</td> </tr> </tbody> </table> <p>Units: Rate</p>	Range	Score	Very High (>6.0)	1.00	High (4.0 – 6.0)	0.75	Medium (2.01 – 4.0)	0.50	Low (0 – 2.0)	0.25
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<p>Fatal and Serious Injury Crash Rate</p> <p>Rate of crashes which result in a fatality or serious injury.</p> <p>Source: Signal 4 Analytics (2020-2024)</p>	<p>Method: Five-year fatal and serious injury crash rates were collected and assigned to each corridor/intersection using GIS.</p> <p>Logic: Corridors which exhibit a high rate of crashes involving a fatality or serious injury should be prioritized for improvements which improve the safety conditions.</p>	<table border="1"> <thead> <tr> <th>Range</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>Very High (>5.0)</td> <td>1.00</td> </tr> <tr> <td>High (3.01 – 5.0)</td> <td>0.75</td> </tr> <tr> <td>Medium (1.01 – 3.0)</td> <td>0.50</td> </tr> <tr> <td>Low (0.01 – 1.0)</td> <td>0.25</td> </tr> </tbody> </table> <p>Units: Rate</p>	Range	Score	Very High (>5.0)	1.00	High (3.01 – 5.0)	0.75	Medium (1.01 – 3.0)	0.50	Low (0.01 – 1.0)	0.25
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<p>Number of Pedestrian and Bicycle Crashes</p> <p>A crash which involves a pedestrian or a cyclist.</p> <p>Source: Signal 4 Analytics (2020-2024)</p>	<p>Method: Five-year data for pedestrian and bicycle crashes were collected and assigned to each corridor/intersection using GIS.</p> <p>Logic: Corridors which exhibit a high number of crashes involving a pedestrian or cyclist should be prioritized for countermeasures which improve the safety conditions.</p>	<table border="1"> <thead> <tr> <th>Range</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>Very High (>5.0)</td> <td>1.00</td> </tr> <tr> <td>High (3.01 – 5.0)</td> <td>0.75</td> </tr> <tr> <td>Medium (1.01 – 3.0)</td> <td>0.50</td> </tr> <tr> <td>Low (0.01 – 1.0)</td> <td>0.25</td> </tr> </tbody> </table> <p>Units: Number</p>	Range	Score	Very High (>5.0)	1.00	High (3.01 – 5.0)	0.75	Medium (1.01 – 3.0)	0.50	Low (0.01 – 1.0)	0.25
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<p>High Injury Network Designation</p> <p>The High Injury Network represents a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur.</p> <p>Source - MPO Vision Zero Action Plan, 2024</p>	<p>Method: The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.</p> <p>Logic: High injury network (HIN) segments and intersections will be prioritized across regional, county, and local road levels. Projects and corridors get credit if partially or entirely located on an HIN segment. Only intersection projects get credit if located at an HIN intersection location.</p>	<table border="1"> <thead> <tr> <th>Range</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>On regional and either county or local HIN</td> <td>1.00</td> </tr> <tr> <td>On county and local HIN</td> <td>0.75</td> </tr> <tr> <td>On regional HIN, local HIN or on County HIN</td> <td>0.50</td> </tr> <tr> <td>Not on HIN</td> <td>Project not eligible</td> </tr> </tbody> </table> <p>Units: HIN Designation</p>	Range	Score	On regional and either county or local HIN	1.00	On county and local HIN	0.75	On regional HIN, local HIN or on County HIN	0.50	Not on HIN	Project not eligible
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<p>Areas of Persistent Poverty (APP)</p> <p>As defined by the Bipartisan Infrastructure Law, locations are designated as an Area of Persistent Poverty if the census tract has a poverty rate of at least 20 percent as measured by the 2014-2018 five-year data series available from the American Community Survey (ACS).</p> <p>Source - USDOT / US Census Bureau</p>	<p>Method: Spatial intersect using project limits and census tract-level data provided by USDOT based on historic American Community Survey data. Data is binary (categorized: APP or not APP) and is not further stratified or provided with additional resolution.</p> <p>Logic: To ensure that transportation decisions do not cause disproportionately high and adverse effects on low-income populations, corridors within Areas of Persistent Poverty will be considered for safety improvements.</p>	<table border="1"> <thead> <tr> <th>Range</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>Project within an APP</td> <td>1.00</td> </tr> <tr> <td>Not in an APP</td> <td>0.00</td> </tr> </tbody> </table> <p>Units: Census Track Designation</p>	Range	Score	Project within an APP	1.00	Not in an APP	0.00				
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<p>Local Jurisdiction Preference</p> <p>Measure of a project's local significance as assessed by jurisdiction.</p> <p>Source - Local Governments / Maintaining Agencies.</p>	<p>Method: Preference ranking provided directly from local jurisdiction project sponsors.</p> <p>Logic: Qualitative low/medium/high ranking by local jurisdiction on the proposed project's local significance. Qualitative score to incorporate local preferences, utilizing local agency feedback from the 2050 MTP Needs Assessment Coordination Process.</p>	<table border="1"> <thead> <tr> <th>Range</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>High Local Priority</td> <td>1.00</td> </tr> <tr> <td>Medium Local Priority</td> <td>0.75</td> </tr> <tr> <td>Low Local Priority</td> <td>0.50</td> </tr> <tr> <td>No Local Preference</td> <td>0.25</td> </tr> </tbody> </table> <p>Units: Local Priority</p>	Range	Score	High Local Priority	1.00	Medium Local Priority	0.75	Low Local Priority	0.50	No Local Preference	0.25
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Project Cost Estimation and Budget

A well-defined scope of work/project description is needed to develop accurate planning-level cost estimates. The cost estimate must be prepared and should be divided into project development phases that include PD&E (if required), preliminary/final engineering, right-of-way/utilities, and construction/CEI phases. The project cost estimate should also identify any local (non-federal/state) sources of funding and how each itemized activity will be funded. Estimated funding for the project that may be from sources other than MetroPlan Orlando funds (SU/TALU) should be identified, such as other federal funds (not from

USDOT), state, local, donated services, in-kind services, volunteer, etc. Federal (SU/TALU) funding for construction/CEI phases for candidate projects cannot exceed \$3 million. Even though right-of-way may not be funded under some project call categories, a complete project cost estimate is always needed to ensure that the applicant can fund the required project phases. Project sponsors should design their project cost estimates for the year in which the project is anticipated to be delivered.

Important to note: If an agency anticipates using non-federal funds for one or more project phases, such as using local funds to complete a right-of-way phase, those phases must meet federal guidelines/requirements in order for subsequent phases to be eligible for federal funds.

Cost Increases and Changes in Scope of Work

Programmed projects are approved for a specific scope of work and funding level based on the information submitted by the project sponsor. When preparing a project scope and cost estimate, all project materials and labor costs should reflect the anticipated year of construction. It should not be assumed that cost increases can or will be covered with state or federal funds. There may be cases where the sponsor must bear any unforeseen project cost increases. It should be noted that the project in which funding is awarded is the project that must be constructed. If the project that is awarded funding cannot proceed, the funding will return to the MetroPlan Orlando reserve line item in the TIP and will be reallocated to another regional project that has been competitively selected.

Environmental Clearance

All federally funded projects will require environmental clearance as part of the preliminary engineering phase of work. The level of effort varies by the type of project, the anticipated impact and the degree of public controversy. The NEPA documentation may be a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS). Except in unusual circumstances, most MPO/TMA funded projects are usually processed as a CE under the NEPA. Normally, at the project scoping, a decision will be made on the type of documentation required and which entity will prepare the document. The project sponsor or their consultant will be required to prepare the environmental clearance document. There may be costs associated with obtaining environmental clearance. These costs must be borne by the project sponsor/local agency.

Questions / Contact

For questions or additional information about 2026 Call for Projects, contact:

Taylor Laurent, PE AICP

Email: Taylor.Laurent@MetroPlanOrlando.gov

Phone: 407-481-5672 Ext. 324

Appendix A – Candidate Project Application Questions

The excerpted questions listed below are intended to support project sponsors in preparing the application. Consider drafting responses in a word processing program and then copying/pasting them into the 2025 Call for Projects online application for formal submission.

All submissions must be completed using MetroPlan Orlando’s Online Candidate Project Application:
< ‘ESRI Survey123’ URL to be inserted in final guidelines document >.

Required application questions/responses include:

1. Project Agency Sponsor (County/City/Agency)
2. Sponsor Contact Name (First and Last Name)
3. Sponsor Contact Phone Number
4. Sponsor Contact Email
5. Call for Projects Category (select one)
 - HIN Safety Countermeasures (Off-SHS / LAP)
6. Project / Facility Name
7. From / Beginning Point
8. To / End Point
9. Project Length (in miles)
10. Identify Project Location: Using interactive map within online application project sponsor will be prompted to draw the project limits using the add line feature.
11. MTP ID Number: See [2050 MTP: Appendix I](#) for listing of eligible projects.
12. Existing Functional Classification: Project limits must be on the federal-aid network with Functional Classification as Urban Minor Collector or greater.
13. Project Description / Work Type
14. Project Purpose & Need Statement
15. Estimated PD&E Cost (Note: PD&E / environmental clearance to be funded by local agency)
16. Estimated Preliminary Engineering (PE) Cost
17. Estimated Right-of-Way (ROW) Cost (Note: ROW costs to be funded by local agency)
18. Estimated Construction Cost (Note: Federal funding CST+CEI phase maximum is \$3 million for off-SHS LAP projects)
19. Estimated CEI Cost (Note: Federal funding CST+CEI phase maximum is \$3 million for off-SHS LAP projects)
20. Estimated Total Project Cost (sum of all project phases)
21. Local Agency Funding Contribution: For TRIP funding program, local agency must provide a minimum 50% match (local/non-state). If none or not applicable, type in the number zero (0).
22. Local Agency Comprehensive Plan Reference(s)
23. Local Agency Preference: Each sponsor may submit up to three (3) projects for consideration. Although if multiple projects are submitted, the agency must provide a preferred order of selection. Note: *Three (3) stars indicates the highest priority while one (1) star indicates the lowest priority of the projects submitted.*
24. Description of any issues (including any anticipated public controversy) that may impact the proposed project's readiness and/or implementation.

25. Description of how the proposed project addresses the goals/objectives set out in the 2050 MTP: See [2050 MTP Chapter 2: Goals and Objectives](#) for reference.
26. Brief narrative stating how the proposed project addresses the call for projects category's purpose and objectives, and how the proposed improvements address existing safety issues: This narrative is a critical component of the application because it serves as a guide to understanding project benefits in considering subjective prioritization factors.
27. Optional Upload: Supplemental Item 1 - While the following items are not required, you may choose to include them as supplementary materials: including conceptual drawings, cross-sections, photographs of project area, and/or other narrative statements (as needed).
28. Optional Upload: Supplemental Item 2
29. Optional Upload: Supplemental Item 3
30. Acknowledgements: Project Sponsor must recognize and agree to the call for projects terms.
 - MetroPlan Orlando staff will review applications for eligibility and notify applicants of any ineligible submittals. After a review, applicants will be notified if the applications are incomplete and will be given three (3) business days to submit missing or incomplete information.
 - The project sponsor/implementing agency is responsible for any and all cost shortfalls.
 - Projects that have not satisfied federal requirements and/or have not been advertised for design or construction within one (1) year of their programmed fiscal year may be subject to forfeiture of awarded funds and project cancellation.
 - Project sponsor commits to maintaining FDOT LAP Certification and/or commits to earning FDOT LAP Certification by June 2030.
 - Project sponsor agrees to provide status updates and updated estimates as requested by FDOT.
 - Project sponsor commits to complying with NEPA process prior to construction, including any Necessary involvement with state historic preservation officer and other state and federal agencies, prior to construction.
 - Project sponsor commits to complying with the federal uniform relocation assistance and acquisitions policy act for any right of way actions required for the project.
 - Project sponsor commits to complying with the build America by America act for any construction required for the project.
31. CAPTCHA – Type in CAPTCHA code and Submit.

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