metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Prioritized Project List

Draft for Review
May 21, 2025

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) 2025/26 to 2029/30 and the currently adopted MTP is planned through 2045. 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 2030/31 to FY 2040/41.

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 Roadway and Complete Streets, Safety Emphasis, Transportation System Management and Operations (TSM&O), TSM&O Area-Wide, Automated/ Connected/ Electric/Share (ACES) Demonstrations, Pedestrian & Bicycle Infrastructure, Safe Routes to School, Critical Sidewalk Gaps, and Regional Transit projects.

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 of 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, 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 2025/26 – FY 2029/30 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.

Contents

Figures

Legal Information

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Abbreviations & Acronyms

Planning Terms

PPL Prioritized Project List

TIP Transportation Improvement Program

MTP Metropolitan Transportation Plan (our region's 2045 long range transportation plan)

UPWP Unified Planning Work Program (MetroPlan Orlando's annual operating budget)

TMA Transportation Management Area

LAP Local Agency Program (FDOT program for local agencies to administer federal/state funds)

SWB Critical Sidewalk Gap Bundles

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

PLN Planning / Feasibility Study

PD&E Project Development and Environmental Study

PE Preliminary Engineering (Design)

ROW Right-of-Way Acquisition

CST Construction

CEI Construction-Engineering Inspection

OPS Operations

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 2045 Metropolitan Transportation Plan, or the MTP, looks further out into the future. The PPL is the bridge between these two documents. 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 the more information about the above referenced plans, visit the MetroPlan Orlando webpages below:

2045 Metropolitan Transportation Plan (MTP) –
https://metroplanorlando.gov/2045

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

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

Progress on the Draft 2050 Metropolitan Transportation Plan (MTP) under development –
https://metroplanorlando.gov/2050

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:

1. Project Assessment and Comparative Analysis

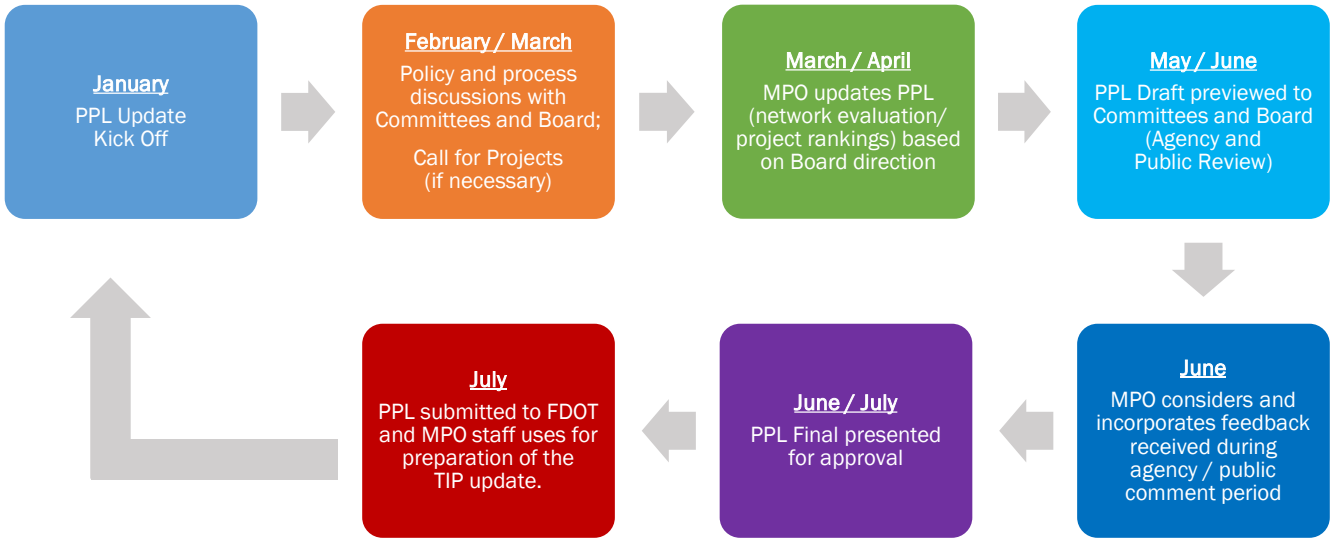
Utilizing the evaluation criteria documented in the Methodology section of this document, eligible candidate projects are evaluated. Rankings and associated project costs for all phases are also considered as part of the annual update of the Prioritized Project List. During this step, MetroPlan Orlando staff ensures consistency with the adopted Metropolitan Transportation Plan (MTP) Cost Feasible Plan.

2. Agency and Public Review of Preliminary Findings / Draft PPL

Following completion of project assessment and preparation 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 MPO Board, the data-informed and objective-driven findings yielded from the assessment phase provides 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. This methodology was developed for consistency with the MTP. The criteria suggested in this process are not static and it is acknowledged that emphasis areas stressed by the federal and state government or special preferences by local governments and the MPO Board will change over time. This may lead to the addition of new factors and the elimination of others; these aspects can and will be considered in future updates of 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 Targets. These long-range transportation system goals are shown in Figure 2.

Figure 2 | Goals & Objectives

Safety & Security

Provide a safe and secure transportation system for all users.

Reliability & Performance

Leverage innovative solutions to optimize system performance.

Access & Connectivity

Enhance communities and lives through improved access to opportunities.

Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas.

Investment & Economy

Support economic prosperity through strategic transportation investment.

Source: MetroPlan Orlando, 2045 MTP

Multiple Criteria Decision Analysis

By considering transportation industry evaluation best practices, local experience and professional judgment, the project prioritization process will use 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.

Evaluation Criteria

MetroPlan Orlando's regional goals and objectives blended with the planning factors set forth in the federal FAST (Fixing America's Surface Transportation) Act of 2015 and the IIJA (Infrastructure Investment and Jobs Act) of 2021 yielded 28 criteria, or scoring factors, consistent with MPO funding policies to serve as the basis for the comparative evaluation. In this way, projects will be 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.

Please note: this method is currently being updated as part of the 2050 MTP development process.

Figure 3 | Evaluation Criteria

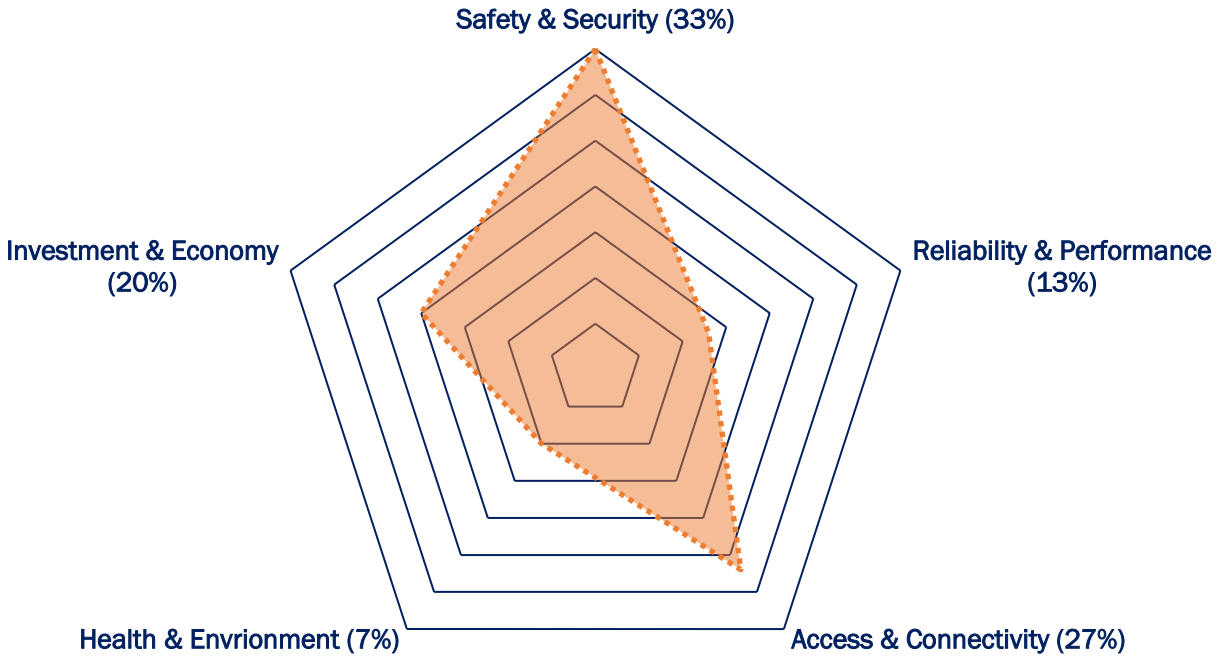
Goal Area	Evaluation Criteria
Safety & Security	Crash Rate
	Fatal & Serious Injury Crash Rates
	Number of Pedestrian & Bicycle Crashes
	Evacuation Route Designation
Reliability & Performance	Travel Time Reliability (Auto)
	Unreliability on Constrained Corridor
	Fiber Optic Presence
	Segment Actively Monitored/Managed
	Relative Change: Future Congested Speeds
Access & Connectivity	Transit System Headways
	Population: ½ Mile of Non-Transit Corridor
	Jobs: ½ Mile of Non-Transit Corridor
	Food & Healthcare Locations: ½ Mile of Corridor
	Cultural & Recreational Locations: ½ Mile of Corridor
	MTP Centrality Analysis Score (Critical Sidewalk Need)
Health & Environment	Bicycle Level of Traffic Stress
	Residential Density: ¼ Mile of Multimodal Facility
	Non-Residential Density: ¼ Mile of Multimodal Facility
	Public Health Indicator Rates
	Intensity & Proximity: Transportation Disadvantaged Populations
	Relative Change: Vehicle Miles Traveled (2020 vs. 2045)
Investment & Economy	Percentage of Commercial Vehicle Traffic
	Statewide Truck Bottlenecks
	Intensity & Proximity: Freight Intensive Land Uses
	Relative Change: Vehicle Hours Traveled
	Cost Burdened Households: ¼ Mile of Corridor
	Percentage of Visitor Traffic
	Cost of Congestion

Weighting

Criteria weighting can be used to represent the overall preference and significance of goal areas in relation to one another. Weighting is typically applied following additive scoring and normalization. In determining goal area weight distribution, MPO staff utilized multiple feedback methods including public surveys, advisory committee recommendations, and board direction. Public research findings showed little variation between the categories, as it was seen as all goals are important and transportation impacts all aspects of our lives. Advisory Committees advocated for increased emphasis on safety and accessibility; the MetroPlan Orlando Board agreed and directed staff to further emphasize vulnerable user safety in the project prioritization process.

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, Board Direction, February 2022 (Agenda Item: IX-B)

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.

Note: Criteria weighting is currently being updated as part of the 2050 MTP development process.

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.

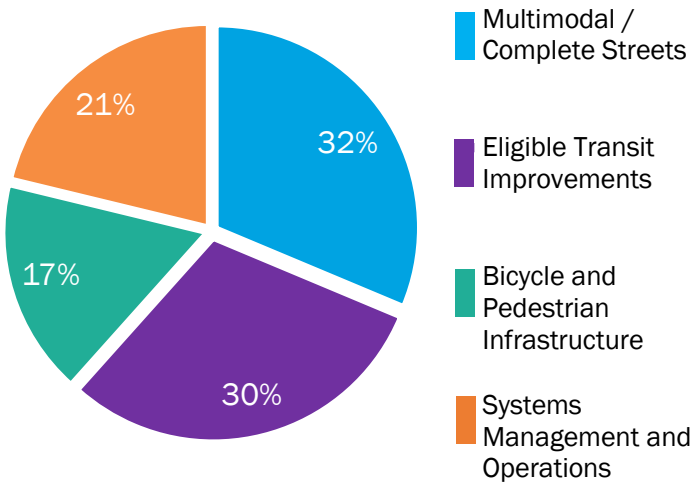
TMA Modal Allocation

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. This policy creates four modal categories to which TMA funding is allocated:

1. Multimodal / Complete Streets
2. Systems Management & Operations
3. Pedestrian and Bike Infrastructure
4. Transit Capital Improvements

The policy has been revisited regularly to allow for local input and investment direction. Effective FY 2020/21, funds are allocated to the established funding programs as shown in Figure 5.

Figure 5 | TMA Modal Allocation Policy



Note: Percentages 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 the premium transit projects.

2045 MTP-Identified Funding Programs Implemented in the PPL

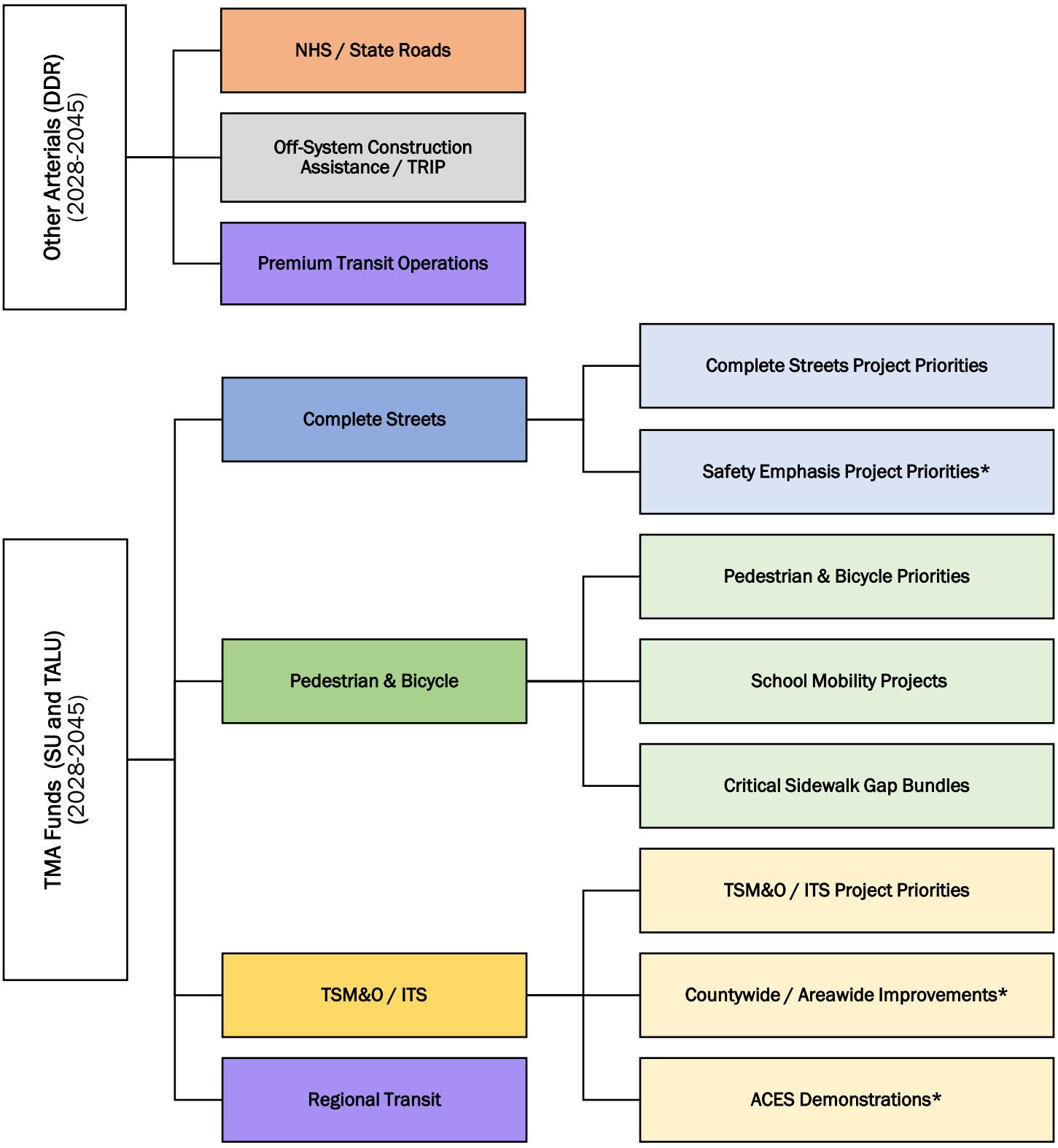
In response to public feedback and findings from the 2045 MTP, targeted funding programs and sub-allocations were identified and adopted as part of the Cost Feasible Plan. These programs are consistent with the state and federal funding guidelines and strategically invest funds in alignment with planning goals and regional needs.

Figure 6 illustrates the MTP-Identified funding programs and sub-allocations 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 Supplement A (Prioritized Project Lists) includes a section of fully funded projects. This approach ensures planning consistency and continuity in the event of an unanticipated project delay or deferral.

Figure 6 | 2045 MTP Funding Policies / Programs Implemented in PPL; 2028 - 2045



Source: MetroPlan Orlando, 2045 MTP Cost Feasible Plan.

* Priority list still under development with TSM&O / Technical Advisory Committees.

Interstate Highway System and Strategic Intermodal System

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, Complete Streets, TSM&O, 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, 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.

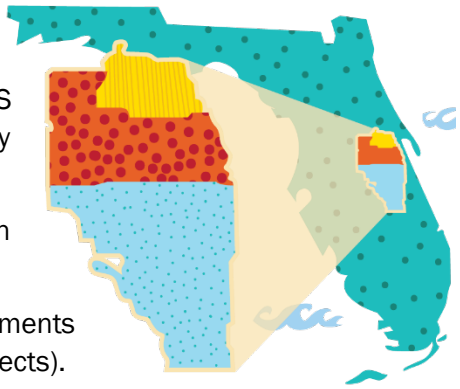
Where are these projects identified in the 2045 MTP? Cost Feasible Plan, Table 6.

What are the top Interstate Highway System / SIS priorities?

- I-4 – (W of CR 532 to E of CR 522/Osceola Pkwy) – Moving Florida Forward Interchange Improvements, Managed / Express Lanes
- SR 60 (Prairie Lake Rd to SR 91 / Florida's Turnpike) – Widen from 2 to 4 Lanes
- I-4 – New Truck Parking Rest Area, Orange County Location
- I-4 (W of SR 528/Beachline Expy to SR 435/Kirkman Rd) – Interchange Improvements, Managed / Express Lanes
- I-4 (SR 434 to Seminole/Volusia County Line) – Interchange and Bridge Improvements, Widening Lanes
- I-4 (Seminole/Volusia Co. Line to SR 472) – Interchange Improvements, Widening Lanes

See detailed Priority List in Supplement A for additional information on state and federally funded projects on the Interstate Highway and Strategic Intermodal Systems as well as National Highway Freight Program priorities.

State Highway System



This list encompasses projects of all types on the State Highway System. This includes capacity improvements, complete streets, safety, operations, and ITS investments. 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, Complete Streets, 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 (DDR). 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 2045 MTP? Cost Feasible Plan, Table 9.

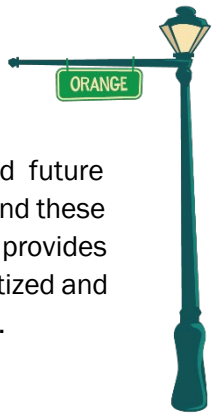
What are the top State Highway System priorities?

- SR 434 Roundabouts (W of Jetta Pt to Artesia St) – Multiple Roundabouts
- SR 535 / S. Apopka-Vineland Rd (US 192 to SR 536/World Center Dr) – Widen to 6 lanes
- US 17/92 (Polk/Osceola County Line to Poinciana Blvd) – Widen to 4 lanes
- US 17/92 (Ivy Mist Ln to Ave A) – Add Lanes and Reconstruct
- SR 434 (Franklin St to SR 417) – Complete Streets with Shared Use Path
- US 17/92 / John Young Pkwy (Pleasant Hill Rd to Portage St) – Widen to 6 lanes with Urban Interchange
- US 17/92 / Orlando Ave (Nottingham St to Monroe St) – Construct Medians and Improve Bike/Ped. Safety
- SR 535 / Apopka-Vineland Rd (SR 536 to I-4) – Construct Medians / Improve Bike/Pedestrian Facilities
- US 17/92 (South of W 27TH St to W 25TH St) – Complete Streets

Note: Projects fully funded in the TIP are not included in the above list, although remain top priorities. As such, projects fully funded in the TIP are shown in the congruency lists throughout this document for planning consistency.

See detailed Priority List in Supplement A for additional information on state and federally funded projects on the State Highway System.

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



The program acknowledges the need for additional capacity and multimodal improvements 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 and programmed by MetroPlan Orlando and implemented by 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 below and/or any off-state system transportation improvement sponsored by a local government partner with TMA funding (SU/ACSU) programmed in the Transportation Improvement Program (TIP) or tentative work program. 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 more below)
- Identified in a local capital improvement plan or capital improvement element of a comprehensive plan
- In compliance with the adopted MetroPlan Orlando 2045 Metropolitan Transportation Plan
- Consistent with design and other requirements laid out in the Strategic Intermodal System Plan

Which projects are regionally significant? 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.

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.

Where is funding identified for these projects in the 2045 MTP? Technical Series #5: Financial Resources, Table 5.6 (TRIP) and Cost Feasible Plan.

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.

See detailed Priority List in Supplement A for additional information on the construction assistance projects.

Complete Streets & Context-Sensitive Improvements

The Complete Streets project list includes projects off the state road system that are functionally classified. The projects in this list include non-capacity multimodal context-sensitive projects – in other words, a combination of bicycle & pedestrian, transit, and intersection improvements that improve safety and efficiency on roads 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? Complete Streets and other context-sensitive improvements (non-capacity multimodal projects that use a combination of bicycle & pedestrian, transit, and intersection improvements to improve safety and efficiency 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 PD&E, Design, 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.

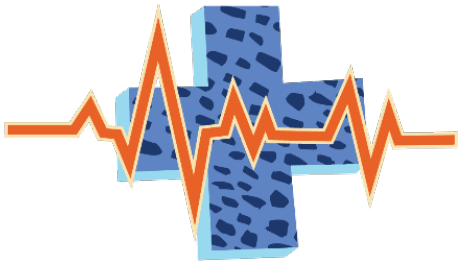
Where are these projects identified in the 2045 MTP? Cost Feasible Plan, Table 12.

What are the top TMA-funded Complete Streets priorities submitted for funding?

- Construction of North St, Ph. 2 (Palm Springs Dr to CR 427/Ronald Reagan Blvd) – Complete Streets
- Construction of Edgewater Dr, Seg. B (Lakeview St to Shady Lane Dr) – Complete Streets
- Construction of Edgewater Dr, Seg. C (Shady Lane Dr to Bryn Mawr St) – Complete Streets
- Design for Winter Park Dr, Ph. 2 (Seminola Blvd to SR 434) – Complete Streets / Safety Improvements
- Design for Winter Park Dr, Ph. 3 (Red Bug Lake Rd to Cannon Way) – Complete Streets / Safety Improvements
- Design for Goldsboro Community Gateway Project (SR 46 to Persimmon Ave) – New 2-Lane Complete Street
- Construction for North Central Ave, Ph. 1 (Dankin Ave to US 192/Vine St) – Complete Streets

See detailed Priority List in Supplement A for additional information on TMA funded Multimodal System Roadway & Complete Streets projects.

Safety Emphasis Projects



MetroPlan Orlando is committed to providing a safe and secure transportation system for all users. To provide targeted funding, the 2045 MTP established a new funding program to address regional safety issues off the state highway system. This list will include projects in areas with known safety issues and projects must show evidence of safety improvement/crash reduction potential. These projects will be prioritized and programmed by MetroPlan Orlando and implemented by local agencies; in coordination with FDOT.

As noted in Figure 6, ***this list of priority safety emphasis projects is under development***.

In early 2023, MetroPlan Orlando was awarded $3.79 Million as part of the Safe Streets and Roads for All (SS4A) grant program. This planning grant was used to create individual Vision Zero Action Plans for the region and each of the participating partner counties and municipalities. The Vision Zero Action Plans identify safety emphasis projects, which will be used as the Safety Needs Assessment for the 2050 MTP. This list of priority safety emphasis projects will be populated based on criteria laid out in the 2050 MTP.

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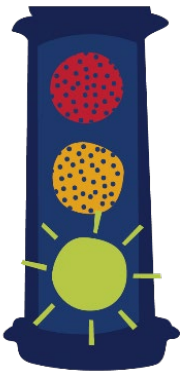
TSM&O Corridor and Intersection Projects



A list of Transportation Systems Management & Operations (TSM&O) projects is also included in the PPL. These are projects that use innovative strategies or leverage existing technology deployments to improve travel time reliability on existing roadways without adding capacity and utilize such methods as adding turn lanes at intersections, computerized traffic signal systems, integrated corridor management, traveler information, etc. The TSM&O category includes projects pertaining to 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. The TSM&O Master Plan was completed in 2024, and that study will serve as the TSMO Needs Assessment for the 2050 MTP. This list will be populated by projects from the 2050 MTP at that time.

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. Per TSM&O Advisory Committee guidance, the maximum federal/state funding per project is $5 million (all phases); local agency to fund costs greater than $5 million.

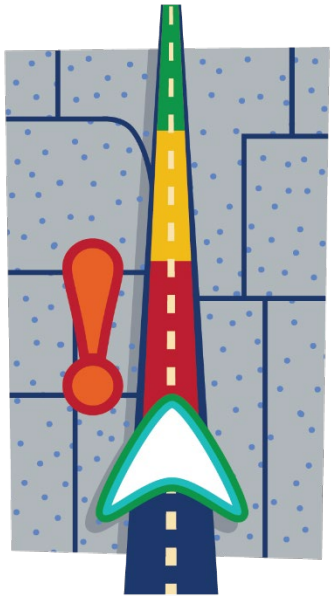
Where are these projects identified in the 2045 MTP? Cost Feasible Plan, Table 11.

What are the top TMA-funded TSM&O + ITS priorities submitted for funding?

- Construction for Lawrence Silas Blvd / Neptune Rd Bundle (ID# B46) – ITS / Technology Improvements
- Construction for Garland Ave Bundle (ID # B27) – Operational / Safety Improvements
- Construction for Hughey Ave Bundle (ID # B26) – Operational / Safety Improvements
- Construction for W South St / W Anderson St Bundle (ID # B25) – ITS / Technology Improvements
- Construction for Livingston St Bundle (ID # B22) – ITS / Technology Improvements
- Design for Lakeview Ave / Story Rd Bundle (ID # B30) – ITS / Technology Improvements
- Construction for Carrier Dr / Mandarin Dr Bundle (ID # B33) – ITS / Technology Improvements

See detailed Priority List in Supplement A for additional information on TMA funded Multimodal TSM&O/ITS projects.

ITS Area Wide Projects



The intent of this program is to fund bundles of Intelligent Transportation Systems (ITS) projects or technology upgrades that are located throughout a city/county and/or across multiple corridors or intersections. The individual projects use innovative strategies or leverage existing technology deployments to improve safety and reliability on existing roadways, facilitate data-sharing or implement smart/technology upgrades over a prescribed area. The ITS category of projects includes incident management, transportation demand management, and other related activities.

As noted in Figure 6, ***this list of areawide ITS projects is under development.***

This process is guided by MetroPlan Orlando's TSM&O Advisory Committee. A Working Group of this committee oversaw the development of the TSM&O Master Plan. The TSM&O Master Plan project recommendations will be incorporated into the 2050 MTP. At that time, the guidelines and eligibility requirements within the PPL below will be updated accordingly.

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

What projects are eligible? Non-capacity projects designed to improve safety and travel time reliability and enhance "future readiness" using innovations of technology.

How may funds be used? Funds can be used for Design and Implementation/Construction/CEI.

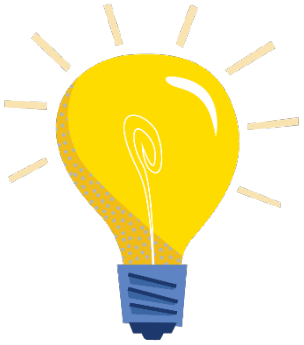
What type of funding supports this program? Federal TMA Funds (SU / TALU).

What are the terms? Funding is provided through a competitive process. Local agencies must show commitment to complying with FDOT's project readiness process and must be prepared to receive funding as scheduled.

Are there additional requirements? Project must demonstrate community support and environmental review must be completed/acceptable. The specific locations (and project scope, as applicable) for project implementation must be listed and a map or GIS shapefile must also be provided.

Where is funding identified for these projects in the 2045 MTP? Cost Feasible Plan, Table 11.

ACES Demonstration Projects



The intent of this program is to fund projects that will test various technologies and broaden the regional knowledge base around automated, connected, electric, and shared (ACES) vehicles, as identified in MetroPlan Orlando's 2020 CAV Readiness Study. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.

As noted in Figure 6, ***this list of ACES demonstration projects is still under development***.

This process is guided by MetroPlan Orlando's TSM&O Advisory Committee. Preliminary priority list guidelines and eligibility requirements, described below, were developed by a Working Group of the Advisory Committee. This committee oversaw the development of the TSM&O Master Plan, which was completed in 2024. The TSM&O Master Plan project recommendations will be incorporated into the 2050 MTP. At that time, the guidelines and eligibility requirements within the PPL below will be updated accordingly.

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

What projects are eligible? Automated, connected, electric or shared vehicle pilot and demonstration projects that are consistent with the Florida Department of Transportation (FDOT) ACES plan or address a regional need/issue.

How may funds be used? Funds can be used for Design and Implementation/Construction/CEI.

What type of funding supports this program? Federal TMA Funds (SU and TALU) and Local Funding.

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 or include a community outreach component to educate members of the traveling public and enhance awareness of these emerging technologies. Project sponsors of selected/funded projects are required to present/share lessons learned to the TSM&O Advisory Committee following project implementation.

Where is funding identified for these projects in the 2045 MTP? Cost Feasible Plan, Table 11.

Pedestrian & Bicycle Infrastructure Projects

The list of Pedestrian and Bicycle cost feasible projects and programs include: local and regional trail projects that can be used by cyclists and pedestrians for recreational and/or commuting, on-street bicycle lanes, critical sidewalk improvements (particularly for safety purposes around public schools and transit routes), 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 2050 Regional Active Transportation Plan will serve as a bicycle and pedestrian needs assessment for the 2050 MTP.

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? 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 2045 MTP? Cost Feasible Plan, Table 13.

What are the top TMA-funded Pedestrian and Bicycle Infrastructure priorities submitted for funding?

- Construction for Little Econ Trail, Ph. 3 (Baldwin Park St to Richard Crotty Pkwy) – Trail Bridge
- Construction for West Orange Trail, Ph. 4A (along Rock Springs Rd form W Lester Rd to Kelly Park/Rock Springs) – Shared Use Path
- Design for West Orange Trail, Ph. 4B (along Welch Rd from Rock Springs Rd to Wekiva Springs State Park Entrance) – Shared Use Path
- Design for West Orange Trail, Ph. 4C (along Ponkan Rd from Jason Dwelley Pkwy to Rock Springs Rd) – Shared Use Path
- Design for Church Trail (S Lakemont Ave to Cady Way Trail) – Shared Use Path
- Orlando Urban Trail Connector (South St to Gore St) – Shared Use Path

See detailed Priority List in Supplement A for additional information on TMA funded Pedestrian and Bicycle Infrastructure projects and projects eligible for the SunTrail program.

School Mobility / Safe Routes to School

The School Mobility and Safe Routes to School program was identified in the 2045 MTP to address projects off the state highway system that promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. The program's initiatives improve safety and levels of physical activity for students. 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? Projects that do not receive funding from 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.

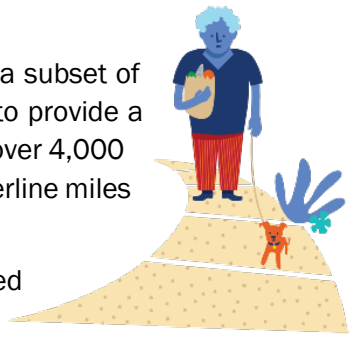
Where is funding identified for these projects in the 2045 MTP? Cost Feasible Plan, Table 13.

What are the top School Mobility / Safe Routes to School priorities?

- Hickory Tree Elementary School, Ph. 3 (Jan Lan Blvd from Englewood Ct S to Hickory Tree Rd)
- Hickory Tree Elementary School, Ph. 4 (Jan Lan Blvd from Englewood Ct N to Old Hickory Tree Rd)
- Neptune Middle School (Ames Haven Rd / Delmar Ave / Patricia St / Florence Dr)

See detailed Priority List in Supplement A for additional information on TMA funded School Mobility / Safe Routes to School projects.

Critical Sidewalk Gaps (Bundles)



MetroPlan Orlando's Bicycle and Pedestrian assessment identified sidewalk gaps and a subset of "critical" gaps. The Critical Sidewalk Gaps program was established in the 2045 MTP to provide a mechanism to advance "critical" gaps off the state highway system. There are currently over 4,000 centerline miles of roadway in the region without sidewalk facilities and over 1,500 centerline miles of roadway with sidewalk facilities on only one side of the roadway.

A study was performed to identify critical gaps, which were then bundled/packaged following FHWA best practices to streamline project programming and implementation. After soliciting input from the Vulnerable Users Working Group, a scoring and weighting formula was created to prioritize the critical gap bundles for programming. This formula was applied by the Technical Advisory Committee (TAC) to create a prioritized list, which is included in Supplement A. This formula is included in Supplement B. These projects are implemented by local agencies, in coordination with FDOT.

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

What projects are eligible? Identified critical sidewalk gap projects within the Federal Aid Network. Projects which include local sidewalk gap segments outside of the Federal Aid Network, which are ineligible for federal funding, are denoted by ** in the detailed Priority List in Supplement A.

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? 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 is funding identified for these projects in the 2045 MTP? Cost Feasible Plan, Table 13.

What are the top TMA-funded Critical Sidewalk Gap Bundle priorities?

- Design for Sidewalk Bundle #4/8/9/11 (Garland Ave / Kaley Ave / Shader Rd / John Young Pkwy / Marcy Dr)
- Design for Sidewalk Bundle #6/12/14/15/16 (Osceola County)
- Design for Sidewalk Bundle #7 (Sheeler Ave / Alabama Ave / Apopka Blvd / SR 436)
- Design for Sidewalk Bundle #10 (Southwest Rd / Country Club Rd / Persimmon Ave / SR 46 / US 17/92/ French Ave)
- Design for Sidewalk Bundle #13 (Douglas Ave / Lake of the Woods Blvd / Spring Lake Rd / O'Brien Rd)
- Design for Sidewalk Bundle #17 (US 441/Orange Blossom Trl / Apopka Blvd / Line Dr)
- Design for Sidewalk Bundle #18 (Silver Star Rd / Rio Grande Ave / Shader Rd / Gen. Rees Ave)

See detailed Priority List in Supplement A for additional information on TMA funded Critical Sidewalk Gap projects.

Regional Transit Projects

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 the fixed-route bus service operated by LYNX, the local transit provider. Fixed-route bus service is not considered to be premium transit.

The transit projects in the PPL are split into five categories and ranked separately based on the types of the projects and the status of the planning/feasibility studies for the projects. The five transit project categories include:

Category A – Projects identified as premium transit with construction funded in the 2045 MTP including completed transit planning/feasibility studies. Transit Concept and Alternatives Review (TCAR) are studies included in this section with the aim of advancing transit projects that qualify. Category A projects are eligible for DDR operating funds consistent with the MetroPlan Orlando Board resolution #15-08.

Category B – Projects requiring or have completed planning/feasibility studies. These projects are eligible for DDR operating funds once construction is fully funded.

Category C – This category includes enhancements to LYNX's fixed route bus system. These projects are eligible for DDR funds except for operations and maintenance costs.

Category D – This category encompasses ongoing federal formula transit projects including Transit Asset Management projects. Thirty percent of SU funds are allocated to projects in this category. These projects are eligible for DDR Funds except for operations and maintenance costs.

Category E – This category includes local initiatives and service development projects for local jurisdictions to explore transportation alternatives that best serve the region. These projects may include CAV shuttles, circulators, trolleys, and other service expansion projects.

Note: Estimated costs of remaining phases identified in the transit priority list do not include operational funds.

See detailed Priority List in Supplement A for additional information on regional transit projects.

Supplement A -
Prioritized Project Lists

The Prioritized Project List is 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 + Strategic Intermodal System + National Highway Freight Network

This program identifies Interstate Highway System (IHS) and Strategic Intermodal System (SIS) projects with unfunded phases identified in the FY 2025/26 – FY 2029/30 TIP. List also includes National Highway Freight Network regional priorities.

State Highway System / State Road Projects

This list of multimodal projects includes roadway widening, Complete Streets, TSM&O, pedestrian and bicycle, and safety improvements on the State Highway System.

Transportation Regional Incentive 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.

Complete Streets

MetroPlan Orlando's TMA funding policy allocates 32% of Urbanized Area funds to Off-State Highway System Complete Streets, context-sensitive, and safety improvements.

Safety Emphasis

TMA funds are allocated to addressing regional safety issues off the State Highway System. Eligible agencies must complete concept development and prepare a design scope. Projects will be evaluated by the Vulnerable User Safety Working Group.

Transportation System Management & Operations & ITS (Intersections and Corridors)

MetroPlan Orlando's TMA policy allocates 21% of Urbanized Area funds to Transportation Systems Management & Operations, safety, and technology improvements off the state highway system.

ITS Area Wide Improvements

Projects may include multiple locations and expenses such as detection equipment, signal cabinets, CAV technology, and other eligible equipment as identified and prioritized by the TSM&O Advisory Committee.

ACES Demonstration

TMA funds are allocated to the demonstration of Automated, Connected, Electric, and Shared (ACES) vehicle technologies on the Federal Aid System as identified and prioritized by the TSM&O Advisory Committee.

Regional Trails / Shared Use Paths

MetroPlan Orlando's TMA policy allocates 17% of Urbanized Area funds to off-State Highway System Bicycle and Pedestrian improvements including safety projects, paved trails and shared use paths.

School Mobility / Safe Routes to School

TMA funds are also allocated to address School Mobility (Safe Routes to Schools) projects that do not receive funding from the Florida Department of Transportation's Safe Routes to Schools (SRTS) program.

Critical Sidewalk Gaps (Bundles)

TMA funds are allocated to addressing critical sidewalk improvements, particularly for purposes of improving safety around public schools and near transit activity centers as identified and evaluated by the Vulnerable User Safety Working Group.

Regional Transit

MetroPlan Orlando's TMA policy allocates 30% 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.

DRAFT - Interstate Highway System + Strategic Intermodal System + National Highway Freight Network Projects

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
103	1	I-4	W of CR 532	E of CR 522 / Osceola Pkwy	7.88	Moving Florida Forward Interchange Improvements, Managed / Express Lanes	CST	$ 414.90							Osceola Co.
2255 / EC775	2	SR 60	Prairie Lake Rd	SR 91 / Florida's Tpke	19.30	PD&E/EMO Study	PE	$ 31.02				✔	✔	$ 175.80	Osceola Co.
107	3	I-4	Orange County Site	-	-	New Truck Parking Rest Area	ROW	$ 2.50					✔	$ 7.50	Orange Co.
102	4	I-4	W of SR 528 / Beachline Expy	SR 435 / Kirkman Rd	3.66	Interchange Improvements, Managed / Express Lanes	CST	$ 126.33							Orlando / Orange Co.
105	5	I-4	SR 434	Seminole / Volusia CL	8.90	Interchange and Bridge Improvements, Widening Lanes	CST	$ 943.14							Seminole Co.
108	6	I-4	Seminole / Volusia CL	SR 472	10.10	Interchange Improvements, Widening Lanes	CST	$ 1,000.13							Volusia Co.

DRAFT - TIP Congruency Projects - IHS + SIS + NHFN

Interstate Highway System (IHS), State Intermodal System (SIS), and National Highway Freight Network (NHFN) Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP). These projects are listed here for planning consistency with the TIP.

*Projects marked with an asterisk(*) are cataloged in the 2045 MTP Technical Series 12, page 12-6, Existing and Committed projects.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
446445-5	107	I-4	Osceola County Site	-	-	New Truck Parking Rest Area	TIP	TIP	Osceola Co.
446445-1	EC238	I-4	Seminole County Site	-	-	New Truck Parking Rest Area	TIP	TIP	Seminole Co.
444315-1	EC229	I-4	W of SR 528 / Beachline Expy	SR 435 / Kirkman Rd	4.778	Interchange Conversion to Diverging Diamond Interchange	TIP	TIP	Orange Co.
432193-5	EC233	Hicks Ave Extension	-	-	1.000	Roundabout	TIP	TIP	Orlando
242592-6	EC236	I-4	Rinehart Rd S of CR46A	Rinehart Rd N of CR46A	0.928	Traffic Operations Improvement	TIP	TIP	Sanford / Seminole Co.
242592-8	EC237	US 17/92 / French Ave	Central Florida Zoo	I-4 Westbound Ramps	0.497	Interchange Improvement	TIP	TIP	Seminole Co.
444315-3	EC234	I-4	W of SR 536 / World Center Dr	W of SR 528 / Beachline Expwy	5.502	Add Managed Lanes	TIP	TIP	Orange Co. / CFTOD
242484-2	TS #12 Pg. 12-6 (E+C)*	I-4	SR 408 / East-West Expy	-	0.700	Interchange Improvements	TIP	TIP	Orlando / Orange Co.
242484-3	101	I-4	S of SR 435 / Kirkman Rd	S of US 441 / Orange Blossom Trl	5.246	Add Lanes & Reconstruct	TIP	TIP	Orange Co.
242484-5	101	I-4	S of Ivanhoe Blvd	N of Kennedy Blvd	4.877	Add Lanes & Reconstruct	TIP	TIP	Orange Co.
242484-6	101 / 105	I-4	N of Kennedy Blvd	Seminole Co. Line	1.231	Add Lanes & Reconstruct	TIP	TIP	Orange Co.
242592-1	EC712	I-4	Orange Co. Line	Volusia Co. Line	14.135	PD&E Study	TIP	TIP	Seminole Co.
242592-2	EC713	I-4	Orange Co. Line	E of Central Pkwy	2.537	Add Lanes & Reconstruct	TIP	TIP	Seminole Co.
242592-3	EC714	I-4	E of Central Pkwy	E of SR 434	2.533	Add Lanes & Reconstruct	TIP	TIP	Seminole Co.
242592-5	EC715	I-4	Beyond the Ultimate Interim Segments	-	-	Miscellaneous Construction	TIP	TIP	Seminole Co.
242484-4	101	I-4	S of US 441 / Orange Blossom Trl	S of Ivanhoe Blvd	4.070	Add Lanes & Reconstruct	TIP	TIP	Orlando / Orange Co.

DRAFT - TIP Congruency Projects - IHS + SIS + NHFN - Continued

Interstate Highway System (IHS), State Intermodal System (SIS), and National Highway Freight Network (NHFN) Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP). These projects are listed here for planning consistency with the TIP.
*Projects marked with an asterisk(*) are cataloged in the 2045 MTP Technical Series 12, page 12-6, Existing and Committed projects.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
441113-1	EC4	I-4	Daryl Carter Pkwy	-	1.780	New Interchange	TIP	TIP	Orange Co.
455940-1	TS #12 Pg. 12-6 (E+C)*	I-4	Seminole Co. Rest Area	-	-	Parking Lot Resurfacing	TIP	TIP	Seminole Co.
446581-4	1055	Poinciana Connector	-	-	-	New Road Construction	TIP	TIP	Osceola Co.
446581-6	1055	Poinciana Connector	Ramps to I-4 East	-	-	Interchange Improvements	TIP	TIP	Osceola Co.
453159-3	TS #12 Pg. 12-6 (E+C)*	I-4	W of SR 536 / World Center Dr	W of SR 435 / Kirkman Rd	8.521	Add Managed Lanes	TIP	TIP	Orange Co.
242484-3	101	I-4	SR 435 / Kirkman Rd	E of SR 434	20.580	I-4 Ultimate	TIP	TIP	Seminole Co. / Orange Co.

DRAFT - State Highway System / State Road Projects

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
EC478	1	SR 434 Roundabouts	W of Jetta Pt	Artesia St	2.06	Roundabouts	ROW	$ 33.43					✔	$ 13.15	Oviedo / Seminole Co.
2252	2	SR 535 / S. Apopka-Vineland Rd	US 192	SR 536 / World Center Dr	2.04	Widen from 4 to 6 lanes	PE	$ 3.77				✔	✔	$ 31.37	Orange Co. / Osceola Co.
2207	3	US 17/92	Polk / Osceola CL	Poinciana Blvd	4.53	Widen from 2 to 4 lanes	ROW	$ 22.58				✔	✔	$ 63.98	Osceola Co.
EC402	4	US 17/92	Ivy Mist Ln	Ave A	5.24	Add Lanes and Reconstruct	CST	$ 40.78							Osceola Co.
2251	5	SR 434	Franklin St	SR 417	2.30	Complete Streets w/Shared Use Path	CST	$ 16.67							Oviedo / Winter Springs / Seminole Co.
2250	6	US 17/92 / John Young Pkwy	Pleasant Hill Rd	Portage St	2.37	Widen from 4 to 6 lanes w/Urban Interchange	CST	$ 54.62							Kissimmee / Osceola Co.
2006	7	US 17/92 / Orlando Ave	Nottingham St	Monroe St	1.93	Construct Medians / Improve Bike/Ped	CST	$ 18.20							Winter Park / Orange Co.
2253	8	SR 535 / Apopka-Vineland Rd	SR 536 / World Center Dr	I-4	1.42	Complete Streets / Safety / Ops	CST	$ 4.94							Orange Co.
2142	9	US 17/92	S of W 27th St	W 25th St	0.77	Complete Streets	PE	$ 1.21				✔	✔	$ 7.66	Sanford / Seminole Co.
2200, 2201, 2203, 2204, 2205	10	SR 551 / Goldenrod Rd	Beatty Dr	University Blvd	7.95	Widen from 4 to 6 lanes	PD&E	$ 6.71			✔	✔	✔	$ 149.85	Orange Co.
2200	10A	SR 551 / Goldenrod Rd	SR 408	SR 50 / Colonial Dr	1.86	Widen from 4 to 6 lanes	PD&E	$ 1.51			✔	✔	✔	$ 33.14	Orange Co.
2204	10B	SR 551 / Goldenrod Rd	Beatty Dr	Pershing Ave	1.03	Widen from 4 to 6 lanes	PD&E	$ 0.83			✔	✔	✔	$ 18.30	Orange Co.
2203	10C	SR 551 / Goldenrod Rd	SR 552 / Curry Ford Rd	SR 408	1.84	Widen from 4 to 6 lanes	PD&E	$ 1.75			✔	✔	✔	$ 41.30	Orange Co.
2205	10D	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	1.21	Widen from 4 to 6 lanes	PD&E	$ 0.98			✔	✔	✔	$ 21.49	Orange Co.
2201	10E	SR 551 / Goldenrod Rd	SR 50 / Colonial Dr	University Blvd	2.00	Widen from 4 to 6 lanes	PD&E	$ 1.63			✔	✔	✔	$ 35.62	Orange Co.
2148	11	US 17/92 / French Ave	SR 417	SR 46 / 1st St	2.89	Complete Streets	PE	$ 4.58				✔	✔	$ 28.85	Sanford / Seminole Co.
2164	12	US 441 / Orange Blossom Trl	SR 451	Errol Pkwy	0.59	Complete Streets / Safety / Ops	PD&E	$ 0.39			✔	✔	✔	$ 8.59	Apopka / Orange Co.

DRAFT - State Highway System / State Road Projects - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
2036	13	US 441 / Orange Blossom Trl	From WB SR 436	Alabama Ave	0.19	Complete Streets / Safety / Ops	PD&E	$ 0.12			✔	✔	✔	$ 3.35	Apopka / Orange Co.
2058	14	US 441 / Orange Blossom Trl	Alabama Ave	S Park Ave	0.46	Complete Streets / Safety / Ops	PD&E	$ 0.31			✔	✔	✔	$ 8.29	Apopka / Orange Co.
2152	15	US 441 / N Main St	US 192 / Vine St	Osceola Pkwy	2.26	Complete Streets	PD&E	$ 1.19			✔	✔	✔	$ 39.49	Kissimmee / Osceola Co.
2155	16	SR 438 / Silver Star Rd	SR 429 / Western Beltway	Bluford Ave	0.87	Complete Streets	PD&E	$ 0.46			✔	✔	✔	$ 10.57	Ocoee / Orange Co.
2192	17	SR 426 / Aloma Ave	SR 436 / Semoran Blvd	SR 551 / Palmetto Ave	1.19	Complete Streets / Safety / Ops	PD&E	$ 0.78			✔	✔	✔	$ 17.15	Orange Co.
2184	18	SR 15 / Hoffner Ave	SR 436 / Semoran Blvd	SR 15 / Conway Rd	1.25	Complete Streets / Safety / Ops	PD&E	$ 0.83			✔	✔	✔	$ 22.40	Orange Co.
2120	19	US 192 / Vine St	Hoagland Blvd	John Young Pkwy	1.76	Safety Improvements	PE	$ 1.03				✔	✔	$ 7.03	Kissimmee / Osceola Co.
2062	20	SR 50 / Colonial Dr	Dean Rd	Rouse Rd	1.28	Operational / Safety	PE	$ 1.21				✔	✔	$ 7.61	Orange Co.
2047	21	US 17/92 / Orlando Ave	SR 426 / Fairbanks Ave	SR 423 / Lee Rd	0.88	Complete Streets / Safety / Ops	PD&E	$ 0.58			✔	✔	✔	$ 12.77	Winter Park / Orange Co.
2185	22	SR 552 / Curry Ford Rd	SR 15 / Conway Rd	SR 436 / Semoran Blvd	1.26	Complete Streets / Safety / Ops	PD&E	$ 0.83			✔	✔	✔	$ 18.24	Orlando / Orange Co.
2118	23	US 17/92 / John Young Pkwy	Palmetto Ave	US 17/92	1.46	Operational / Safety (Freight Bottleneck)	PE	$ 0.87				✔	✔	$ 5.47	Kissimmee / Osceola Co.
2195	24	SR 527 / Orange Ave	Holden Ave	Michigan St	1.26	Complete Streets / Safety / Ops	PD&E	$ 0.83			✔	✔	✔	$ 18.25	Orlando / Edgewood / Orange Co.
2115	25	SR 527 / Orange Ave	South St	SR 50 / Colonial Dr	1.02	Safety Improvements	PE	$ 0.50				✔	✔	$ 2.85	Orlando / Orange Co.
2167	26	SR 426 / Aloma Ave	Lakemont Ave	Mayflower Ct	0.51	Complete Streets / Safety / Ops	PD&E	$ 0.34			✔	✔	✔	$ 6.73	Winter Park / Orange Co.
2198	27	SR 426 / Aloma Ave	Mayflower Ct	SR 436 / Semoran Blvd	0.78	Complete Streets / Safety / Ops	PD&E	$ 0.51			✔	✔	✔	$ 10.24	Orange Co.
2188	28	SR 527 / Orange Ave	SR 426 / Fairbanks Ave	Park Ave	0.33	Complete Streets / Safety / Ops	PD&E	$ 0.22			✔	✔	✔	$ 4.77	Winter Park / Orange Co.
2165	29	SR 50 / Colonial Dr	Summerlin Ave	Bumby Ave	1.01	Complete Streets / Safety / Ops	PD&E	$ 0.67			✔	✔	✔	$ 14.59	Orlando / Orange Co.
2055	30	SR 435 / Kirkman Rd	Conroy Rd	Raleigh St	2.35	Operational / Safety	PE	$ 2.21				✔	✔	$ 13.93	Orlando / Orange Co.

DRAFT - State Highway System / State Road Projects - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
2181	31	US 17/92/441 / Orange Blossom Trl	I-4	Washington St	2.30	Complete Streets	PD&E	$ 1.21			✔	✔	✔	$ 27.83	Orlando / Orange Co.
2132	32	SR 438 / Silver Star Rd	Pine Hills Rd	Hiawassee Rd	1.49	Operational / Safety	PE	$ 1.07				✔	✔	$ 6.04	Orange Co.
2189	33	US 17/92 / Mills Ave	Virginia Dr	SR 438 / Princeton St	0.43	Complete Streets / Safety / Ops	PD&E	$ 0.28			✔	✔	✔	$ 5.69	Orlando / Orange Co.
2168	34	SR 50 / Colonial Dr	SR 527 / Orange Ave	Summerlin Ave	0.64	Complete Streets	PD&E	$ 0.34			✔	✔	✔	$ 7.42	Orlando / Orange Co.
2033	35	SR 434	Wekiva Springs Rd	I-4	0.97	Operational / Safety	ROW	$ 1.82					✔	$ 3.92	Seminole Co.
2178	36	US 17/92/441 / Orange Blossom Trl	SR 526 / Washington St	SR 50 / Colonial Dr	0.66	Complete Streets	PD&E	$ 0.35			✔	✔	✔	$ 7.58	Orlando / Orange Co.
2194	37	SR 15 / Hoffner Ave	SR 551 / Goldenrod Rd	SR 436 / Semoran Blvd	1.39	Complete Streets	PD&E	$ 0.73			✔	✔	✔	$ 19.87	Orlando / Orange Co.
2022	38	US 441 / Orange Blossom Trl	at Plymouth Sorrento Rd	-	0.40	Operational / Safety	PE	$ 0.37				✔	✔	$ 2.35	Orange Co.
2030	39	US 441 / Orange Blossom Trl	at Lake View Dr	-	0.40	Operational / Safety	PE	$ 0.37				✔	✔	$ 2.35	Orange Co.
2172	40	SR 527 / Orange Ave	Michigan St	Gore Ave	1.25	Complete Streets / Safety / Ops	PD&E	$ 0.83			✔	✔	✔	$ 16.53	Orlando / Orange Co.
2158	41	SR 482 / Sand Lake Rd.	US 17/92/441 / Orange Blossom Trl	SR 527 / Orange Ave	2.26	Complete Streets	PD&E	$ 1.19			✔	✔	✔	$ 26.12	Orange Co.
2098	42	SR 50 / Colonial Dr	Fairvilla Rd	Bumby Ave	4.87	Safety Improvements	PE	$ 2.41				✔	✔	$ 15.20	Orlando / Orange Co.
2154	43	SR 50 / Colonial Dr	Bumby Ave	Old Cheney Hwy	1.90	Complete Streets / Safety / Ops	PD&E	$ 1.25			✔	✔	✔	$ 27.43	Orlando / Orange Co.
2145	44	SR 434	SR 414 / Maitland Blvd	SR 436	1.77	Complete Streets / Safety / Ops	PD&E	$ 1.17			✔	✔	✔	$ 25.64	Altamonte Springs / Seminole Co.
2179	45	SR 50 / Colonial Dr	US 441 / Orange Blossom Trl	SR 527 / Orange Ave	1.00	Complete Streets / Safety / Ops	PE	$ 1.98				✔	✔	$ 8.25	Orlando / Orange Co.
2144	46	SR 434	Research Pkwy	McCulloch Rd	1.68	Complete Streets / Safety / Ops	PD&E	$ 1.11			✔	✔	✔	$ 24.31	Orange Co.
2131	47	SR 50 / Colonial Dr	Kirkman Rd	Tampa Ave	3.10	Safety Improvements	PE	$ 1.16				✔	✔	$ 6.59	Orlando / Orange Co.
21620	48	SR 527 / Orange Ave	US 17/92	SR 426 / Fairbanks Ave	0.74	Complete Streets	PD&E	$ 0.30			✔	✔	✔	$ 5.93	Winter Park / Orange Co.

DRAFT - State Highway System / State Road Projects - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
2190	49	SR 426 / Aloma Ave	Goldenrod Rd	Orange / Seminole CL	0.17	Complete Streets with Shared Use Path	PD&E	$ 0.11			✔	✔	✔	$ 2.26	Orange Co.
2176	50	SR 15 / Narcoossee Rd	Lee Vista Blvd	SR 551 / Goldenrod Rd	1.17	Complete Streets	PD&E	$ 0.62			✔	✔	✔	$ 13.59	Orlando / Orange Co.
2169	51	SR 426 / Fairbanks Ave	I-4	Clay St	0.59	Complete Streets / Safety / Ops	PD&E	$ 0.39			✔	✔	✔	$ 8.57	Winter Park / Orange Co.
2173	52	SR 426 / Fairbanks Ave	Clay St	US 17/92 / Orlando Ave	0.50	Complete Streets / Safety / Ops	PD&E	$ 0.33			✔	✔	✔	$ 7.26	Winter Park / Orange Co.
2161	53	SR 426 / Fairbanks Ave	US 17/92 / Orlando Ave	Pennsylvania Ave	0.50	Complete Streets / Safety / Ops	PD&E	$ 0.33			✔	✔	✔	$ 7.27	Winter Park / Orange Co.
2010	54	SR 15 / Narcoossee Rd	SR 551 / Goldenrod Rd	SR 528 / Beachline Expy	2.58	ITS/Technology	PE	$ 0.76					✔	$ 3.29	Orlando / Orange Co.
2166	55	SR 50 / Colonial Dr	Tampa Ave	US 17/92/441 / Orange Blossom Trl	0.61	Complete Streets / Safety / Ops	PE	$ 1.21				✔	✔	$ 7.63	Orlando / Orange Co.
2170	56	SR 15 / Lake Underhill Rd	SR 15 / Conway Rd	SR 15 / Anderson St	0.84	Complete Streets / Safety / Ops	PD&E	$ 0.56			✔	✔	✔	$ 12.22	Orlando / Orange Co.
2193	57	US 17/92 / Mills Ave	SR 50 / Colonial Dr	Virginia Dr	0.75	Complete Streets / Safety / Ops	PD&E	$ 0.49			✔	✔	✔	$ 8.62	Orlando / Orange Co.
2031	58	SR 426 / Aloma Ave	Palmetto Ave	Hall Rd	0.64	Operational / Safety	PE	$ 0.60				✔	✔	$ 3.42	Seminole Co.
2153	59	SR 527 / Orange Ave	SR 50 / Colonial Dr	SR 438 / Princeton St	1.44	Complete Streets / Safety / Ops	PE	$ 2.86				✔	✔	$ 18.03	Orlando / Orange Co.
2175	60	SR 15 / Mills Ave	SR 526 / Robinson St	SR 50 / Colonial Dr	0.50	Complete Streets / Safety / Ops	PD&E	$ 0.33			✔	✔	✔	$ 6.65	Orlando / Orange Co.
2163	61	SR 527 / Orange Ave	Gem St	Kelsey Rd	1.55	Complete Streets / Safety / Ops	PD&E	$ 1.20			✔	✔	✔	$ 28.21	Edgewood / Orange Co.
2182	62	SR 527 / Orange Ave	End of One-Way Split	Holden Ave	0.74	Complete Streets / Safety / Ops	PD&E	$ 0.58			✔	✔	✔	$ 13.55	Edgewood / Orange Co.
2187	63	SR 482 / Sand Lake Rd	SR 435 / Kirkman Rd	SR 423 / John Young Pkwy	1.86	Complete Streets	PD&E	$ 0.98			✔	✔	✔	$ 21.49	Orange Co.
2038	64	SR 414 / Maitland Blvd	Maitland Ave	US 17/92	0.57	Operational / Safety	PE	$ 0.54				✔	✔	$ 3.04	Orange Co.
2112	65	SR 527 / Orange Ave	Holden Ave	Gatlin Ave	0.07	Safety Improvements	PE	$ 0.39				✔	✔	$ 10.13	Edgewood / Orange Co.

DRAFT - TIP Congruency Projects - State Highway System / State Roads

State Highway System and State Road Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP). These projects are listed for planning consistency with the TIP.
*Projects marked with an asterisk(*) are cataloged in the 2045 MTP Technical Series 12, page 12-6, Existing and Committed projects.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
439040-1	EC419	SR 434	Ronald Reagan Blvd / CR 427	-	0.460	Intersection Improvement	TIP	TIP	Longwood / Seminole Co.
441143-2	2210	SR 526 / Robinson St	SR 527 / Rosalind Ave	Maguire Blvd	1.894	Complete Streets	TIP	TIP	Orlando / Orange Co.
441015-1	2150	SR 434	Rangeline Rd	US 17/92	2.140	Complete Streets with Shared Use Path	TIP	TIP	Longwood / Seminole Co.
456096-1	2249	SR 50 / Colonial Dr	W of Parry Ln	E of Chuluota Rd	1.014	Add Lanes and Rehab Pavement	TIP	TIP	Orange Co.
456096-2	2249	SR 50 / Colonial Dr	Avalon Park Blvd	W of Parry Ln	1.502	Add Lanes and Rehab Pavement	TIP	TIP	Orange Co.
239203-8	2211	SR 50 / Colonial Dr	Chuluota Rd	SR 520	3.216	Widen from 4 to 6 lanes	TIP	TIP	Orange Co.
239422-1	EC18	SR 434 / Forest City Rd	SR 424 / Edgewater Dr	Seminole Co. Line	2.113	Add Lanes / Reconstruct	TIP	TIP	Orange Co.
418403-7	EC87	US 17/92 / John Young Pkwy	Pleasant Hill Rd	-	0.400	Intersection Improvement	TIP	TIP	Osceola Co.
437131-1	EC36	SR 50 / Colonial Dr	Irvington Ave	Maguire Blvd	0.127	Drainage Improvements	TIP	TIP	Orlando / Orange Co.
445696-1	EC256	SR 438 / Silver Star Rd	Kingsland Ave	-	0.020	Intersection Improvement	TIP	TIP	Orange Co.
450974-1	EC529	Michigan Ave Safety Improvements	US 192	E of Osceola Pkwy	0.444	Safety Project	TIP	TIP	Kissimmee / Osceola Co.
451245-1	EC531	SR 434 / Alafaya Trl	Lokanotosa Trl / Science Dr	-	0.100	Safety Project	TIP	TIP	Orange Co.
451246-1	EC532	SR 435 / Kirkman Rd	At SR 526 / CR 526 / Old Winter Garden Rd	-	0.100	Safety Project	TIP	TIP	Orange Co.
451256-1	EC534	SR 436 / Semoran Blvd	At University Blvd / Scarlet Rd	-	0.100	Safety Project	TIP	TIP	Orange Co.
451372-1	EC539	SR 438 / Silver Star Rd	Lake Stanley Rd	Hiawassee Rd	1.461	Safety Project	TIP	TIP	Orange Co.
451545-1	EC540	Funie Steed Rd	At Lindfields Blvd / At Formosa Gardens	-	-	Intersection Improvement	TIP	TIP	Osceola Co.
443702-1	EC104	SR 60	Blanket Bay Slough	Peavine Trl	4.042	Traffic Operations Improvement	TIP	TIP	Osceola Co.
450640-2	EC524	SR 436 / Semoran Blvd	US 441	Seminole County Line	2.274	Traffic Operations Improvement	TIP	TIP	Apopka / Orange Co.

DRAFT - TIP Congruency Projects - State Highway System / State Roads - Continued

State Highway System and State Road Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP). These projects are listed for planning consistency with the TIP.
*Projects marked with an asterisk(*) are cataloged in the 2045 MTP Technical Series 12, page 12-6, Existing and Committed projects.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
453099-1	EC789	SR 551 / Goldenrod Rd Pedestrian Hybrid Beacons	-	-	0.132	Traffic Signals	TIP	TIP	Orange Co.
451113-1	2232	SR 552 / Curry Ford Rd	-	-	0.190	Safety Project	TIP	TIP	Orange Co.
450583-2	EC521	SR 436 / Semoran Blvd	Lake Howell Rd	Orange County Line	2.087	Intersection Improvement	TIP	TIP	Seminole Co.
451112-1	TS #12 Pg. 12-6 (E+C)*	SR 527 / Orange Ave	Lancaster Rd	-	0.190	Safety Project	TIP	TIP	Orange Co.
453310-1	TS #12 Pg. 12-6 (E+C)*	SR 46	Richmond Ave	-	0.380	Add Left Turn Lane	TIP	TIP	Seminole Co.
454331-2	TS #12 Pg. 12-6 (E+C)*	US 192 / E Vine St	Ten Pin Rd	John Denn Ln	4.208	Miscellaneous Construction	TIP	TIP	Kissimmee / Osceola Co.
454892-1	TS #12 Pg. 12-6 (E+C)*	SR 423 / Lee Rd	Wymore Rd	US 17/92 / Orlando Ave	1.209	Safety Project	TIP	TIP	Winter Park / Orange Co.
452910-2	EC785	SR 15 / US 17/92	SR 423 / Lee Rd	Seminole Co. Line	-	Signing / Pavement Markings	TIP	TIP	Winter Park / Maitland / Orange Co.
415030-4	9166	CR 419	Ave B	W of Lockwood Blvd	1.250	Add Lanes and Reconstruct	TIP	TIP	Oviedo / Seminole Co.
443838-1	EC136	SR 434	Oleander St	West of US 17-92 / SR 15/600	2.224	Traffic Ops	TIP	TIP	Longwood / Seminole Co.
454793-1	EC812	Osceola Pkwy ADMS Replacement	Mile Post 248.6	-	0.758	ADMS Replacement	TIP	TIP	Osceola Co.

DRAFT - TRIP Projects (State TRIP + SU Funds)

Projects listed in this table are intentionally duplicative with other tables, as TRIP funding may be used in conjunction with other funding sources. For more information, see page 14.

Fiscal Year	MTP ID	PPL Needs List	Rank on List	FPN	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	TRIP Request Amount (in millions)	Non-TRIP Match (in millions)	Implementing Agency
2026	EC419	SHS	TIP	439040-1	SR 434	Ronald Reagan Blvd / CR 427	-	0.46	Intersection Improvement	CST	$ 5.36	$ 2.68	$ 2.68	Longwood
2026	EC145	TSMO	TIP	437508-2	Orlando Citywide Pedestrian Traffic Signals	-	-	-	Traffic Signals	CST	$ 1.95	$ 0.98	$ 0.98	Orlando
2026	5009	BP	TIP	442334-3	Shingle Creek Trail, Ph. 2B South / Yates Connector (SUNTrail Eligible)	Pleasant Hill Rd	Toho Vista	2.05	Shared Use Path	CST	$ 9.46	$ 4.73	$ 4.73	Osceola Co.
2026	596	CS	TIP	446485-1	Virginia Dr, Forest Ave & Corrine Dr	SR 527/Orange Ave	Bennett Rd	2.60	Complete Streets with Shared Use Path	CST	$ 19.80	$ 9.90	$ 9.90	Orlando
2026	5075	BP	TIP	442870-2	Shingle Creek Trail, Ph. 2C North / Countyline Connector (SUNTrail Eligible)	Orange / Osceola CL	CR 522 / Osceola Pkwy	2.08	Shared Use Path	CST	$ 10.70	$ 5.35	$ 5.35	Osceola Co.
2026	EC765	TSMO	TIP	447388-3	UPS Expansion Ph. 2 (Downtown Orlando)	Citywide	-	-	Install uninteruptable power supplies (UPS) at 53 intersections & install emergency vehicle preemption systems at 51 intersections & expansion and upgrade downtown DMS	CST	$ 0.90	$ 0.45	$ 0.45	Orlando
2026	5083	SRTS	TIP	447611-1	Hickory Tree Elementary School Ph. 1	Englewood Dr / Oak Wind Ct / Jan Lan Blvd	Beechwood Dr / Oak Wind Ct / Jan Lan Blvd	-	Safe Routes to School	CST	$ 1.59	$ 0.80	$ 0.80	Osceola Co.
2026	EC275	TSMO	TIP	448775-1	Osceola ATMS Ph. 6 Boggy Creek Rd	Simpson Rd	Narcoossee Rd	5.9	ITS/Technology	CST	$ 3.86	$ 1.93	$ 1.93	Osceola Co.
2026	EC478	SHS	1	446491-2	SR 434 Roundabouts	W of Jetta Pt	Artesia St	2.06	Roundabouts	ROW	$ 13.15	$ 6.58	$ 6.58	Seminole Co.
2026	4012	CS	TIP	437932-2	N Central Ave (Design Only)	Martin Luther King Blvd	W Donegan Ave	1.511	Complete Streets	PE	$ 1.29	$ 0.64	$ 0.64	Kissimmee

DRAFT - TRIP Projects (State TRIP + SU Funds) - Continued

Projects listed in this table are intentionally duplicative with other tables, as TRIP funding may be used in conjunction with other funding sources. For more information, see page 14.

Fiscal Year	MTP ID	PPL Needs List	Rank on List	FPN	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	TRIP Request Amount (in millions)	Non-TRIP Match (in millions)	Implementing Agency
2027	5018	BP	TIP	448756-1	Shingle Creek / Kirkman Trail (SUNTrail Eligible)	Raleigh St	Old Winter Garden Rd	1.148	Shared Use Path	CST	$ 3.05	$ 1.52	$ 1.52	Orange Co.
2027	EC196	BP	TIP	435521-1	St. Andrew's Trail	Cady Way Trail	Aloma Ave	-	Shared Use Path	CST	$ 13.24	$ 6.62	$ 6.62	Orange Co.
2027	4025	CS	TIP	446493-2	Winter Park Dr (Ph. 1)	Marigold Rd	Seminola Blvd	1.50	Complete Streets / Safety / Ops	CST	$ 6.30	$ 3.15	$ 3.15	Casselberry
2027	4004	CS	TIP	446903-1	E Church Ave	N Ronald Reagan Blvd	US 17/92	1.18	Complete Streets with Shared Use Path	CST	$ 2.92	$ 1.46	$ 1.46	Longwood
2027	4032	CS	TIP	453486-1	Rock Springs Rd (Construction Only)	Welch Rd	Lester Rd	1.55	Complete Streets	CST	$ 4.81	$ 2.41	$ 2.41	Apopka / Orange Co.
2028	4031	CS	TIP	437472-4	Downtown Kissimmee Complete Streets Ph. 2	W Emmett St	Main St	0.85	Complete Streets	CST	$ 6.99	$ 3.50	$ 3.50	Kissimmee
2028	3052	TSMO	TIP	452359-1	Kaley Ave	I-4	SR-527 / Orange Ave	0.69	ITS/Technology	CST	$ 0.75	$ 0.37	$ 0.37	Orlando
2028	3052	TSMO	TIP	452359-1	Kaley Ave	I-4	SR-527 / Orange Ave	0.69	ITS/Technology	CST	$ 0.75	$ 0.37	$ 0.37	Orlando
2028	B24	TSMO	TIP	452360-1	Church St	Hughey Ave	S Rosalind Ave	0.55	ITS/Technology	CST	$ 17.57	$ 8.78	$ 8.78	Orlando
2028	5084	SWB	TIP	453494-1	Texas Ave	Chancellor Dr	E of Emperor Dr	0.28	Critical Sidewalk Gap Bundle	CST	$ 2.44	$ 1.22	$ 1.22	Orange Co.
2028	3021	TSMO	1	452290-1	Lawrence Silas Blvd	Neptune Rd	E Oak St	0.42	ITS/Technology	PE	$ 0.10	$ 0.05	$ 0.05	Kissimmee
2028	3206	TSMO	2	452291-1	Hughey Ave	SR 526 / Robinson St	SR 50 / Colonial Dr	0.51	Operational / Safety	PE	$ 0.71	$ 0.35	$ 0.35	Orlando
2028	3060	TSMO	4	452303-1	Livingston St	Highland Ave	Mills Ave N	0.58	ITS/Technology	PE	$ 0.43	$ 0.21	$ 0.21	Orlando
2028	3005	TSMO	3	452304-1	W Anderson St	US 17/92/441 / Orange Blossom Trl	S Division Ave	0.75	ITS/Technology	PE	$ 0.46	$ 0.23	$ 0.23	Orlando

DRAFT - TRIP Projects (State TRIP + SU Funds) - Continued

Projects listed in this table are intentionally duplicative with other tables, as TRIP funding may be used in conjunction with other funding sources. For more information, see page 14.

Fiscal Year	MTP ID	PPL Needs List	Rank on List	FPN	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	TRIP Request Amount (in millions)	Non-TRIP Match (in millions)	Implementing Agency
2029	B41	TSMO	TIP	453499-1	Commander Dr	Gatlin Ave	Pershing Ave	0.25	ITS/Technology	CST	$ 0.92	$ 0.46	$ 0.46	Orlando
2029	3261	TSMO	TIP	453466-1	John Young Pkwy	SR 482 / Sand Lake Rd	Hunters Creek Blvd	6.86	ITS/Technology	CST	$ 8.50	$ 4.25	$ 4.25	Orlando
2029	3033	TSMO	TIP	453468-1	Carrier Dr	W of Universal Blvd	Grand National Dr	0.90	ITS/Technology	CST	$ 0.99	$ 0.50	$ 0.50	Orlando
2029	3063	TSMO	TIP	453487-1	Amelia St	Parramore Ave	Highland Ave	0.94	ITS/Technology	CST	$ 2.15	$ 1.07	$ 1.07	Orlando
2029	4005	CS	7	452545-1	W Gore St	S Rio Grande Ave	Delaney Ave	1.61	Complete Streets	PE	$ 2.98	$ 1.49	$ 1.49	Orlando
2029	4013	CS	9	453500-1	Mitchell Hammock Rd	SR 426 / Broadway St	Lockwood Blvd	2.85	Complete Streets	PE	$ 0.41	$ 0.20	$ 0.20	Oviedo

DRAFT - Complete Streets Projects (TMA-SU + TALU Funds)

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
4034	1a	Edgewater Dr (Seg. B)	Lakeview St	Shady Lane Dr	0.29	Complete Streets	CST	$ 4.50							Orlando / Orange Co.
4035	1b	Edgewater Dr (Seg. C)	Shady Lane Dr	Bryn Mawr St	0.67	Complete Streets	CST	$ 10.37							Orlando / Orange Co.
4036	1c	Edgewater Dr (Seg. D)	Bryn Mawr St	W Par St	0.65	Complete Streets	CST	$ 10.41							Orlando / Orange Co.
4027	2b	Winter Park Dr (Ph. 2)	Seminola Blvd	SR 434	1.70	Complete Streets / Safety / Ops	PE	$ 2.55					✔	$ 9.35	Casselberry / Seminole Co.
4026	2a	Winter Park Dr (Ph. 3)	Red Bug Lake Rd	Cannon Way	0.25	Complete Streets / Safety / Ops	PE	$ 0.58					✔	$ 1.38	Casselberry / Seminole Co.
4006	3	S Park Ave / Clarcona Rd	US 441 / Main St	Cleveland St	1.26	Complete Streets	PE	$ 2.00					✔	$ 4.78	Apopka / Orange Co.
1807	4	Goldsboro Community Gateway	SR 46	Persimmon Ave / 8th St	0.50	New 2 Lane Roadway / Complete Streets	PE	$ 0.76					✔	$ 3.70	Sanford / Seminole Co.
4007	5	W Michael Gladden Blvd	S Park Ave	Bradshaw Rd	0.70	Complete Streets	PE	$ 1.11					✔	$ 4.43	Apopka / Orange Co.
4028	6a	N Central Ave (Ph. 1)	Dankin Ave	US 192 / Vine St	0.60	Complete Streets	CST	$ 2.64							Kissimmee / Osceola Co.
4029	6b	N Central Ave (Ph. 2)	US 192 / Vine St	W Columbia Ave	0.23	Complete Streets	CST	$ 1.01							Kissimmee / Osceola Co.
4030	6c	N Central Ave (Ph. 3)	W Columbia Ave	W Donegan Ave	0.68	Complete Streets	CST	$ 2.99							Kissimmee / Osceola Co.
4005	7	W Gore St	S Rio Grande Ave	Delaney Ave	1.61	Complete Streets	ROW	$ 1.28					✔	$ 5.00	Orlando / Orange Co.
4024	8	Park Ave	Votaw Rd	Welch Rd	1.50	Complete Streets	PE	$ 2.38				✔	✔	$ 5.98	Apopka / Orange Co.
4013	9	Mitchell Hammock Rd	SR 426 / Broadway St	Lockwood Blvd	2.85	Complete Streets	CST	$ 6.33							Oviedo / Seminole Co.
4009	10	W Warren Ave	St Laurent St	S Milwee St	0.61	Complete Streets with Shared Use Path	CST	$ 4.63							Longwood / Seminole Co.
4021	11	North St Phase II	Palm Springs Dr	CR 427 / S Ronald Reagan Blvd	1.75	Complete Streets	CST	$ 7.70							Seminole Co.

DRAFT - TIP Congruency Projects - Complete Streets (TMA-SU + TALU Funds)

Complete Streets Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
437472-2	EC190	Downtown Kissimmee Corridor Study Ph. 1	S John Young Pkwy	US 192	0.590	Subarea Planning / Corridor Improvements	TIP	TIP	Kissimmee
437472-4	4031	Downtown Kissimmee Complete Streets Ph. 2	W Emmett St	Main St	0.850	Complete Streets	TIP	TIP	Kissimmee
437932-2	4012	N Central Ave (Design Only)	Martin Luther King Blvd	W Donegan Ave	1.511	Complete Streets	TIP	TIP	Kissimmee / Osceola Co.
446485-1	596	Virginia Dr, Forest Ave & Corrine Dr	SR 527/Orange Ave	Bennett Rd	2.600	Complete Streets with Shared Use Path	TIP	TIP	Orlando / Orange Co.
446493-2	4025	Winter Park Dr (Ph. 1)	Marigold Rd	Seminola Blvd	1.500	Complete Streets / Safety / Ops	TIP	TIP	Casselberry / Seminole Co.
446903-1	4004	E Church Ave	N Ronald Reagan Blvd	US 17/92	1.181	Complete Streets with Shared Use Path	TIP	TIP	Longwood / Seminole Co.
453486-1	4010	Rock Springs Rd (Design Only)	N of Publix Entrance	Lester Rd	1.200	Complete Streets	TIP	TIP	Apopka / Orange Co.
453486-1	4032	Rock Springs Rd (Construction Only)	Welch Rd	Lester Rd	1.550	Complete Streets	TIP	TIP	Apopka / Orange Co.

DRAFT - TSM&O + ITS Projects (TMA-SU + TALU Funds)

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
3021	1	Lawrence Silas Blvd	Neptune Rd	E Oak St	0.42	ITS/Technology	CST	$ 0.54							Kissimmee / Osceola Co.
3086	1	Neptune Rd	Partin Settlement Rd	Lakeshore Blvd	2.40	ITS/Technology	CST	$ 3.07							Kissimmee / Osceola Co.
3006	2	S Garland Ave	SR 526 / Robinson St	SR 50 / Colonial Dr	0.51	ITS/Technology	CST	$ 0.56							Orlando / Orange Co.
3207	2	Garland Ave	South St	W Washington St	0.38	Operational / Safety	CST	$ 1.30							Orlando / Orange Co.
3004	2	S Hughey Ave	W South St	W Washington St	0.38	ITS/Technology	CST	$ 0.41							Orlando / Orange Co.
3206	2	Hughey Ave	SR 526 / Robinson St	SR 50 / Colonial Dr	0.51	Operational / Safety	CST	$ 1.75							Orlando / Orange Co.
3003	3	W South St	S Rio Grande Ave	S Division Ave	1.00	ITS/Technology	CST	$ 1.09							Orlando / Orange Co.
3005	3	W Anderson St	US 17/92/441 / Orange Blossom Trl	S Division Ave	0.75	ITS/Technology	CST	$ 0.82							Orlando / Orange Co.
3059	4	Livingston St	N Parramore Ave	Highland Ave	0.94	ITS/Technology	CST	$ 1.59							Orlando / Orange Co.
3060	4	Livingston St	Highland Ave	Mills Ave N	0.58	ITS/Technology	CST	$ 0.97							Orlando / Orange Co.
3074	5	Lakeview Ave	SR 438 / Plant St	Fullers Cross Rd	2.07	ITS/Technology	PE	$ 0.72					✔	$ 2.65	Winter Garden / Orange Co.
3090	5	Story Rd	SR 438 / Plant St	Dillard St S	1.24	ITS/Technology	PE	$ 0.43					✔	$ 1.59	Winter Garden / Orange Co.
3091	5	Lakeview Ave	Story Rd	E Plant St	0.48	ITS/Technology	PE	$ 0.17					✔	$ 0.62	Winter Garden / Orange Co.
B33	6	Carrier Dr	International Dr	W of Universal Blvd	0.26	ITS/Technology	CST	$ 1.32							Orange Co.
B33	6	Mandarin Dr	SR 482 / W Sand Lake Rd	Vanguard St	0.76	ITS/Technology	CST	$ 1.30							Orange Co.
3061	7	Amelia St	US 17/92/441 / Orange Blossom Trl	N Parramore Ave	0.50	ITS/Technology	PE	$ 0.18					✔	$ 0.65	Orlando / Orange Co.

DRAFT - TIP Congruency Projects - TSM&O + ITS

TSM&O and ITS Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
445772-1	EC170	US 441 / Orange Blossom Trail	Clarcona-Ocoee Rd	-	0.075	Traffic Signals	TIP	TIP	Orange Co.
447388-1	EC261	UPS Expansion Ph.1 (Downtown Orlando)	-	-	-	Traffic Operations Improvement	TIP	TIP	Orlando / Orange Co.
447388-3	EC765	UPS Expansion Ph. 2 (Downtown Orlando)	Citywide	-	-	Install uninteruptable power supplies (UPS) at 53 intersections & install emergency vehicle preemption systems at 51 intersections & expansion and upgrade downtown DMS	TIP	TIP	Orlando / Orange Co.
447593-1	EC262	SR 50 / Colonial Dr	Primrose Dr.	Maguire Blvd	0.093	Traffic Signals	TIP	TIP	Orlando / Orange Co.
448775-1	EC275	Osceola ATMS Ph. 6 Boggy Creek Rd	Simpson Rd	Narcoossee Rd	5.900	ITS/Technology	TIP	TIP	Osceola Co.
450329-1	EC513	SR 438 / Silver Star Rd.	Hastings St / Sheringham Rd	-	0.082	Intersection Traffic Control System	TIP	TIP	Orange Co.
450435-1	EC516	US 441 / Orange Blossom Trail	Donegan Ave	-	-	Intersection Traffic Control System	TIP	TIP	Kissimmee / Osceola Co.
450531-1	EC517	SR 424 / Edgewater Dr	Satel Dr	Aloha St	0.092	Traffic Signals	TIP	TIP	Orange Co.
452359-1	3052	Kaley Ave	I-4	SR-527 / Orange Ave	0.687	ITS/Technology	TIP	TIP	Orlando / Orange Co.
452360-1	B24	Church St	US 17/92/441 / Orange Blossom Trl	S Division Ave	0.749	ITS/Technology	TIP	TIP	Orlando / Orange Co.
452360-1	B24	Church St	John Young Pkwy	US 17/92/441 / Orange Blossom Trl	0.987	ITS/Technology	TIP	TIP	Orlando / Orange Co.
452360-1	B24	Church St	Hughey Ave	S Rosalind Ave	0.552	ITS/Technology	TIP	TIP	Orlando / Orange Co.
453466-1	3261	John Young Pkwy	SR 482 / Sand Lake Rd	Hunters Creek Blvd	6.860	ITS/Technology	TIP	TIP	Orange Co.
453468-1	3033	Carrier Dr	W of Universal Blvd	Grand National Dr	0.900	ITS/Technology	TIP	TIP	Orlando
453487-1	3063	Amelia St	Parramore Ave	Highland Ave	0.939	ITS/Technology	TIP	TIP	Orlando / Orange Co.

DRAFT - TIP Congruency Projects - TSM&O + ITS - Continued

TSM&O and ITS Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
453499-1	B41	Turnbull Dr	SR 436 / Semoran Blvd	Commander Dr	0.194	ITS/Technology	TIP	TIP	Orlando / Orange Co.
453499-1	B41	Commander Dr	Hoffner Rd	Turnbull Dr	0.307	ITS/Technology	TIP	TIP	Orlando / Orange Co.
453499-1	B41	Commander Dr	Turnbull Dr	Gatlin Ave	0.724	ITS/Technology	TIP	TIP	Orlando / Orange Co.
453499-1	B41	Commander Dr	Gatlin Ave	Pershing Ave	0.252	ITS/Technology	TIP	TIP	Orlando / Orange Co.
437508-2	EC145	Orlando Citywide Pedestrian Traffic Signals	-	-	-	Traffic Signals	TIP	TIP	Orlando
441982-1	EC154	US 441 / SR 500 / Orange Blossom Trl	Holden Ave	35th St	0.879	ITS Communication System	TIP	TIP	Orange Co.
445696-2	EC257	SR 438	Le Havre Blvd / Coast Line Dr	Dardanelle Dr	0.710	Safety Project	TIP	TIP	Orlando / Orange Co.
449214-1	EC267	SR 423	Kingswood Dr	Adanson St	0.449	Intersection Improvement	TIP	TIP	Orange Co.

DRAFT - Pedestrian and Bicycle Infrastructure Projects (TMA-SU + TALU + SUNTrail Funds)

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
5012	N/A	Pine Hills Trail Ph. 3 (SUNTrail Eligible)	Orange / Seminole CL	Clarcona Ocoee Rd	2.55	Shared Use Path	SUNTrail	$ 10.44	✔	✔	✔	✔	✔	$ 10.44	Orange Co.
5013	N/A	Clarcona-Ocoee Connector (SUNTrail Eligible)	N Hiawassee Rd	Pine Hills Trail	1.30	Shared Use Path	SUNTrail	$ 5.35	✔	✔	✔	✔	✔	$ 5.35	Orange Co.
5078	1	Little Econ Trail Ph. 3	Baldwin Park St	Richard Crotty Pkwy	1.00	Trail Bridge	CST	$ 10.92					✔	$ 10.92	Orlando / Orange Co.
5077	2	West Orange Trail Ph. 4A	Kelly Park / Rock Springs	W Lester Rd	9.31	Shared Use Path	CST	$ 5.36							Apopka / Orange Co.
5085	3	West Orange Trail Ph. 4B	Welch Rd / Rock Springs Rd	Wekiva Springs State Park Entrance	3.00	Shared Use Path	PE	$ 0.90				✔	✔	$ 5.10	Apopka / Orange Co.
5021	4	West Orange Trail Ph. 4C	Ponkan Rd / Jason Dwelley Pkwy	Rock Springs Rd	2.27	Shared Use Path	PE	$ 0.68				✔	✔	$ 3.86	Apopka / Orange Co.
5026	5	Church Trail	S Lakemont Ave	Cady Way Trail	0.22	Shared Use Path	PE	$ 0.10				✔	✔	$ 0.77	Winter Park / Orange Co.
5016	6	Lake Nona SE Trails (SUNTrail Eligible)	Lake Nona Blvd / Narcoossee Rd	Moss Park Rd/ Narcoossee Rd	0.65	Shared Use Path	PE	$ 0.30				✔	✔	$ 2.28	Orlando / Orange Co.
5022	7	Toho Valencia Bridge (SUNTrail Eligible)	E Vine St	North Valencia College-Osceola Campus	0.45	Shared Use Path	PE	$ 0.21				✔	✔	$ 1.55	Kissimmee / Osceola Co.
5067	8	Horizon West	Tiny Rd	West Orange HS	6.29	Shared Use Path	PE	$ 3.87				✔	✔	$ 21.92	Winter Garden / Orange Co.
EC200	9	Orlando Urban Trail Extention	South St	Gore St	0.52	Shared Use Path	PE	$ 0.40					✔	$ 1.45	Orlando / Orange Co.

DRAFT - TIP Congruency Projects - Pedestrian and Bicycle Infrastructure

Pedestrian and Bicycle Infrastructure Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
428047-2	EC192	Pine Hills Trail Ph. 2 (SUNTrail Eligible)	Bonnie Brae N	Clarcona Ocoee Rd	-	Shared Use Path	TIP	TIP	Orange Co.
435521-1	EC196	St. Andrew's Trail	Cady Way Trail	Aloma Ave	-	Shared Use Path	TIP	TIP	Orange Co.
442334-3	5009	Shingle Creek Trail, Ph. 2B South / Yates Connector (SUNTrail Eligible)	Pleasant Hill Rd	Toho Vista	2.054	Shared Use Path	TIP	TIP	Kissimmee / Osceola Co.
442870-2	5075	Shingle Creek Trail, Ph. 2C North / Countyline Connector (SUNTrail Eligible)	Orange / Osceola CL	CR 522 / Osceola Pkwy	2.080	Shared Use Path	TIP	TIP	Kissimmee / Osceola Co.
448756-1	5018	Shingle Creek / Kirkman Trail (SUNTrail Eligible)	Raleigh St	Old Winter Garden Rd	1.148	Shared Use Path	TIP	TIP	Orlando / Orange Co.
450919-2	5030	Seminole Wekiva Trail Over/Underpass (SUNTrail Eligible)	at SR 434	-	1.000	Trail Bridge / Tunnel	TIP	TIP	Seminole Co.
450919-2	5031	Seminole Wekiva Trail Over/Underpass (SUNTrail Eligible)	at SR 436	-	1.000	Trail Bridge / Tunnel	TIP	TIP	Seminole Co.
452289-1	5076	Shingle Creek Trail Ph. 4 (SUNTrail Eligible)	Alhambra Dr	Old Winter Garden Rd	1.559	Shared Use Path	TIP	TIP	Orange Co.
442334-1	EC215	Shnigle Creek Trail, Ph. 2A / Lancaster Trail (SUNTrail Eligible)	John Young Pkwy	Pleasant Hill Rd	-	Shared Use Path	TIP	TIP	Osceola Co.
440429-2	5014	West Orange Trail Ph. 4D	Wekiva Pkwy	Kelly Park/ Rock Springs	2.691	Shared Use Path	TIP	TIP	Apopka / Orange Co.

DRAFT - School Mobility / Safe Routes to School Projects (State SRTS + TMA-SU + TALU Funds)

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
5083	-	Hickory Tree Elementary School Ph. 3	Jan Lan Blvd	Englewood Ct S / Hickory Tree Rd	-	Safe Routes to School	CST	$ 0.67							Osceola Co.
5083	-	Hickory Tree Elementary School Ph. 4	Jan Lan Blvd	Englewood Ct. N / Old Hickory Tree Rd	-	Safe Routes to School	CST	$ 0.73							Osceola Co.
5083	-	Neptune Middle School	Ames Haven Rd & Delmar Ave	Patricia St / Florence Dr	-	Safe Routes to School	PE	$ 0.09					✔	$ 0.47	Osceola Co.

DRAFT - TIP Congruency Projects - Safe Routes to School

Safe Routes to School Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
443395-1	5083	Hungerford Elementary School	E Kennedy Blvd at College Ave	Monroe Ave at Margaret Sq	-	Safe Routes to School	TIP	TIP	Eatonville / Winter Park / Orange Co.
443291-1	5083	Deerwood Elementary School Ph. 2	Peabody Rd / Dudley Dr / Colchester Ct	Durham Pl / Dulverton Way / Dundee Ln	-	Safe Routes to School	TIP	TIP	Osceola Co.
447611-1	5083	Hickory Tree Elementary School Ph. 1	Englewood Dr / Oak Wind Ct / Jan Lan Blvd	Beechwood Dr / Oak Wind Ct / Jan Lan Blvd	-	Safe Routes to School	TIP	TIP	Osceola Co.
450871-1	5083	Boggy Creek Elementary School / Parkway Middle School Ph. 2	Zacalo Way	Florida Pkwy / Tulpan Dr	-	Safe Routes to School	TIP	TIP	Osceola Co.

DRAFT - Critical Sidewalk Gap Projects (TMA-SU + TALU Funds)

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
SWB 4, 8, 9, 11	1	Garland Ave	Washington St	Robinson St	0.12	Critical Sidewalk Gap Bundle	PE	$ 0.01					✔	$ 0.03	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Kaley Ave	Kuhl Ave	Cook Ave	0.03	Critical Sidewalk Gap Bundle	PE	$ 0.00					✔	$ 0.01	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Michigan St	Nashville Ave	US 441 / Orange Blossom Trl	0.08	Critical Sidewalk Gap Bundle	PE	$ 0.01					✔	$ 0.02	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Kaley Ave	Division Ave	W of Lucerne Trl	0.37	Critical Sidewalk Gap Bundle	PE	$ 0.02					✔	$ 0.09	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Mercy Dr	S Lake Orlando Pkwy	S of Lake Orlando Pkwy	0.08	Critical Sidewalk Gap Bundle	PE	$ 0.01					✔	$ 0.02	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Shader Rd	W of Eunice Ave	John Young Pkwy	0.58	Critical Sidewalk Gap Bundle	PE	$ 0.04					✔	$ 0.14	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Lake Breeze Dr	Lake Orlando Pkwy	E of Park Breeze Ct	0.13	Critical Sidewalk Gap Bundle	PE	$ 0.01					✔	$ 0.03	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	John Young Pkwy	S of Pace St	S of Edgewater Dr	0.57	Critical Sidewalk Gap Bundle	PE	$ 0.04					✔	$ 0.14	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Mercy Dr	Silver Star Rd	N of Mercy Industrial Ct	0.31	Critical Sidewalk Gap Bundle	PE	$ 0.02					✔	$ 0.08	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Mercy Dr	Princeton St	Mercy Star Ct	0.27	Critical Sidewalk Gap Bundle	PE	$ 0.02					✔	$ 0.07	Orlando / Orange Co.
SWB 4, 8, 9, 11	1	Silver Star Rd	W of Mercy Dr	E of Commerce Loop	0.14	Critical Sidewalk Gap Bundle	PE	$ 0.01					✔	$ 0.03	Orlando / Orange Co.
SWB 6, 12, 14, 15, 16	2	Marigold Ave	N of San Remo Rd	N of KOA St	0.52	Critical Sidewalk Gap Bundle	PE	$ 0.04	✔				✔	$ 0.13	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Doverplum Ave	Cypress Pkwy	Old Pleasant Hill Rd	1.15	Critical Sidewalk Gap Bundle	PE	$ 0.08	✔				✔	$ 0.28	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Boggy Creek Rd	W of Lakeside Dr	E of Lakeside Dr	0.31	Critical Sidewalk Gap Bundle	PE	$ 0.02	✔				✔	$ 0.08	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Columbia Ave	W of US 441 / Orange Blossom Trl	US 441 / Orange Blossom Trl	0.05	Critical Sidewalk Gap Bundle	PE	$ 0.00	✔				✔	$ 0.01	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Neptune Rd	Idora Blvd	Fowler Blvd	0.27	Critical Sidewalk Gap Bundle	PE	$ 0.02	✔				✔	$ 0.07	Kissimmee / Osceola Co.

DRAFT - Critical Sidewalk Gap Projects (TMA-SU + TALU Funds) - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
SWB 6, 12, 14, 15, 16	2	Donegan Ave	Old Dixie Hwy	E of Old Dixie Hwy	0.08	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	US 192	W of Aeronautical Dr	Aeronautical Dr	0.09	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Simpson Rd	US 192 / Irlo Bronson Memorial Hwy	Florida's Turnpike (overpass)	0.79	Critical Sidewalk Gap Bundle	PE	$ 0.05				✔	✔	$ 0.20	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Smith St	Columbia Ave	S of Mildred Ct	0.16	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.04	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Poinciana Blvd	Oren Brown Rd	N of Declaration Dr	1.75	Critical Sidewalk Gap Bundle	PE	$ 0.12				✔	✔	$ 0.44	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Oren Brown Rd	Poinciana Blvd	US 192 / Vine St	1.51	Critical Sidewalk Gap Bundle	PE	$ 0.10				✔	✔	$ 0.37	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Hoagland Blvd	W of 5th St	N of Clay St	2.58	Critical Sidewalk Gap Bundle	PE	$ 0.17				✔	✔	$ 0.64	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Mabbette St	N Thacker Ave	W of S John Young Pkwy	0.34	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.08	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	Clay St	Pleasant Hill Rd	W Martin St	2.12	Critical Sidewalk Gap Bundle	PE	$ 0.14				✔	✔	$ 0.52	Kissimmee / Osceola Co.
SWB 6, 12, 14, 15, 16	2	S Thacker Ave	S of W Martin St	Clay St	0.02	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.00	Kissimmee / Osceola Co.
SWB7	3	Sheeler Ave	S of SR 436	US 441 / Orange Blossom Trl	0.16	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.04	Apopka / Orange Co.
SWB7	3	Alabama Ave / Apopka Blvd	S of SR 436	N of E 10th St	0.48	Critical Sidewalk Gap Bundle	PE	$ 0.03				✔	✔	$ 0.12	Apopka / Orange Co.
SWB7	3	Alabama Ave	SR 436	N of E 6th St	0.12	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Apopka / Orange Co.
SWB7	3	SB Ramp to SR 441 / Orange Blossom Trl	E of McGee Ave	W of Sheeler Ave	0.50	Critical Sidewalk Gap Bundle	PE	$ 0.03				✔	✔	$ 0.12	Apopka / Orange Co.

DRAFT - Critical Sidewalk Gap Projects (TMA-SU + TALU Funds) - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
SWB7	3	NB Ramp to SR 441 / Orange Blossom Trl	E of McGee Ave	W of Sheeler Ave	0.44	Critical Sidewalk Gap Bundle	PE	$ 0.03				✔	✔	$ 0.11	Apopka / Orange Co.
SWB7	3	SR 436 / Semoran Blvd	E of McGee Ave	W of Sheeler Ave	0.30	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.07	Apopka / Orange Co.
SWB7	3	EB Ramp to SR 436 / Semoran Blvd	E of McGee Ave	W of Sheeler Ave	0.55	Critical Sidewalk Gap Bundle	PE	$ 0.04				✔	✔	$ 0.14	Apopka / Orange Co.
SWB10	4	Southwest Rd	Country Club Rd	Historic Goldsboro Blvd	1.08	Critical Sidewalk Gap Bundle	PE	$ 0.07				✔	✔	$ 0.27	Sanford / Seminole Co.
SWB10	4	Country Club Rd	Southwest Rd	W of Strickland Ave	0.05	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Sanford / Seminole Co.
SWB10	4	Persimmon Ave	N of 8th St	4th St	0.15	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.04	Sanford / Seminole Co.
SWB10	4	SR 46	Persimmon Ave	Mangoustine Ave	0.13	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Sanford / Seminole Co.
SWB10	4	US 17/92 / French Ave	Seminole Blvd	N of Fulton St	0.11	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Sanford / Seminole Co.
SWB13	5	Douglas Ave	N of Loraine Dr	Central Pkwy	0.25	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Altamonte Springs / Seminole Co.
SWB13	5	Douglas Ave	SR 436	N of SR 436	0.06	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Altamonte Springs / Seminole Co.
SWB13	5	Lake of the Woods Blvd	Carolwood Blvd	Fontebranda Loop	0.23	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Altamonte Springs / Seminole Co.
SWB13	5	Hattaway Dr	Haines St	SR 436 / Semoran Blvd	0.03	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Altamonte Springs / Seminole Co.
SWB13	5	Oxford Rd	Fernwood Blvd	N of Fernwood Blvd	0.09	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Altamonte Springs / Seminole Co.
SWB13	5	Palm Springs Dr	SR 436	N of SR 436	0.10	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Altamonte Springs / Seminole Co.
SWB13	5	Spring Lake Rd	E of Maitland Ave	Woodling Pl	0.23	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Altamonte Springs / Seminole Co.

DRAFT - Critical Sidewalk Gap Projects (TMA-SU + TALU Funds) - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
SWB13	5	O'Brien Rd	Beverly Ave	US 17/92	0.58	Critical Sidewalk Gap Bundle	PE	$ 0.04				✔	✔	$ 0.14	Altamonte Springs / Seminole Co.
SWB13	5	SR 436	W of Hattaway Dr	Hattaway Dr	0.09	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Altamonte Springs / Seminole Co.
SWB17	6	US 441 / Orange Blossom Trl	E of S Thompson Rd	S Roger Williams Rd	0.27	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.07	Apopka / Orange Co.
SWB17	6	US 441 / Orange Blossom Trl	Alpine Dr	Piedmont Wekiva Rd	1.29	Critical Sidewalk Gap Bundle	PE	$ 0.09				✔	✔	$ 0.32	Apopka / Orange Co.
SWB17	6	Apopka Blvd	Sugar Pine Rd	SE of Fontaine Dr	0.32	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.08	Apopka / Orange Co.
SWB17	6	Apopka Blvd	Armando Borjas Jr Way	N Hiawassee Rd	0.13	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Apopka / Orange Co.
SWB17	6	Line Dr	Sand Lake Rd	N of Border Lake Rd	0.25	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Apopka / Orange Co.
SWB18	7	Shader Rd	W of John Young Pkwy	US 441 / Orange Blossom Trl	0.64	Critical Sidewalk Gap Bundle	PE	$ 0.04				✔	✔	$ 0.16	Orlando / Orange Co.
SWB18	7	SR 438 / Silver Star Rd	Clemson Rd	John Young Pkwy	0.19	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.05	Orlando / Orange Co.
SWB18	7	SR 438 / Silver Star Rd	E of Hansrob Rd	Industrial Blvd	0.12	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Orlando / Orange Co.
SWB18	7	SR 438 / Silver Star Rd	Dinneen Ave	Regent Ave	0.07	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.02	Orlando / Orange Co.
SWB18	7	Silver Star Rd	US 441 / Orange Blossom Trl	W of Pinewood Dr	0.17	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.04	Orlando / Orange Co.
SWB18	7	Rio Grande Ave	Silver Star Rd	Ardsley Dr	0.29	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.07	Orlando / Orange Co.
SWB18	7	Rio Grande Ave	Vassar St	Bryn Mawr St	0.13	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Orlando / Orange Co.
SWB18	7	Princeton St / Smith St	One-Way Split	Nichols Ave	0.08	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Orlando / Orange Co.
SWB18	7	Westmoreland Dr	Golfview St	New Hampshire St	0.22	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Orlando / Orange Co.
SWB18	7	Smith St	W of Princeton Ct	E of Ann Arbor Ave	0.04	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Orlando / Orange Co.
SWB18	7	Virginia Dr	W of SR 527 / Orange Ave	E of Alden Rd	0.05	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Orlando / Orange Co.

DRAFT - Critical Sidewalk Gap Projects (TMA-SU + TALU Funds) - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
SWB18	7	Winter Park Rd	Corrine Dr	Marble Ave	0.05	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Orlando / Orange Co.
SWB18	7	General Rees Ave	Lower Park Rd	S of Glenridge Way	0.23	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Orlando / Orange Co.
SWB19	8	Trevarthon Rd	Harrell Rd	W of Nelson Park Cir	0.82	Critical Sidewalk Gap Bundle	PE	$ 0.06				✔	✔	$ 0.20	Orange Co.
SWB19	8	Harrell Rd	SR 50 / Colonial Dr	N of Bexhill Blvd	0.51	Critical Sidewalk Gap Bundle	PE	$ 0.03				✔	✔	$ 0.13	Orange Co.
SWB19	8	SR 50 / Colonial Dr	SR 417 Ramp	Constantine St	0.41	Critical Sidewalk Gap Bundle	PE	$ 0.03				✔	✔	$ 0.10	Orange Co.
SWB19	8	Chickasaw Trl	SR 408 Ramp	William C Coleman Dr	0.01	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.00	Orange Co.
SWB19	8	Chickasaw Trl	Montezuma Trl	SR 50 / Colonial Dr	0.33	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.08	Orange Co.
SWB19	8	Chickasaw Trl	N of Crows Nest Cir	Millinockett Ln	0.25	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Orange Co.
SWB20	9	9th St	SR 50 / Colonial Dr	Florida Ave	0.67	Critical Sidewalk Gap Bundle	PE	$ 0.05				✔	✔	$ 0.17	Winter Garden / Orange Co.
SWB20	9	9th St	Maple St	Bay St	0.25	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Winter Garden / Orange Co.
SWB20	9	Lakeview Ave	Story Rd	Vining St	0.12	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Winter Garden / Orange Co.
SWB20	9	SR 535 / Main St	Story Rd	Florida Ave	0.18	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.04	Winter Garden / Orange Co.
SWB20	9	Pennsylvania Ave	Dillard St	Summer St	0.25	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.06	Winter Garden / Orange Co.
SWB20	9	Pennsylvania Ave	Wilson St	9th St	0.13	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.03	Winter Garden / Orange Co.
SWB20	9	Story Rd	Lakeview Ave	Boyd St	0.07	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.02	Winter Garden / Orange Co.
SWB20	9	Story Rd	W of Woodland St	Dillard St	0.09	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Winter Garden / Orange Co.
SWB20	9	Story Rd	Summer St	Wilson St	0.14	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.04	Winter Garden / Orange Co.
SWB20	9	SR 535 / Vineland Rd	Palmetto St	Cypress St	0.09	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.02	Winter Garden / Orange Co.
SWB20	9	SR 535 / Vineland Rd	N of SR 50 / Colonial Rd	Morgan St	0.04	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Winter Garden / Orange Co.

DRAFT - Critical Sidewalk Gap Projects (TMA-SU + TALU Funds) - Continued

MTP ID	PPL Rank	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Jurisdiction(s)
									PLN	PDE	PE	ROW	CST		
SWB20	9	SR 535 / Winter Garden-Vineland Rd	S of Southern Pecan Pl	N of Southern Pecan Pl	0.05	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.01	Winter Garden / Orange Co.
SWB20	9	SR 535 / Winter Garden-Vineland Rd	N of Florida's Turnpike	S of SR 50 / Colonial Dr	0.18	Critical Sidewalk Gap Bundle	PE	$ 0.01				✔	✔	$ 0.05	Winter Garden / Orange Co.
SWB20	9	Beulah Rd	Beard Rd	S of Copenhagen Way	0.06	Critical Sidewalk Gap Bundle	PE	$ 0.00				✔	✔	$ 0.02	Winter Garden / Orange Co.
SWB20	9	Beulah Rd	S of Myrtle Ave	SR 50 / Colonial Dr	0.29	Critical Sidewalk Gap Bundle	PE	$ 0.02				✔	✔	$ 0.07	Winter Garden / Orange Co.

DRAFT - TIP Congruency Projects - Critical Sidewalk Gap Bundles

Critical Sidewalk Gap Bundle Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
453494-1	5084	Old Cheney Hwy	Santa Rosa Dr	SR 436 / Semoran Blvd	1.277	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Old Cheney Hwy	Myrtle St	Kingston Ave	0.299	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Old Cheney Hwy	June St	SR 50 / Colonial Dr	0.089	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Old Cheney Hwy	Commerce Blvd	Flowerdale Ave	0.775	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Rio Grande Ave	N of Oak Ridge Rd	Heritage Pl Ln	0.522	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Texas Ave	Americana Blvd	Honour Rd	0.257	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Texas Ave	S of Towerpine Rd	Skan Ct	0.263	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Rio Grande Ave	Honour Rd	S of Holden Ave	0.182	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	White Rd	Olympic Cir	S Clark Rd	0.251	Critical Sidewalk Gap Bundle	TIP	TIP	Ocoee / Orange Co.
453494-1	5084	White Rd	E of Natchez Trace Blvd	Good Homes Rd	0.589	Critical Sidewalk Gap Bundle	TIP	TIP	Ocoee / Orange Co.
453494-1	5084	Good Homes Rd	Florence Vista Blvd	Silver Star Rd	0.886	Critical Sidewalk Gap Bundle	TIP	TIP	Ocoee / Orange Co.
453494-1	5084	Pine Hills Rd	SR 408	N of Amelia St	0.043	Critical Sidewalk Gap Bundle	TIP	TIP	Ocoee / Orange Co.
453494-1	5084	Vernon St / Balboa Dr	Vernon St	Hinckley Rd	0.017	Critical Sidewalk Gap Bundle	TIP	TIP	Ocoee / Orange Co.
453494-1	5084	Presidents Dr	Orlando Central Pkwy	Premier Row	0.294	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Orlando Central Pkwy	Lake Ellenor Dr	W of US 441 / Orange Blossom Trl	0.279	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Luzon Dr	Lancaster Rd	Oak Ridge Rd	0.541	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Chancellor Dr	Premier Row	Oak Ridge Rd	1.578	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.
453494-1	5084	Texas Ave	Chancellor Dr	E of Emperor Dr	0.276	Critical Sidewalk Gap Bundle	TIP	TIP	Orange Co.

DRAFT - TIP Congruency Projects - Critical Sidewalk Gap Bundles - Continued

Critical Sidewalk Gap Bundle Projects listed in this table have been funded through construction in the Transportation Improvement Program (TIP).
These projects are listed here for planning consistency with the TIP.

FM #	MTP ID	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Jurisdiction(s)
454963-1	5084	Anderson St	Rio Grande Dr	W of US 441 / Orange Blossom Trl	0.159	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	W South St	Clear Lake Way	Parramore Ave	0.436	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Robinson St	Westmoreland Dr	Garden Ave	0.179	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	SR 15 / Washington St	E of Terry Ave	Division Ave	0.113	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Hughey Ave	Church St	South St	0.127	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Columbia St	W of Atlanta Ave	E of Atlanta Ave	0.049	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Columbia St	Hughey Ave	Sligh Blvd	0.032	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Parramore Ave	Kaley Ave	Miller St	0.250	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Avondale Ave	20th St	18th St	0.129	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	33rd St	John Young Pkwy	Vision Blvd	0.234	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Rosamond Dr	S of US 441 / Orange Blossom Trl	Lake Orlando Pkwy	0.287	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.
454963-1	5084	Bentley St	Lee Ave	W of Terry Ave	0.190	Critical Sidewalk Gap Bundle	TIP	TIP	Orlando / Orange Co.

DRAFT - Regional Transit Projects (TMA-SU + DDR + FTA Funds)

MTP ID	Category	Project Name	Description	Length	Priority Phase	Phase Amount	Remaining Phase(s)					Est. Cost of Remaining Phases*	Implementing Agency
							PLN	TCAR	PD	ROW & CST	OPS		
6002	A	SunRail - Phase III / Sunshine Corridor Program	Rail connection expanding the SunRail commuter rail service to connect to Orlando International Airport, then west to the Orange County Convention Center, then southwest to South International Drive, and Disney Springs areas. Ultimately, providing direct transfers to a privately operated intercity passenger rail system connecting Miami and Orlando, with a proposed connection to Tampa in the future.	-	PD&E	$ 6,000,000			✔	✔	✔	TBD	FDOT
6003	B	LYNX - Southern Operations & Maintenance Facility	Per LYNX's Route Optimization Study (ROS), LYNX must acquire an additional operations and maintenance facility to support its growing fleet. This facility will house, refuel, and maintain CNG buses, ACCESS LYNX, NeighborLink, and VanPool Vehicles. It will have vehicle capacity for storing 60' articulated buses on the property to improve operational efficiencies.	-	ROW & CST	$ 110,000,000					✔	-	LYNX
6004	B	LYNX - Northern Operations Base	New Northern Operations base for System Expansion	-	PLN	$ 500,000				✔	✔	$ 50,000,000	LYNX
6005	B	SunRail - Meadow Woods Station Parking Expansion	Parking Expansion	-	CST	$ 24,220,000			✔	✔		-	SunRail
6006	B	SunRail - Tupperware Station Parking Expansion	Parking Expansion	-	CST	$ 30,240,000			✔	✔		-	SunRail
6007	B	SunRail - Poinciana Station Parking Expansion	Parking Expansion	-	CST	$ 5,320,000			✔	✔		-	SunRail
	C	LYNX - New Service	13 New Regional Express Routes (UCF - Downtown; OIA - Disney Springs; OIA / Florida Mall / Universal Studios; Downtown - Universal Studios; Downtown-S. I-Drive; Downtown - Disney Springs; Ocoee - Disney; Pine Hills / Disney; S.R. 436 / Disney; UCF/Altamonte Springs; UCF/Lake Mary; BVL/Tupperware/Disney Springs; Poinciana/Disney Springs)	-	OPS	$38,436,438 / year					✔	-	LYNX
	C	LYNX - New Service	12 New Local Routes (Disney/Four Corners; Winter Garden Rd / Ficquette Rd / Ocoee / Disney)	-	OPS	$47,023,864 /year					✔	-	LYNX
	C	LYNX - New Service	2 New Commuter Express Route (Lake County; Waterford Lakes)	-	OPS	$2,049,894 / year					✔	-	LYNX

DRAFT - Regional Transit Projects (TMA-SU + DDR + FTA Funds) - Continued

MTP ID	Category	Project Name	Description	Length	Priority Phase	Phase Amount	Remaining Phase(s)					Est. Cost of Remaining Phases*	Implementing Agency
							PLN	TCAR	PD	ROW & CST	OPS		
	C	LYNX - New Service	9 High-Frequency, Limited-Stop Route (SR 436 ltd.; US 441 ltd.; SR 50 ltd.; Pine Hills/Kirkman/Universal ltd.; Oak Ridge ltd.; I-Drive ltd.; US 192/Disney Springs ltd.; US 192 WDW ltd.; US 192)	-	OPS	$52,652,226 / year					✔	-	LYNX
	C	LYNX - New Service	5 On-Demand/Flexible Routes (Bithlo; Eatonville/Mailtand; Sanford/Midway; Waterford/Avalon; Tangelo Park)	-	OPS	$3,079,468 / year					✔	-	LYNX
6001	D	LYNX Capital Expenses & Transit Asset Management (Vehicles, Facilities, Passenger Amenities, Support Equipment, Technology, Safety & Security, LYMMO SGR)	Administrative, Operations, and Maintenance Facility improvements and repairs: Concrete repairs; HVAC upgrades; Fuel island improvements; Parking lot and roadway repaving; Security gate installation. 15 New Transit Centers Passenger Amenity replacements and new installations at bus stops (shelters, benches, solar lighting, trash receptacles, bike parking).	-	Capital	$ 1,640,695,793						-	LYNX - Region Wide
	D	Bus Replacement	25 40' Gillig buses at $720,000 per bus, 10 paratransit vehicles at $150,000 per cutaway, 3 articulated vehicles at $850,000 per vehicle, 5 NeighborLink vehicles at $190,000 per vehicle	-	Capital	$23,000,000/ year average							LYNX - Region Wide
	D	Shelter Replacement	56 shelters at $60,000 per shelter	-	Capital	$3,360,000/ year average							LYNX - Region Wide
	D	VanPool Replacement	10 VanPool vehicles per year at $40,000 per vehicle	-	Capital	$400,000 / year average							LYNX - Region Wide
	D	Miscellaneous Capital Expenses	Window Replacement, Diesel Generator Replacement to CNG Type LYNX, and LCS Generator Replacement to CNG	-	Capital	$ 4,322,232						-	LYNX - Region Wide
3262	E	City of Altamonte - Enhanced ITS / CAV Mobility to SunRail Station	Altamonte Springs SunRail Station to Uptown Altamonte Area	4.49	OPS	$ 2,870,000					✔	-	Altamonte Springs
3236	E	City of Altamonte - Enhanced ITS / CAV Mobility - Gateway Drive	Seminole State College to Maitland Center	2.37	OPS	$ 2,870,000					✔	-	Altamonte Springs
	E	City of Kissimmee Circulator	ITS CAV Circulator	-	OPS	$ 2,870,000					✔	-	Kissimmee
	E	City of Sanford Trolley	ITS CAV Circulator	2.37	OPS	$ 2,870,000					✔	-	Sanford

Supplement B -
Prioritization Criteria & Scoring Summary

Framework

This update to the annual process will continue to follow a funding program approach to project prioritization. Consistent with MetroPlan Orlando's 2045 MTP: Cost Feasible Plan and Transportation Improvement Program (TIP) funding categories and allocation policies, this method helps ensure funding eligibility and seamless implementation into FDOT's Five Year Work Program / State TIP.

Evaluation Criteria

MetroPlan Orlando's regional goals and objectives blended with the planning factors set forth in the federal FAST (Fixing America's Surface Transportation) Act of 2015 and the IIJA (Infrastructure Investment and Jobs Act) of 2021 yielded 28 criteria, or scoring factors, consistent with board funding programs/policies, to serve as the basis for the comparative evaluation. In this way, new projects will be proposed, funded, and constructed, with their need and impacts measured for consistency with the 2045 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/consequences;
- 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 can't be physically measured in the field;
- Understandable, in that impacts and trade-offs can be understood and communicated by everyone involved;
- Practical, meaning that information can practically be obtained to assess them (i.e., data, models or expert judgment exist or can be readily developed);
- Sensitive to the 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.

Please note: this method is currently being updated as part of the 2050 MTP development process.

Overview of Evaluation Criteria

Table B-1 outlines the project evaluation criteria to be considered. It should be noted that while priority programming determines the order in which projects are pursued, various factors such as available funding and the need for additional analysis or design can influence the order in which projects are implemented.

Table B-1 | Project Evaluation Criteria

Goal Area	Evaluation Criteria
Safety & Security	Crash Rate
	Fatal & Serious Injury Crash Rates
	Number of Pedestrian & Bicycle Crashes
	Evacuation Route Designation
Reliability & Performance	Travel Time Reliability (Auto)
	Unreliability on Constrained Corridor
	Fiber Optic Presence
	Segment Actively Monitored/Managed
	Relative Change: Future Congested Speeds
Access & Connectivity	Transit System Headways
	Population: ½ Mile of Non-Transit Corridor
	Jobs: ½ Mile of Non-Transit Corridor
	Food & Healthcare Locations: ½ Mile of Corridor
	Cultural & Recreational Locations: ½ Mile of Corridor
	Centrality Analysis Score (Critical Sidewalk Need)
Health & Environment	Bicycle Level of Traffic Stress
	Residential Density: ¼ Mile of Multimodal Facility
	Non-Residential Density: ¼ Mile of Multimodal Facility
	Public Health Indicator Rates
	Intensity & Proximity: Transportation Disadvantaged Populations
	Relative Change: Vehicle Miles Traveled
Investment & Economy	Percentage of Commercial Vehicle Traffic
	Statewide Truck Bottlenecks
	Intensity & Proximity: Freight Intensive Land Uses
	Relative Change: Vehicle Hours Traveled
	Cost Burdened Households: ¼ Mile of Corridor
	Percentage of Visitor Traffic
	Cost of Congestion

Source: MetroPlan Orlando 2045 MTP

Criteria and Scoring Logic

The criteria and scoring logic applied to the region's corridors will provide a quantitative assessment that will serve as the foundation for project prioritization. This assessment will provide decision-makers with the best information available for qualitative reviews and will guide MetroPlan Orlando's investments through a data-informed and performance-based process. The following section (Tables B-2 through B-6) 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:*

Performance Indicator

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. An in-depth explanation of each of the data sources can be found in Technical Series #2 of the adopted 2045 MTP.

Method

Includes a brief methodology of how each indicator was derived and/or assigned to the corridors within the data model.

Logic

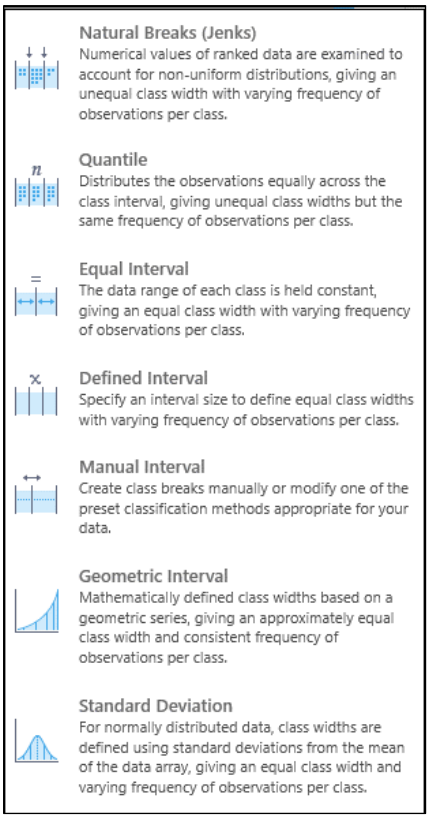
Ties the performance indicator back to the objective and explains the thought process on why the assessment will result in a priority need.

Scenario Planning

Shows the performance indicators which will be evaluated across all four of the 2045 MTP's scenario alternatives. The evaluation across the alternative's scenario is largely based on the timeframe of data and analyses of the indicators (existing versus future conditions).

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.



Source: Microsoft, 2020

For this process, "Natural Breaks (Jenks)" were used to readily identify 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 performance indicator has a maximum value of 1 point. It should be noted that the number of indicators in each goal area will have an impact on the scoring of each indicator. For example, the four indicators in the Safety & Security Goal each comprise of 25% of the total goal score, whereas the five (5) indicators in the Reliability & Performance Goal each account for 20% of the total goal score. This process is necessary to equalize the scoring and limit goal areas with more performance indicators from skewing results.

Table B-2 | Safety & Security Criteria and Scoring Logic

Performance Indicator	Description	Scoring Thresholds
Crash Rate Rate of vehicular crashes per 100 million vehicle miles traveled *Source: Signal 4 Analytics (2016-2020)*	***Method:*** Three-year crash rates were collected and assigned to each corridor within the data model. ***Logic:*** Corridors which exhibit high crash rates should be prioritized for improvements which eliminate the safety concerns. For example, a corridor with a crash rate over 6 indicates that its exposure to crashes has been higher than statewide averages for the past three years. *Greater the crash rate, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 2 / 0 2.01 - 4 / 0.5 4.01 - 6 / 0.75 Over 6 / 1 *Unit: Rate*
Fatal and Serious Injury Crash Rates Rate of crashes which result in a fatality or serious injury *Source: Signal 4 Analytics (2016-2020)*	***Method:*** Three-year fatal and serious injury crash rates were collected and assigned to each corridor within the data model. ***Logic:*** Corridors which exhibit a high rate of crashes involving a fatality or serious injury should be prioritized for improvements which eliminate the safety concerns. *Greater the crash rate, greater the need, greater the point allocation.*	*Range* / *Score* 0 / 0 0.01 - 1 / 0.25 1.01 - 3 / 0.50 3.01 - 5 / 0.75 Over 5 / 1 *Unit: Rate*
Number of Pedestrian and Bicycle Crashes A crash which involves a pedestrian or a cyclist *Source: Signal 4 Analytics (2016-2020)*	***Method:*** Three-year data for pedestrian and bicycle crashes were collected and assigned to each corridor within the data model. ***Logic:*** Corridors which exhibit a high number of crashes involving a pedestrian or cyclist should be prioritized for improvements which eliminate the safety concerns. *Greater the number of pedestrian and bicycle crashes, greater the need, greater the point allocation.*	*Range* / *Score* 0 / 0 0.01 - 1 / 0.50 1.01 - 3 / 0.1 3.01 - 5 / 1.5 Over 5 / 2 *Unit: Number*
Evacuation Route Designation A highway that is a specified route for an emergency evacuation *Source: Division of Emergency Management*	***Method:*** Corridors which serve as a designated evacuation routes were identified within the data model. ***Logic:*** Corridors with evacuation route designations provide critical infrastructure to help prepare for, respond to, and recover from emergencies. Designated evacuation routes will receive point allocation. *Corridors designated as an evacuation route will receive point allocation for prioritization.*	*Range* / *Score* No / 0 Yes / 1 *Unit: N/A*

Table B-3 | Reliability & Performance Criteria and Scoring Logic

Indicator	Description	Scoring Thresholds
Travel Time Reliability (Auto) The consistency or dependability in travel times measured as a ratio of the 80th percentile travel time to the average travel time. *Source: Streetlight*	***Method:*** Travel time reliability (TTR) data was obtained from Streetlight for automobiles (non-commercial) and assigned to each corridor within the data model. ***Logic:*** To improve travel time reliability on the transportation system, corridors with unreliable travel times should be prioritized for improvement. For example, if the TTR is 1.5 and your work commute takes 30 minutes on average, you would need to plan 45 minutes to ensure an on-time arrival, 80 percent of the time. *Lesser the reliability, greater the need, greater the point allocation.*	*Range* / *Score* 0 – 1.10 / 0 1.11 – 1.25 / 0.25 1.26 – 1.5 / 0.50 1.51 – 1.8 / 0.75 Over 1.8 / 1 *Unit: Ratio*
Travel Time Reliability (Auto) on Constrained Corridors The consistency or dependability in travel times for automobiles on constrained corridors *Source: Streetlight*	***Method:*** Travel time reliability (TTR) data was obtained from Streetlight for automobiles (non-commercial) and assigned to constrained corridor within the data model. ***Logic:*** To improve travel time reliability on the transportation system, corridors with unreliable travel times for autos on constrained corridors should be prioritized for improvement. *Lesser the reliability on constrained corridor, greater the need, greater the point allocation.*	*Range* / *Score* 0 – 1.10 / 0 1.11 – 1.25 / 0.25 1.26 – 1.5 / 0.50 1.51 – 1.8 / 0.75 Over 1.8 / 1 *Unit: Ratio*
Fiber Optics Presence Indication of fiber availability along a corridor *Source: ITS Master Plan / Maintaining Agencies*	***Method:*** Data provided by the Maintaining Agencies was used to determine the presence of fiber along a corridor. ***Logic:*** The presence of fiber allows the opportunity to implement active ITS solutions. For example, traffic signals which are connected via fiber allow operators and/or software to adapt and coordinate signal timings along a corridor. *No fiber optics, greater the need, greater the point allocation.*	*Range* / *Score* Yes / 0 No / 1 *Unit: N/A*
Segment Actively Monitored and Managed Indication if a corridor is actively monitored or managed *Source: ITS Master Plan / Maintaining Agencies*	***Method:*** Data provided by the Maintaining Agencies was used to determine if the corridor met the characteristics of an actively monitored and managed corridor. These characteristics include those with fiber in place; those with coordinated or interconnected signals; those with CCTVs, Bluetooth devices, DMS, electronic display signs, or MVDS in place; and those that are included within the Integrated Corridor Management (ICM) system being managed by FDOT. ***Logic:*** A segment that is actively monitored and managed allows the opportunity for better reliability & performance. *No active management, greater the need, greater the point allocation.*	*Range* / *Score* Yes / 0 No / 1 *Unit: N/A*
Relative Change: Future Congested Speeds Comparison of the 2045 speed to the existing speed *Source: CFRPM v7*	***Method:*** The 2015 and 2045 travel demand model were evaluated to quantify the change in congested speeds along a corridor. ***Logic:*** Corridors which exhibit the greatest decrease in future travel speed should be prioritized for improvement. *Greater the decrease in speed, greater the need, greater the point allocation.*	*Range* / *Score* Over 1 / 0 1.0 – 0.82 / 0.25 0.81 – 0.62 / 0.50 0.61 – 0.30 / 0.75 Less than 0.30 / 1 *Unit: Ratio*

Table B-4 | Access & Connectivity Criteria and Scoring Logic

Indicator	Description	Scoring Thresholds
Transit System Headway The amount of time between transit vehicle arrivals at a stop *Source: LYNX*	***Method:*** GIS data was used to identify the transit headway along a corridor. An average headway was used when multiple transit lines were present. ***Logic:*** Increased transit frequency provides riders with greater flexibility and improves reliability and confidence of using transit as a travel mode. *Greater the headway, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 30 / 0 31 - 45 / 0.50 46 - 60 / 0.75 Over 60 / 1 *Unit: Minutes*
Population within ½ mile of Non-Transit Corridor 2045 population totals from CFRPM TAZs in proximity to a corridor without transit *Source: CFRPM v7, LYNX*	***Method:*** Corridors without a transit stop were evaluated to determine the amount of population within ½ mile. ***Logic:*** To improve housing access to high frequency transit, corridors with the largest population and no transit should be prioritized for improvement. *Greater the population with no access to transit, greater the need, greater the point allocation.*	*Range* / *Score* 0 – 2,000 / 0 2,001 – 7,000 / 0.50 7,001 – 11,000 / 0.75 Over 11,000 / 1 *Unit: Population*
Jobs within ½ mile of Non-Transit Corridor 2045 employment totals within CFRPM TAZs in proximity to a corridor without transit *Source: CFRPM v7, LYNX*	***Method:*** Corridors without a transit stop were evaluated to determine the amount of employment within ½ mile. ***Logic:*** To improve employment access to high frequency transit, corridors with the largest population and no transit should be prioritized for improvement. *Greater the jobs with no access to transit, greater the need, greater the point allocation.*	*Range* / *Score* 0 – 3,400 / 0 3,401 - 7,000 / 0.50 7,001 - 11,000 / 0.75 Over 11,000 / 1 *Unit: Employees*
Food & Healthcare Locations within ½ mile of Corridor Proximity of land uses which provide food or healthcare opportunities *Source: xWave, 4/2022*	***Method:*** Proximity data for grocery stores, restaurants, markets, coffee shops, fast food restaurants, gyms, hospitals, pharmacies, and clinics was obtained from xWave. The number of these land uses within ½ mile of the corridor were totaled and scored (max score of 9 based on the 9 land use categories) ***Logic:*** To provide access to essential services across all modes of transportation, corridors which are in close proximity to food & healthcare locations should be prioritized for improvement. *Greater the food and healthcare locations, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 2 / 0 3 - 4 / 0.25 5 - 6 / 0.50 7 - 8 / 0.75 9 / 1 *Unit: Number*

Table B-4 | Access & Connectivity Criteria and Scoring Logic (Continued)

Indicator	Description	Scoring Thresholds
Cultural & Recreational Locations within ½ mile of Corridor Proximity of land uses which provide cultural & recreational opportunities *Source: xWave, 4/2022*	***Method:*** Proximity data for theme parks, golf courses, camping sites, libraries, and parks was obtained from xWave. The number of these land uses within ½ mile of the corridor were totaled and scored. ***Logic:*** To provide access to essential services across all modes of transportation, corridors which are in close proximity to cultural & recreational locations should be prioritized for improvement. *Greater the cultural & recreational locations, greater the need, greater the point allocation.*	*Range* / *Score* 1 / 0.25 2 / 0.50 3 / 0.75 4 / 1 *Unit: Number*
Sidewalk Critical Needs Critical needs identified based on functional class, sidewalk gaps, and proximity to transit, schools and generators *Source: xWave, 4/2022*	***Method:*** Corridors where a sidewalk critical need has been identified were scored for improvement. ***Logic:*** To improve pedestrian connectivity, corridors with sidewalk critical needs should be prioritized for improvement. *Corridors where sidewalk critical needs are identified will receive point allocation for prioritization.*	*Range* / *Score* 1-4 / 0.5 5 - 12 / 0.75 Over 12 / 1 *Unit: Percent*

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Table B-5 | Health & Environment Criteria and Scoring Logic

Indicator	Description	Scoring Thresholds
Bicycle Level of Traffic Stress Bicycle user's level of comfort when using the roadway or bicycle facility *Source: xWave, 4/2022*	***Method:*** Corridor Bicycle Level Traffic of Stress (LTS) average scores were based on presence and type of bicycle facility, roadway speed, number of lanes, and volume. ***Logic:*** To improve bicycle user's comfort, corridors with higher LTS scores should be prioritized for improvement. *Greater the LTS, greater the need, greater the point allocation.*	*Range* / *Score* Less than 2.75 — 0 2.76 - 3 — 0.50 3.1 - 3.5 — 0.75 Over 3.5 — 1 *Unit: Score*
Residential Density within ¼ Mile of Multimodal Facility 2045 residential dwelling unit totals from CFRPM TAZs in proximity to a corridor without multimodal facilities *Source: CFRPM v7, LYNX*	***Method:*** Corridors were evaluated to determine the amount of residential density (single family and multifamily dwelling units) within ¼ mile. The corridors were then compared to the availability of alternative modes of travel (transit, sidewalk, bike lane). If a corridor has less than 1,200 population, it will not be scored. ***Logic:*** To reduce delay and increase affordability for transportation and housing choices, corridors with the highest residential density should have access to a full range of travel modes. *Greater the residential density with a lack of multimodal options, greater the need, greater the point allocation.*	*Range* / *Score* Greater than 1,200 3 modes — 0 2 modes — 0.5 1 mode — 0.75 0 modes — 1 *Unit: Population*
Non-Residential Intensity within ¼ Mile of Multimodal Facility 2045 Non-Residential totals within CFRPM TAZs in proximity to a corridor without multimodal facilities *Source: CFRPM v7, LYNX*	***Method:*** Corridors were evaluated to determine the amount of non-residential intensity (Employees for Commercial, Industrial, and Service) within ¼ mile. The corridors were then compared to the availability of alternative modes of travel (transit, sidewalk, bike lane). If a corridor has less than 1,400 employment, it will not be scored. ***Logic:*** To reduce delay and increase affordability for transportation and housing choices, corridors with the highest non-residential intensity should have access to a full range of travel modes. *Greater the non-residential intensity with a lack of multimodal options, greater the need, greater the point allocation.*	*Range* / *Score* Greater than 1,400 3 modes — 0 2 modes — 0.5 1 mode — 0.75 0 modes — 1 *Unit: Employment*
Public Health Indicator Rates Risk score for chronic disease risk factors associated with physical inactivity along a corridor *Source: 5-year American Community Survey Data*	***Method:*** Quantify rate of population with health indicators associated with physical inactivity (Asthma, Obesity, Diabetes) then compare to the availability of sidewalks and bike facilities ***Logic:*** To reduce the health impacts associated with physical inactivity, corridors that serve areas with a higher risk for the associated chronic diseases should be prioritized. *Greater the health risks, greater the need for active transportation facilities, greater the point allocation.*	*Range* / *Score* 0 - 0.4 — 0 0.41 - 0.65 — 0.50 0.66 - 0.83 — 0.75 Over 0.83 — 1 *Unit: Score*

Table B-5 | Health & Environment Criteria and Scoring Logic (Continued)

<table>
<tr><th>Indicator</th><th>Description</th><th>Scoring Thresholds</th></tr>
<tr>
<td>Transportation Disadvantaged (TD) Populations

Percentage of seven traditionally disadvantaged communities (low income, minority, aging population, people with disabilities, zero-car households, limited English proficiency persons, female head of household with child), measured at the census tract level.

Source: 5-year American Community Survey Data</td>
<td>Method: A GIS assessment was conducted to determine the corresponding TD score for the area adjacent to the corridor. The TD score represents the number of transportation disadvantaged populations which exceed the regional average within a particular census block.

Logic: To ensure that transportation decisions do not cause disproportionately high and adverse effects on transportation disadvantaged populations, corridors with higher TD population will be prioritized for improvements.

<u>Greater the TD population, greater the need, greater the point allocation.</u></td>
<td><table><tr><th>Range</th><th>Score</th></tr><tr><td>1</td><td>0.25</td></tr><tr><td>2 - 3</td><td>0.50</td></tr><tr><td>4</td><td>0.75</td></tr><tr><td>Over 4</td><td>1</td></tr></table>Unit: Score</td>
</tr>
<tr>
<td>Relative Change: Vehicle Miles Traveled (VMT)

Comparison of a corridor’s 2045 VMT to the existing VMT

Source: CFRPM v7</td>
<td>Method: The 2015 and 2045 travel demand model were evaluated to quantify the change in VMT along a corridor.

Logic: Increased VMT results in increased greenhouse gas emissions, therefore corridors which exhibit the greatest increase in future VMT should be prioritized for improvements to other modes of travel that provide increased occupancy (transit) or active transportation (bike/pedestrian facilities).

<u>Greater the VMT increase, greater the need, greater the point allocation.</u></td>
<td><table><tr><th>Range</th><th>Score</th></tr><tr><td>0 - 1.10</td><td>0</td></tr><tr><td>1.11 - 1.3</td><td>0.25</td></tr><tr><td>1.31 - 1.6</td><td>0.50</td></tr><tr><td>1.61 - 2.5</td><td>0.75</td></tr><tr><td>Over 2.5</td><td>1</td></tr></table>Unit: Ratio</td>
</tr>
</table>

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Table B-6 | Investment & Economy Criteria and Scoring Logic

Indicator	Description	Scoring Thresholds
Percentage of Commercial Vehicles The number of heavy vehicles compared to the total traffic along a corridor *Source: Streetlight*	***Method:*** The truck volume was divided by the total volume to derive the percentage of commercial vehicles on each corridor. ***Logic:*** To promote transportation projects that expand and enhance economic prosperity, corridors which serve higher percentages of commercial vehicles should be prioritized for improvement. *Greater the truck percentage, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 10 / 0 11 - 15 / 0.50 16 - 20 / 0.75 Over 20 / 1 *Unit: Percent*
Statewide Truck Bottlenecks Corridors ranked as Top 10 and Top 100 Statewide bottlenecks *Source: Truck Bottlenecks NPMRDS*	***Method:*** Top 10 and Top 100 truck bottlenecks within the MetroPlan Orlando region were reviewed and coded in the data model. ***Logic:*** To promote transportation projects that expand and enhance economic prosperity, corridors which have been identified as bottlenecks for commercial vehicles should be prioritized for improvement. Reduced congestion on these corridors will provide for efficient movement of goods and services throughout the region. *Greater the rank of truck bottleneck, greater the need, greater the point allocation.*	*Range* / *Score* Top 100 / 0.75 Top 10 / 1 *Unit: Rank*
Freight Intensive Land Use within 1-mile of Corridor 2045 industrial employment totals within CFRPM TAZs in proximity to a corridor *Source: CFRPM v7*	***Method:*** Corridors were evaluated to determine the amount of freight intensive land use (Industrial employment) within 1 mile ***Logic:*** To promote transportation projects that expand and enhance economic prosperity, corridors which serve as the last mile connection for freight should be prioritized for improvement. *Greater the freight intensive land use, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 50 / 0 51 - 100 / 0.50 101 - 200 / 0.75 Over 200 / 1 *Unit: Employees*
Relative Change: Vehicle Hours Traveled (VHT) Comparison of a corridor's 2045 VHT to the existing VHT *Source: CFRPM v7*	***Method:*** The 2015 and 2045 travel demand model were evaluated to quantify the change in VHT along a corridor. ***Logic:*** Corridors which exhibit the greatest increase in future VHT should be prioritized for improvements. For example, if a corridor is projected to have a 3.0 ratio of VHT increase, the existing time spent traversing the corridor will be three times higher in the future *Greater the VHT increase, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 1.10 / 0 1.11 - 1.4 / 0.25 1.4 - 1.75 / 0.50 1.76 - 2.8 / .75 Over 2.8 / 1 *Unit: Ratio*

Table B-6 | Investment & Economy Criteria and Scoring Logic (Continued)

Indicator	Description	Scoring Thresholds
Cost Burdened Households within ¼ mile of Corridor The percentage of families which pay more than 30 percent of their income for housing. *Source: 5-year American Community Survey Data*	***Method:*** Corridors were evaluated to determine the percentage of cost burdened households within ¼ mile of the corridor. ***Logic:*** To ensure that transportation decisions do not cause disproportionately high and adverse effects on cost burdened households, corridors with higher percentages will be prioritized for improvements. *Greater the cost burdened households, greater the need, greater the point allocation.*	*Range* / *Score* 10 - 22 / 0.25 23 - 27 / 0.5 28 - 32 / 0.75 Over 32 / 1 *Unit: Percentage*
Percentage of Visitor Traffic The percentage of visitor traffic to total traffic along a corridor *Source: FDOT Central Florida Visitor Study – 2019*	***Method:*** The percentage of visitor traffic was assigned to each corridor within the data model. ***Logic:*** To improve the transportation experience for visitors and supportive-industry worker, corridors which exhibit a high percentage of visitor traffic should be prioritized. *Greater the percent of visitor traffic, greater the need, greater the point allocation.*	*Range* / *Score* 0 - 10 / 0 11 - 25 / 0.25 26 - 40 / 0.5 41 - 60 / 0.75 Over 60 / 1 *Unit: Percentage*
Cost of Congestion Comparison of a corridor's cost of congestion between the 2045 cost and existing cost. *Source: CFRPM v7, U.S. Census Data*	***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). ***Logic:*** To reduce per capita delay for residents, visitors, and businesses, corridors with the highest cost per congestion should be prioritized for improvement. For example, if a 30 minute work commute takes you 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.*	*Range* / *Score* 0 - 3 / 0 4 - 5 / 0.5 6 - 14 / 0.75 Over 14 / 1 *Unit: Ratio*

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Data Model Development

The development of the automated GIS data model included combining multiple data sources and information into a singular base segmented roadway file that included the roads in the MetroPlan Orlando area.

Prioritization Database and Roadway Network Development

Prior to building the actual prioritization model, MetroPlan Orlando and HDR conducted a coordination meeting and reviewed assumptions, methodology and data sources; and to discuss availability and quality of the numerous input datasets from various sources including FDOT's statewide Roadway Characteristics Inventory (RCI), U.S. Census American Community Survey (ACS), FDOT's regional travel demand model (CFRPM), Signal Four Crash Database, regional/local land use data, LYNX transit routes/stops, and regional activity centers. The datasets then were compiled in a centralized file geodatabase (fGDB) and then processed as required for prioritization, as shown Figure B-1. A full list of data sources and model criteria is broken down in prior sections.

Figure B-1 | Prioritization File Geodatabase

A complete master roadway network forms the basis for developing a comprehensive regional prioritization. For this purpose, the existing MetroPlan Orlando base roadway network and segmentation was reviewed and updated to reflect both correct network geometry and attribute information. Updates included:

- Splitting segments at (major) intersections to create logical/coherent network
- Standardizing roadway names (spelling, abbreviations, leading with state road number followed by local name where applicable)
- Adding from/to descriptions for each segment
- Creating unique 5-digit roadway segment ID (starting with 1 for Seminole, 2 for Orange, 3 for Osceola)
- Adding database field to capture potential for future segment splits

For example, previously "Colonial Drive" appeared in many iterations in the database (e.g. "W Colonial Drive – SR50", "SR 50 E Colonial Drive", etc.). For consistency, the naming was standardized to "SR 50 / Colonial Dr" throughout the entire database. **Figure B-2** shows an extract of the updated and standardized roadway database schema.

Figure B-2 | Base Network Database Schema

Roadway_Network_MP_All

Segment ID	Segment ID Split	Length (Mi)	Road Name	From Road	To Road	Road Status	Access Type	State Road	County
10001	<Null>	0.542	US 17/92	Seminole Blvd	Seminole/Volusia CL	Existing Road	Full Access	Yes	Seminole
10002	<Null>	0.896	I-4	Orange Blvd	Seminole/Volusia CL	Existing Road	Limited Access	Yes	Seminole
10003	<Null>	0.314	US 17/92 / Monroe Rd	Orange Blvd	Seminole Blvd	Existing Road	Full Access	Yes	Seminole
10004	<Null>	2.58	Seminole Blvd	Mangoustine Ave	US 17/92 / Monroe Rd	Existing Road	Full Access	No	Seminole
10005	<Null>	1.05	Orange Blvd	Oregon St	US 17/92 / Monroe Rd	Existing Road	Full Access	No	Seminole
10006	<Null>	2.999	I-4	SR 46	Orange Blvd	Existing Road	Limited Access	Yes	Seminole
10007	<Null>	1.152	US 17/92 / Monroe Rd	SR 46	Orange Blvd	Existing Road	Full Access	Yes	Seminole

Two (2) of the major inputs into the prioritization process, the xWave database and the latest Central Florida Regional Planning Model (CFRPM) model network, had to undergo a comprehensive network conflation. Network conflation is the process of merging transportation data associated with two or more linear networks of different geometry/segmentation with the intent of exchanging roadway segment characteristics between networks.

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. For example, the xWave network segmentation is much more fine-grained than the segmentation of the MetroPlan Orlando base roadway network. In order to summarize xWave network characteristics at the base network segmentation level, each xWave segment was assigned the corresponding MetroPlan Orlando base network segment ID via a coding process. The same conflation concept was applied to both the base (2015) and future (2045) CFRPM model networks. Figure B-3 shows an extract of the CFRPM network database with the MetroPlan Orlando base network segment ID added during conflation.

Figure B-3 | CFRPM Network Database Following Network Conflation

CFRPM_Network_45_MP

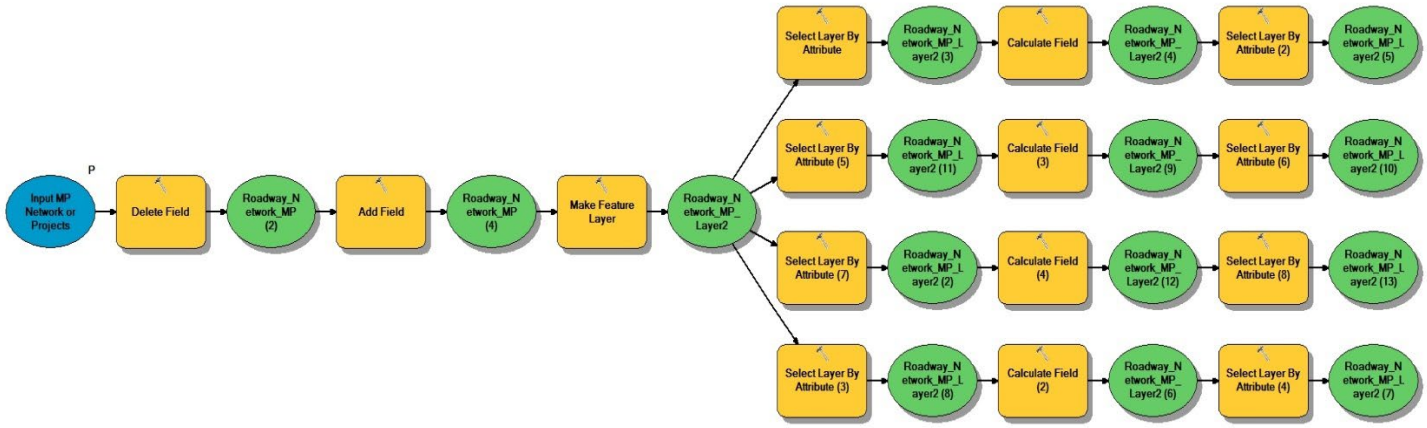
A45_A	A45_B	A45_ROAD_NAME	A45_TWOWAY	A45_DIR	A45_NUM_LANES	A45_POST_SPEED	A45_UA_TYPE	A45_UA_NAME	A45_FUNCLASS	MP_SEG_ID
70411	70062	Osceola Pkwy	2: Two-Way Link	EB: Eastbound	2	55	1: Urban	7: Kissimmee	14: Urban - Principal Arterial	30049
64300	61951	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
61951	61183	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
61657	60951	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
61183	61657	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
90139	90148	SR 436	2: Two-Way Link	EB: Eastbound	3	40	1: Urban	13: Orlando	14: Urban - Principal Arterial	10310
70143	74538	Osceola Pkwy	2: Two-Way Link	EB: Eastbound	2	55	1: Urban	7: Kissimmee	14: Urban - Principal Arterial	30035
74538	70083	Osceola Pkwy	2: Two-Way Link	EB: Eastbound	2	55	1: Urban	7: Kissimmee	14: Urban - Principal Arterial	30035
61119	64355	Laurel Valley Dr	2: Two-Way Link	EB: Eastbound	1	35	1: Urban	13: Orlando	19: Urban - Local	21210
64355	61195	Laurel Valley Dr	2: Two-Way Link	EB: Eastbound	1	35	1: Urban	13: Orlando	19: Urban - Local	21210
61888	64042	Buena Vista Dr	2: Two-Way Link	EB: Eastbound	3	50	1: Urban	13: Orlando	17: Urban - Major Collector	21505

Other datasets such as RCI and ACS layers were clipped to the MetroPlan Orlando study area in order provide full coverage of the three-county area. After completing the conflation of the various data sets, GIS models were used to deliver automated and adjustable scoring mechanisms which could be changed by users to place additional emphasis on select characteristics. These GIS models programmatically evaluate each performance measure and deliver a score and value which corresponds to occurrence of the measure in relation to other roadway segments and the emphasis 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 model is represented as a diagram that chains together sequences of processes and geoprocessing tools, using the output of one process as the input to another process. An example of this script flow is shown in Figure B-4.

Figure B-4 | ModelBuilder Script Example



A series of models was developed to compute values and scores for the various performance indicators such as environmental justice regions identifying areas of underserved populations, demand scores for actively managed corridors, freight intensive areas, transit system headways, conducting crash data analysis, identifying sidewalk critical needs, 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 (see Figure B-5).

Figure B-5 | Prioritization Model Script Toolbox

For each performance indicator, a model computes the respective value of each roadway segment and then computes the indicator score ranging from 0 to 1 depending on the thresholds outlined in Tables B-3 through B-7. Both the indicator 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 (see Figure B-6 for extract of roadway segment attribute table).

Figure B-6 | Base Roadway Network Database with Added Prioritization Results

Roadway_Network_MP_Priority

Segment ID	Seg. Length (Mi)	Road Name	From Road	To Road	TTR	Constraint Corridor	Total Crashes	Total Crash Rate	Score Total Crashes
10001	0.541794	US 17/92	Seminole Blvd	Seminole/Volusia CL	1.29	Yes	128	3.922828	0.5
10002	0.896331	I-4	Orange Blvd	Seminole/Volusia CL	1.199	No	88	0.39556	0
10003	0.313658	US 17/92 / Monroe Rd	Orange Blvd	Seminole Blvd	2.182	Yes	79	18.401232	1
10004	2.579966	Seminole Blvd	Mangoustine Ave	US 17/92 / Monroe Rd	1.29	No	123	1.789268	0
10005	1.050456	Orange Blvd	Oregon St	US 17/92 / Monroe Rd	2.331	Yes	35	3.04282	0.5
10006	2.998545	I-4	SR 46	Orange Blvd	1.199	No	403	0.541493	0
10007	1.152359	US 17/92 / Monroe Rd	SR 46	Orange Blvd	2.182	Yes	184	10.415688	1
10008	1.205946	Oregon St	SR 46	Orange Blvd	4.059	Yes	42	2.544469	0.5
10009	2.09981	Orange Blvd	SR 46	Oregon St	2.331	Yes	56	2.435532	0.5
10010	0.574873	Seminole Blvd	Mangoustine Ave	French Ave	0	No	25	1.632122	0
10011	0.312611	Mangoustine Ave	SR 46	Seminole Blvd	0	No	17	3.973023	0.5
10012	0.281617	French Ave	SR 46	Seminole Blvd	1.15	Yes	61	8.538722	1

Executing and Updating the Prioritization Model

In order to conduct the prioritization, the model scripts need to be executed in sequence starting with Model 01. By default, each model points to the MetroPlan Orlando base roadway network (Roadway_Network_MP_Final) to serve as the input. This can be changed as needed by pointing to an updated version of the network or a subset of it that could represent a set of projects. Note: For the models to properly execute, the input network or project segment data needs to have the same database schema (i.e. attribute table fields) as the base roadway network. Each model generates values and scores for a specific performance indicator at a roadway/project segment which are being derived from indicator-specific input data. For example, model '01 Priority Scoring – Crashes' computes values and scores for the three crash rate indicators under the safety & security goal area and utilizes the 5-year crash data from Signal Four which is contained in the GDB as 'Crashes_All_2017_21_MP". If this data were to be changed or updated, the model would need to be adjusted accordingly by pointing to new crash data layer. The same concept applies to the other models.

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 (MP_Network_Prioritization.xls) listing values and scores for all performance indicators as well as aggregate scores by goal area along with the total composite score.

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 Online Data Viewer: https://MetroPlanOrlando.gov/maps-tools/dataviewer (see "Network Evaluation" tab).

Methodology for Critical Sidewalk Gap Bundles (2023)

The critical sidewalk bundle prioritization methodology was developed by the Vulnerable Users Working Group in cooperation with the Technical Advisory Committee (TAC). Evaluation criteria include Equity Areas, Bicycle / Pedestrian Safety and Crashes, Proximity to Schools, Proximity to Transit Stops by Ridership, and Proximity to Points of Interest. The prioritization methodology is detailed in Table B-7. This method was applied to the individual sidewalk segments using GIS and then compiled (weighted-average based on segment lengths) to create an overall score for each bundle.

Table B-7 | Criteria and Weighting Methodology for Critical Sidewalk Bundles

Category	Data Source	Criteria	Score	Weight
Transportation Disadvantaged Areas	US Census ACS 2020	Historically Transportation Disadvantaged Populations (sum of 7 socio-economic indicators identified in the MPO's Title VI Plan)		30%
		Sum 5-7 **or** in an area with > 18% of households are Zero Car Households	100	
		Sum 3-4 **or** in an area with ≥ 12% of households are Zero Car Households	75	
		Sum 1-2 **or** in an area with ≥ 6.3% of households are Zero Car Households	50	
Bicycle / Pedestrian Safety and Crashes	Signal Four Analytics	Pedestrian / Bicycle Crashes and Fatalities (2017-21)		25%
		More than 5 crashes **or** any pedestrian / bicycle fatalities	100	
		3.01—5 crashes	75	
		1.01—3 crashes	50	
		0.01—1 crashes	25	
Schools	Wave	Proximity to Schools		20%
		< 1/4 mile	100	
		1/4 to 1/2 mile	50	
Transit Stops	Wave	Proximity to Transit Stops		15%
		Within ¼ mile of Transit Stop with ≥ 100 Avg Daily Ons/Offs.	100	
		Within ¼ mile of Transit Stop with 67 to 99 Avg Daily Ons/Offs.	75	
		Within ¼ mile of Transit Stop with 34 to 66 Avg Daily Ons/Offs.	50	
		Within ¼ mile of Transit Stop with ≤ 33 Avg Daily Ons/Offs.	25	
Points of Interest	Wave	Proximity to Essential Points of Interest (grocery stores, health care facilities, parks)		10%
		< 1/4 mile	100	
		1/4 to 1/2 mile	50	
		Total		**100%**

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