metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

# Prioritized Project List

**Draft for Public Review**

**June 2026**

# Executive Summary

Each year, MetroPlan Orlando updates the Prioritized Project List (PPL), a document that includes all the upcoming highway, bicycle, pedestrian, transit, aviation, and other transportation-related projects in our three-county region (Orange, Osceola, and Seminole Counties) that have been deemed cost feasible in the near term but may still have unfunded phases. The Prioritized Project List shows which projects are next in line for federal and state funding.

The PPL is created in conjunction with the Transportation Improvement Program (TIP), which contains all transportation projects that are programmed for funding over the next five years. As written in 23 U.S. Code § 134, all projects that receive federal funding "shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator." In addition, the TIP and PPL must be consistent with the adopted Metropolitan Transportation Plan (MTP). The current proposed TIP is planned from Fiscal Year (FY) 2026/27 to 2030/31 and the currently adopted MTP is planned through 2050. The PPL covers all projects that are awaiting funding and implementation in the first 10 years of the MTP's Cost Feasible Plan that are not yet included in the TIP, thus this PPL covers FY 2031/32 to FY 2041/42.

***The PPL is organized into two core categories:***

National Highway System and State Roads

This category contains projects on the National Highway System, State Roads, and Off-System Construction Assistance. The State Roads designation also contains other federal functionally classified roadways, but they are identified separately due to the MetroPlan Orlando Board Policy on the allocation of Transportation Management Area (TMA) funds apportioned to MetroPlan Orlando for being a Large Urbanized Area (population over 200,000).

MetroPlan Orlando Multimodal System

This category contains federally funded projects exclusively off the state highway system. Projects included in the MetroPlan Orlando Multimodal System are Urban Corridor Improvements/Context-based Design, Transportation Systems Management & Operations (TSM&O), High Injury Network (HIN) Countermeasures, Active Transportation, School Mobility and Hazardous Walking Conditions, and Transit Capital.

To determine which project will be eligible for funding next, each of the projects on the PPL were ranked through a process known as performance-based planning. For projects on the National Highway System and State Roads, the MetroPlan Orlando Board and its subsidiary committees prioritize these projects for funding based on their potential to help achieve targets set for Safety, Travel Time Reliability, Bridge Condition, and Pavement Condition performance measures. Projects in the MetroPlan Orlando Multimodal System are also ranked through performance-based planning and include additional, regionally-focused objectives and targets.

After this document is approved by the MetroPlan Orlando Board, it is submitted to the Florida Department of Transportation (FDOT). FDOT uses both the National Highway and State Road lists and MetroPlan Orlando's Multimodal System (TMA) lists to program projects for funding in future Work Programs based on both the MetroPlan Orlando TMA priorities and the FDOT FY 2026/27 – FY 2030/31 Tentative Five-Year Work Program.

It is important to note, most new projects or project phases are typically added into the fifth year of the Work Program. Once a project in the PPL has been fully funded through construction in the TIP and the FDOT Work Program, it will be listed on the PPL for continuity until the project is complete, but no additional funding needs for the project will be identified in the PPL. Any projects/phases remaining on the PPL can be advanced to a higher priority over time, and new projects can eventually be added to this list of priority projects through the long-range planning process.

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# Abbreviations & Acronyms

Planning Terms

| | |
|---|---|
| **HIN** | High Injury Network |
| **ITS** | Intelligent Transportation Systems |
| **LAP** | Local Agency Program (FDOT program which administers federal/state funds for local agencies) |
| **MTP** | Metropolitan Transportation Plan (our region's 2050 Long Range Transportation Plan) |
| **PPL** | Prioritized Project List |
| **TIP** | Transportation Improvement Program |
| **TMA** | Transportation Management Area |
| **TSM&O** | Transportation Systems Management and Operations |
| **UPWP** | Unified Planning Work Program (MetroPlan Orlando's annual operating budget) |

Agencies

| | |
|---|---|
| **FDOT** | Florida Department of Transportation |
| **FHWA** | Federal Highway Administration |
| **FTA** | Federal Transit Administration |

Funding Categories

| | |
|---|---|
| **DDR** | District Dedicated Revenue funds (State) |
| **FTA** | Federal Transit Administration funds (Federal) |
| **MFF** | Moving Florida Forward (State) |
| **NHS** | National Highway System funds (Federal) – used for interstate highway projects |
| **TALU** | Transportation Alternative funds (Federal) – used for Complete Streets, bicycle and pedestrian projects |
| **TMA** | Transportation Management Area (Federal) – prioritized and programmed by MetroPlan Orlando |
| **SRTS** | Safe Routes to School (State) – used for sidewalk projects within a radii of a school |
| **SU** | Surface Transportation Program funds (Federal) – may be used for highway, transit, or enhancement (bicycle/pedestrian, beautification, etc.) projects in urban areas of greater than 200,000 population |
| **TRIP** | Transportation Regional Incentive Program funds (State) - used for regionally significant projects with a minimum of 50% in local matching funds required |

Project Phases

| | |
|---|---|
| **CAP** | Capital |
| **CEI** | Construction-Engineering Inspection |
| **CST** | Construction |
| **DSB** | Design/Build |
| **ENV** | Environmental Mitigation |
| **O&M** | Operations and Maintenance |
| **PD&E** | Project Development and Environmental Study |
| **PE** | Preliminary Engineering (Design) |
| **PLN** | Planning / Feasibility Study |
| **ROW** | Right-of-Way Acquisition |

# Introduction

The Prioritized Project List (PPL) is the annual technical process to determine which projects should be funded next within MetroPlan Orlando's five-year Transportation Improvement Program (TIP). Both the TIP and the PPL are created in accordance with federal guidelines. While the TIP contains transportation projects that are currently or soon-to-be funded, the 2050 Metropolitan Transportation Plan, or the MTP, looks further out into the future. As illustrated in the graphic below, the PPL is the bridge between these two documents, working to prepare projects, local agencies, transportation operators, and the public for upcoming transportation improvements. The TIP, the PPL, and the MTP act as our guidance for what should be funded in the short-term and in the long run.


***For more information about the above referenced plans, visit the MetroPlan Orlando webpages below:***

**2050 Metropolitan Transportation Plan (MTP) –**
https://metroplanorlando.gov/2050

**Prioritized Project List (PPL) –**
https://metroplanorlando.gov/PPL

**Transportation Improvement Program (TIP) –**
https://metroplanorlando.gov/TIP

# Planning & Prioritization Process

Consistent with FHWA's Transportation Performance Management (TPM) guidance, MetroPlan Orlando is using a data-driven and context-sensitive approach to identify and assess candidate transportation projects for the Prioritized Project List (PPL). The intent of this process is to identify, select, and fund projects which best address regional transportation goals, objectives, and targets. The use of comparative criteria and the evaluation process described in the following sections to select projects is intended to guide and assist MetroPlan Orlando and its partner agencies in establishing the order in which projects may be implemented, based on forecasted funding levels.

## Approach

The project assessment and prioritization process consists of two (2) key phases:

### Focusing the Research and Analysis from the 2050 MTP

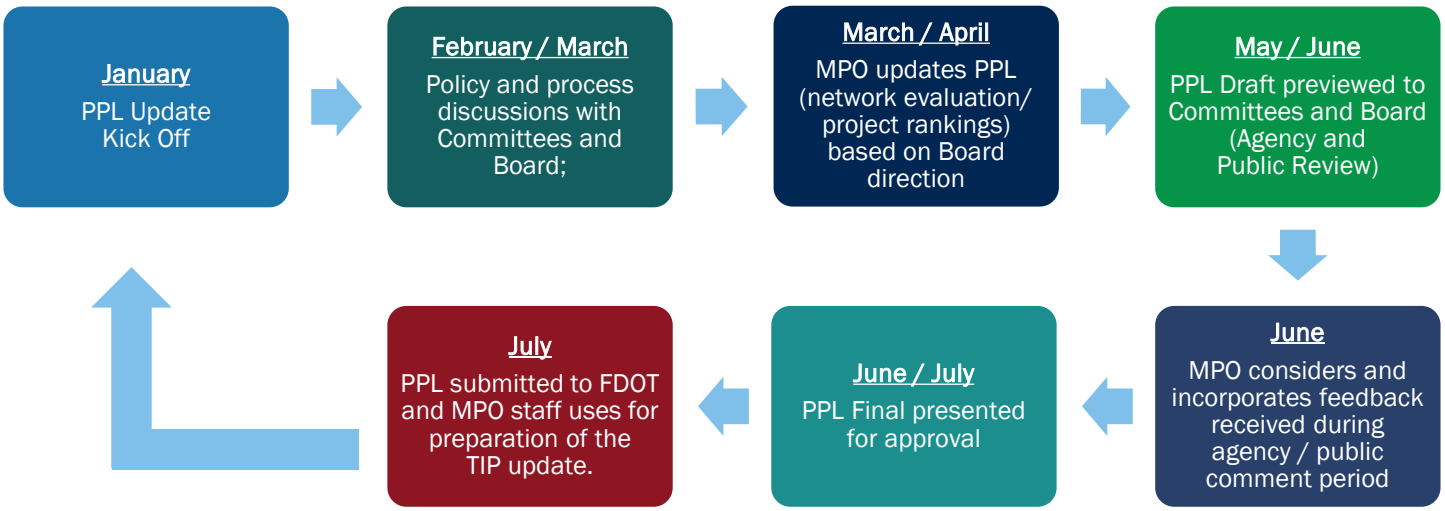
As part of the 2050 MTP development process, a Multimodal Needs Assessment was performed to evaluate what solutions could possibly meet the future transportation challenges of the region. The candidate projects were prioritized during this process based on long-term demands and future needs. The Prioritized Project List narrows the focus of that pool of candidate projects to what may be implemented over the next ten years based on funding availability, TMA Funding policies, and other factors.

### Agency and Public Review of Draft PPL

Following completion of the draft PPL, MetroPlan Orlando staff, Technical Advisory Committee (TAC), and Transportation Systems Management & Operations (TSM&O) Advisory Committee members review the preliminary findings. Feedback from agency partners and other stakeholders is also considered during this step in the process.

This project prioritization process, summarized in Figure 1, is intended to complement MetroPlan Orlando's regional planning, congestion management, and overall decision-making process. While ultimate discretion is granted to the MetroPlan Orlando Board, the data-informed and objective-driven findings yielded from the 2050 MTP provide decision-makers with the best information available, consistent with Transportation Performance Management best practices.

Figure 1 | PPL Development Schedule



# Method

The intention of this evaluation is to use comparative criteria to evaluate projects and their relationships to the planning goals listed below in Figure 2. This methodology was developed for consistency with the MTP. The criteria developed in this process are adaptable, recognizing that priorities set by federal and state agencies, local governments, and the MPO Board may shift over time. These evolving preferences could lead to the introduction of new factors or the removal of outdated ones in future updates to the MTP. As previously noted, the project assessment guidelines are intended to assist decision-makers in determining how well each transportation project, regardless of mode, reflects the planning objectives and performance targets.

Projects were evaluated and prioritized consistent with the MTP's Goals, Objectives, and Indicators, as shown below in Figure 2.

Figure 2 | MTP Goals


*Source: MetroPlan Orlando, 2050 MTP*

## Multiple Criteria Decision Analysis

By considering transportation industry evaluation best practices, local experience and professional judgment, the project prioritization process used a Multiple Criteria Decision Analysis (MCDA) framework. MCDA is the term used to describe the formal approach of considering multiple criteria in helping individuals and groups of people make important decisions. In other words, it is a field of study that applies scientific methods and analysis to help decision-makers choose between a series of competing and sometimes conflicting options. The following sections summarize the prioritization methodology, with a full detailed and technical explanation provided in Supplement B.

## Evaluation Criteria

MetroPlan Orlando's regional goals blended with the planning factors set forth in the federal Infrastructure Investment and Jobs Act (IIJA) of 2021 yielded 15 criteria, or scoring factors, consistent with MPO funding policies to serve as the basis for the comparative evaluation. In this way, projects are proposed, funded, and constructed, with their needs/benefits measured for consistency with the MTP's goals and objectives. Figure 3 outlines the project evaluation criteria considered.

It should be noted that while priority programming determines the order in which projects are pursued, several factors such as available funding and the need for additional analysis or design can influence the order in which projects are implemented.

**FOR MORE INFORMATION ABOUT SCORING AND ANALYSIS, SEE SUPPLEMENT B.**

***Did you know?***

*Studies have shown that when making decisions, on average, people can only consider seven (± two) criteria when comparing different options.*

*For complex programmatic decision making, Multiple Criteria Decision Analysis ensures that influencing factors are not overlooked, which could result in un-informed decisions and/or missed opportunities.*

Figure 3 | Evaluation Criteria

| | |
|---|---|
| **Safety** | Regional Safety Score — Corridors and Intersections |
| | High Injury Network Segments |
| | Safe Speed Management Corridor |
| **Reliability** | Existing Travel Time Reliability and Relative Change in AADT |
| | Fiber Optic Presence |
| | Evacuation Route Designation |
| **Connectivity** | Transit System Headways |
| | Modal Accessibility Near Existing Population and/or Jobs |
| | Schools and Essential Services within ½ Mile of Corridor |
| **Community** | Existing Pedestrian Level of Comfort |
| | Public Health Indicator Rates |
| | Areas of Persistent Poverty |
| **Prosperity** | Percentage Truck Traffic and Statewide Truck Bottleneck |
| | Cost Burdened Households within ½ Mile of Corridor |
| | Cost of Congestion ($ daily) |

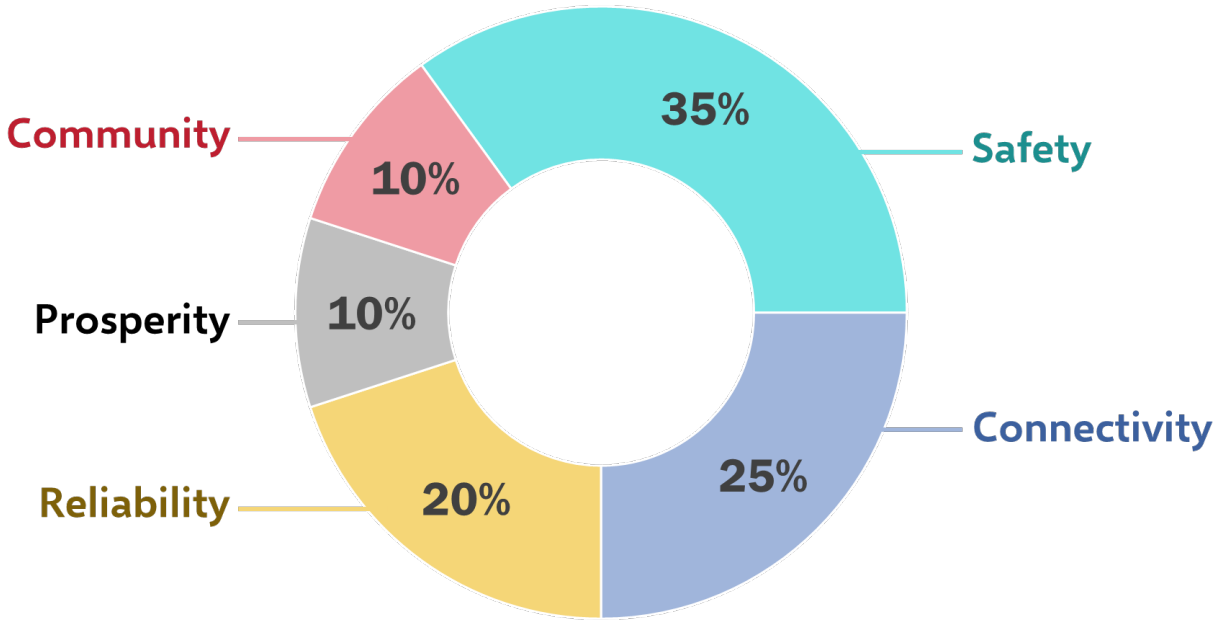
*Source: MetroPlan Orlando, 2050 MTP*

## Weighting

Criteria weighting provides a structured method to represent the overall preference and significance of goal areas in relation to one another. Weighting is applied after scores from evaluation criteria are determined to reflect the relative importance of each goal area in a way that is both systematic and transparent. Weighting enhances the relevance of the scoring process by ensuring higher priority goal areas receive appropriate emphasis.

In determining goal area weight distribution, MetroPlan Orlando staff utilized multiple feedback methods including public surveys, advisory committee recommendations, and board direction. Figure 4 summarizes the goal area weighting and emphasis based on the direction of the MetroPlan Orlando Board.

Figure 4 | Goal Weighting and Emphasis




*Source: MetroPlan Orlando, 2050 MTP, Chapter 16*

***It is important to consider,*** a project's overall score does not necessarily indicate that funding will be received. Rather, the evaluation process will:

1. Assist local entities in regional collaboration to identify high impact priority projects;
2. Align projects with national goals which are used during funding decisions in regional and statewide competitive/discretionary processes; and
3. Emphasize the use of data analytics and performance-based planning as required by federal law.

# Funding Programs and Priorities

The PPL is organized considering funding availability, project eligibility, and board direction. Consistent with the MTP, the priority list integrates board policy setting with project-level programing to advance mobility needs in the region.

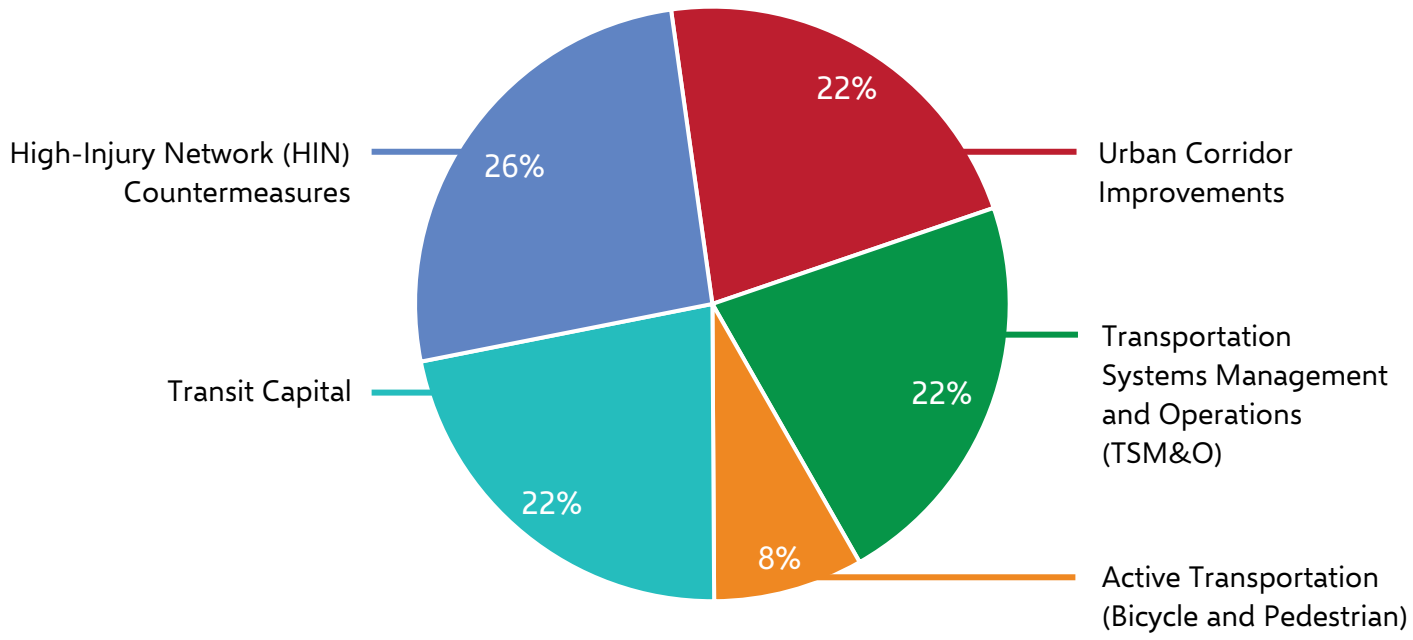
## TMA Modal Allocation

Beginning in 1992, the MetroPlan Orlando Board established a policy to distribute Transportation Management Area (TMA) Surface Transportation Program (SU+TALU) funds (i.e., federal funds that MetroPlan Orlando is responsible for prioritizing and programming) among the modal categories for capital projects. The establishment and continued application of the funding policy provides structure to the prioritization approach and to annual programming of projects into the Work Program. In accordance with the 2050 MTP, this policy creates five modal categories to which TMA funding is allocated:

1. High-Injury Network (HIN) Countermeasures
2. Urban Corridor Improvements / Context-based Design
3. Transportation Systems Management & Operations (TSM&O)
4. Active Transportation (Bicycle and Pedestrian)
5. Transit Capital

The policy has been revisited regularly to allow for local input and investment direction. Effective FY 2026/27, funds are allocated to the established funding programs as shown in Figure 5.

Figure 5 | TMA Annual Modal Allocation Policy




*Note: Percentages are calculated over a five-year period.*

## District Dedicated Revenue for Transit

In May 2015, the MetroPlan Orlando Board adopted a premium transit operations funding policy; Resolution #15-08. Up to 30% of MetroPlan Orlando's State District Dedicated Revenue (DDR) funds can be allocated for the operation of premium transit projects.

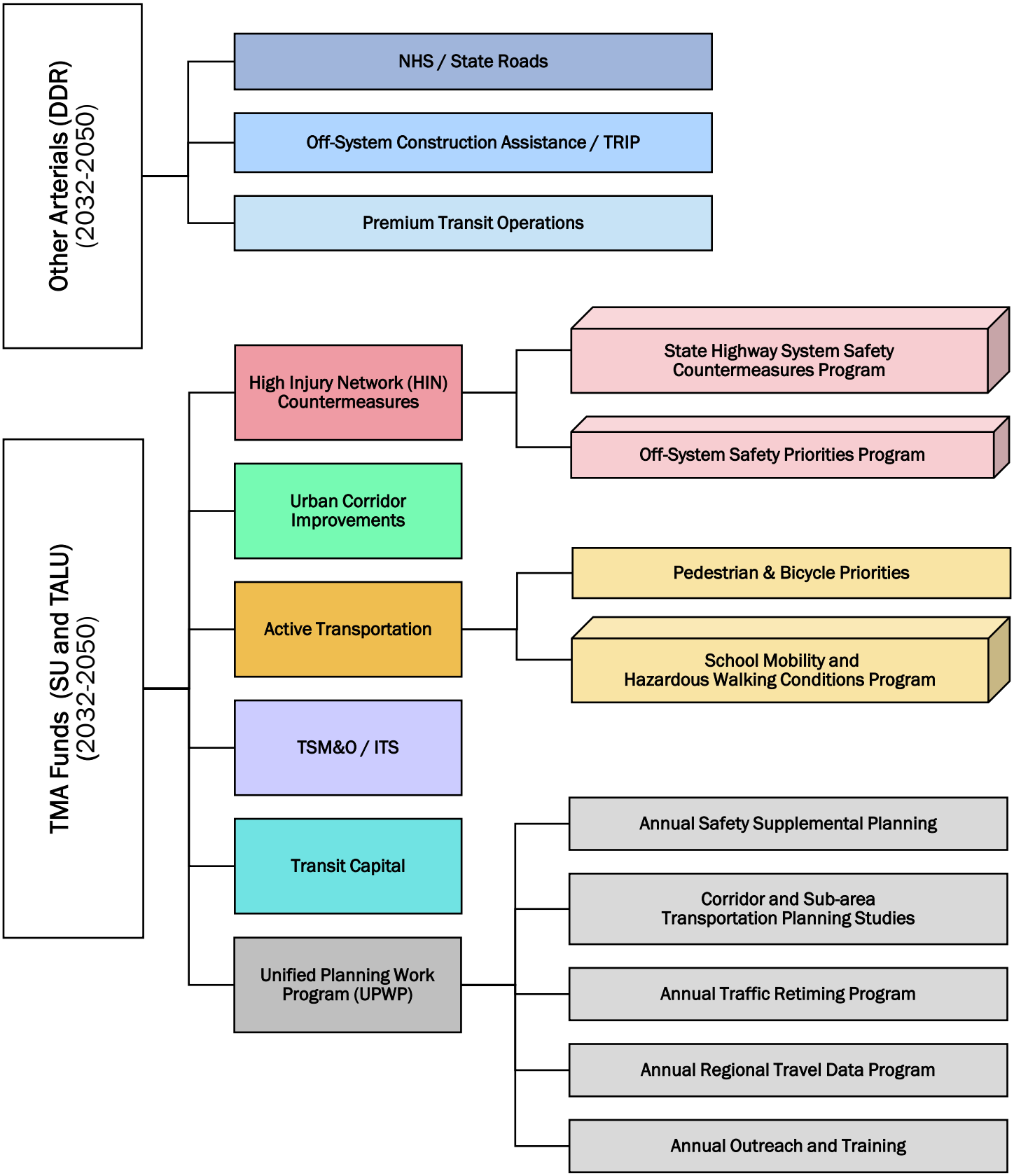
## 2050 MTP-Identified Funding Programs Implemented in the PPL

In response to public feedback and findings from the 2050 MTP, targeted funding programs, sub-allocations, and boxed funds were identified and adopted as part of the Cost Feasible Plan. These programs are consistent with the state and federal funding guidelines and strategically invest funds in alignment with planning goals and regional needs. Figure 6 illustrates the MTP-Identified funding programs, sub-allocations, and boxed funds which are to be implemented in the PPL. To advance these funding programs, MetroPlan Orlando staff is committed to working with FDOT, local agencies, and the Technical and Transportation Systems Management and Operations Advisory Committees to identify eligible projects, analyze impacts/benefits, and fund near-term priorities.

## Fully Funded Projects Included in the PPL

Each project list in the Prioritized Project List includes a section of fully funded projects. These fully funded projects have been fully funded in the TIP, and are only displayed in the PPL for continued project tracking through implementation. This approach ensures planning consistency and continuity in the event of an unanticipated project delay or deferral.

Figure 6 | 2050 MTP Funding Policies / Programs Implemented in PPL; 2032 - 2050




*Source: MetroPlan Orlando, 2050 MTP Cost Feasible Plan.*

# Prioritized Project Lists

The Prioritized Project Lists are categorized based on network designation, funding eligibility and board policy. Figure 7 summarizes the individual lists which are elements of the regional transportation portfolio of projects.

## Figure 7 | PPL Funding Programs / Priority Lists

**Interstate Highway System and Strategic Intermodal System**

This program identifies Interstate Highway System (IHS) and Strategic Intermodal System (SIS) projects with unfunded phases identified in the FY 2026/27 – FY 2030/31 TIP. This list also includes National Highway Freight Network regional priorities.

**State Highway System / State Roads**

This list of multimodal projects includes non-interstate projects on the State Highway System, including road widening, urban corridor improvements/context-based design, transportation systems management & operations, and bicycle & pedestrian projects.

**Transportation Regional Incentives Program (TRIP) and Off-System Construction Assistance**

This program provides funds to improve regionally significant transportation facilities in the three-county area. Projects are prioritized by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.

**High Injury Network (HIN) Countermeasures**

The HIN Countermeasures Program focuses on enhancing road safety using safety engineering countermeasures like signal timing modifications, lane narrowing, and roadway lighting. Two HIN Countermeasures priority lists identify the projects for the Off-System Safety Priorities Program and the State Highway System Countermeasure Program, respectively.

**Urban Corridor Improvements / Context-based Design Projects**

The Urban Corridor Improvements/Context-based Design list includes projects on and off the state highway system that include a combination of bicycle, pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.

**Active Transportation (Bicycle and Pedestrian Infrastructure) Projects**

Active Transportation projects include local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and other projects that will improve overall bicycle and pedestrian mobility.

**School Mobility and Hazardous Walking Conditions Program**

The School Mobility and Hazardous Walking Conditions program addresses projects off the state highway system that promote walking and bicycling to school and remediating hazardous walking conditions through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling.

**Transportation System Management & Operations (Intersections and Corridors) Projects**

TSM&O projects are improvements that alleviate traffic congestion on existing roadways without widening roadways and use such methods as adding turn lanes at intersections, computerized traffic signal systems, and dynamic message signs. This category includes projects related to incident management, transportation demand management, and other related activities.

**Transit Capital**

MetroPlan Orlando's TMA policy allocates 22% of Urbanized Area funds for eligible transit capital investments that expand the Public Transportation System. The regional transit list also includes asset management and service development projects.

## PPL Table Funding Definitions

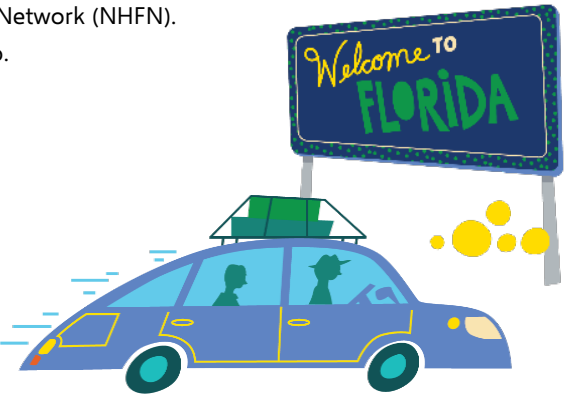
In the Prioritized Project Lists, there are 2 types of funding requests shown:

- **MAINTAIN** – for funding that was assigned (programmed) to a project phase, this is a request to continue (maintain) that funding as it was programmed.
- **PROGRAM** – for project phases that have not been funded, this is a request to assign (program) funding to the next project phase(s).

Funding amounts shown may also include indirect project costs. The indirect costs are calculated at a set rate that FHWA approves. These are FDOT Expenses, like salaries, that support each transportation project and are included in total project costs. The state funded indirect costs are utilized to satisfy the federal matching requirements necessary to obtain the federal funds for the projects. Detailed information about project funding can be found in the TIP.

# Interstate Highway System (IHS) and Strategic Intermodal System (SIS) Priorities

This list contains projects on the Interstate Highway System (IHS), Strategic Intermodal System (SIS), and National Highway Freight Network (NHFN). These improvements are programed and implemented directly by FDOT in coordination with local agencies and MetroPlan Orlando.




**Who may apply for this program?** Local governments and FDOT.
**What projects are eligible?** IHS, SIS, and NHFN transportation improvements (including but not limited to capacity, safety, Urban Corridor Improvements/Context-based Design, Transportation Systems Management and Operations (TSM&O), Intelligent Transporation Systems (ITS), and freight-focused projects) sponsored by a local government partner or FDOT.
**How may funds be used?** Funds can be used for PD&E, Design, ROW, and Construction/CEI.
**What type of funding supports this program?** Federal and State "Other Arterial Funds" including District Dedicated Revenue (DDR) Funds. This list of projects is also funded using discretionary Strategic Intermodal System (SIS) and National Highway Freight Program (NHFP) funds administered by FDOT. Some projects on this list are part of Moving Florida Forward (MFF).
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-4.

## Interstate Highway System and Strategic Intermodal System: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | SR 60 EB & WB Passing Lanes (FM#443702-1; 454213-1; 454132-1; MTP ID: EC18) | Blanket Bay Slough to Peavine Trl (FDOT) | Traffic Ops Improvement | PE in FY 26/27<br>ROW in FY 26/27<br>CST in FY 28/29<br>CEI in FY 26/27 - FY 28/29 | PE - $3.318<br>ROW - $0.179<br>CST - $23.517<br>CEI - $2.866 |
| TIP | Sand Lake Rd Interchange (FM#444315-1; 444315-4; MTP ID: EC27) | W of SR 528 / Beachline Expy to W of SR 435 / Kirkman Rd (FDOT) | Interchange Improvement | CST in FY 26/27<br>CEI in FY 26/27 | CST - $1.068<br>CEI - $0.3 |
| TIP | I-4 (FM#432193-1; MTP ID: 101) | SR 435 / Kirkman Rd to SR 434 (FDOT) | Ultimate Configuration for General Use and Managed Lanes | PE in FY 26/27 - FY 30/31<br>CST in FY 26/27 - FY 30/31<br>OPS in FY 26/27 - FY 30/31 | PE - $0.156<br>CST - $303.824<br>OPS - $151.146 |
| TIP | I-4 (FM#446581-3; 431456-1; MTP ID: 103) | Osceola / Polk Limits to Osceola Pkwy (FDOT) | Add Lanes and Reconstruct, be consistent with I-4 Beyond the Ultimate | DSB in FY 27/28 - FY 29/30<br>ROW in FY 26/27 - FY 27/28<br>CST in FY 27/28 - FY 29/30 | DSB - $20.12<br>ROW - $61.994<br>CST - $0.491 |

## Interstate Highway System and Strategic Intermodal System: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | I-4 Truck Parking Site (FM#446445-1; MTP ID: 140) | at Seminole Co. Site (FDOT) | Truck Parking Central Florida Corridor - Seminole Co. Site | PE in 25/26<br>CST in 25/26<br>CEI in 25/26 | PE - $2.5<br>CST - $1.5<br>CEI - $0.019 |
| TIP | I-4 Truck Parking Site (FM#446445-5; MTP ID: 141) | at Osceola Co. Site (FDOT) | Truck Parking Central Florida Corridor - Osceola Co. Site | ROW in FY 26/27 - FY 27/28<br>CST in FY 26/27<br>CEI in FY 26/27 | ROW - $4.358<br>CST - $56.068<br>CEI - $3.638 |
| TIP | I-4 (FM#431456-2; MTP ID: 113) | Orange / Osceola Limits to SR 536 / World Center Dr (FDOT) | Add Lanes and Reconstruct | PE in FY 26/27 - FY 30/31<br>CST in FY 26/27 - FY 30/31<br>CEI in FY 26/27 - FY 30/31<br>MNT in FY 30/31 | PE - $24.953<br>CST - $30.837<br>CEI - $35.973<br>MNT - $1.043 |
| TIP | I-4 / SR 400 (FM#453159-3; MTP ID: 122) | W of SR 536 / World Center Dr to W of SR 435 / Kirkman Rd (FDOT) | Add Managed Lanes | PE in FY 27/28 - FY 29/30<br>CST in FY 26/27 - FY 29/30<br>CEI in FY 26/27 - FY 29/30 | PE - $7.911<br>CST - $144.738<br>CEI - $10.233 |
| TIP | I-4 Traffic Surveillance System Greater Orlando/Greater Daytona (FM#245316-1; MTP ID: 124) | Regionwide (FDOT) | Other ITS | MNT in FY 26/27 - FY 30/31 | MNT - $65.308 |
| TIP | I-4 / SR 400 (FM#413672-1; MTP ID: 125) | Polk County Line to Saxon Blvd (FDOT) | ITS Freeway Management | CST in FY 26/27 - FY 30/31 | CST - $8.951 |
| TIP | I-4 / SR 400 (FM#431456-3; MTP ID: 126) | E of CR 532 to W of World Dr (FDOT) | Add Managed Lanes | PE in FY 26/27 - FY 29/30<br>CST in FY 26/27 - FY 30/31<br>MNT in FY 26/27 - FY 30/31 | PE - $15.923<br>CST - $18.853<br>MNT - $1.08 |
| TIP | I-4 / SR 400 (FM#431456-6; MTP ID: 127) | W of SR 429 to E of World Dr (FDOT) | Add Lanes & Reconstruct | DSB in FY 25/26 | DSB - $94.217 |
| TIP | I-4 / SR 400 (FM#431456-7; MTP ID: 128) | E of World Dr to E of US 192 / Irlo Bronson Memorial Hwy (FDOT) | Add Lanes & Reconstruct | CST in FY 26/27 - FY 30/31<br>CEI in FY 26/27 - FY 30/31<br>MNT in FY 27/28 - FY 30/31 | CST - $284.004<br>CEI - $28.594<br>MNT - $5.832 |

## Interstate Highway System and Strategic Intermodal System: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | I-4 / SR 400 Freeway Management and AAM (FM#435443-4; MTP ID: 131) | Regionwide (FDOT) | ATMS - Arterial Traffic Management | OPS in FY 26/27 - FY 30/31 | OPS - $42.77 |
| TIP | I-4 / SR 400 beyond the Ultimate (BTU Engineering Support) (FM#442930-1; MTP ID: 132) | Regionwide (FDOT) | Preliminary Engineering | PE in FY 26/27 - FY 30/31 | PE - $10.208 |

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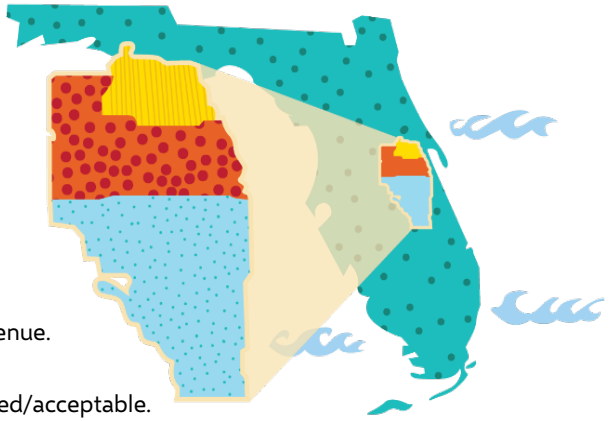
# Interstate Highway System and Strategic Intermodal System Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | I-4<br>(FM#242484-7; MTP ID: 102) | SR 528 / Beachline Expy to SR 535 / Kirkman Rd (FDOT) | Ultimate Configuration for General Use and Managed Lanes | Program CST | CST - $14.233 |
| 2 | I-4<br>(FM#242484-8; MTP ID: 104) | Osceola Pkwy to SR 528 / Beachline Expy (FDOT) | Ultimate Configuration for General Use and Managed Lanes | Maintain ENV<br>Maintain ROW<br>Program CST | ENV - $2.5<br>ROW - $59.781<br>CST - $2150.806 |
| 3 | I-4<br>(FM#242592-4; MTP ID: 105) | 1 Mi. E of SR 434 to E of SR 15/600 / US 17/92 (FDOT) | Ultimate Configuration for General Use and Managed Lanes | Maintain ROW<br>Program CST | ROW - $7.695<br>CST - $1083.204 |
| 4 | SR 60<br>(FM#452574-1; MTP ID: 136) | Prairie Lake Rd to SR 91 / Florida's Turnpike (FDOT) | Widen from 2 to 4 Lanes | Maintain PDE<br>Maintain PE<br>Program ROW<br>Program CST<br>Program CEI | PDE - $0.08<br>PE - $13.079<br>ROW - $183.788<br>CST - $367.577<br>CEI - $36.758 |
| 5 | Truck Parking - Central Florida Corridor: Sand Lake Rd Site<br>(FM#446445-3; MTP ID: 121) | at Sand Lake Rd (FDOT) | Parking Facility | Maintain PE<br>Maintain ENV<br>Program CST<br>Program CEI | PE - $4.835<br>ENV - $0.531<br>CST - $46.694<br>CEI - $4.669 |
| 6 | I-4<br>(MTP ID: 138) | SR 472 to SR 44 (FDOT) | Add Lanes and Reconstruct | Program PDE<br>Program PE<br>Program ROW<br>Program CST<br>Program CEI | PDE - $4<br>PE - $26.854<br>ROW - $44.757<br>CST - $89.513<br>CEI - $8.951 |
| 7 | SR 46<br>(MTP ID: 20447) | I-4 to US 17 / French Ave (FDOT) | Add Lanes and Reconstruct | Program PDE<br>Program PE<br>Program ROW<br>Program CST<br>Program CEI | PDE - $3.5<br>PE - $26.283<br>ROW - $43.804<br>CST - $87.609<br>CEI - $8.761 |
| 8 | SR 60<br>(MTP ID: 20448) | Polk County Line to US 441 (FDOT) | Add Lanes and Reconstruct | Program PE<br>Program ROW<br>Program CST<br>Program CEI | PE - $35<br>ROW - $185.693<br>CST - $371.386<br>CEI - $37.139 |

# State Highway System (SHS) Priorities

This list of multimodal projects includes non-interstate projects on the State Highway System, including road widening, urban corridor improvements/context-based design, transportation systems management & operations, and bicycle & pedestrian projects. These improvements are programed and implemented directly by FDOT in coordination with local agencies and MetroPlan Orlando.



**Who may apply for this program?** Local governments and MetroPlan Orlando in coordination with FDOT.
**What projects are eligible?** On-state system transportation and mobility improvements (including but not limited to capacity, safety, Urban Corridor Improvements/Context-based Design, TSM&O, ITS projects).
**How may funds be used?** Funds can be used for PD&E, Design, ROW, and Construction/CEI.
**What type of funding supports this program?** Federal and State "Other Arterial Funds" including FDOT District Dedicated Revenue. In some cases with MetroPlan Orlando approval, TMA funds are applied to these priority projects.
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-5.

## State Highway System: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | SR 434<br>(FM#439040-1; MTP ID: EC397) | at CR 427 / Ronald Reagan Blvd (FDOT) | Intersection Improvement | ROW in FY 26/27 - FY 27/28<br>ADMIN in FY 26/27 | ROW - $1.688<br>ADMIN - $7.357 |
| TIP | SR 600 / US 17/92 / John Young Pkwy<br>(FM#418403-7, 418403-8, 418403-9; MTP ID: EC273) | at Pleasant Hill Rd (FDOT) | Improvements to operations and safety at the intersection of US 17/92 / John Young Pkwy / Orange Blossom Trl and Pleasant Hill Rd / S Hoagland Blvd. The project will be built in two phases. Phase 1 proposes to construct a bypass road through the southeast quadrant. The project will also construct improvements on US 17/92 within the existing right of way. Phase 2 proposes to build overpass lanes along US 17/92 at the intersection. The work will also include widening and other improvements on US 17/92. | PE in FY 26/27<br>ROW in FY 26/27 - FY 29/30<br>CST in FY 27/28 - FY 29/30<br>CEI in FY 27/28 - FY 29/30 | PE - $0.913<br>ROW - $89.252<br>CST - $142.854<br>CEI - $8.556 |
| TIP | SR 50 / Colonial Dr<br>(FM#239203-7; MTP ID: 20449) | E of Old Cheney Hwy to Chuluota Rd. (FDOT) | Widen from 4 to 6 lanes. The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | ROW in FY 26/27 - FY 27/28 | ROW - $5.088 |

## State Highway System: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | SR 50 / Colonial Dr (FM#456096-1; MTP ID: 20450) | Avalon Park Blvd to E of Econ River Bridge (FDOT) | Widen from 4 to 6 lanes. The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | CST in FY 26/27<br>CEI in FY 26/27 - FY 28/29 | CST - $31.787<br>CEI - $2.776 |
| TIP | SR 50 / Colonial Dr (FM#456096-2; 239203-7; MTP ID: 20212) | E of Econ River Bridge to Chuluota Rd (FDOT) | Widen from 4 to 6 lanes. The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | CST in FY 28/29<br>CEI in FY 28/29 | CST - $57.278<br>CEI - $1.629 |
| TIP | SR 50 / Colonial Dr (FM#239203-8; MTP ID: 20179) | Chuluota Rd to SR 520 (FDOT) | Widen from 4 to 6 lanes. The purpose of this project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) from east of Chuluota Road (County Road (C.R.) 419) to S.R. 520 through Bithlo in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | CST in FY 29/30<br>CEI in FY 29/30 - FY 30/31 | CST - $83.069<br>CEI - $7.711 |

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# State Highway System / State Road Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | SR 434 (FM#446491-1, 446491-2; MTP ID: 20296) | Jetta Pt to Artesia St (FDOT) | Roundabouts at Mactavandash Drive, Hammock Lane, and Artesia Street, as well as a continuous shared-use path on the south/west side of the road and a shared-use path/sidewalk on the north/east side of the road, providing access to the Cross Seminole Trail. Changes to access management. Incorporate additional marked and controlled crossings co-located with transit stops. Should on-street bicycle facilities also be maintained, they should incorporate a buffer. Incorporate safety features into the project, including additional marked and controlled crossings at frequent intervals, such as at Artesia Street. | Maintain ROW<br>Program CST<br>Program CEI | ROW - $39.326<br>CST - $10.597<br>CEI - $1.06 |
| 2 | US 17/92 / Orlando Ave (FM#408429-2; MTP ID: 20007) | at SR 426 / Fairbanks Ave (FDOT) | Roadway reconfiguration and safety improvements at the intersection. | Program ROW<br>Program CST | ROW - $1.973<br>CST - $1.158 |
| 2 | US 17/92 / Orlando Ave (FM#408429-2; MTP ID: 20007) | Nottingham St to SR 426 / Fairbanks Ave (FDOT) | Roadway reconfiguration, safety, and streetscaping project to potentially include: narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element where feasible) or eliminate the bike lanes and extend the width of the sidewalk. There are also opportunities to improve parallel facilities, such as Denning Drive, install fiber optic communication devices for smart multimodal interconnectivity, and incorporate wayfinding. Install fiber optic communication devices for smart multimodal interconnectivity. | Program ROW<br>Program CST | ROW - $12.461<br>CST - $7.316 |
| 2 | US 17/92 / Orlando Ave (FM#408429-2; MTP ID: 20007) | SR 426 / Fairbanks Ave to Monroe St (FDOT) | Roadway reconfiguration, safety, and streetscaping project to potentially include: narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element where feasible) or eliminate the bike lanes and extend the width of the sidewalk. There are also opportunities to improve parallel facilities, such as Denning Drive, install fiber optic communication devices for smart multimodal interconnectivity, and incorporate wayfinding. Install fiber optic communication devices for smart multimodal interconnectivity. | Program ROW<br>Program CST | ROW - $20.688<br>CST - $12.146 |
| 3 | SR 535 / Apopka-Vineland Rd (FM#437174-2, 437175-1; MTP ID: 20215) | US 192 / Irlo Bronson Memorial Hwy to SR 536 / World Center Dr (FDOT) | Widen from 4 to 6 lanes and incorporate a side path on at least one side of the street. If on-street bike lanes are provided, a buffer should be provided. | Maintain PDE<br>Program ROW<br>Program CST<br>Program CEI | PDE - $0.162<br>ROW - $22.951<br>CST - $45.902<br>CEI - $4.59 |

# State Highway System / State Road Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 4 | SR 426 / Aloma Ave (FM#449402-1; MTP ID: 20027) | at Howell Branch Rd (FDOT) | Incorporate more expansive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands. As this is a trail crossing, evaluate an exclusive pedestrian phase at the intersection to allow bicyclists and pedestrians to cross both legs of the intersection at one time. | Program CST<br>Program CEI | CST - $0.474<br>CEI - $0.047 |
| 5 | US 17/92 / Orange Blossom Trl (FM#437200-1; 437200-2; MTP ID: 20176) | Ronald Reagan Pkwy / CR 54 to Poinciana Blvd (FDOT) | Widen from 2 to 4 Lanes | Maintain PE<br>Program ROW<br>Program CST<br>Program CEI | PE - $7.468<br>ROW - $84.079<br>CST - $209.119<br>CEI - $20.912 |
| 6 | SR 434 / Central Ave (MTP ID: 20214) | Franklin St to SR 417 (FDOT) | Context-based Solution w/Shared Use Path | Program PE<br>Program CST<br>Program CEI | PE - $3.924<br>CST - $15.818<br>CEI - $1.582 |
| 7 | SR 436 / Semoran Blvd (MTP ID: 20035) | SR 426 / Aloma Ave to Orange / Seminole Limits (FDOT) | Implement Vision Zero Safety Initiatives to enhance operation and safety | Program PE<br>Program CST<br>Program CEI | PE - $0.055<br>CST - $0.33<br>CEI - $0.049 |
| 8 | SR 535 / Apopka-Vineland Rd (MTP ID: 20220) | SR 536 / World Center Dr to I-4 (FDOT) | Context-based Solution / Safety / Ops | Program CST<br>Program CEI | CST - $11.773<br>CEI - $1.177 |
| 9 | SR 434 (MTP ID: 20270) | at US 17/92 (FDOT) | Evaluate intersection for more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies and access management. | Program PDE<br>Program PE<br>Program ROW<br>Program CST<br>Program CEI | PDE - $0.144<br>PE - $0.432<br>ROW - $0.072<br>CST - $1.741<br>CEI - $0.174 |

# Transportation Regional Incentives Program (TRIP) and Off-System Construction Assistance Priorities

This program acknowledges the need for additional capacity and multimodal improvements on and off the State Highway System. To help local governments address existing safety, reliability, and future congestion challenges, MetroPlan Orlando in cooperation with FDOT will explore opportunities to fund these local transportation needs. In addition, the Transportation Regional Incentive Program (TRIP)provides funds to improve regionally significant transportation facilities in the area. These projects are prioritized by MetroPlan Orlando and implemented by FDOT or local agencies in coordination with FDOT.

**Who may apply for this program?** FDOT and LAP-Certified local governments.

**What projects are eligible?** Projects identified as a Regionally Significant Facility based on the criteria described to the right and/or any off-state system transportation improvement sponsored by a local government agency with TMA funding (SU/ACSU) programmed in the Transportation Improvement Program (TIP) or tentative work program. For purposes of TRIP funding eligibility, MetroPlan Orlando defines transportation projects as "Regionally Significant" based on the factors listed below. Project limits must be within the specified parameters to be considered.

- Projects regionally prioritized and recommended by MetroPlan Orlando with TMA funding (SU/ACSU) programmed in the adopted Transportation Improvement Program (TIP) or proposed in the tentative work program update for Local Agency Program (LAP) or State administered, Functionally Classified transportation improvements; and/or
- Projects proposed by a local jurisdiction with 50% total cost matched by local agency funds. Local revenue/funding must be included in the local agency's capital improvement plan or capital element of local comprehensive plan.

**Criteria for a Regionally Significant Facility**

Based on requirements in F.S. 330.2819 and FDOT guidance, a project must meet the following requirements to be eligible:

- Project funding must have 50% of total cost matched by local agency funds and/or federal TMA-SU funds
- Project must be considered "Regionally Significant" (see left)
- Identified in a local capital improvement plan or capital improvement element of a comprehensive plan
- In compliance with the adopted MetroPlan Orlando 2050 Metropolitan Transportation Plan
- Consistent with design and other requirements laid out in the Strategic Intermodal System Plan

**How may funds be used?** Funds may only be used for PE, ROW, Construction / CEI. Local agency must fund PD&E and other required planning phases, consistent with state/federal requirements.

**What type of funding supports this program?** State TRIP funds and/or Federal SA Funds ("Other Arterial Funds")

**What are the terms?** Funding is provided through a competitive process. Local jurisdiction must commit to advancing planning and PD&E phases, compliance with FDOT's project intake process, and must be prepared to receive project-phase funding as scheduled.

**What are the MPO's TRIP eligible priorities?** A detailed Priority List is included in Supplement A. Please refer to listing for additional information on eligible TRIP projects.

**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Tables 19-4, 19-5, 19-8, 19-9, 19-10, 19-11, and 19-12.

Priority projects begin on following page

## TRIP and Off-System Construction Assistance: MPO Priority Projects with TRIP Funding Programmed

| Roadway / Facility | Project Limits | Project Description | Fiscal Year | Eligible Phase | TRIP Funding (in millions) | Total Phase Amount (in millions) |
|---|---|---|---|---|---|---|
| SR 50 / Colonial Dr (FM#456096-1; MTP ID: 20450) | Avalon Park Blvd to E of Econ River Bridge (FDOT) | Widen from 4 to 6 lanes. The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | 2027 | CST | $ 4.363 | $ 31.787 |
| SR 600 / US 17/92 / John Young Pkwy (FM#418403-7, 418403-8, 418403-9; MTP ID: EC273) | at Pleasant Hill Rd (FDOT) | Improvements to operations and safety at the intersection of US 17/92 / John Young Pkwy / Orange Blossom Trl and Pleasant Hill Rd / S Hoagland Blvd. The project will be built in two phases. Phase 1 proposes to construct a bypass road through the southeast quadrant. The project will also construct improvements on US 17/92 within the existing right of way. Phase 2 proposes to build overpass lanes along US 17/92 at the intersection. The work will also include widening and other improvements on US 17/92. | 2028 | CST | $ 5.437 | $ 142.854 |
| SR 50 / Colonial Dr (FM#456096-2; 239203-7; MTP ID: 20212) | E of Econ River Bridge to Chuluota Rd (FDOT) | Widen from 4 to 6 lanes. The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | 2029 | CST | $ 8.776 | $ 57.278 |
| SR 50 / Colonial Dr (FM#239203-8; MTP ID: 20179) | Chuluota Rd to SR 520 (FDOT) | Widen from 4 to 6 lanes. The purpose of this project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) from east of Chuluota Road (County Road (C.R.) 419) to S.R. 520 through Bithlo in Orange County. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies. | 2030 | CST | $ 10.393 | $ 83.069 |

# TRIP and Off-System Construction Assistance Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration of TRIP Funding

| Roadway / Facility | Project Limits | Project Description | Fiscal Year | Eligible Phase & Amount (in millions) | TRIP Request Amount (in millions) | Non-TRIP Match (in millions) |
|---|---|---|---|---|---|---|
| Virginia Dr / Forest Ave / Corrine Dr (FM#446485-1; MTP ID: 40126) | SR 527 / N Orange Ave to Bennett Rd (Orlando) | Context-based Solution w/Shared Use Path | 2027<br>2027 | CST - $26.872<br>CEI - $1.838 | CST - $13.436<br>CEI - $0.919 | CST - $13.436<br>CEI - $0.919 |
| SR 434 (FM#439040-1; MTP ID: EC397) | at CR 427 / Ronald Reagan Blvd (FDOT) | Intersection Improvement | 2027 | ROW - $1.59 | ROW - $0.795 | ROW - $0.795 |
| Hickory Tree Elementary School Ph. I Sidewalks (FM#447611-1; MTP ID: EC189) | at Multiple Locations (Osceola County) | Sidewalk | 2027 | CEI - $0.295 | CEI - $0.148 | CEI - $0.148 |
| Pine Hills Trail Ph. 2 (Eligible for SUNTrail Program) (FM#428047-2; MTP ID: 50318) | Silver Star Rd to Clarcona-Ocoee Rd (Orange County) | Bike Path/Trail | 2027<br>2027 | CST - $3.932<br>CEI - $0.673 | CST - $1.966<br>CEI - $0.337 | CST - $1.966<br>CEI - $0.337 |
| Shingle Creek / Kirkman Trail (FM#448756-1; 448756-2; MTP ID: 50061) | Raleigh St to Old Winter Garden Rd (Orlando) | City project planned to incorporate a shared use path along road segment to connect the Pine Hills Trail with the Shingle Creek Trail. Project will also implement bus stop relocations where necessary, the incorporation of crosswalks, micromobility, and safety markings and signage. | 2027<br>2027 | CST - $2.764<br>CEI - $0.281 | CST - $1.382<br>CEI - $0.141 | CST - $1.382<br>CEI - $0.141 |
| St. Andrews Trail (FM#435521-1; MTP ID: 50319) | Cady Way Trail to Aloma Ave (Winter Park) | Bike Path/Trail | 2027<br>2027 | CST - $12.399<br>CEI - $0.86 | CST - $6.2<br>CEI - $0.43 | CST - $6.2<br>CEI - $0.43 |
| Church Ave (FM#446903-1; 446903-2; MTP ID: 40208) | Ronald Reagan Blvd to SR 15 / SR 600 / US 17/92 (Longwood) | Context-based solution project with lane narrowing and widening of sidewalk, roadway shift and intersection safety improvements. Also, new SunRail railroad crossing to be included. | 2027<br>2027 | CST - $5.02<br>CEI - $0.494 | CST - $2.51<br>CEI - $0.247 | CST - $2.51<br>CEI - $0.247 |
| Connect Kissimmee Context-based Solution Phase 1 (West Emmett St / Broadway) (FM#437472-1; 437472-2; MTP ID: EC500) | Orlando Ave to Neptune Rd (Kissimmee) | Connect Kissimmee is a context-based solution project to improve lighting, signage, bike lanes, parking, aesthetics, and overall traffic flow around the Emmett/Broadway/Main street segments in downtown Kissimmee. | 2027<br>2027 | CST - $8.036<br>CEI - $1.13 | CST - $4.018<br>CEI - $0.565 | CST - $4.018<br>CEI - $0.565 |
| Shingle Creek Trail Ph. 2C North (FM#442870-2; MTP ID: 50074) | Orange / Osceola Limits to CR 522 / Osceola Pkwy (Osceola County) | This will be a 12-foot shared used path that will extend from the Orange/Osceola County line to SR 522/Osceola Parkway and is currently funded for FY 2025/2026 | 2027 | CST - $9.583 | CST - $4.792 | CST - $4.792 |

# TRIP and Off-System Construction Assistance Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration of TRIP Funding

| Roadway / Facility | Project Limits | Project Description | Fiscal Year | Eligible Phase & Amount (in millions) | TRIP Request Amount (in millions) | Non-TRIP Match (in millions) |
|---|---|---|---|---|---|---|
| Winter Park Dr Ph. 1 (FM#446493-1; 446493-2; MTP ID: 40200) | Marigold Rd to Seminola Blvd (Casselberry) | Context-based Solution / Safety / Ops | 2027<br>2027 | CST - $6.588<br>CEI - $0.993 | CST - $3.294<br>CEI - $0.497 | CST - $3.294<br>CEI - $0.497 |
| Amelia St ITS Improvements (FM#453487-1, 453487-2; MTP ID: 30352) | N Parramore Ave to Highland Ave (Orlando) | ITS Communication System | 2027<br>2029<br>2029 | PE - $0.451<br>CST - $4.688<br>CEI - $0.485 | PE - $0.226<br>CST - $2.344<br>CEI - $0.243 | PE - $0.226<br>CST - $2.344<br>CEI - $0.243 |
| Carrier Dr./Mandarin Dr/ TSMO Bundle #B33 (FM#453468-1; 453468-2; MTP ID: EC425) | at Carrier Dr and Mandarin Dr (Orlando) | Traffic Ops Improvement | 2027<br>2029<br>2029 | PE - $0.137<br>CST - $0.916<br>CEI - $0.138 | PE - $0.069<br>CST - $0.458<br>CEI - $0.069 | PE - $0.069<br>CST - $0.458<br>CEI - $0.069 |
| Commander Dr, Turnbull Dr (FM#453499-1; MTP ID: 30346) | at Multiple locations (Orlando) | ITS / Technology | 2027<br>2029<br>2029 | PE - $0.159<br>CST - $0.816<br>CEI - $0.126 | PE - $0.08<br>CST - $0.408<br>CEI - $0.063 | PE - $0.08<br>CST - $0.408<br>CEI - $0.063 |
| John Young Pkwy ITS (FM#453466-1; MTP ID: EC443) | Hunters Creek Blvd to SR 482/Sand Lake Rd (Orange County) | ITS Communication System | 2027<br>2029<br>2029 | PE - $1.112<br>CST - $7.473<br>CEI - $1.022 | PE - $0.556<br>CST - $3.737<br>CEI - $0.511 | PE - $0.556<br>CST - $3.737<br>CEI - $0.511 |
| West Orange Trail Ph. 4A (FM#440429-1; MTP ID: 50077) | Kelly Park Rd / Rock Springs to Lester Rd (Orange County) | Shared Use Path | 2028 | PE - $2.156 | PE - $1.078 | PE - $1.078 |
| Anderson St (FM#452304-1; MTP ID: 30280) | US 441 / Orange Blossom Trl to Division St (Orlando) | The project aims to improve transportation safety and efficiency through adaptive signal control, traffic incident management, and bicycle/pedestrian safety systems, alongside enhancing communication with fiber optics, CCTV, and data collection. It also includes Signal ATMS for multimodal hubs, transit signal priority, en-route driver information for LYNX system headway, stop density, SunRail stations/crossings, and dynamic fare reduction strategies.*<br>*The PE phase is bundled with 30279 for implementation. | 2028 | PE - $0.455 | PE - $0.228 | PE - $0.228 |

# TRIP and Off-System Construction Assistance Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration of TRIP Funding

| Roadway / Facility | Project Limits | Project Description | Fiscal Year | Eligible Phase & Amount (in millions) | TRIP Request Amount (in millions) | Non-TRIP Match (in millions) |
|---|---|---|---|---|---|---|
| South St (FM#452304-1; MTP ID: 30279) | Rio Grande Ave to Division St (Orlando) | The project integrates adaptive signal control, traffic incident management, and bicycle/pedestrian safety measures to reduce crash rates and fatal/serious injuries, while utilizing Fiber, CCTV, and Data Collection for communication purposes. It incorporates Signal ATMS technology for a multimodal hub, prioritizes transit signal efficiency with LYNX System Headway, and implements dynamic fare reduction strategies.*<br>*The PE phase is bundled with 30280 for implementation. | 2028 | PE - $0.455 | PE - $0.228 | PE - $0.228 |
| Livingston St (FM#452303-1; MTP ID: 30337) | Parramore Ave to Mills Ave (Orlando) | ITS / Technology Improvements | 2028 | PE - $0.442 | PE - $0.221 | PE - $0.221 |
| Orange Co. Sidewalk Bundle 1 - SWB1 (FM#453494-1; MTP ID: EC186) | at East Orange Co. and Orlando (Orange County) | Sidewalk | 2028<br>2028 | CST - $2.871<br>CEI - $0.371 | CST - $1.436<br>CEI - $0.186 | CST - $1.436<br>CEI - $0.186 |
| Shingle Creek Trail Ph. 4 (FM#452289-1; MTP ID: 50076) | Alhambra Dr to Old Winter Garden Rd (Orange County) | Shared Use Path | 2028<br>2028 | CST - $14.725<br>CEI - $1.478 | CST - $7.363<br>CEI - $0.739 | CST - $7.363<br>CEI - $0.739 |
| Church St Bundle #B24 (FM#452360-1; MTP ID: 30338) | at Multiple locations (Orlando) | ITS / Technology | 2028<br>2028 | CST - $15.271<br>CEI - $2.296 | CST - $7.636<br>CEI - $1.148 | CST - $7.636<br>CEI - $1.148 |
| Kaley St (FM#452359-1; 452359-2; MTP ID: 30282) | I-4 to SR 527 / Orange Ave (Orlando) | The project integrates adaptive signal control, traffic incident management, and bicycle/pedestrian safety systems to reduce crash rates, fatal/serious injuries, and bicycle/pedestrian incidents. It also deploys fiber optics, CCTV cameras, and data collection systems to enhance communication. Additionally, it provides en-route driver information and route guidance around SunRail stations and crossings, alongside implementing dynamic fare reduction strategies. | 2028<br>2028 | CST - $0.643<br>CEI - $0.103 | CST - $0.322<br>CEI - $0.051 | CST - $0.322<br>CEI - $0.051 |
| Connect Kissimmee Context-based Solution Phase 2 (West Emmett St / Main St) (FM#437472-4; MTP ID: 40081) | John Young Pkwy to US 192 / Vine St (Kissimmee) | Connect Kissimmee is a context-based solutions project to improve lighting, signage, bike lanes, parking, aesthetics, and overall traffic flow around the Emmett/Broadway/Main street segments in downtown Kissimmee. | 2028<br>2028 | CST - $10.112<br>CEI - $0.996 | CST - $5.056<br>CEI - $0.498 | CST - $5.056<br>CEI - $0.498 |

# TRIP and Off-System Construction Assistance Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration of TRIP Funding

| Roadway / Facility | Project Limits | Project Description | Fiscal Year | Eligible Phase & Amount (in millions) | TRIP Request Amount (in millions) | Non-TRIP Match (in millions) |
|---|---|---|---|---|---|---|
| Rock Springs Rd<br>(FM#453486-1; MTP ID: 40094) | Welch Rd to Lester Rd (Orange County) | Context-based Solution - Design Phase | 2028<br>2028 | CST - $4.372<br>CEI - $0.442 | CST - $2.186<br>CEI - $0.221 | CST - $2.186<br>CEI - $0.221 |
| Orlando Sidewalk Gap Bundle (SWB 4, 8, 9, 11)<br>(FM#454963-1; MTP ID: EC187) | at Downtown Orlando (Orange County) | Sidewalk | 2028<br>2030<br>2030 | PE - $0.347<br>CST - $5.753<br>CEI - $0.448 | PE - $0.174<br>CST - $2.877<br>CEI - $0.224 | PE - $0.174<br>CST - $2.877<br>CEI - $0.224 |
| Hughey Ave / Garland Ave<br>(FM#452291-1; MTP ID: 30164) | at Multiple locations (Orlando) | ITS/Technology & Operational / Safety | 2028<br>2030<br>2030 | PE - $0.705<br>CST - $10.202<br>CEI - $0.729 | PE - $0.353<br>CST - $5.101<br>CEI - $0.365 | PE - $0.353<br>CST - $5.101<br>CEI - $0.365 |
| Lawrence Silas Blvd<br>(FM#452290-1; MTP ID: 30209) | Neptune Rd to Oak St (Kissimmee) | ITS/Technology | 2028<br>2031<br>2031 | PE - $0.104<br>CST - $0.495<br>CEI - $0.055 | PE - $0.052<br>CST - $0.248<br>CEI - $0.027 | PE - $0.052<br>CST - $0.248<br>CEI - $0.027 |
| Gore St<br>(FM#452545-1; MTP ID: 40112) | Rio Grande Ave to Delaney Ave (Orange County / Orlando) | Context-based Solution / Safety | 2029 | PE - $2.977 | PE - $1.488 | PE - $1.488 |
| UPS Expansion Ph. 2<br>(FM#447388-3; MTP ID: EC444) | Citywide (Orlando) | Traffic Control Devices/System | 2029<br>2029 | CST - $0.763<br>CEI - $0.136 | CST - $0.381<br>CEI - $0.068 | CST - $0.381<br>CEI - $0.068 |
| Central Ave Ph. 1<br>(FM#437932-2; 437932-1; MTP ID: 40038) | Dakin Ave at Church St to W Donegan Ave (Kissimmee) | Incorporate a buffered or protected bike lane, and the location of transit stops and crossing locations along the corridor should be reviewed and enhance crosswalks added as warranted. | 2029<br>2030 | PE - $1.288<br>ROW - $0.8 | PE - $0.644<br>ROW - $0.4 | PE - $0.644<br>ROW - $0.4 |
| Mitchell Hammock Rd<br>(FM#453500-1; MTP ID: 40265) | SR 426 / Broadway St to Lockwood Blvd (Oviedo) | Context-based Solution including the addition of wide sidewalks or shared paths along both sides of the road | 2029<br>2031<br>2031 | PE - $0.408<br>CST - $2.61<br>CEI - $0.312 | PE - $0.204<br>CST - $1.305<br>CEI - $0.156 | PE - $0.204<br>CST - $1.305<br>CEI - $0.156 |
| North Street Ph. II, Palm Springs Dr<br>(FM#449736-2; MTP ID: 40236) | Center St to North St (Seminole County) | Safety improvements/Context-based Solution, Safety improvements to manage signal and pedestrian visibility. Upgrade signal heads, widen sidewalks, add a roundabout, a raised median, and install/upgrade pedestrian crossings at uncontrolled locations | 2030<br>2030 | CST - $3.448<br>CEI - $0.36 | CST - $1.724<br>CEI - $0.18 | CST - $1.724<br>CEI - $0.18 |

# TRIP and Off-System Construction Assistance Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration of TRIP Funding

| Roadway / Facility | Project Limits | Project Description | Fiscal Year | Eligible Phase & Amount (in millions) | TRIP Request Amount (in millions) | Non-TRIP Match (in millions) |
|---|---|---|---|---|---|---|
| Warren Ave<br>(FM#446488-1; MTP ID: 40196) | SR 434 to Milwee St<br>(Longwood) | Project will widen and add sidewalk on both sides of the roadway, add raised and brick crosswalks, curbed roadway with narrower lanes. The alignment will add a shift to the horizontal alignment. This corridor is the entryway into the historic district. | 2030<br>2030 | CST - $6.091<br>CEI - $1.123 | CST - $3.045<br>CEI - $0.562 | CST - $3.045<br>CEI - $0.562 |

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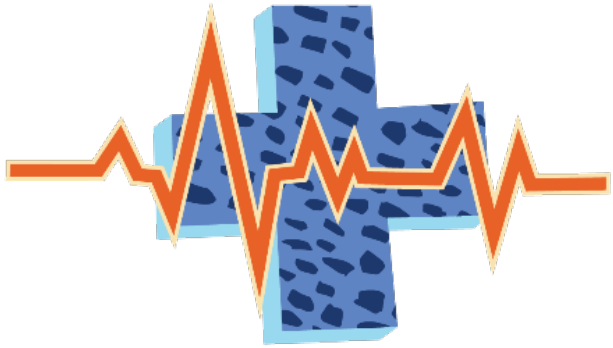
# Off-System Safety Priorities Program Priorities

High Injury Network (HIN) Countermeasure category funds two programs: State Highway System Safety Countermeasure Program and the Off-System Safety Priorities Program. Both programs focus on the implementation of cost-effective measures to enhance road safety using safety engineering countermeasures like signal timing modifications, lane narrowing, and roadway lighting on roads that have been included on the regional, county, or local high injury network. Additional information about the HIN is available at https://MetroPlanOrlando.gov/safety/. The HIN Countermeasures category also emphasizes projects that support behavioral changes, improved post-crash care, and community engagement to reduce traffic fatalities and serious injuries. The Off-System Safety Priorities program, which focuses on safety improvements located off of the state highway system, including the program characteristics are summarized below. The State Highway System Countermeasure Program priority list, which focuses on safety improvements located on the state highway system, is still under development.



**Who may apply for this program?** LAP-Certified local governments.
**What projects are eligible?** Any non-capacity project implementing safety improvements on the High Injury Network and/or consistent with an adopted Vision Zero Safety Action Plan.
**How may funds be used?** Funds can be used for Design, Right-of-Way, and Construction/CEI.
**What type of funding supports this program?** Federal TMA Funds (SU / TALU).
**What are the terms?** Funding is provided through a competitive process. Local agencies must show commitment to complying with FDOT's Project Intake process and must be prepared to receive project-phase funding as scheduled.
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-8.

**Additional Note:** Eligible projects that were submitted, but not yet ranked are marked as NR for 'Not Ranked.' Unranked projects will be reevaluated in future updates to the PPL.

Priority projects begin on following page

## Off-System Safety Priorities Program:
## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | Osceola Pkwy<br>(MTP ID: 45073) | US 17/441 to Coralwood Cir / Plumwood Dr (Osceola County) | The proposed project includes focused pedestrian and intersection safety improvements along Osceola Pkwy from US 17/US 441 to Coralwood Cir/Plumwood Dr, the 4th ranked corridor on the County's Vision Zero High Injury Network. These enhancements will improve safety for all users, strengthen multimodal connectivity, and address existing infrastructure opportunities along this important east–west corridor. Osceola Pkwy provides connections between residential and commercial and transit and rail services. The project focuses on completion of sidewalk gaps and improvements at existing signalized intersections, including implementation of crosswalks on all legs, reflective backplates, leading pedestrian intervals, and turning vehicles stop for pedestrians signing. These improvements will improve multimodal access and safety. | Program CST<br>Program CEI | CST - $2.393<br>CEI - $0.31 |
| 2 | Rosalind Ave/Magnolia Ave<br>(MTP ID: 45085) | South St to Colonial Dr (Orlando) | This project will install boarding bus islands at select transit stops along the corridor to provide safe, accessible boarding and alighting areas for current and future northbound and southbound service. Stops include South St, Jackson St, Central Blvd, Eola Dr, Amelia St, and Concord St. The improvements support the planned two-way corridor reconfiguration under DTO 2.0 and the released RQS. Boarding islands will separate transit operations from on-street parking and the northbound 10-foot, two-way protected cycle track, allowing buses to remain in-lane while maintaining a continuous, protected bikeway. To further enhance pedestrian safety and clarity at transit stops, the project includes wayfinding signage and pavement markings to guide pedestrians across the cycle track. Treatments include special emphasis crosswalk markings and colored bikeway conflict markings to clearly delineate pedestrian and bicycle spaces and reduce conflicts. | Program PE<br>Program CST<br>Program CEI | PE - $0.402<br>CST - $1.341<br>CEI - $0.134 |
| 3 | Pennsylvania Ave<br>(MTP ID: 50112) | at Melrose Ave (Winter Park) | This project would add a curb ramp and RRFB at the intersection of Pennsylvania Ave. and Melrose Ave. | Program PE<br>Program CST<br>Program CEI | PE - $0.029<br>CST - $0.115<br>CEI - $0.017 |
| 4 | Ronald Reagan Blvd<br>(MTP ID: 45038) | SR 434 to Palmetto Ave (Longwood) | Project elements include the addition of refuge islands and raised intersection at Church Avenue as well as lane narrowing and landscaped buffers and median. A key component to this project is the proposed changes to West Bay Avenue at CR 427. West Bay Avenue is to become one-way eastbound, right turn only on to CR 427. By doing this, the city can extend the curb line and provide a large pedestrian landing. Vehicles often use the striped pavement areas as access to the right turn lane on to SR 434. By modifying W Bay Avenue, this will take away the option. Refer to the supplemental 1 attached figures for more details. Please note, the figures show a quick curb, but the city intends to place a permanent curb. | Program PE<br>Program CST<br>Program CEI | PE - $0.35<br>CST - $0.9<br>CEI - $0.2 |

## Off-System Safety Priorities Program:
## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 5 | Mercy Dr<br>(MTP ID: 45246) | SR 50 / Colonial Dr to Princeton St (Orlando) | This project will implement pedestrian safety, traffic calming, and signal coordination improvements along Mercy Dr to address documented safety concerns and reduce vehicle speeds. Improvements include installation of a new RRFB at the midblock crossing south of Kalwit Lane. All midblock crossings along the corridor will be upgraded with speed humps on each approach in both directions, accompanied by advance warning signage. Speeds limit reductions to 25 mph will occur along the corridor based on context and the city's Growth Management Plan. High-visibility crosswalks will be installed throughout the corridor where there are unmarked or worn pavement markings, including the midblock crossing. To improve corridor operations, fiber-optic communications will be installed between the traffic signals at Colonial Dr, WD Judge Rd, and Princeton St to enhance signal coordination, improve traffic flow, and prioritizing safer crossings for vulnerable road users. | Program PE<br>Program CST<br>Program CEI | PE - $0.381<br>CST - $1.27<br>CEI - $0.127 |
| 6 | Radebaugh Way<br>(MTP ID: 45248) | Vineland Rd to Millenia Blvd (Orlando) | This project will improve safety, visibility, and intersection operations. Improvements include installation of underdeck lighting beneath the I-4 overpass to counteract abrupt lighting transitions and reduce blindness and shadowing between bridge openings. Hardened centerline treatments will be implemented along Radebaugh Wy to support speed management and reduce turning and crossing conflicts. Signal and technology improvements include upgrades to three mast arms at select approaches (southbound Vineland Rd, northbound and southbound Millenia Blvd) to address limited structural capacity and accommodate additional signal head upgrades to provide protected turning movements. Changes in signal operations will improve safety for Shingle Creek Trail and crosswalk users along with additional safety improvements including leading pedestrian intervals and accessible pedestrian signals. | Program PE<br>Program CST<br>Program CEI | PE - $0.367<br>CST - $1.224<br>CEI - $0.122 |
| 7 | Carroll St<br>(MTP ID: 45069) | US 17/441 / Orange Blossom Trl to Michigan Ave (Osceola County) | The project includes pedestrian-oriented and intersection safety improvements along Carroll St between OBT (US 17/US 441) and Michigan Ave. This segment of Carroll St was identified on the County's Vision Zero Action Plan as the #3 ranked high-injury network priority corridor. The proposed improvements include sidewalk connectivity, intersection improvements at Old Dixie Highway, reflective backplates, signing improvements, and will improve multimodal connectivity, enhance safety for vulnerable users, and address documented infrastructure gaps along this key east–west corridor. Carroll St serves an important role in connecting residential neighborhoods, local destinations, and transit services. The primary goal is the installation of new sidewalk sections along the north side of Carroll St, filling in sidewalk gaps and providing continuous connectivity from OBT to Michigan Ave. Design and NEPA/PD&E efforts will be completed utilizing local funds in advance of federal funds for CEI/CST. | Program PE<br>Program CST<br>Program CEI | PE - $0.506<br>CST - $1.687<br>CEI - $0.221 |

## Off-System Safety Priorities Program:
## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| NR* | Pleasant Hill Rd (MTP ID: 45074) | Old Pleasant Hill Rd to Spinning Reel Ln / Wilderness Trl (Osceola County) | The proposed project consists of a targeted set of pedestrian-focused and intersection safety enhancements along Pleasant Hill Rd including sidewalk, missing crosswalks, radius reductions, hardened centerlines, and assorted signalization improvements. The improvements are intended to strengthen multimodal connectivity, improve safety for pedestrians and vulnerable users, and address existing infrastructure deficiencies along this important north-south corridor. Pleasant Hill Rd provides connectivity between residential and commercial areas, transit services, and educational facilities; however, current conditions are characterized by limited pedestrian crossing opportunities, and aging intersection infrastructure that restricts accessibility and elevate safety concerns. | Program CST<br>Program CEI | CST - $3.266<br>CEI - $0.423 |
| NR* | Lakemont Ave (MTP ID: 45247) | Goodrich Ave to City Limits (Winter Park) | Complete Streets reconfiguration for a major collector that includes single family residential housing, a gym, two lynx routes, a daycare, an elementary school, a church, a two commercial shopping plazas, a hospital, an entrance t Phelps Park, and multiple medical office buildings. Project scope includes a lane re-allocation and adding buffers to the sidewalk and/or bike lanes was the general direction. Reconfiguring the signal at Aloma to add dual turn lanes was also discussed in the scope, which would greatly inform what cross section would be possible to either side of the intersection. | Program PE<br>Program CST<br>Program CEI | PE - $0.702<br>CST - $4.678<br>CEI - $0.702 |
| NR* | Rangeline Rd (MTP ID: 45025) | EE Williamson Rd to SR 434 (Longwood) | Provide safe pedestrian and bicycle access from SR 434 to EE Williamson Road. This is to be accomplished by constructing a 6- to 8-foot-wide shared use path along the west side of Rangeline Road as well as narrowing roadway lanes to 10 feet to slow traffic. Additional potential project elements may also include improved lighting, raised median crosswalks, and refuge islands. | Program PE<br>Program CST<br>Program CEI | PE - $0.525<br>CST - $2.25<br>CEI - $0.42 |
| NR* | SR 434 (MTP ID: 20374) | W of City Hall to E of City Hall (Winter Springs) | The project consists of constructing a westbound right-turn deceleration lane along SR 434 (approximately 200 linear feet), a 5-foot bike lane, curb and gutter, a 5-foot-wide concrete sidewalk, a drainage structure, single post mounted signs, and associated thermoplastic pavement markings. | Program PE<br>Program CST<br>Program CEI | PE - $0.1<br>CST - $1.4<br>CEI - $0.1 |
| NR* | SR 434 (MTP ID: 45155) | W of Central Winds Dr to E of Central Winds Dr (Winter Springs) | The project consists of constructing a westbound right-turn deceleration lane along SR 434 (approximately 400 linear feet), a 5-foot bike lane, curb and gutter, a 5-foot-wide concrete sidewalk, two pedestrian push buttons, single post mounted signs, a new mast arm assembly, and associated thermoplastic pavement markings. | Program PE<br>Program CST<br>Program CEI | PE - $0.1<br>CST - $1.4<br>CEI - $0.1 |

## Off-System Safety Priorities Program:
## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| NR* | Dyer Blvd (MTP ID: 45245) | Donegan Ave to W Carroll St (Kissimmee) | Conduct a study to determine opportunities for improving intersection operations, potentially through the installation of a traffic signal, update pavement markings, including stop bars, to be MUTCD and FDM compliant, install new crosswalks, restripe entire corridor including bicycle lanes and crosswalks and update existing crosswalks for consistency with FDM. | Program PE<br>Program CST<br>Program CEI | PE - $0.234<br>CST - $1.558<br>CEI - $0.234 |
| NR* | Old Lake Mary Rd (MTP ID: 45249) | W of Old Lake Mary Rd to W 25th St (Seminole County) | The project consists of constructing a new continuous sidewalk along the west side of Old Lake Mary Road, extending from Pine Ridge Road (north of Airport Boulevard) to H.E. Thomas Jr. Parkway (also known as West 25th Street or CR 46A), for a total length of approximately 1,841–1,900 linear feet. The improvements are intended to enhance pedestrian safety, accessibility, and connectivity along this corridor. In addition to the sidewalk installation, the project includes associated drainage system improvements such as roadside swales, trench drains, stormwater inlets, and storm piping to address existing drainage deficiencies and ensure proper stormwater management. Additional work includes minor roadway paving, earthwork, utility adjustments and coordination, signing and pavement markings, and maintenance of traffic to safely accommodate roadway users during construction. | Program CST<br>Program CEI | CST - $1.26<br>CEI - $0.126 |

**Additional Note:** Eligible projects that were submitted, but not yet ranked are marked as NR for 'Not Ranked.' Unranked projects will be reevaluated in future updates to the PPL.

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# Urban Corridor Improvements/Context-Based Design Priorities

The Urban Corridor Improvements/Context-Based Design priorities list includes projects off the State Highway System that are functionally classified within the Urban Area. Projects can include non-capacity, multimodal, context-based design improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies; in coordination with FDOT.


**Who may apply for this program?** LAP-Certified local governments.
**What projects are eligible?** Urban Corridor Improvements and other context-sensitive improvements (non-capacity multimodal projects that use a combination of bicycle & pedestrian, transit, and intersection improvements to improve traffic flow on constrained roadways without adding lanes) located off the State Highway System sponsored by a local government partner.
**How may funds be used?** Funds can be used for Design, ROW, and Construction/CEI.
**What type of funding supports this program?** Federal TMA Funds (SU / TALU).
**What are the terms?** Local agencies must show commitment to complying with FDOT's Project Intake process and must be prepared to receive project-phase funding as scheduled.
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-9.

## Urban Corridor Improvements: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Church Ave (FM#446903-1; 446903-2; MTP ID: 40208) | Ronald Reagan Blvd to SR 15 / SR 600 / US 17/92 (Longwood) | Context-based solution project with lane narrowing and widening of sidewalk, roadway shift and intersection safety improvements. Also, new SunRail railroad crossing to be included. | CST in FY 26/27<br>CEI in FY 26/27 | CST - $5.095<br>CEI - $0.503 |
| TIP | Connect Kissimmee Context-based Solution Phase 1 (West Emmett St / Broadway) (FM#437472-1; 437472-2; MTP ID: EC500) | Orlando Ave to Neptune Rd (Kissimmee) | Connect Kissimmee is a context-based solution project to improve lighting, signage, bike lanes, parking, aesthetics, and overall traffic flow around the Emmett/Broadway/Main street segments in downtown Kissimmee. | CST in FY 26/27<br>CEI in FY 26/27 | CST - $8.227<br>CEI - $1.151 |
| TIP | Connect Kissimmee Context-based Solution Phase 2 (West Emmett St / Main St) (FM#437472-4; MTP ID: 40081) | John Young Pkwy to US 192 / Vine St (Kissimmee) | Connect Kissimmee is a context-based solutions project to improve lighting, signage, bike lanes, parking, aesthetics, and overall traffic flow around the Emmett/Broadway/Main street segments in downtown Kissimmee. | CST in FY 27/28<br>CEI in FY 27/28 | CST - $10.288<br>CEI - $1.017 |

## Urban Corridor Improvements: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Michigan Ave (FM#450974-1; MTP ID: EC501) | at Carroll St (Osceola County) | Incorporate intersection modifications including but not limited to tighter curb radii, removing channelized right-turn lanes, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications. | CST in FY 26/27<br>CEI in FY 26/27 | CST - $1.961<br>CEI - $0.451 |
| TIP | Mitchell Hammock Rd (FM#453500-1; MTP ID: 40265) | SR 426 / Broadway St to Lockwood Blvd (Oviedo) | Context-based Solution including the addition of wide sidewalks or shared paths along both sides of the road | PE in FY 28/29<br>CST in FY 30/31<br>CEI in FY 30/31 | PE - $0.438<br>CST - $2.693<br>CEI - $0.324 |
| TIP | North Street Ph. II, Palm Springs Dr (FM#449736-2; MTP ID: 40236) | Center St to North St (Seminole County) | Safety improvements/Context-based Solution, Safety improvements to manage signal and pedestrian visibility. Upgrade signal heads, widen sidewalks, add a roundabout, a raised median, and install/upgrade pedestrian crossings at uncontrolled locations | CST in FY 29/30<br>CEI in FY 29/30 | CST - $3.558<br>CEI - $0.374 |
| TIP | Rock Springs Rd (FM#453486-1; MTP ID: 40094) | Welch Rd to Lester Rd (Orange County) | Context-based Solution - Design Phase | CST in FY 27/28<br>CEI in FY 27/28 | CST - $4.511<br>CEI - $0.459 |
| TIP | Virginia Dr / Forest Ave / Corrine Dr (FM#446485-1; MTP ID: 40126) | SR 527 / N Orange Ave to Bennett Rd (Orlando) | Context-based Solution w/Shared Use Path | CST in FY 26/27<br>CEI in FY 26/27 | CST - $18.472<br>CEI - $1.589 |
| TIP | Warren Ave (FM#446488-1; MTP ID: 40196) | SR 434 to Milwee St (Longwood) | Project will widen and add sidewalk on both sides of the roadway, add raised and brick crosswalks, curbed roadway with narrower lanes. The alignment will add a shift to the horizontal alignment. This corridor is the entryway into the historic district. | CST in FY 29/30<br>CEI in FY 29/30 | CST - $6.218<br>CEI - $1.141 |
| TIP | Winter Park Dr Ph. 1 (FM#446493-1; 446493-2; MTP ID: 40200) | Marigold Rd to Seminola Blvd (Casselberry) | Context-based Solution / Safety / Ops | CST in FY 26/27<br>CEI in FY 26/27 | CST - $6.764<br>CEI - $1.01 |

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# Urban Corridor Improvements/Context-Based Design Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | Central Ave Ph. 1 (FM#437932-2; 437932-1; MTP ID: 40038) | Dakin Ave at Church St to W Donegan Ave (Kissimmee) | Incorporate a buffered or protected bike lane, and the location of transit stops and crossing locations along the corridor should be reviewed and enhance crosswalks added as warranted. | Maintain PE<br>Maintain ROW<br>Program CST<br>Program CEI | PE - $1.364<br>ROW - $0.849<br>CST - $4.254<br>CEI - $0.425 |
| 2 | Oak Ridge Rd (MTP ID: 40006) | Millenia Blvd to Defiance Ave (Orange County) | West of Orange Blossom Trail, evaluate widening sidewalk on the north side to 10 feet where possible; East of Orange Blossom Trail, evaluate providing 6-foot protected bike lanes (5-foot bike lane with 1-foot buffer/vertical element) in each direction, 10-foot vehicle lanes, and an 11-foot two-way left-turn lane. A portion of this project is included as part of the Shingle Creek Regional Trail extension. Consider a raised median along portions of the corridor, along with enhanced crossings that consider the location of activity centers and transit stops. | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $1.622<br>PE - $2.163<br>CST - $6.54<br>CEI - $0.654 |
| 3 | Winter Park Dr Ph. 2 (MTP ID: 40117) | Seminola Blvd to SR 434 / Orange Blvd (Casselberry) | Context-based Solution / Safety / Ops | Program PE<br>Program CST<br>Program CEI | PE - $3.958<br>CST - $15.953<br>CEI - $1.595 |
| 4 | Edgewater Dr (Segment B) (MTP ID: 40129) | Lake Adair Blvd to Shady Lane Dr (Orlando) | Context-based Solution with Adaptive Traffic Signal Control and CCTV Cameras | Program CST<br>Program CEI | CST - $12.201<br>CEI - $1.22 |
| 5 | Hiawassee Rd (MTP ID: 40018) | SR 438 / Silver Star Rd to Vernon St (Orange County) | Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Add marked crossings at intersections. Consider PHB or RRFB at Balboa/Vernon to link with proposed side path on that road. Implement speed management strategies. | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $0.876<br>PE - $2.627<br>CST - $10.888<br>CEI - $1.089 |
| 6 | Palm Springs Dr (MTP ID: 40104) | North St to SR 434 (Seminole County) | Context-based solution with traffic calming features such as chicanes, roundabouts, special emphasis crosswalks. Also, add intersection lighting and crossing lighting at all ped and trail crossings. | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $0.972<br>PE - $2.915<br>CST - $12.083<br>CEI - $1.208 |
| 7 | Gore St (FM#452545-1; MTP ID: 40112) | Rio Grande Ave to Delaney Ave (Orange County / Orlando) | Context-based Solution / Safety | Maintain PE<br>Program CST<br>Program CEI | PE - $3.198<br>CST - $21.588<br>CEI - $2.159 |
| 8 | Winter Park Dr Ph. 3 (MTP ID: 40118) | Red Bug Lake Rd to Cannon Way (Casselberry) | Context-based Solution / Safety / Ops | Program PE<br>Program CST<br>Program CEI | PE - $0.711<br>CST - $2.947<br>CEI - $0.295 |

# Urban Corridor Improvements/Context-Based Design Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 9 | Americana Blvd<br>(MTP ID: 40007) | John Young Pkwy to Texas Ave (Orange County) | Evaluate widening the sidewalk to a 12-ft side path (8-ft where 12-ft is not feasible) on the south side of the roadway and providing a crosswalk with an RRFB east of Grand Central Pkwy. | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $0.227<br>PE - $0.303<br>CST - $0.943<br>CEI - $0.094 |
| 10 | Edgewater Dr (Segment C)<br>(MTP ID: 40078) | Shady Lane Dr to Bryn Mawr St (Orlando) | Context-based Solution | Program CST<br>Program CEI | CST - $6.915<br>CEI - $0.691 |
| 11 | Central Ave Ph. 2<br>(MTP ID: 40263) | Vine St / US 192 to Columbia Ave (Kissimmee) | Context-based Solution | Program CST<br>Program CEI | CST - $1.354<br>CEI - $0.135 |
| 12 | Rio Grande Ave<br>(MTP ID: 40009) | 40th St to 22nd St (Orange County) | South of 33rd St, evaluate providing a shared use path on the west side of the roadway. North of 33rd St, consider reduction of vehicle lanes to one lane in each direction (AADT between 8,900 and 13,400 over past 5 years) and install protected bikeways. Throughout, install traffic calming measures such as traffic circles, raised crosswalks, etc. Install an RRFB at crossing at 23rd Street. | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $0.516<br>PE - $0.688<br>CST - $2.138<br>CEI - $0.214 |
| 13 | McCulloch Rd<br>(MTP ID: 40240) | at SR 434 (Orange County) | Extend the Eastbound left turn lanes, median modifications, and minor roadway realignment | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $0.047<br>PE - $0.142<br>CST - $0.589<br>CEI - $0.059 |
| 14 | Edgewater Dr (Segment D)<br>(MTP ID: 40079) | Bryn Mawr St to Par St (Orlando) | Context-based Solution | Program CST<br>Program CEI | CST - $7.927<br>CEI - $0.793 |
| 15 | Oak Ridge Rd<br>(MTP ID: 40020) | at John Young Pkwy (Orange County) | Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications. | Program PDE<br>Program PE<br>Program CST<br>Program CEI | PDE - $0.047<br>PE - $0.142<br>CST - $0.589<br>CEI - $0.059 |

# Active Transportation Priorities

The list of Active Transportation cost feasible projects include local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side paths, sidewalk improvements, and other projects that will improve overall bicycle and pedestrian mobility. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT. The Active Transportation funding category includes one Boxed Fund (School Mobility / Hazardous Walking Conditions), which is described on a separate page.

**Who may apply for this program?** LAP-Certified local governments.
**What projects are eligible?** Sidewalks, shared use paths, bike lanes, and paved trails for commuting or recreation.
**How may funds be used?** Funds can be used for Design and Construction/CEI.
**What type of funding supports this program?** Federal TMA Funds (SU / TALU), SunTrail Funds.
**What are the terms?** Local agencies must show commitment to complying with FDOT's
Project Intake process and must be prepared to receive project-phase funding as scheduled.
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-10.

## Active Transportation: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Orange Co. Sidewalk Bundle 1 - SWB1 (FM#453494-1; MTP ID: EC186) | at East Orange Co. and Orlando (Orange County) | Sidewalk | CST in FY 27/28<br>CEI in FY 27/28 | CST - $2.942<br>CEI - $0.38 |
| TIP | Orlando Sidewalk Gap Bundle (SWB 4, 8, 9, 11) (FM#454963-1; MTP ID: EC187) | at Downtown Orlando (Orange County) | Sidewalk | PE in FY 27/28<br>CST in FY 29/30<br>CEI in FY 29/30 | PE - $0.373<br>CST - $5.785<br>CEI - $0.453 |
| TIP | Pine Hills Trail Ph. 2 (Eligible for SUNTrail Program) (FM#428047-2; MTP ID: 50318) | Silver Star Rd to Clarcona-Ocoee Rd (Orange County) | Bike Path/Trail | CST in FY 26/27<br>CEI in FY 26/27 | CST - $4.058<br>CEI - $0.698 |
| TIP | Shingle Creek / Kirkman Trail (FM#448756-1; 448756-2; MTP ID: 50061) | Raleigh St to Old Winter Garden Rd (Orlando) | City project planned to incorporate a shared use path along road segment to connect the Pine Hills Trail with the Shingle Creek Trail. Project will also implement bus stop relocations where necessary, the incorporation of crosswalks, micromobility, and safety markings and signage. | CST in FY 26/27<br>CEI in FY 26/27 | CST - $2.828<br>CEI - $0.289 |

## Active Transportation: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Shingle Creek Trail Ph. 2C North (FM#442870-2; MTP ID: 50074) | Orange / Osceola Limits to CR 522 / Osceola Pkwy (Osceola County) | This will be a 12-foot shared used path that will extend from the Orange/Osceola County line to SR 522/Osceola Parkway and is currently funded for FY 2025/2026 | CST in FY 26/27<br>CEI in FY 26/27 | CST - $9.868<br>CEI - $1.154 |
| TIP | Shingle Creek Trail Ph. 4 (FM#452289-1; MTP ID: 50076) | Alhambra Dr to Old Winter Garden Rd (Orange County) | Shared Use Path | CST in FY 27/28<br>CEI in FY 27/28 | CST - $14.869<br>CEI - $1.478 |
| TIP | St. Andrews Trail (FM#435521-1; MTP ID: 50319) | Cady Way Trail to Aloma Ave (Winter Park) | Bike Path/Trail | CST in FY 26/27<br>CEI in FY 26/27 | CST - $12.525<br>CEI - $0.863 |

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# Active Transportation Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | Little Econ Trail Ph. 3 (FM#444993-1, 445303-2; MTP ID: 50028) | Baldwin Park St to Richard Crotty Pkwy (Orange County) | The Little Econ Phase 3 trail is proposed to run between N Semoran Blvd to Forsyth Rd just north of Baldwin Park St This trail will fill a gap in the Little Econ Greenway. Incorporate enhanced crossing at Forsythe where proposed meets existing trail. | Program CST<br>Program CEI | CST - $10.232<br>CEI - $0.892 |
| 2 | West Orange Trail Ph. 4A (FM#440429-1; MTP ID: 50077) | Kelly Park Rd / Rock Springs to Lester Rd (Orange County) | Shared Use Path | Maintain PE<br>Program CST<br>Program CEI | PE - $2.317<br>CST - $28.146<br>CEI - $2.815 |
| 3 | Orlando Urban Trail (FM#441163-1; MTP ID: 50320) | South St to Gore St (Orlando) | Develop a new alignment for the Urban Trail Connector, evaluating the extension of the trail along the railroad ROW to the Orlando Health SunRail Station's south terminus in the South of Downtown (SoDo) area | Program PE<br>Program CST<br>Program CEI | PE - $0.708<br>CST - $7.081<br>CEI - $1.061 |
| 4 | Celery/Mellonville Trail (Lake Monroe Loop Ph. II) (FM#444628-2; MTP ID: 50133) | 350 ft west of Sipes Ave to Chickasaw Dr (Seminole County) | Design and construct a multi-use trail along Celery Ave to complete a missing piece of the Lake Monroe Trail Loop to connect Sanford's Riverwalk to SR 415. | Program PE<br>Program CST<br>Program CEI | PE - $1.261<br>CST - $2.102<br>CEI - $0.21 |

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# School Mobility Program & Hazardous Walking Conditions Priorities

The School Mobility / Hazardous Walking Conditions program addresses projects off the state highway system that promote walking and bicycling to school and remediating hazardous walking conditions through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT. Program funding is currently being used to complete projects that are in progress. The list of new program projects and priorities is under development.

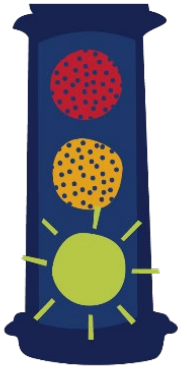
**Who may apply for this program?** LAP-Certified local governments.
**What projects are eligible?** Projects that require additional funding outside of allotments programmed as part of FDOT's Safe Routes to School (SRTS) program.
**How may funds be used?** Funds can be used for Design and Construction/CEI.
**What type of funding supports this program?** State SRTS Funds and Federal TMA Funds (SU / TALU).
**What are the terms?** Funding is provided through a competitive process. Local agencies must show commitment to complying with FDOT's Project Intake process and must be prepared to receive project-phase funding as scheduled.
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-10.

## School Mobility Program & Hazardous Walking Conditions: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Aloma & Hungerford Elementary Schools Sidewalk Gaps SRTS (FM#443395-1; 443395-2; MTP ID: EC181) | at Multiple Locations (Winter Park) | Sidewalk | CST in FY 25/26<br>CEI in FY 25/26 | CST - $1.082<br>CEI - $0.219 |
| TIP | Boggy Creek Elem.& Parkway Mid. School Ph. II Sidewalk Gaps (FM#450871-1; 447406-1; MTP ID: EC183) | at Multiple Locations (Osceola County) | Sidewalk | PE in FY 27/28<br>CST in FY 29/30<br>CEI in FY 29/30 | PE - $0.219<br>CST - $0.657<br>CEI - $0.153 |
| TIP | Hickory Tree Elementary School Ph. I Sidewalks (FM#447611-1; MTP ID: EC189) | at Multiple Locations (Osceola County) | Sidewalk | CST in FY 26/27<br>CEI in FY 26/27 | CST - $1.34<br>CEI - $0.306 |

# Transportation Systems Management & Operations (TSM&O) Priorities

A list of Transportation Systems Management & Operations (TSM&O) projects is also included in the PPL. These projects are relatively low-cost improvements that alleviate traffic congestion on existing roadways without adding capacity. Some methods used include adding turn lanes at intersections, computerized traffic signal systems, dynamic message signs, incident management, transportation demand management, and other related activities. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.



**Who may apply for this program?** LAP-Certified local governments.
**What projects are eligible?** Any non-capacity project designed to improve safety and travel time reliability, facilitate data sharing, or enhance "future readiness".
**How may funds be used?** Funds can be used for Design and Construction/CEI.
**What type of funding supports this program?** Federal TMA Funds (SU / TALU).
**What are the terms?** Local agencies must show commitment to complying with FDOT's Project Intake process and must be prepared to receive project-phase funding as scheduled.
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.
**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-11.

## TSM&O: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Amelia St ITS Improvements (FM#453487-1, 453487-2; MTP ID: 30352) | N Parramore Ave to Highland Ave (Orlando) | ITS Communication System | PE in FY 26/27<br>CST in FY 28/29<br>CEI in FY 28/29 | PE - $0.484<br>CST - $4.738<br>CEI - $0.491 |
| TIP | Carrier Dr./Mandarin Dr/ TSMO Bundle #B33 (FM#453468-1; 453468-2; MTP ID: EC425) | at Carrier Dr and Mandarin Dr (Orlando) | Traffic Ops Improvement | PE in FY 26/27<br>CST in FY 28/29<br>CEI in FY 28/29 | PE - $0.147<br>CST - $0.937<br>CEI - $0.142 |
| TIP | Church St Bundle #B24 (FM#452360-1; MTP ID: 30338) | at Multiple locations (Orlando) | ITS / Technology | CST in FY 27/28<br>CEI in FY 27/28 | CST - $15.415<br>CEI - $2.313 |
| TIP | Commander Dr, Turnbull Dr (FM#453499-1; MTP ID: 30346) | at Multiple locations (Orlando) | ITS / Technology | PE in FY 26/27<br>CST in FY 28/29<br>CEI in FY 28/29 | PE - $0.171<br>CST - $0.842<br>CEI - $0.13 |

## TSM&O: Fully Funded MPO Priority Projects in TIP

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Status | Funds Programmed (in millions) |
|---|---|---|---|---|---|
| TIP | Hughey Ave / Garland Ave (FM#452291-1; MTP ID: 30164) | at Multiple locations (Orlando) | ITS/Technology & Operational / Safety | PE in FY 27/28<br>CST in FY 29/30<br>CEI in FY 29/30 | PE - $0.758<br>CST - $10.33<br>CEI - $0.742 |
| TIP | John Young Pkwy ITS (FM#453466-1; MTP ID: EC443) | Hunters Creek Blvd to SR 482/Sand Lake Rd (Orange County) | ITS Communication System | PE in FY 26/27<br>CST in FY 28/29<br>CEI in FY 28/29 | PE - $1.194<br>CST - $7.622<br>CEI - $1.04 |
| TIP | Kaley St (FM#452359-1; 452359-2; MTP ID: 30282) | I-4 to SR 527 / Orange Ave (Orlando) | The project integrates adaptive signal control, traffic incident management, and bicycle/pedestrian safety systems to reduce crash rates, fatal/serious injuries, and bicycle/pedestrian incidents. It also deploys fiber optics, CCTV cameras, and data collection systems to enhance communication. Additionally, it provides en-route driver information and route guidance around SunRail stations and crossings, alongside implementing dynamic fare reduction strategies. | CST in FY 27/28<br>CEI in FY 27/28 | CST - $0.66<br>CEI - $0.105 |
| TIP | Lawrence Silas Blvd (FM#452290-1; MTP ID: 30209) | Neptune Rd to Oak St (Kissimmee) | ITS/Technology | PE in FY 27/28<br>CST in FY 30/31<br>CEI in FY 30/31 | PE - $0.112<br>CST - $0.511<br>CEI - $0.057 |
| TIP | UPS Expansion Ph. 2 (FM#447388-3; MTP ID: EC444) | Citywide (Orlando) | Traffic Control Devices/System | CST in FY 28/29<br>CEI in FY 28/29 | CST - $0.781<br>CEI - $0.139 |

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# Transportation Systems Management & Operations (TSM&O) Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | Anderson St<br>(FM#452304-1; MTP ID: 30280) | US 441 / Orange Blossom Trl to Division St (Orlando) | The project aims to improve transportation safety and efficiency through adaptive signal control, traffic incident management, and bicycle/pedestrian safety systems, alongside enhancing communication with fiber optics, CCTV, and data collection. It also includes Signal ATMS for multimodal hubs, transit signal priority, en-route driver information for LYNX system headway, stop density, SunRail stations/crossings, and dynamic fare reduction strategies.*<br>*The PE phase is bundled with 30279 for implementation. | Maintain PE<br>Program CST<br>Program CEI | PE - $0.245<br>CST - $0.57<br>CEI - $0.085 |
| 2 | South St<br>(FM#452304-1; MTP ID: 30279) | Rio Grande Ave to Division St (Orlando) | The project integrates adaptive signal control, traffic incident management, and bicycle/pedestrian safety measures to reduce crash rates and fatal/serious injuries, while utilizing Fiber, CCTV, and Data Collection for communication purposes. It incorporates Signal ATMS technology for a multimodal hub, prioritizes transit signal efficiency with LYNX System Headway, and implements dynamic fare reduction strategies.*<br>*The PE phase is bundled with 30280 for implementation. | Maintain PE<br>Program CST<br>Program CEI | PE - $0.245<br>CST - $0.761<br>CEI - $0.114 |
| 3 | Livingston St<br>(FM#452303-1; MTP ID: 30337) | Parramore Ave to Mills Ave (Orlando) | ITS / Technology Improvements | Maintain PE<br>Program CST<br>Program CEI | PE - $0.474<br>CST - $1.15<br>CEI - $0.173 |
| 4 | Orlando Citywide Pedestrian Traffic Signals Ph. 2<br>(MTP ID: 30354) | Citywide (Orlando) | Install interruptible power supplies (UPS) at intersections & install emergency vehicle preemption systems at intersections & expansion and upgrade downtown DMS | Program CST<br>Program CEI | CST - $1.618<br>CEI - $0.243 |
| 5 | Marsh Rd<br>(MTP ID: 30118) | at Williams Rd (Orange County) | Intersection improvements - Signalization including bike/ped improvements | Program PE<br>Program CST | PE - $0.15<br>CST - $5.167 |
| 6 | Lake Underhill Rd<br>(MTP ID: 30277) | at SR 436 / Semoran Blvd (Orlando) | Intersection improvements should be considered as part of larger corridor projects when possible. Individual intersection improvements should be evaluated further to identify traditional traffic operations improvements that will be supported by ITS/CAV. | Program PE<br>Program CST<br>Program CEI | PE - $0.054<br>CST - $0.324<br>CEI - $0.049 |
| 7 | CR 427 / Ronald Reagan Blvd<br>(MTP ID: 30239) | SR 436 to Lake Mary Blvd (Seminole County) | Existing infrastructure to be leveraged to consider a combination of the following strategies, as applicable, that include: Connected/Automated Vehicles, Emergency Vehicle Preemption, Transit Signal Priority, Automated Traffic Signal Performance Measures, Bike/Ped Safety, and Artificial Intelligence. | Program PE<br>Program CST<br>Program CEI | PE - $1.036<br>CST - $6.261<br>CEI - $0.939 |

# Transportation Systems Management & Operations (TSM&O) Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 8 | SR 526 / Old Winter Garden Rd (MTP ID: 30275) | at Hiawassee Rd (Orange County) | Intersection improvements should be considered as part of larger corridor projects when possible. Individual intersection improvements should be evaluated further to identify traditional traffic operations improvements that will be supported by ITS/CAV. | Program PE<br>Program CST<br>Program CEI | PE - $0.043<br>CST - $0.259<br>CEI - $0.039 |
| 9 | John Young Pkwy (MTP ID: 30268) | I-4 to SR 50 / Colonial Dr (Orlando) | Existing infrastructure to be leveraged to consider a combination of the following strategies, as applicable, that include: Connected/Automated Vehicles, Emergency Vehicle Preemption, Transit Signal Priority, Automated Traffic Signal Performance Measures, Bike/Ped Safety, and Artificial Intelligence. | Program PE<br>Program CST<br>Program CEI | PE - $0.339<br>CST - $2.052<br>CEI - $0.308 |
| 10 | CR 427 / Ronald Reagan Blvd (MTP ID: 30240) | US 17/92 to SR 417 (Seminole County) | Aims to bridge an Intelligent Transportation System (ITS) gap by installing fiber optic cables and CCTV cameras to enhance real-time driver information and SunRail station connectivity. | Program PE<br>Program CST<br>Program CEI | PE - $1.193<br>CST - $7.212<br>CEI - $1.082 |
| 11 | Pine Hills Rd (MTP ID: 30332) | at Multiple locations (Orange County) | Operational / Safety Improvements | Program PE<br>Program CST<br>Program CEI | PE - $0.587<br>CST - $3.551<br>CEI - $0.533 |
| 12 | Powers Dr (MTP ID: 30143) | SR 438 / Silver Star Rd to North Ln (Orange County) | Operational Improvements | Program PE<br>Program CST<br>Program CEI | PE - $0.154<br>CST - $0.932<br>CEI - $0.14 |
| 13 | John Young Pkwy (MTP ID: 30060) | SR 482 / Sand Lake Rd to Oak Ridge Rd (Orange County / Osceola County) | Operational / Safety Improvements (Freight Bottleneck) | Program PE<br>Program CST<br>Program CEI | PE - $0.208<br>CST - $1.258<br>CEI - $0.189 |
| 14 | CR 427 / Ronald Reagan Blvd (MTP ID: 30242) | SR 417 to Altamonte Dr (Seminole County) | Address a Connected and Autonomous Vehicle (CAV) gap by installing communication infrastructure (fiber, CCTV) for future CAV integration, while prioritizing freight movement (signal priority, truck parking) and considering bicyclist/pedestrian safety data for potential improvements. | Program PE<br>Program CST<br>Program CEI | PE - $1.741<br>CST - $10.828<br>CEI - $1.624 |
| 15 | Hughey Ave (MTP ID: 30266) | South St to SR 50 / Colonial Dr (Orlando) | The project enhances safety with adaptive signal control and bicycle/pedestrian safety systems, while improving communication through fiber optics, CCTV, and data collection. It includes Signal ATMS at multimodal hubs, transit signal priority, and en-route driver information for LYNX system operations and SunRail stations/crossings, along with dynamic fare reduction strategies. | Program PE<br>Program CST<br>Program CEI | PE - $0.185<br>CST - $1.149<br>CEI - $0.172 |

# Transportation Systems Management & Operations (TSM&O) Project Priorities

## Unfunded MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 16 | Lake Underhill Rd (MTP ID: 30276) | at Chickasaw Trl (Orange County) | Intersection improvements should be considered as part of larger corridor projects when possible. Individual intersection improvements should be evaluated further to identify traditional traffic operations improvements that will be supported by ITS/CAV. | Program PE<br>Program CST<br>Program CEI | PE - $0.052<br>CST - $0.322<br>CEI - $0.048 |
| 17 | Rio Grande Ave (MTP ID: 30179) | 33rd St to Michigan St (Orange County) | Operational Improvements | Program PE<br>Program CST<br>Program CEI | PE - $0.056<br>CST - $0.347<br>CEI - $0.052 |
| 18 | Conroy Rd (MTP ID: 30289) | at Vineland Rd (Orlando) | Intersection projects should be considered as part of larger corridor projects when possible. Individual intersection improvements should be evaluated further to identify traditional traffic operations improvements that will be supported by ITS/CAV. | Program PE<br>Program CST<br>Program CEI | PE - $0.065<br>CST - $0.403<br>CEI - $0.06 |
| 19 | Main St (MTP ID: 30309) | Columbia Ave to Ruby Ave (Kissimmee) | The project involves providing en-route driver information and route guidance, particularly focused on SunRail stations and crossings. Additionally, it implements dynamic fare reduction strategies and deploys fiber optics, CCTV, and data collection systems to enhance communication infrastructure. | Program PE<br>Program CST<br>Program CEI | PE - $0.222<br>CST - $1.381<br>CEI - $0.207 |

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# Regional Transit Priorities

The list of transit projects shown in the PPL includes what are known as "premium transit" projects. These projects are defined by the Federal Transit Administration as "transit modes that provide higher comfort, capacity, speed and frequency than typical local bus operations or create a positive perception to users." Projects meeting this definition include commuter rail, light rail, bus rapid transit (BRT), streetcars, etc. The PPL transit section also includes ongoing federal formula transit projects pertaining to commuter rail service operated by the Central Florida Commuter Rail Commission (SunRail) and the fixed-route bus service operated by LYNX, the local transit provider. Fixed-route bus service is not considered to be premium transit.


**What funding and policies support this program?** LAP-Certified local governments.MetroPlan Orlando TMA policy allocates 22% of TMA Urbanized Area Funds (SU) to Transit Capital Investments that expand the Public Transportation System. LYNX receives approximately $105.5 Million per year from Federal, State, and local sources, approximately $15 Million per year is allocated to Transit Asset Management for additional transit capital infrastructure.

**Where are these projects identified in the 2050 MTP?** Chapter 19, Cost Feasible Plan, Table 19-12.

## MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 1 | MPO Board Policy for Transit Capital Improvements and Transit Asset Management (SU Funds) (FM#435250-3; 435250-2; MTP ID: 60001) | Regional (MetroPlan Orlando) | Transit capital expenses supporting federal Transit Asset Management (TAM) performance targets; including eligible vehicles, facilities, passenger amenities, support equipment, technology, safety & security. Projects to be prioritized annually by MetroPlan Orlando in coordination with LYNX, SunRail, and local governments. | Maintain CAP<br>Program CAP | CAP - $53.34<br>CAP - $181.251 |
| 2 | LYNX Existing Service Delivery O&M (FM#442454-1; 442454-2; 442459-1; 410957-2; 452873-1; MTP ID: 60002) | Regional (LYNX) | Transit operations and maintenance expenses supported through Federal Transit Authority (FTA), State, and Local funds. | Maintain OPS<br>Program O&M | OPS - $131.937<br>O&M - $6102.653 |

## MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 3 | LYNX Existing Capital Expenses (FM#246572-1; 246572-2; 414749-1; 414749-2; 424255-1; 424255-2; 424255-3; 435250-1; 445597-1; 451939-1; 454709-1; 454928-1; 454947-1; 454972-1; 435712-1; 435250-2; 451947-1; 454971-1; MTP ID: 60003) | Regional (LYNX) | Transit capital expenses supporting federal Transit Asset Management (TAM) performance targets; including eligible vehicles, facilities, passenger amenities, support equipment, technology, safety & security, and planning activities. Supported through Federal Transit Authority (FTA) and Local funds. | Maintain CAP<br>Maintain OPS<br>Program CAP<br>Program OPS | CAP - $178.75<br>OPS - $7.5<br>CAP - $4142.128<br>OPS - $0 |
| 4 | SunRail Existing Service Delivery O&M (FM#412994-2; 435524-1; 412994-8; 442065-1; 442065-2; 425939-1; 428456-1; 455874-3; 455874-2; 455872-1; 455872-3; 455872-4; 455872-5; 445872-6; 455873-1; 455873-3; 455873-4; 425984-1; 425984-2; 436880-3; 455872-2; 455872-6; MTP ID: 60004) | Regional (SunRail) | Transit operations and maintenance expenses supported through Federal Transit Authority (FTA), State, and Local funds. | Maintain PDE<br>Maintain PE<br>Maintain OPS<br>Maintain ADMIN<br>Program OPS | PDE - $1.921<br>PE - $4.813<br>OPS - $124.65<br>ADMIN - $1.5<br>OPS - $3083.57 |
| 5 | SunRail Existing Capital Expenses (FM#452190-1; 452177-1; 444925-1; 412994-4; 442566-1; 193529-2; 428336-1; 412994-5; 436014-1; 436436-1; 436436-3; 436436-4; 436436-5; 446792-1; 451336-1; 451339-1; 452191-1; 455693-1; 455694-1; 455695-1; 455874-4; 455874-5; 455874-6; MTP ID: 60263) | Systemwide (SunRail) | Transit capital expenses supporting federal Transit Asset Management (TAM) performance targets; including eligible vehicles, facilities, passenger amenities, support equipment, technology, safety & security. Also includes facility access and emergency / disaster response expenses. Supported through Federal Transit Authority (FTA), State, and Local funds. | Maintain ROW<br>Maintain CST<br>Program CAP | ROW - $6.331<br>CST - $87.672<br>CAP - $728.146 |

## MPO Priority Projects for Near-term Programming Consideration

| PPL Rank | Roadway / Facility | Project Limits | Project Description | Phase Request | Funding Request (in millions) |
|---|---|---|---|---|---|
| 6 | SunRail Phase 3 / Sunshine Corridor Program (FM#451404-1; 429215-2; 429215-1; MTP ID: 60212) | Orlando International Airport to Disney Springs Area (FDOT) | Proposed passenger rail transportation program focused on linking the Orlando International Airport (MCO), downtown Orlando (via LYNX Central Station), Kissimmee (via the Kissimmee SunRail station), the Orange County Convention Center (OCCC), and South International Drive (SID) with an optional extension to Disney Springs (DS). It would accommodate both future commuter rail service and the proposed Brightline intercity passenger rail. | Maintain PDE<br>Program PE | PDE - $6<br>PE - $TBD |
| 7 | LYNX Southern Operations & Maintenance Facility (FM#450409-1; MTP ID: 60256) | at Osceola County (LYNX) | To support the agency's continuity of operations and the region's growth, LYNX is pursuing a third O&M facility in the southern portion of its service area. This facility will house, refuel, and maintain fixed route buses, with space for support vehicles and contracted services. | Program ROW<br>Program CST | ROW - $13.5<br>CST - $96 |

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# Supplement A: Project Phasing and Timeline

## Project Phasing

Transportation projects are comprised of multiple phases, each of which represents a different stage in the project's lifecycle and development process. A transportation project typically includes the following phases:

- ***PLN*** – Planning. A planning study may be conducted to establish the scope and breadth of the project.
- ***PD&E*** – Project Development and Environment. This phase is conducted to meet the requirements of the National Environmental Policy Act (NEPA). This phase of work determines the location and conceptual design of feasible alternatives for transportation system improvements and their social, economic and environmental effects.
- ***PE*** – Preliminary Engineering and Design. This phase includes preliminary design tasks, the examination of environmental and community impacts, and, if applicable, initial land and utility investigations.
- ***CST*** – Construction. Once the previous phases are completed, the project designs are implemented and the project is built.
- ***CEI*** – Construction Engineering and Inspection. This phase includes the closeout activities of a project, such as inspections, quality control, project administration, document control, and more. This phase is typically performed at the same time and following the construction phase.
- ***O&M*** – Operations and Maintenance. This phase refers to ongoing funding for the operation costs and routine maintenance of a facility or transportation service.

Some projects may need a dedicated project phase to accommodate complex or time-consuming efforts of a project, which is when some less-common phases of work are added into the project development process. These specialized phases include the following:

- ***ENV*** – Environmental Mitigation. This work is typically completed as part of a PE phase. When detailed or complex work is needed, then a specific ENV phase is used for funding and implementing environmental commitments, permits, and mitigation measures based on the findings from a PD&E phase.
- ***ROW*** – Right-of-Way Acquisition. During the PE phase, the study may determine that the project needs to occupy space that is not currently owned by the government. The land will need to be purchased or acquired in order to move forward. This does not occur on every project.
- ***CAP*** – Capital. This phase refers to the purchase of capital for transportation projects. This is typically used on transit projects for the purchase of transit vehicles, equipment, transit stop fixtures, etc.

## TIP versus PPL : Programmed versus Unfunded

Each phase of a transportation project requires time, money, and expertise to be completed, and it is critical that the appropriate resources are available when the next phase of work is ready to begin. The Transportation Improvement Program (TIP) and Prioritized Project List (PPL) work together to make sure that happens.

The TIP covers the upcoming 5 years of "programmed" projects and project phases. A programmed phase is a project phase that has had funding set aside specifically for that

purpose. For example, if Project A has a planning phase programmed for 2030, that means the funding will be available (and work can begin on) for Project A's planning study in Fiscal Year 2030.

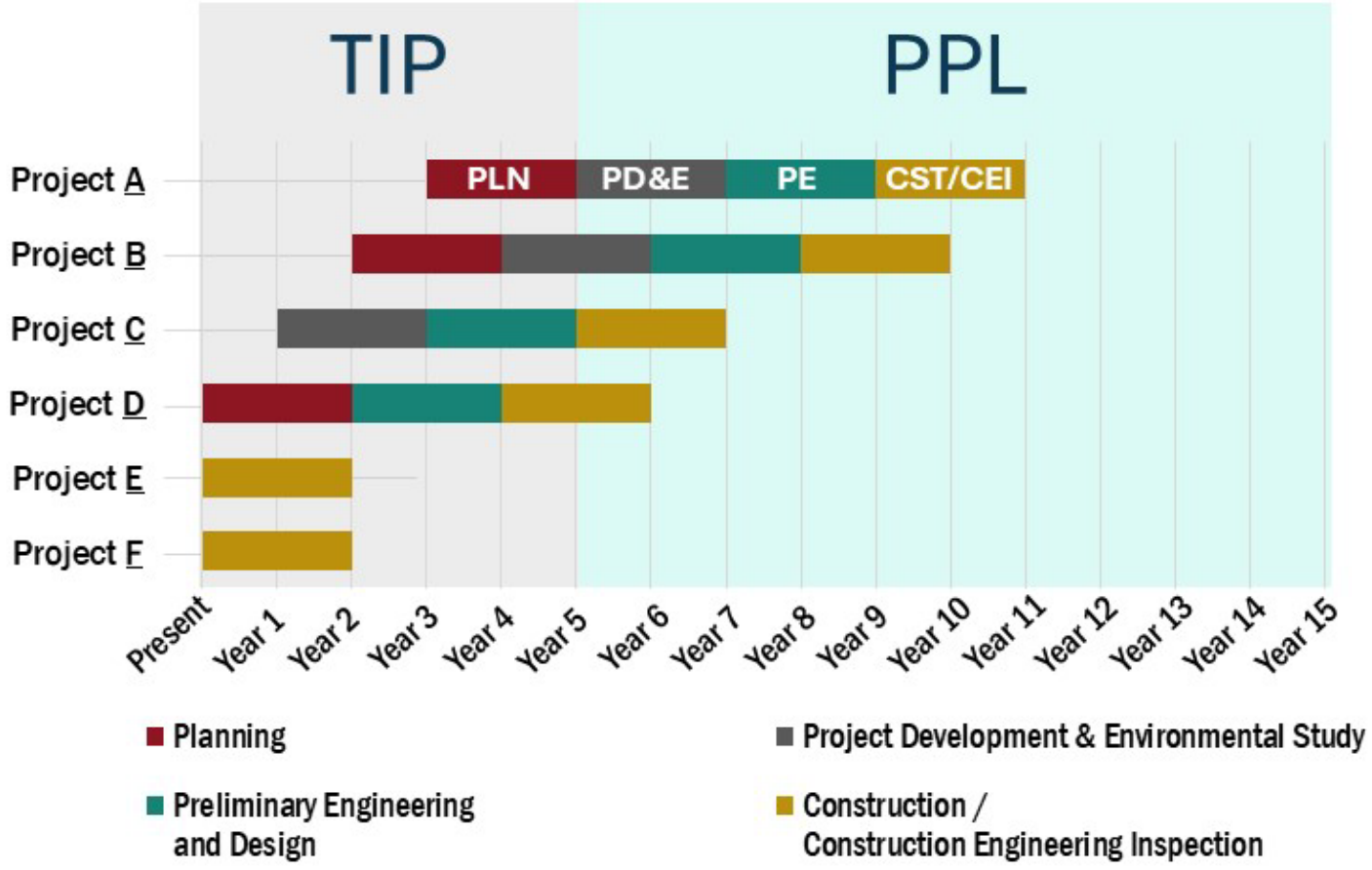
The PPL covers the 10-year timeframe of unfunded projects and project phases following the TIP. This year's TIP funds projects from 2027-2031, so this year's PPL includes 2032-2042. Unlike the TIP, the projects in the PPL are unfunded, which means no financial resources have been set aside for these projects. These projects are waiting to be programmed, and the PPL shows which projects are in line and their priority in the line.

# Timeline of Project Phasing

Transportation projects can take a long time to implement, as each phase of work takes a significant amount of time and resources to complete. While each transportation project's path to completion is unique, project phases are typically performed in the same order. For example, the planning phase is usually performed first, with PD&E following planning, PE following PD&E, and so forth with Construction and CEI last. A few example project timelines are shown in Figure A-1.

The prioritized project list identifies which projects are still in progress and what phase, or phases, of work still need to be completed. There are typically 300 or more transportation projects in progress at any one time, and each project has its own unique needs and timeline for completion. Maintaining both the TIP and PPL allows transportation professionals to allocate resources and funding when they are needed for each project.

Figure A-1 | Project Phasing Timeline Examples



# Supplement B: Prioritization Criteria & Scoring

## Framework

This update to the annual process will continue to follow a funding program approach to project prioritization. Consistent with the 2050 Metropolitan Transportation Plan (2050 MTP) and the Transportation Improvement Program (TIP) funding categories and allocation policies, this method helps maintain funding eligibility and seamless implementation into the Florida Department of Transportation's (FDOT) Five Year Work Program / State TIP.

## Evaluation Criteria

MetroPlan Orlando's regional goals blended with the planning factors set forth in federal law yielded 15 evaluation criteria, or scoring factors, consistent with board funding programs/policies, to serve as the basis for the comparative evaluation. In this way, new projects are proposed, funded, and constructed with their impacts measured for consistency with the 2050 MTP's goals and objectives. Although there are no "right" or "wrong" evaluation criteria, there are useful and less useful ones. The characteristics of good evaluation criteria are:

- ***Accurate and Unambiguous***, meaning that a clear and accurate relationship exists between the criteria and the real impacts or consequences of a project;
- ***Comprehensive but Concise***, meaning that they cover the range of relevant consequences, but the evaluation framework remains systematic and manageable, with no redundancies;
- ***Direct and Ends-Oriented***, meaning they report directly on the consequences of interest and provide enough information that informed value judgments can reasonably be made;
- ***Measurable and Consistently Applied*** to allow comparisons across alternatives. This means the criteria should distinguish the relative degree of impact across alternatives. It does not exclude qualitative characterizations of impact, or impacts that cannot be physically measured in the field;
- ***Understandable***, in that impacts and trade-offs can be understood and communicated by everyone involved in the evaluation process;
- ***Practical***, meaning that information can be practically obtained to assess them (i.e. data, models, or expert judgment exist or can be readily developed);
- ***Sensitive to Alternatives*** under consideration, so that they provide information that is useful in comparing alternatives; and
- ***Explicit about Uncertainty*** so that they expose differences in the range of possible outcomes (differences in risk) associated with different policy or project alternatives.

The evaluation criteria, summarized in Table B-1, are organized by long-range transportation goal areas, with criteria weighting applied to provide a structured method to represent the overall preference and significant of each goal area in relation to one another. The applicability of evaluation criteria to transportation improvements was also incorporated into the prioritization.

It should be noted that while priority programming determines the order in which projects are advanced, various factors such as available funding and the need for additional analysis or right-of-way may influence the order in which projects are implemented.

## Table B-1 | Evaluation Criteria by Project Category

| Goal Area | Evaluation Criteria | SHS | Complete Streets | TSM&O | Safety / Vision Zero | Active Transportation | Critical Sidewalks | School Mobility |
|---|---|---|---|---|---|---|---|---|
| Safety (35%) | Regional Safety Score—Corridors and Intersections | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | High Injury Network Segments | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | Safe Speed Management Corridor | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| Reliability (20%) | Existing Travel Time Reliability and Relative Change in AADT | ✔ | ✔ | ✔ | ✔ | ✔ | - | ✔ |
| | Fiber Optic Presence | ✔ | ✔ | ✔ | ✔ | ✔ | - | - |
| | Evacuation Route Designation | ✔ | ✔ | ✔ | - | - | - | - |
| Connectivity (25%) | Transit System Headways | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | Modal Accessibility Near Existing Population and/or Jobs | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | Schools and Essential Services within ½ Mile of Corridor | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| Community (10%) | Existing Pedestrian Level of Comfort | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | Public Health Indicator Rates | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | Transportation Disadvantaged Emphasis Areas | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| Prosperity (10%) | Percentage Truck Traffic and Statewide Truck Bottleneck | ✔ | ✔ | ✔ | - | - | - | - |
| | Cost Burdened Households within ½ Mile of Corridor | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ |
| | Cost of Congestion ($ daily) | ✔ | ✔ | ✔ | - | - | - | - |

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

# Criteria And Scoring Logic

The Criteria and Scoring Logic applied to the region's corridors forms the foundation for project prioritization that ensures projects are assessed systematically and aligned with regional transportation goals. This assessment provides decision-makers with the best information available for qualitative reviews and guides MetroPlan Orlando's investments through a data-informed and performance-based process. The following section (Table B-3 through Table B-8) provides an overview of the method, logic, and data source of the evaluation criteria.

Each component of the Criteria and Scoring Logic is summarized below:

- ***Unit***—Defines the metric which was used to align with the objectives of each goal. This alignment is the basis of the quantitative assessment and will be used to identify needs and prioritize based on the performance.
- ***Data Sources***—Provides the source of each indicator used within the data model.
- ***Method***—Includes a brief methodology of how each indicator was derived and/or assigned to the corridors within the data model.
- ***Logic***—Ties the performance indicator back to the objective and explains the thought process on why the assessment will result in a priority need.
- ***Scoring Thresholds***—To distribute the scores within the modeling process, individual buckets were identified per dataset, based on the regional analyses. The identification of these buckets can be done in a variety of ways based on statistical distribution of data, as shown at right. Table B-2 provides a visual representation for how the Natural Breaks (Jenks) statistical analysis method identifies natural separation or "buckets" of data. These naturally occurring separators were also compared with standard deviation and quantile to verify that the natural breaks were indeed following a normalized approach. The individual values were rounded to the nearest whole number or decimal to present clear and logical buckets for each data set. Lastly, each evaluation criteria has a maximum value of 1 point.
- ***Evaluation Applicability*** – Defines which project categories are prioritized using which evaluation criteria.

## Table B-2 | Key Statistical Analysis Methods

| | |
|---|---|
|  | ***Natural Breaks (Jenks)***<br>Numerical values of ranked data are examines to account for non-uniform distributions, giving an unequal class width varying frequency of observations per class. |
|  | ***Quantile***<br>Distributes the observations equally across the class interval, giving unequal class widths but the same frequency of observations per class. |
|  | ***Equal Interval***<br>The data range of each class is held constant, giving an equal class width with varying frequency of observations per class. |
|  | ***Defined Interval***<br>Specify an interval size to define equal class widths with varying frequency of observations per class. |
|  | ***Geometric Interval***<br>Mathematically defined class widths based on a geometric series, giving an approximately equal class width and consistent frequency of observations per class. |
|  | ***Standard Deviation***<br>For normally distributed data, class widths are defined using standard deviations from the mean of the data array, giving an equal class width and varying frequency of observations per class. |

*Source: Microsoft, 2020*

## Table B-3 | Safety - Criteria and Scoring Logic

<table>
<tr><th>Criteria</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr>
<td>Regional Safety Score<br>Corridors and Intersections<br><br>A measure of crash severity and crash frequency along corridors and intersections.<br><br>Source-<br>MPO Vision Zero Action Plan, 2024</td>
<td>Method — The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury or include a person outside a vehicle received a higher weight. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location. Intersection safety scores considered the weighted crash sum within the intersection area and the total roadway length within the intersection area.<br><br>Logic — The Regional Safety Score assesses crash severity and frequency on the Federal Aid Network, prioritizing incidents involving vulnerable road users. It accounts for total crashes, injury severity, and victim travel mode, with higher scores indicating higher crash rates. This data is consistently available region wide.<br><br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Range</th><th>Score</th></tr>
<tr><td>> 10,424</td><td>1.00</td></tr>
<tr><td>>=8,954 and <=10,424</td><td>0.75</td></tr>
<tr><td>>=6,904 and <8,954</td><td>0.50</td></tr>
<tr><td>>=1,410 and <6,904</td><td>0.25</td></tr>
<tr><td>< 1,410</td><td>0.00</td></tr>
</table>
Units: Regional Safety Score
</td>
</tr>
<tr>
<td>High Injury Network Segments<br><br>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.<br><br>Source-<br>MPO Vision Zero Action Plan, 2024<br>Orlando Vision Zero Action Plan, 2021</td>
<td>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.<br><br>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.<br><br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Range</th><th>Score</th></tr>
<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>0.00</td></tr>
</table>
Units: HIN Designation
</td>
</tr>
<tr>
<td>Safe Speeds Management Corridor<br><br>Roadways with disparities between 85th percentile speed and posted speed.<br><br>Source-<br><br>Speed Management Network Screening, 2022</td>
<td>Method — Using current traffic speeds to identify corridors with a higher disparity between the current 85th percentile operating speed and the posted speed.<br><br>Logic — Greater the difference between current operating and posted speed, the greater the need, greater the point allocation. Weighted average along corridor or project extent.<br><br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Range</th><th>Score</th></tr>
<tr><td>>19</td><td>1.00</td></tr>
<tr><td>>=12 and <=19</td><td>0.75</td></tr>
<tr><td>>=8 and <12</td><td>0.50</td></tr>
<tr><td>>=2 and < 8</td><td>0.25</td></tr>
<tr><td>< 2</td><td>0.00</td></tr>
</table>
Units: Miles per hour differential
</td>
</tr>
</table>

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

## Table B-4 | Reliability - Criteria and Scoring Logic

<table>
<tr><th>Criteria</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr>
<td>Existing Travel Time Reliability and Proportional Change in AADT<br><br>The consistency or dependability in travel times measured as a ratio of the 80th percentile travel time to the average travel time; and the proportional growth in AADT from the current year through 2050<br><br>Source-<br><br>Streetlight Insights data and MPO 2050 Volume Forecast</td>
<td>Method — Travel time reliability (TTR) data was obtained from Streetlight for automobiles (non-commercial) and assigned to each corridor within the data model; and AADT for the current year and 2050 was obtained by the MPO 2050 Volume forecast.<br><br>Logic — To improve travel time reliability (TTR), corridors with inconsistent travel times should be prioritized. For instance, a TTR of 1.5 means a 30-minute commute would require 45 minutes to ensure on-time arrival 80% of the time. This criterion also considers the Proportional Change (PC) in AADT when comparing 2025 and 2050 forecasts; as increased AADT in 2050 compared to today indicates a higher need (i.e., more points for corridors with existing reliability issues and a higher degree of future AADT change).<br><br>AADT: Weighted average along corridor or project extent, intersection projects are given the highest value of each intersection leg. TTR: Weighted average along corridor or project extent.<br><br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Value</th><th>TTR</th><th>PC AADT [1]</th></tr>
<tr><td>Very High</td><td>>3.42</td><td>>2.10</td></tr>
<tr><td>High</td><td>>=1.98 and <=3.42</td><td>>=1.55 and <=2.10</td></tr>
<tr><td>Medium</td><td>>=1.41 and <1.98</td><td>>=1.25 and <1.55</td></tr>
<tr><td>Low</td><td>>=1.10 and <1.41</td><td>>=0.95 and <1.25</td></tr>
<tr><td>Very Low</td><td><1.1 or null</td><td><0.95 or null</td></tr>
</table>
Units: TTR Ratio and PC
<table>
<tr><th>TTR</th><th>PC AADT</th><th>Score</th></tr>
<tr><td>Very High</td><td>Medium+</td><td>1.00</td></tr>
<tr><td>Very High</td><td>Very Low or Low</td><td>0.75</td></tr>
<tr><td>High</td><td>Medium+</td><td>0.75</td></tr>
<tr><td>Medium</td><td>Medium+</td><td>0.50</td></tr>
<tr><td>High</td><td>Very Low or Low</td><td>0.50</td></tr>
<tr><td>Medium</td><td>Very Low or Low</td><td>0.25</td></tr>
<tr><td>Low</td><td>Medium +</td><td>0.25</td></tr>
<tr><td>Low</td><td>Very Low or Low</td><td>0.00</td></tr>
<tr><td>Very Low</td><td>Any</td><td>0.00</td></tr>
</table>
</td>
</tr>
</table>

[1] Due to the high presence of outliers in the data on the proportional change in AADT, values in the distribution were calculated using the quantile method rather than the Natural Breaks (Jenks) method.

<table>
<tr><th>Criteria</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr><td>Fiber Optic Presence<br>Indication of fiber availability along a corridor.<br>Source-<br>2050 TSMO Master Plan / Maintaining Agencies</td><td>Method — Data provided by the Maintaining Agencies was used to determine the presence of fiber along a corridor.<br>Logic — Fiber enables the implementation of active ITS solutions, such as allowing traffic signals to be coordinated and adjusted in real-time along a corridor or the implementation of warning devices at pedestrian crossings. Projects and corridors get credit if partially or entirely located alongside fiber. If fiber is only installed at an intersection, it does not count for the corridor/project.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, and Active Transportation.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>No—Fiber Optic is not present.</td><td>1.00</td></tr><tr><td>Yes—Fiber Optic present.</td><td>0.50</td></tr></table>Units: Fiber Optic Presence</td></tr>
<tr><td>Evacuations Route Designation<br>Indication of whether a roadway is a specified route for an emergency evacuation, aiding in regional resiliency.<br>Source-<br>Florida Division of Emergency Management, 2024</td><td>Method — Corridors which serve as a designated evacuation routes were identified within the regional data model.<br>Logic — Corridors with evacuation route designations provide critical infrastructure to help prepare for, respond to, and recover from emergencies. Designated evacuation routes will receive full point allocation. Projects and corridors get credit if partially or entirely located on an evacuation route.<br>Evaluation Applicability — SHS, Complete Streets, and TSM&O.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>Yes—Designated evacuation route.</td><td>1.00</td></tr><tr><td>No—Not a designated evacuation route.</td><td>0.50</td></tr></table>Units: Evacuation Route Designation</td></tr>
</table>

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

## Table B-5 | Connectivity - Criteria and Scoring Logic

<table>
<tr><th>Criteria</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr>
<td>Transit System Headways<br>The amount of time between transit vehicle arrivals at a stop.<br>Source-<br>LYNX, 2024 Q4</td>
<td>Method — GIS data was used to identify the transit headway along a corridor. The lowest headway was used when multiple transit lines were present.<br>Logic — Higher frequency LYNX service reflects higher demand along a corridor. Therefore, projects along these high-demand corridors should be prioritized. Lowest headway along the corridor is utilized.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Range</th><th>Score</th></tr>
<tr><td>30 minute or less headways</td><td>1.00</td></tr>
<tr><td>45 minute headways</td><td>0.75</td></tr>
<tr><td>60 minute headways</td><td>0.50</td></tr>
<tr><td>> 60 minute headways</td><td>0.25</td></tr>
<tr><td>No transit service</td><td>0.00</td></tr>
</table>
Units: Number of minutes
</td>
</tr>
<tr>
<td>Modal Accessibility Near Existing Population and/or Jobs<br>Number of multimodal options near population and jobs.<br>Source-<br>LYNX, CFRPM v7, xGeographic Wave data, 2025</td>
<td>Method — Using GIS, the number of multimodal options within ½ mile of a corridor was calculated, subject to meeting jobs or population thresholds.<br>Logic — To reduce delays and enhance affordability in transportation and housing, corridors with high residential density should have access to various travel modes. The greater the residential or employment density without multimodal options, the higher the point allocation. Multimodal facilities include LYNX transit stops, sidewalks, trails, and bike lanes. If a corridor has less than 1,200 population and/or 1,400 jobs, it will receive a score of 0.00.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Range</th><th>Score</th></tr>
<tr><td>0 modes</td><td>1.00</td></tr>
<tr><td>1 mode</td><td>0.75</td></tr>
<tr><td>2 modes</td><td>0.50</td></tr>
<tr><td>3+ modes</td><td>0.00</td></tr>
</table>
Units: Number of modes
</td>
</tr>
<tr>
<td>Schools and Essential Services within ½ Mile of Corridor<br>Proximity of public schools and land uses which provide food, healthcare, cultural, and recreational opportunities.<br>Source -<br>Florida Department of Revenue and xGeographic Wave data, 2025</td>
<td>Method — Proximity data for public schools, grocery stores, restaurants, markets, coffee shops, fast food restaurants, hospitals, pharmacies, theme parks, golf courses, libraries, and parks were obtained from xWave database. The number of points of interest with these land uses within ½ mile of the corridor were totaled and scored<br>Logic — To connect people to places, across all modes of transportation, corridors near schools, essential services, and other activity centers should be prioritized for improvement.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td>
<td>
<table>
<tr><th>Range</th><th>Score</th></tr>
<tr><td>>15</td><td>1.00</td></tr>
<tr><td>11- 15</td><td>0.75</td></tr>
<tr><td>6- 10</td><td>0.50</td></tr>
<tr><td>2–5</td><td>0.25</td></tr>
<tr><td>0–1</td><td>0.00</td></tr>
</table>
Units: Number of points of interest
</td>
</tr>
</table>

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

## Table B-6 | Community - Criteria and Scoring Logic

<table>
<tr><th>Criteria</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr><td>Existing Pedestrian Level of Comfort (PLOC)<br>The level of comfort for pedestrian travel along roadway facilities.<br>Source-<br>MetroPlan Orlando 2050 Active Transportation Plan</td><td>Method — Pedestrian Level of Comfort (PLOC) scores reflect the type of pedestrian facility present, distance between pedestrian facility and vehicular travel way, the speed limit of the roadway, and traffic volumes on the roadway. A PLOC of 1 represents the lowest stress facility, where a PLOC of 5 represents roadways with no pedestrian facilities.<br>Logic — To improve pedestrian and bicycle user's comfort, corridors with higher pedestrian level of comfort scores should be prioritized for improvement. Higher the PLOC, greater the need, greater the point allocation. Weighted average along corridor or project extent.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>>=4</td><td>1.00</td></tr><tr><td>>=3 and <4</td><td>0.75</td></tr><tr><td>>=2 and <3</td><td>0.50</td></tr><tr><td>>=1 and <2</td><td>0.25</td></tr><tr><td>null</td><td>0.00</td></tr></table>Units: PLOC Score</td></tr>
<tr><td>Public Health Indicator Rates<br>Composite average rates of chronic diseases.<br>Source-<br>CDC PLACES: ZCTA Data, 2024</td><td>Method — Incidence rates of selected chronic diseases (asthma, diabetes, obesity) were averaged across a zip code to create a composite average public health indicator rate.<br>Logic — To reduce the health impacts associated with physical inactivity, corridors that serve areas with a higher risk for the associated chronic diseases (asthma, diabetes, obesity) should be prioritized. The greater the health risks, greater the need for active transportation facilities, greater the point allocation. Weighted average within ½ mile buffer.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>>22.3</td><td>1.00</td></tr><tr><td>>=19.8 and <=22.3</td><td>0.75</td></tr><tr><td>>=17.4 and <19.8</td><td>0.50</td></tr><tr><td><17.4</td><td>0.00</td></tr></table>Units: Average composite incidence rate of land area within ½ mile</td></tr>
<tr><td>Areas of Persistent Poverty<br>Areas identified as areas of persistent poverty measured at the census tract level using U.S. Census Data.<br>Source-<br>U.S. Department of Transportation and U.S. Census Bureau, 2023</td><td>Method — A GIS assessment was conducted to determine areas of persistent poverty for the area adjacent to the corridor. The score represents the percentage of land area within ½ mile of the project that are within these Census Tracts.<br>Logic —To provide access to transportation throughout the community, areas with higher economic disadvantages are emphasized for transportation improvements. Weighted average within ½ mile buffer.<br>Evaluation Applicability — SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>>0.85</td><td>1.00</td></tr><tr><td>>=0.61 and <=0.85</td><td>0.75</td></tr><tr><td>>=0.37 and <0.61</td><td>0.50</td></tr><tr><td>>=0.13 and <0.37</td><td>0.25</td></tr><tr><td><0.13</td><td>0.00</td></tr></table>Units: Percentage of land area in zone within ½ mile</td></tr>
</table>

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

## Table B-7 | Prosperity - Criteria and Scoring Logic

<table>
<tr><th>Criteria</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr><td>Percentage of Truck Traffic and Statewide Truck Bottlenecks<br><br>The number of cargo-carrying vehicles compared to the total traffic along a corridor; and corridors identified as statewide freight/truck bottlenecks.<br><br>Source-<br><br>FDOT RCI Data and Florida Freight Mobility and Trade Plan</td><td>Method — The truck volume was divided by the total volume to derive the percentage of truck traffic on each corridor; and the top statewide truck bottlenecks within the MetroPlan Orlando region were reviewed and coded into the regional data model network.<br><br>Logic — To promote transportation projects that expand and enhance economic prosperity, corridors which serve higher percentages of commercial freight vehicles should be prioritized for improvement. Improving bottlenecks on these routes will facilitate the efficient movement of goods and services across the region and state, with higher-ranking bottlenecks receiving greater point allocation based on need. Weighted average along corridor or project extent.<br><br>Evaluation Applicability — SHS, Complete Streets, and TSM&O.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>>20.3 or Top 10 State Bottleneck</td><td>1.00</td></tr><tr><td>>=11.7 and <=20.3 or Top 100 State Bottleneck</td><td>0.75</td></tr><tr><td>>=6.3 and <11.7</td><td>0.50</td></tr><tr><td><6.3 or null</td><td>0.00</td></tr></table>Units: Percentage</td></tr>
<tr><td>Cost Burdened Households within ½ Mile of Corridor<br><br>The percentage of families which pay more than 30-percent of their income for housing.<br><br>Source-<br><br>U.S. Census Data / American Community Survey, 2022</td><td>Method — Corridors were evaluated to determine the percentage of cost burdened households within ½ mile of the corridor.<br><br>Logic — To ensure that transportation decisions do not cause disproportionately high and adverse effects on cost burdened households, corridors with higher percentages of cost burdened households will be prioritized for improvements. Greater the density of cost burdened households, greater the need, greater the point allocation. Weighted average within ½ mile buffer.<br><br>Evaluation Applicability — SHS, Complete Streets, TSMO, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>>0.66</td><td>1.00</td></tr><tr><td>>=0.51 and <=0.66</td><td>0.75</td></tr><tr><td>>=0.29 and <0.51</td><td>0.50</td></tr><tr><td><0.29 or null</td><td>0.25</td></tr></table>Units: Average cost burdened percentage of land area within ½ mile</td></tr>
<tr><td>Cost of Congestion<br><br>Measure of a corridor’s existing cost of congestion.<br><br>Source-<br><br>Streetlight Insights data and U.S. Census Data, 2022</td><td>Method — The cost of congestion uses average delay along a corridor and multiplies by the estimated hourly income per county (average household income / average household occupancy / 2080 hours per year).<br><br>Logic — To reduce per capita delay for residents, visitors, and businesses, corridors with the highest cost per congestion should be prioritized for improvement. Vehicle hours of delay metrics are used to identify cost of congestion. For example, if a 30-minute work commute takes one hour, the additional 30-minutes spent in congestion was measured as a cost. Greater the cost of congestion, greater the need, greater the point allocation. Sum of daily average along corridor or project extent.<br><br>Evaluation Applicability — SHS, Complete Streets, and TSM&O.</td><td><table><tr><th>Range</th><th>Score</th></tr><tr><td>>10,310</td><td>1.00</td></tr><tr><td>>=4,975 and <=10,310</td><td>0.75</td></tr><tr><td>>=1,222 and <4,975</td><td>0.50</td></tr><tr><td>>=365 and <1,222</td><td>0.25</td></tr><tr><td><365 or null</td><td>0.00</td></tr></table>Units: Daily cost ($) of congestion</td></tr>
</table>

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

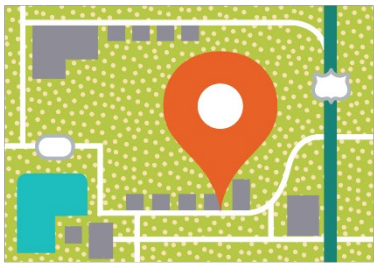
## Table B-8 | Local Jurisdiction Preference - Scoring Logic

| Criteria | Description | Scoring Thresholds |
|---|---|---|
| **Local Jurisdiction Preference**<br>Measure of a project's local significance as assessed by jurisdiction.<br>**Source-**<br>Local Governments / Maintaining Agencies. | **Method —** Rankings provided directly from local jurisdictions.<br>**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.<br>**Evaluation Applicability —** Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS. | ***Range*** / ***Score***<br>High Local Priority — 10.00<br>Medium Local Priority — 7.50<br>Low Local Priority — 5.00<br>No Local Preference — 0.00<br>**Units:** Local Priority |

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

# Data Model Development

The development of the GIS data model included combining multiple data sources and information, as specified throughout this document, into a singular base segmented roadway file that included the roads in the MetroPlan Orlando area. This roadway file served as the base for the creation and combination of all data and information used for the prioritization analysis.



A major aspect of the analysis performed along these roadways included conflation of the various data sources, a process to combine data sources which do not perfectly align. This conflation was achieved by using the roadway file as a base and then through various spatial and tabular processes appending the other data sets and information to the roadway network. The datasets then were compiled in a centralized file geodatabase (fGDB) and then processed as required for prioritization. A full list of data sources and model criteria were specified in Table B-3 through Table B-8.

The process of conflation allowed these various data sources to be combined through spatial analytics. In some cases, the roadway segments were provided a buffer area in which select data was collected, such as the percent of population within ½ mile of the corridor; or in other cases used to identify which roadway segments have been identified as evacuation routes. To calculate certain performance measures, these values were combined to assist in identifying roadways which have a large population within a ½ mile and limited pedestrian and transit facilities.

After completing the conflation of the various data sets, GIS models were used to deliver automated and adjustable scoring mechanisms. These GIS models programmatically evaluated each performance measure and deliver a score and value which corresponds to occurrence of the measure in relation to other roadway segments and the weight that performance measure has been given.

## Building the Prioritization Model

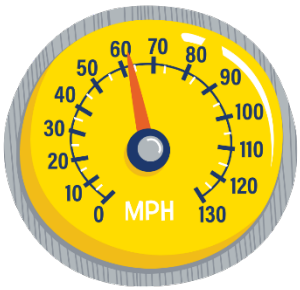
The data-driven project evaluation and scoring was conducted utilizing ModelBuilder tools within the Esri ArcGIS Desktop environment. ModelBuilder is a visual programming language for building geoprocessing workflows. Geoprocessing models automate and document spatial analysis and data management processes.

A series of models were developed to compute values and scores for the various performance indicators such as freight intensive areas, transit system headways, modal accessibility, travel time reliability, and assigning aggregate scores to each base roadway network segment. The model scripts are stored inside a toolbox with the FGDB containing the base roadway network along with all the other input datasets.

For each evaluation criteria, a model computes the respective value of each roadway segment and then computes the criteria score depending on the thresholds outlined in Table B-3 through Table B-8. Both the criteria value and score are appended to the roadway segment attribute table and feed into the aggregate scores for each goal area which are then used to compute the overall comprehensive score

## Executing the Prioritization Model

To conduct the prioritization, the model scripts were executed in sequence. By default, each model points to the MetroPlan Orlando base roadway network to serve as the input. Each model generates values and scores for a specific evaluation criteria at a roadway/project segment which are derived from criteria-specific input data.




Once all models have been executed, the prioritization is complete and values and scores for all performance indicators are created. The results are written in a tabular summary table listing values and scores for all performance indicators as well as aggregate scores by goal area along with the total composite score.

The final scoring process can be summarized as follows, and Table B-9 provides a summary scoring rubric:

1. Calculate the applicable evaluation criteria scores;
2. Normalize the applicable criteria scores within each goal area;
3. Apply the goal weighting to the normalized scores to get the weighted scores;
4. Sum the weighted scores to get the subtotal; and
5. Add the local preference score to the subtotal to get the total score.

Table B-9 | Sample Summary Scoring Rubric (Maximum Score)

| Goal | Goal Weight | Max. Possible Score | Weighted Score (Goal Weight x Criteria Score) |
|---|---|---|---|
| Safety | 35 % | 3 / 3 = 1 | 35 |
| Reliability | 20 % | 3 / 3 = 1 | 20 |
| Connectivity | 25 % | 3 / 3 = 1 | 25 |
| Community | 10 % | 3 / 3 = 1 | 10 |
| Prosperity | 10 % | 3 / 3 = 1 | 10 |
| Sub Total | 100 % | 15 / 15 | 100 |
| Local Preference | n/a | 10 | 10 |
| Total Score | 100 % | 110 points | 110 |

*Source: MetroPlan Orlando 2050 MTP Chapter 16*

# Prioritization Results

The results of the prioritization process are summarized in a geo-database containing all roadway segments with descriptions and prioritization scores/results by goal area. The results are visualized in an interactive map depicting segment scores by goal area as well as the composite score. Segment-level information and attributes can also be accessed using MetroPlan Orlando's 2050 MTP Online Needs Viewer, by either 1) selecting "Layers" and then the "Network Evaluation 2050 – Weighted" layer or 2) selecting a transportation need from the needs list or map: https://metroplan.maps.arcgis.com/apps/dashboards/3960d59b60b04bb799c5a257b553e773.

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