



2050 Metropolitan Transportation Plan

Appendix M | Public Participation Documentation/Results



November 3, 2025



HOW TO GET INVOLVED IN THE 2050 PLAN



Online at MetroPlanOrlando.gov

Learn more about how long range transportation planning works and sign up for our e-newsletter to get updates on comment opportunities



In Person

Invite us to attend your event or present to your group by contacting our community outreach staff. You can find out about our public meetings in the calendar section of our website



On Social Media

Connect with us on LinkedIn, Facebook, Twitter and YouTube to learn about transportation news and when we'll be out in the community



Requested Printed Material

If you don't have digital access and prefer information in paper form, you can make the request by calling the number below



Questions?

Contact our community outreach staff at MTP@MetroPlanOrlando.gov or (407) 481-5672

Legal Information

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CONTENTS

M.1 Outreach Event Reports.....1

M.2 2050 MTP Community Survey Results35

M.3 MTP Summit Materials and Summary.....46

M.4 2050 MTP Webinar Series Presentations and Q&A127

M.5 Presentations and Status Reports to Decision Makers269

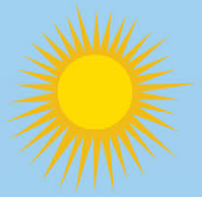
M.6 Outreach Collateral.....313

M.7 E-Newsletters328

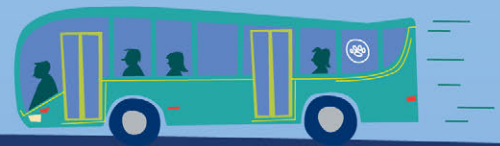
M.8 Social Media Content Examples346

M.9 MetroPlan Orlando 2050 Plan YouTube Playlist.....351

M.10 MTP Website.....357



M.1 Outreach Event Reports



MTP 2050 Goal Ranking

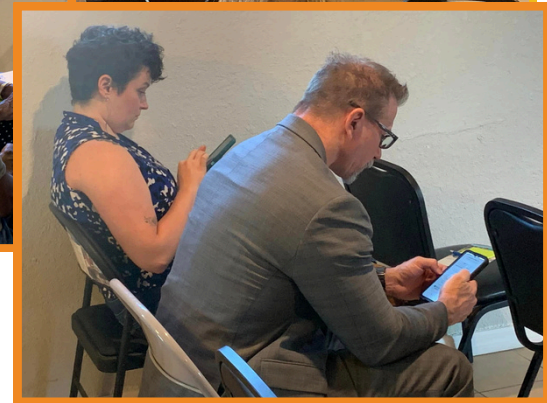
SAFETY

RELIABILITY

CONNECTIVITY

COMMUNITY

PROSPERITY



3 Transportation System Changes

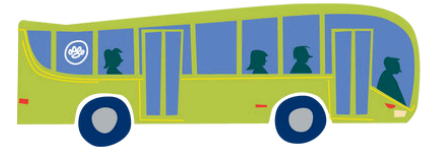
More roads that are cyclist and pedestrian friendly



Better connections between public transportation and final destination

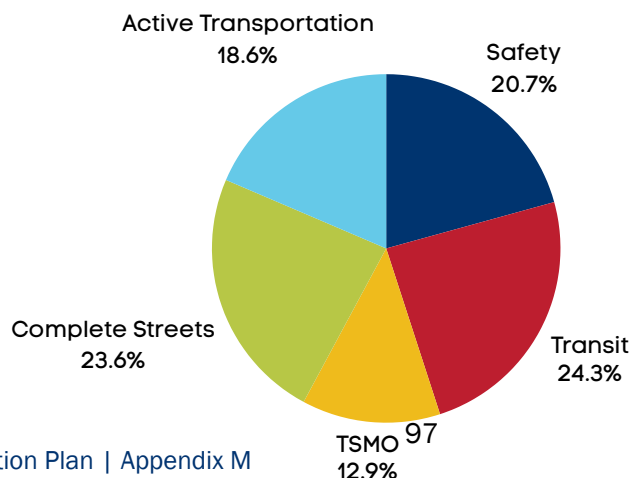


More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 2% Asian
- 13% Black or African American
- 10% Hispanic
- 75% White

GENERATIONS:

- 64% Born 1965-1980
- 27% Born 1981-1996
- 9% Born 1946-1964

MTP 2050 Goal Ranking

SAFETY

CONNECTIVITY

RELIABILITY

COMMUNITY

PROSPERITY



3 Transportation System Changes

More roads that are cyclist and pedestrian friendly



Better connections between public transportation and final destination



More frequent public transportation that goes to more places



More bus stops with features like shade, seating, and lighting



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.

Active Transportation
15%

Complete Streets
14.2%

Other
12.5%

Safety
16.7%

Transit
28.3%

TSMO
13.3%

Demographics



ETHNICITIES:

- 17% Asian
- 13% Black or African American
- 40% Hispanic
- 4% Middle Eastern or North African
- 65% White

GENERATIONS:

- 25% Born 1981-1996
- 75% Born 1997-2012

Mayor's Committee on Healthy Aging & Livability

September 25, 2024

Surveys Completed: 11/ Event Attendance: 15

Emails Added to Mailing List: 3

Location: **ORANGE** / 2050 Plan Community Conversation

MTP 2050 Goal Ranking

SAFETY

CONNECTIVITY

RELIABILITY

COMMUNITY

PROSPERITY



3 Transportation System Changes

More roads that are cyclist and pedestrian friendly



Better connections between public transportation and final destination

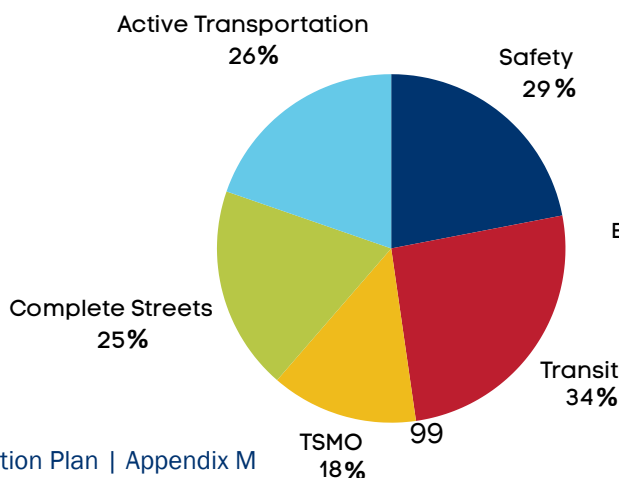


More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 13% Black or African American
- 40% Hispanic
- 4% Middle Eastern or North African
- 65% White

GENERATIONS:

- 28% Born 1965-1980
- 20% Born 1981-1996
- 52% Born 1946-1964

The Blind Experience

October 30, 2024

Surveys Completed: 2/ Event Attendance: 75
Emails Added to Mailing List: 1
Location: **REGIONAL/ 2050 Plan Community Event**

MTP 2050 Goal Ranking

CONNECTIVITY

RELIABILITY

SAFETY

PROSPERITY

COMMUNITY

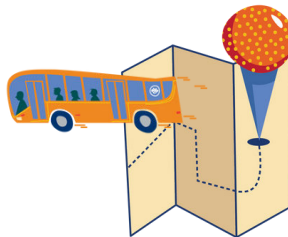


3 Transportation System Changes

Enhanced pedestrian crossings



Better connections between public transportation and final destination

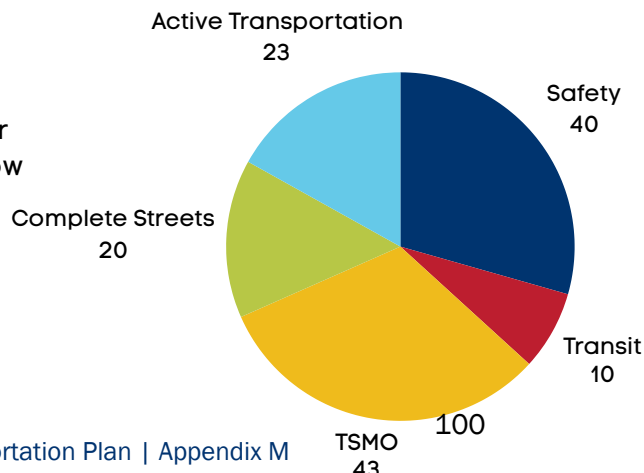


More roads that are cyclist and pedestrian friendly



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 50% Black or African American
- 50% White

GENERATIONS:

- 50% Born 1965-1980
- 50% Born 1946-1964

Lake Nona High School STEAM Fair

November 6, 2024

Surveys Completed: 1/ Event Attendance: 100

Emails Added to Mailing List: 0

Location: **ORANGE**/ 2050 Plan Community Event

MTP 2050 Goal Ranking

RELIABILITY

PROSPERITY

SAFETY

CONNECTIVITY

COMMUNITY

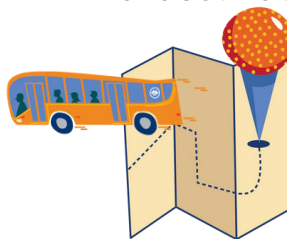


3 Transportation System Changes

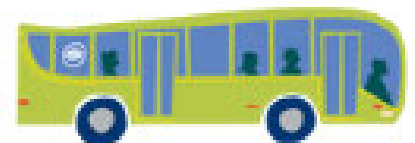
More "smart" traffic signals and sensors



Better connections between public transportation and final destination

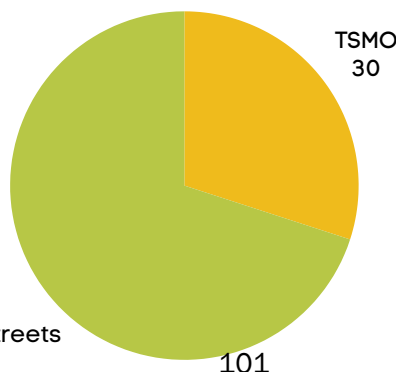


More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- Did not indicate answer

GENERATIONS:

- Did not answer

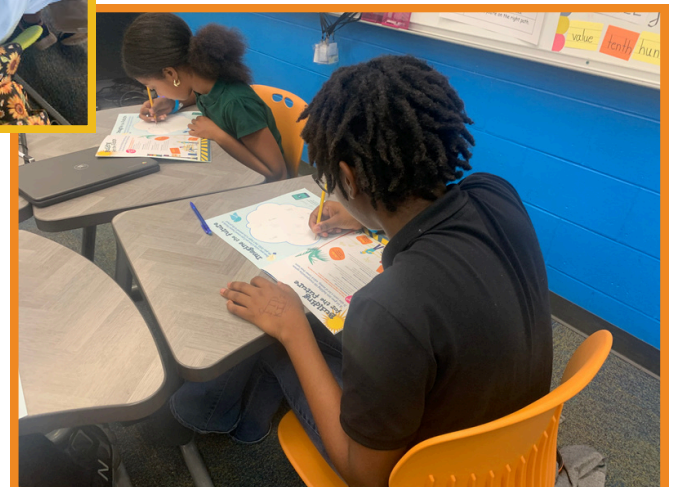
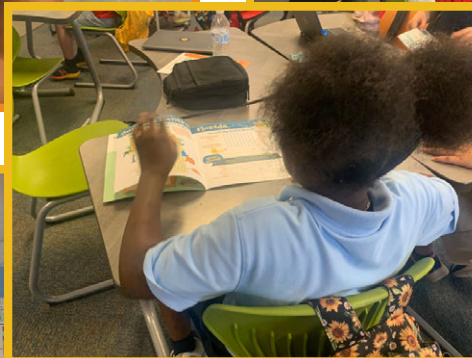
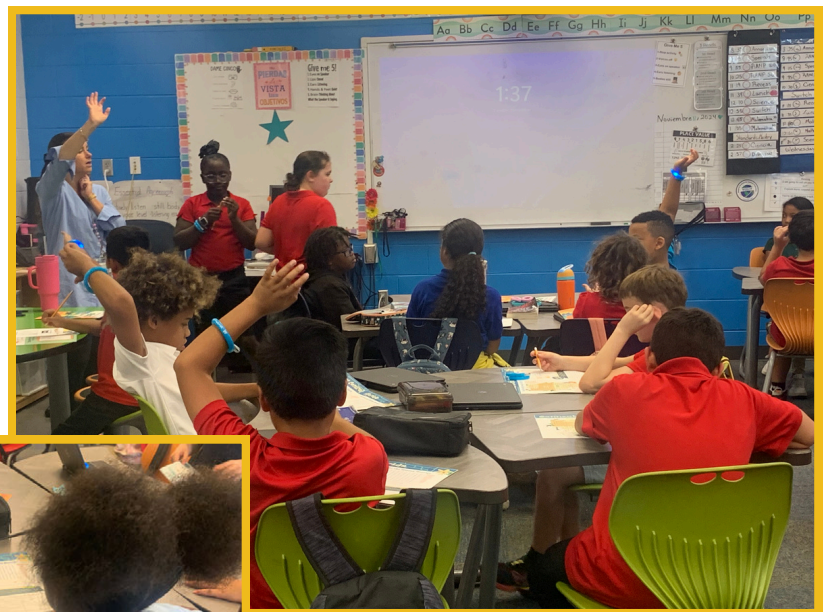
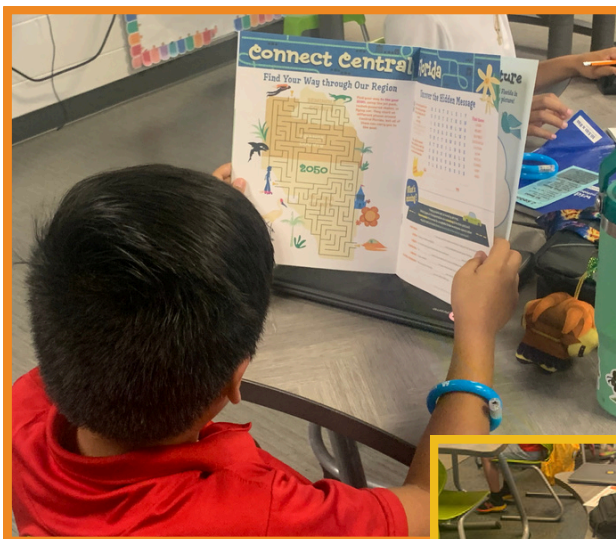
Seminole County Teach-In with Wicklow Elementary

November 12, 2024

Location: **SEMINOLE/** 2050 Plan Community Event

We participated in Seminole County Teach-In at Wicklow Elementary School. We asked 4th grade students to illustrate their ideas of Central Florida transportation in the year 2050, and they gave us some unique insights into what they envision. Most of them calculated they would be 35-36 years old in 2050. Here were some of their future-ready responses.

- 💡 "I made shoes that will travel at the speed of light". - Juan
- 💡 "I drew a triple decker bus to travel around town with my 12 kids." - Ashely
- 💡 "I created a flying bed. I can sleep while I travel." - Julia
- 💡 "I see myself using teleportation. Definitely!" - Brady



Transportation Disadvantaged Public Meeting

November 14, 2024

Surveys Completed: 1/ Event Attendance: 100

Emails Added to Mailing List: 0

Location: **REGIONAL/ 2050 Plan Community Event**

MTP 2050 Goal Ranking

SAFETY

RELIABILITY

CONNECTIVITY

PROSPERITY

COMMUNITY



3 Transportation System Changes

More frequent public transportation



Better connections between public transportation and final destination

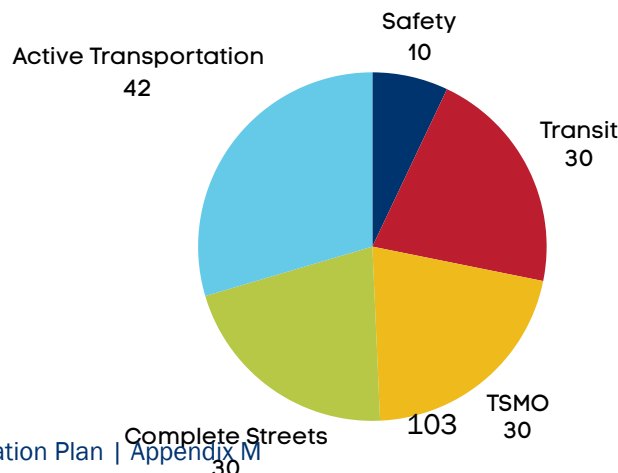


More "smart" traffic signals and sensors



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 50% Hispanic
- 50% White

GENERATIONS:

- 100% Born 1981-1996

Bike Rodeo with Midway Elementary School

November 16, 2024

Location: **SEMINOLE**/ 2050 Plan Community Event

We participated in Midway Elementary School's Annual Bike Rodeo by providing 100 youth activity books and LED bracelets. The children enjoyed reading through the books to learn about the future of transportation and liked wearing the LED bracelets. The children also learned about pedestrian safety and were fitted for bike helmets.



November 20, 2024

Surveys Completed: 21/ Event Attendance: 24

Emails Added to Mailing List: 10

Location: REGIONAL/ 2050 Plan Community Conversation

MTP 2050 Goal Ranking

SAFETY

CONNECTIVITY

RELIABILITY

COMMUNITY

PROSPERITY

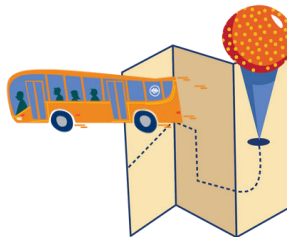


3 Transportation System Changes

More roads that are cyclist and pedestrian friendly



Better connections between public transportation and final destination

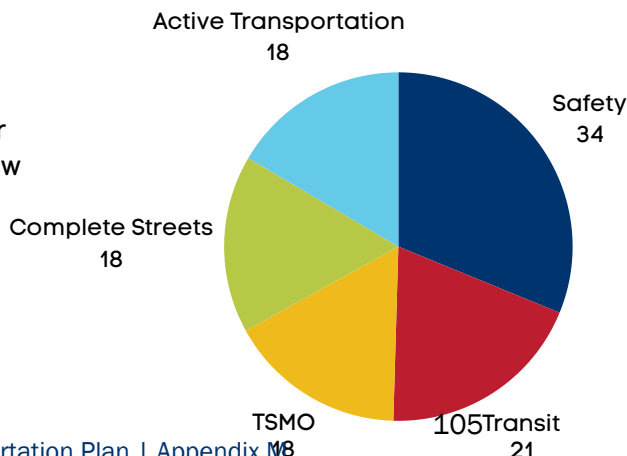


More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 10% Asian
- 10% Black or African American
- 14% Hispanic
- 76% White

GENERATIONS:

- 24% Born 1965-1980
- 61% Born 1981-1996
- 14% Born 1997-2012

December 5, 2024

Surveys Completed: 52/ Event Attendance: 140
Emails Added to Mailing List 12

Location: REGIONAL/ 2050 Plan Community Conversation

MTP 2050 Goal Ranking

SAFETY

CONNECTIVITY

RELIABILITY

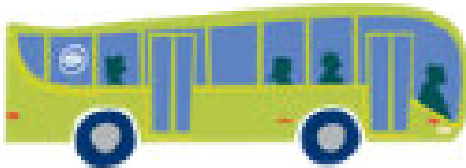
COMMUNITY

PROSPERITY

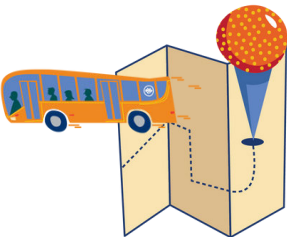


3 Transportation System Changes

More frequent public transportation



Better connections between public transportation and final destination

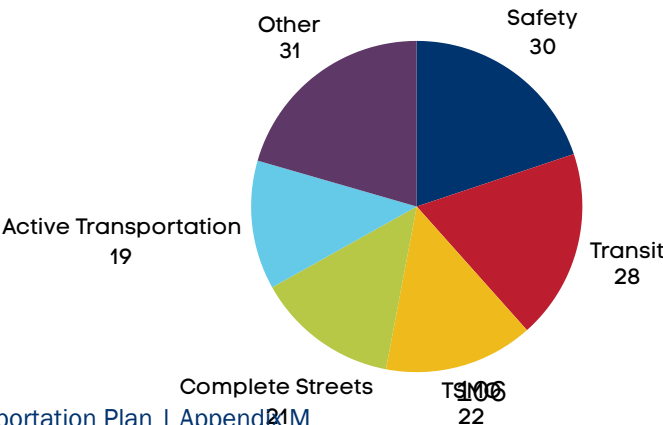


More "smart" traffic signals and sensors



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?
Distribute the \$100 to one or more of the improvement types.



Demographics



- ETHNICITIES:
- 2% American Indian or Alaska Native
 - 4% Asian
 - 8% Black or African American
 - 25% Hispanic
 - 60% White
 - 10% Prefer not to answer
- GENERATIONS:
- 6% Born 1946-1964
 - 37% Born 1965-1980
 - 41% Born 1981-1996
 - 15% Born 1997-2012
 - 2% Prefer not to answer

December 19, 2024

Surveys Completed: 1/ Event Attendance: 30

Emails Added to Mailing List: 1

Location: **ORANGE/ 2050 Plan Community Event**

MTP 2050 Goal Ranking

COMMUNITY

CONNECTIVITY

PROSPERITY

RELIABILITY

SAFETY



3 Transportation System Changes

Reducing Speed Limits



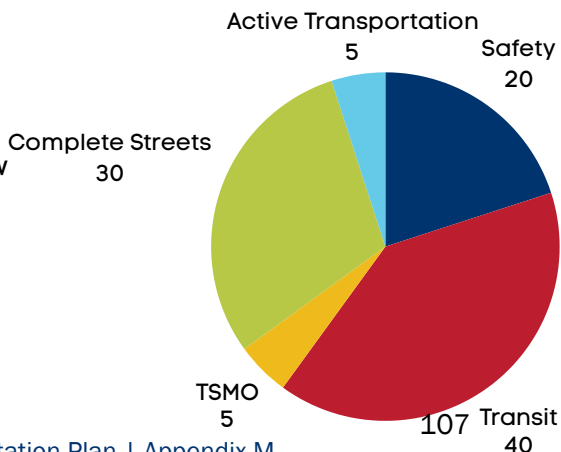
Other



(Respondant did not specify)

Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 100% White

GENERATIONS:

- 100% Born 1981-1996

Lake Nona Middle School STEAM Fair

January 15, 2025

Surveys Completed: 6/ Event Attendance: 200

Emails Added to Mailing List: 1

Location: **ORANGE**/ 2050 Plan Community Event

MTP 2050 Goal Ranking

CONNECTIVITY

PROSPERITY

RELIABILITY

COMMUNITY

SAFETY



3 Transportation System Changes

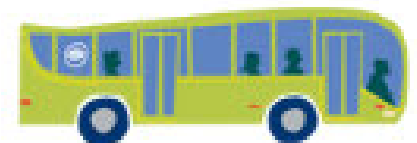
More "smart" traffic signals and sensors



More physically separated bicycling lanes



More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?

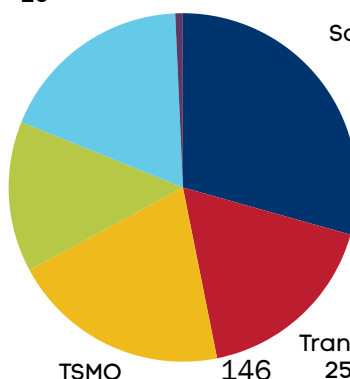
Distribute the \$100 to one or more of the improvement types.

Active Transportation
26

Safety
42

Complete Streets
20

Transit
25



Demographics



ETHNICITIES:

- 60% White
- 40% hispanic

GENERATIONS:

- 60% Born 1965-1980
- 40% Born 1981-1996

Aerospace & Aviation Day 2025

January 25, 2025

Surveys Completed: 19/ Event Attendance: 5,000

Emails Added to Mailing List: 3

Location: **SEMINOLE/ 2050 Plan Community Event**

MTP 2050 Goal Ranking

COMMUNITY

RELIABILITY

CONNECTIVITY

SAFETY

PROSPERITY



3 Transportation System Changes

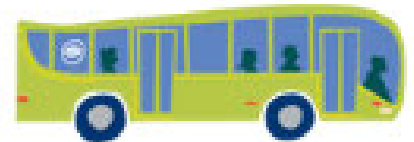
Better connections between public transportation and final destination



Improvements to sidewalk conditions



More frequent public transportation that goes to more places



More bus stops with features like shade, seating and lighting

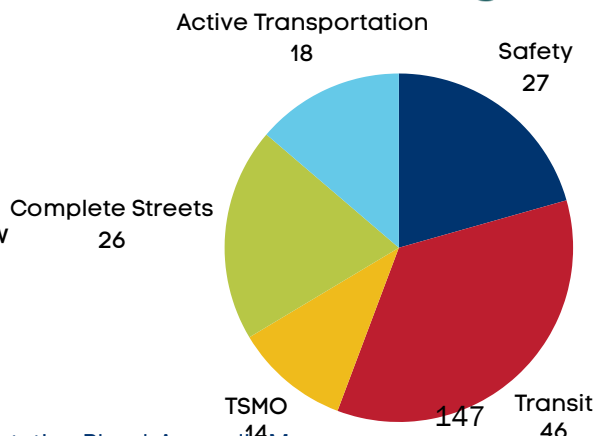


More roadway lighting



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 12% American Indian or Alaska Native
- 25% Asian
- 12.5% Black or African American
- 25% Hispanic
- 37.5% White

GENERATIONS:

- 6.25% Born 1946-1964
- 12.5% Born 1965-1980
-

February 20, 2025

Surveys Completed: 9/ Event Attendance: 12

Emails Added to Mailing List: 4

Location: **SEMINOLE**/ 2050 Plan Community Conversation

MTP 2050 Goal Ranking

CONNECTIVITY

SAFETY

RELIABILITY

COMMUNITY

PROSPERITY

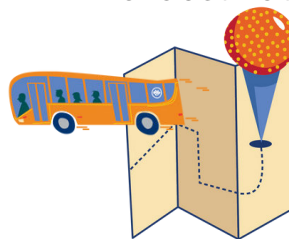


3 Transportation System Changes

More physically separated bicycling lanes



Better connections between public transportation and final destination

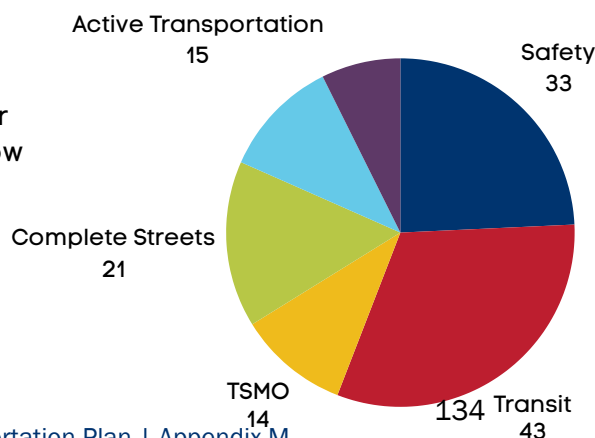


More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 6% American Indian
- 18% Black or African American
- 24% Hispanic
- 58% White

GENERATIONS:

- 5% Born 1946-1964
- 18% Born 1965-1980
- 61% Born 1981-1996
- 71% Born 1997-2012
- 6% Prefer not to answer

February 21, 2025

Surveys Completed: 23/ Event Attendance: 100

Emails Added to Mailing List 5

Location: **REGIONAL/ 2050 Plan Community Conversation**

MTP 2050 Goal Ranking

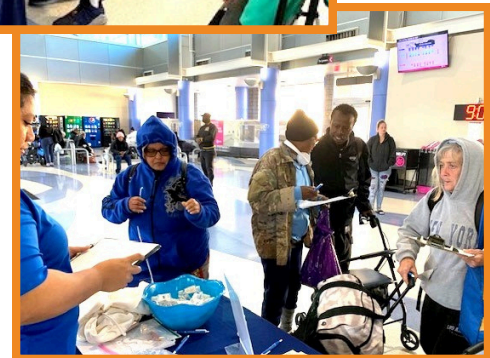
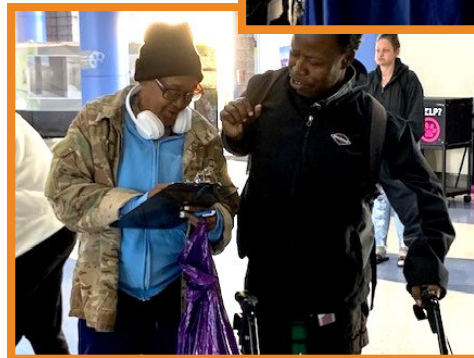
SAFETY

RELIABILITY

CONNECTIVITY

COMMUNITY

PROSPERITY

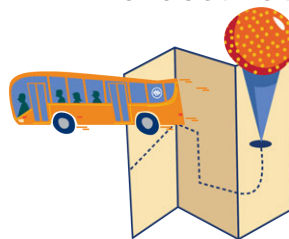


3 Transportation System Changes

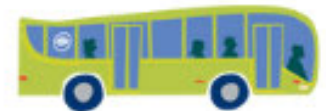
More bus stops with features like shade, seating, and lighting



Better connections between public transportation and final destination

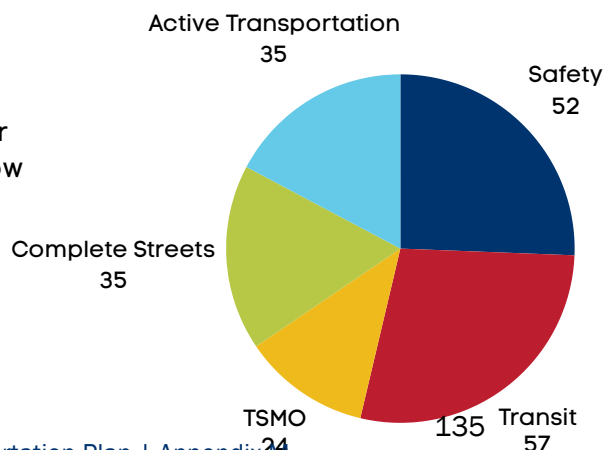


More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 29% Black or African American
- 20% Hispanic
- 29% White

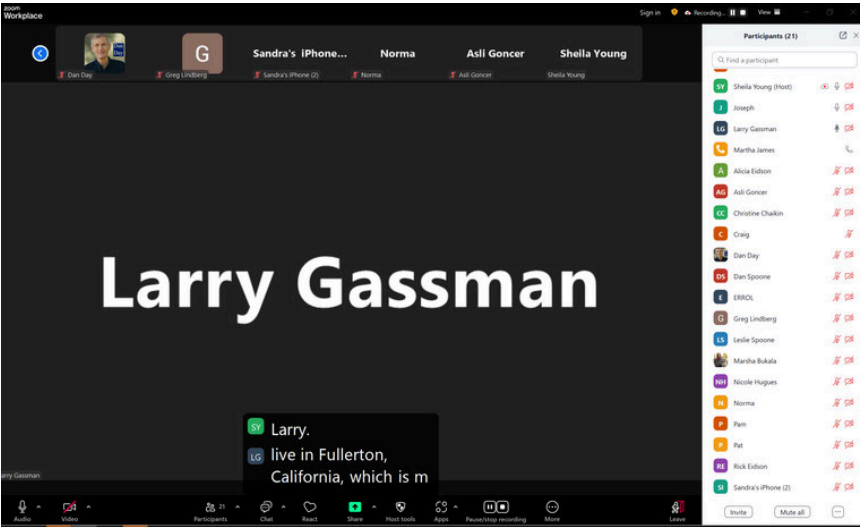
GENERATIONS:

- 20% Born 1946-1964
- 16% Born 1965-1980
- 21% Born 1981-1996
- 1% Born 1997-2012

March 1, 2025

Surveys Completed: 5/ Event Attendance: 15
Emails Added to Mailing List: 2

Location: ORANGE/ 2050 Plan Community Conversation

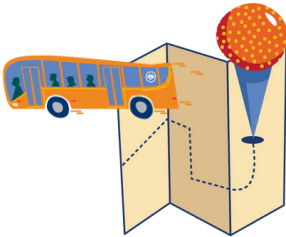


3 Transportation System Changes

More roads that are cyclist and pedestrian friendly



Better connections between public transportation and final destination



More frequent public transportation that goes to more places

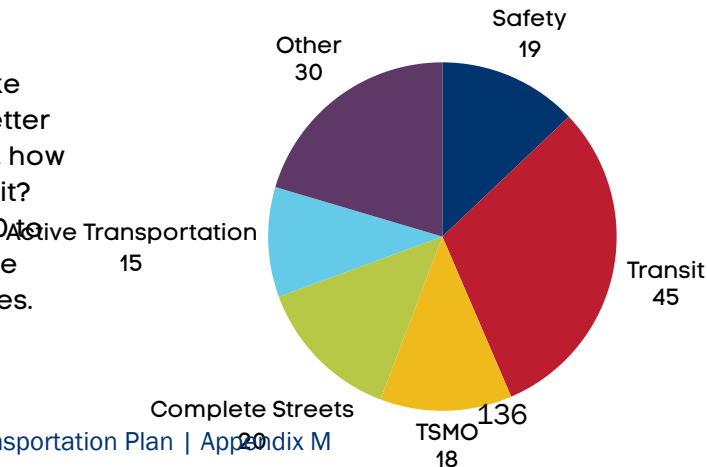


Expanded trail system



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 across one or more of the improvement types.



Demographics



- ETHNICITIES:**
- 25% Hispanic
 - 76% White
- GENERATIONS:**
- 25% Born 1946-1964
 - 25% Born 1965-1980
 - 25% Born 1981-1996
 - 25% Born 1997-2012

March 6, 2025

Surveys Completed: 18/ Event Attendance: 20

Emails Added to Mailing List: 4

Location: **SEMINOLE**/ 2050 Plan Community Conversation

MTP 2050 Goal Ranking

SAFETY

CONNECTIVITY

COMMUNITY

RELIABILITY

PROSPERITY

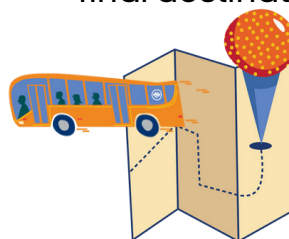


3 Transportation System Changes

More physically separated bicycle lanes



Better connections between public transportation and final destination



More frequent public transportation that goes to more places



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.

Active Transportation

15

Safety

33

Complete Streets
21

TSMO
14

Transit
43

Demographics



ETHNICITIES:

- 24% Asian
- 13% Black or African American
- 18% Hispanic
- 62% White

GENERATIONS:

- 13% Born 1965-1980
- 64% Born 1981-1996
- 14% Born 1997-2012

Kissimmee Kowtown Festival

March 22, 2025

Surveys Completed: 24/ Event Attendance: 2000

Emails Added to Mailing List: 10

Location: OSCEOLA / 2050 Plan Community Conversation

MTP 2050 Goal Ranking

SAFETY

RELIABILITY

COMMUNITY

CONNECTIVITY

PROSPERITY



3 Transportation System Changes

Expanded trail system



More frequent public transportation that goes to more places

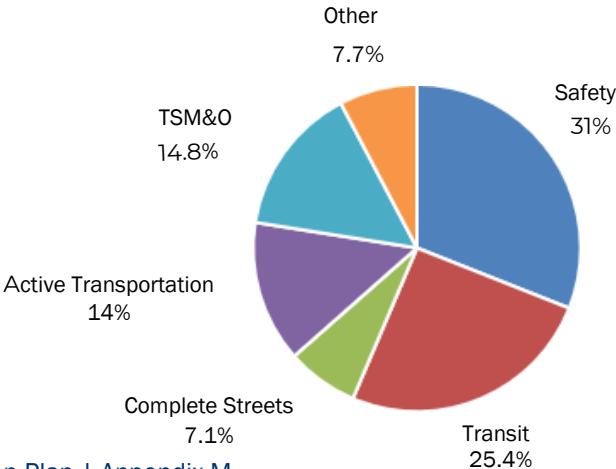


More bus stops with features like shade, seating, and lighting



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 0% Asian
- 13% Black or African American
- 42% Hispanic
- 42% White
- 4% Middle Eastern or North African

GENERATIONS:

- 4% Born 1945 and Before
- 43% Born 1964-1964
- 17% Born 1965-1980
- 17% Born 1981-1996
- 17% Born 1997-2012

City of Orlando Bike to Work Day

March 28, 2025

Surveys Completed: 13/ Event Attendance: 500
Emails Added to Mailing List: 2
Location: **Orange**/ 2050 Plan Community Event



Top Transportation System Changes

More bus stops with features like shade, seating, and lighting



More roads that are friendly to cyclists and pedestrians



More "smart" traffic signals and sensors



Enhanced pedestrian crossings



More roadway lighting

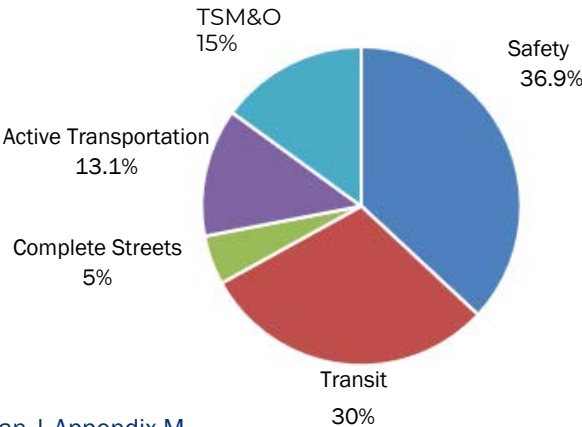


More physically-separated bicycling lanes



Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.



Demographics



ETHNICITIES:

- 10% Asian
- 30% Black or African American
- 30% Hispanic
- 60% White
- 0% Middle Eastern or North African

GENERATIONS:

- 0% Born 1945 and Before
- 9.1% Born 1946-1964
- 54.5% Born 1965-1980
- 27.3% Born 1981-1996
- 9.1% Born 1997-2012

April 14, 2025

Surveys Completed: 2/Event Attendance: 9

Emails added to mailing list: 1

Location: **ORANGE**/ 2050 Plan Community Conversation

MTP 2025 Goal Ranking

1 (Tie) SAFETY

1 (Tie) RELIABILITY

1 (Tie) CONNECTIVITY

1 (Tie) PROSPERITY

2 COMMUNITY



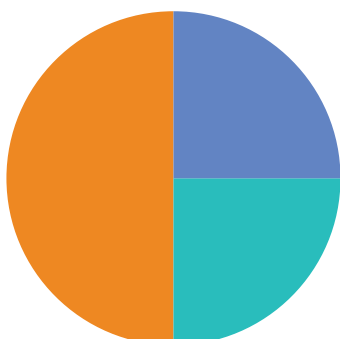
Top Transportation System Changes

- Better connections between public transportation and your final destination
- More frequent public transportation that goes to more places
- Enhanced pedestrian crossings
- Expanded trail systems
- More roads that are friendly to cyclists and pedestrians
- Other (Accessible disability transportation)



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?



- Safety: 25%
- TSM&O: 25%
- Accessible Disability Transportation: 50%

Demographics



ETHNICITY
50% White
50% Prefer not to answer

GENERATIONS
50% born 1965-1980
50% born 1997-2012

April 19, 2025

Surveys Completed: 5/Event Attendance: 25

Emails added to mailing list: 1

Location: **SEMINOLE**/ 2050 Plan Community Conversation

MTP 2025 Goal Ranking

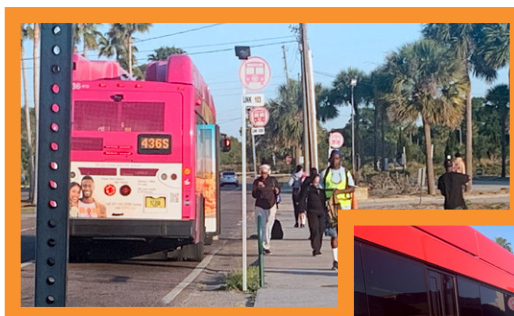
1 (Tie) SAFETY

1 (Tie) RELIABILITY

2 COMMUNITY

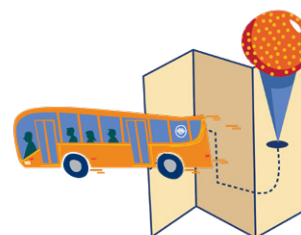
3 CONNECTIVITY

4 PROSPERITY



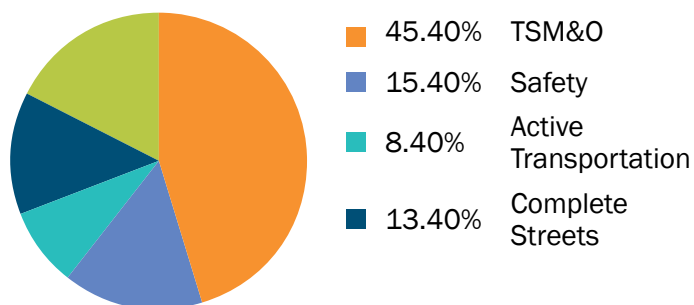
Top Transportation System Changes

- More bus stops with features like shade, seating, and lighting.
- More frequent public transportation that goes to more places.
- Better connections between public transportation and your final destination.



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?



Demographics

ETHNICITY

60%	Black or African American
20%	Hispanic
20%	White

GENERATIONS

20%	Born 1945 and Before
20%	1965-1980
20%	1981-1996
20%	1997-2012
20%	Prefer not to say



Orange County District 1 Safety Expo

April 19, 2025

Surveys Completed: 30/Event Attendance: 250

Emails added to mailing list: 1

Location: **ORANGE**/ 2050 Plan Community Conversation

MTP 2025 Goal Ranking

1 (Tie) SAFETY

1 (Tie) RELIABILITY

1 (Tie) CONNECTIVITY

1 (Tie) PROSPERITY

1 (Tie) COMMUNITY



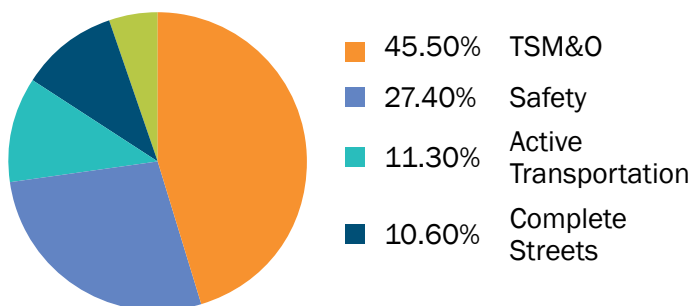
Top Transportation System Changes

- Better connections between public transportation and your final destination.
- More “smart” traffic signals and sensors.
- More bus stops with features like shade, seating, and lighting.
- More frequent public transportation that goes to more places.



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?



Demographics

ETHNICITY

3.3%	American Indian or Alaska Native
6.7%	Asian
13.3%	Black or African American
3.3%	Middle Eastern or North African
20%	Hispanic
30%	White
23.3%	Prefer not to answer

GENERATIONS

23.3%	1946-1964
6.7%	1965-1980
36.7%	1981-1996
3.3%	2013 and after
30%	Prefer not to say



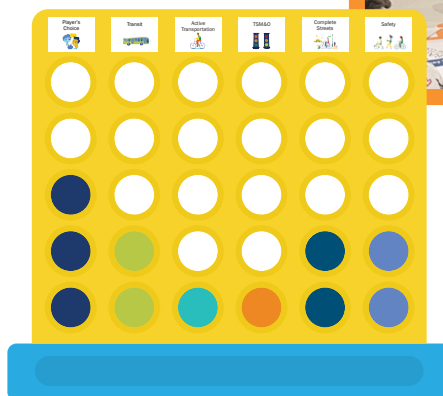
People of Clarcona-Ocoee Community Association Meeting

May 20, 2025

Event Attendance: 15
Location: **ORANGE** / 2050 Plan Community Conversation

In-Meeting Tabletop Exercise

Each group worked together to allocate funding into 5 different buckets, plus the addition of two player's choice buckets:

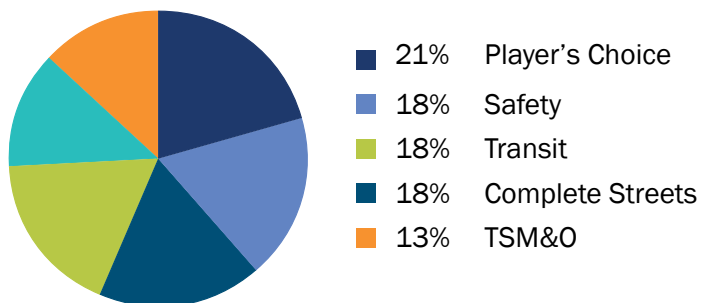


Player's Choice (other areas of investment that we heard were important to this group):

- Beautification
- Sustainability/Flood Resiliency
- School bus cameras



Making Money Move Results



Group Discussion Highlights

- Enthusiasm was expressed for many transit types from microtransit (NeighborLink) service to the possibility of a commuter rail line along US 441.
- Barriers to safety were mentioned:
 - need for more lighting
 - school zone enforcement

Commissioner Cheryl Grieb's 2025 Community Resource Network Event

June 25, 2025

Comments received: 3 Event Attendance: 100
Location: **OSCEOLA** / Community Event

Commissioner Cheryl Grieb's 2025 Community Resource Event offered Osceola County residents an opportunity to learn about community services available to them. MetroPlan Orlando set up a table at the resource fair to give residents an opportunity to meet with staff and share their feedback about Central Florida's transportation system.



2025 COMMUNITY RESOURCE NETWORK EVENT

Discover the incredible range of services and opportunities offered by your community

**Wednesday
June 25, 2025
2 P.M. – 6 P.M.**

Our services includes:

- Housing and Community Services
- Veterans Services
- Florida Department of Health
- Community Legal Services of MID Florida
- And many more

*This is a free event for Osceola County residents. Giveaways and raffles will be held during the event!

For more information:
Visit osceola.org or call (407) 742-8400

Housing and Community Services
1392 E. Vine Street,
Kissimmee, FL 34744

OSCEOLA COUNTY DISTRICT 4

Commissioner Cheryl Grieb

Community Feedback Summary

- Use of the current public transit system often results in lengthy travel times.
- There is too much traffic – roads are frequently congested, leading to delays and frustration for commuters.
- Expanding the Sun Rail network would improve transportation options and accessibility.
- Enhancing connectivity between cities would foster economic growth and improve the quality of life for residents.



Commissioner Brandon Arrington's Government Resource Fair

July 24, 2025

Comments received: 8 Event Attendance: ~200
Location: **OSCEOLA** / Community Event

Commissioner Brandon Arrington's Osceola County District 3 Government Resource Fair

connected Osceola County residents with transportation and government agencies, and county departments, to answer questions and provide resources. MetroPlan Orlando staff were on-hand and collected important resident feedback.



THURSDAY JULY 24
Find Out
WHAT'S HAPPENING

COMMISSIONER BRANDON ARRINGTON INVITES YOU TO THE
OSCEOLA COUNTY DISTRICT 3 GOVERNMENT RESOURCE FAIR!

VALENCIA COLLEGE | POINCIANA CAMPUS
3255 Pleasant Hill Road, Kissimmee, FL 34746 | 4 to 8 p.m.

Discover future transportation projects and enhancements from:

- Osceola County Transportation
- Central Florida Expressway Authority (CFX)
- FDOT
- LYNX
- MetroPlan Orlando (MPO)
- SunRail

Connect with Your Local Government

- Engage with representatives from government agencies and county departments.
- We are ready to answer your questions and provide valuable resources.
- We're building what's next—and you're a part of it!

Logos for participating agencies: E-PASS, LYNX, FDOT, metroplan orlando, CENTRAL FLORIDA EXPRESSWAY AUTHORITY, OSCEOLA COUNTY, SunRail, KRISTEN ARRINGTON, DARREN SOTO, JOSE ALVAREZ, OSCEOLA READS, OSCEOLA PROSPER, VALENCIA COLLEGE.

Community Feedback Summary

- Written and verbal feedback included improving LYNX and SunRail through additional service, more reliability, more shelters, and connectivity to Davenport.
- Several comments noted desired roadway improvements to alleviate congestion including requests to construct an overpass in Poinciana at Village 8.7, reopening the Old Tampa Road to Polk/Osceola line, and adding emergency lanes to keep traffic moving during incidents.
- Topics supporting safer roads included roadway lighting, especially in construction zones.
- Additionally, staff heard general suggestions including that Polk County should be included in MetroPlan Orlando's plans.



Back-to-School Health Fair

August 2, 2025

Comments received: N/A Event Attendance: 650
Location: **ORANGE** / Community Event

The **Back-to-School Fair**, hosted at the Children's Safety Village of Central Florida, offered free health services to Orange County K-12 students. Local health and safety organizations were in attendance to share information with students and parents ahead of this upcoming school year. MetroPlan Orlando hosted a table to share transportation safety information with attendees and provided information about the 2050 MTP.



READY, SET, LEARN!

Back-to-School HEALTH FAIR

August 2 and 3, 2025
9 a.m. – 1 p.m.

Services are provided at **no cost** to Orange County students in grades k-12.
(Walk-ins welcomed)

Services

All the health services needed to return to school.

- School physicals
- Vision, hearing, dental screenings, and more!
- **FREE** bike helmet and fitting
- **FREE** backpacks with school supplies
- Touch-a-truck with Orange County Fire Rescue Department fire engine
- Activities, games, giveaways, & door prizes

Physicals

Free school physicals.

Vision and Hearing Screenings

Exams, screenings, and referrals for glasses.

Dental

Basic dental services include: oral hygiene instruction.

Location:

 **CHILDREN'S SAFETY VILLAGE**
Central Florida
Children's Safety Village
910 Fairvilla Road
Orlando, FL 32808

[All appointments are FULLY BOOKED.]

Parent or legal guardian must be present for services. Please bring child's medical records.

 Florida Department of Health in Orange County

 CITY OF ORLANDO

 ORANGE COUNTY GOVERNMENT FLORIDA

Community Feedback Summary

- Students staying safe while using active transportation: (i.e walking or riding a bike) to school during hours of low visibility. MetroPlan handed out bike lights for students to wear while walking at dusk or dawn.
- School bus safety: Concerns were expressed over student safety while waiting for the bus, especially during times of low visibility.



Women's Transportation Seminar Thirty, Visionary and Thriving: Reflecting on the Past, Driving Toward 2055

August 11, 2025

Comments received: N/A Event Attendance: 55
Location: **ORANGE** / Community Presentation

As part of a panel that celebrated 30 years of transportation advances in Central Florida, MetroPlan Orlando presented on the **2050 Metropolitan Transportation Plan** and showed how long-range planning has, and continues to, evolve.



Presentation at the Rotary Club of Windermere Weekly Breakfast Meeting

August 18, 2025

Comments received: N/A Event Attendance: 30
Location: **ORANGE** / Community Conversation

The Rotary Club of Windermere invited MetroPlan Orlando staff to present about Journey to 2050: The Metropolitan Transportation Plan (MTP) at the Weekly Breakfast Club Meeting. MetroPlan Orlando staff collected feedback from Rotary Club members regarding their thoughts about what should be prioritized in the 2050 MTP and the future of Central Florida Transportation.



Community Feedback Summary

- Invest in transit and active transportation to improve the mobility of those without reliable transportation.
- Explore transit innovations and improvements in the 2050 MTP such as light rail, electric vehicles, and robo-taxi services.
- Ensuring safety is absolutely essential, particularly when traveling on expressways.
- Interest in transit that can connect Eastern Orange County to Western Orange County.



Seminole State Community Resource Fair

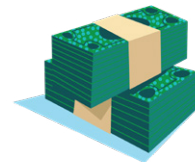
August 26, 2025

Comments received: 3 Event Attendance: 300
Location: SEMINOLE / Community Event

MetroPlan Orlando staff set up a booth at the Seminole State Community Resource Fair at the Sanford Campus to speak with students, faculty, and community members regarding student transportation safety and accessibility. Students suggested transportation and transit improvements and expressed interest in the SCOUT Alternative Transportation system.

Community Feedback Summary

- More options needed for students to get to school.
- Support for rainbow crosswalk.
- Additional coverage needed for bus stops.
- Support for the SCOUT Alternative transportation system and hope for student discount.



Pine Hills Transfer Center Ribbon Cutting

August 28, 2025

Comments received: 1 Event Attendance: 40
Location: **ORANGE** / Community Event

Following the ribbon cutting at the Pine Hills Transfer Center, MetroPlan Orlando staff were on hand to collect feedback from commuters regarding what should be prioritized in the 2050 MTP and the future of Central Florida Transportation.



Community Feedback Summary

- Interest in increased bus access.
- Additional time to cushion a bus transfer.
- Many people spend over 6 hours on the bus commuting to and from work.
- Positive feedback regarding the new transfer center, particularly that it has reduced commute times.
- Increase bus stop safety by installing more lighting and coverage for those who wait for buses in the early mornings and evenings.



Hope Helps September 2025 Interfaith Coalition Meeting

September 8, 2025

Comments received: N/A Event Attendance: 10
Location: **SEMINOLE** / Community Conversation

MetroPlan Orlando staff attended an Interfaith Coalition meeting to have a conversation with attendees regarding what future transportation improvements they would like to see. Attendee feedback included improved public transit, roadway safety, sustainability, and transportation challenges that underserved congregation members experience.



Community Feedback Summary

- Increase investment in public transit and active transportation.
- Improve regional connectivity.
- Interest in a dedicated public transit funding source.
- Invest in safer bus stops.
- The Pine Hills Transfer Center is a great community investment.



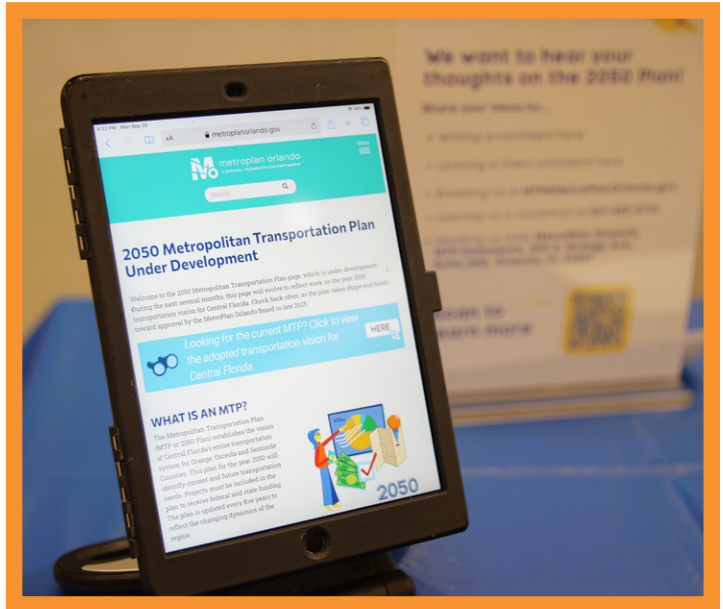
September 29, 2025

Comments received: 5 Event Attendance: 18
Location: **REGIONAL** / Public Meeting

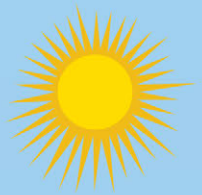
The 2050 MTP Public Meeting was held to help attendees understand aspects of the 2050 Plan's development. These include examining the current transportation system, establishing goals and objectives, gathering public input, and technical analyses used to evaluate needs and look at future trends that might affect the transportation system. This was an open-house style meeting where attendees were able to talk directly with the MTP Team, ask questions, and provide comments on the plan.

Community Feedback Summary

- Connecting Brightline and the Airport.
- Importance of safety in planning.
- Need for multimodal transportation options.
- Benefits of the information shared at the Public Meeting.





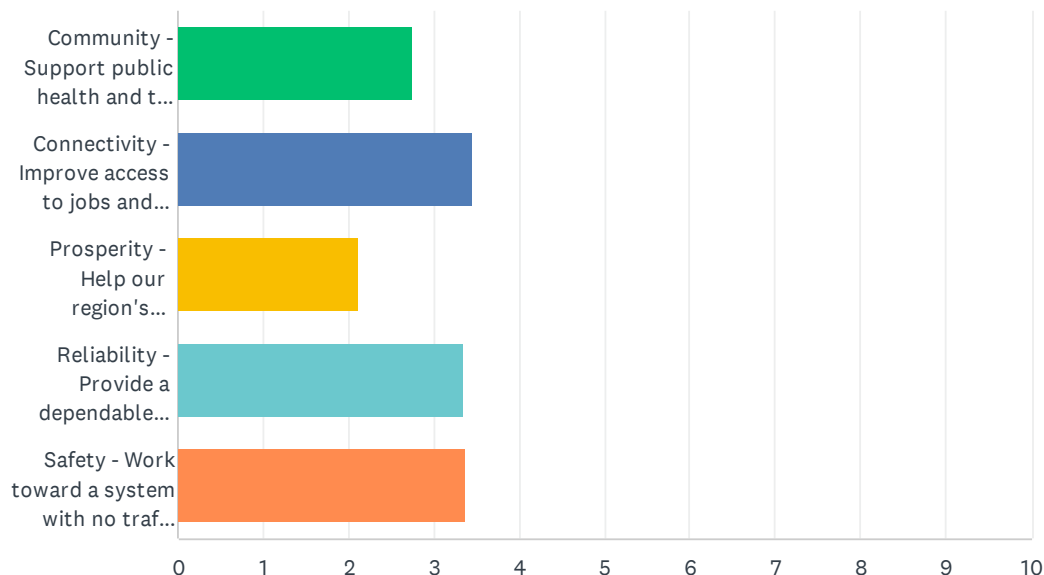


M.2 2050 Community Survey Results



Q1 The 2050 Plan has five goals. Please rank these in order of importance to you. (1 is most important; 5 is least important.)

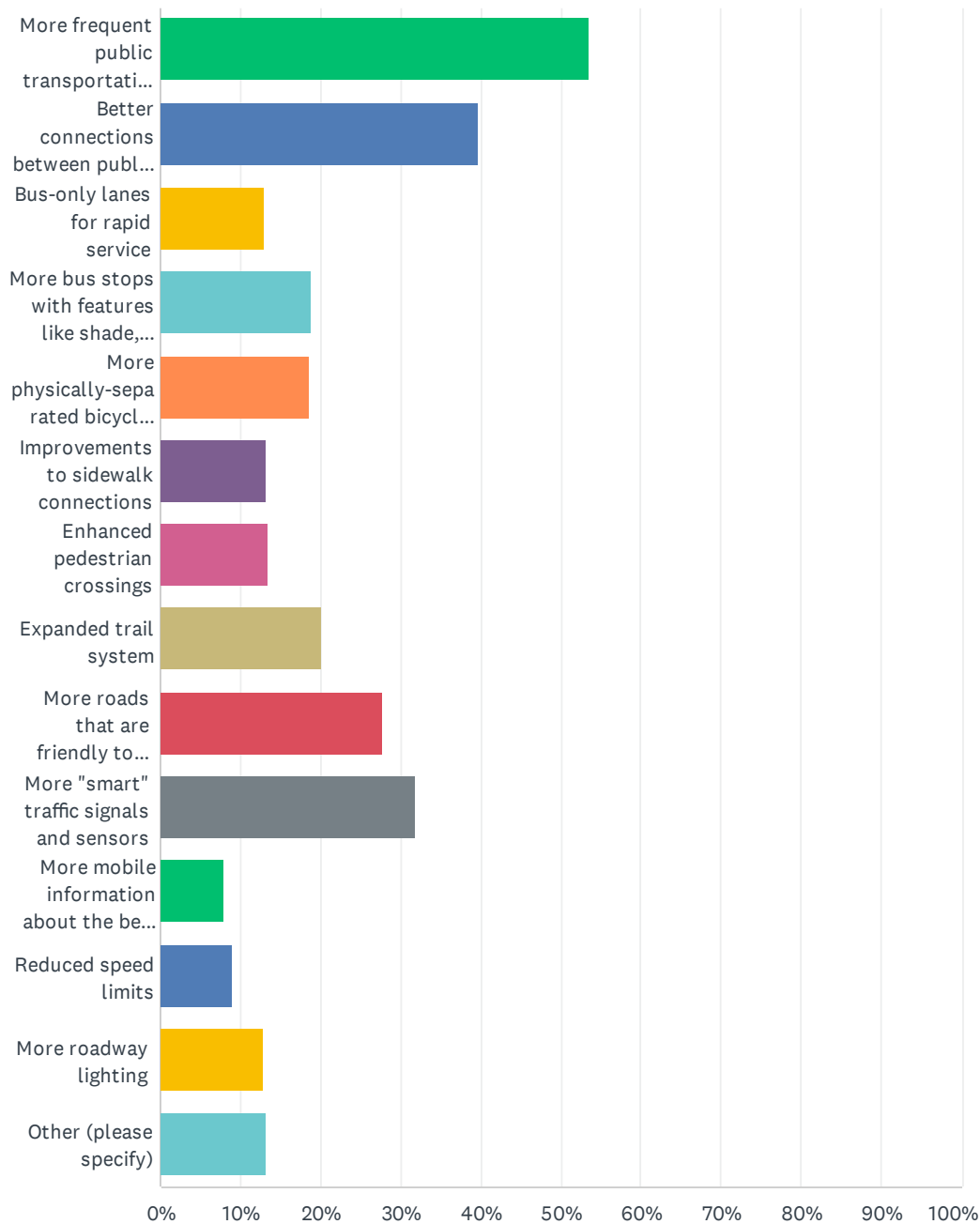
Answered: 848 Skipped: 20



	1	2	3	4	5	TOTAL	SCORE
Community - Support public health and the environment	13.68% 116	16.04% 136	21.46% 182	28.18% 239	20.64% 175	848	2.74
Connectivity - Improve access to jobs and services for everyone	23.23% 197	29.13% 247	23.94% 203	16.51% 140	7.19% 61	848	3.45
Prosperity - Help our region's economy	6.01% 51	9.91% 84	18.04% 153	21.70% 184	44.34% 376	848	2.12
Reliability - Provide a dependable system for all types of transportation	21.70% 184	29.36% 249	20.87% 177	17.57% 149	10.50% 89	848	3.34
Safety - Work toward a system with no traffic deaths	35.38% 300	15.57% 132	15.68% 133	16.04% 136	17.33% 147	848	3.36

Q2 What three changes to our transportation system do you think would make the biggest positive change?

Answered: 868 Skipped: 0



2050 Plan: Community Survey

ANSWER CHOICES	RESPONSES	
More frequent public transportation that goes to more places	53.46%	464
Better connections between public transportation and your final destination	39.75%	345
Bus-only lanes for rapid service	12.90%	112
More bus stops with features like shade, seating, and lighting	18.66%	162
More physically-separated bicycling lanes	18.55%	161
Improvements to sidewalk connections	13.25%	115
Enhanced pedestrian crossings	13.36%	116
Expanded trail system	20.05%	174
More roads that are friendly to cyclists and pedestrians	27.76%	241
More "smart" traffic signals and sensors	31.68%	275
More mobile information about the best way to reach your destination	7.95%	69
Reduced speed limits	8.99%	78
More roadway lighting	12.79%	111
Other (please specify)	13.25%	115
Total Respondents: 868		

#	OTHER (PLEASE SPECIFY)	DATE
1	A way to prevent people from using their phones while driving	5/19/2025 7:53 AM
2	More rail! I take Brightline frequently because I can work while riding	5/11/2025 3:41 PM
3	East west connections	5/9/2025 5:55 AM
4	Make existing traffic signals "smart" with sensors, but please refrain from adding new traffic signals unnecessarily.	5/8/2025 1:17 PM
5	Widened roads that accommodate traffic	5/6/2025 10:32 AM
6	more lanes to accommodate the increased traffic volume	5/5/2025 9:15 AM
7	rail across the region	5/4/2025 4:35 PM
8	Add a right turn lane at Clarcona-Ocoee Rd. when on Apopka-Vineland Rd. !!	5/1/2025 1:07 PM
9	Forbid tractor trailers from using Eden Lake Road and Beggs Road. The trucks cannot navigate the S-turns on Eden Park and Eden Park/Beggs without crossing the double yellow lines and entering the opposite direction lane. Signs should be put up notifying such tractor trailers that they cannot use these two roads. The danger of such a truck striking a vehicle in the opposite direction or forcing it off the road to avoid the tractor trailer needs to be addressed.	5/1/2025 10:23 AM
10	multiple rail system - trains!! and on the weekends, too!!	4/30/2025 5:45 PM
11	Functional traffic light rather than 3 way stop signs on powers and indian hill	4/30/2025 4:45 PM
12	Train from Winter Garden/Ocoee to Orlando using existing track	4/30/2025 1:17 PM
13	extra lanes	4/30/2025 11:39 AM
14	High speed rail between ciities. Not 4 hr brightline	4/30/2025 10:16 AM
15	Better major road and freeway interchanges	4/30/2025 10:06 AM

2050 Plan: Community Survey

16	Enforce traffic laws	4/30/2025 7:56 AM
17	More edits on the turnpike	4/29/2025 8:12 PM
18	More lanes. Better road network	4/29/2025 8:10 PM
19	Expand roads, many roads in Horizon West are 1 lane despite the room.	4/29/2025 6:43 PM
20	More roads to lessen congestions	4/29/2025 6:12 PM
21	Better enforcement of traffic laws	4/29/2025 8:39 AM
22	road paving- where many potholes, Avalon south to 192 and uneven bumpy roads including Avalon north around Hamlin north near	4/29/2025 8:00 AM
23	widen over crowded surface streets in Horizon West	4/29/2025 6:24 AM
24	Build more roads so there are more options to choose from.	4/29/2025 12:27 AM
25	Expanding Roads BEFORE building housing!!???	4/28/2025 10:03 PM
26	more public rail lines to places people want to go	4/28/2025 10:01 PM
27	Small buses to fit more routes that may not have too many passengers on their routes	4/28/2025 7:59 PM
28	Regulations and laws for kids riding electric scooters	4/28/2025 6:53 PM
29	Rail system to airport	4/27/2025 3:57 PM
30	more education for drivers before they are allowed the privilege to drive, teach about not causing gridlock, observing pedestrians rights to cross roads before they make their turns, etc....there are too many bad drivers which go unchecked...educate them better first!	4/26/2025 3:12 AM
31	Sunrail to the theme parks for locals (including workers) and tourists staying north of Orlando	4/25/2025 6:52 PM
32	More law enforcement to curb dangerous driving — speeding, cutting across traffic. Too many cars that are intentionally loud.	4/23/2025 5:21 PM
33	Expand roads!!!! We need more roads in southern Kissimmee/Poinciana and additional lanes on existing roads!	4/23/2025 10:17 AM
34	Light rail downtown	4/23/2025 9:48 AM
35	Widening of existing roads.	4/23/2025 9:19 AM
36	buses that run every 10-15 min	4/22/2025 6:23 PM
37	Respondent also included: More bus stops with features like shade, seating, and lighting. More frequent public transportation that goes to more places. Enhanced pedestrian crossings.	4/22/2025 5:43 PM
38	Respondent also included: More bus stops with features like shade, seating, and lighting. More physically-separated bicycling lanes. More frequent public transportation that goes to more places. Enhanced pedestrian crossings. More roads that are friendly to cyclists and pedestrians. Improvements to sidewalk connections.	4/22/2025 5:40 PM
39	testing- hannah	4/22/2025 5:36 PM
40	Better East-West express. Like remove 3 lights on 414 westbound from I-4	4/22/2025 4:06 PM
41	Expand SunRail	4/22/2025 3:54 PM
42	SunRail weekend service	4/22/2025 3:29 PM
43	Widen the roads	4/22/2025 3:14 PM
44	Also included the following answers: Better connections between public transportation and your final destination. Bus-only lanes for rapid service. Expanded trail system.	4/22/2025 2:58 PM
45	Fund with rental car surcharge	4/22/2025 2:22 PM
46	More Sunrail Station	4/22/2025 1:33 PM
47	Use tourist taxes for transportation. Complete AI-based smart system for all major roads and intersections that can change speed limits and signal timing in realtime and can forecast so as	4/22/2025 1:04 PM

2050 Plan: Community Survey

to modify human behavior for different situations.

48	Real time bus location tracking	4/22/2025 12:44 PM
49	More mass Transportation	4/22/2025 12:37 PM
50	More lanes on major thoroughfares with medians for delivery trucks or passing vehicles	4/22/2025 12:29 PM
51	sunrail operating longer hours and additional stops (ie from church street to stadiums)	4/22/2025 11:52 AM
52	Higher vehicular capacity, especially in growing areas	4/22/2025 11:34 AM
53	Expand the road systems to meet the demands of increasing residential development!	4/22/2025 11:23 AM
54	no more tolls, no more construction which causes accidents and death, stop building sidewalks in areas that don't want them, state pays to cut down all the trees older than 10 years near homes (no charge to homeowners) then grinds for state run mulch sites less damage to freeways/homes/roads, make railways run to cocoa/daytona/tampa/ocoe and be cheap more riders less traffic and run 24/7 (\$100 per month for florida residents unlimited travel in the state), make system like monorail to run down the middle of the freeway with jump/transfer stations to then connect with trains going to other areas, pedestrian crossing like that in vegas you walk over the traffic not cross the street in the traffic, run conveyor belt system which would run over the streets and allow people to sit or use their mobile unit to go anywhere (grocery store, park, dentist, beach, etc) no more need to drive and ability to get on and off belt with ease (walkways at Universal), bikers can have a sectioned off lane next to the moving walkways/conveyors so they can use their bikes, ,	4/22/2025 11:10 AM
55	Second level light rail system (ex. Unitsky String Technologies, or Whoosh) that operates in east to west connections that supports the existing north-south transit lines. The second level light rail would operate outside of the existing traffic, reduce traffic, improve walkability, highlight pedestrian circulation and connectivity deficiencies, provide reliable 24hr transit to non-drivers or those who cannot afford a vehicle, improve and stabilize the economy.	4/22/2025 11:08 AM
56	More rail	4/22/2025 11:02 AM
57	SunRail on weekends	4/22/2025 11:00 AM
58	Enforcement	4/22/2025 10:58 AM
59	Accessible Disability transportation	4/14/2025 3:10 PM
60	Metro system	4/1/2025 11:42 AM
61	maintaining shoulders - constructed 3-4 wide but over time nature reduced to zero - dirt , grass, etc.	3/26/2025 4:10 PM
62	Less 4+ lane roads through downtown areas	3/23/2025 8:13 AM
63	More Rail less roads	3/1/2025 11:52 AM
64	East West train or railway	2/27/2025 1:45 PM
65	less traffic restrictions in major vehicle thorough fares	2/24/2025 5:40 PM
66	More handicapped reliable transportation	2/21/2025 3:23 PM
67	I like the "living streets" concept	2/18/2025 8:34 AM
68	Recently the bus schedule changed and it's for the worst situation. The fares don't need to increase as public transportation is very poor we need a better system especially getting the folks to their jobs and apps on time. ??	2/14/2025 7:35 PM
69	More rail transit option locally and across the state	2/14/2025 12:56 PM
70	More Bike Lanes for recreational riding - especially around the Northwest Recreation Facility	2/14/2025 12:08 PM
71	Common transit passes that allow residents to simply buy one card to use for all transit. We enjoyed this in Vienna in December.	2/12/2025 7:37 PM
72	One fare for Sunrail and weekend and evening hours to safely attend events along the entire route. At least two times North and two times South per evening and four each way on the weekends.	2/10/2025 11:37 PM

2050 Plan: Community Survey

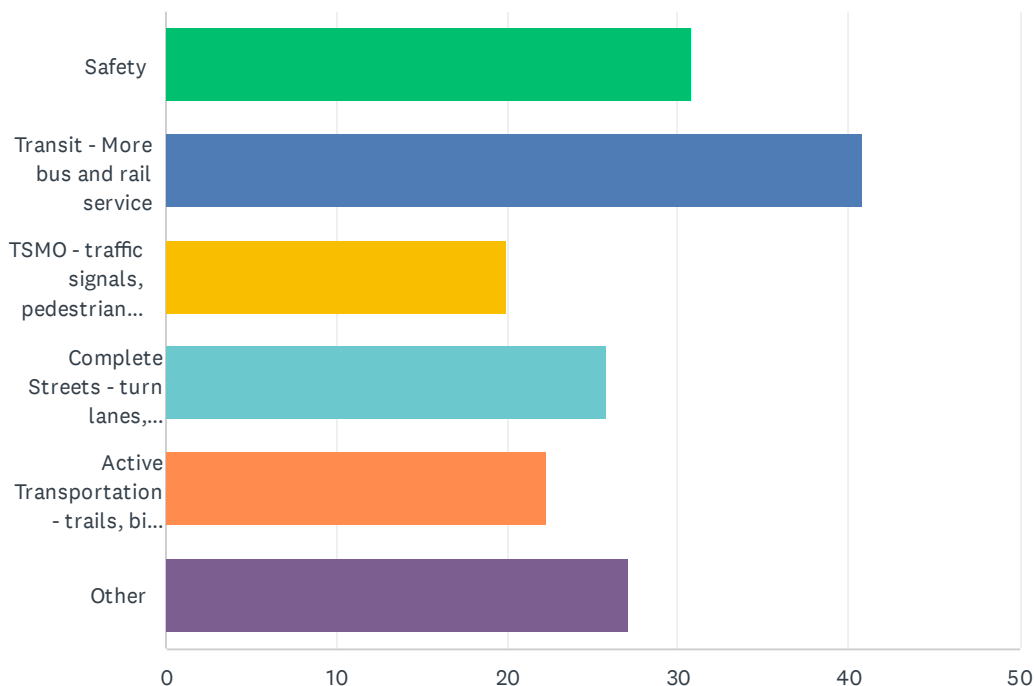
73	Road design that physically slows car to desired speed i.e. chicanes and speed humps	2/10/2025 7:34 PM
74	LESS DEVELOPMENT AND LESS TRAFFIC LIGHTS	2/10/2025 4:18 PM
75	Expanded Sunrail system to be high speed trains	2/10/2025 1:58 PM
76	Rail. Lightrail	2/10/2025 1:50 PM
77	We don't need to spend this money for a socialist party	2/10/2025 1:39 PM
78	elevated trains	2/10/2025 12:57 PM
79	designated TRUCK LANES!!!	2/10/2025 12:54 PM
80	There are many ways to slow down traffic. we need more smart quick change lights to allow easy in and out of developments on roads like 535. These light will make life easier fir residents and slow traffic down.	2/10/2025 12:51 PM
81	Sunrail on the weekends and nights	2/7/2025 10:02 AM
82	Light Rail expanded; more routes and weekend service	2/7/2025 9:23 AM
83	More lanes on the turnpike south of Osceola Parkway!	2/6/2025 4:42 PM
84	More capacity for vehicles	2/6/2025 12:40 PM
85	Expanded train services	2/5/2025 9:57 PM
86	Land use changes	2/5/2025 3:21 PM
87	Expand SunRail system	2/5/2025 1:33 PM
88	Mono rail systems to replace most buses	2/5/2025 11:07 AM
89	Second level light rail system that operates in east to west connections that supports the existing north-south transit lines. The second level light rail would operate outside of the existing traffic, reduce traffic, improve walkability, highlight pedestrian circulation and connectivity deficiencies, provide reliable 24hr transit to non-drivers or those who cannot afford a vehicle, improve and stabilize the economy.	2/5/2025 10:58 AM
90	Do NOT reduce Corrine Drive to two lanes of traffic. Have any of you tried to navigate Corrine at rush hour traffic? Crazy idea.	2/5/2025 10:35 AM
91	Light rail and bus rapid transit	2/5/2025 9:50 AM
92	Enforce Traffic Laws! Speeders in residential areas. Bumby, Ferncreek, Hampton, Corrine, Colonial Drive. You name it speeding is out of control and the city does nothing!	2/5/2025 9:31 AM
93	Better land use planning	2/5/2025 9:17 AM
94	Expand SunRail service (7 days/week, connect to airport and convention center)	2/5/2025 9:00 AM
95	Its too late / reduce population	2/5/2025 8:55 AM
96	Widened more roads	2/5/2025 8:37 AM
97	We need more rail transportation. especially in downtown and the theme parks.	2/5/2025 8:36 AM
98	Expanded Sunrail	1/25/2025 10:36 AM
99	Need buses in our zone (Narcoossee Rd, from Lk Nona Blvd North to Lee Vista)	1/15/2025 8:24 PM
100	Mitigate i4 traffic with a complete bypass around Orlando	1/15/2025 6:28 PM
101	Highway Improvements	1/9/2025 7:12 PM
102	Clery Act Report Tanks	12/19/2024 11:36 AM
103	Sunrail to Apopka	12/14/2024 3:04 PM
104	More frequency for the busiest bus lines	12/5/2024 8:13 PM
105	More toll roads	12/5/2024 8:13 PM
106	Congestion relief	12/5/2024 8:13 PM

2050 Plan: Community Survey

107	Accessible transportation	12/5/2024 8:12 PM
108	Rail	12/5/2024 8:12 PM
109	Better connected traffic signals	12/5/2024 8:12 PM
110	7-day/week SunRail service	10/18/2024 3:05 PM
111	Stop approving apartment housing	10/18/2024 4:47 AM
112	Expand sunrail east and west. Start with east if airport. Build a lake Nona sunrail station, use Brightline tracks	10/6/2024 12:17 PM
113	Less Toll roads	9/25/2024 9:48 AM
114	Encourage people to live near where they work thru zoning reform	9/18/2024 7:48 PM
115	Trains	9/18/2024 7:46 PM

Q3 If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types below.

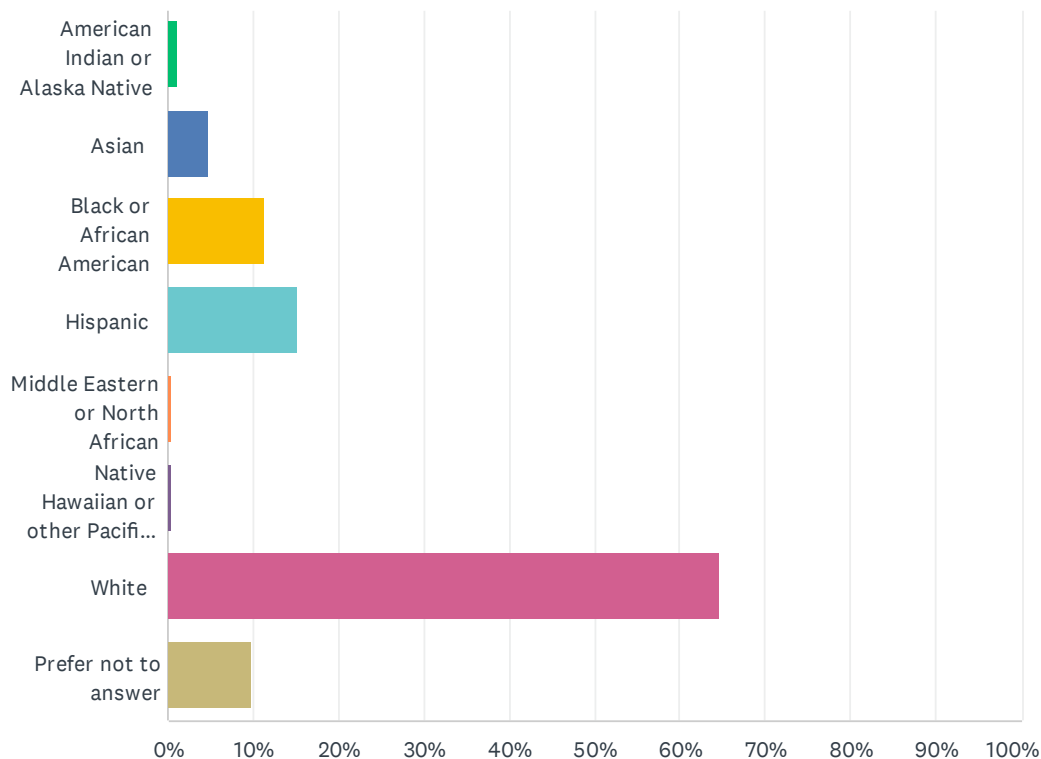
Answered: 833 Skipped: 35



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Safety	31	18,641	605
Transit - More bus and rail service	41	25,428	622
TSMO - traffic signals, pedestrian crossing signals, etc.	20	10,506	526
Complete Streets - turn lanes, crosswalks, access improvements, speed management, etc.	26	14,675	568
Active Transportation - trails, bike lanes, sidewalks, etc.	22	11,854	532
Other	27	2,196	81
Total Respondents: 833			

Q4 Which of the following do you consider as your racial or ethnic group? (Select all that apply.)

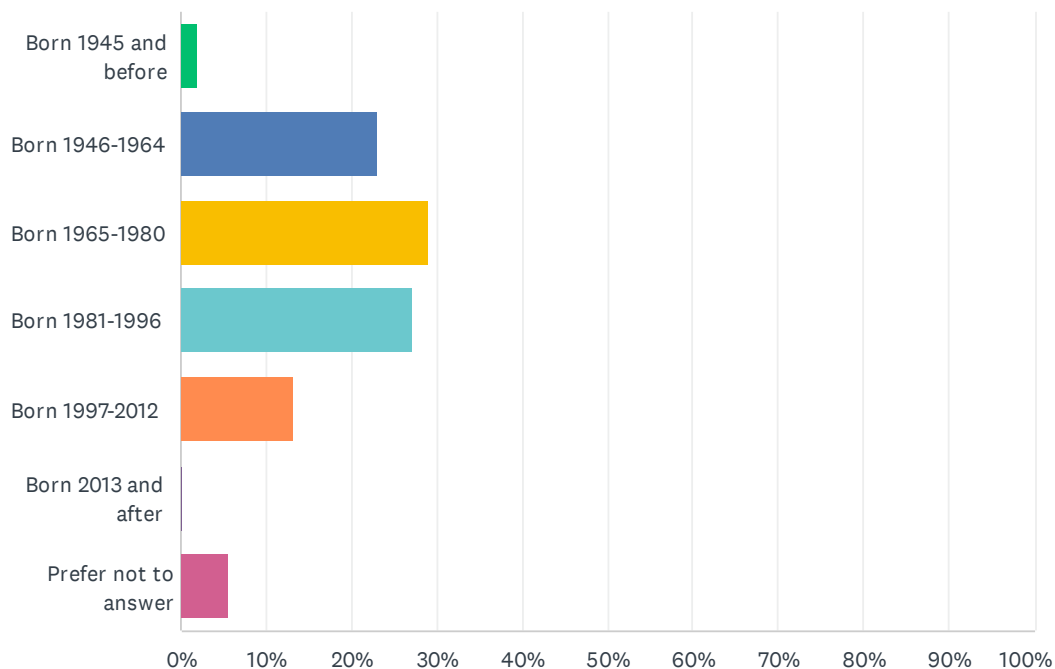
Answered: 820 Skipped: 48



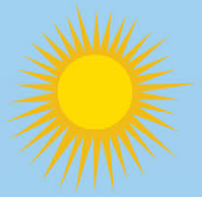
ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.10%	9
Asian	4.76%	39
Black or African American	11.22%	92
Hispanic	15.24%	125
Middle Eastern or North African	0.49%	4
Native Hawaiian or other Pacific Islander	0.37%	3
White	64.51%	529
Prefer not to answer	9.76%	80
Total Respondents: 820		

Q5 Which generation are you part of?

Answered: 823 Skipped: 45



ANSWER CHOICES	RESPONSES	
Born 1945 and before	1.94%	16
Born 1946-1964	22.96%	189
Born 1965-1980	28.92%	238
Born 1981-1996	27.10%	223
Born 1997-2012	13.24%	109
Born 2013 and after	0.24%	2
Prefer not to answer	5.59%	46
TOTAL		823



M.3 MTP Summit Materials and Summary



Meeting Agenda

2050 Metropolitan Transportation Plan

MPO Board & Committee Member Summit



DATE & TIME: April 9, 2025, 8:30 AM – 12:00 PM, Summit Begins at 9:00am

LOCATION: Lake Mary Event Center
260 N Country Club Road
Lake Mary, FL 32746

Doors open at 8:30am and the presentation will begin promptly at 9:00am. Please plan your travel accordingly.

- Registration, Networking, and Refreshments (8:30am – 9:00am)
- Welcome & Opening Remarks (9:00am)
- Agenda Review
- Background: 2050 Planning Process and Funding Feedback to Date
- Preliminary Funding Scenarios (see attachments pages 2 – 8)
- Small Group Activity: Funding Scenario Review
- Break
- Activity Report-Out & Discussion
- Next Steps
- Member Comments
- Public Comments
- Adjournment

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.gov at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.gov por lo menos tres días antes del evento.

Handout Primer

2050 MTP GOALS



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to opportunities



COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environment



PROSPERITY

Strengthen our region's **ECONOMY**

HOW TO READ THE GAUGES

Each scenario features a gauge that illustrates its level of support for the MTP Goals compared to the Status Quo scenario. A dial pointing to “more” indicates stronger support for the MTP goal than the status quo, while a “neutral” dial signifies a similar level of support to the status quo. Conversely, a dial pointing to “less” indicates reduced support for the MTP goal.



MODAL PROGRAMS AND ELIGIBLE PROJECTS

The following descriptions represent the standard definition and project type for each proposed modal program. Specific scenarios can be more or less restrictive and will be highlighted in the boxes under **Scenario Modal Categories**.

Program		Eligible Projects
	Safety	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	Complete Streets	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	Active Transportation	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
	Transit	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, support equipment, technology, and safety and security.
	Widening	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

Scenario 1

STATUS QUO

The **Status Quo** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets, TSMO, Active Transportation, and Transit, but does not include a funding allocation for independent safety projects.

SCENARIO MODAL CATEGORIES



SAFETY

Despite no safety funding allocation, safety components are included in other funded project types.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



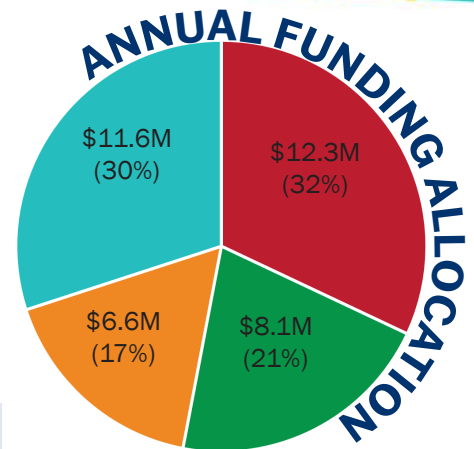
ACTIVE TRANSPORTATION

Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, and sidewalk improvements.



TRANSIT

Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0	0	projects
3R/Goes-with SHS Improvements	0	0	miles
Trails or Sidepaths	0.6	12	miles
Buses	7	140	buses
Transit Stop Upgrades	0	0	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.7	74	miles
Intersection Improvements	1^	9	intersections
Complete Streets	1.5	29	miles
Roadway Widening Improvements	0	0	miles

129

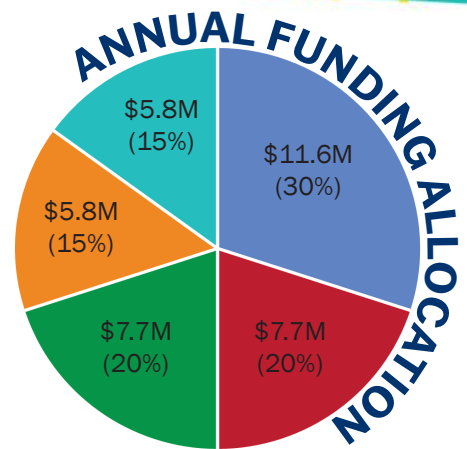
Scenario 2

SAFETY EMPHASIS

The **Safety Emphasis** scenario includes a funding allocation for independent safety projects. This includes annual set-asides for supplemental safety planning, safety improvements along the state highway system, and funding for priority projects along the high injury network. The **Safety Emphasis** scenario also includes elevated funding for TSMO and reduced funding for Active Transportation and Transit in comparison with the Status Quo.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, school mobility program, and critical sidewalks program.
	TRANSIT	Capital expenses for transit stop and shelter enhancements.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	23	projects
3R/Goes-with SHS Improvements	2.8	55	miles
Trails or Sidepaths	0.4	8	miles
Buses	0	0	buses
Transit Stop Upgrades	58	1,160	stops
Signals Retimed	143	2,860	signals
TSMO Corridors	3.7	75	miles
Intersection Improvements	1^	9	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0	0	miles

Scenario 3

TSMO EMPHASIS

The **TSMO Emphasis** scenario includes dedicated funding for TSMO capital projects, as well as annual set-asides for the annual traffic signal retiming program and regional travel data program. This also includes a funding allocation for independent safety projects. When compared to the Status Quo, the **TSMO Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and Transit projects.

SCENARIO MODAL CATEGORIES



SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for the annual traffic signal retiming program and regional travel data program.



ACTIVE TRANSPORTATION

Includes local and regional trail projects and school mobility program.

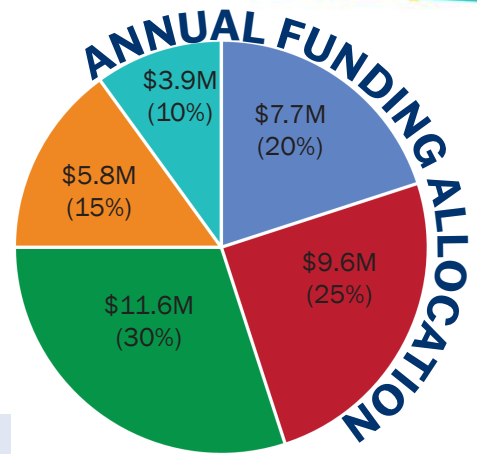


TRANSIT

Capital expenses for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.7	34	miles
Trails or Sidepaths	1.1	21	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	7	140	miles
Intersection Improvements	1^	10	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0	0	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

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*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

Scenario 4

TRANSIT EMPHASIS

The **Transit Emphasis** scenario includes an annual set-aside for transit capital improvements, in addition to a dedicated set-aside for transit stop and shelter enhancements. When compared to the Status Quo, the **Transit Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and TSMO projects.

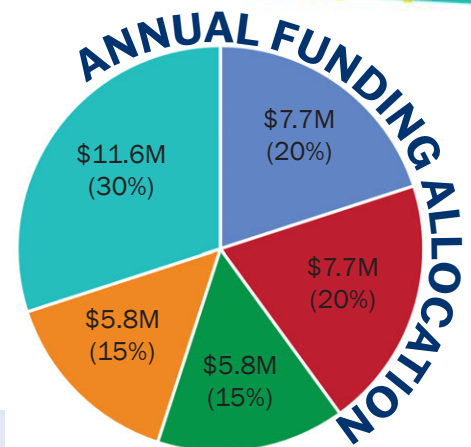
SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes funding set-asides for the school mobility program as well as local and regional trail projects.
	TRANSIT	Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security. Includes a set-aside for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	11	projects
3R/Goes-with SHS Improvements	2.6	52	miles
Trails or Sidepaths	0.6	12	miles
Buses	4	80	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	1.3	25	miles
Intersection Improvements	1^	7	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0	0	miles

132



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

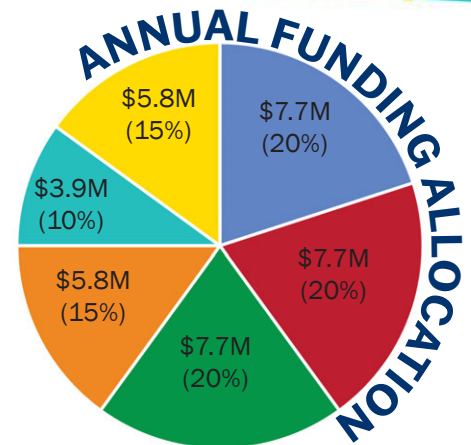
Scenario 5

RESTRICTIVE PROJECT TYPES

The **Restrictive Project Types** scenario includes funding to support construction for roadway widening projects, limits Active Transportation projects to only trail projects, and limits Transit projects to transit stop and shelter enhancements. When compared to the Status Quo, the **Restrictive Project Types** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, TSMO, and Transit projects.

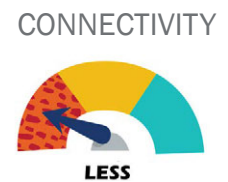
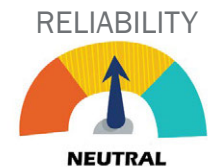
SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Limited to only include trail projects.
	TRANSIT	Limited to only include a set-aside for transit stop and shelter enhancements.
	WIDENING	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo



Notes:

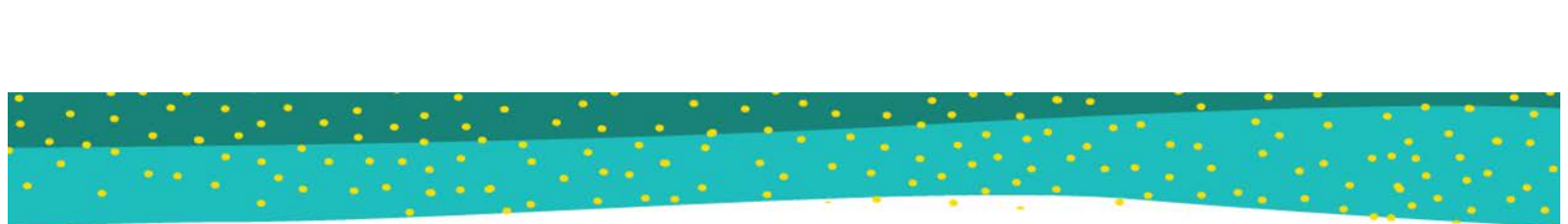
These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	0	0	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.8	35	miles
Trails or Sidepaths	1.3	25	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.6	72	miles
Intersection Improvements	1^	8	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0.3	133 ₆	miles



Discussion Questions

WHICH OF THE SCENARIOS DID YOU LIKE MOST? WHY?

WHICH OF THE SCENARIOS DID YOU LIKE LEAST? WHY?

WE CAN LOOK AT AND DEVELOP ALTERNATIVE SCENARIOS IN MANY WAYS... WHAT SCENARIO ATTRIBUTES ARE MOST IMPORTANT TO YOU AND WHY?

ARE THERE ANY CRITICAL ELEMENTS THAT ARE NOT REFLECTED IN ANY OF THESE SCENARIOS? IF SO, WHAT IS MISSING?

WHICH GOAL AREA IS MOST IMPORTANT TO YOU FOR THE PURPOSE OF THIS SCENARIO EXERCISE AND WHY? (SAFETY, RELIABILITY, CONNECTIVITY, COMMUNITY, PROSPERITY)

2050 Metropolitan Transportation Plan Summit

April 9, 2025



Good Morning!

Honorable Bob Dallari
Seminole County Commissioner
MetroPlan Orlando Board Chair





Welcome!

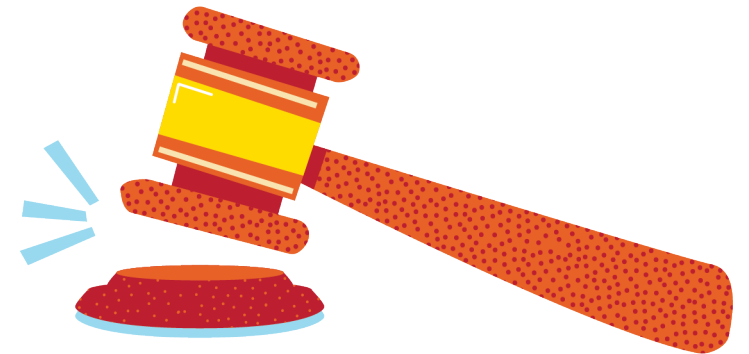
Agenda Review

Gary Huttman, AICP
MetroPlan Orlando



AGENDA

- Welcome & Opening Remarks
- Agenda Review
- Background: 2050 Planning Process and Funding Feedback to Date
- Preliminary Funding Scenarios
- Small Group Activity: Funding Scenario Review
- Break
- Activity Report-Out & Discussion
- Next Steps
- Member Comments
- Public Comments
- Adjournment



Regional Transportation Planning Process



April is Distracted Driving Month

Safety Moment

Put away your phone:

Store your phone out of reach while driving.

Plan your route:

Program your navigation system before you start driving.

Don't fumble with your playlist:

Select a radio station or playlist before driving.

Secure passengers:

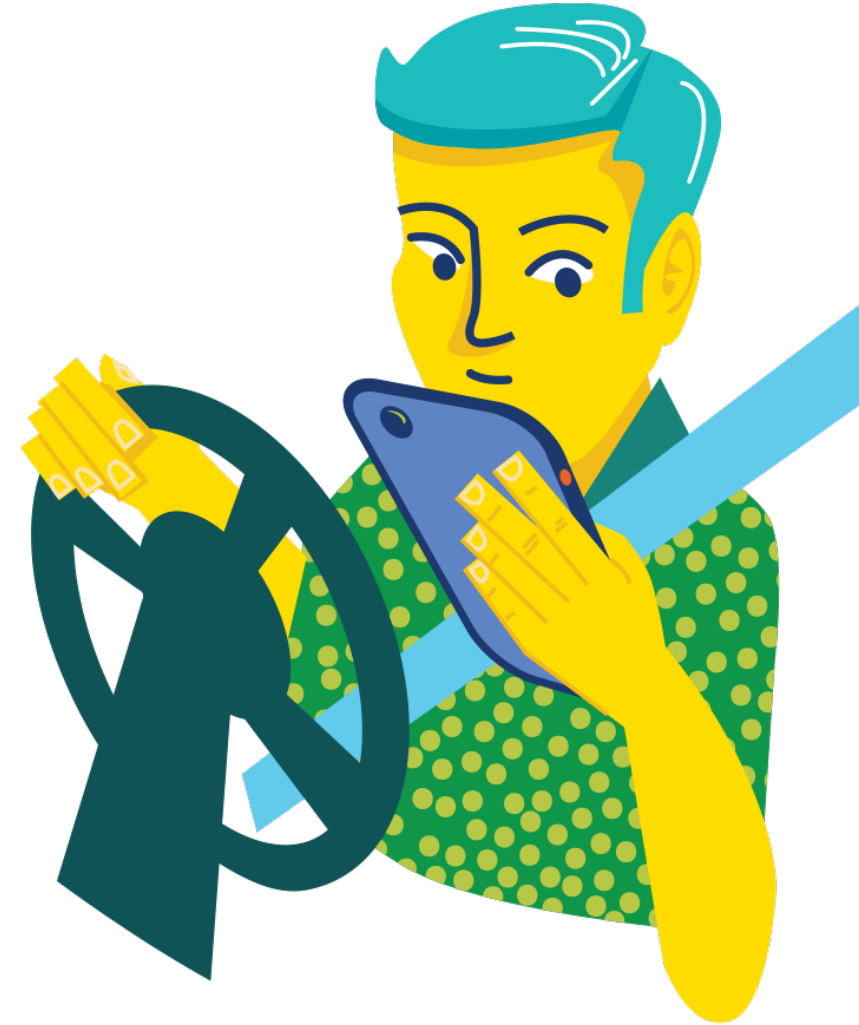
Ensure children are properly seated and buckled up.

Avoid multitasking:

Don't eat, drink, or apply makeup while driving.

Stay focused:

Concentrate on the road and avoid disruptive conversations.





Background:

2050 Planning Process and Funding Feedback to Date

Taylor Laurent, PE, AICP
MetroPlan Orlando

The Journey so far...

2050 MTP Work to Date



Established goals, objectives and performance measures



Incorporated health, housing, and environmental strategies



Assessed existing travel patterns, behavior, and trends



Evaluated regional freight travel



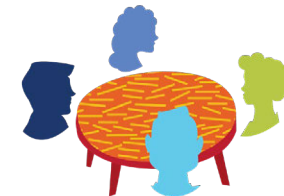
Evaluated future trends and drivers of change



Developed congestion management strategies



Initiated public participation efforts



Coordinated closely with local government and operating partners

Setting the Stage



Needs Assessment

Regional transportation issues documented and solutions identified



Project Prioritization

Projects evaluated comparatively using a data informed process



Revenue Forecasts

Reasonably available transportation revenues projected

We Are Here



Funding Scenarios

Purpose

- Evaluate how changes in funding allocations change the transportation projects that are funded
- Review tangible comparisons between funding scenarios
- Build consensus on a preferred funding approach



Transportation Funding

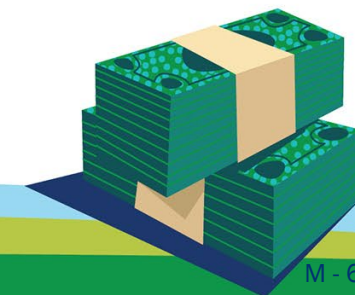
Determining how and what we can plan and implement

Federal

State

Local

Tolls



Transportation Funding

Types of Federal Funds

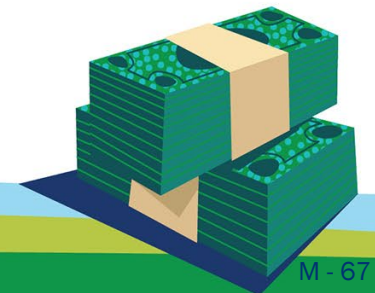
Federal

Federal – State & Non-Urban Attributable Funds

Federal – MPO / Urban Attributable (TMA) Funds*

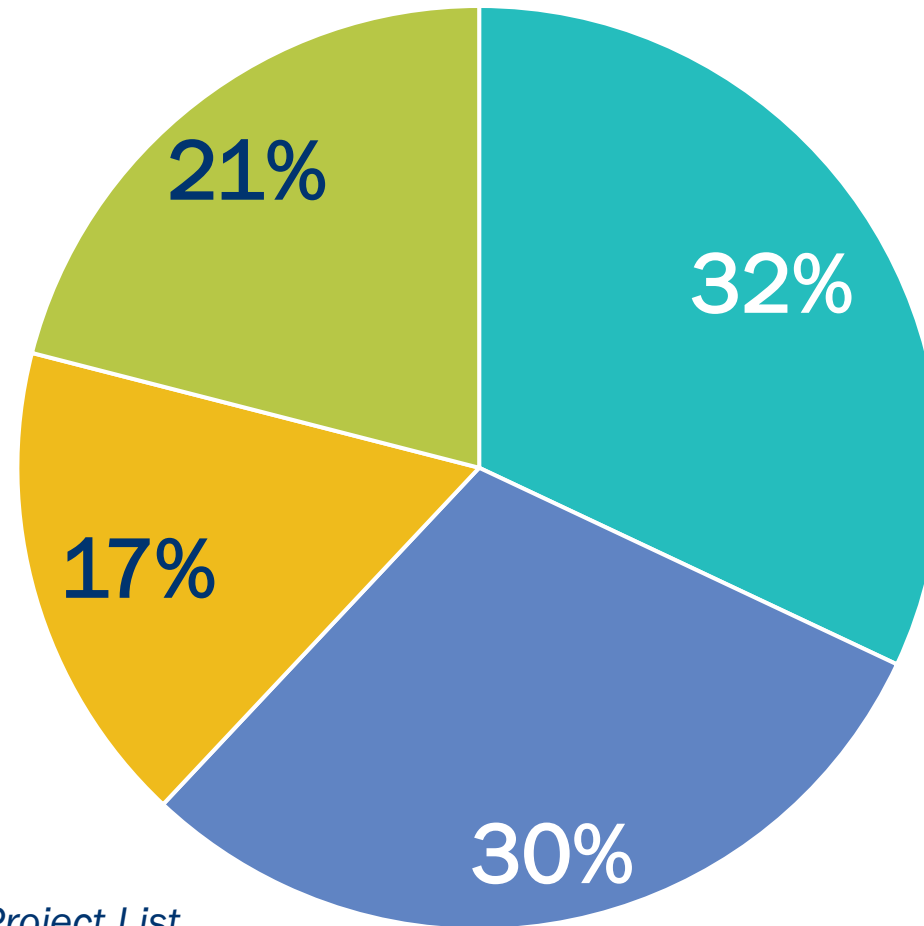
* Prioritized by MetroPlan Orlando and administered via FDOT's Local Agency Program (LAP)

TMA: Transportation Management Area; an urbanized area with a population > 200,000 people.



Current Funding Policy

Federal (STBG) –
MetroPlan Orlando/
Urban Attributable
(TMA) Funds



- Complete Streets
- Eligible Transit Improvements
- Regional Bicycle and Pedestrian Infrastructure
- Systems Management and Operational Solutions

Source: 2045 MTP + Prioritized Project List

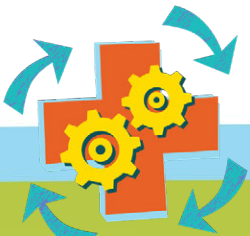
Why is this important?

- Funding policy provides structure to the prioritization approach and to annual programming of projects (into the FDOT Work Program)
- Current Approach
 - Allows greater number of projects to be implemented
 - Allows a wider variety of projects to be funded
- Projects flow seamlessly through planning process and maintains planning consistency

2050 MTP Funding Scenarios

MetroPlan Orlando Funds

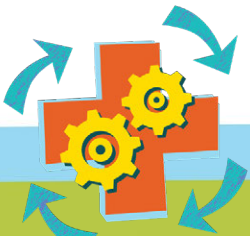
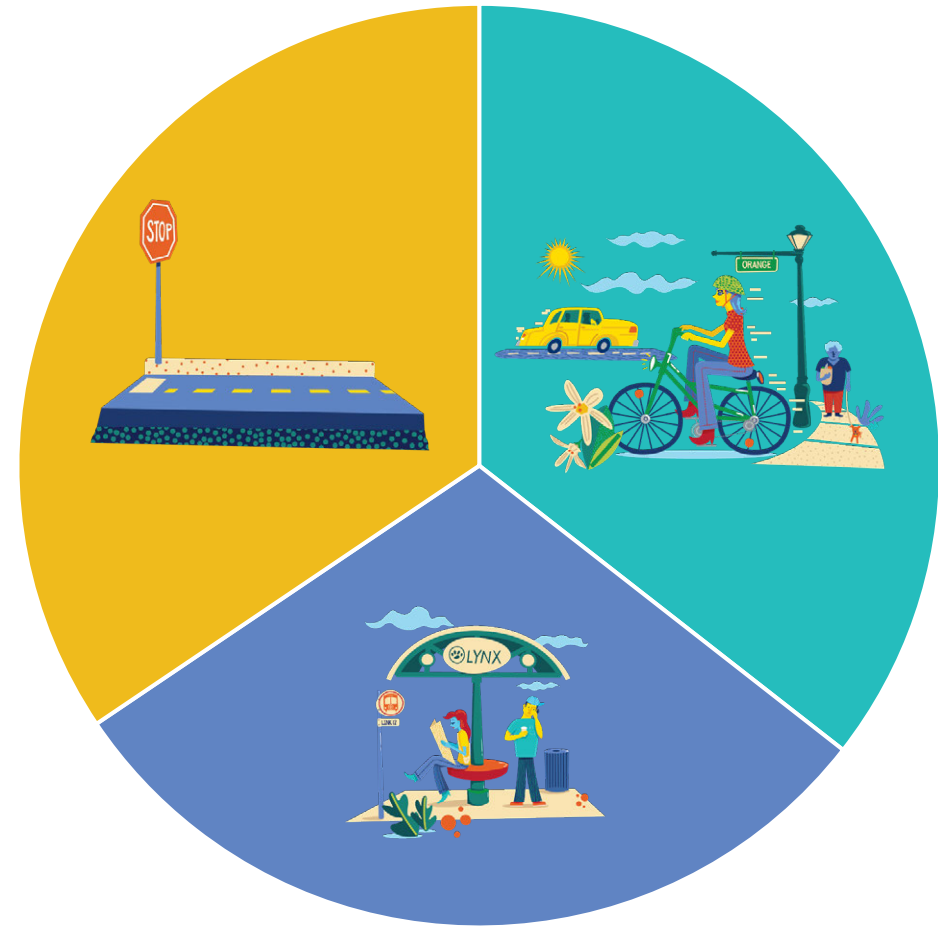
- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



2050 MTP Funding Scenarios

MetroPlan Orlando Funds

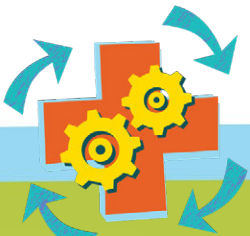
- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



2050 MTP Funding Scenarios

MetroPlan Orlando Funds

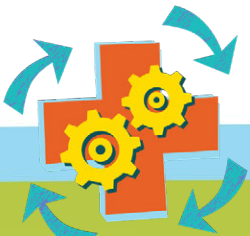
- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



2050 MTP Funding Scenarios

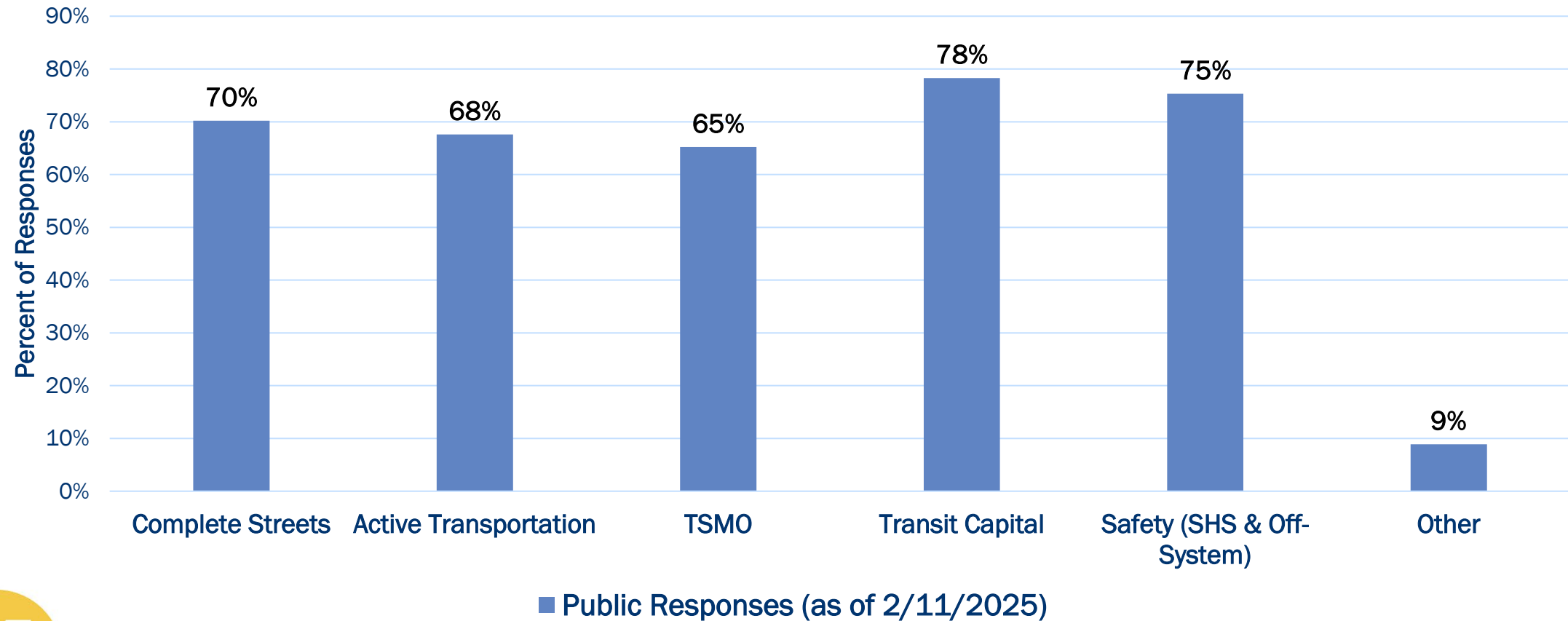
MetroPlan Orlando Funds

- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



Public Survey Results

What modal categories would you include?



533 Responses as of 3/31/25

Public & Technical Feedback Results

Public Feedback Themes

- Emphasis on multimodal travel
- Preference for dedicated funding for safety improvements and program
- Desire for additional transit services

Technical Feedback Themes

- Similar focus on multimodal travel
- Emphasized the need for funding for safety projects
- Desire for incorporating more flexibility into the process



Initial MPO Funding Policy

Initial Public, Technical, and Board Consensus

- Continue Modal Program Approach for MPO/TMA Federal Funds (SU, TALU, CARU)
 - Safety, Complete Streets, TSMO/ITS, Bike/Ped Infrastructure, Transit
- Use MPO federal funds to support safety improvements on State Highway System (via 3R/Pavement “goes-with” projects)
- No requirement for local match
- Do not use MPO/TMA federal funds for local agency widening projects
- Consider year of expenditure (inflation) in determining federal funding limit



Preliminary Funding Scenarios

Kristina Whitfield, PE, AICP
Kimley-Horn

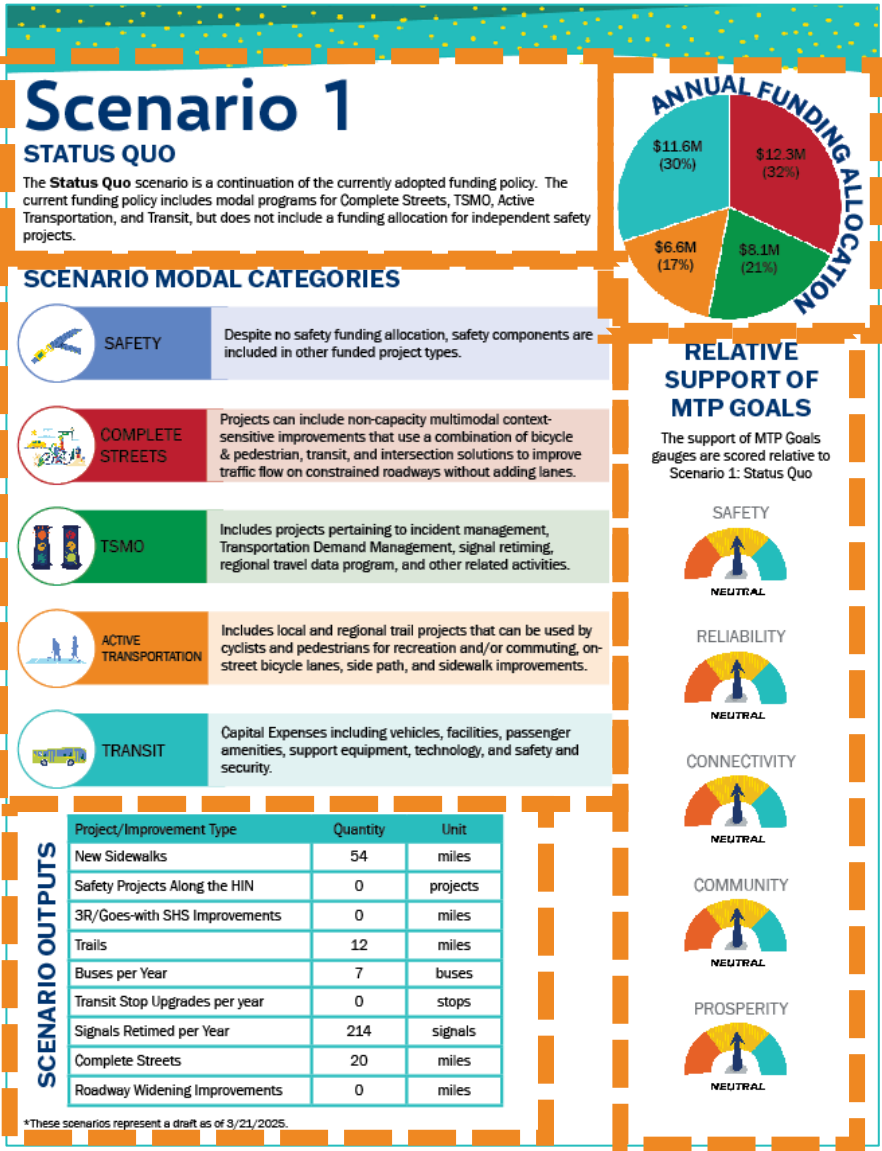


Handouts

Scenario Name
and Definition

Scenario
Modal
Categories

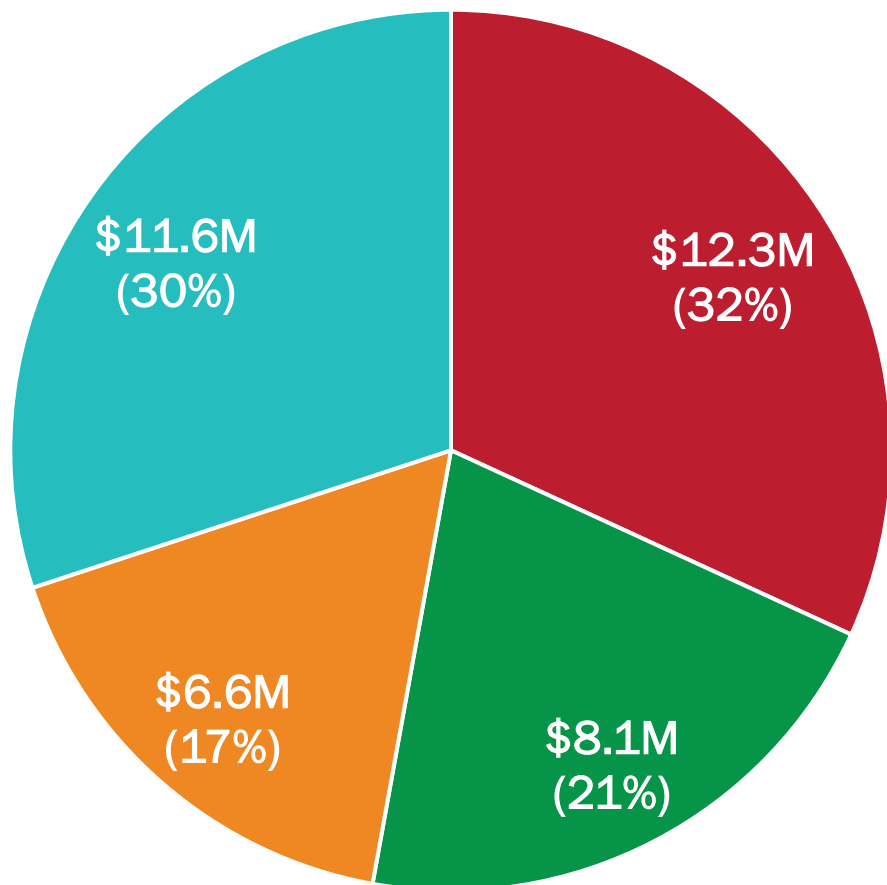
Scenario
Outputs: facts
and figures



Annual
Funding
Allocation:
comparison

Relative
Support of
MTP Goals:
performance

Scenario 1: Status Quo



■ Complete Streets ■ TSMO ■ Active Transportation ■ Transit

Pie chart represents the annual funding allocation

- Represents continuation of the currently adopted funding policy
- Includes modal programs for Complete Streets, TSMO, Active Transportation, and Transit
- Does not include dedicated funding for independent safety projects

Scenario 1 Performance

Status Quo by the Numbers

54



Miles of Sidewalks

7



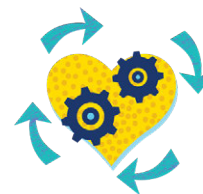
New Buses a Year *

0



Safety Projects on HIN

0



Miles of SHS Safety Improvements

12



Miles of Trails or Sidepaths

0



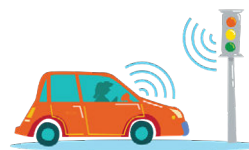
New Transit Stops per Year *

74



Miles of TSMO Improvements

9



Intersection Improvements



214

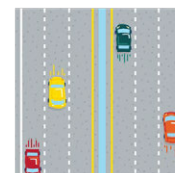
Signals Retimed a Year*

29



Miles of Complete Streets

0



Miles of Roadway Widening

Relative Support of MTP Goals

Safety



NEUTRAL

Reliability



NEUTRAL

Connectivity



NEUTRAL

Community



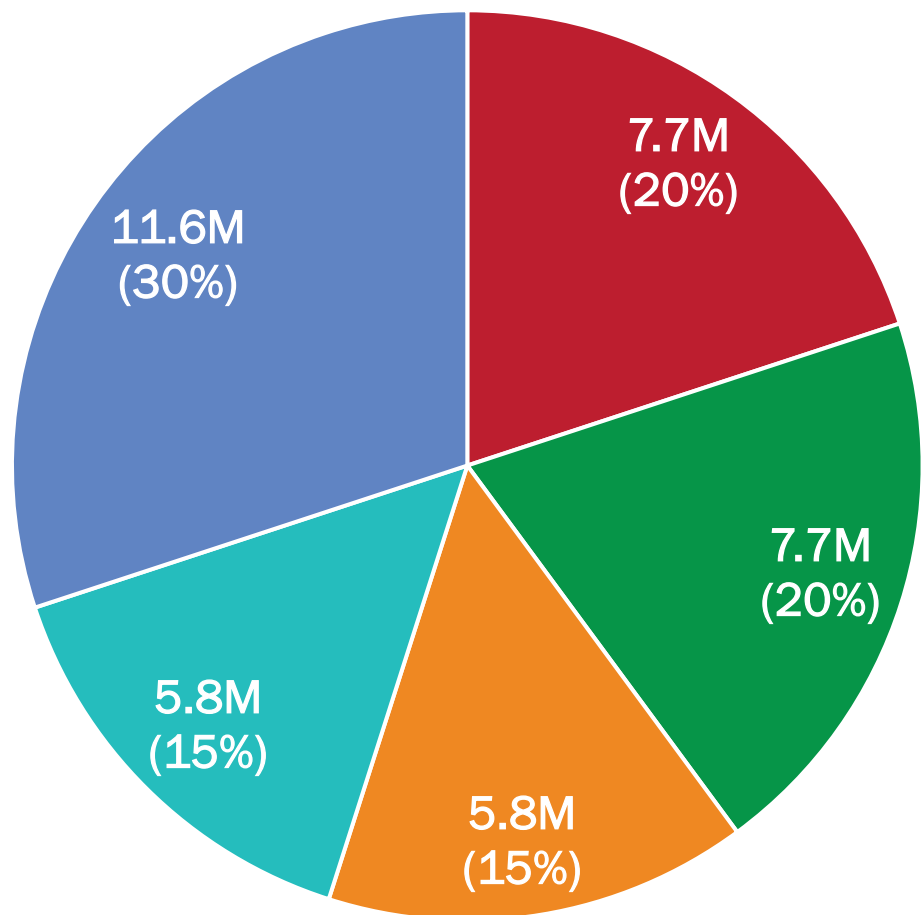
NEUTRAL

Prosperity



NEUTRAL

Scenario 2: Safety Emphasis



■ Complete Streets ■ TSMO ■ Active Transportation ■ Transit ■ Safety

- Includes funding allocation for independent safety projects
- Increases funding for TSMO
- Reduces funding for Active Transportation and Transit

Scenario 2 Performance

Safety Emphasis by the Numbers

54



Miles of Sidewalks

0



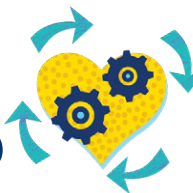
New Buses a Year *

23



Safety Projects on HIN

55



Miles of SHS Safety Improvements

8



Miles of Trails or Sidepaths

58



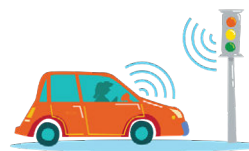
New Transit Stops per Year *

75



Miles of TSMO Improvements

9



Intersection Improvements



143

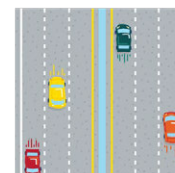
Signals Retimed a Year*

16



Miles of Complete Streets

0



Miles of Roadway Widening

Relative Support of MTP Goals Compared to Status Quo

Safety



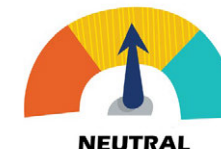
Reliability



Connectivity



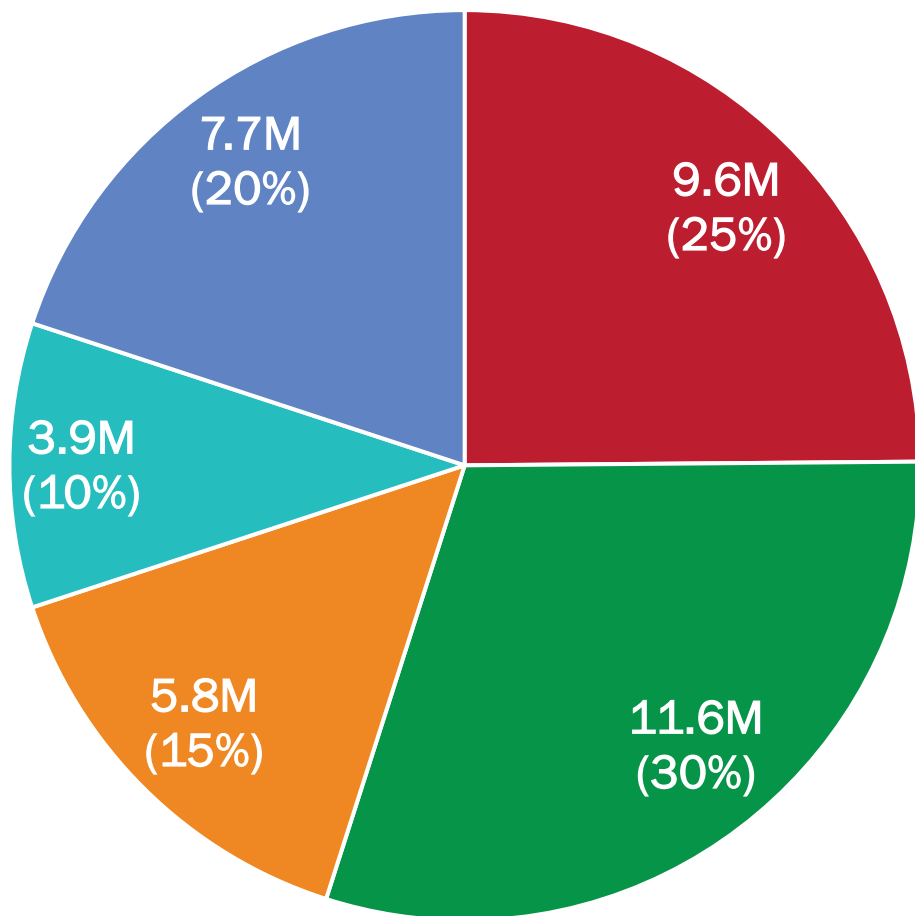
Community



Prosperity



Scenario 3: TSMO Emphasis



■ Complete Streets ■ TSMO ■ Active Transportation ■ Transit ■ Safety

Pie chart represents the annual funding allocation

- Increases funding for TSMO capital projects
- Includes annual set-asides for traffic signal retiming program and regional travel data program
- Includes funding allocation for independent safety projects
- Reduces funding for Complete Streets, Active Transportation, and Transit capital projects

Scenario 3 Performance

TSMO Emphasis by the Numbers

27



Miles of Sidewalks

0



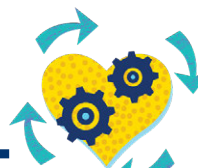
New Buses a Year *

15



Safety Projects on HIN

34



Miles of SHS Safety Improvements

21



Miles of Trails or Sidepaths

38



New Transit Stops per Year *

140



Miles of TSMO Improvements

10



Intersection Improvements



214

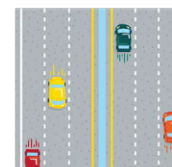
Signals Retimed a Year*

22



Miles of Complete Streets

0



Miles of Roadway Widening

Relative Support of MTP Goals Compared to Status Quo

Safety



MORE

Reliability



MORE

Connectivity



MORE

Community



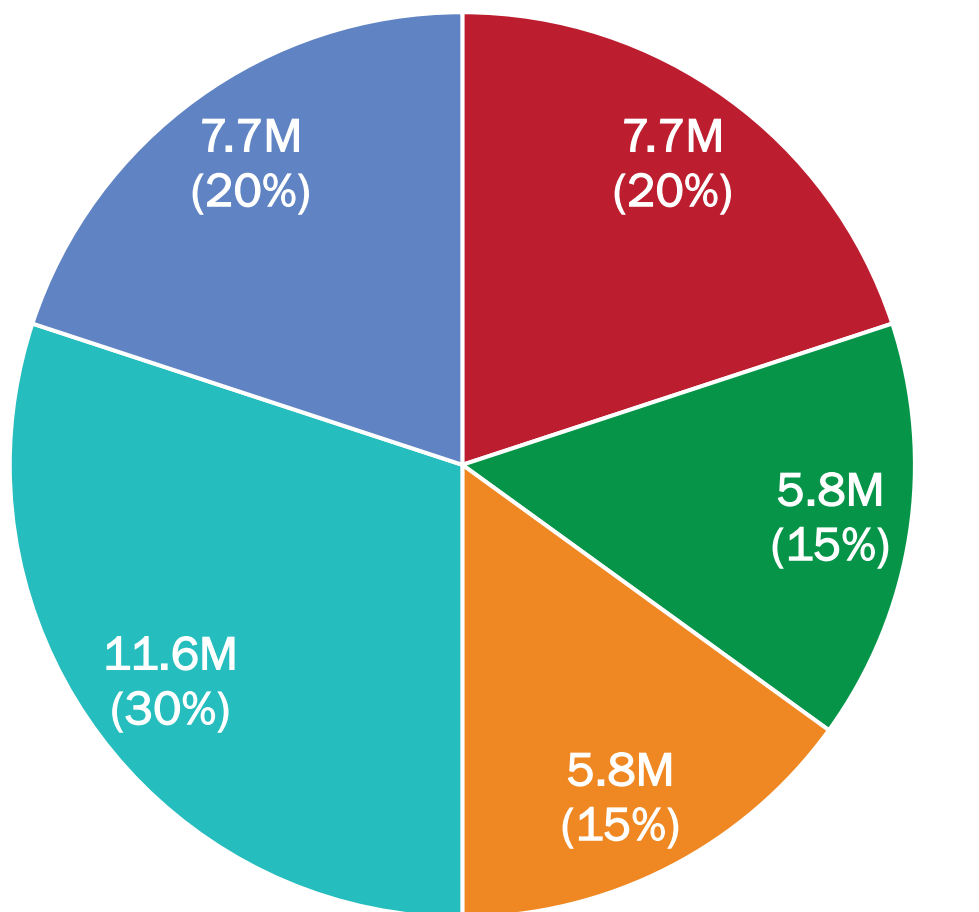
LESS

Prosperity



NEUTRAL

Scenario 4: Transit Emphasis



■ Complete Streets ■ TSMO ■ Active Transportation ■ Transit ■ Safety

Pie chart represents the annual funding allocation

- Includes annual set-aside for transit capital improvements
- Includes dedicated set-aside for transit stop and shelter enhancements
- Includes funding allocation for independent safety projects
- Reduces funding for Complete Streets, Active Transportation, and TSMO projects

Scenario 4 Performance

Transit Emphasis by the Numbers

54



Miles of Sidewalks

4



New Buses a Year *

11



Safety Projects on HIN

52



Miles of SHS Safety Improvements

12



Miles of Trails or Sidepaths

38



New Transit Stops per Year *

25



Miles of TSMO Improvements

7



Intersection Improvements



214

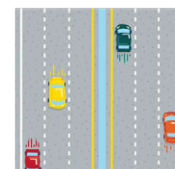
Signals Retimed a Year*

18



Miles of Complete Streets

0



Miles of Roadway Widening

Relative Support of MTP Goals Compared to Status Quo

Safety



Reliability



Connectivity



Community

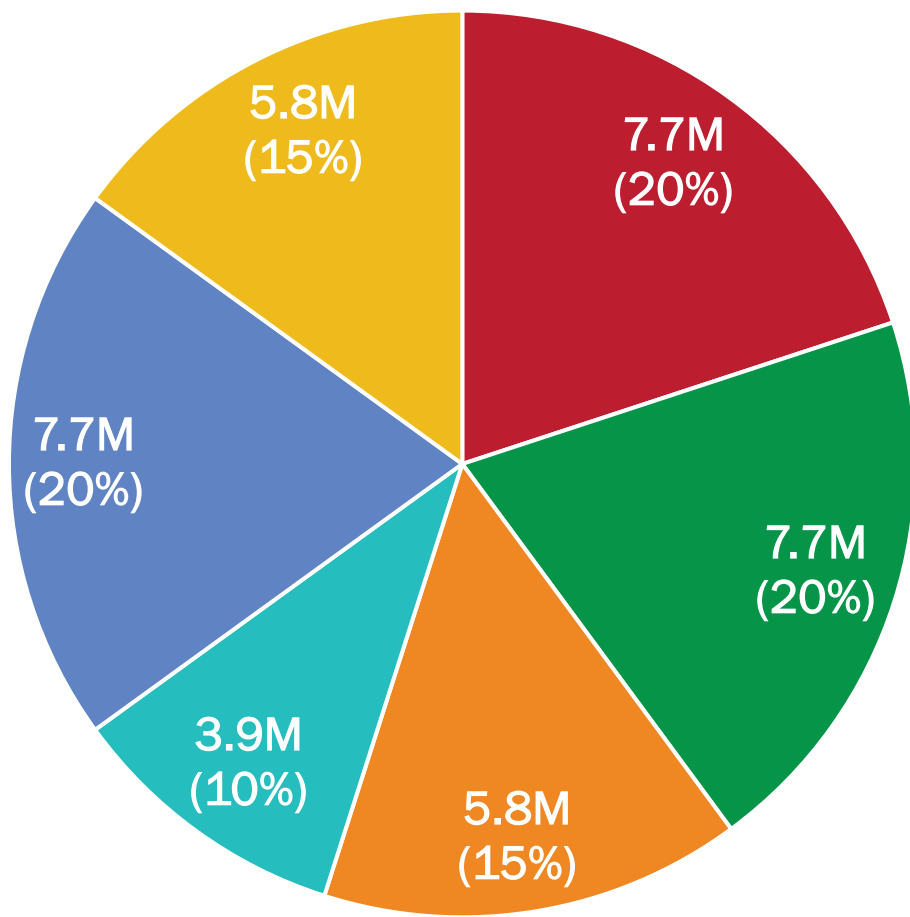


Prosperity



* 2050 Metropolitan Transportation Plan, Appendix M
Indicates an annual summary of project improvements. All others are improvements completed over the life of the plan.

Scenario 5: Restrictive Project Types



■ Complete Streets ■ TSMO ■ Active Transportation ■ Transit ■ Safety ■ Widening

- Includes funding to support construction for roadway widening projects
- Limits Active Transportation to only trail projects
- Limits Transit to only stop and shelter enhancements
- Includes funding allocation for independent safety projects
- Reduces funding for Complete Streets, Active Transportation, TSMO, and Transit

Scenario 5 Performance

Restrictive Project Types by the Numbers

0
Miles of Sidewalks

0
New Buses a Year *

15
Safety Projects on HIN

35
Miles of SHS Safety Improvements

25
Miles of Trails or Sidepaths

38
New Transit Stops per Year *

72
Miles of TSMO Improvements

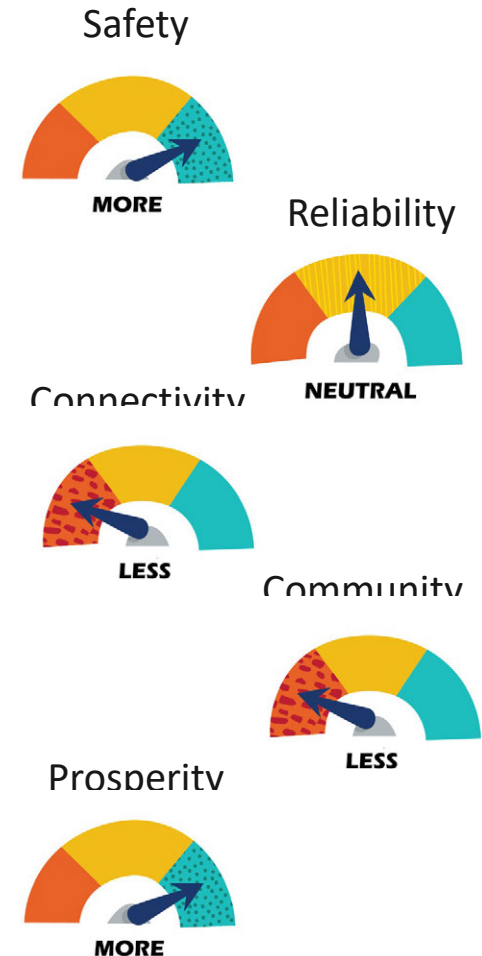
8
Intersection Improvements

214
Signals Retimed a Year*

18
Miles of Complete Streets

6
Miles of Roadway Widening

Relative Support of MTP Goals Compared to Status Quo



Small Group Activity: Funding Scenario Review

Taylor Laurent, PE, AICP
MetroPlan Orlando



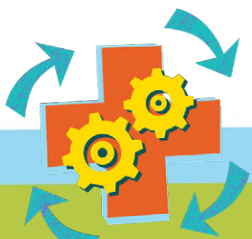
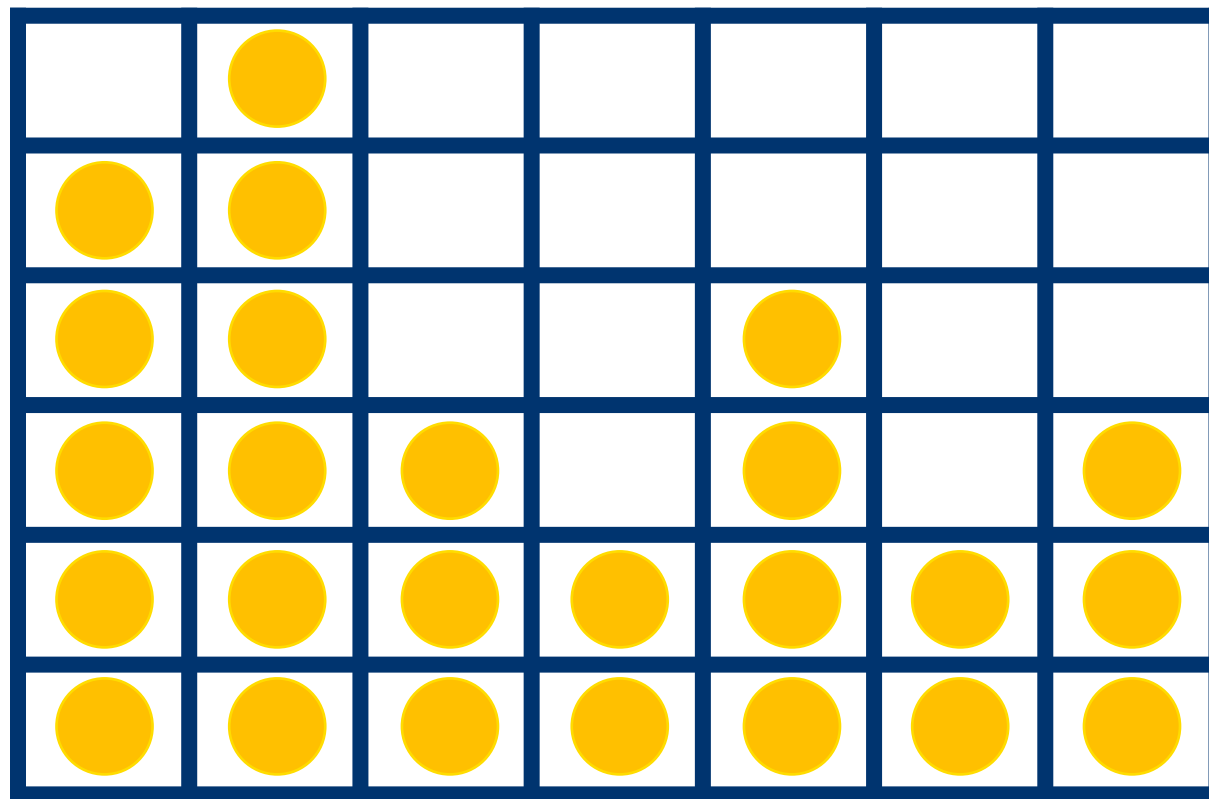
Discussion Questions

1. Which of the scenarios did you like most? Why?
2. Which of the scenarios did you like least? Why?
3. We can look at and develop alternative scenarios in many ways... what scenario attributes are most important to you and why?
4. Are there any critical elements that are not reflected in any of these scenarios? If so, what is missing?
5. Which goal area is most important to you for the purpose of this scenario exercise and why?



Making Money Move:

A Resource Allocation Exercise



Break
Reconvene in 20 minutes



Activity Report-Out & Discussion

Alex Trauger
MetroPlan Orlando



Table 1 Findings

Activity Report

- Critical to fund improvements for aging & vision/hearing impaired travelers
- Funding for projects to improve access to transit

●						
●					●	
●	●				●	
●	●	●			●	
●	●	●			●	
●	●	●	●	●	●	
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Transportation Disadvantaged	----



Table 2 Findings

Activity Report

- More transit
- Less on Active Transportation
- Expecting to see Safety incorporated into the other categories
- Transit

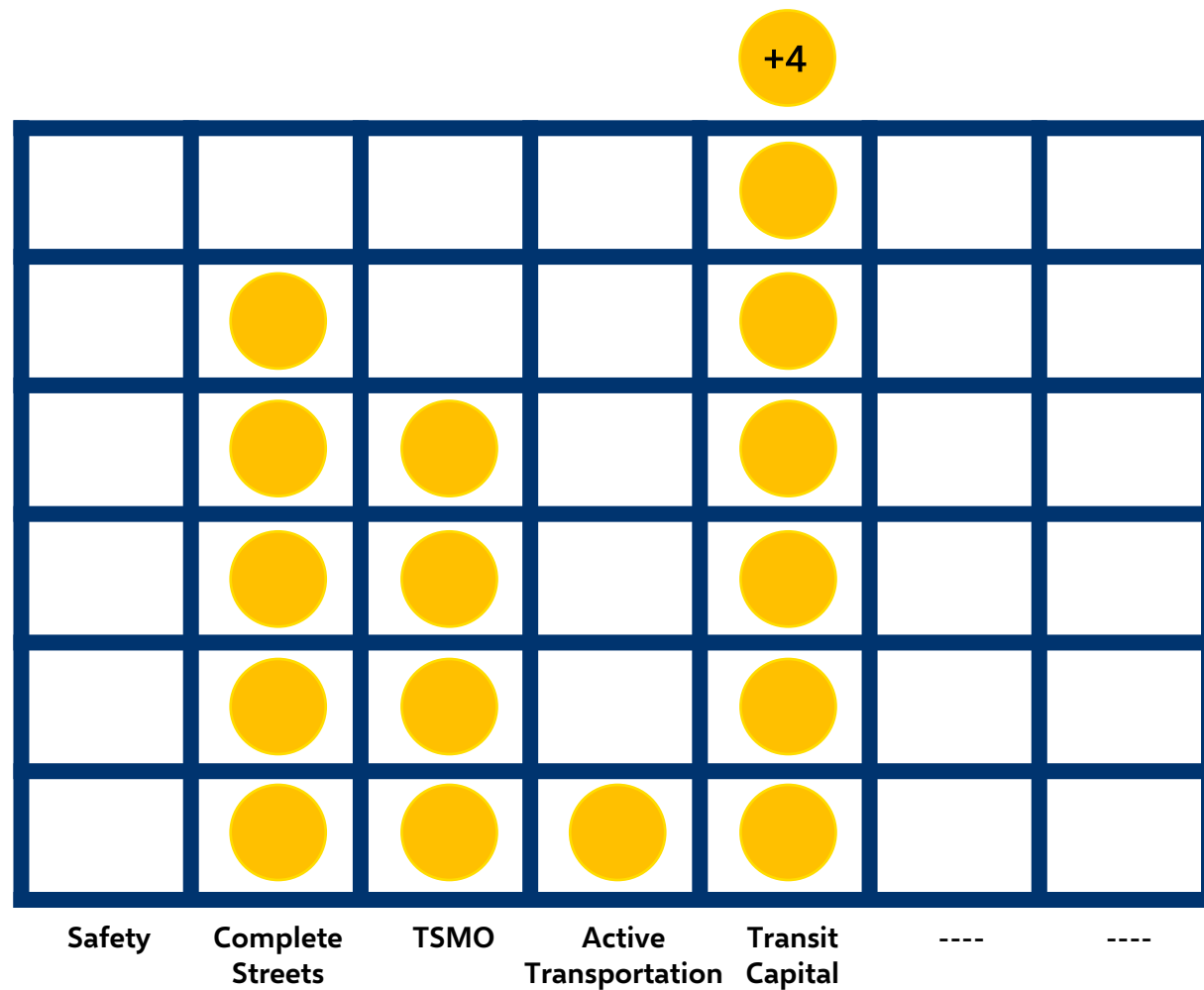


Table 3 Findings

Activity Report

- Investment on transit improvements to provide options other than cars
- Safety improvements for speed management and SHS3R projects
- Complete Streets to enhance connectivity with transit
- Technology dedicated funding for innovative transportation options – 20 year horizon

				●		
				●		
●	●			●	●	
●	●			●	●	
●	●			●	●	
●	●	●	●	●	●	
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Technology	----



Table 4 Findings

Activity Report

- Safety and having a balanced approach to funding categories
- Liked how TSMO, Safety and Complete Streets were complementary
- Ran a hybrid scenario with some widening but not as much as scenario 5
- Driver education

●	●					
●	●	●				
●	●	●	●	●		
●	●	●	●	●		
●	●	●	●	●		
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	----	----



Activity Report

- What is transit going to be?
Question of how tech will change it
- Add widening
- Multimodal solution
- Safety will come with the investments elsewhere

Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Widening	----
		●				
		●	●			
	●	●	●	●	●	
●	●	●	●	●	●	
●	●	●	●	●	●	



Activity Report

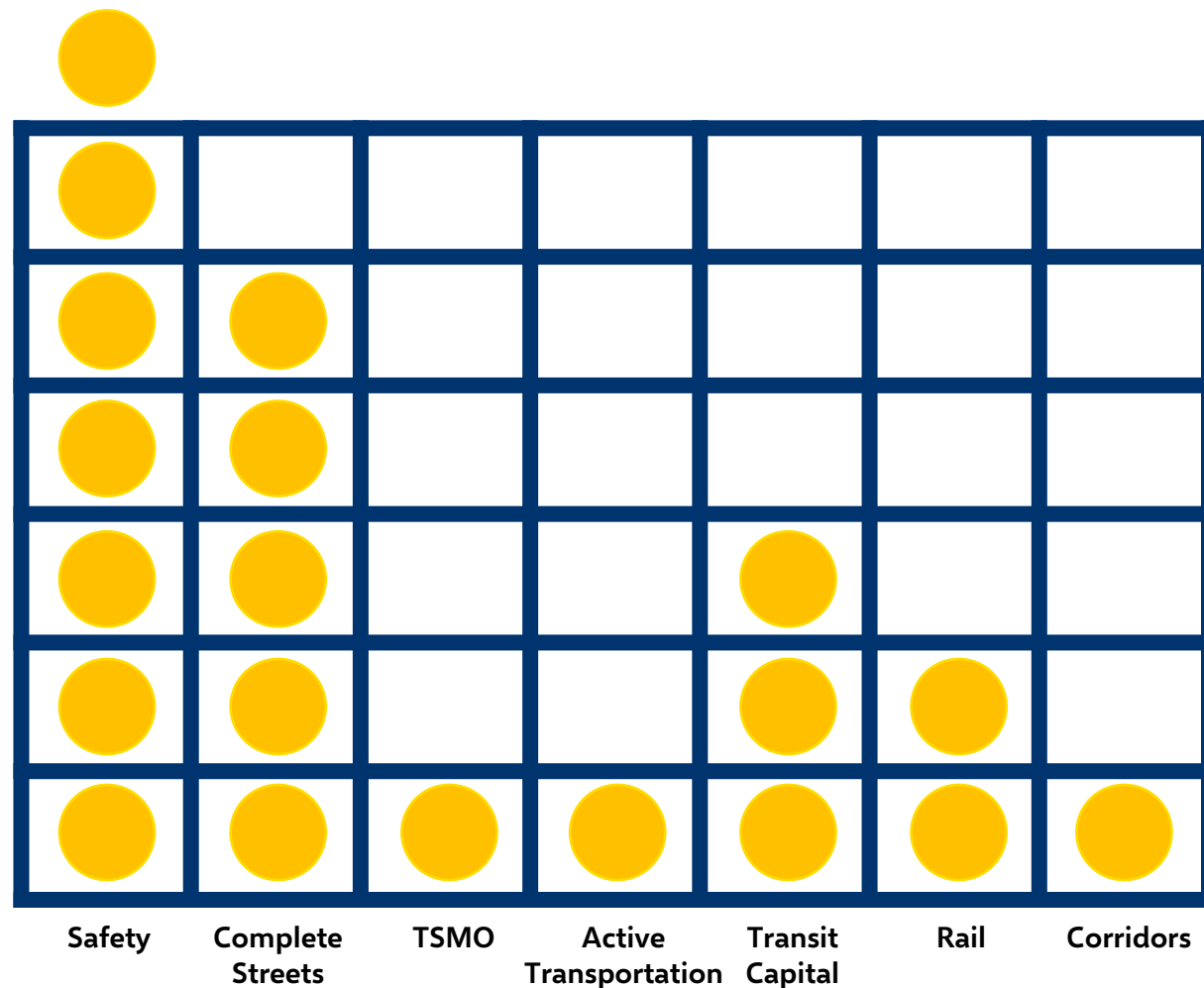
- 

2020 Metropolitan Transportation Fund Appendix M

Table 7 Findings

Activity Report

- Emphasis on safety
- “Rail” to focus on expansion opportunities for future development
- “Corridors” to include corridors extensions for new development



Activity Report

- 

2010 Metropolitan Transportation Planning Appendix M

Table 9 Findings

Activity Report

- Multimodal transportation
- Safety for multi-modal
- Dispersion of traffic
- Balance between for all travel modes

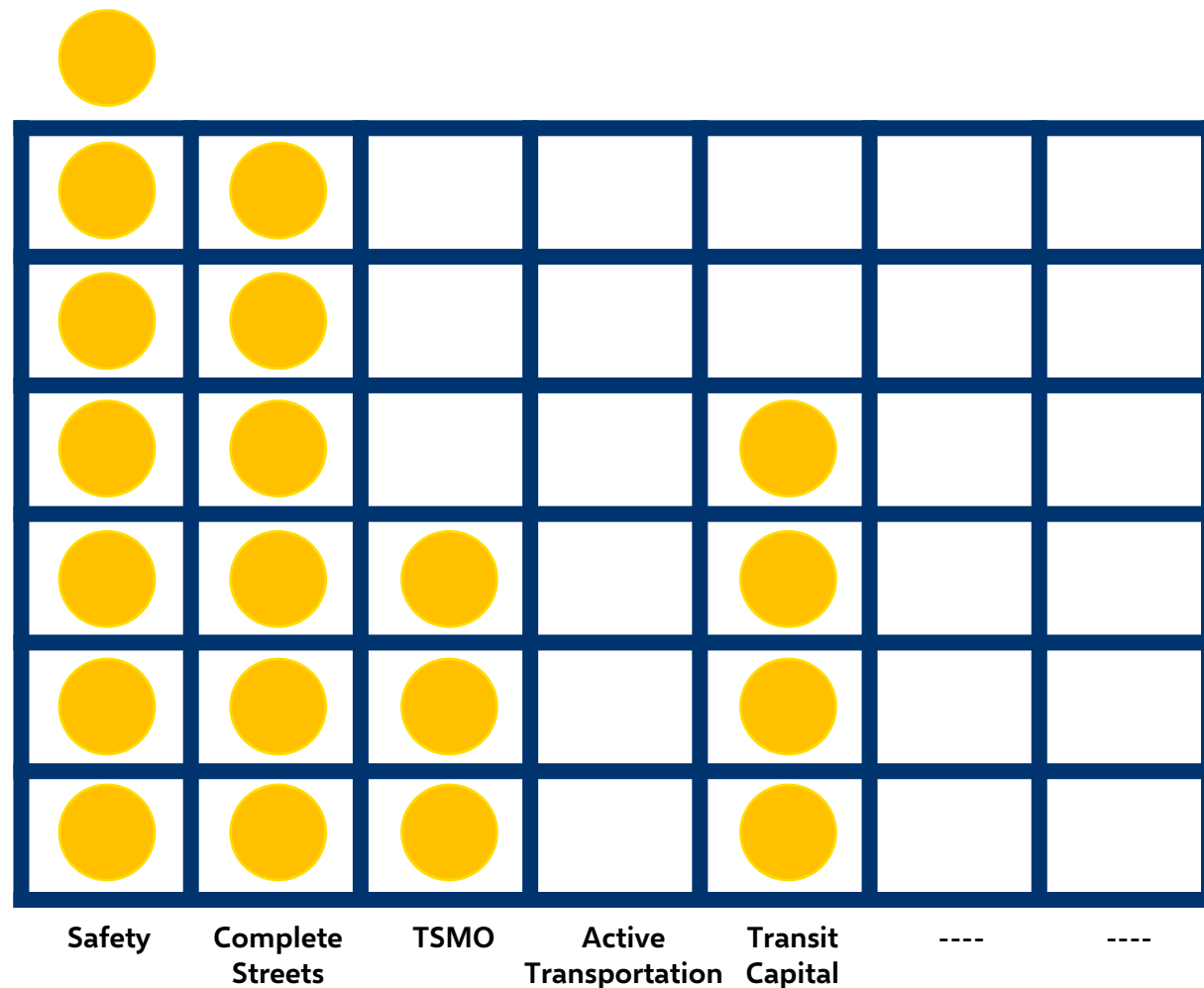


Table 10 Findings

Activity Report

- Connectivity through improved transit
- Complete streets benefits all modes
- Public education important to use all modes

	●			●		
	●			●		
●	●	●		●		
●	●	●	●	●	●	
●	●	●	●	●	●	
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Public Education	----



Activity Report

- “leverage” fund
- Trail emphasis under active transportation
- Safety should be inherent in all

Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Leverage Fund	----
		●				
		●			●	
	●	●			●	
	●	●		●	●	
	●	●	●	●	●	
	●	●	●	●	●	



Table 12 Findings

Activity Report

- Safety
- TSMO
- Transit/Complete Streets

●						
●						
●		●				
●	●	●		●		
●	●	●	●	●		
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	----	----



Table 14 Findings

Activity Report

- TSMO emphasis
- Transit capital: all eligible
- Maintain school mobility
- Widen to support transit operations

				●		
		●		●		
●	●	●		●	●	
●	●	●	●	●	●	
●	●	●	●	●	●	
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Widen	----



Common Threads: All Groups

- 

2010 Metropolitan Transportation Fund Appendix M

Next Steps

Taylor Laurent, PE, AICP
MetroPlan Orlando



Next Steps

Tomorrow (4/10): 2050 MTP Technical Workshop #8 (Virtual)

- Review the first draft funding scenarios and provide feedback

April/May (4/23 – 5/14): Board and Committee Meetings

- Discuss feedback from 4/9 and 4/10 meetings
- Review proposed actions to revise the funding scenarios

May 2025: MTP Team

- Implement the proposed actions/revisions
- Develop second draft funding scenario(s)





2050 MTP Schedule

WE ARE HERE

	2024				2025			
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec
Goals, Objectives, Measures								
Trends, Conditions, Uncertainties								
Multimodal Needs Assessments								
Funding Scenarios								
Develop Cost Feasible Plan								
Seek Board Adoption								Must be adopted by Dec 2025
Agency / Public Participation								

Board & Advisory Committee Member Comments



Public Comments

After you are recognized, state your name and organization/address and give your comment within two minutes.





Thank you!

MetroPlanOrlando.gov/2050 | 407-481-5672

MTP@MetroPlanOrlando.gov





MEETING NOTES

Location:

Lake Mary Events Center
260 N Country Club Rd,
Lake Mary, FL 32746

Date & Time:

Wednesday, April 09, 2025
9:00 AM – 12:30 PM

Subject:

2050 Metropolitan Transportation Plan Summit

Attendees:

107 (Attendee List in Exhibit A)

Background

The MetroPlan Orlando Board and advisory committee members met for the 2050 Metropolitan Transportation Plan (MTP) Summit to review the current funding policy and 2050 MTP work that's been accomplished so far, and to make funding distribution recommendations. Attendees were provided choices of modal funding categories and evaluated how they distribute funding to those categories to contemplate the future of Central Florida transportation. The 2050 MTP Summit was held at the Lake Mary Events Center.

Introduction

Opening Remarks

MetroPlan Orlando's Board Chairman, the Honorable Bob Dallari (Seminole County Commissioner), opened the Summit with themes of community, collaboration, and the importance of thinking about the future of Central Florida.

Commissioner Dallari shared a story about observations and discussions he recalled being made in the 1990s regarding the need to widen roads in the City of Oviedo. Commissioner Dallari noted that it took 30 years to widen the road and asked attendees to imagine what would have happened if we had not thought to plan ahead. This emphasized the point that 2050 Plan is going to be here a lot quicker than any of us can imagine and we need to think about the future, not just today and tomorrow.

Commissioner Dallari also emphasized the importance of relationship building, especially when it pertains to the future. Metroplan Orlando and large infrastructure projects encompass more than just a single commission district or boundary, but the entire region. Chairman Dallari encouraged attendees that when we go into our breakout groups, everyone should talk about how they got to work today and talk about how their kids will get to work tomorrow.

Safety Moment

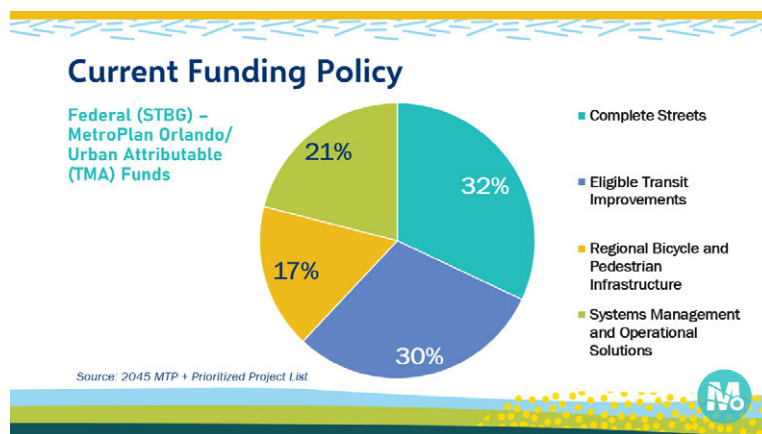
MetroPlan Orlando Executive Director Gary Huttman (AICP) introduced the Summit's safety moment which shared tactics to reduce distracted driving, noting that April is Distracted Driving Awareness Month. This was particularly relevant as on average, in the United States, 9 people are killed daily due to distracted driving. In Central Florida, someone is killed every three days.

Background: 2050 Planning Process and Funding Feedback

Taylor Laurent (PE, AICP), Project Manager for the 2050 Metropolitan Transportation Plan (MTP), presented of the 2050 MTP work that has been completed to date.

2050 MTP Overview

Ms. Laurent stated that MetroPlan started the development of the MTP in January 2024 and has completed the needs assessment, project prioritization and revenue forecasting phases. This “sets the stage” for today's Summit which will discuss the funding policy used to allocate the limited funding available.



This slide from the presentation shows MetroPlan Orlando's current funding policy as defined in the 2045 MTP

2050 Modal MTP Funding Scenarios

Purpose

The purpose of asking attendees to evaluate funding scenarios was to consider how funding allocation changes impact funding for transportation projects, to review funding scenario comparisons, and to build consensus on a funding approach. The seating was arranged so that teams would be comprised of attendees with diverse backgrounds and reflect different communities, organizations, and needs. Participants were asked to think about what modal program categories they would like to support and how they would distribute funding amongst them.

Modal categories were informed by both public and technical feedback, including:

- Public feedback showed support for multimodal travel, preference for safety improvement funding, and support of additional transit services.
- Technical feedback also had emphasis on multimodal travel, need to safety project funding, and expressed the need to incorporate more flexibility into the process.

Kristina Whitfield (PE, AICP), with Kimley-Horn, introduced the preliminary funding scenarios and instructions for the funding activity. Attendees were presented with five (5) different funding scenarios:

- **Scenario 1: Status Quo.** Represents the current funding policy and includes modals programs for Complete Streets, TSMO, Active Transportation, and Transit. This scenario does not include specified funding for independent safety projects.
- **Scenario 2: Safety Emphasis.** Funds independent safety projects, increases TSMO funding, and decreases Active Transportation, and Transit funding.
- **Scenario 3: TSM&O Emphasis.** Funding for independent safety projects, annual set-asides for traffic signal retiming program and regional travel data program, increases funding for TSMO projects, and decreases funding for Complete Streets, Active Transportation, and Transit capital projects.
- **Scenario 4: Transit Emphasis.** Funding for annual set-aside transit capital improvements, set-aside transit stop and shelter enhancements, and independent safety projects, and decreases funding for Complete Streets, Active Transportation, and TSMO projects.
- **Scenario 5: Restrictive Project Types.** Funding for roadway widening, and independent safety projects, and decreases funding for Complete Streets, Active Transportation, TSMO, and Transit. Active Transportation funding would be limited to only trail projects, and transit funding would be limited to only stop and shelter enhancements.

Participant Activity

Following the funding scenario discussion, participants were given the following instructions:

Each group, or table, were given 20 “funding” game tokens and were asked to drop the tokens into columns labeled as Safety, Complete Streets, TSM&O, Active Transportation, and Transit Capital to allocate funding.

Groups were able to allocate as many tokens as they desired to any category.

The two columns on the end were left blank so that teams could use a “Player’s Choice” if there are any additional modal categories they thought should be included.

The groups were given 20 minutes to allocate their funding tokens.

Following the breakout period, MetroPlan Orlando’s Director of Transportation Planning and Development, Alex Trauger, facilitated a group discussion among all attendees on how their groups decided to allocate funding.

Making Money Move
Small Group Activity
20-25 Minutes

PIECES

1 **Grid Game Board**
Each column is labeled with modal categories.

2 **20 Tokens**
Each token represents \$2,000,000 (5%) of MPO funds.

HOW TO PLAY

AS A GROUP
Choose where to allocate the 20 “funding” tokens by dropping the tokens into the labeled columns.

- You can allocate as many tokens as you wish to any category. If your group decides to allocate more tokens than there are slots, stack the additional tokens below the column.
- On the right side of your grid, you will also see two “Player’s Choice” columns. Decide with your team if there are any additional modal categories you think should be included and label these two extra columns accordingly. If not, you can leave these columns blank.

Every group’s finalized answers will be collected and compiled into an Activity Report-Out, which participants will get to view as a PowerPoint presentation.



Photos of groups engaging in the *Making Money Move* exercise.

Table 1

Table 1's funding allocations were made with consideration of a few distinct stakeholders:

- Those with disabilities
- First Responders (response times)
- Aging and vision/hearing impaired drivers.

Safety, Complete Streets, and Transportation Disadvantaged (players choice category) were among the categories with the highest funding allocations for Table 1.

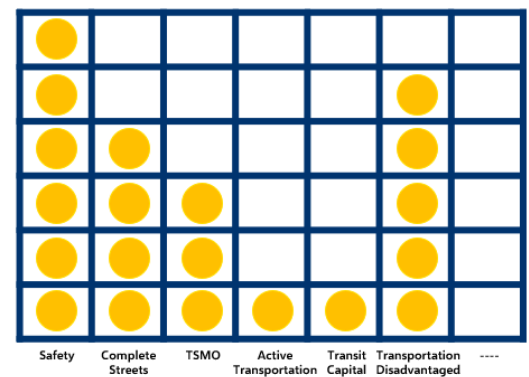


Table 2

Table two funding focused more on Transit and less on Active Transportation. They did not allocate any funding to Safety because safety is already prioritized and incorporated in the categories and travel types, especially high injury network improvements. The group reported out that they were very transit-oriented and would like to see safety incorporated into all categories, and that they also were opposed to widening.

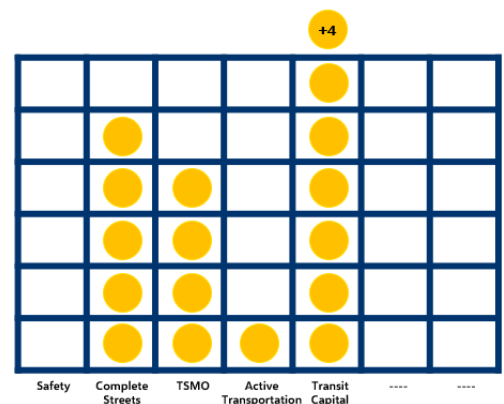


Table 3

This table opted to use their Player's Choice category to include Technology.

Table 3 saw a need for transportation improvements while recognizing that there are limitations on how funds can be spent, particularly federal funds.

This group stated the need to provide opportunities other than cars for people to move around their communities.

Table 3 noted that the high injury network includes a lot of state road facilities, those are the facilities that see most of the fatalities and injuries happen, and that Complete Streets need to provide safe bicycle facilities to improve non-automobile options.

In terms of technology, the group wanted to think beyond the technological scope of TSM&O and focus on looking at the 20 year horizon, and how technology will drive changes in transportation options and alternatives.

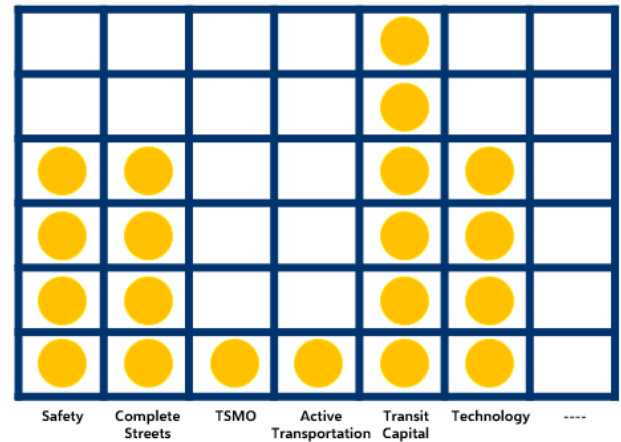


Table 4

Table 4 gave an equal allocation to the Safety and Complete Streets categories but noted that they also focused on TSM&O and discussed adding a widening option. They shared concerns about the certainty of the future and how that would relate to widening needs. This group felt like TSM&O with Complete Streets is a more balanced and flexible approach.

Table 4 highlighted the importance of navigation for the visually impaired and liked the complimentary aspects of TSM&O and Safety.

Finally, Table 4 noted the importance of driver education.

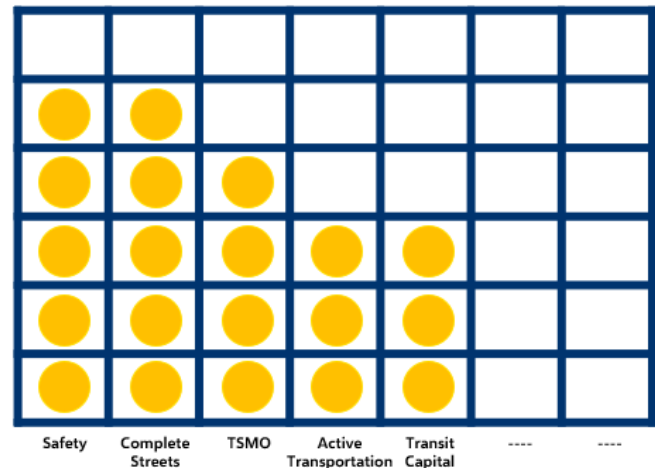


Table 5

This table opted to use a Player's Choice category to add Widening, nothing that they would like to use federal funding for it. They would like to see a multi-modal solution.

Table 5 noted that safety is important but felt the other funding categories addressed safety issues.

Table 5 felt widening was important to prepare ourselves for the population growth we are experiencing and noted that other cities have widened their roads to accommodate growth. They also noted a need to better educate the public about the movement of people.

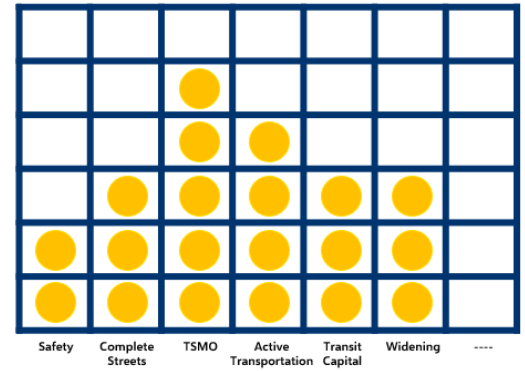


Table 6

Table 6 had a focus on Innovative Transit Vehicles. They felt as though any widening projects should be contingent on a Complete Streets approach.

This group felt that funding should focus on improving what we already have.

Table 6 also felt that bus stop improvements were important.

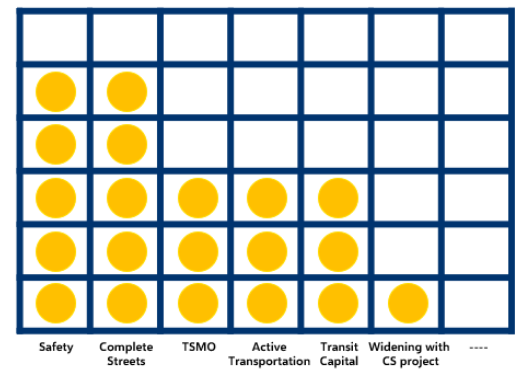


Table 7

This table had an emphasis on Safety and used their Player's Choice category to add Rail and Corridors to their game board.

Table 7 focused on safety because safety projects would also most likely incorporate the other categories and there will be a trickle-down effect.

This group stated that, "if we are planning for the future, we need to acknowledge that our area is booming."

Table 7 also noted that additional corridors, including east/west connections to I-4, would alleviate strain on the network.

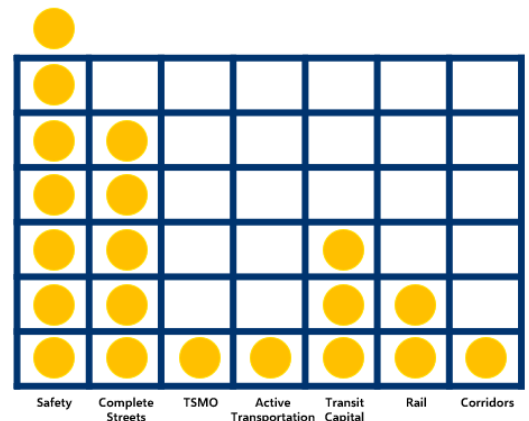


Table 8

Table 8 emphasized TSM&O and added Capacity/Widening and Future Ready/Flexible Innovation (players choice) categories.

Table 8 supported new capacity to improve connectivity.

While Table 8 emphasized capacity and widening projects, they stated that it was their assumption that Complete Streets and Active Transportation would be included in those projects.

Table 8 also added a “Future-Ready.” category to prepare for autonomous vehicle parking, and other unforeseen needs.

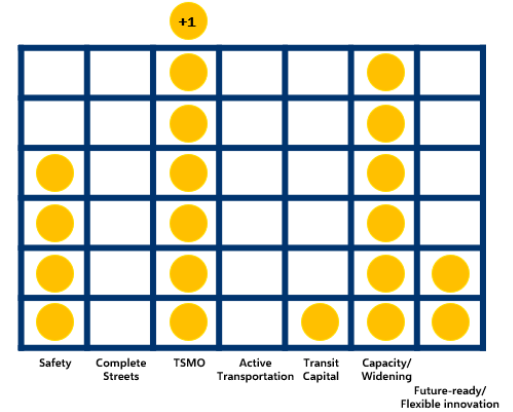


Table 9

Table 9 emphasized Safety and Complete Streets with no allocation to Active Transportation.

Within Complete Streets, Table 9 focused on the dispersion of travel modes.

Table 9 shared that they would like to plan for expanded transit service and operations with better connections to the University of Central Florida.

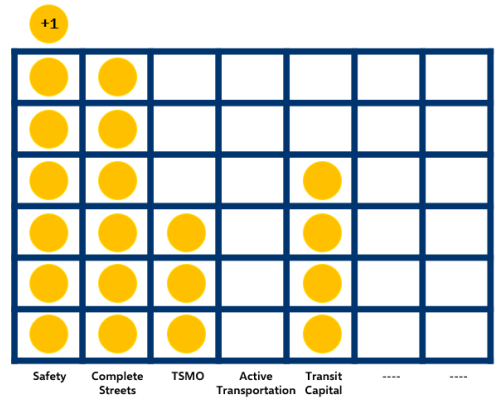


Table 10

Table 10's emphasis areas included Connectivity, Complete Streets, and Public Education (players choice category) as areas that would offer benefits across all modes.

Table 10 included a wide range of transportation professionals, including engineers and planners. They identified a need to educate the public on concepts such as complete streets.

Table 10 joined other tables in stating that safety was inherent to all projects and thus did not make this an emphasis area.

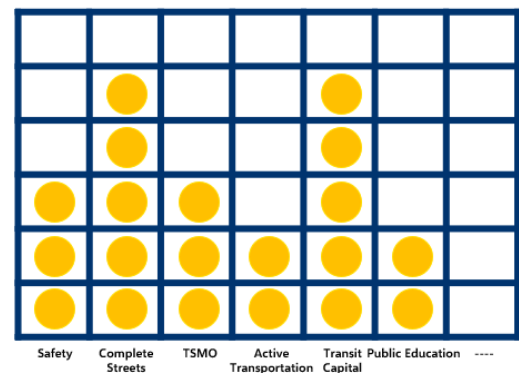


Table 10 shared that while they see a need for long range planning for complete streets and transit, they also saw other areas including safety, TSM&O, and active transportation as low hanging fruit that can be improved sooner.

Table 11

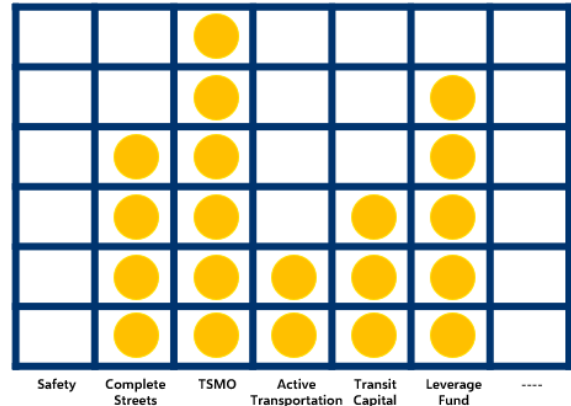
Table 11 emphasized TSM&O and added a Leverage Fund as their “players choice” category.

Table 11 reported out the following:

Viewed safety as built into everything and did not allocate funding specifically to that category.

Asked the question, “How can MetroPlan’s funds be best leveraged to supercharge regional projects and programs through designs that we could do on a regional scale knowing that we all need to take care of the everyday maintenance,” stating that this is where regional connectivity comes into play for multi-modal transportation, as well as both micro and mass transit.

- Valued micro transit in the suburban areas versus fixed route bus stops that are less likely to be used.
- Stated that utilizing a trail network for connectivity and not only as a separated network. Noted that painted bike lanes on a major road is not as safe as a separated trail.
- When discussing road widening, Table 11 emphasized that right-of-way and eminent domain have both statutory and non-statutory expenses.
- Felt that rural communities often feel as though road widenings go against their work to remain rural.



Designated speakers for each group highlighted discussion points from their table.

Table 12

This group prioritized Safety, TSM&O, and Transit Capital.

Table 12 stated that there is a need to address growth as it comes to the region.

Table 12 felt that safety was a major part of their toolbox because it is built into everything we do.

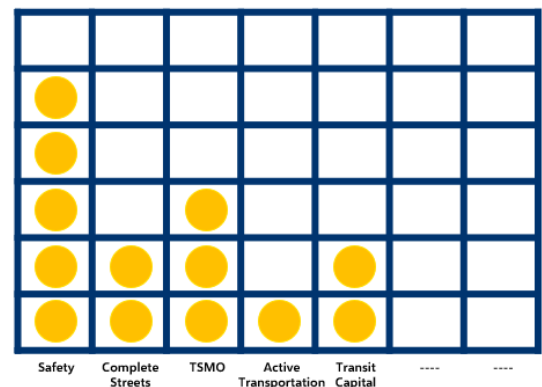


Table 13

There was no Table 13.

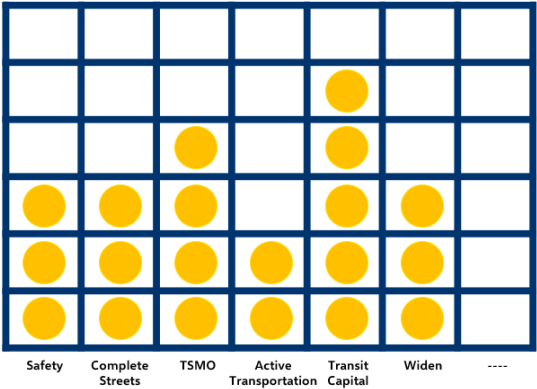
Table 14

Table 14’s emphasis areas included TSM&O, Transit Capital, and Widening, Flexibility and maintaining School Mobility.

Table reported that their discussion centered around Center Management Operations and cascading benefits for modes and users.

This group also desired additional flexibility for widening new facilities for future development and for the transportation-disadvantaged.

This group stated that TSM&O will help with congestion. They understood that the budget will not be enough for a widening project but still wanted to allocate some funding for widening with the caveat that supports transit operations and long-term planning.



Each group or table reported out to the entire room.

Board, Advisory Committee, and Public Comments

Board and Advisory Committee Comments

There were no Board or Advisory Committee Comments

Public Comments (1)

Ms. Joanne Counelis stated that the community needs 24-hour/day transit service and mass transit everywhere in Florida. She noted Country Club Road, Lake Mary Prep School, and Oviedo as desired destinations. Ms. Counelis also stated the need for a bus stop next to the underpass bridge.



Closing Remarks

The Honorable Bob Dallari thanked everyone for attending and shared that he can't wait to see how the 2050 Plan comes together.

Exhibit A

List of Attendees

BOLD = Seated at a Table for Activity

Total seated inc staff & consultants = 94

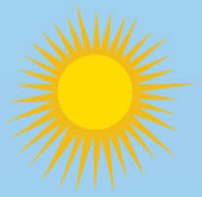
Other= included agency liasions, Board or Committee Members

TOTAL including all staff, consultants and public = 107

B/C	Representing	Title	First_Name	Last_Name	Table Number
Other	FDOT		Jack	Adkins	3
Other	City of Apopka		Diana	Almodovar	12
Consultant	Consultant/Kimley-Horn		William	Anderson	9
CAC	CAC		Christine	Bancalari	10
TSMO & TAC	City of Altamonte Springs		Lenny	Barden	10
BOARD & TDLCB	City of Altamonte Springs	Mayor	Pat	Bates	2
TDLCB	TDLCB		Neika	Berry	10
STAFF	STAFF		Lara	Bouck	1
TSMO & TAC	City of Casselberry	Dr.	Kelly	Brock	6
Other	FDOT		Stephen	Browning	5
Other	FDOT		Steven	Buck	8
TAC	City of St. Cloud		Erin	Burnette	6
Public	CF Public Media		Joe	Byrnes	
TDLCB	TDLCB		Charlotte	Campbell	1
Public	HNTB		Francisco	Cardona	
TAC	Orange County		Humberto	Castillero	12
TAC	City of Orlando		Gus	Castro	9
Other	FDOT		Catalina	Chacon	3
MAC	City of Lake Mary		Sabreena	Colbert	8
TSMO & TAC	Osceola County		Christina	Colón	11
BOARD	Seminole County	Commissioner	Lee	Constantine	5
TDLCB	TDLCB		Tashara	Cooper	4
Public			Joanne	Counelis	
TAC	City of St. Cloud		Cameron	Crandell	12
BOARD	Seminole County	Commissioner	Bob	Dallari	1
BOARD	Orange County	Mayor	Jerry	Demings	3
BOARD & MAC	MAC Representative	Mayor	John	Dowless	10
STAFF	STAFF		Slade	Downs	2
Consultant	Consultant/HDR		Rico	Edwards	
TSMO & TAC	City of Maitland		Alyssa	Eide	12

CAC	City of Sanford		Sarah	Elbadri	3
STAFF	STAFF		Rachel	Frederick	
CAC	Orange County		Janette	Frevola	6
BOARD	City of St. Cloud	Council Member	Ken	Gilbert	11
Other		Councilwoman	Barb	Girtman	7
TSMO & TAC	City of Kissimmee		David	Gomez	14
BOARD	Orange County	Commissioner	Maribel	Gomez-Cordero	9
TSMO	FTE		Eric	Gordin	11
BOARD	Osceola County	Commissioner	Cheryl	Grieb	7
TAC	City of Orlando		Laura	Hardwicke	1
TAC	Seminole County		Matt	Hassan	14
MAC	City of Casselberry	Mayor	David	Henson	5
STAFF	STAFF		Eric	Hill	12
Other	ECFRPC		Parker	Hines	2
STAFF	STAFF		Mary Ann	Horne	10
STAFF	STAFF		Gary	Huttmann	1
TSMO		UCF	Louann	Huynh	9
TSMO	LYNX		Doug	Jamison	10
MAC	City of Ocoee	Commissioner	Scott	Kennedy	4
STAFF	STAFF		Sarah	Larsen	6
STAFF	STAFF		Taylor	Laurent	
TDLCB	TDLCB		Jamie	Ledgerwood	14
Public	City of Winter Park		Hong	Lim	
STAFF	STAFF		Jason	Loschiavo	
TSMO & TAC	City of Winter Garden		Amy	Martello	8
MAC	City of Winter Springs	Mayor	Kevin	McCann	11
TDLCB	TDLCB		Bob	Melia	9
TSMO & TAC	City of Sanford		Adam	Mendenhall	10
BOARD	Orange County	Commissioner	Christine	Moore	12
STAFF	STAFF		Sally	Morris	
BOARD	City of Apopka	Mayor	Bryan	Nelson	8
TSMO & TAC	Seminole County		Anthony	Nelson	11
TDLCB	TDLCB		Nicola	Norton	9
CAC	Seminole County		Tom	O'Hanlon	5
TAC	LYNX		Myles	O'Keefe	4
BOARD	City of Orlando	Commissioner	Tony	Ortiz	14
Other	Seminole County		Arturo	Perez	14
CAC	CAC		Judy	Pizzo	10
TSMO & TAC	GOAA		Danielle	Plummer	4
TSMO & TAC	City of Belle Isle		Philip	Price	7
TSMO & TAC	CFTOD		Lee	Pulham	5
TAC	Orange County		Regina	Ramos	5
STAFF	STAFF		Adriana	Rodriguez	3
MAC	City of Longwood	Commissioner	Brian	Sackett	9

TAC	City of Apopka		Jean	Sanchez	12
TAC	Orange County		Brian	Sanders	10
Other	FDOT		Jo	Santiago-Mercer	6
STAFF	STAFF		Jason	Sartorio	7
Other	FDOT		Jonathan	Scarfe	4
MAC	City of Oviedo	Mayor	Megan	Sladek	2
Other	Seminole County		John	Slot	11
MAC	City of Lake Mary	Commissioner	Jordan	Smith	1
TSMO & TAC	City of Longwood		Shad	Smith	3
Other	FDOT		Kellie	Smith	7
BOARD	Sanford Orlando Airport		Stephen	Smith	8
STAFF	STAFF		Lisa	Smith	
TAC	ECFRPC		Ken	Storey	2
Other	FDOT		Jim	Stroz	1
TAC	Osceola County		Jennifer	Stults	3
MAC	City of Winter Park	Commissioner	Marty	Sullivan	3
TSMO	City of Orlando		Maria	Tejera	3
STAFF	STAFF		Alex	Trauger	14
STAFF	STAFF		Leilani	Vaiaoga	
Consultant	Consultant/Kimley-Horn		Mike	Vaudo	8
Consultant	Consultant/HDR		Hannah	Weary	
CAC	MetroPlan Appointee		Theo	Webster	2
TSMO	Seminole County		Charlie	Wetzel	8
CAC	MetroPlan Appointee		Venise	White	1
Consultant	Consultant/Kimley-Horn		Kristina	Whitfield	11
STAFF	STAFF		Virginia	Whittington	
Other	LYNX		Trish	Whitton	14
BOARD	City of Orlando		Tanya	Wilder	2
STAFF	STAFF		Mighk	Wilson	4
BOARD	Orange County	Commissioner	Nicole	Wilson	11
Consultant	Consultant/Kimley-Horn		Jim	Wood	5
BOARD	City of Sanford	Mayor	Art	Woodruff	6
TDLCB	TDLCB		Adam	Zubritsky	14



M.4 2050 MTP Webinar Series Presentations and Q&A



Welcome!

Future Technology & Trends
July 24, 2025



Today's webinar will begin shortly.

Journey to 2050

Future Technology & Trends

July 24, 2025



Our host and presenters



Leilani Vaiaoga
Communications
Specialist
Host



Taylor Laurent, PE, AICP
Manager, Transportation Planning
2050 MTP Project Manager
Presenter



Slade Downs, AICP
Transportation Planner
Presenter



Eric Hill
Director, TSM&O
Presenter



Who is MetroPlan Orlando?

- We **lead** transportation planning efforts in Orange, Osceola, and Seminole counties.
- We **bring together** local leaders.
- We **prioritize** federal and state transportation dollars.



What is the 2050 MTP?



Presentation Overview

- Existing Conditions & Area Profile
- Drivers of Change
- Role of new Technology
- Q&A

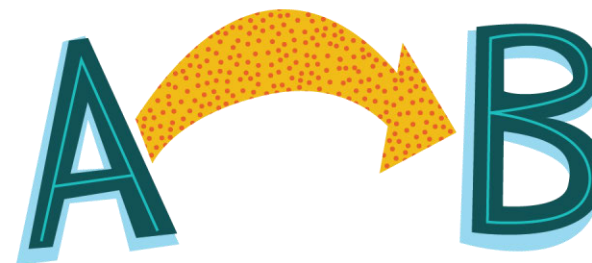


Trend

noun

1. A general direction in which something is developing or changing.

To understand where we are going, we need to start by understanding where we are today.



Central Florida: Existing Conditions

Slade Downs, MetroPlan Orlando



Growth in the Region

- Our population continues to rise
 - More users across our transportation system
- Our workforce and job numbers are also climbing
 - More commuters on the road at the busiest times of day
 - Homes and jobs can be far apart

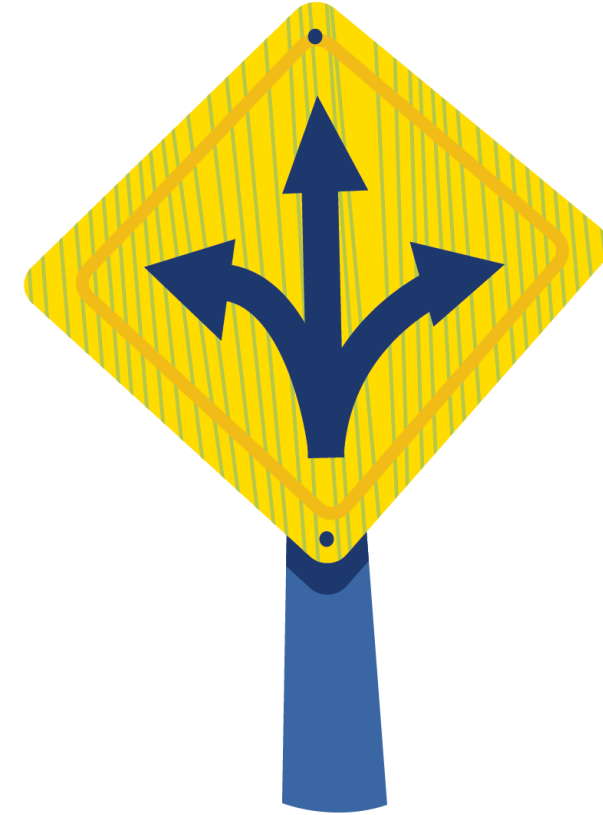


*Source: US Census, ACS,
Bureau of Economic Analysis*



How, and Where, We Have Grown

- Our urban footprint continues to expand
- Growth near expressways and limited access facilities

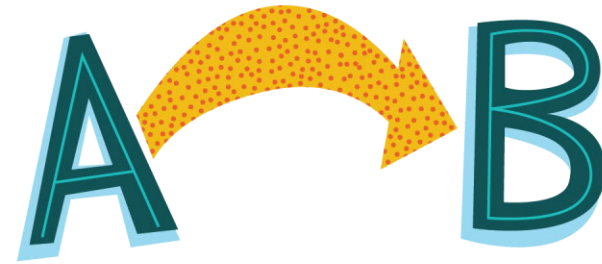


Source: ACS, US Census



What does this look like on our roads?

- The average number of miles we drive is increasing.
- This number decreased during social distancing but is again on the rise.



Growing Safety & Environmental Concerns

- Safety Concerns
 - There is a rise in crashes on our roads
 - The number of fatalities is also increasing
- Environmental Concerns
 - Increased vehicles = increased pollution
 - Even electric vehicles add to congestion



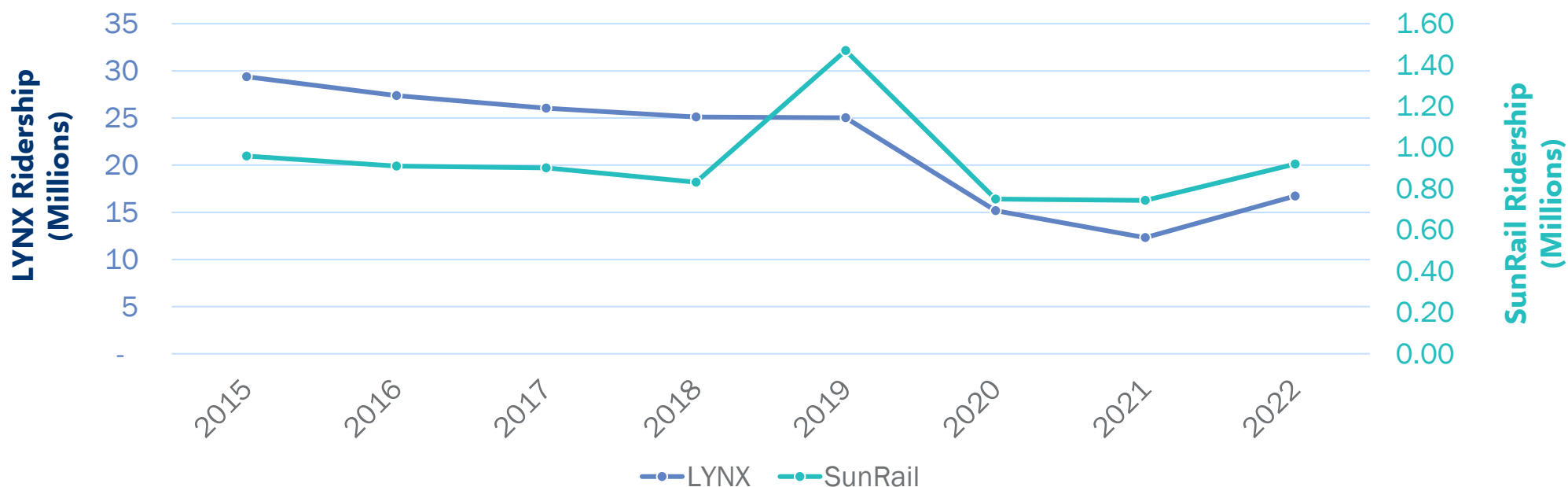
Shifting Reliability and Performance

- Travel Delay = The extra time it takes to arrive at your destination due to traffic or incidents on the road.
- Travel delay has remained pretty even.



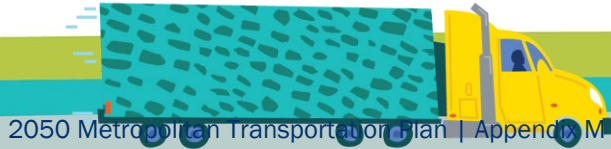
Growth and Transit

Transit ridership recovering from COVID-19



Economic Growth

- Tourism is Growing
 - Over 70M visitors in 2022
- Freight Keeps Industry Moving
 - 134M Tons of Freight in 2023



Drivers of Change

Taylor Laurent, MetroPlan Orlando



Drivers of Change

What are drivers of change?

Trends, changes, and disruptions that could impact our demand for and supply of transportation

Why do they matter?

Encourage positive impacts
Mitigate negative impacts

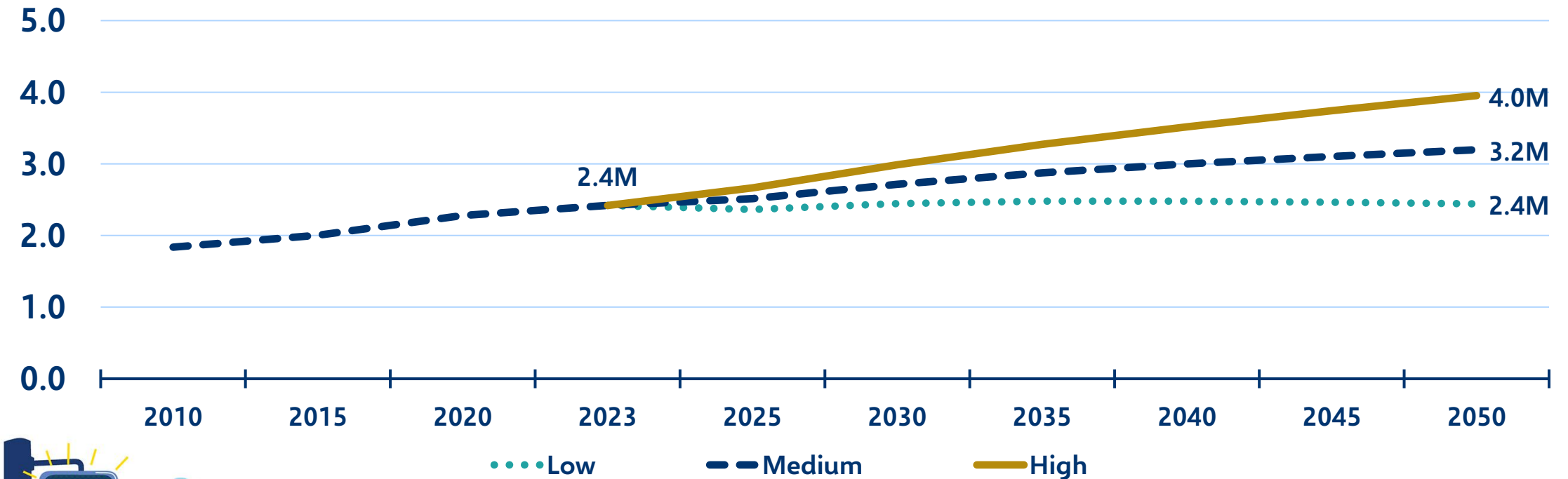


Driver: Demographics

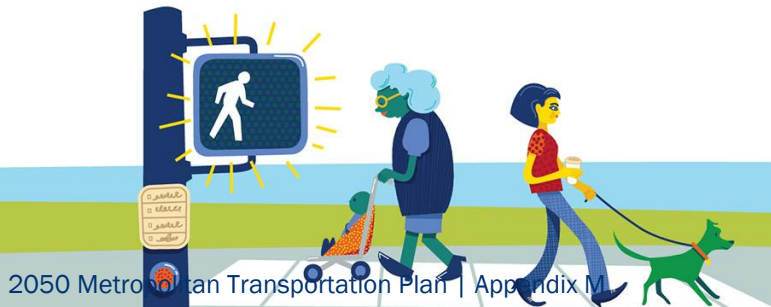
Will We Continue to Grow?

MPO Planning Area Population Growth and Projections (2010-2050)

Population (in Millions)



Source: University of Florida, Bureau of Business & Economic Research, 2024
All data are for Orange, Osceola, and Seminole Counties.



What Is Driving Growth?

Regional Population Change, 2020-2023



BIRTHS

+82,325

PEOPLE MOVING
FROM OTHER STATES

+21,395

DEATHS

-57,071

PEOPLE MOVING
FROM OTHER COUNTRIES

+56,298

Population change in Orange, Osceola, and Seminole Counties, 2020-2023.

Source: U.S. Census Bureau. Total population change includes a residual that cannot be attributed to a specific source.

How Does Health & Wellness Intersect with Transportation?



67.2% of adults are overweight or obese

35.6% of adults have one or more disabilities

11.9% of adults are struggling with mental health

More people who **need assistance** driving, riding, cycling, or walking?

More frequent trips to health care providers? **Longer trips** to specialists?

Do we have **easy access to fresh food**?

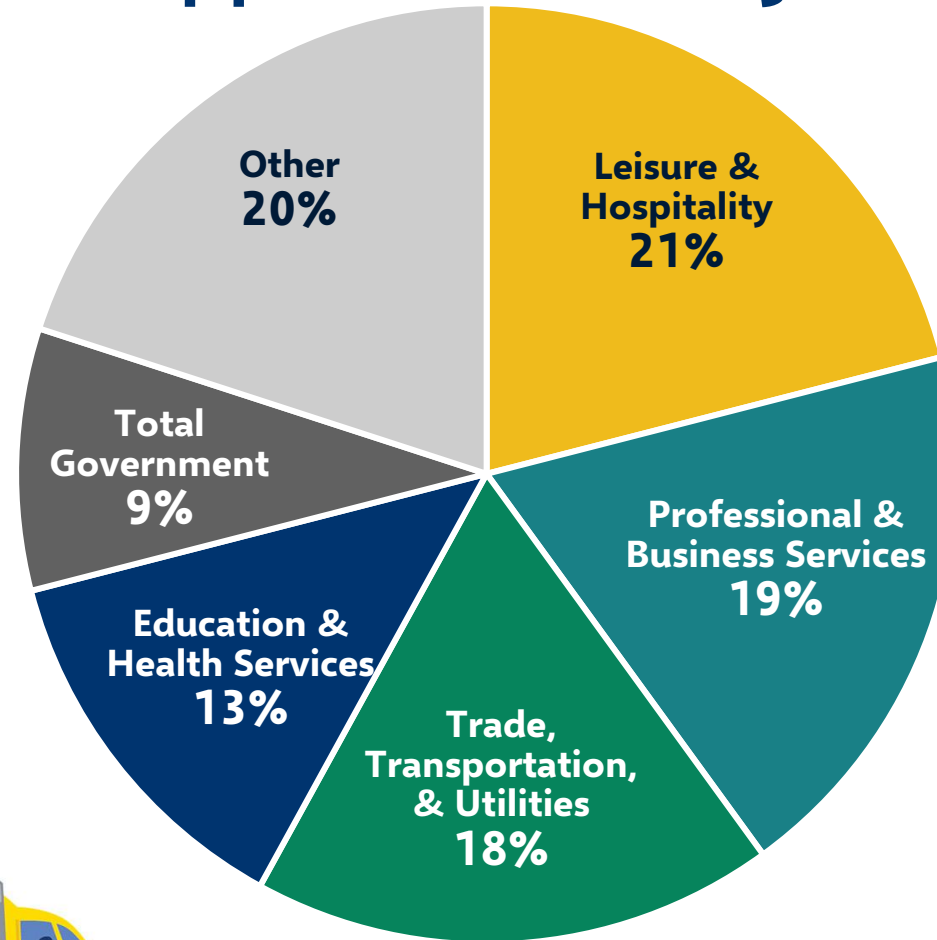
Is our **air and water clean**?

Can people **walk, bike, and roll safely**?



Driver: Economy

What Industries Support the Most Jobs Today?



Central Florida Employment by Industry (2023)

Source: U.S. Bureau of Labor Statistics,
Quarterly Census of Employment and Wages,
2023 (Annual Average—for Orange, Osceola,
and Seminole Counties).



Which Industries Will Drive Future Growth?

Targeted Industry Sectors

New and growing industries may require additional transportation connectivity

Advanced Manufacturing

Aerospace & Defense

Business Services

Clean Technology

Headquarters & Regional Offices

Innovative Technology

Life Sciences & Health Care

Logistics & Distribution

Semiconductors

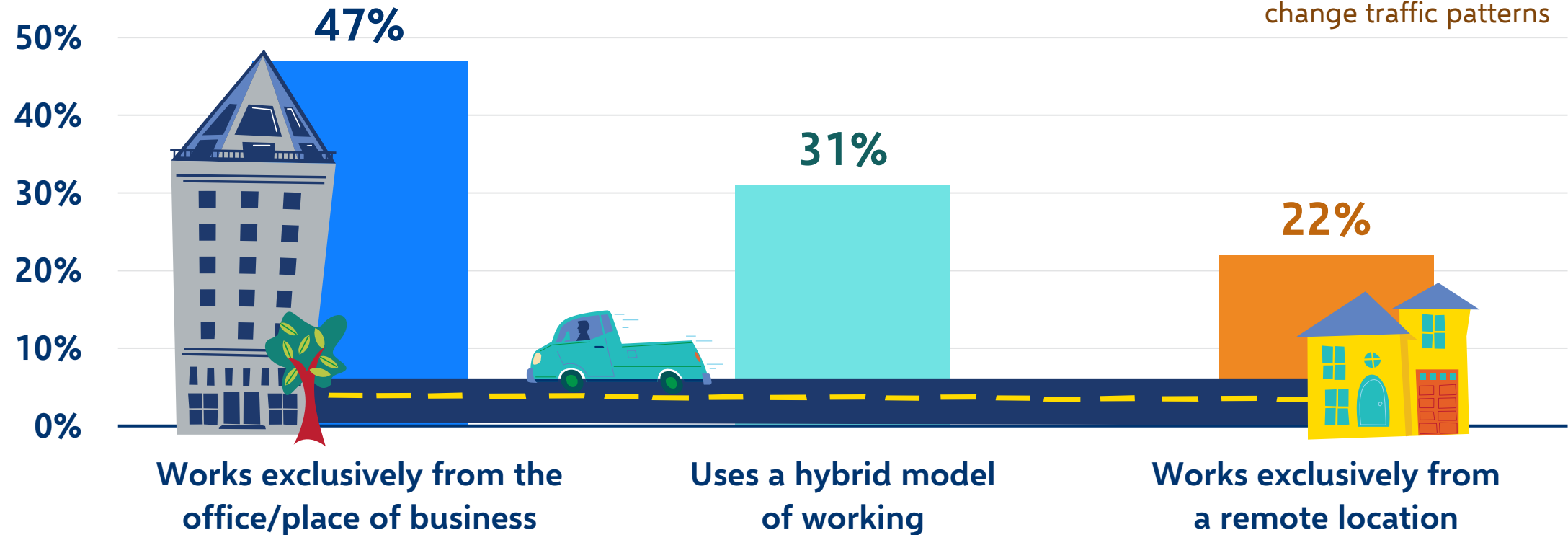
Source: Orlando Economic Partnership



How Will We Work?

Percentage of Workforce by Work Location

Changing workforce locations could spread trips throughout the day and change traffic patterns



Source: Orlando Economic Partnership, Orlando Business Conditions Survey, Q4 2023
Survey includes responses from Orange, Osceola, Seminole, and Lake counties.

How Are Supply Chains Changing?

E-Commerce as a Share of U.S Retail Sales

Percentage of Retail Sales

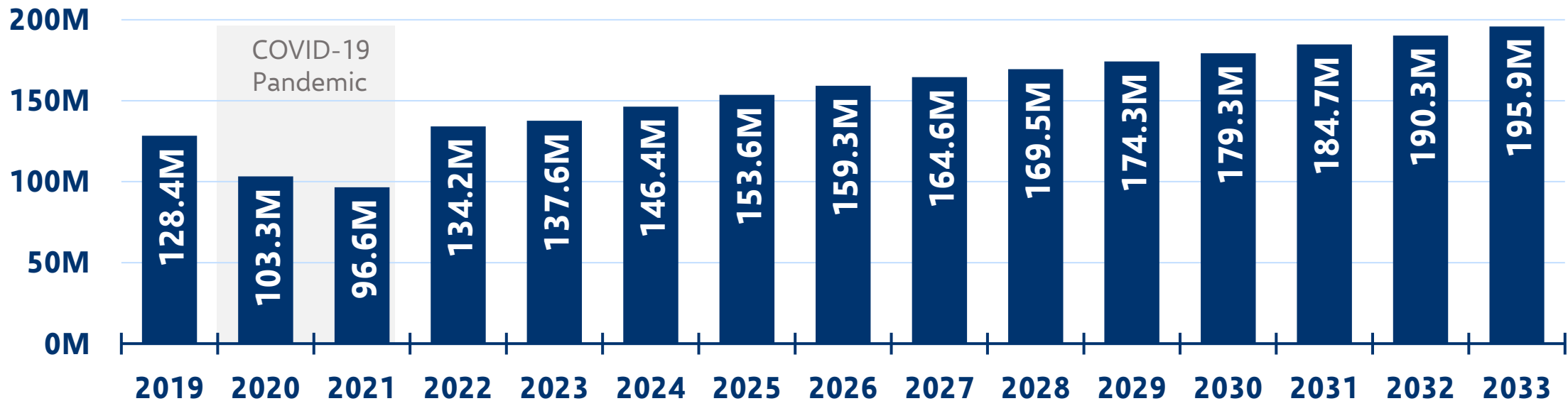


Source: U.S. Census Bureau, 2023.



How Much More Could Visitor Activity Grow?

Total Annual Visitor Volume



Source: Florida Office of Economic and Demographic Research,
Florida Economic Estimating Conference, December 19, 2023.



Driver: Development

Where Will Future Development Occur?

Similar places as the last few decades?

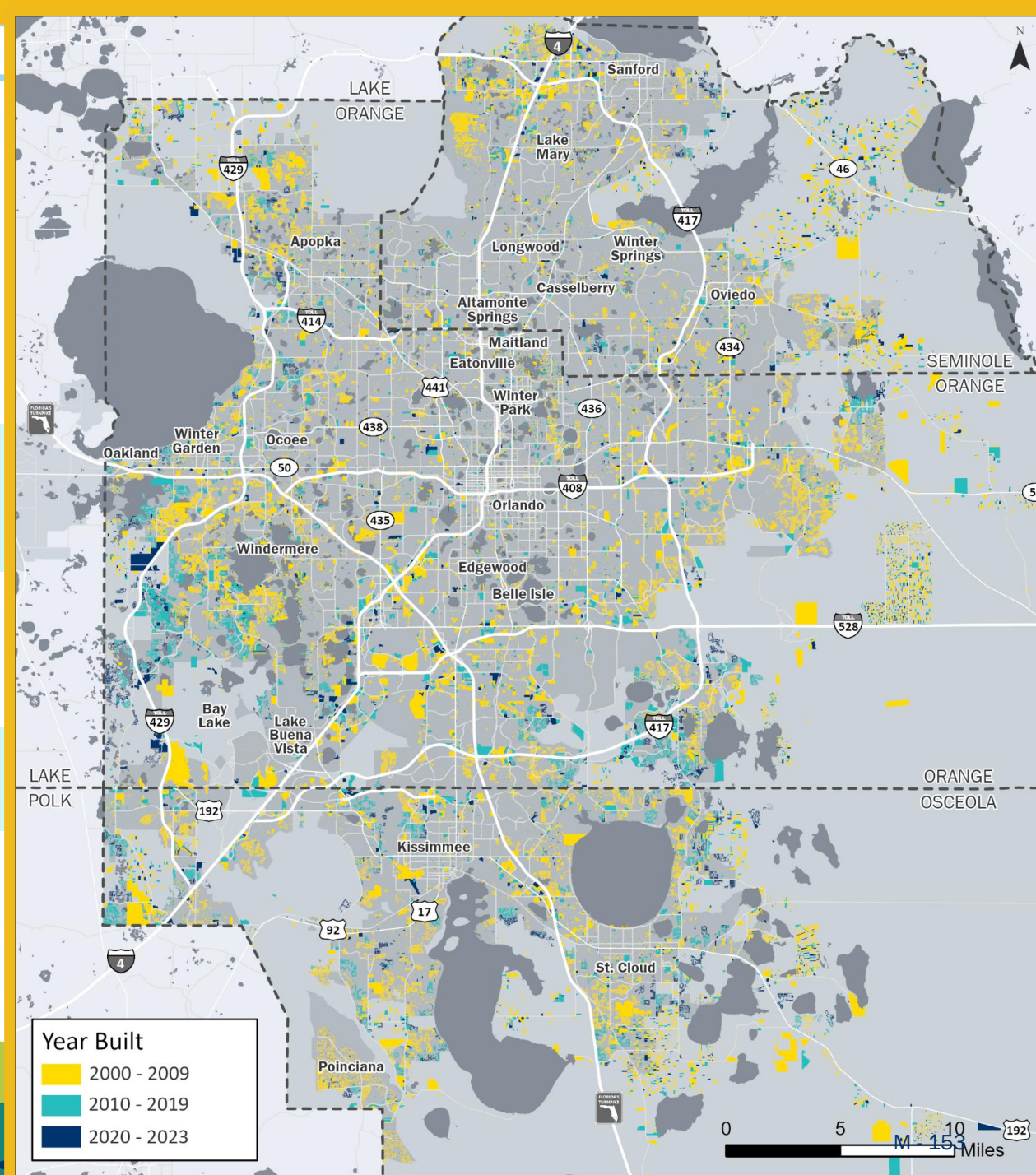
More redevelopment/infill in existing urban areas?

More growth in smaller towns and rural areas?

Significant new centers?

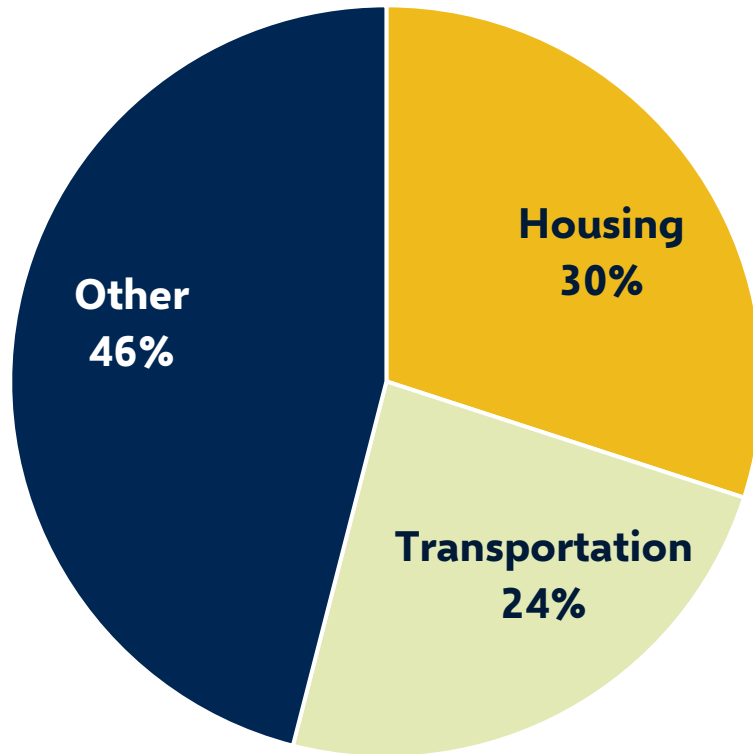


Source: County Parcel Files, 2024
Color represents year of project completion



How Will the Cost of Living Change?

Household Spending



On average, households in the MPO area spend **MORE THAN ½ OF HOUSEHOLD INCOME ON HOUSING & TRANSPORTATION**

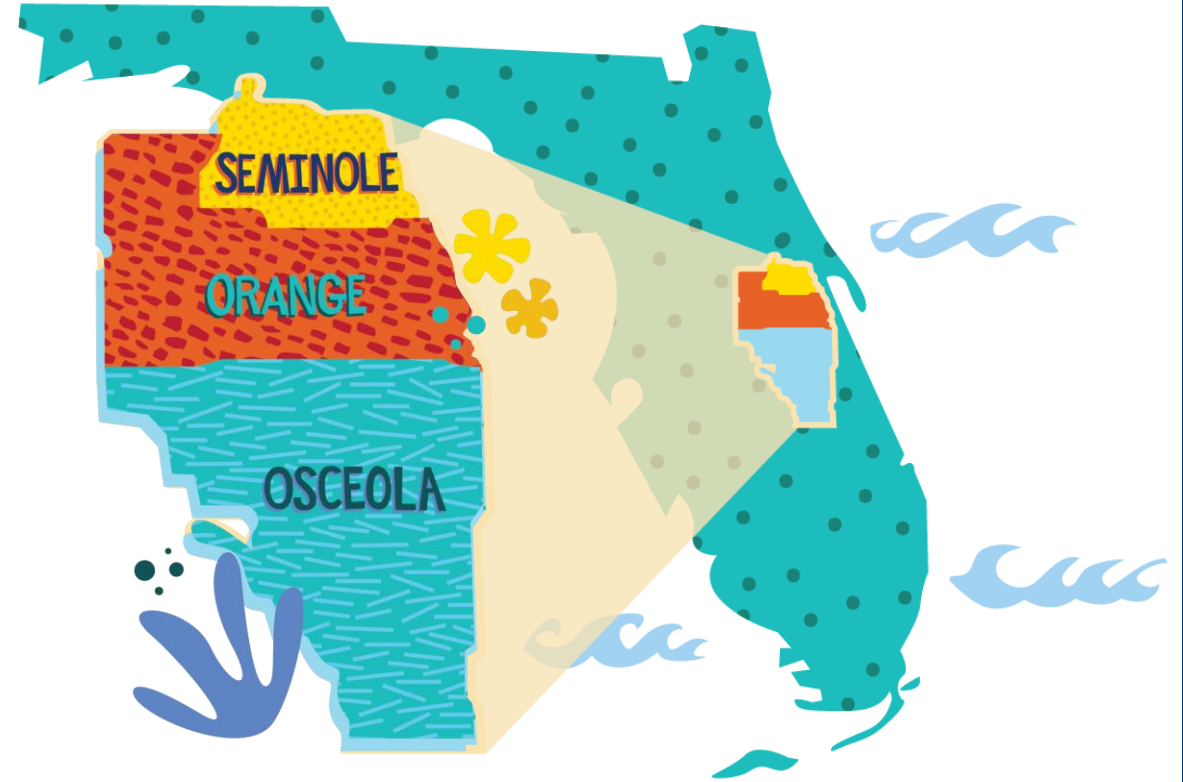


Source: Center for Neighborhood Technology, H+T Index, 2024,



Technology and Other Drivers of Change

Eric Hill, MetroPlan Orlando

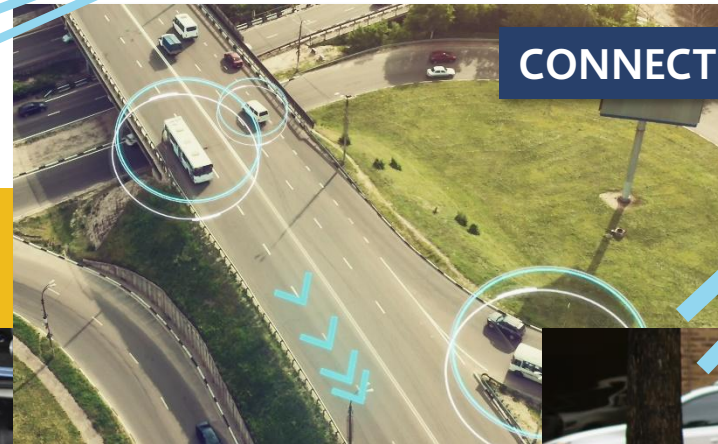


Driver: Technology

What Technologies Are Changing?



AUTOMATED



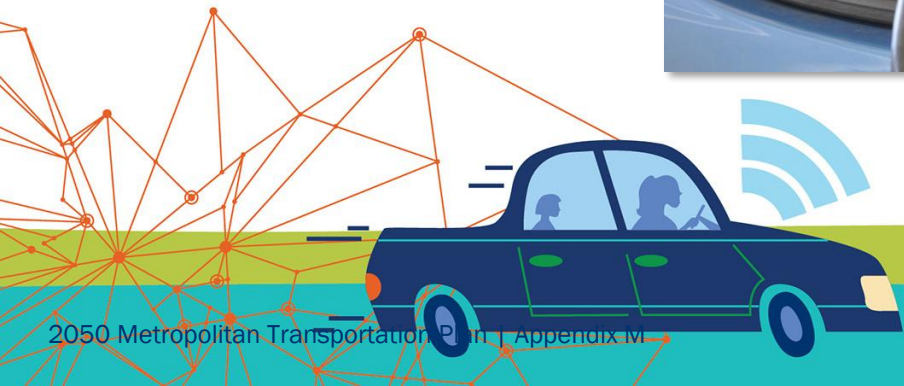
CONNECTED



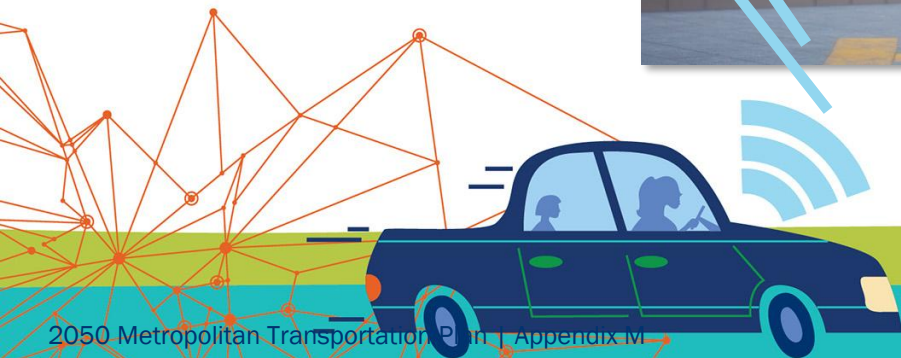
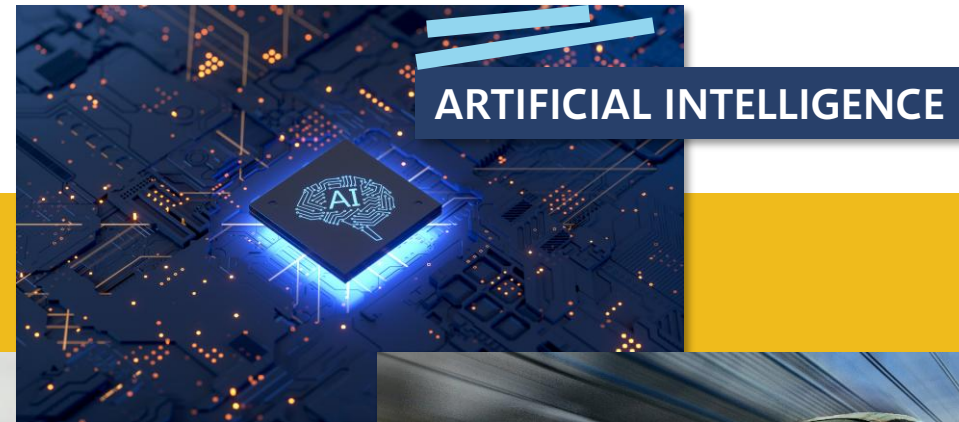
ELECTRIC



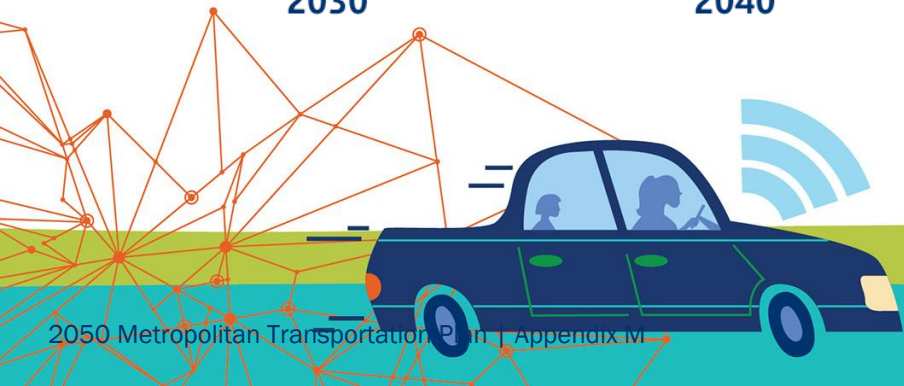
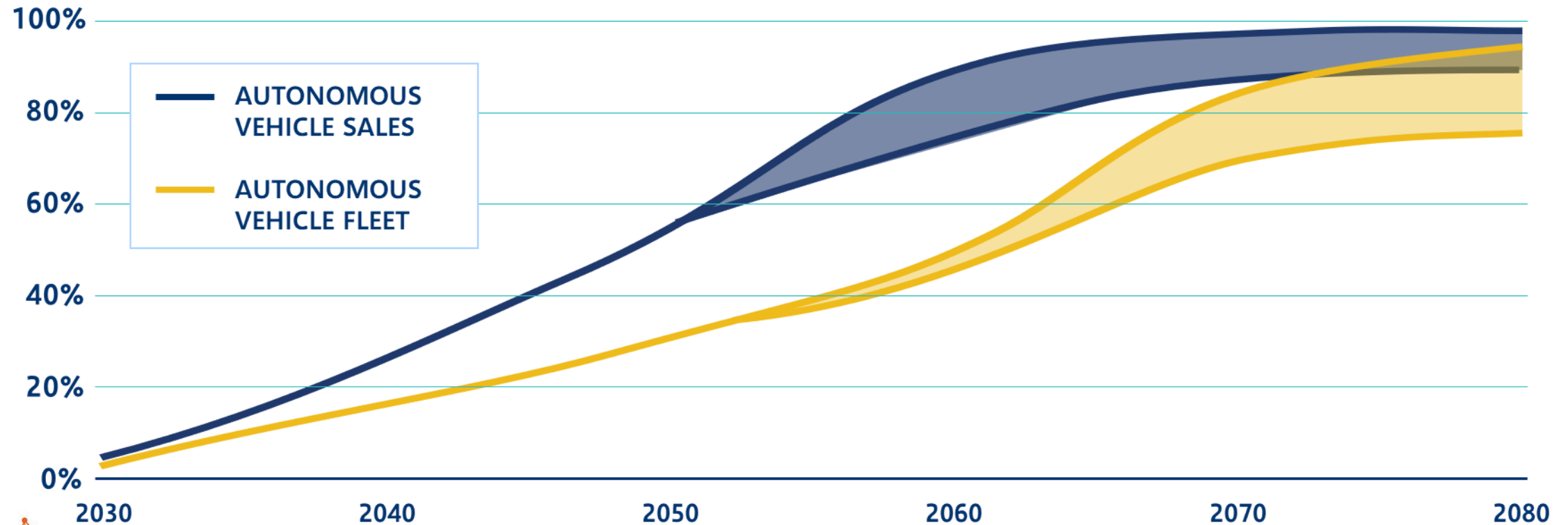
SHARED



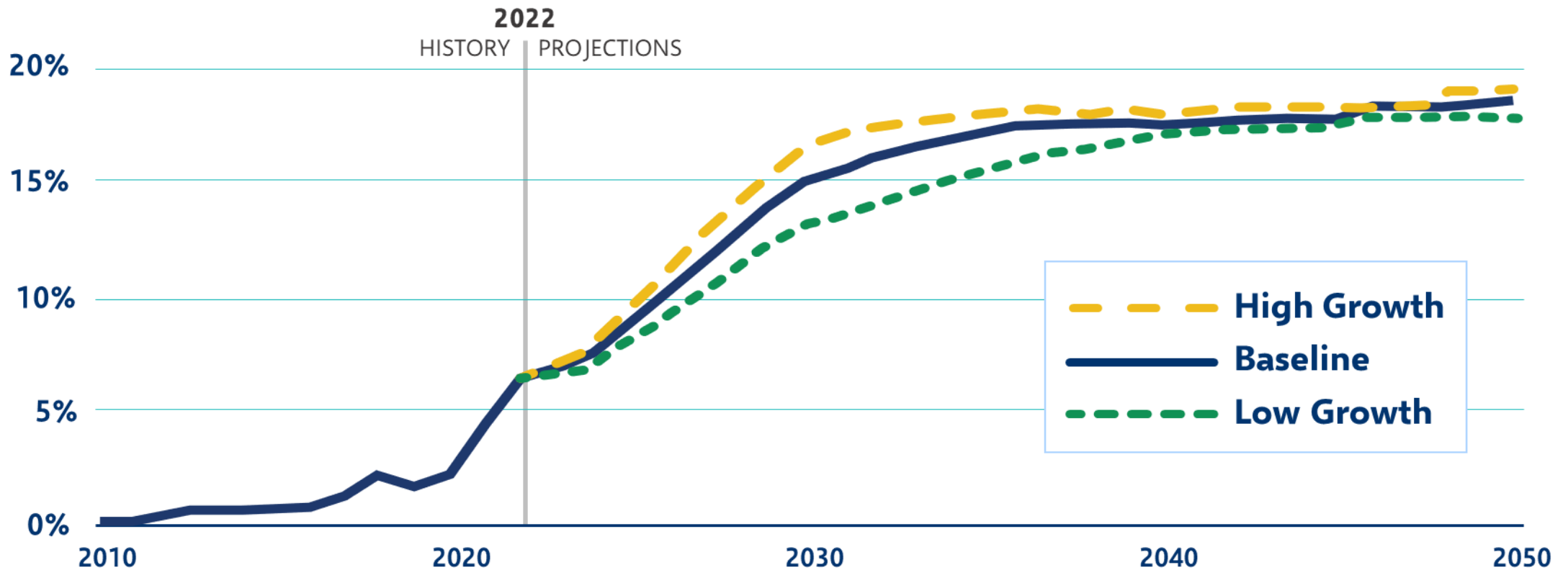
What Technologies Are Changing?



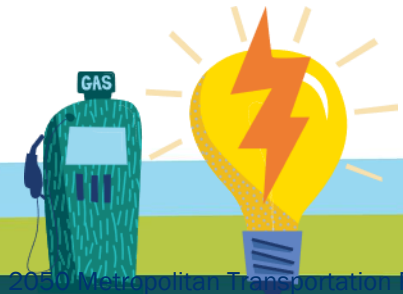
How Quickly Will Technology Change?



How Much Will Electric Vehicle Sales Grow?



Sources: U.S. Energy Information Administration, Annual Energy Outlook 2023.

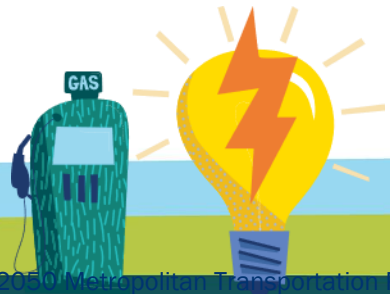


How Can Central Florida Prepare?

Expand electric vehicle charging network and alternative fuels infrastructure

Convert public fleets to electric vehicles/alternative fuels

Use transportation ROW to generate and transmit energy



Driver: Transportation Costs

Will Transportation Costs Continue to Rise?

The National Construction Cost Index increased 50% (End 2020 – Q3 2023)

Florida average weekly earnings in construction +23% (9/20-9/24)

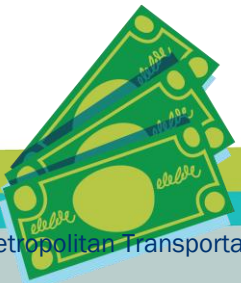
Average Florida Retail gasoline costs +47% (9/20-9/24)

Other increasing costs: Concrete (128%), Asphalt (49%), Earthwork (458%) (Q3 2021-Q3 2023)



Sources: U.S. Bureau of Transportation Statistics, National Highway Construction Cost Index, 2024. Seasonally adjusted, U.S. Bureau of Labor Statistics, Average Weekly Earnings of All Employees;

U.S. Energy Information Administration, Florida Department of Transportation, Construction Cost Indicators, September 2023

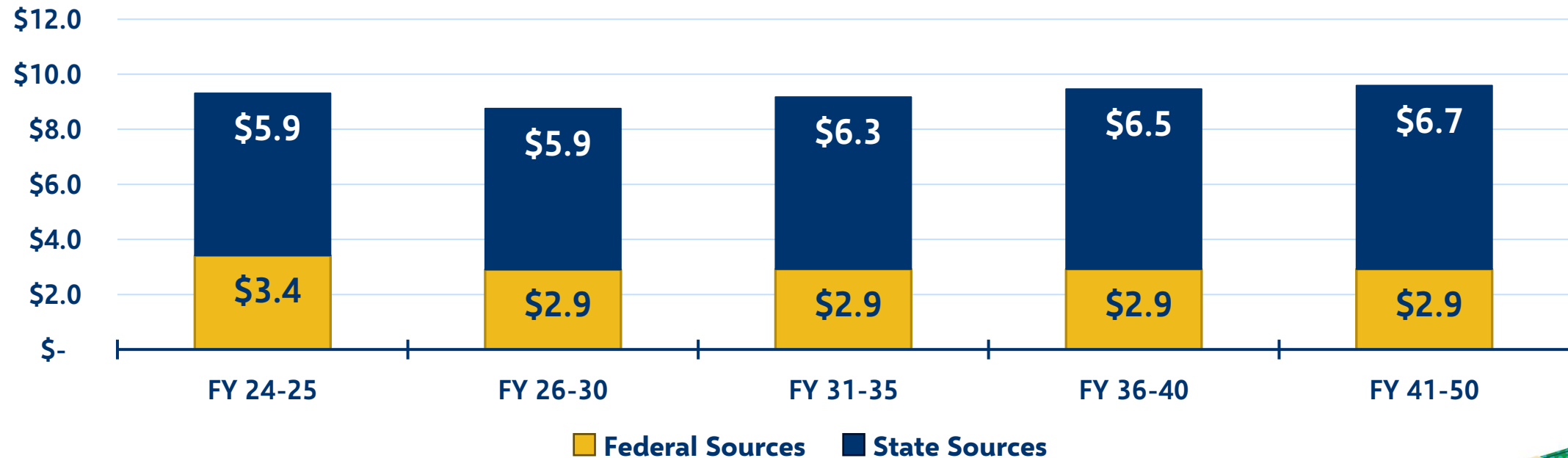


Driver: State and Federal Funding and Policy

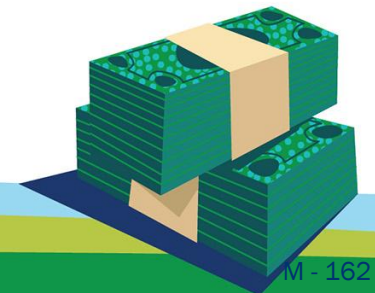
How Will Our Funding Opportunities Change?

Projected Statewide Revenues Flowing through FDOT Work Program

Billions of Dollars per Year



Source: Florida Department of Transportation, Florida Revenue Forecasting Handbook, June 2023.



What Funding Risks Might We Face?

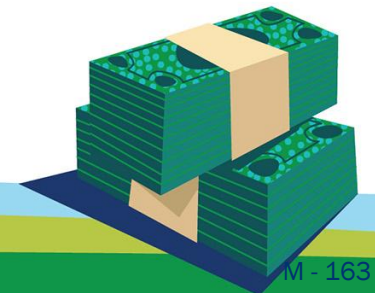
Decline in value of MOTOR FUEL TAX

Sustainability of FEDERAL HIGHWAY TRUST FUND

Future of FEDERAL DISCRETIONARY GRANT programs

Reauthorization of FEDERAL TRANSPORTATION BILL

Potential changes to STATE LAWS AND POLICIES



How the Drivers Impact the 2050 MTP



Guide goals and objectives

Inform strategies

Provide context for investment decisions





Q&A



Upcoming Webinars

August 21, 2025 | Community & Environment

September 11, 2025 | Multimodal Transportation Needs

Join our Email List at MetroPlanOrlando.gov





Thank you for attending

Taylor Laurent, 2050 MTP Project Manager
MTP@MetroPlanOrlando.gov



Journey to 2050: Future Technology & Trends Webinar

(Note: The following questions were answered live and summarized using Chat GPT V2)

Q *Are there any plans to add east-west light rail and coordinate development with existing transit links?*

A Previous planning exercises have explored rail expansion along east-west corridors, potentially extending from Apopka and West Orange County to the University of Central Florida or Oviedo. As part of our 2050 Metropolitan Transportation Plan (MTP), we've collaborated with LYNX and SunRail to develop a shared regional transit vision. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered.

Q *Are there plans to widen roads like Welch Road and Wekiva Springs Road due to increased traffic from new developments?*

A The 2050 MTP aims to create a regional vision for transportation over the next 25 years. This includes needs assessments and proposed multimodal improvements—such as technology upgrades, operational enhancements, active transportation (bike and pedestrian), and some roadway widenings on the state highway system. We're happy to follow up individually about specific roadways and welcome additional inquiries.

Q *What's being done to create a safer citywide bike network in Orlando?*

A As part of the active transportation planning efforts, we've assessed trail, bike, and pedestrian needs. We've identified infrastructure solutions such as crosswalk lighting, signalized intersections, and many other options. These recommendations were integrated into our broader 2050 MTP and Regional Vision Zero Safety Action Plan. We're also recommending improvements to regional trails, incorporating midblock crossings, and enhancing overall biking infrastructure.

Q *Are there plans to increase the number of Lynx buses?*

A LYNX routinely reviews and adjusts routes and bus frequencies. Our 2050 MTP includes funding for transit capital improvements, developed in cooperation with both LYNX and SunRail. If you're interested in learning about specific changes in your area, we encourage you to contact LYNX directly.

Q *What pedestrian-focused improvements are planned for downtown Orlando?*

A In addition to existing pedestrian zones (like Wall Street) and event-specific pedestrian zones (like Orange Avenue and Church Street), future enhancements would fall under the City of Orlando's jurisdiction. Our plans do emphasize safety and accessibility, and we have worked closely with the City of Orlando (and other regional partners) to develop pedestrian-focused improvements and include those recommendations within the 2050 Plan.



Q *Can pedestrian signal timing be improved to reduce wait times and improve comfort?*

A Each year, we conduct a signal retiming program in coordination with local jurisdictions. This includes evaluating pedestrian needs. If certain intersections are problematic, residents can reach out to us or their local governments for consideration in future retiming efforts.

Q *Will areas like Mills Avenue receive landscaping and pedestrian-scale design improvements?*

A Environmental and safety enhancements—such as greenery, medians, and pedestrian-scale features—are part of our strategic planning. When specific corridor projects move forward, we coordinate with implementing agencies like the City of Orlando to identify and apply these improvements where they are feasible.

Q *How do federal policies around fossil fuels and electric vehicles impact regional planning?*

A One major impact is on funding. As vehicles become more fuel-efficient or electric, gas tax revenues decline, reducing available funds for transportation projects. This may affect project feasibility in the long term.

Q *Would a local transportation tax be enough to fund major transit and pedestrian projects?*

A A sales tax would be considered illustratively in our plans, but the exact impact depends on how it is structured and what policies govern its use(s). It could significantly support project implementation across the region if approved and dedicated to transportation.

Q *Would a local transportation tax be enough to fund major transit and pedestrian projects?*

A A sales tax would be considered illustratively in our plans, but the exact impact depends on how it is structured and what policies govern its use(s). It could significantly support project implementation across the region if approved and dedicated to transportation.

Q *Has MetroPlan considered elevated transit like solar-powered pods or monorail-style systems?*

A At this time, there are no specific plans to evaluate this mode of transit. However, we are open to researching and exploring innovative systems in future planning cycles.

Q *What's being done to address the growing traffic in Lake Nona, and is a new corridor included in the plan?*

A We're aware of the concerns and are looking into whether a new corridor between Boggy Creek Road, SR 417, and SR 528 is included. We will follow up with more specific details as needed.

For more information:

Email: MTP@MetroPlanOrlando.gov | Website: metroplanorlando.gov

Project Manager: Taylor Laurent

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Journey to 2050: Future Technology & Trends Webinar

Q & A Part II

(Note: The following questions were posed during the webinar however we were unable to respond prior to the webinar's end.)

Q *Are there any plans to utilize the old Pinsley/FCN railroad line along OBT/441 to get commuters downtown from Apopka/Orange County and even College Park/Packing District?*

A Previous planning exercises have explored potential rail expansions to serve these routes. As part of our 2050 Metropolitan Transportation Plan (MTP), we've collaborated with LYNX and SunRail to develop a shared regional transit vision. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered.

Q *Is there a way to connect the attractions to the airport?*

A The Sunshine Corridor Study, completed in 2024, explored the possibility of creating a rail connection between the Orlando International airport to the attractions area. Additional information about this project and its recommendations are available online at: <https://www.cflroads.com/project/451404-1> and <https://storymaps.arcgis.com/stories/4020c1c20b9b4ab98a6acc6cc4a072cd>.

Q *With the significant cost in earthwork and asphalt, the continually reducing available space for road widening, the increasing costs of vehicular ownership and operation, and the increasing number of vehicle crashes and injuries, what is the threshold or trigger that would make us consider second level transit light rail like Whoosh or Unitsky String Technologies to provide transportation to and around our communities. It is verified that elevated rail has been running in many countries with no injuries over 100 years.*

A At this time, there are no specific plans to evaluate this mode of transit. However, we are open to researching and exploring innovative systems in future planning cycles. The 2050 Plan does include a shared regional transit vision, which incorporates both bus and rail concepts. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered.

Q *Concerning the traffic model is being develop by FDOT D5, Is this model accounting for EV and Autonomous vehicles?*

A The current version of the Central Florida Regional Planning Model (CFRPM) 7 incorporates a scenario planning methodology based on the Federal Highway Administration's potential connected vehicle/autonomous vehicle scenarios. Additional information about this topic is available on the CFRPM 7 website at: [User Guide - Central Florida Regional Planning Model](#). The new CFRPM 8 is still under development by the Florida Department of Transportation District Five. Additional information about the CFRPM 8 is available online here: https://cfrpm.org/index.php/CFRPM_8_Development

Q *While in Vienna, I used a unified payment card that allowed use of trains, subway, buses, etc. Any plans to unify payment across SunRail and LYNX to one pass would cover all?*

A Right now, SunRail and LYNX allow a ticket from one system to be used for one free transfer to the other system. This applies to trips started on SunRail trains or LYNX buses. As far as a single, combined ticket is concerned, that would need to be studied in a joint effort from the two transit agencies. At this time, we are not aware of any ongoing studies for a combined ticket.



Q Does the trip generation rates on the CFRPM 8.0 model include the decrease in traffic for people working hybrid?

A The new Central Florida Regional Planning Model Version 8 (CFRPM 8) is under development by the Florida Department of Transportation District Five. Additional information about the anticipated CFRPM 8 features is available online here: https://cfrpm.org/index.php/CFRPM_8_Development

Q Wouldn't it be easier to control development through districting, than to fix infrastructure through widening roads?

A While widening is one type of transportation project, it is not always the best improvement for every situation. The 2050 Metropolitan Transportation Plan takes a multimodal approach to identifying transportation improvement projects, primarily focusing on technology, operations, complete streets, active transportation, and transit improvements, among others

Q A lot of people living in the Tri-County boundaries, like Davenport, DeBary, Deltona, Haines City, Deland, Clermont, Mount Dora, Does the 2050 plan consider the heavy congestion on those roads that serves this satellite cities?

A Yes. The 2050 Metropolitan Transportation Plan includes an evaluation of travel patterns to, from, and within our three-county planning area. The results of this evaluation will be published as part of the 2050 MTP in the coming weeks.

Q Do we know if SunRail will run closer to a 24-hour schedule when it finally connects to Brightline via the MCO airport?

A SunRail is currently studying the feasibility of weekend service and what that might look like. There are many factors to consider, such as employee scheduling, equipment maintenance, allocation of rolling stock, etc. We have received citizen input that weekend and 24-hour transit service would benefit the community, but cost feasibility must be studied and weighed prior to initiation of service.

Q The bus service is not reliable for workers. From Oviedo to Downtown takes 90 to 100 minutes. It is almost 2 hours from Sanford to Downtown Orlando. MetroPlan should lead strategies to improve the bus system connection and travel time. Big Cities like New York, Boston, Chicago and Philly has a bus systems more reliable that give the option to use transit instead of driving to work.

A As part of our 2050 Metropolitan Transportation Plan (MTP), we've collaborated with LYNX and SunRail to develop a shared regional transit vision. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered. At this time, the 2050 MTP includes funding for transit capital improvements, developed in coordination with both LYNX and SunRail.

For more information:

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Project Manager: Taylor Laurent

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Welcome!

Community & Environment
August 21, 2025



Today's webinar will begin shortly.

Journey to 2050

Community & Environment

August 21, 2025



Our host and presenters



Leilani Vaiaoga
Communications
Specialist
Host



Sarah Larsen
Transportation Planner
Health & Housing Presenter



Jason Sartorio, AICP
Transportation Planner
Environment &
Resilience Presenter



Taylor Laurent, PE, AICP
Manager, Transportation Planning
2050 MTP Project Manager
Q & A



Who is MetroPlan Orlando?

- We **lead** transportation planning efforts in Orange, Osceola, and Seminole counties.
- We **bring together** local leaders.
- We **prioritize** federal and state transportation dollars.



What is the 2050 MTP?



Presentation Overview

- Community
 - Health
 - Housing
- Environment
 - Resilience
- Q&A

Journey to 2050



Health

Sarah Larsen, MetroPlan Orlando



History of Health Planning

2016

- SR 50 Health Impact Assessment
- Health in Transportation Planning Audit

2018

- Federal grants to develop health-related White Papers

Ongoing

- Increased partnerships with Florida Department of Health's local offices



2022 Health Strategic Plan

- Evidence-based Framework for leveraging transportation strategies to improve key health outcomes
- Created a health-specific vision for planning activities.



Health Strategic Plan



Supporting a diversity of trips and modes of travel that aid in the achievement of diverse community health goals.

January 2022



Integrating Health into the 2050 MTP

- Review of the 2022 Health Strategic Plan
- Additional Literature Review
- Stakeholder Engagement



Partnerships

- American Lung Association
- American Heart Association
- City of Orlando
- Health Council of East Central Florida
- Florida Department of Health (Orange, Osceola, and Seminole County offices)
- Well Florida Council
- Osceola County Chamber of Commerce



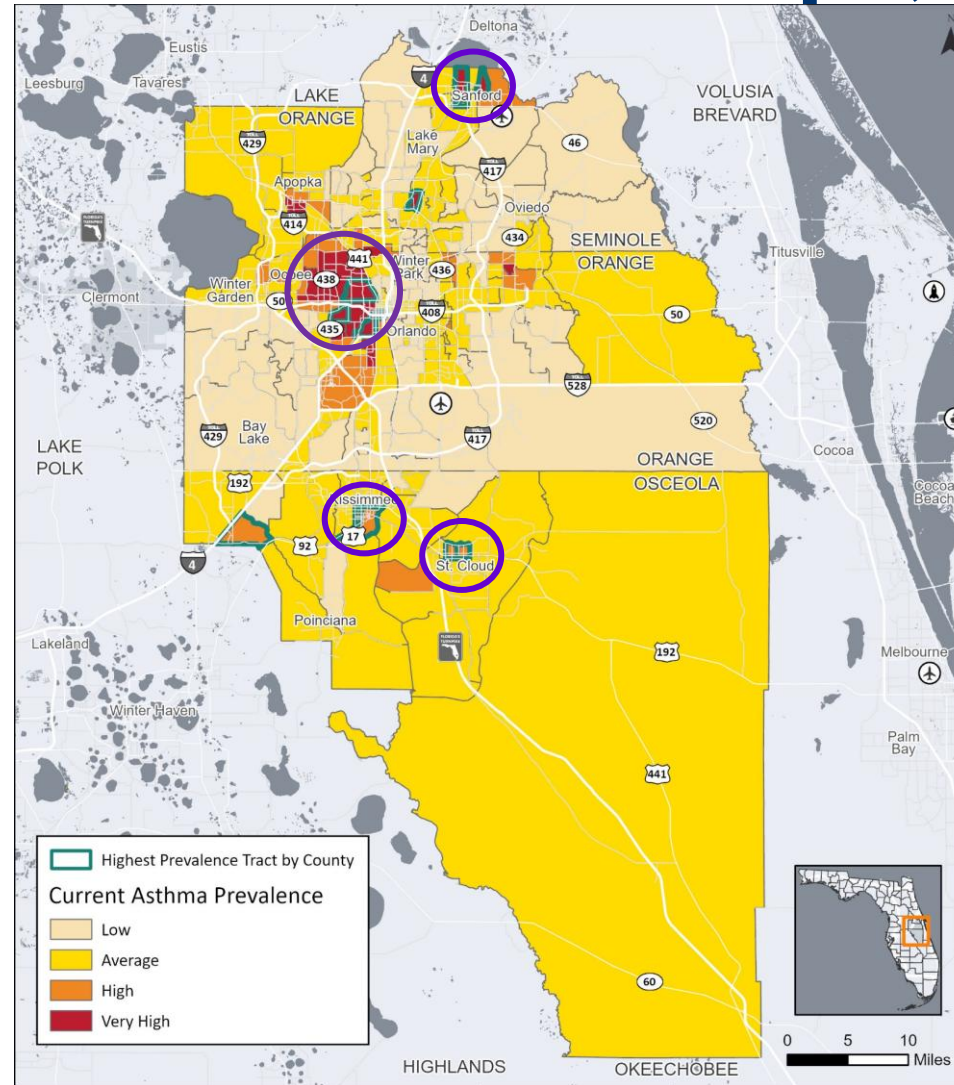
Existing Conditions

- Health Indicator Data for Several Chronic Diseases
 - High Blood Pressure
 - Asthma
 - Coronary Heart Disease
 - Diabetes
 - Obesity
 - High Cholesterol



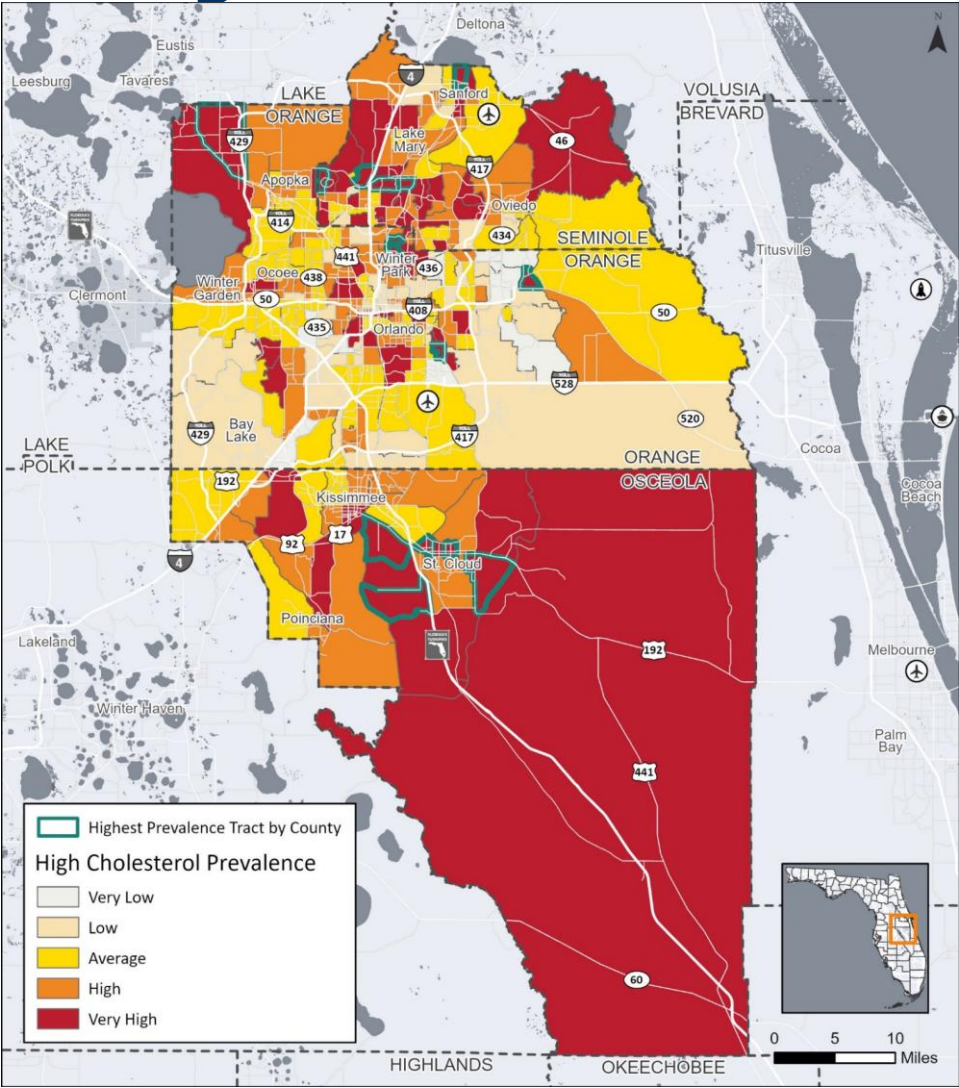


Example Prevalence Map (Asthma)





High Cholesterol



Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024.

Health Goals in the 2050 MTP

1. Supporting Healthy Lifestyles
2. Implementing Healthy Transportation Infrastructure
3. Providing a Safe Transportation System
4. Improving Health Care Access Through Transportation
5. Integrating Health into Transportation Decision Making



Goal 1: Supporting Healthy Lifestyles

Desired Outcomes:

- More active transportation
- Further access to recreation
- Increased access to nutritious foods
- Additional community engagement



Goal 2: Implementing Healthy Transportation Infrastructure

Desired Outcomes:

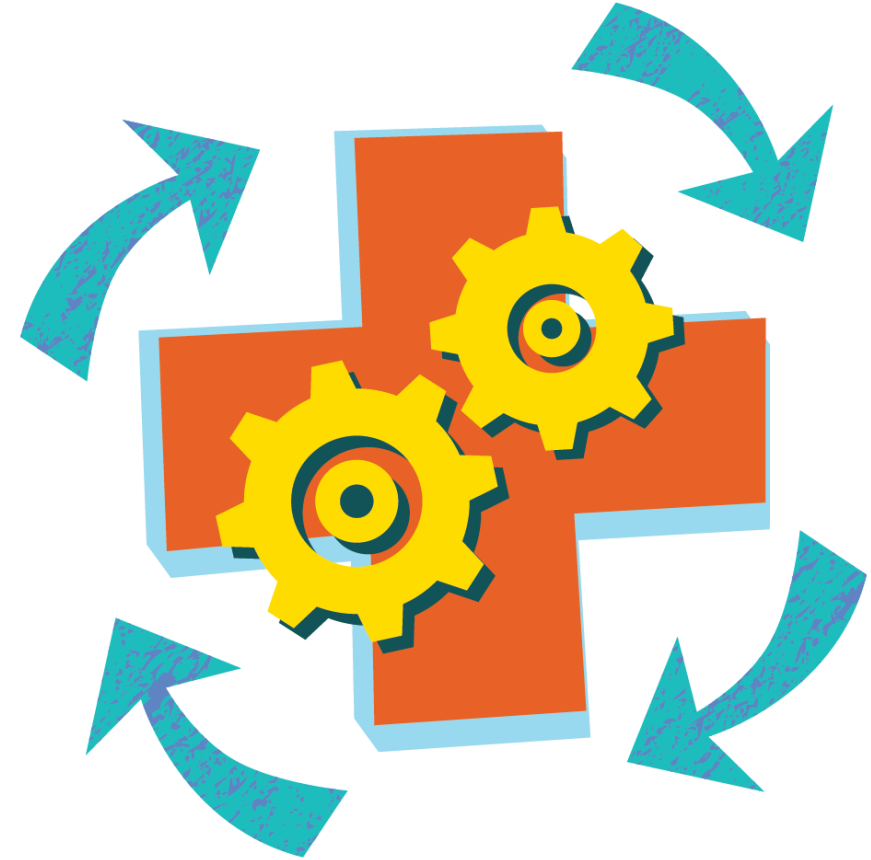
- Reduce exposure to transportation-related air and noise pollution
- Mitigate heat exposure and heat-related illness for users of the transportation system



Goal 3: Providing a Safe Transportation System

Desired Outcomes:

- Reduce the number of motor-vehicle crashes
- Reduce the number of pedestrian and cycling injuries
- Plan with crime reduction strategies in mind



Goal 4: Improving Health Care Access Through Transportation

Desired Outcomes:

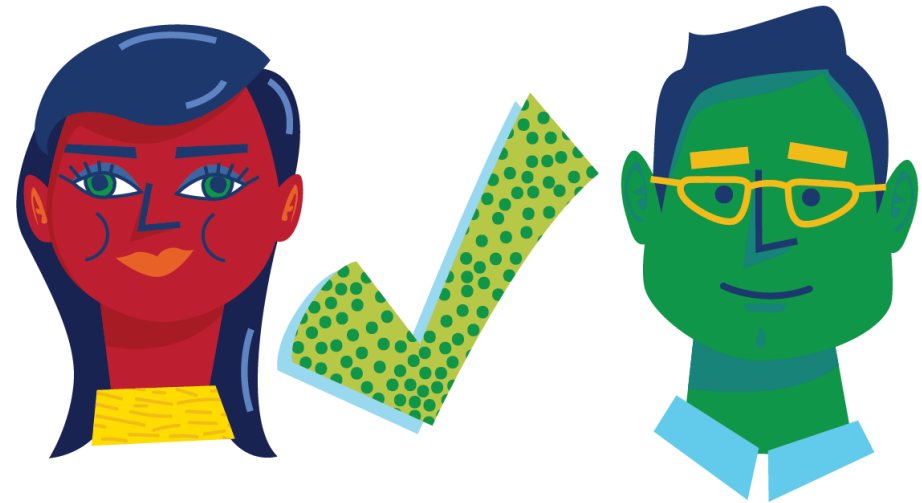
- Primary health care services and routine preventive care
- Mental health services
- Dental care services



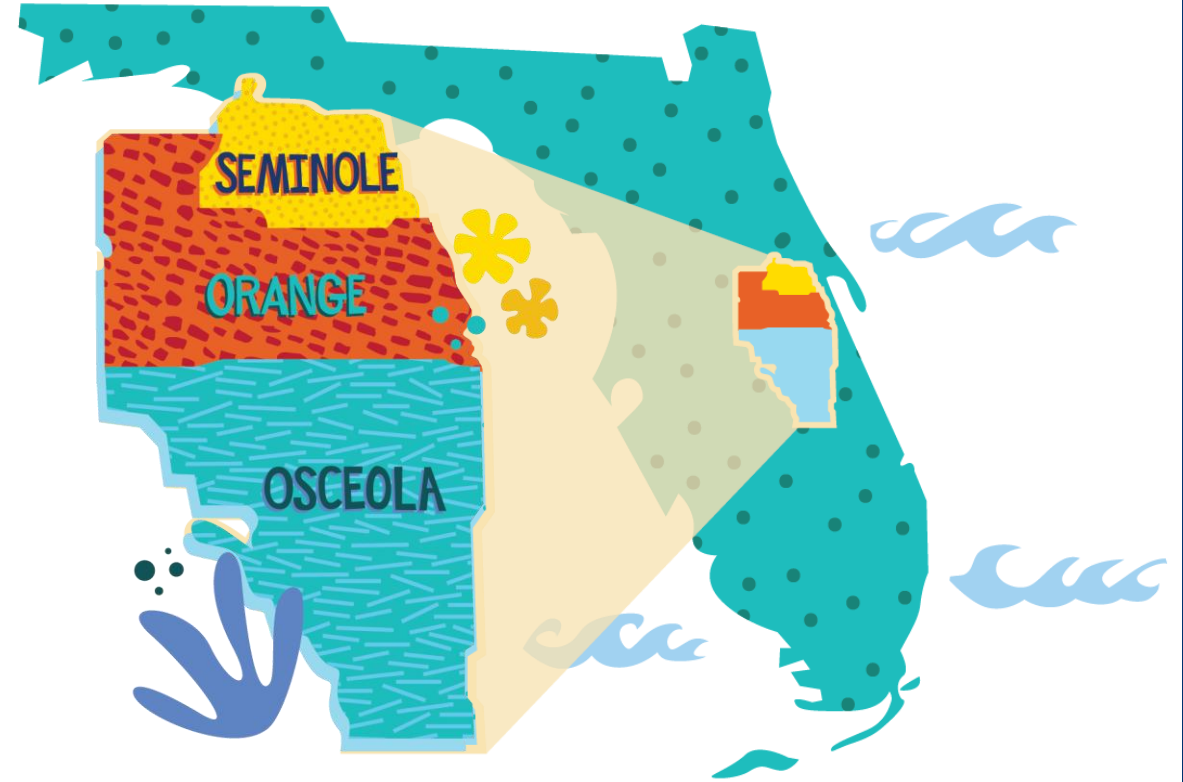
Goal 5: Integrating Community Health into Transportation Decision Making

Desired Outcomes:

- Provide a transportation system that serves the full community's transportation and health needs

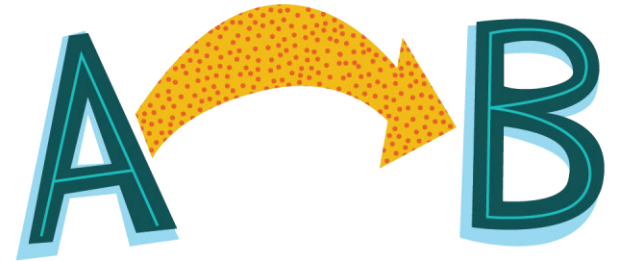


Housing



Linking Housing and Transportation in the 2050 MTP

- Where we live impacts our transportation patterns
- Longer commutes = increased congestion and higher costs
- First time Housing is included in the long range planning process



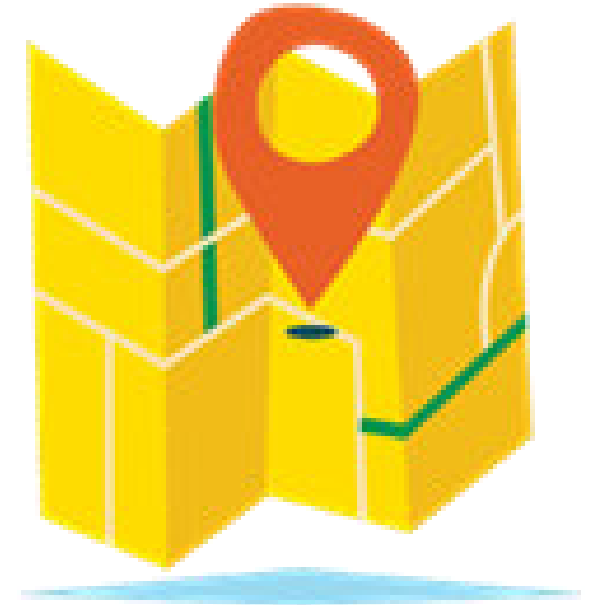
Housing Coordination Process

- Stakeholder Engagement
 - City of Orlando
 - AARP Florida
 - Shimberg Center for Housing Studies
 - Osceola County
 - Florida Housing Coalition
 - East Central Florida Regional Planning Council



What We Learned

- Impacts of high housing costs
- Opportunity to coordinate housing and transportation investments
- Affordable housing near transit and/or jobs
- Plan with transportation-dependent in mind



Desired Outcomes

- Context-Sensitive Transportation and Land Use Planning
- Strong and Dynamic Regional and Local Housing Markets
- Inclusive Regional and Local Housing Markets
- A Housing-First Path to Ending Homelessness
- Development Form Standards Which Advance Shared Priorities



Environment

Jason Sartorio, MetroPlan Orlando



Existing Environmental Conditions

- Data Collection
 - 61 GIS databases from local, state, federal agencies
 - Identify environmental resources of regional importance or value
- Important Environmental Resources and Features
 - Conservation Lands
 - Florida Wildlife Corridor
 - Wetlands, Lakes and Rivers
 - Endangered Species and their Habitats
 - Floodplains
 - Farmlands
 - Aquifer Recharge Areas



Conservation Lands

- Include local, state and federal parks, wildlife conservation areas, preserves, mitigation banks and conservation easements



Special Designated Areas

- Florida Wildlife Corridor
 - 17.7-million contiguous acres
 - Critical Link



Wetlands

- Wetlands represent nearly 28% of the region



Federally Protected Species

- 24 federally protected species
- Designated critical habitat for two species
- Consultation area for seven species



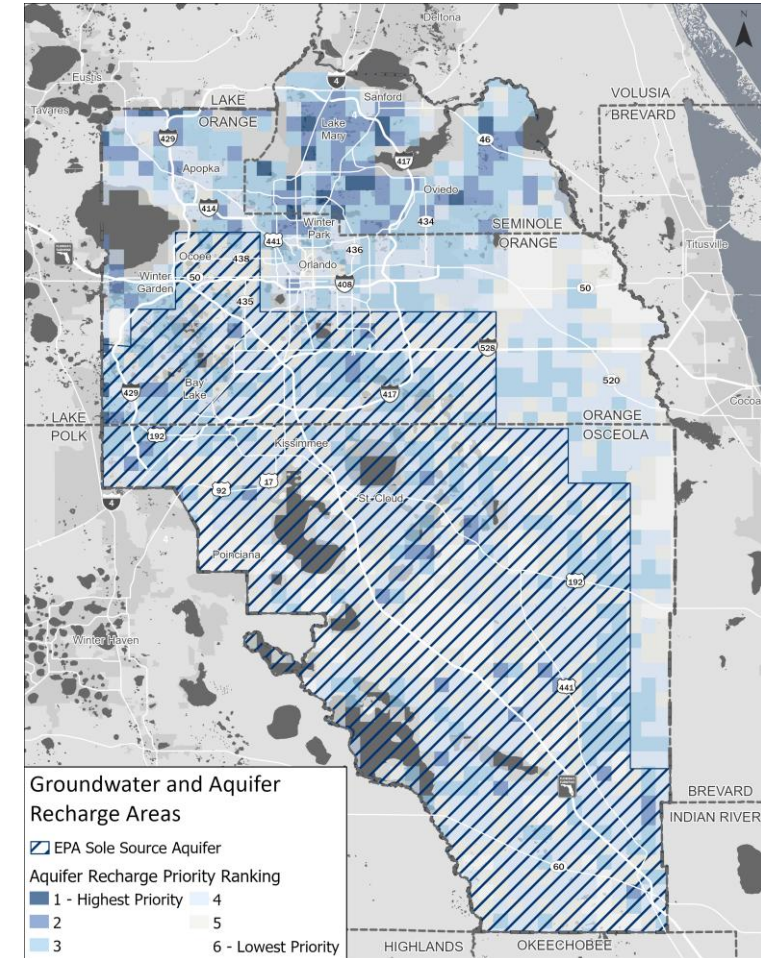
State Protected Species

- 5 Animal species
- 73 Plant species



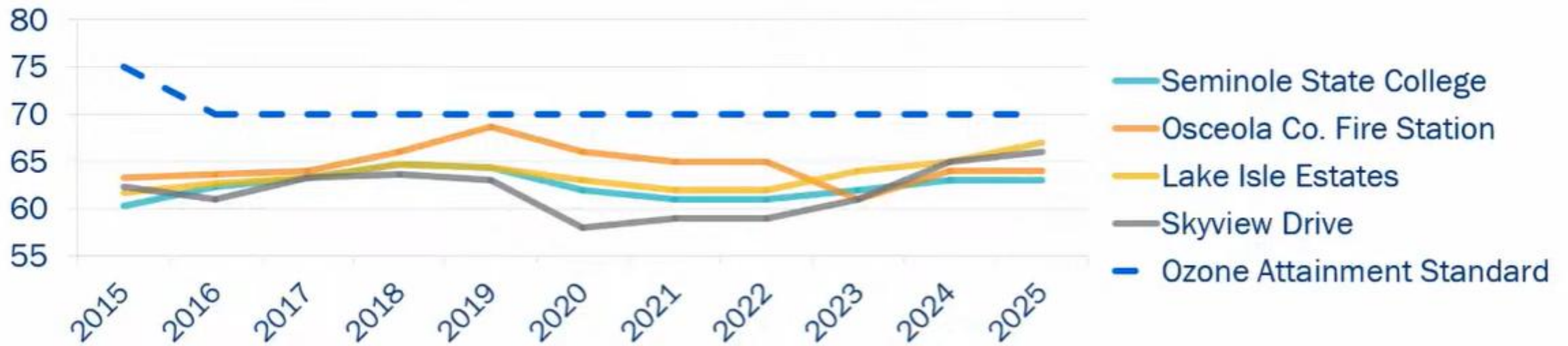
Aquifers

- Recharge and discharge areas
 - The Floridian Aquifer
 - Biscayne Sole Source Aquifer (SSA)



Air Quality

- Current air quality standard = 70 parts per billion (ppb)
- Central Florida = 60-62ppb (**in attainment**)



Source: Florida Department of Environmental Protection (August 2025)

Agency Coordination

- Objectives
 - Share information and gathering effort
 - Identify potential additional sources of information
- Agency Input/Findings
 - Conservation easement impacts
 - Wetland mitigation
 - Proposed new species
 - Regional growth and urban sprawl

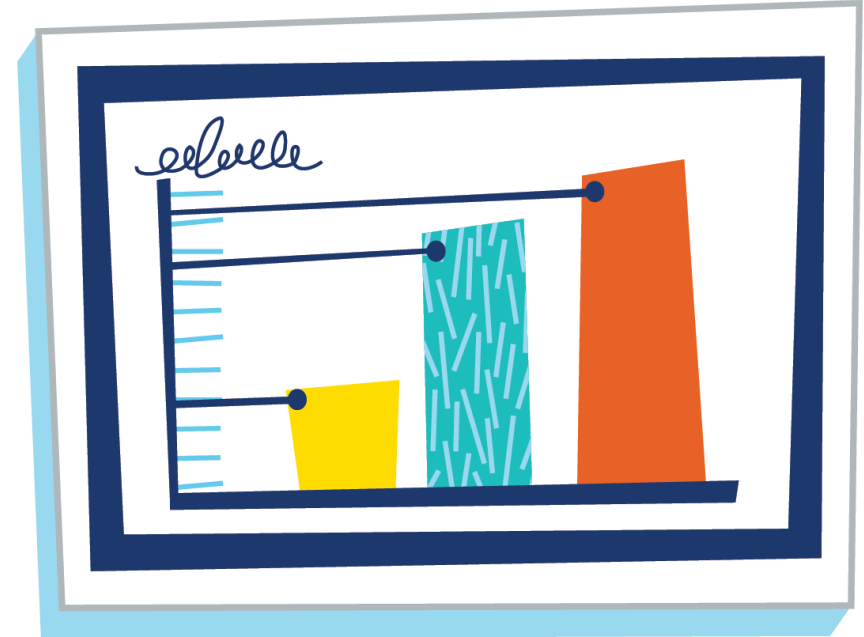


**US Army Corps
of Engineers.**



Environmental Screening of Candidate Projects

- MPO pre-screening transportation project recommendations
- FDOT Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) data



Environmental Stewardship Strategies



**Minimize/Mitigate
Environmental
Resource Impacts**



Inform the 2050 MTP



**Encourage
Multimodal Travel**



Resilience



What is a Resilience Strategy?

- An assessment of risk from environmental factors
- Identify at-risk infrastructure
- Adopt measures to protect these assets



What are some of our risks?

- Hazards
 - Floods
 - Extreme heat
 - Tropical storms and hurricanes
- Shocks
 - Sudden, impactful events
- Stressors
 - Long-term pressures on a system



Assessing our Risk

- Understanding our exposure
- Ability to adapt



Assessment of Transportation Infrastructure

- Focused on connections to:
 - Airports
 - Hospitals
 - Healthcare facilities (ambulatory only)
 - Emergency operations centers
 - Police departments
 - Power plants



Composite Risk Assessment

- Identifies critical corridors and environmental risks
- Recommendations developed as part of the 2050 MTP





Q&A



Upcoming Webinar

September 11, 2025 | Multimodal Needs Assessment

View past webinars on YouTube: @metroplan_orlando

Join our Email List at MetroPlanOrlando.gov





Thank you for attending

Taylor Laurent, 2050 MTP Project Manager
MTP@MetroPlanOrlando.gov



Journey to 2050: Community & Environment Webinar

August 21, 2025 | Q & A Part I

(Note: The following questions were answered live and summarized with the assistance of ChatGPT V2)

Q *How can new development prioritize walkability and green spaces over car-oriented housing plans? And how can we ensure transit options are better considered in new developments?*

A Much of the onus relating to ensuring new developments include walkable green spaces will require local government agencies to update and improve land and building development codes to include these requirements. While home builders consider developing land and neighborhoods attractive to buyers, they are often only subject to the minimum requirements laid out in local land use related plans and policies. As local jurisdictions approve new developments, they should work with developers to ensure that they are building with walkability and accessibility in mind. This can include making sure the developers include sidewalks in their plans, this can also mean reducing or eliminating parking minimums, so new developments are not stretched over a wide area.

Q *What are the plans to build a network of bicycle infrastructure that connects residents to public transit, businesses, and schools?*

A MetroPlan Orlando recently developed an Active Transportation Plan focused on evaluating existing bicycle and pedestrian networks and identifying opportunities for enhancements or expansion. The Active Transportation Plan emphasizes connectivity to public transit stops, businesses, schools, essential services, and jobs. The results were incorporated directly into the 2050 MTP as part of the Active Transportation Needs Assessment, which guides the next 25 years of transportation improvements.

Q *How can we bring bus rapid transit (BRT) to Orlando, specifically on Colonial Drive?*

A BRT on State Route 50 (Colonial Drive) is identified in the 2050 MTP Transit Vision Plan as a high-priority corridor. However, implementation depends heavily on funding. While the vision is in place, significant capital investment and long-term operational funding are required to make it a reality.



Q *In high-density, high-poverty areas with negative health indicators, how is walkability being prioritized so that daily needs like grocery shopping or commuting can realistically be done on foot or by bike?*

A Local and regional planning is increasingly prioritizing walkability and accessibility. While these areas may be dense, they often lack infrastructure that supports daily needs. There are multiple health indicators, and each have different causes, so there are several ways to address the root. Strategies can include mixed-use zoning, adoption of complete streets policies, and investments in sidewalks, bike lanes, and safe crossings. MetroPlan Orlando has also incorporated walkability into the long-range plan through efforts like the Active Transportation Plan and Complete Streets Policy.

Q *While funding for BRT is secured, are there smaller steps that can be taken, such as bus-priority traffic signals?*

A Yes, there are smaller steps that could be taken. Interim improvements such as signal priority for buses and 'queue jumps' can improve transit performance. These require funding and coordination between road owners and transit providers like LYNX, but they can be implemented before a full BRT is established.

Q *What is the current state of planning for increased SunRail service to the airport?*

A SunRail is conducting a Project Development and Environment (PD&E) study known as the Sunshine Corridor, which is evaluating options for expanding service to the airport. The Florida Department of Transportation (FDOT) or SunRail are the best sources for up-to-date information on this effort.

Q *What is being done to coordinate different transportation types or modalities?*

A The 2050 MTP development process included individual, mode-specific needs assessments—covering active transportation, transit, complete streets, technology improvements, and more. After assessing each mode, needs were reviewed and opportunities to consolidate separate, modal needs into single, cohesive projects were identified and reviewed with local agencies. This approach supports complete streets planning and streamlines future implementation if/when funding becomes available for individual transportation projects.



Q *How are you coordinating with the new Transportation Mobility Advisory Committee (TransMAC)?*

A We have coordinated extensively with our three counties (Orange, Osceola, and Seminole), 20 cities and towns, LYNX, SunRail, FDOT, and other partners throughout the 2050 MTP's development. We've held MTP-specific technical workshops every two months for the past year and a half, all of which are recorded and available on our YouTube channel, to deep-dive technical topics to guide the MTP's development. Additionally, we meet with these agencies through MetroPlan Orlando Board and Advisory Committee meetings and one-on-one discussions to ensure collaboration throughout the planning process.

Q *What exactly does MetroPlan Orlando do in relation to county public works and FDOT?*

A The Florida Department of Transportation (FDOT) provides oversight, policy direction, and establishes technical standards statewide. MetroPlan Orlando, as the metropolitan planning organization (MPO), coordinates regional transportation planning across multiple counties and cities, working to align federal transportation funds with regional priorities. City and county governments implement local infrastructure and services within their own boundaries, including transportation, zoning, housing, public works, and local roads. MetroPlan Orlando brings these partners together, along with our transportation operating partners (ex. LYNX and SunRail) to create a unified transportation vision and plan for the region through the 2050 MTP.

Q *What is being done to handle the large and growing volume of traffic in southern Kissimmee and Poinciana?*

A Traffic growth in these areas, as well as across the three-county region, was incorporated into the 2050 traffic forecasts used to develop the MTP. The forecasts help identify current and future growth areas and guide the development of transportation improvements through 2050.

Q *When developing strategies to enhance access to health services, was the growing use of virtual and home-delivered care considered?*

A Yes. Virtual care and mobile health services were included in the health component of the 2050 MTP. While these trends are expanding, many residents still report missing medical appointments due to unreliable transportation. The plan recognizes that while virtual care helps, reliable transportation remains essential for healthcare access.



Q *What can be done about maintenance and design issues with overgrown or poorly maintained bike lanes?*

A Maintenance is managed by local governments. Residents should contact their city or county public works department directly to report issues. Larger design improvements or projects may take longer to be addressed through planning or other project development processes.

- Orange County Public Works
 - Phone: (407) 836-3111
 - Online: <https://www.ocfl.net/Home/311HelpInfo.aspx>
- Osceola County Public Works
 - Phone: (407) 742-7500
 - Online: [Report a Road Problem - Osceola County](#)
- Seminole County Public Works
 - Phone: (407) 665-7623
 - Online: [Customer Service Request Form| Seminole County](#)

Q *How will the plan address the growing impact of extreme heat?*

A Extreme heat was a key environmental hazard considered in the resilience section of the MTP. As part of our resilience strategy, we encourage policies that explore heat mitigation measures such as continuous tree canopy coverage and shade structures along transportation corridors. These strategies support active transportation options like transit, walking, and bicycling. We also encourage investment in infrastructure to improve transit stations and reduce risks of heat-related illnesses. On a local level, LYNX is finalizing its Bus Stop Design Guide, which includes guidance on improvements and tree canopy considerations.

Q *What steps are being taken to minimize the environmental impact of the transportation plan?*

A MetroPlan Orlando created a database of environmental resources to help avoid impacts in project planning. Most transportation needs identified in the 2050 MTP are within already developed areas or existing rights-of-way. We also consult environmental stakeholders and develop mitigation strategies if impacts are unavoidable.



Q *What measures are in place to protect natural habitats and green spaces during implementation of the transportation plan?*

A Avoidance of impacts is the preferred strategy, but mitigation measures are also in place. Nearly every transportation improvement project includes funding for environmental evaluation. If a project may cause impacts, FDOT's Environmental Screening Tool is used early in planning to minimize or avoid them whenever possible.

For more information

Email: MTP@MetroPlanOrlando.gov | Website: MetroPlanOrlando.gov

Project Manager: Taylor Laurent, PE, AICP

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Journey to 2050: Community & Environment Webinar

August 21, 2025 | Q & A Part II

(Note: The following questions were posed during the webinar however, we were unable to respond before the webinar's end.)

Q *How will the recent passing of SB 180 impact the long-range planning currently in progress?*

A Florida Senate Bill (SB) 180 approved by the Governor in June 2025 and largely applies to local governments. Information about SB180 can be found online here: <https://www.flsenate.gov/Session/Bill/2025/00180>.

Q *How will the future plans for transportation in Central Florida affect persons with disabilities?*

A The 2050 Metropolitan Transportation Plan's goals and objectives were established to improve transportation for all members of our community, including:

- Safety – provide a safe and secure transportation system for all users
- Reliability – provide a reliable transportation system across all modes for people and freight
- Connectivity – enhance lives through improved access to jobs and services for people of all ages and abilities
- Community – enhance the health and vitality of our region's communities and environments
- Prosperity – strengthen our region's economy

Q *Why is Lake County not included in the 2050 Plan? We have areas of transportation that interconnect, specifically around Wellness Way and our trail.*

A The 2050 Plan for MetroPlan Orlando is focused on our organization's planning area of Orange, Osceola, and Seminole Counties. We coordinate with other regional metropolitan transportation planning organizations in the area to make sure projects that span across both agency's planning areas are displayed consistently. For additional information about the long range transportation plan for Lake County, please visit the Lake~Sumter Metropolitan Planning Organization's website here: <https://www.lakesumtermpo.com/planning-documents/2050-lrtp/>



Q *When are we going to have SunRail train service on weekends and holidays?*

A The answer comes down to funding. In order to support weekend and holiday service, SunRail would require an increase in locomotives and rail cars as well as an increase in both service and maintenance staff. The Central Florida Commuter Rail Commission, the governing board for SunRail, has recently heard a presentation about weekend and holiday service at their July 24, 2025, meeting so it is being considered. The presentation can be found in the meeting materials on SunRail's website.

Q *Is Florida Central / Pinsley line on OBT being considered for SunRail?*

A This rail line is referred to as the Orange Blossom Express in the Transit Chapter of the 2050 MTP. It has been identified as a regional need in the next 25 years, however other rail spurs like the Sunshine Corridor, which connects the main line to Orlando International Airport, are seen as a higher priority.

Q *What is being done to improve bike travel on Wekiva Springs Road from 434 to Rock Springs Park?*

A A corridor improvement project was identified in the 2050 Plan's needs assessment on Wekiva Springs Rd, which would include both roadway and safety improvements from Hunt Club Blvd to SR 434. Additional information about this transportation need is included in our MTP Online Needs Viewer and will be published soon in the Draft Cost Feasible and Unfunded Needs Plan: <https://metroplanorlando.gov/plans/2050-metropolitan-transportation-plan/>

A pathway has also been proposed in the Seminole County Trails Master Plan (2021) on Wekiva Springs Rd in this area. Additional information on the proposed path is available online here: https://www.seminolecountyfl.gov/docs/default-source/pdf/seminolecotrails_masterplan_ada_web.pdf?sfvrsn=2c4a0047_3

Q *What is being done to provide ways to get transportation to downtown health resources?*

A Some residents, particularly seniors and those without access to personal vehicles, need expanded mobility options to access health care services. One example is how our partners at LYNX regularly review their bus routes during their service update and part of that review includes proximity to essential services like healthcare. But we know that there is not a one-size-fits-all solution. Community engagement is a critical method for understanding the underlying challenges and barriers associated with health care access. This process can identify unique health care access needs for underserved and marginalized communities.



Q *Can you talk about the lifespans of building materials and how we can extend them to minimize the effect on the environment – for example, using concrete instead of asphalt?*

A It is no secret that Florida experiences extreme heat, which affects the lifespan of the building materials used for roadway construction. The Florida Department of Transportation (FDOT) guidelines and standards do not mandate either asphalt or concrete but instead consider factors like cost, traffic volume, and longevity when selecting pavement types for their transportation projects. FDOT and local governments, on their respective projects, select the construction materials appropriate for each transportation improvement. If you have questions about a specific road or transportation project, please contact either your local government, county, or FDOT.

For more information

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Project Manager: Taylor Laurent, PE, AICP

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Welcome!

Multimodal Needs
September 11, 2025



Today's webinar will begin shortly.

Journey to 2050

Multimodal Needs

September 11, 2025



Our host and presenters



Leilani Vaiaoga
Communications
Specialist
Host



Adriana Rodriguez, PE
Senior Transportation Engineer
Presenter



Lara Bouck, PE, AICP
Manager of Project
Development
Presenter



Taylor Laurent, PE, AICP
Manager, Transportation Planning
2050 MTP Project Manager
Presenter



Who is MetroPlan Orlando?

- We **lead** transportation planning efforts in Orange, Osceola, and Seminole counties.
- We **bring together** local leaders.
- We **prioritize** federal and state transportation dollars.



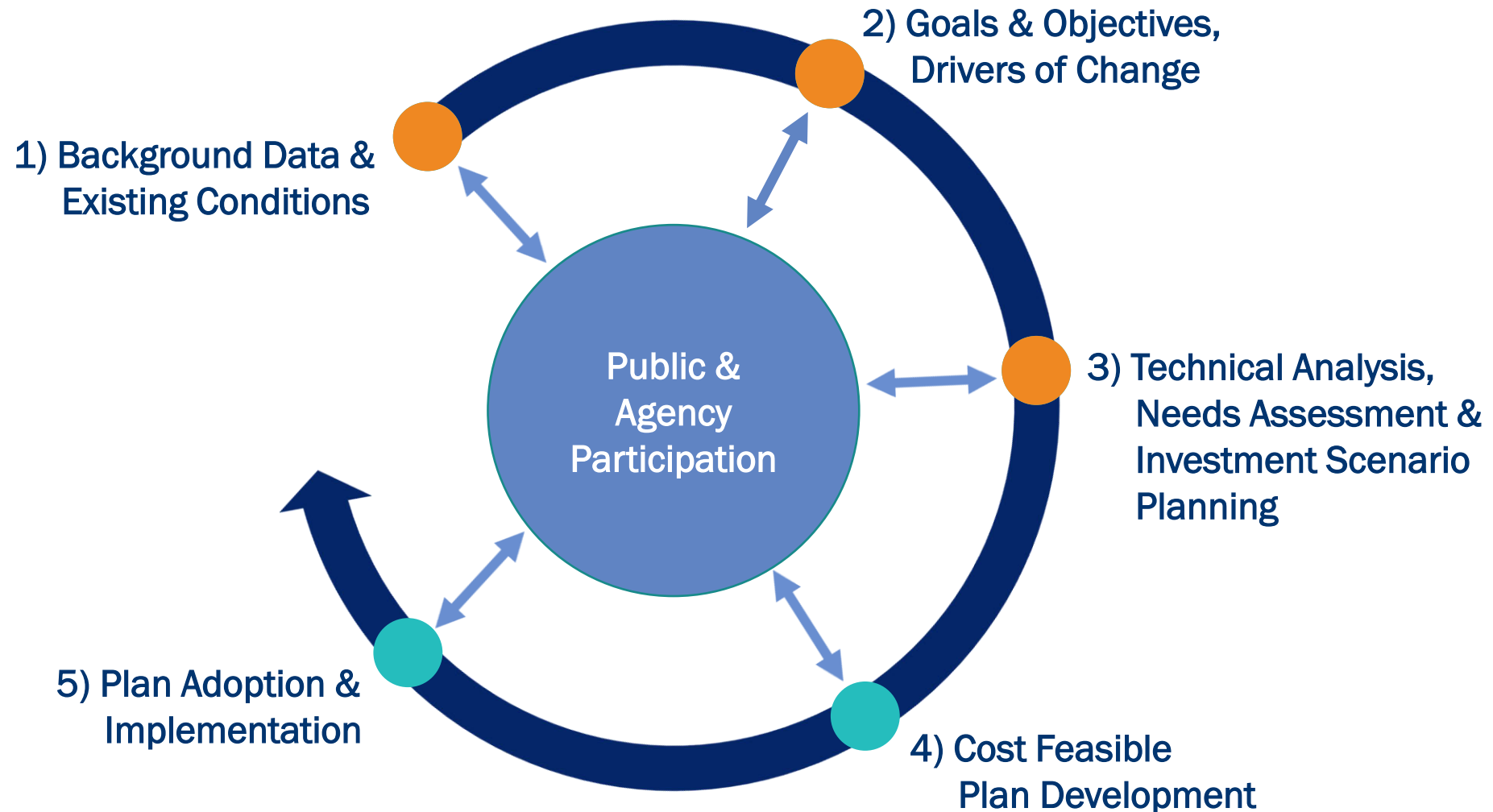
What is the 2050 MTP?





2050 MTP Planning Process

Simplified



Presentation Overview

- Needs Assessment Process
- Cost Estimation
- Needs Assessment Results
- Q&A

Journey to 2050



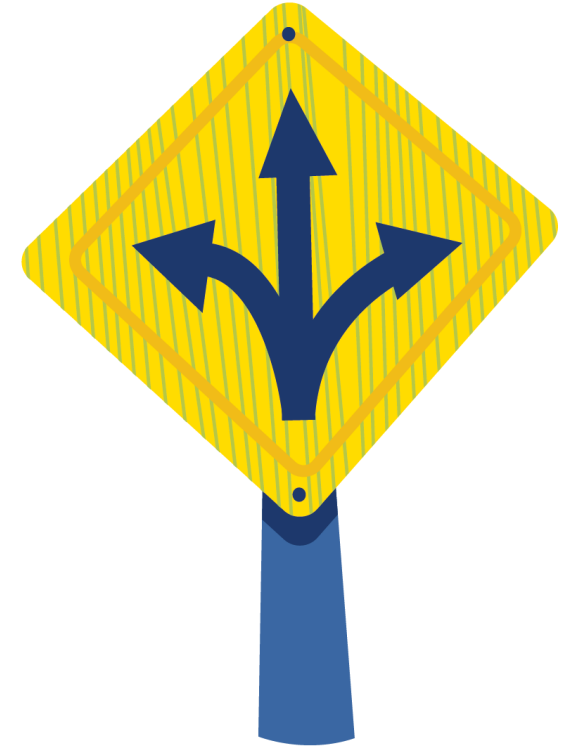
Needs Assessment Process

Lara Bouck, PE, AICP



What is a Needs Assessment?

- Considers how we will get around over the next 25 years
 - What options will we use?
 - What needs to be built, or improved, to meet our needs?
- Needs are developed based on data analysis and public input



How is the Needs Assessment used?

- Informs priorities for future investment
- Aligns the 2050 MTP with current and anticipated needs



Needs Assessment Process

Sources of Projects

- 2045 MTP Needs List
- 2050 Capacity Projections
- Modal Master Plans
 - Active Transportation Plan
 - Transit Master Plan
 - Transportation Systems Management & Operations (TSMO) Master Plan
 - Vision Zero Safety Action Plans
- Local Plans
 - Comprehensive Plans
 - Master Plans
 - Corridor Studies



Development of Draft List

Types of Agency Review

- State Highway System (SHS) Needs
 - State roadways eligible for federal aid
- Off-System Needs
 - Non-State roadways that are eligible for federal aid
- Planning Consistency
 - Non-State roadways, only eligible for certain types of state and federal funds, reviewed and documented for planning consistency
- Needs of Transportation Provider Partners
 - LYNX, SunRail, Central Florida Expressway Authority, and Florida's Turnpike Enterprise



Needs Assessment Process

Sources of Projects / Agency Feedback

100+ 
Local Agency Meetings Held

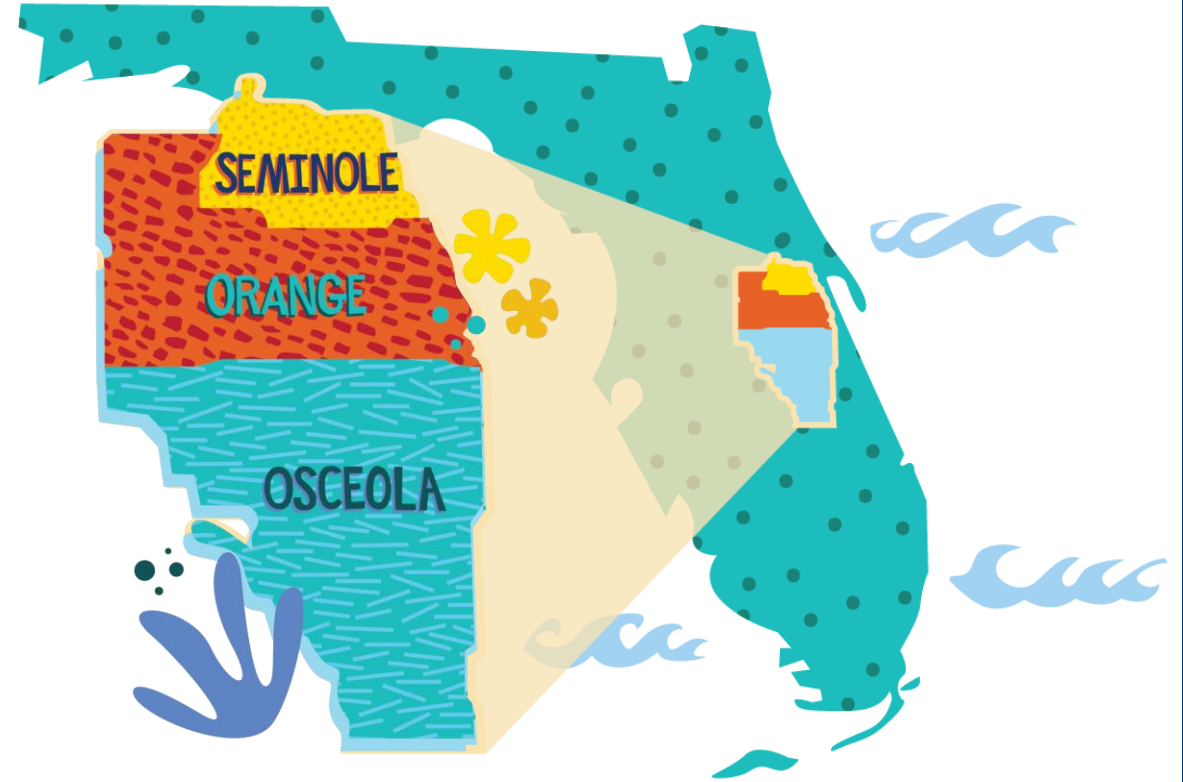
2,900+ 
Needs Identified

25+ Agencies
Participated 

13 Needs
Categories 

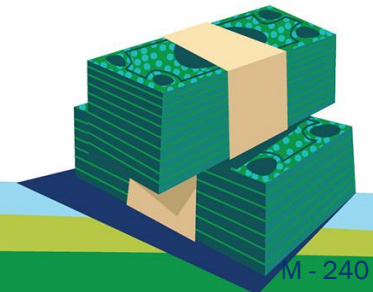
Cost Estimation

Adriana Rodriguez, PE



Focus on Implementation

- Add confidence to the 2050 MTP Cost Feasible Plan for implementation
- Project phasing allows for flexibility
- Account for project-specific factors that impact cost



2050 MTP Cost Estimation Methodology

Preliminary Step: Research Best Practices



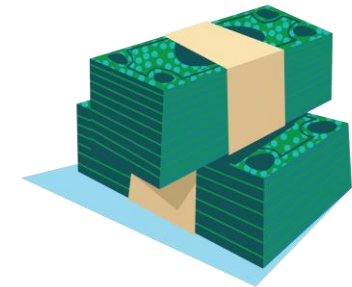
- Review peer MPO/TPOs
- Consider 2045 Plan

Step 1: Initial Cost Estimation



- Identify project categories
- Apply per mile, master plan, or historic costs by category

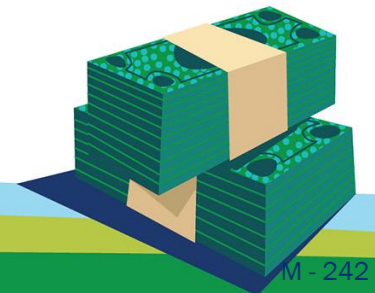
Step 2: Apply Cost Buffer for Project Complexity



- Develop complexity factor
- Calculate project costs

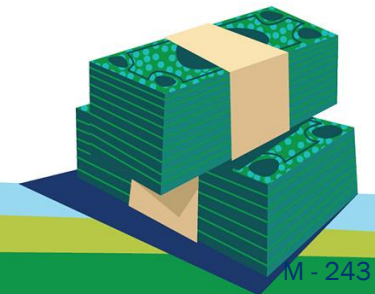
Identification and Refinement of Needs Types

- All identified Needs were grouped into one of the following:
 - Active Transportation (i.e., biking, walking)
 - High Injury Network Countermeasures
 - TSMO/Operational (traffic operations)
 - Complete Streets (streets designed for everyone)
 - Roads



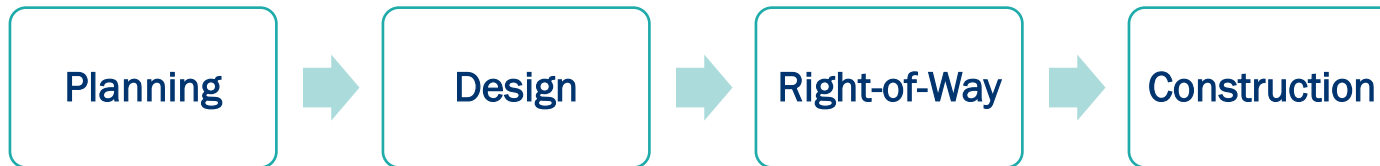
Initial Cost Estimates

- FDOT Cost Per Mile Model Reports
- Cost Estimates from recent planning
 - TSMO Master Plan
 - Vision Zero Action Plans
- Vision Zero cost estimates
- FDOT historical project costs
- Extra costs to meet other needs

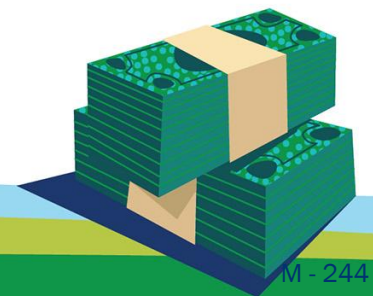
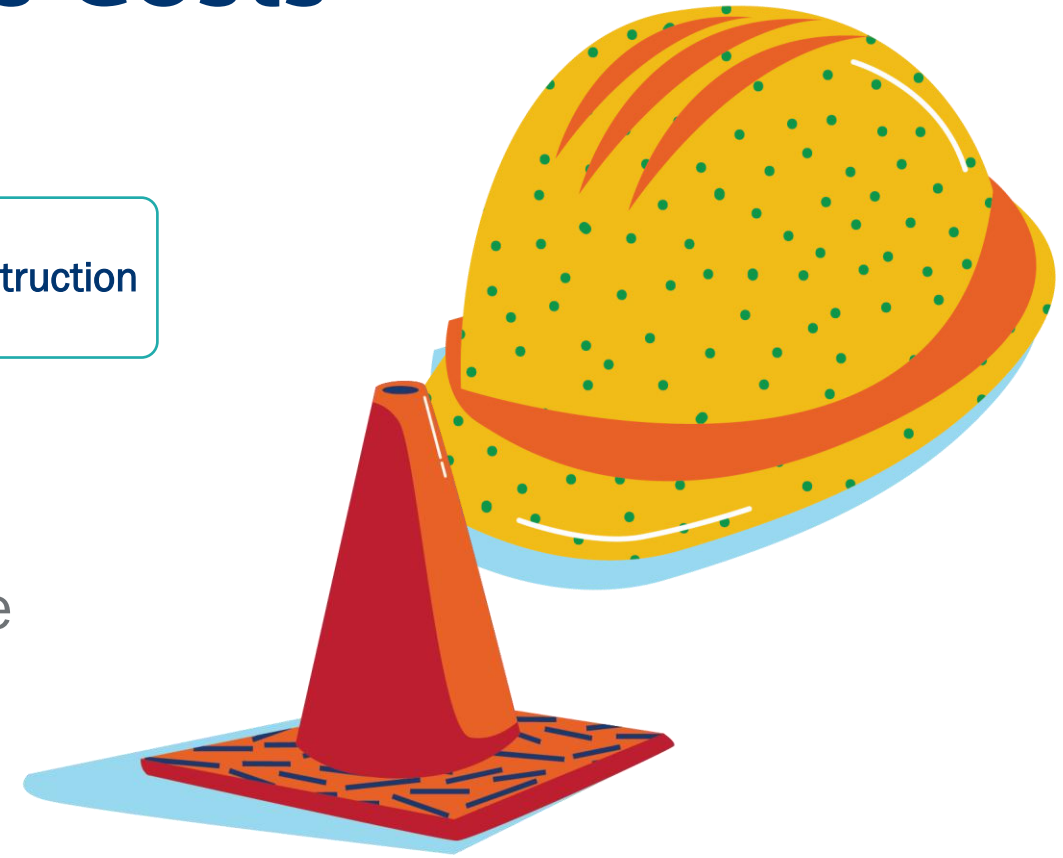


Developing Project Phases Costs

- Typical Project Development Phases



- How we develop phase costs
 - We use FDOT per-mile costs and apply the percent for each project phase based on the project type
 - For other projects, we use recent phase cost averages from similar FDOT projects



Step 1: Per Mile Cost Estimation

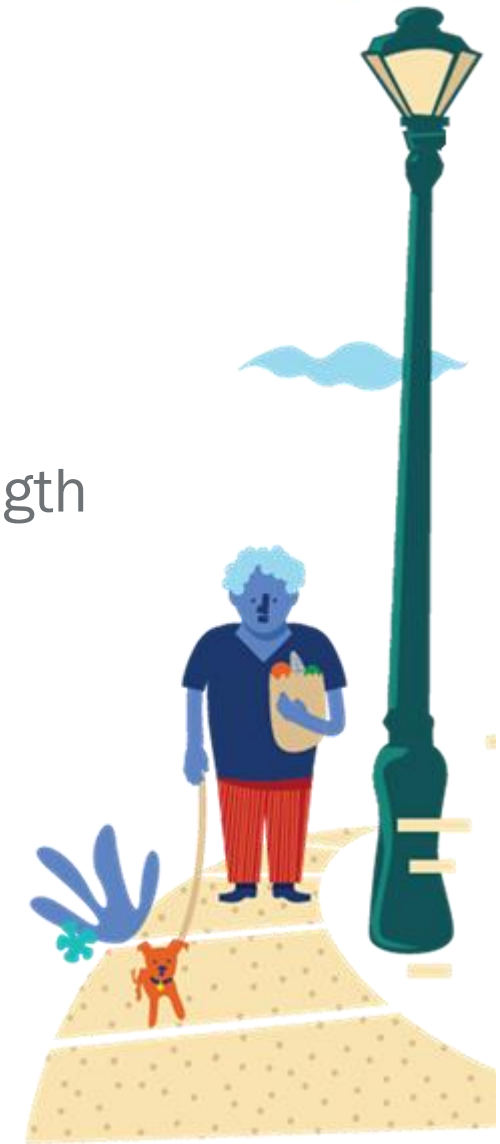
Example

- Let's look at building a new sidewalk!
 - Start with the Project Cost equation
 - Apply the FDOT Cost Per Mile amount and project length
 - Solve by multiplying the two

*Project Cost = FDOT Cost Per Mile * Project Length*

*New Sidewalk = \$349,251.29 * 2 miles*

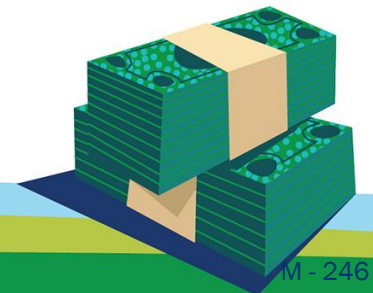
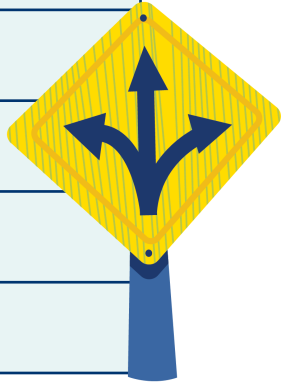
New Sidewalk = \$698,502.58



Project Complexity Estimation

- Complexity Factors
 - Physical location
 - Environmental impacts
 - Securing needed land
 - Managing water and drainage

Complexity Score	Cost Percentage Increase
No Additional Complexity	0%
Low Additional Complexity	25%
Medium Additional Complexity	50%
High Additional Complexity	75%
Very High Additional Complexity	100%



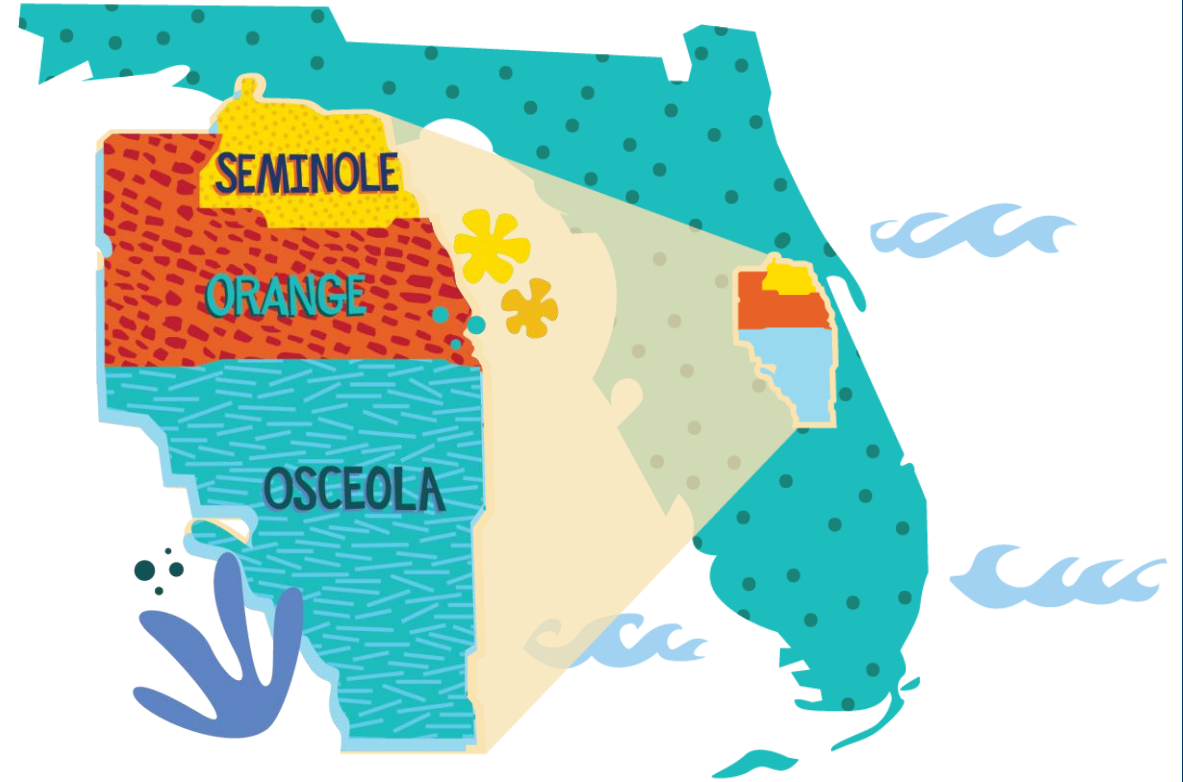
Step 2: Apply Cost Buffer for Project Complexity – Example

- Let's apply the complexity factor to our New Sidewalk project cost
- It turns out that our sidewalk project has medium complexity, due to additional land needed to make our connection.
- Our new cost estimate will be 50% higher.



Needs Assessment Results

Taylor Laurent, PE, AICP



Local Feedback

COUNTIES

3

LOCAL CITIES

20

TRANSIT OPERATORS

2

AIRPORT AGENCIES

3



AND FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S
TURNPIKE ENTERPRISE, CENTRAL FLORIDA EXPRESSWAY AUTHORITY,
CENTRAL FLORIDA TOURISM OVERSIGHT DISTRICT



Local Feedback

- Feedback was centered around customizing project needs with:
 - Project descriptions, with a focus on project feasibility
 - Project level of complexity for implementation
 - Maintaining agency's notes on high, medium, or low priorities
 - Updates from recent jurisdictional transfers
- The preparation of this needs assessment goes hand in hand with a realistic cost feasible plan



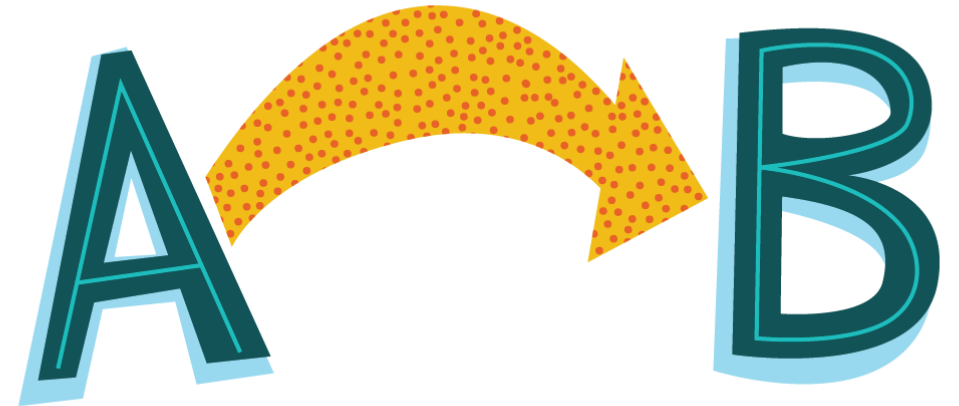
Project Consolidation

- Consolidation refers to combining project with overlapping needs
- Advantages include:
 - Combining construction phases
 - Reducing project costs



Project Consolidation

- Factors considered
 - Type of Transportation Need
 - Estimated Cost
 - Estimated Project Timeline
 - Jurisdictional Priority Level
 - Transportation Facility's Maintaining Agency
 - Local Agency Feedback



Consolidation Process

Example 1 – Multiple Needs on Bluford Ave from Old Winter Garden Rd to SR 50

1

Need: High Injury Network (HIN) Countermeasures

Project Description: Intersection upgrades to improve safety

Jurisdictional Priority: High

2

Need: TSMO/ITS

Project Description: Operational/safety

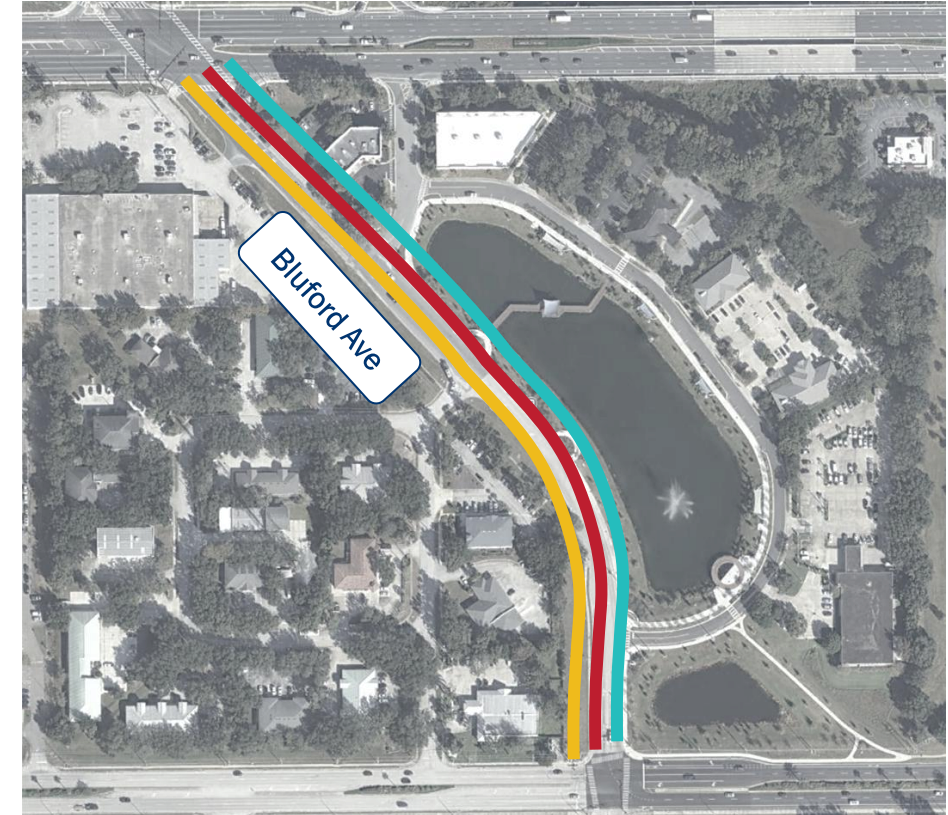
Jurisdictional Priority: N/A

3

Need: Complete Streets

Project Description: Complete streets improvements including multipurpose path, traffic calming, street lighting, etc. Partially complete on the east side of the road.

Jurisdictional Priority: High



Consolidation Process

Example 1 – Multiple Needs on Bluford Ave from Old Winter Garden Rd to SR 50

1

Consolidated Need: Complete Street + Technology

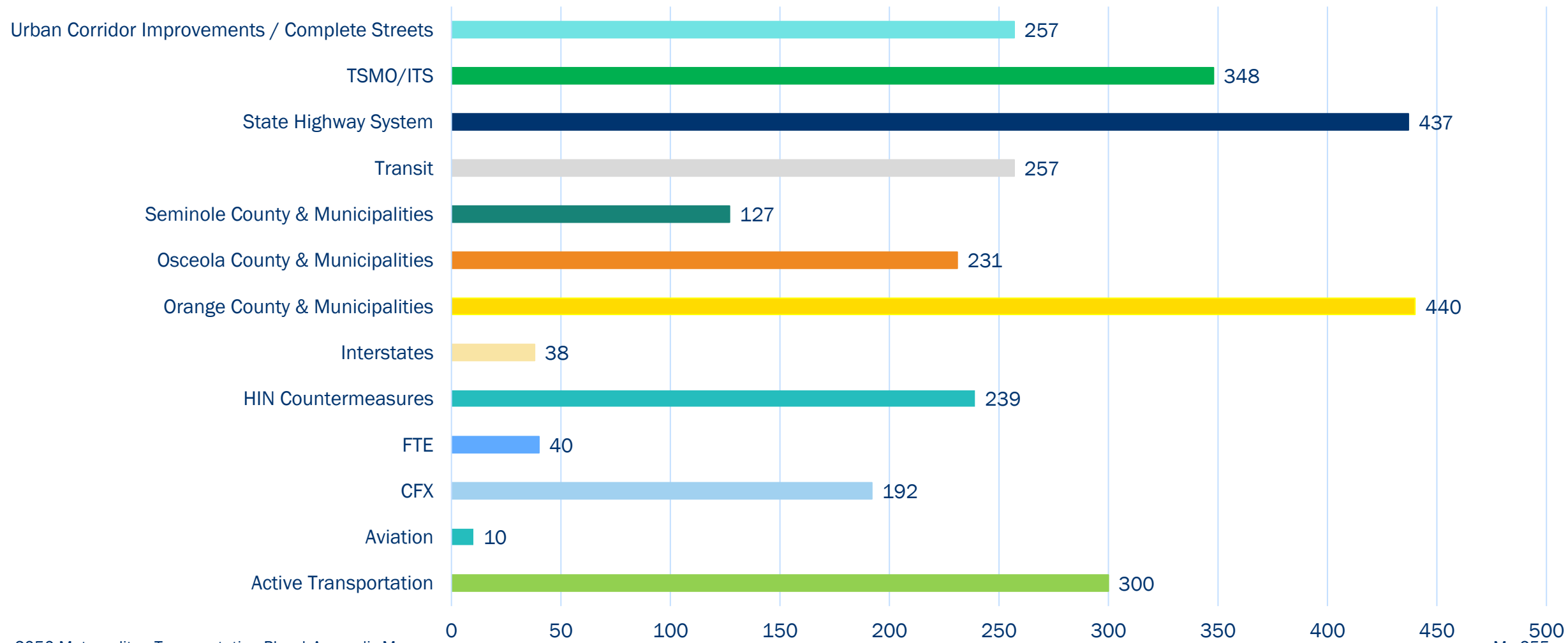
Project Description: Identified improvements include intersection and ITS upgrades to improve safety. Complete Streets improvements including multipurpose path, traffic calming, street lighting, etc. Partially complete on the east side of the road.

Jurisdictional Priority: High



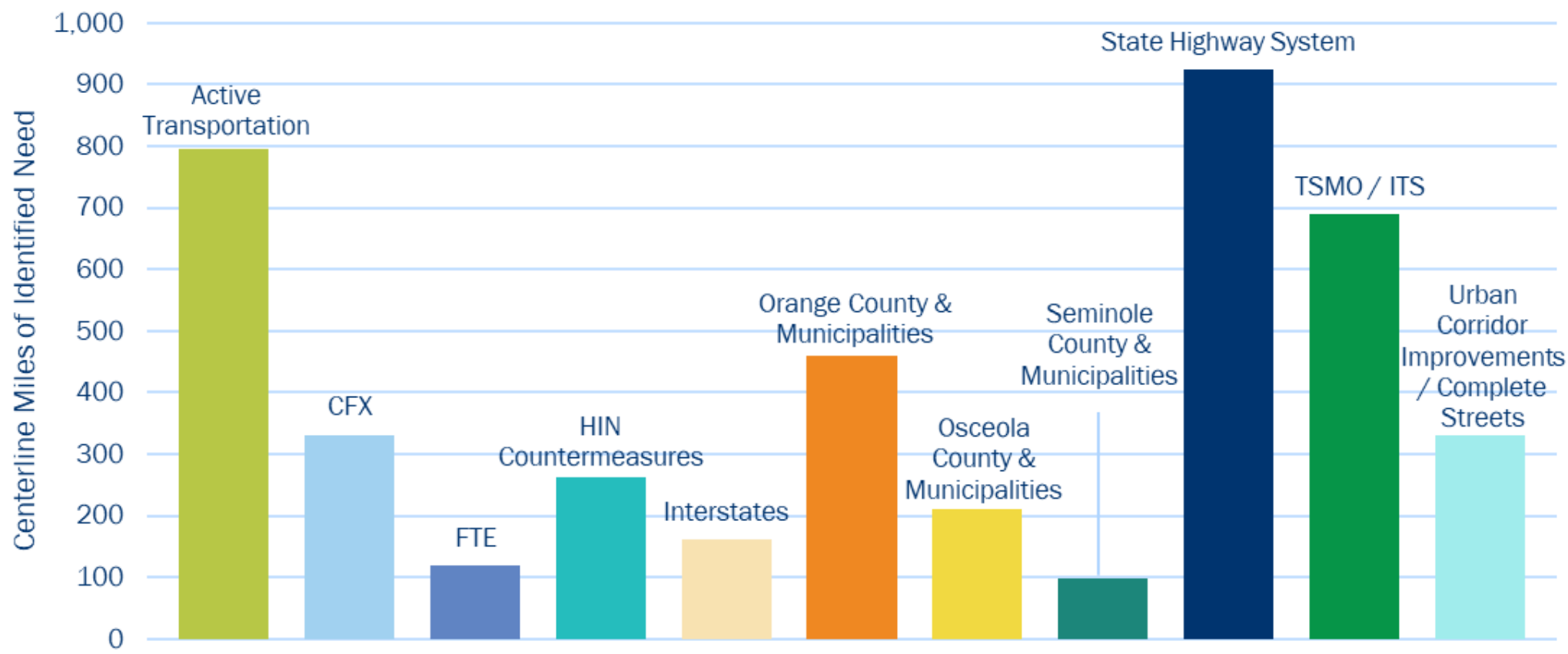


Resulting Needs – by Category





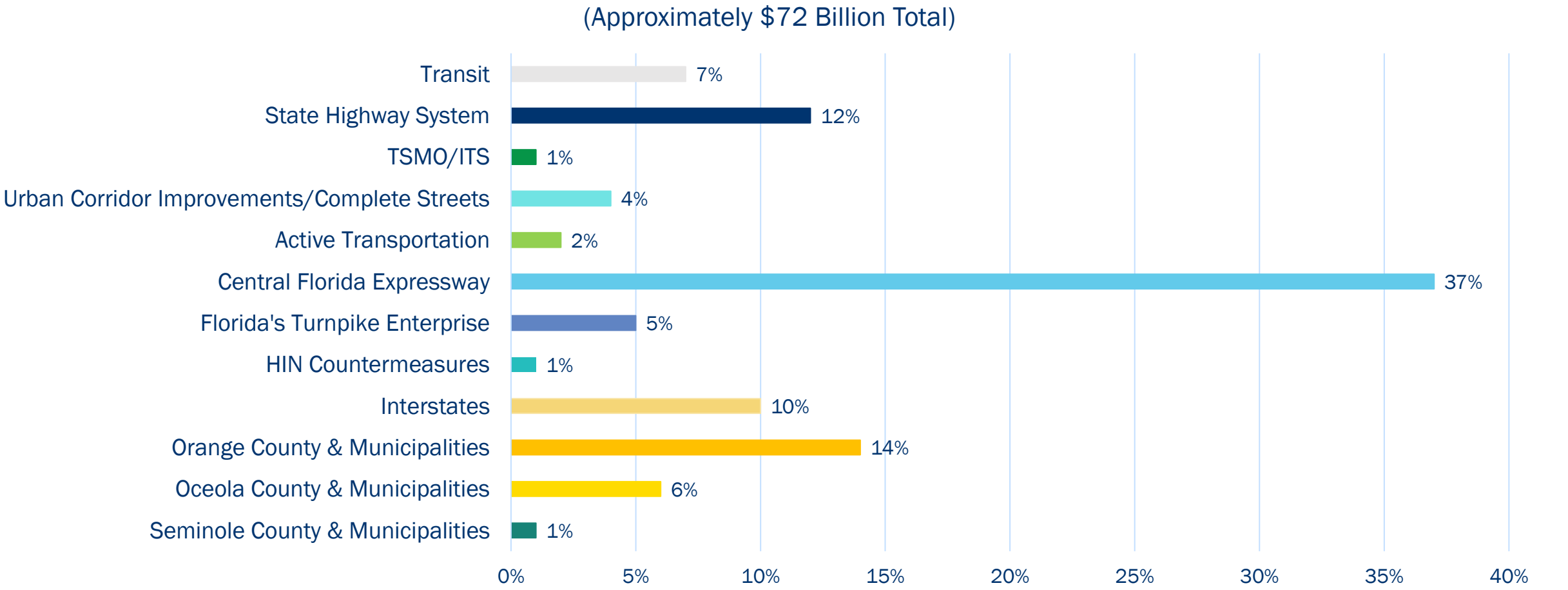
Resulting Needs – by Centerline Miles



Note: Aviation and Regional Transit needs not shown on chart; Aviation mileage unavailable and Regional Transit needs exceed 2,600 miles

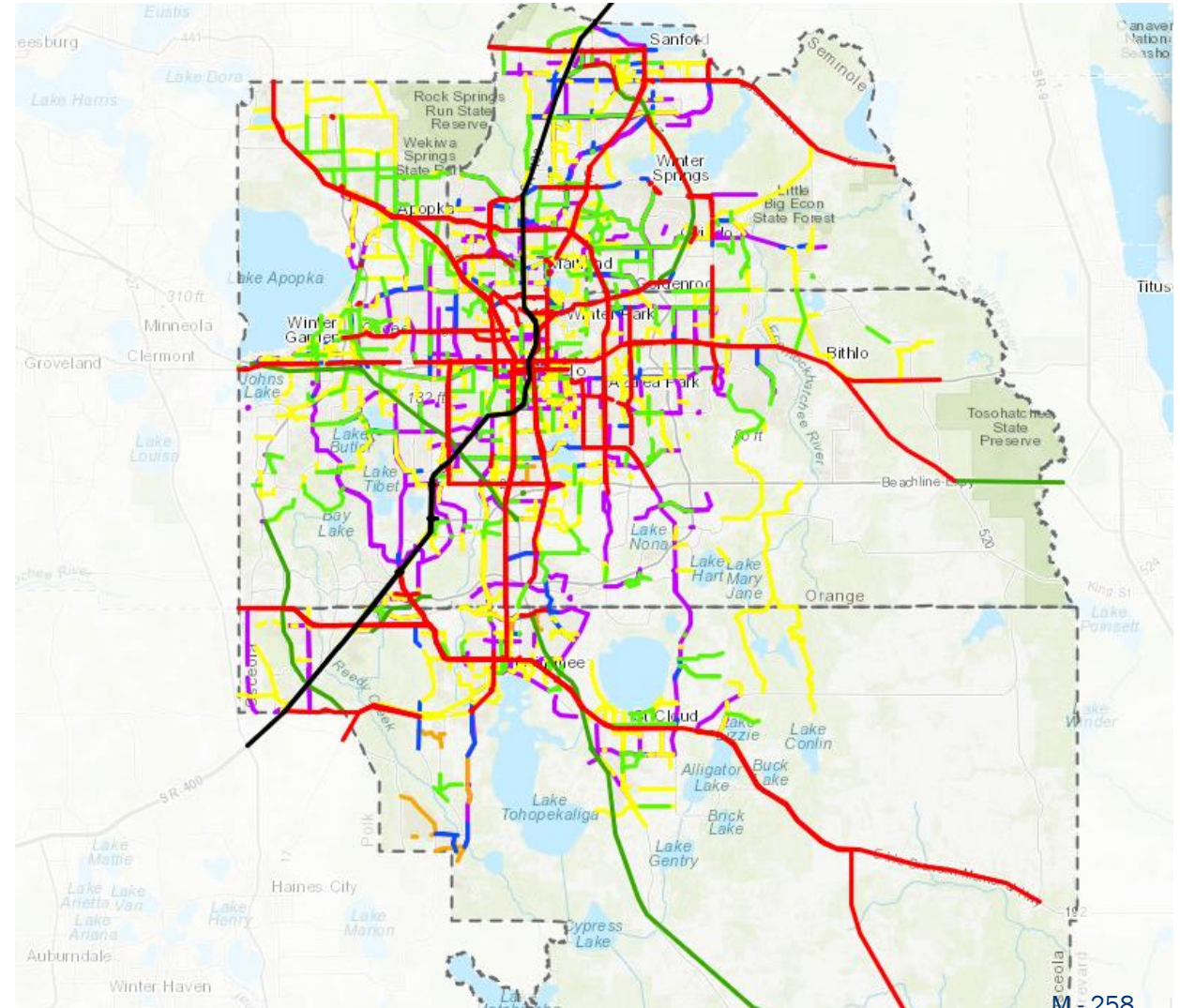


Resulting Needs – by Estimated Project Cost



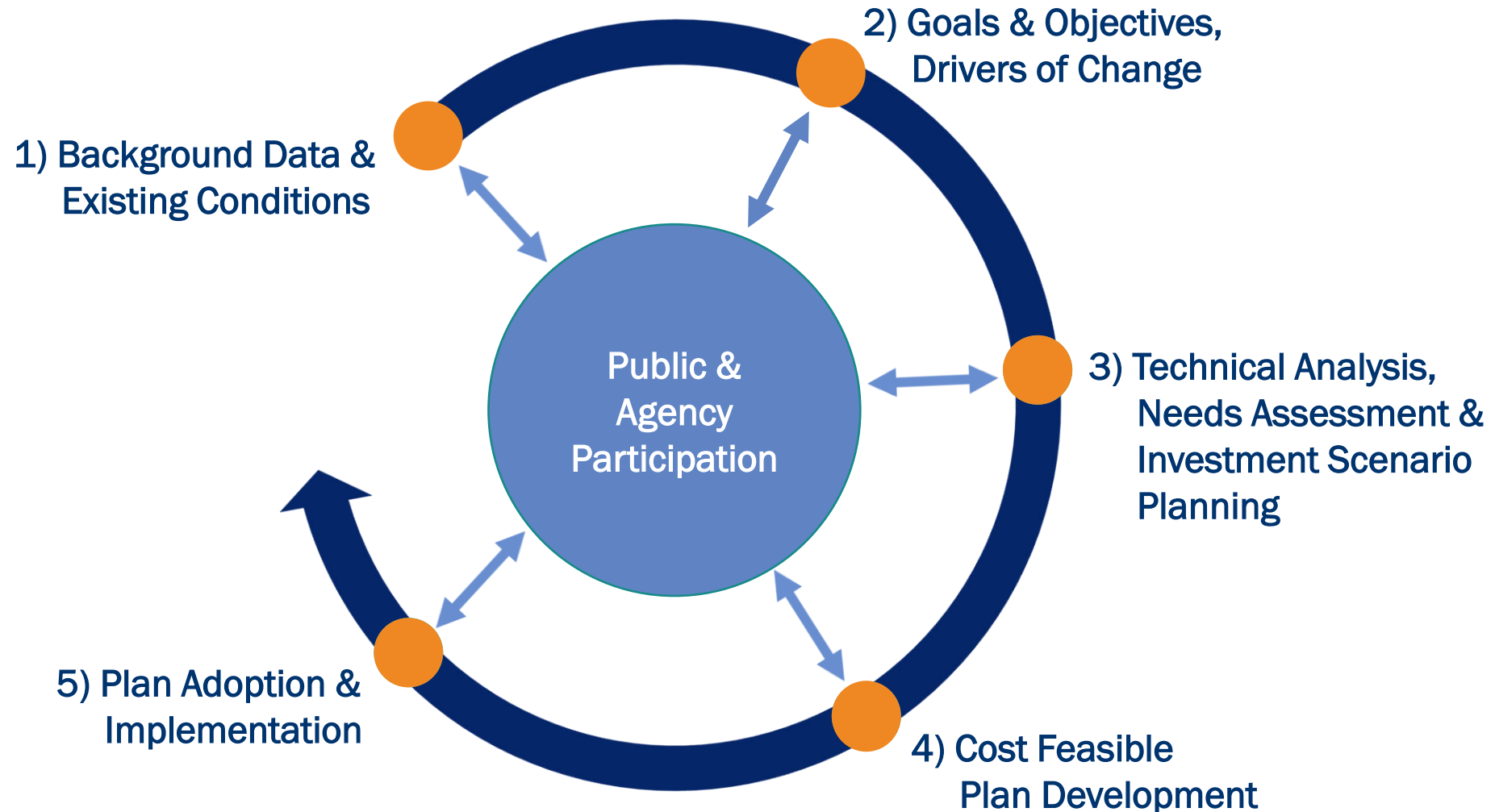
2050 MTP Draft Needs Dashboard

- Interactive, web-based map tool
- Available at MetroPlanOrlando.gov/2050
- Projects grouped by project type



Project Next Steps

2050 MTP Planning Process (Simplified)



Cost Feasible Plan

Considers & Incorporates All Things



**Needs
Assessment**

Regional transportation
issues documented
and solutions identified



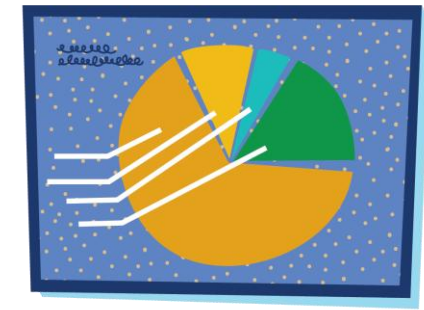
**Project
Prioritization**

Projects evaluated
comparatively using a
data informed process



**Revenue
Forecasts**

Reasonably available
transportation
revenues projected

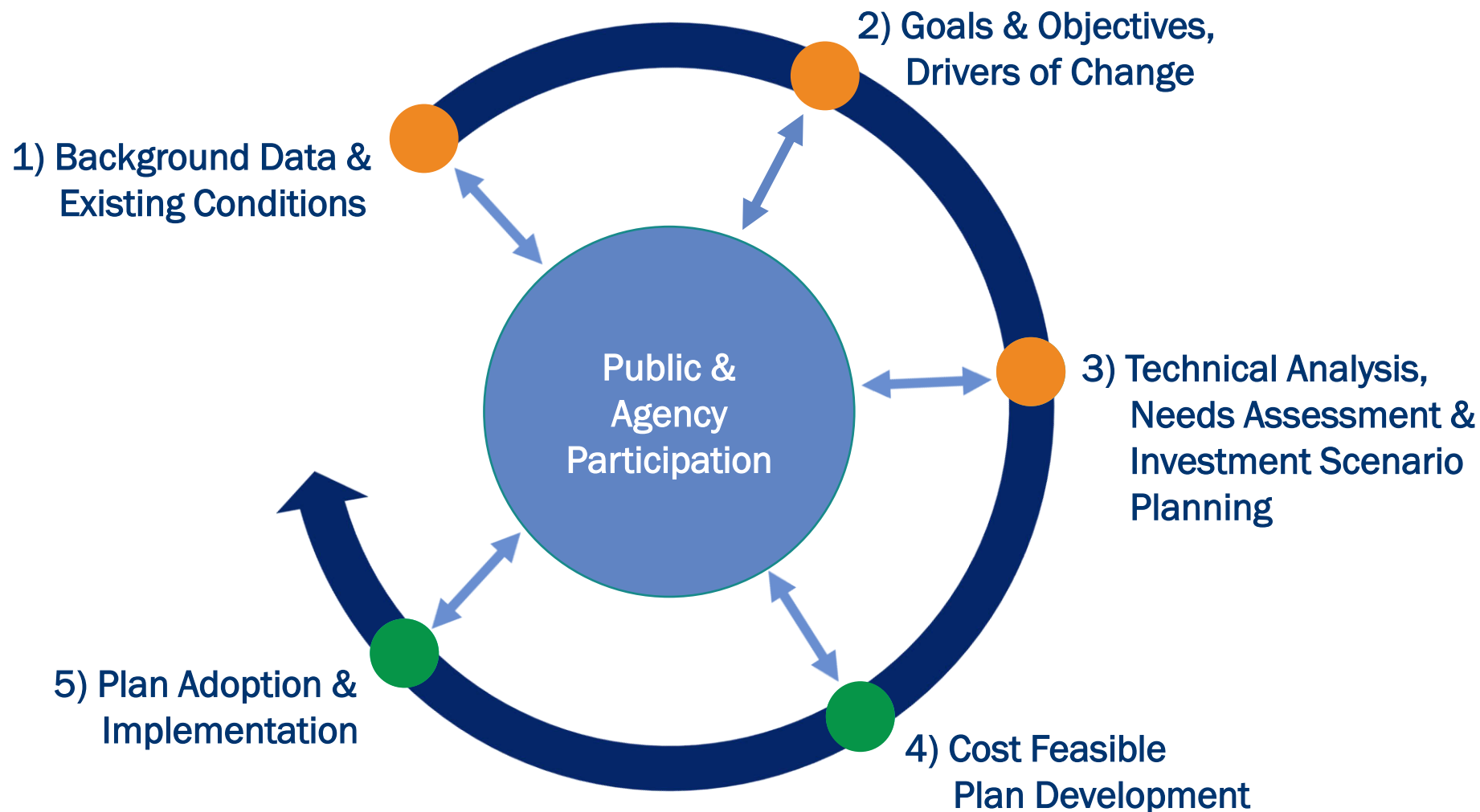


**Funding
Policy**

Guide to spending the
limited funding
programmatically

Project Next Steps

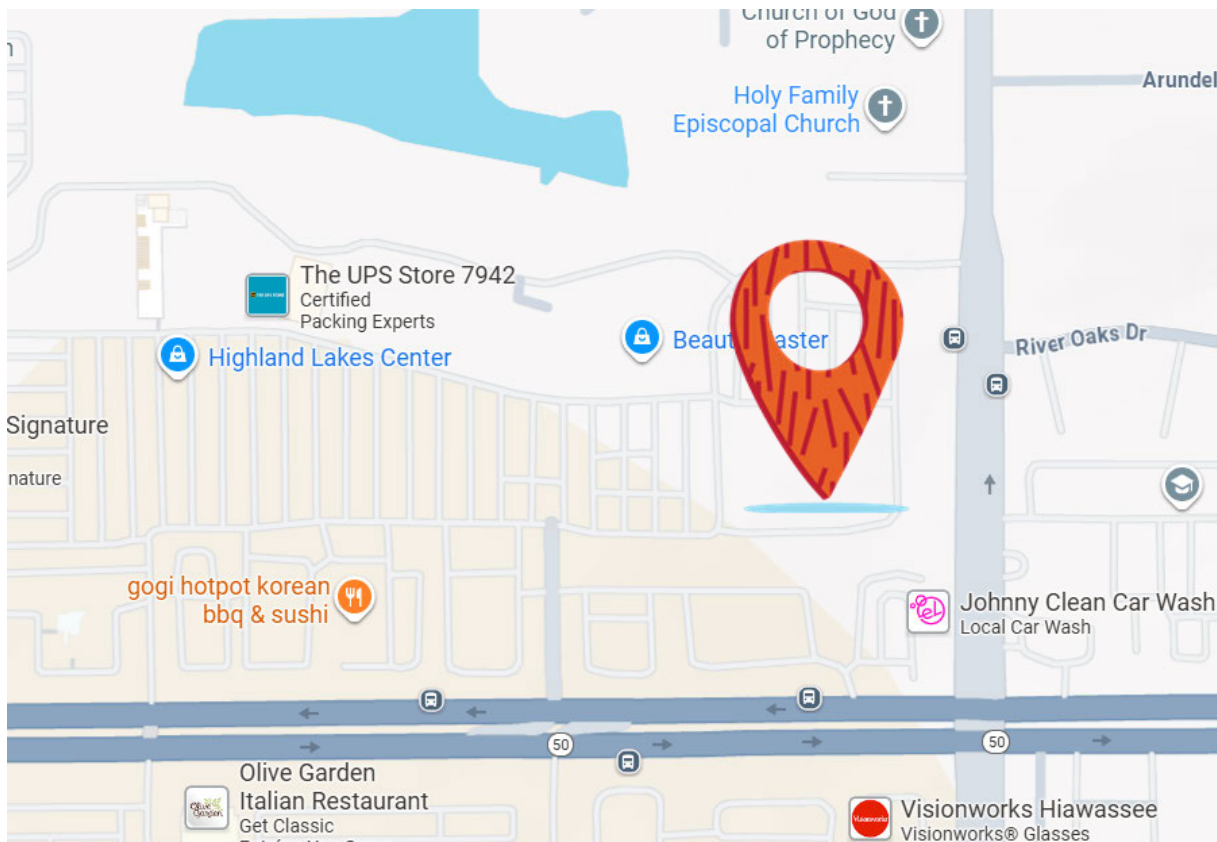
2050 MTP Planning Process (Simplified)





Q&A

Join us! 2050 Metropolitan Transportation Plan Public Meeting



Monday, September 29, 2025
5:00 pm - 7:00 pm

**Orange County
Multicultural Center**

**7149 W Colonial Dr
Orlando, FL 32818**

For more information, visit:
MetroPlanOrlando.gov





Thank you for attending

Taylor Laurent, 2050 MTP Project Manager
MTP@MetroPlanOrlando.gov



Journey to 2050: Community & Environment Webinar

September 11, 2025 | Q & A

(Note: The following questions were answered live and summarized with the assistance of Microsoft Copilot)

Q *When planning for the future, is there consideration of county budgets, or is that part of a different plan?*

A The 2050 MTP primarily focuses on state and federal transportation funding. County budgets are considered in terms of their contributions and responsibilities for transportation funding and implementation, particularly for transit operations. However, county budgeting is handled separately through local government processes such as comprehensive plans or annual budget hearings. The 2050 MTP does not replace county budget processes. Local governments still prepare, balance, and decide their budgets independently of our process.

Q *Why are toll road projects the most expensive?*

A Toll road projects are typically much larger in scope, and often involve building multi-lane, high-capacity roads, or developing entirely new corridors. They can also require complex interchanges, tolling technology, land acquisition, environmental mitigation, and they are also built to high design standards. Financing through long-term bonds can also add to the overall cost.

These projects fall under the planning consistency category for the 2050 MTP and are primarily funded by the toll agencies themselves. Their significant scope and scale make them more expensive compared to smaller, lower-cost project improvements like those included in the 2050 Plan's Complete Streets, TSMO, or active transportation project categories.



Q *Since active transportation projects are identified as a high need and have a relatively low cost, do they receive higher prioritization for funding?*

A Our prioritization methodology included both quantitative measures and qualitative input from local decision makers. Active transportation projects are assessed for connectivity and accessibility to essential services within the region. Additional information about the prioritization methodology is posted on our 2050 Plan website.

Most importantly, these projects have a dedicated funding source specific to Active Transportation projects, and they are not competing for funding with other project types. The 2050 Plan's multimodal funding policy ensures that active transportation improvements will be implemented over the life of the 2050 Plan. Additional information about the 2050 Plan's recommended funding policy is posted on our website.

Q *How was public engagement and feedback incorporated into the list of projects?*

A Public input is central to the MTP process, so opportunities to hear from the community were built in throughout the update process. Feedback from community members influenced the development of the goals and objectives and prioritization process for the MTP as well as the funding policy. Engagement also occurred through community events, surveys, and input gathered during development of related master plans, such as the TSMO Master Plan, the Active Transportation Plan, and Safety Action Plans that informed the 2050 MTP needs assessment. This input shaped the types of projects included, ensuring they address community-identified needs.

Q *How does the MTP process ensure that cost estimates are accurate and not over- or underestimated?*

A We use multiple data sources and consistent methodologies, including FDOT's cost-per-mile models, planning-level estimates from master plans, and historical cost data from completed projects. Estimates are adjusted in collaboration with local agencies to account for complexity factors such as environmental impacts or land acquisition.

Q *Who performs the cost calculations?*

A Project cost estimates are calculated using detailed spreadsheets that incorporate project descriptions to identify the project type. This process also adjusts costs based on complexity, which includes unique factors impacting cost as determined in collaboration with local governments. While cost estimates are formally updated during the MTP cycle, adjustments are also made as needed when conditions change.



Q *What percentage of the total transportation planning budget is dedicated to active transportation?*

A Under the 2050 MTP, the recommended annual funding is estimated at \$34 million in total. Of this:

- 26% is allocated to high-injury network countermeasure (safety) projects
- 22% to Urban Corridor/Complete Streets improvements
- 22% to TSMO projects
- 8% to Active Transportation projects
- 22% to Transit Capital

This policy is reviewed with each MTP update every five years to make sure that the funding policy is tailored and adapted to meet the goals of the region and to help us achieve our overall vision for the future of the transportation network.

Q *What is the difference between a master plan estimate and a historical cost estimate?*

A Master plan estimates are planning-level costs developed specifically for projects within strategic plans, such as the TSMO or Vision Zero Action Plans. Historical cost estimates, on the other hand, are averages from recently completed FDOT projects of similar type. Both are used to inform cost projections.

Q *What happened to the projects from the last MTP?*

A The 2045 MTP needs list was the starting point for the needs assessment as part of the 2050 update. As part of the stakeholder outreach, local partners identified which projects should remain on the needs assessment list unchanged, which should remain on the list but require updates, and which could be removed if already completed or no longer relevant. Projects still meeting community needs were rolled forward into the 2050 MTP. This same process will occur during the next update cycle.



Q *How can the public make comments on the proposed projects?*

A There are several ways to provide input, including online feedback tools, public meetings, outreach events, and direct communication with our team. We welcome and encourage community input to ensure the plan reflects local priorities.

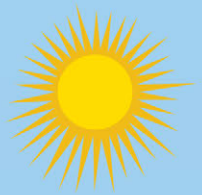
- Email: MTP@MetroPlanOrlando.gov
- Leave a voicemail: (321) 430-0721
- In-Person:
 - MTP Public Meeting on September 29th, 2025, from 5:00pm – 7:00pm at the Orange County Multicultural Center (7149 W Colonial Dr, Orlando, FL 32818)
 - Any MetroPlan Orlando Advisory Committee or Board Meeting. The MetroPlan Orlando Online Calendar includes the latest information on these meetings (including virtual/zoom access if you cannot attend in-person): <https://metroplanorlando.gov/calendar/>

For more information

Email: MTP@MetroPlanOrlando.gov | Website: MetroPlanOrlando.gov
 Project Manager: Taylor Laurent, PE, AICP

Stay connected via social media and join our email list to be notified about upcoming events and updates related to the 2050 MTP.





M.5 Status Report Updates to Decision Makers



Status Report | January 2024

WHAT IS THE 2050 MTP?

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



ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Base year data collection underway

GOALS & OBJECTIVES

- Review of prior goals and objectives underway

TECHNICAL ANALYSIS, NEEDS ASSESSMENT, INVESTMENT SCENARIO PLANNING

- Coordination with FDOT on the Central Florida Regional Planning Model underway

2050 MTP SCHEDULE

Task	2024				2025			
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
February 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
April 11, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
June 13, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

Taylor Laurent

2050 MTP Project Manager

MTP@MetroPlanOrlando.gov

(407) 481-5672

Para obtener más información, contacte:

Mary Ann Horne

2050 MTP Communications Strategist

MTP@MetroPlanOrlando.gov

(407) 481-5672

MetroPlanOrlando.gov/Draft2050Plan



2050 MTP Status Report | February/March 2024



WHAT IS THE 2050 MTP?

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

ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Public Participation Plan under development
- Beginning travel patterns and origin-destination analyses
- Existing conditions, area profile analyses, and Data Source Guide under development

GOALS & OBJECTIVES

- Review of prior goals and objectives underway
- Beginning identification of future trends for 2050

TECHNICAL ANALYSIS, NEEDS ASSESSMENT, INVESTMENT SCENARIO PLANNING

- Coordination with FDOT on the Central Florida Regional Planning Model underway
- Congestion Management Process (CMP) update underway
- Preparing to begin evaluations for planning emphasis areas, including: financial resources, community and environmental components, freight, and highway capacity

2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
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April 11, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
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August 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

Taylor Laurent
2050 MTP Project Manager
MTP@MetroPlanOrlando.gov
(407) 481-5672

[MetroPlanOrlando.gov/Draft2050Plan](https://metroplanorlando.gov/Draft2050Plan)

Para obtener más información, contacte:

Mary Ann Horne
2050 MTP Communications Strategist
MTP@MetroPlanOrlando.gov
(407) 481-5672



2050 Metropolitan Transportation Plan

Draft Goals and Objectives

April 2024

Overview

The 2050 MTP is guided by five long-term goals, which describe the desired transportation system in the year 2050. The five goals are supported by fifteen objectives, which are specific, measurable statements that support one or more goals. Together, these goals and objectives describe an interconnected, multimodal transportation system that enhances the quality of life in Central Florida and allows all residents and businesses to flourish.

The goals and objectives build on the 2045 MTP. They were developed based on a review of goals and objectives established by neighboring MPOs or peer MPOs in Florida and other states as well as stakeholder and public input. The goals and objectives are consistent with the national transportation performance goals and required metropolitan planning factors established in federal law and rule, as well as with the Florida Transportation Plan, the statewide long-range transportation plan. The goals and objectives are also consistent at a high level with other regional and local plans, including local government comprehensive plans. The goals are not listed in priority order. Specific indicators will be defined to measure progress toward the goals and objectives.

Goal: Safety

PROVIDE A SAFE AND SECURE TRANSPORTATION SYSTEM FOR ALL USERS

A safe and secure transportation system is the most fundamental commitment we can make to Central Florida's residents, businesses, and visitors. MetroPlan Orlando and its partners for many years have committed to a vision of zero fatalities and serious injuries. This goal expands our view of safety to include better preparing for and responding to emergency events, as well as reducing the potential for harm from environmental, security, and other risks to transportation users and the regional system.

OBJECTIVES

- Eliminate deaths and serious injuries on the transportation system, with an emphasis on the most vulnerable users
- Provide infrastructure and services to help mitigate, prepare for, respond to, and recover from emergencies
- Increase the resilience of transportation infrastructure to environmental, security, and other risks

Goal: Reliability

PROVIDE A RELIABLE TRANSPORTATION SYSTEM ACROSS ALL MODES FOR PEOPLE AND FREIGHT

The region's transportation system should provide reliable service to all users. This means that roads, bridges, rail corridors, passenger and freight terminals, and transit vehicles are in good condition. It also means that customers can expect reliable travel times between destinations and efficient connections between modes. Finally, it means that the system adapts to accommodate changing customer expectations and technologies.

OBJECTIVES

- Enhance the multimodal transportation system to maintain a state of good repair
- Improve travel time reliability for all modes
- Accommodate changing customer needs and preferences, including changing technologies

Goal: Connectivity

ENHANCE LIVES THROUGH IMPROVED ACCESS TO OPPORTUNITIES

The Central Florida region depends on a robust transportation system that connects people to jobs, health care, education, and other essential services. Individual modes and facilities should be well connected to link the region's diverse communities and support end-to-end trips for residents and visitors. More robust public transportation systems and active transportation networks will provide residents and businesses with meaningful travel choices and reduce reliance on driving as the primary mode for travel. MetroPlan Orlando and its partners will continue to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

OBJECTIVES

- Increase the frequency, service, and accessibility of public transportation and shared-mobility services
- Improve the connectivity and accessibility to multimodal transportation infrastructure
- Enhance the connectivity of the region by reducing trip distance per capita

Goal: Community

ENHANCE THE HEALTH AND VITALITY OF OUR REGION'S COMMUNITIES AND ENVIRONMENT

A mix of communities and unique natural environments make Central Florida a special place to live, work, and visit. MetroPlan Orlando and its partners are committed to advancing transportation solutions that contribute to healthier and more thriving communities and protect and enhance our natural environment. This means working closely with local governments to support local visions and plans while contributing to more efficient use of land and protection of unique historical, cultural, and environmental resources.

OBJECTIVES

- Provide transportation solutions that contribute to improved public health, including reducing adverse health impacts associated with physical inactivity
- Reduce air quality pollutants and emissions per capita from transportation sources
- Provide transportation solutions that enhance the natural and built environments

Goal: Prosperity

STRENGTHEN OUR REGION'S ECONOMY

Transportation is a critical foundation for Central Florida's continued economic development and prosperity. MetroPlan Orlando and its partners will continue to work to enhance access to jobs for all residents, support growth in trade and visitor activity, and strengthen the region's competitiveness as a place to live, work, and do business.

OBJECTIVES

- Promote transportation investments and strategies that enhance economic prosperity
- Improve access to jobs, with emphasis on essential services workers
- Increase Central Florida's affordability as a place to live, work, and visit



2050 MTP Status Report | April 2024



WHAT IS THE 2050 MTP?

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

ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Draft Public Participation Plan available for review
- Continued travel patterns and origin-destination analyses
- Existing Conditions and Area Profile Analyses completed. Data Source Guide under development

GOALS & OBJECTIVES

- Refinement of goals and objectives underway
- Continued evaluation of future trends for 2050

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway
 - Technical review of socioeconomic data is underway – comments due May 24, 2024
- Congestion Management Process (CMP) update underway, including: compiling/computing interim year figures for CMP performance measures and evaluating performance measures to add/delete
- Kicking-off evaluations for planning emphasis areas, including: financial resources, health, housing, and environmental elements

NEEDS ASSESSMENTS

- Active transportation needs assessment complete: www.MetroPlanOrlando.gov/ATP
- Transportation Systems Management and Operations (TSMO) needs assessment complete
- Transit needs assessment underway, analysis of existing conditions, peer agencies, and the rail system is complete as well as first round of stakeholder engagement
- Roadway needs assessment underway
- Safety needs assessment (Vision Zero Action Plan) is underway: www.VisionZeroCFL.gov
- Freight needs assessment is underway, including data collection and a review of key plans/resources





2050 MTP SCHEDULE

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Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
March 15 – May 10, 2024	Public review/comment period of Draft Public Participation Plan	www.MetroPlanOrlando.gov/Draft2050Plan
June 13, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
October 10, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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2050 MTP Status Report | May 2024



WHAT IS THE 2050 MTP?

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

ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Completed Public Participation Plan
- Continued travel patterns and origin-destination analyses

GOALS & OBJECTIVES

- Refinement of goals and objectives and development of draft indicators underway
- Continued evaluation of future trends for 2050

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway
 - Review of socioeconomic data complete and comments submitted to FDOT
- Congestion Management Process (CMP) update underway, including: compiling interim year performance metrics, evaluating performance measures to add/delete, and preparing for internal staff CMP workshop
- Interdisciplinary interviews & outreach to health partner agencies for their insight and expertise
- Compiling housing element best practices through a literature review
- Developing an Environmental Existing Conditions Technical Memorandum
- Began resilience strategy literature review and data collection

NEEDS ASSESSMENTS

- Active transportation needs assessment complete: www.MetroPlanOrlando.gov/ATP
- Transportation Systems Management and Operations (TSMO) needs assessment complete: <https://metroplanorlando.gov/plans/transportation-systems-management-operations-master-plan/>
- Transit needs assessment underway, analysis of rail system and bus system, second round of stakeholder engagement complete
- Roadway needs assessment underway
- Safety needs assessment (Vision Zero Action Plan) is underway: www.VisionZeroCFL.gov
- Freight needs assessment is underway, including data collection, a review of key plans/resources, and an interview outline for the freight stakeholders outreach and interdisciplinary interviews





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
June 13, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
October 10, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
December 12, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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2050 MTP Status Report | June 2024



WHAT IS THE 2050 MTP?

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ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Continued travel patterns and origin-destination analyses

GOALS & OBJECTIVES

- Completed goals and objectives, and refinement of draft indicators underway:
 - Feedback Due 7/12/24: <https://www.surveymonkey.com/r/NNXRY9Z>
 - https://metroplanorlando.gov/wp-content/uploads/2050-MTP_Chapter-1_Goals-and-Objectives_Draft_2024-06.pdf
- Draft Drivers of Change (future trends for 2050) available online: https://metroplanorlando.gov/wp-content/uploads/2050-MTP-Chapter-8_Drivers-of-Change_Draft_06-2024.pdf

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway
- Congestion Management Process (CMP) update underway, including: evaluating performance measures and strategies to add/delete and preparing for internal staff CMP workshop
- Interdisciplinary interviews & outreach to health partner agencies and housing partner agencies for their insight and expertise
- Reviewing housing element best practices through a literature review
- Developing an Environmental Existing Conditions Technical Memorandum
- Continued resilience strategy literature review and data collection
- Continued coordination with local partners on the Financial Resources component and began drafting funding source summary tables

NEEDS ASSESSMENTS

- Transit needs assessment is in the process of completion with edits to the final document underway.
- Roadway needs assessment underway, with state highway system reviews to begin soon
- Safety needs assessment (Regional Vision Zero Action Plan) is underway: www.VisionZeroCFL.gov
- Freight needs assessment is underway, including data collection, a review of key plans/resources, and an interview outline for the freight stakeholders outreach and interdisciplinary interviews





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
August 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
October 10, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
December 12, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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Draft 2050 MTP Indicators to Support the Goals and Objectives

Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Number of fatalities, serious injuries, and crashes by road user type (pedestrian, bicycle, motorcycle, road transit, and motor vehicle)	✓					✓
Number of fatalities, serious injuries, and crashes in transportation underserved communities	✓					
Rate of fatalities, serious injuries, and crashes per 100 million vehicle miles traveled (VMT) by road user type and in transportation underserved communities	✓					✓
Average clearance time for roadway incidents (return to baseline operating capacity)	✓	✓				
Average emergency response and notification time by incident occurrence	✓	✓				
Percent of pavement in good and poor condition (for Interstate and non-Interstate National Highway System roads)		✓				✓
Percent of bridges in good and poor condition (for Interstate and non-Interstate National Highway System roads)		✓				✓
Percent of transit revenue vehicles by asset class that have met or exceeded their useful life benchmark		✓				
Percent of fixed-guideway track with performance restrictions (guideway elements, power and signal elements, track elements)		✓				
Percent of transit buildings and structures with a marginal or poor condition rating		✓				
Average transit revenue miles between failures		✓				
Percent of roadway miles with reliable travel time (including for freight and visitor networks and in transportation underserved communities)		✓				
Percent of person-miles traveled that are reliable (for Interstate and non-Interstate National Highway System roads)		✓				✓
Truck travel time reliability index (for Interstate Highway System)		✓				✓
Percent of transit trips that arrive on-time		✓				
Vehicle hours traveled (VHT) per licensed driver		✓			✓	
Percent of population within ½ mile of 30-minute and 15-minute transit frequency			✓			
Percent of fixed-route transit system frequency: <15 minutes, 16-30 minutes, 31-59 minutes, >60 minutes			✓			

52

Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Percent of jobs within 30-minute travel time by mode			✓		✓	
Percent of essential services within 30-minute travel time by mode			✓	✓		
Vehicle miles traveled (VMT) per licensed driver			✓			
Average person trip distance			✓			
Percent commuting by mode			✓			
Miles of active transportation facilities			✓	✓		
Rates of asthma, obesity, and diabetes				✓		
Percent of population who missed a medical appointment in the past year due to transportation				✓		
Units of carbon dioxide (CO2), Ozone (O3) precursor emissions, particulate matter (PM2.5), and other transportation-related greenhouse gas equivalencies				✓		✓
Number of developed and conservation acres per capita				✓		
Miles of publicly owned and maintained transportation infrastructure within wetlands or the 100-year flood plain	✓	✓		✓		
Miles of publicly owned and maintained transportation infrastructure that have documented stormwater issues	✓	✓		✓		
Hours of travel time delay and associated cost					✓	
Total freight value by mode					✓	
Merchandise export value from the Orlando–Kissimmee–Sanford, Florida Metropolitan Statistical Area (MSA)					✓	
Access to jobs from transportation underserved communities			✓		✓	
Access for workers in hospitality and other services occupations from home to place of employment			✓		✓	
Affordable housing units per capita				✓	✓	
Transportation and housing costs as percent of household income				✓	✓	



2050 MTP Status Report | August 2024



WHAT IS THE 2050 MTP?

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ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Continued travel patterns and origin-destination analyses

GOALS & OBJECTIVES

- Completed goals and objectives, and refinement of draft indicators underway
- Draft Drivers of Change (future trends for 2050) available online: https://metroplanorlando.gov/wp-content/uploads/2050-MTP-Chapter-8_Drivers-of-Change_Draft_06-2024.pdf

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway, including follow-up review of base year socioeconomic dataset
- Congestion Management Process (CMP) update underway, incorporating comments from internal staff CMP workshop and MTP Technical Workshop
- Literature Review of health planning documents and discussion of health metrics and prioritization underway
- Began meeting with stakeholders for the Housing Coordination Process
- Finalizing an Environmental Existing Conditions Technical Memorandum and coordinating stakeholder engagement meetings
- Finalizing a Resilience Strategy literature review and data collection
- Continued coordination with local partners on the Financial Resources component and drafting funding source summary tables. Presented preliminary forecast during MTP Technical Workshop

NEEDS ASSESSMENTS & INVESTMENT SCENARIO PLANNING

- Transit needs assessment is complete and the technical report will be published online soon
- Roadway needs assessment underway, with state highway system reviews wrapping up and off-system reviews to begin soon
- Safety needs assessment (Regional Vision Zero Action Plan) is underway: www.VisionZeroCFL.gov
- Freight needs assessment is underway, including data collection, a review of key plans/resources, and incorporating interview findings from the first two freight stakeholder engagement sessions
- Began refinement of project cost estimation methodology
- Began refinement of prioritization methodology





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
August 14, 2024 at 8:00am	Eatonville Chamber of Commerce Coffee Break	In-Person 213 W Kennedy Blvd, Eatonville, FL 32810
October 10, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
November 14, 2024 at 10:00am	Transportation Disadvantaged Public Meeting	In-Person Heart of West Lakes, 710 S Tampa Ave, Orlando, FL 32805
December 12, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
February 13, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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2050 MTP Status Report | November/December 2024



WHAT IS THE 2050 MTP?

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ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Continued travel patterns and origin-destination analyses.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Congestion Management Process (CMP) update underway; Draft CMP documentation in final review.
- Final revisions on the strategy master list for the health component underway.
- Final revisions on the strategy master list for the housing coordination process underway.
- Review of the air quality technical memo complete, existing conditions memo complete, environmental consultation process, and mitigation and enhancement strategies technical memo complete. Final report documentation underway.
- Review of draft resilience strategies underway.
- Review of draft Financial Resources technical memo underway.

NEEDS ASSESSMENTS & INVESTMENT SCENARIO PLANNING

- Roadway needs assessment local agency coordination meetings complete. Final revisions and refinements to the needs assessment project needs list are underway.
- Modal needs assessment summary reports are under development.
- Presented the proposed freight network designation at the MTP technical workshop and solicited feedback from our partner agencies. Local agency feedback in process of being incorporated.
- Continued refinement of project cost estimation methodology. Finalized cost per mile methodology and approach for defining project complexity.
- Continued refinement of prioritization methodology, focusing on evaluation criteria and identification of thresholds and scoring process. Presented the draft project prioritization methodology during MTP Technical Workshop. Feedback from local partners is being used to update the evaluation criteria and scoring process.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
December 5, 2024 at 6:00 p.m.	Community Conversation with American Society of Highway Engineers (ASHE) Orlando	Orlando Science Center 777 E Princeton St. Orlando, FL 32801
December 12, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
January 25, 2025 at 9:00 a.m.	Community event with Aerospace and Aviation Day	Orlando-Sanford International Airport
February 13, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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2050 MTP Status Report | December 2024/January 2025

WHAT IS THE 2050 MTP?

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ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Completed travel patterns and origin-destination analyses and reviewing the technical report.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Congestion Management Process (CMP) update complete.
- Final revisions on the strategy master list for the housing coordination process underway.
- Outlining environmental evaluation screening process technical report, will be starting the wetlands assessment soon.
- Review of draft resilience strategies technical report underway.
- Final revision of draft Financial Resources technical memo underway.

NEEDS ASSESSMENTS & INVESTMENT SCENARIO PLANNING

- Final revisions and refinements to the needs assessment project needs list are nearing completion.
- Modal needs assessment summary reports are under development.
- Review of the final freight chapter is underway
- Continued refinement of project cost estimation methodology. A consolidated report detailing the cost estimation methodology is in progress.
- Presented the revised project prioritization methodology during December MTP Technical Workshop. Final technical report is underway.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
January 15, 2025 at 6 p.m.	Community event with Lake Nona STEAM Night	Lake Nona Middle School
January 25, 2025 at 8 a.m.	Community event with Aerospace and Aviation Day	Orlando-Sanford International Airport
February 13, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
April 10, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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2050 MTP Status Report | February 2025

WHAT IS THE 2050 MTP?

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ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Reviewing the final technical report.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Final revisions on the strategy master list for the housing coordination process underway.
- The high-level wetlands assessment is currently in production
- Review of draft resilience strategies technical report completed.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & INVESTMENT SCENARIO PLANNING

- Completed needs assessment and candidate project lists.
- Modal needs assessment summary reports are under development.
- Second review of the final freight chapter is underway
- Project cost estimation methodology has been finalized and is being applied to the list of projects identified through the needs assessment. A consolidated report detailing the methodology is in progress.
- Finalized project prioritization methodology and applying the approved methodology to the completed needs assessment candidate project lists.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Funding Scenario Comparisons								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
April 9, 2025 at 9:00am	2050 MTP Summit	Lake Mary Event Center 260 N Country Club Rd, Lake Mary, FL 32746
April 10, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
June 12, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 14, 2025	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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2050 MTP Status Report | April 2025



WHAT IS THE 2050 MTP?

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ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Refinement of final reports underway.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Final revisions of health and housing components underway.
- Completed a high-level wetlands assessment.
- Review of draft resilience strategies documentation underway.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Second review of the final freight chapter is completed.
- Project cost estimation methodology has been finalized and applied to the list of projects identified through the needs assessment. A consolidated report detailing the methodology is in progress.
- Finalized project prioritization methodology and applied the approved methodology to the completed needs assessment candidate project lists.
- Developing a 2050 MTP Data Visualization Dashboard.
- Developed five preliminary funding scenarios for evaluation.
- Hosted a 2050 MTP Summit (4/9) to collaboratively review and solicit feedback from regional decision makers on the preliminary funding scenarios. See the following pages for the five preliminary funding scenarios as presented on 4/9/25.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Funding Scenario Comparisons								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
May 12, 2025	Community Pop Up	LYNX Rosemont Superstop/ Orange County
May 31, 2025	Safe Kids, Strong Futures Fair	Children's Safety Village
June 4, 2025	Community Pop Up	LYNX Walmart Poinciana Superstop/ Osceola County
June 12, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
July 10, 2025	Community Pop Up	LYNX Seminole Centre Superstop/ Seminole County
August 14, 2025	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

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Handout Primer

2050 MTP GOALS



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to opportunities



COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environment



PROSPERITY

Strengthen our region's **ECONOMY**

HOW TO READ THE GAUGES

Each scenario features a gauge that illustrates its level of support for the MTP Goals compared to the Status Quo scenario. A dial pointing to “more” indicates stronger support for the MTP goal than the status quo, while a “neutral” dial signifies a similar level of support to the status quo. Conversely, a dial pointing to “less” indicates reduced support for the MTP goal.



MODAL PROGRAMS AND ELIGIBLE PROJECTS

The following descriptions represent the standard definition and project type for each proposed modal program. Specific scenarios can be more or less restrictive and will be highlighted in the boxes under **Scenario Modal Categories**.

Program		Eligible Projects
	Safety	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	Complete Streets	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	Active Transportation	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
	Transit	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, support equipment, technology, and safety and security.
	Widening	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

Scenario 1

STATUS QUO

The **Status Quo** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets, TSMO, Active Transportation, and Transit, but does not include a funding allocation for independent safety projects.

SCENARIO MODAL CATEGORIES



SAFETY

Despite no safety funding allocation, safety components are included in other funded project types.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



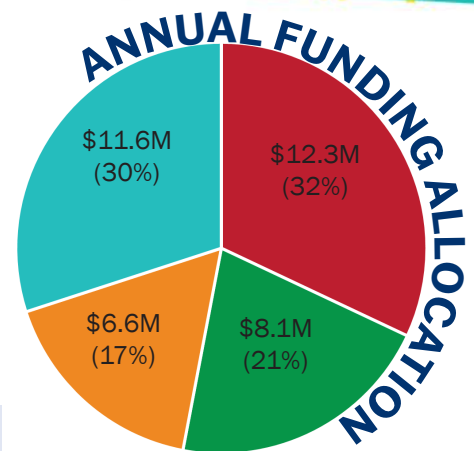
ACTIVE TRANSPORTATION

Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, and sidewalk improvements.



TRANSIT

Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0	0	projects
3R/Goes-with SHS Improvements	0	0	miles
Trails or Sidepaths	0.6	12	miles
Buses	7	140	buses
Transit Stop Upgrades	0	0	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.7	74	miles
Intersection Improvements	1^	9	intersections
Complete Streets	1.5	29	miles
Roadway Widening Improvements	0	0	miles

129

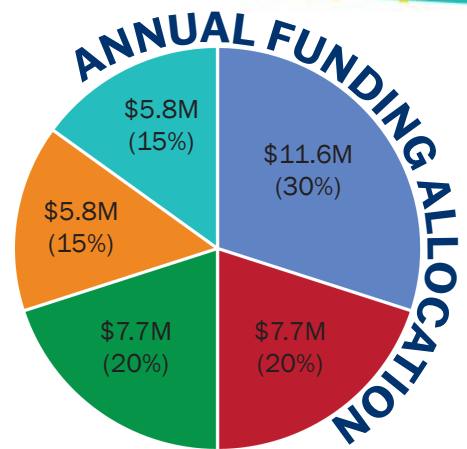
Scenario 2

SAFETY EMPHASIS

The **Safety Emphasis** scenario includes a funding allocation for independent safety projects. This includes annual set-asides for supplemental safety planning, safety improvements along the state highway system, and funding for priority projects along the high injury network. The **Safety Emphasis** scenario also includes elevated funding for TSMO and reduced funding for Active Transportation and Transit in comparison with the Status Quo.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, school mobility program, and critical sidewalks program.
	TRANSIT	Capital expenses for transit stop and shelter enhancements.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	23	projects
3R/Goes-with SHS Improvements	2.8	55	miles
Trails or Sidepaths	0.4	8	miles
Buses	0	0	buses
Transit Stop Upgrades	58	1,160	stops
Signals Retimed	143	2,860	signals
TSMO Corridors	3.7	75	miles
Intersection Improvements	1^	9	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0	0	miles

Scenario 3

TSMO EMPHASIS

The **TSMO Emphasis** scenario includes dedicated funding for TSMO capital projects, as well as annual set-asides for the annual traffic signal retiming program and regional travel data program. This also includes a funding allocation for independent safety projects. When compared to the Status Quo, the **TSMO Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and Transit projects.

SCENARIO MODAL CATEGORIES



SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for the annual traffic signal retiming program and regional travel data program.



ACTIVE TRANSPORTATION

Includes local and regional trail projects and school mobility program.

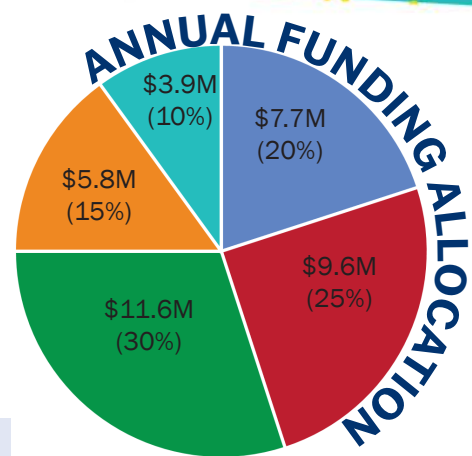


TRANSIT

Capital expenses for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.7	34	miles
Trails or Sidepaths	1.1	21	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	7	140	miles
Intersection Improvements	1^	10	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0	0	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

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^This value is approximated as projects will be in various phases.

Scenario 4

TRANSIT EMPHASIS

The **Transit Emphasis** scenario includes an annual set-aside for transit capital improvements, in addition to a dedicated set-aside for transit stop and shelter enhancements. When compared to the Status Quo, the **Transit Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and TSMO projects.

SCENARIO MODAL CATEGORIES



SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



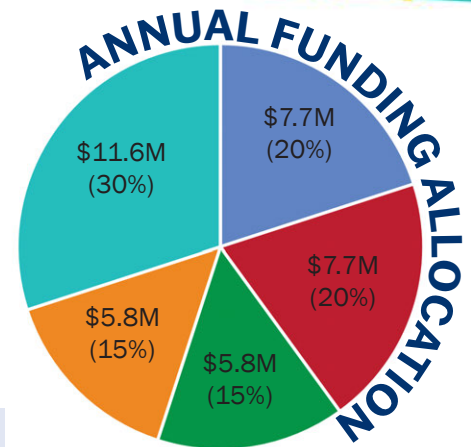
ACTIVE TRANSPORTATION

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



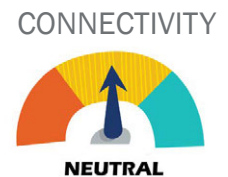
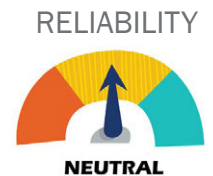
TRANSIT

Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security. Includes a set-aside for transit stop and shelter enhancements.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo



Notes:

These scenarios represent a draft as of 3/28/2025.

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^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	11	projects
3R/Goes-with SHS Improvements	2.6	52	miles
Trails or Sidepaths	0.6	12	miles
Buses	4	80	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	1.3	25	miles
Intersection Improvements	1^	7	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0	0	miles

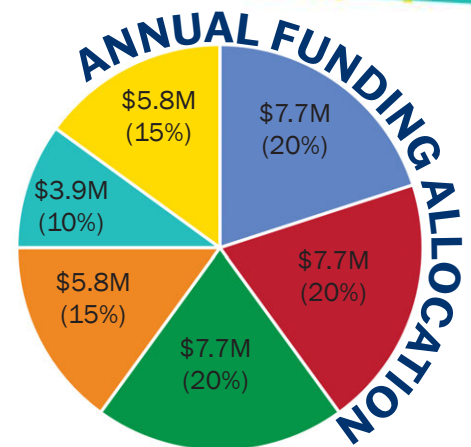
Scenario 5

RESTRICTIVE PROJECT TYPES

The **Restrictive Project Types** scenario includes funding to support construction for roadway widening projects, limits Active Transportation projects to only trail projects, and limits Transit projects to transit stop and shelter enhancements. When compared to the Status Quo, the **Restrictive Project Types** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, TSMO, and Transit projects.

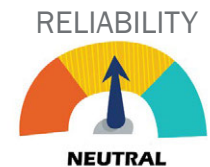
SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Limited to only include trail projects.
	TRANSIT	Limited to only include a set-aside for transit stop and shelter enhancements.
	WIDENING	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo



Notes:

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^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	0	0	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.8	35	miles
Trails or Sidepaths	1.3	25	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.6	72	miles
Intersection Improvements	1^	8	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0.3	133 ₆	miles



2050 MTP Status Report | May/June 2025

WHAT IS THE 2050 MTP?

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



ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Refinement of final reports underway.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Final revisions of health and housing components underway.
- Preparation of draft environmental documents underway.
- Final preparation of the resilience documents underway.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Preparations for development of and coordination to refine the planning consistency needs lists for non-TMA-Eligible projects are underway.
- Final revisions of the freight component underway.
- The consolidated report detailing the cost estimation methodology was finalized.
- Updates to project prioritization scoring to incorporate updated databases.
- Continued development of a 2050 MTP Data Visualization Dashboard.
- Continued reviewing feedback from the 2050 MTP Summit (4/9) and 2050 MTP Technical Workshop #8 (4/10) to identify refinements to the funding scenarios in preparation of developing the second iteration of funding scenarios for discussion.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Funding Scenario Comparisons								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
May 20, 2025	People of Ocoee Meeting	Huntley Park Community Center
May 31, 2025	Safe Kids, Strong Futures Fair	Children's Safety Village
June 4, 2025	Community Pop Up	LYNX Walmart Poinciana Superstop/ Osceola County
June 12, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
July 10, 2025	Community Pop Up	LYNX Seminole Centre Superstop/ Seminole County
August 14, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

Taylor Laurent
2050 MTP Project Manager
MTP@MetroPlanOrlando.gov
(407) 481-5672

Para obtener más información, contacte:

Mary Ann Horne
2050 MTP Public Information Manager
MTP@MetroPlanOrlando.gov
(407) 481-5672

[MetroPlanOrlando.gov/2050](https://metroplanorlando.gov/2050)





2050 MTP Status Report | June/July 2025

WHAT IS THE 2050 MTP ?

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



ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Refinement of final reports underway.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Final revisions of health and housing components underway.
- Draft environmental documents development underway.
- Final preparation of the resilience documents underway.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Coordination to refine and the development of the planning consistency needs lists for non-TMA-Eligible projects are underway.
- Final revisions of the freight component completed.
- Continued development of a 2050 MTP Data Visualization Dashboard and online supporting materials.
- Developed revised, second draft funding scenarios for review and discussion at the MTP Technical Workshop, MPO Board, and MPO Advisory Committee meetings.

COST FEASIBLE PLAN DEVELOPMENT

- Began development of the Cost Feasible Plan narrative outline, cost feasible project needs list structure, and unfunded needs list structure.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Funding Scenario Comparisons								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
July 10, 2025	Community Pop Up	LYNX Seminole Centre Superstop/ Seminole County
July 24, 2025 at 12:00PM	Journey to 2050: Future Trends Webinar	Additional Information Coming Soon Virtual / Zoom
August 14, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 21, 2025 at 12:00PM	Journey to 2050: Community Characteristics Webinar	Additional Information Coming Soon Virtual / Zoom
September 11, 2025 at 12:00PM	Journey to 2050: Multimodal Transportation Needs Webinar	Additional Information Coming Soon Virtual / Zoom
September 29, 2025	2050 MTP Public Meeting	Additional Information Coming Soon Pine Hills Multicultural Center

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Para obtener más información, contacte:

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Handout Primer

2050 MTP GOALS



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to opportunities



COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environment



PROSPERITY

Strengthen our region's **ECONOMY**

HOW TO READ THE GAUGES

Each scenario features a gauge that illustrates its level of support for the MTP Goals compared to the Stay the Course scenario. A dial pointing to “more” indicates stronger support for the MTP goal compared to staying the course, while a “neutral” dial signifies a similar level of support to staying the course. Conversely, a dial pointing to “less” indicates reduced support for the MTP goal.



MODAL PROGRAMS AND ELIGIBLE PROJECTS

The following descriptions represent the standard definition and project type for each proposed modal program. Specific scenarios can be more or less restrictive and will be highlighted in the boxes under **Scenario Modal Categories**.

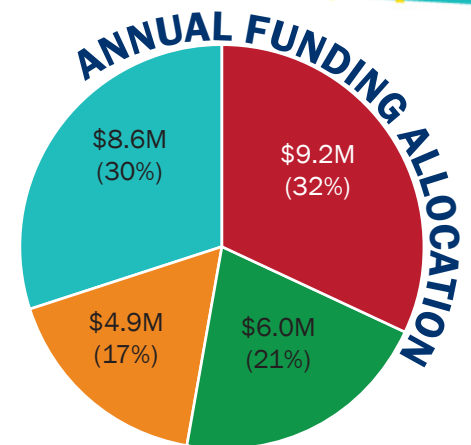
Program		Eligible Projects
	High Injury Network Countermeasures (Safety Projects)	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	Complete Streets/ Urban Corridor Improvements	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	Transportation Systems Management & Operations (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	Active Transportation (Bike & Pedestrian Projects)	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
	Transit Capital	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.
	Widening/New Corridor Development	Includes dedicated funding to support construction of widening/new roadway projects (CST and CEI phases only).

Stay the Course

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

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Despite no safety funding allocation, safety components are included in other funded project types.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, and sidewalk improvements.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

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

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

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

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^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

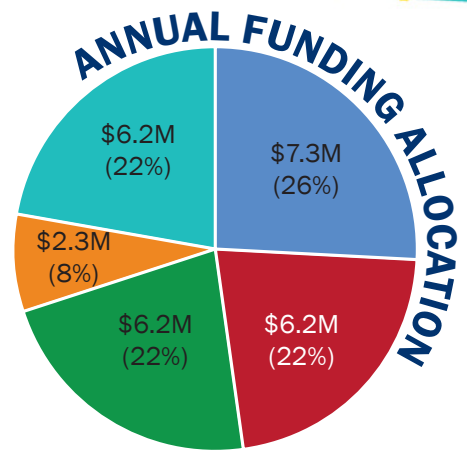
Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0.0	0	projects
3R/Goes-with SHS Improvements	0.0	0	miles
Trails or Sidepaths	0.4	7	miles
Buses	5.3	105	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	4.3	86	miles
Intersection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

Safety Set Aside

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

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

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

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

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SCENARIO OUTPUTS

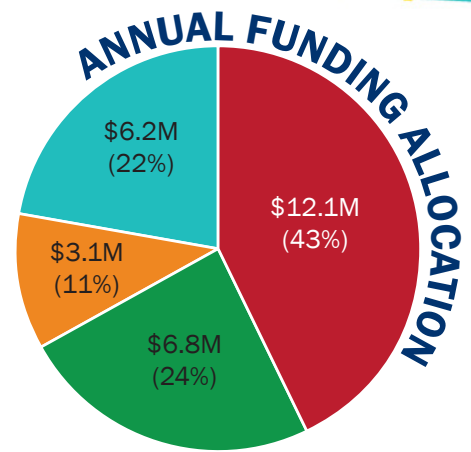
Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	28	miles
Safety Projects Along the HIN	0.8	16	projects
3R/Goes-with SHS Improvements	1.9	37	miles
Trails or Sidepaths	0.1	3	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	7.7	154	miles
Intersection Improvements	0.3	5	intersections
Complete Streets	1.0^	17	miles
Roadway Widening Improvements	0.0	92 ⁰	miles

Recategorizing Safety

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

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Includes projects aimed at enhancing safety with engineering countermeasures. Projects are categorized into the modal category they fit best within.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

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



SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.5	30	miles
Safety Projects Along the HIN	0.0	0	projects
3R/Goes-with SHS Improvements	0.0	0	miles
Trails or Sidepaths	0.3	6	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	7.9	159	miles
Intersection Improvements	1.0^	25	intersections
Complete Streets	2.6	52	miles
Roadway Widening Improvements	0.0	93 0	miles

Notes:

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^This value is approximated as projects will be in various phases.

ITS Set-Aside and Restricted Active Transportation

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

SCENARIO MODAL CATEGORIES



HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)

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



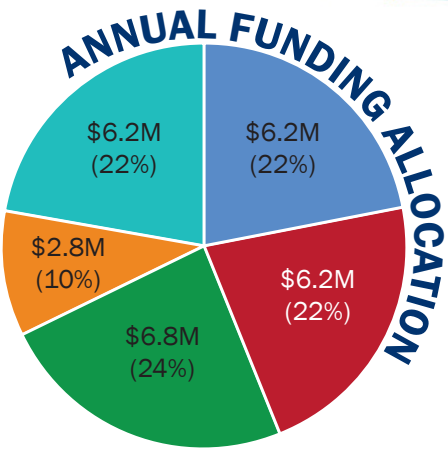
ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)

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



TRANSIT CAPITAL

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



RELATIVE SUPPORT OF MTP GOALS

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



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SCENARIO OUTPUTS

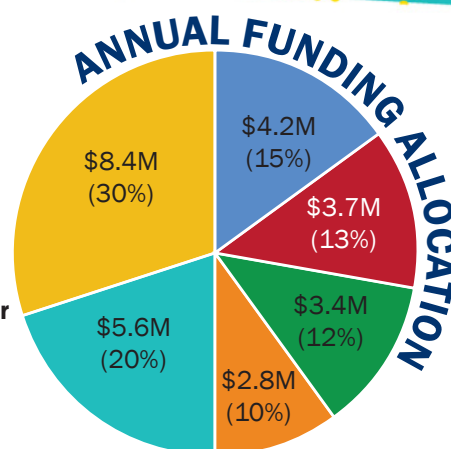
Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	0.7	13	projects
3R/Goes-with SHS Improvements	1.6	32	miles
Trails	0.3	6	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	6.7	134	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0.0	94 0	miles

Widening/New Corridor Category

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

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.
	WIDENING/NEW CORRIDOR DEVELOPMENT	Includes dedicated funding to support construction of widening and new corridor projects (CST and CEI phases only).



RELATIVE SUPPORT OF MTP GOALS

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

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

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

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	0.5	9	projects
3R/Goes-with SHS Improvements	1.1	22	miles
Trails or Sidepaths	0.3	5	miles
Buses	3.4	69	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	3.2	64	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	0.5	11	miles
Roadway Widening Improvements	0.8	95 16	miles

Scenario Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
High Injury Network Countermeasures	0%	26%	0%	22%	15%
Complete Streets/Urban Corridor Improvements	32%	22%	43%	22%	13%
Transportation Systems Management & Operations	21%	22%	24%	24%	12%
Active Transportation	17%	8%	11%	10%	10%
Transit Capital	30%	22%	22%	22%	20%
Widening/New Corridor Development	0%	0%	0%	0%	30%

Annualized Scenario Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
Miles of Sidewalk	2.7	1.4	1.5	1.4	1.4
Safety Projects Along the HIN	0	0.8	0	0.7	0.5
3R/Goes-with SHS	0	1.9	0	1.6	1.1
New Buses	5.3	3.8	3.8	3.8	3.4
Miles of Trails	0.4	0.1	0.3	0.3	0.3
Miles of TSMO Improvements	4.3	7.7	7.9	6.7	3.2
Number of Intersections Improved	1	0.3	1	1	1
Miles of Complete Streets	1.1	1	2.6	0.8	0.5
New Lane Miles	0	0	0	0	0.8
Number of Signals Retimed	131	131	131	131	131



2050 MTP Status Report | August 2025

WHAT IS THE 2050 MTP?

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



ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Refinement of final reports underway.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Refinement of final reports underway, including: Community Health & Housing, Environment & Resilience, and Financial Resources.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Final revisions to the transportation needs planning consistency lists underway.
- Continued development of a 2050 MTP Data Visualization Dashboard and online supporting materials.
- MPO Board and Advisory Committees selected a recommended funding policy for the 2050 Plan

COST FEASIBLE PLAN DEVELOPMENT

- Continued development of the Cost Feasible Plan, including the narrative, cost feasible tables, unfunded needs list tables, and the local needs and opportunities lists for planning consistency.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Funding Scenario Comparisons								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
August 14, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 21, 2025 at 12:00PM	Journey to 2050: Community Characteristics Webinar	Virtual / Zoom https://metroplanorlando.gov/calendar/
September 11, 2025 at 12:00PM	Journey to 2050: Multimodal Transportation Needs Webinar	Virtual / Zoom https://metroplanorlando.gov/calendar/
September 29, 2025 at 5:00pm	2050 MTP Public Meeting	Pine Hills Multicultural Center 7149 W Colonial Dr, Orlando, FL 32818

For more information on the 2050 MTP, contact:

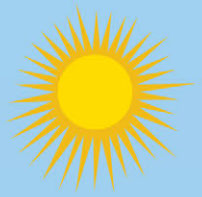
Taylor Laurent
2050 MTP Project Manager
MTP@MetroPlanOrlando.gov
(407) 481-5672

MetroPlanOrlando.gov/2050

Para obtener más información, contacte:

Mary Ann Horne
2050 MTP Public Information Manager
MTP@MetroPlanOrlando.gov
(407) 481-5672





M.6 Outreach Collateral



BROUGHT TO YOU BY:



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Path to **2050** Central Florida

A Transportation Activity Book

How Old Will You Be in the Year 2050?

Find
out:

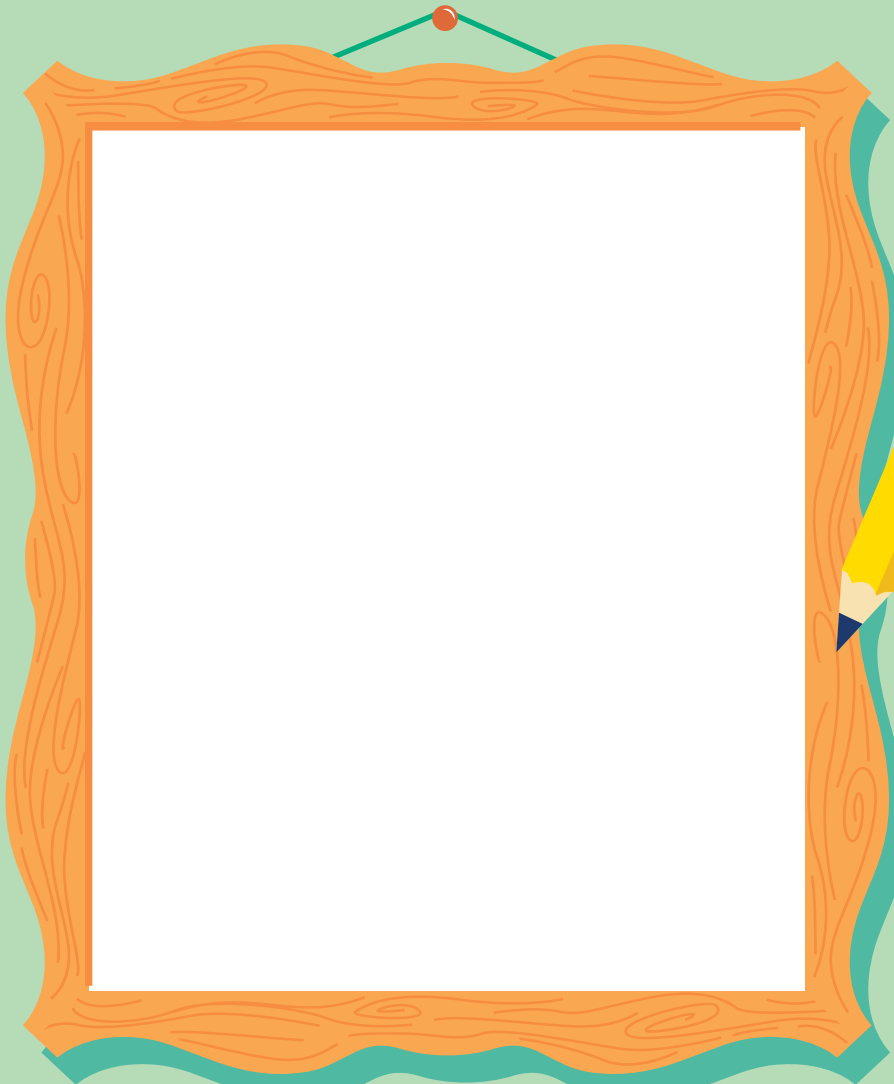
2050 - _____ (this year) = _____

_____ (previous answer) + _____ (your age today)

= _____ (how old you'll be in 2050)



Draw Yourself in the Year 2050



Getting Around in 2050

We're planning how
transportation will look
in Central Florida.
Help us to imagine the
future. It can be
what you make it.



Planning for Everyone

We want everyone to arrive safely,
no matter how they choose to get there.



Choices

How many of these have you used? (circle them)



car



scooter



bicycle



LYNX bus



walking



SunRail train



Vision Zero

Our safety program. VisionZeroCFL.gov

Metropolitan Transportation Plan

Our 2050 Plan. MetroPlanOrlando.gov/2050



VISION ZERO
CENTRAL FLORIDA



Connect Central

Find Your Way through Our Region



Florida



Uncover the Hidden Message

This word search puzzle has a hidden safety message. Solve it by finding the 10 words in the list.

(Words can go in any direction and share letters. They can also cross over each other.)

Then, copy the unused letters, starting in the top left corner, into the blanks to reveal the message.

N	S	A	T	D	L	E	I	Y
O	F	E	T	E	Y	N	O	W
I	A	N	D	A	M	L	W	A
T	C	R	A	S	H	L	W	Y
U	H	C	T	A	W	O	E	S
A	T	H	G	I	L	B	R	H
C	R	O	S	S	W	A	L	K
U	Q	R	G	U	A	R	D	S
T	L	E	B	T	A	E	S	B

Find these:

CRASH

HELMET

SEATBELT

CROSSWALK

CAUTION

SLOW

WATCH

GUARDS

LIGHT

YIELD

hidden message

“

”

What's missing?

Many people get around by driving.

What types of transportation are **missing** from this picture?

Unscramble the words to complete these sentences about other ways to get around. (Hint: start with the letter that is underlined)

UXLN SBUES: _____ travel around the region and stop on many streets and at stations.

RATISN: Moving on their own paths, _____ carry passengers up and down the lines.

CIYBLEC: You should wear your helmet when you pedal your _____ around town.

OTMCRECOYL: The _____ makes a loud noise, but it has no windows or doors.

LAWGKNI: All you need for _____ are your own two feet and a safe place to do it.

OCSTORE, ATKSBADOR: When you get around by _____ you can leave it at the door. If you are on a _____, you can carry it with you.



Building for the Future

A lot goes into building the transportation system.
It also costs a lot of money, which comes from taxes.

How much
does it
cost?

Pick the answers below that you think are correct
by deciding on the correct number of zeros.

To build a mile of road

- ☐ \$5,000 (five thousand dollars)
- ☐ \$500,000 (five hundred thousand dollars)
- ☐ \$5,000,000 (five million dollars)

To build a mile of sidewalk

- ☐ \$16,000 (sixteen thousand dollars)
- ☐ \$160,000 (one hundred sixty thousand dollars)
- ☐ \$1,600,000 (one million, six hundred thousand dollars)

To build a mile of trail

- ☐ \$100,000 (one hundred thousand dollars)
- ☐ \$1,000,000 (one million dollars)
- ☐ \$10,000,000 (ten million dollars)

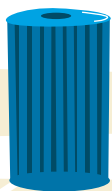
To buy a 40-foot-long bus

- ☐ \$56,300 (fifty-six thousand, three hundred dollars)
- ☐ \$563,000 (five hundred sixty-three thousand dollars)
- ☐ \$5,630,000 (five million, six hundred thirty thousand dollars)

Fun Fact
We have more than 11,700
miles of roads in
Central Florida

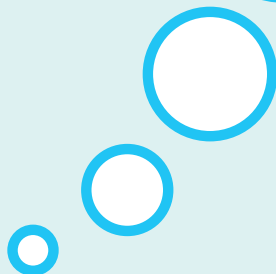
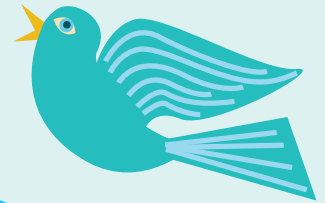
Fun Fact
LYNX runs 304 buses and
has 4,304 bus stop locations

Fun Fact
We have more
than 6,700 miles
of sidewalks



Imagine the Future

Draw your vision of how you'll get around Central Florida in the year 2050. Don't forget to put yourself in the picture!



Take a photo of your drawing and have an adult help you email it to us at **MTP@MetroPlanOrlando.gov**.
Tell us why you think the future looks like this.





metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Contact Us



250 South Orange Ave.
Suite 200
Orlando, FL 32801
MetroPlanOrlando.gov
MTP@MetroPlanOrlando.gov

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Your Guide: MetroPlan Orlando

MetroPlan Orlando leads transportation planning efforts in Orange, Osceola, and Seminole counties. We coordinate closely with elected officials, industry experts, and the community to shape our region's transportation system. As the metropolitan planning organization for Central Florida, we also set priorities and determine how federal and state transportation dollars are spent in the region.



How Transportation Plans Work

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

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



Does My Input Really Matter?

Yes! We need your feedback so we can ensure the plans truly reflect what the community values. It's important for us to hear from as many people as possible, because transportation affects everyone. Our economy and quality of life depend on efficiently connecting people to places.

How You Can Get Involved



Online at MetroPlanOrlando.gov/2050

Visit our website for ways to attend meetings, give input, or follow us on social media



In Person

Invite us to attend your event or present to your group
MetroPlanOrlando.gov/RequestASpeaker



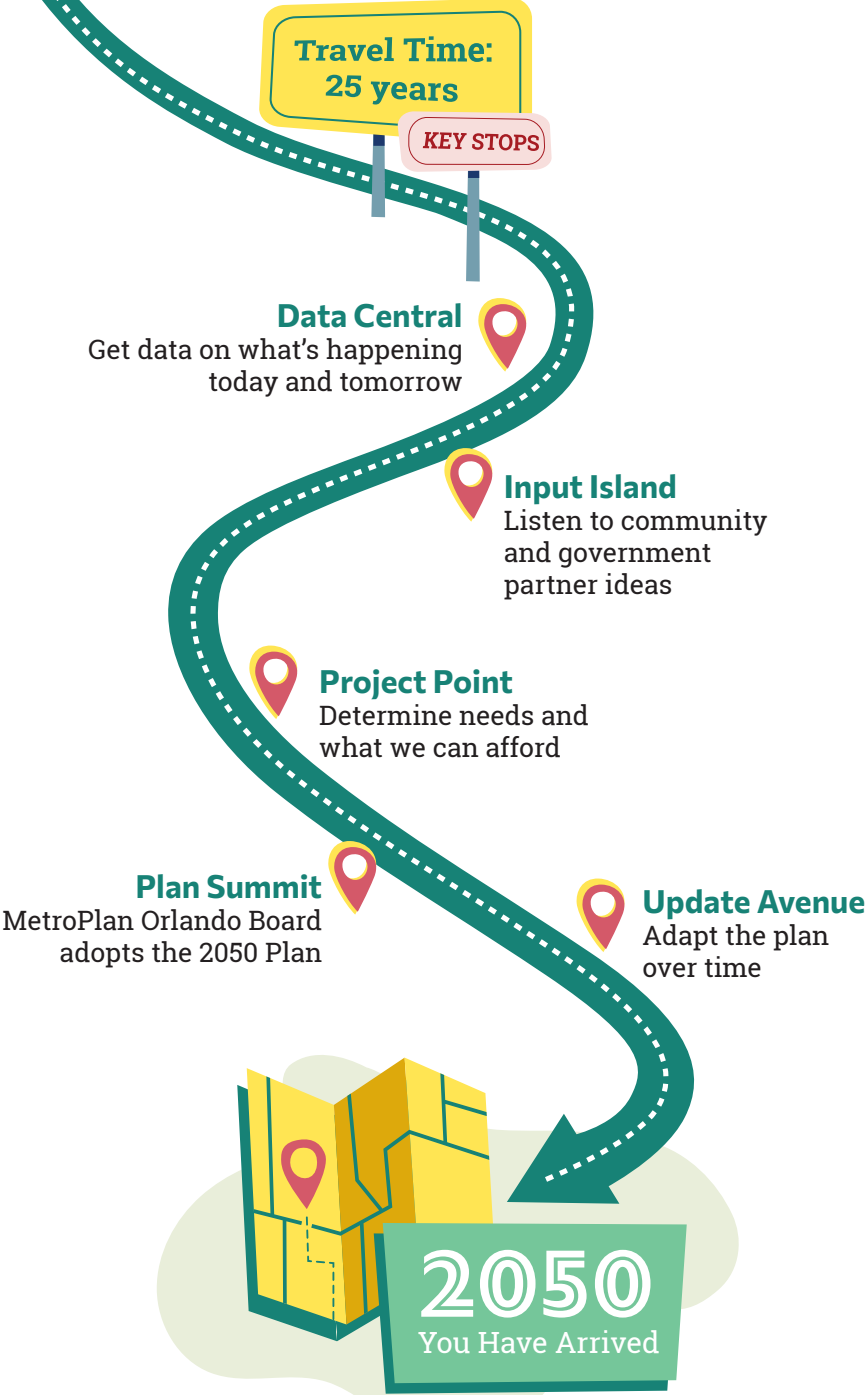
Contact Us

MTP@MetroPlanOrlando.gov | 407-481-5672
250 S. Orange Ave., Suite 200, Orlando, FL 32801

*No internet connection? No problem! If you don't have digital access, you can request printed material by calling the above number



2050: The Route



Central Florida: Know Before You Go



More People, More Stuff

2.4 million people live here today, with **778,000** more people and **70%** more tons of freight arriving by **2050**



Visitors Come & Stay Awhile

About a **half million** visitors share our transportation system every day



Safety Challenges

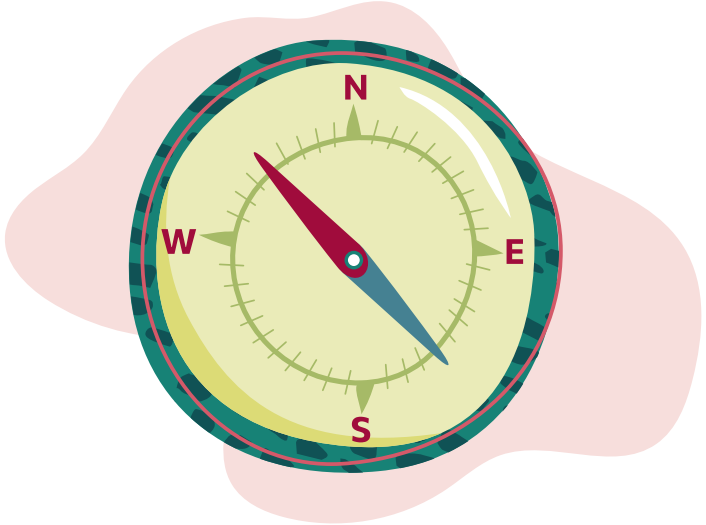
More than **200** people die on Central Florida roads each year



Cost of Living Struggles

Almost **half** of families have difficulties paying for transportation, housing, food, & health care

Pointing in the Right Direction



These goals ensure the best experience for people of all ages and abilities:

Safety	Provide a safe and secure transportation system
Connectivity	Enhance lives through improved access to jobs and services
Prosperity	Strengthen our region's economy
Reliability	Provide a dependable system across all modes for people and freight
Community	Enhance our region's health and environments

Su guía: MetroPlan Orlando

MetroPlan Orlando lidera los esfuerzos de planificación del transporte en los condados de Orange, Osceola y Seminole. Coordinamos de forma estrecha con funcionarios electos, expertos de la industria y la comunidad para dar forma al sistema de transporte de nuestra región. En calidad de organización de planificación metropolitana para Florida Central, también establecemos prioridades y determinamos cómo se gastan los dólares federales y estatales para transporte en la región.



Cómo funcionan los planes de transporte

Cuando decimos transporte, nos referimos a todos sus tipos: caminar, andar en bicicleta, automóvil, autobús, tren, paratransito y más. Planificamos cómo crecerá, evolucionará y se conectará todo el sistema durante las décadas que vienen. Actualmente estamos elaborando el **Plan de Transporte Metropolitano** para el año 2050.

Una vez que los proyectos estén en nuestro Plan 2050, serán elegibles para recibir financiamiento federal y estatal. Estos son clasificados y convertidos en una lista de espera llamada **Lista de Proyectos Priorizados**, la cual vincula nuestro plan de 20 años y nuestro plan de cinco años. Cuando hay dinero disponible, un proyecto pasa al **Programa de Mejora del Transporte** de cinco años.



¿Realmente importan mis aportes?

¡Sí! Necesitamos sus comentarios para que podamos garantizar que los planes reflejen verdaderamente lo que valora la comunidad. Es importante para nosotros escuchar a nuestros residentes y visitantes porque el transporte afecta a todos. Nuestra economía y calidad de vida dependen de conectar eficientemente a las personas con los lugares.

Cómo participar



En línea en MetroPlanOrlando.gov/2050

Visite nuestro sitio web para conocer las formas de asistir a reuniones, brindar aportes o seguirnos en las redes sociales.



En persona

Invítenos a asistir a su evento o presentar a su grupo
MetroPlanOrlando.gov/RequestASpeaker



Contáctenos

MTP@MetroPlanOrlando.gov | 407-481-5672
250 S. Orange Ave., Suite 200, Orlando, FL 32801

*¿No tiene conexión a Internet? ¿No hay ningún problema! Si usted no tiene acceso digital, puede solicitar material impreso llamando al número anterior



VIAJE AL 2050

Destino: Un sistema de transporte de primera categoría para Florida Central



2050: La Ruta

Tiempo de viaje: 25 años

PARADAS CLAVE

Central de datos
Obtener datos sobre lo que sucederá hoy y mañana

Isla de Aportes
Escuchar las ideas de los socios de la comunidad y del gobierno

Punto del Proyecto
Determinar las necesidades y lo que podemos permitirnos

Cumbre del Plan
La Junta de MetroPlan Orlando adopta el Plan 2050

Sendero de Actualización
Adaptar el plan con el tiempo

2050
Usted ha llegado

Florida Central: Qué saber antes de ir



Más Gente, Más Cosas

Alrededor de **2,4 millones** de habitantes
(Para 2050: **778.000** personas más y un **70%** más de toneladas de carga)



Los Visitantes Siguen Llegando

Alrededor de **medio millón** de visitantes comparten nuestro sistema de transporte cada día



Desafíos De Seguridad

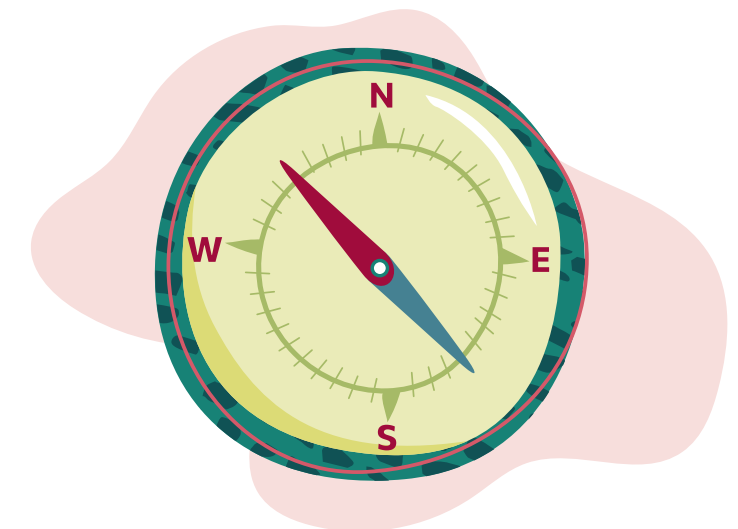
Más de **200** personas pieren cada año en las carreteras de Florida Central



Luchas Por El Costo De Vida

Casi la **mitad** de las familias tienen dificultades para pagar el transporte, la vivienda, la alimentación y la atención médica

Apuntando en la dirección correcta



Estos objetivos garantizan la mejor experiencia para personas de todas las edades y habilidades:

Seguridad

Proporcionar un sistema de transporte seguro y protegido

Conectividad

Mejorar las vidas a través de un mejor acceso a empleos y servicios

Prosperidad

Fortalecer la economía de nuestra región

Confiabilidad

Proporcionar un sistema confiable en todos los modos para personas y carga

Comunidad

Mejorar la salud y el medio ambiente de nuestra región

Gid Ou: MetroPlan Orlando

MetroPlan Orlando dirije efò planifikasyon transpò nan konte Orange, Osceola, ak Seminole. Nou travay men nan men ak eli yo, ekspè nan sektè endistri yo, ak kominote a pou fòme sistèm transpò reyon nou an. Antanke òganizasyon planifikasyon metwopolitèn pou Central Florida, nou menm tou nou fikse priyorite epi detèmine kijan fon federal ak etatik yo konsakre nan transpò yo depanse nan reyon an.



Fonksyonman Plan Transpò

Lè nou di transpò, nou vle di tout kalite: mache, bisiklèt, machin, bis, tren, transpò adapte, ak plis ankò. Nou planifye fason tout sistèm nan pral grandi, evolye, ak konekte nan deseni kap vini yo. Kounye a, n ap kreye **Plan Transpò Metwopoliten** an pou ane 2050 la.

Yon fwa pwojè yo nan Plan 2050 nou an, li ka benefisye yon finansman federal ak nasyonal. Yo klase ak enkri sou yon lis datant ki rele **Lis Pwojè Pwiyorite**, ki fè lyen ant plan sou 20 an ak plan senk ane nou an. Lè fon yo disponib, yon pwojè antre nan **Pwogram Amelyorasyon Transpò** pou senkan.



Èske avi mwen konte vrèman?

Wi! Nou bezwen avi ou pou nou ka asire ke plan yo vrèman reflete valè kominote a. Li enpòtan pou nou tande avi rezidan yo ak vizitè nou yo paske transpò konsène tout moun. Ekonomi nou ak kalite lavi nou depann de efikasite lyezyon yo ant moun ak kote yo rete a.

Kijan pou Patisipe



Anliy sou MetroPlanOrlando.gov/2050

Vizite sit entènèt nou an pou w jwenn fason pou w patisipe nan reyinyon yo, bay avi w, oswa suiv nou sou rezo sosyal yo



An Pèsòn

Envite nou patisipe nan evènman ou oswa prezante bay gwoup ou a MetroPlanOrlando.gov/RequestASpeaker



Kontakte Nou

MTP@MetroPlanOrlando.gov | 407-481-5672
250 S. Orange Ave., Suite 200, Orlando, FL 32801

*Okenn koneksyon entènèt? Pa gen pwoblèm! Si ou pa gen aksè ak nimerik, ou ka mande dokiman enprime lè w rele nimewo ki anwo a



VWAYAJ AN 2050

Destinasyon: Yon sistèm transpò lòt nivo pou Central Florida la



2050: Wout La

Tan Vwayaj:
25 an

ETAP PRENSIPAL

Santral Done

Jwenn done sou sa k ap pase
jodi a ak demen

Ilo Antre

Koute lide patnè
kominote ak
gouvènman an

Pwen Pwojè

Detèmine bezwen ak sa
nou ka pèmèt

Somè Plan

Konsèy Administrasyon
MetroPlan Orlando
adopte plan 2050

Mizajou Chantye

Adapte plan a
chak tan

2050

Ou Rive

Central Florida: Sa Pou Konnen Anvan Ou Ale



Plis Moun, Plis Travay

Apeprè **2.4 milyon**
popilasyon (An 2050:
778,000 plis moun ak
70% plis tòn machandiz)



Vizitè Yo Kontinye Ap Vini

Apeprè yon
demi milyon vizitè
pataje sistèm transpò
nou an chak jou



Defi An Matyè Sekirite

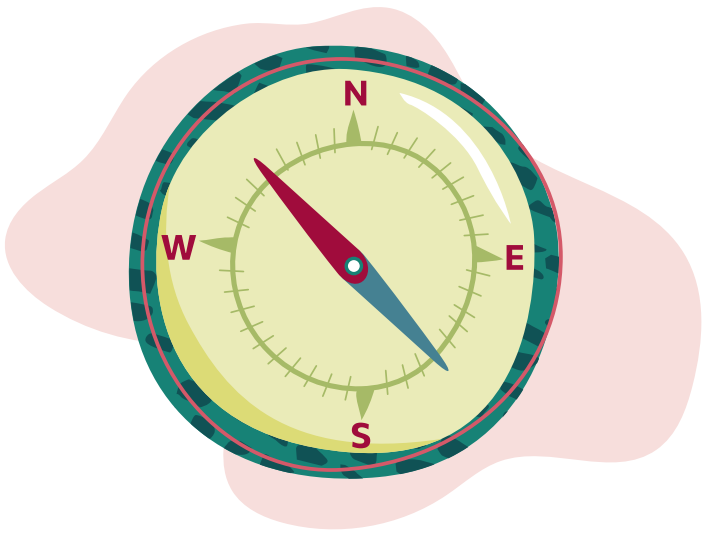
Plis pase **200** moun
mouri sou wout
Central Florida
chak ane



Lit Kont Kou Lavi

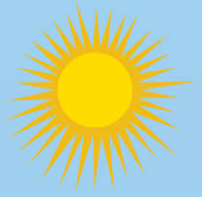
Prèske **mwatye** nan
fanmi yo gen difikilte pou
peye transpò, lojman,
manje, ak swen sante

Oryante nan Bon Direksyon an



Objektif sa yo asire yon eksperyans optimal pou moun ki gen tout
laj ak tout kapasite:

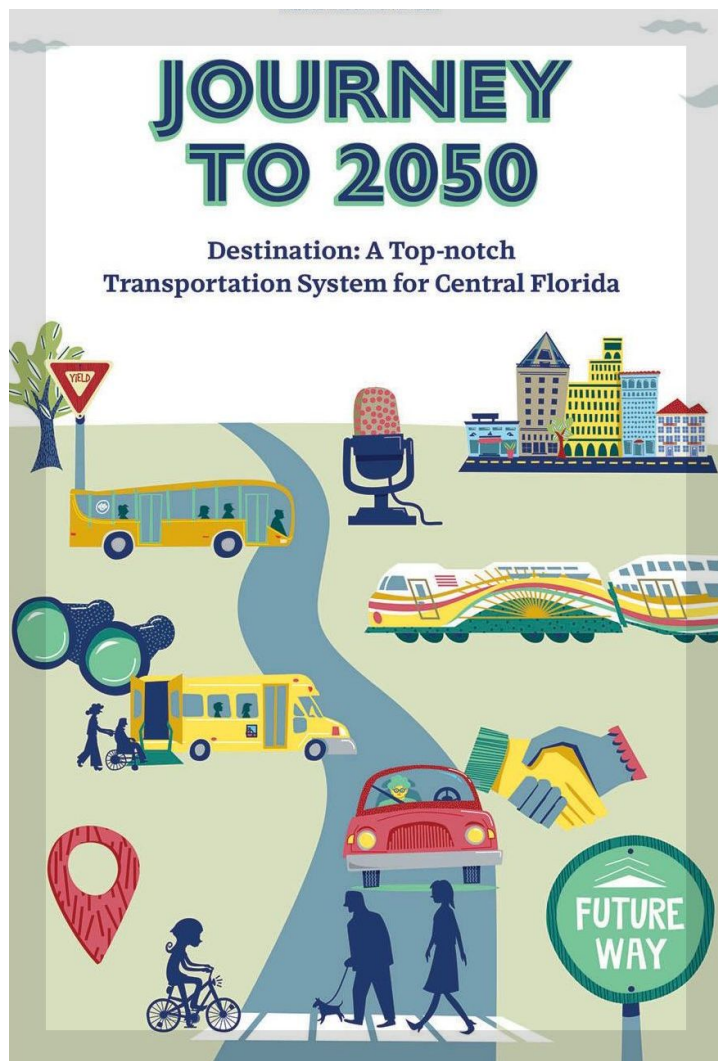
Sekirite	Bay yon sistèm transpò ki an sekirite
Konektivite	Amelyore kondisyon lavi nan fasilite aksè ak travay epi sèvis yo
Prosperite	Ranfòse ekonomi rejyon nou an
Fyabilite	Bay yon sistèm fyab pou tout mòd pou moun ak machandiz
Kominite	Amelyore sante ak anviwònman rejyon nou an



M.7 E-Newsletters



Help Central Florida Travel into the Future



*What's your vision
for transportation
in the year 2050?*

What **YOU** see ahead for our region needs to be part of the plan -- [Central Florida's Metropolitan Transportation Plan for the year 2050](#).

We're planning now for ways our transportation system will grow, evolve, and connect over the coming decades.

We need your feedback so that the plan reflects the community's needs and values.

Please complete our **2-minute survey** to let us know what you think.

TAKE THE SURVEY

LEARN MORE AT OUR 2050 PLAN PAGE: MetroPlanOrlando.gov/2050

CONTACT US AT: MTP@MetroPlanOrlando.gov





Give Us Your Views on Transportation

Whether you are a longtime resident or a newcomer, we want to know what you think about our transportation future in Central Florida.

TAKE THE SURVEY



This month we gathered decision-makers from our Board and Advisory Committees for an in-depth look at how we want to shape the future of our transportation system - and how we'll pay for it. They had some great ideas, **and so do you!** Please **take our survey** to help our region's leaders know what you want.

[Learn More About the Region's 2050 Metropolitan Transportation Plan](#)



MetroPlanOrlando.gov/2050

Journey to 2050

Future Technology and Trends Webinar

Thursday, July 24th, Noon to 1 P.M.

Click Here to Register

Can you imagine Central Florida's transportation in the future ?

We can! Especially as we work on the **2050 Metropolitan Transportation Plan** (MTP), the long-range vision for transportation in Orange, Osceola, and Seminole counties.

We invite you to envision the future with us at our webinar on July 24. A panel of experts will explore projected trends in economic growth, population, and development across the region and examine how emerging technologies may reshape Central Florida's transportation system, environment, and housing landscape.

After the presentation, you will have the opportunity to engage with our panelists and ask questions. If you have a comment about the 2050 MTP, you can send it to MTP@MetroPlanOrlando.gov.

Free registration is required and available up to the webinar start time.

Register Here

This is the first of three webinars leading up to the adoption of the 2050 Plan. The second webinar in this series, coming up on **August 21**, will dig deeper into how transportation intersects with health, housing, and the environment. The final offering, scheduled for **September 11**, will explore multimodal needs and how projects in the 2050 MTP are identified and incorporated into the plan.

Learn more about how to engage with us on our journey to 2050 [here](#).



Reminder: Two more days until...

Journey to
2050

Future Technology and Trends Webinar

Thursday, July 24th, Noon to 1 P.M.

Click Here to Register

The future is coming fast, and so is our webinar!

On July 24, our panel of experts will discuss the **2050 Plan** and how evolving transportation technologies, extreme weather conditions, and development choices will shape where, when, and how people get around Central Florida. After the presentation, you will have the opportunity to engage with our panelists and ask questions.

Free registration is required and available up to the webinar start time.

Register Here

These future trends are being considered as we finalize the **2050 Metropolitan Transportation Plan** (MTP), the long-range vision for transportation in Orange, Osceola, and Seminole counties.

This is the first of three webinars leading up to the adoption of the 2050 Plan. The second webinar in this series on **August 21** will dig deeper into how transportation intersects with health, housing, and the environment. The final offering, scheduled for **September 11**, will explore multimodal needs and how projects in the 2050 MTP are identified and incorporated into the plan.

If you have a comment about the 2050 MTP, you can send it to **MTP@MetroPlanOrlando.gov**.

Learn more about our Journey to 2050 **[here](#)**.



We all have a part in the future of transportation

We want to hear from you at our lunchtime webinar on August 21!

We will be discussing how we coordinate with local leaders and experts in health, housing, and the environment to ensure the region's long-range plans help create a more connected and livable Central Florida. After the presentation, our experts will take your questions and feedback.

Your firsthand experience in Central Florida's transportation system makes your input essential as we plan for 2050. Together, we'll explore how the community and environment influence planning for the future of transportation in Orange, Osceola, and Seminole counties.

Registration is required for this online presentation, and it is free and available up to the start time. Best of all, when you register, you can submit questions for our panelists beforehand, kickstarting our Q&A session.

Click Here to Register

This is the second of three online information presentations leading to the adoption of the 2050 Metropolitan Transportation Plan (MTP). If you missed the first webinar, you [can watch it here on our YouTube channel](#). The final webinar in this series, scheduled for September 11, will explore multimodal needs and how projects are identified and incorporated into the MTP.

Learn more about joining us on our Journey to 2050 [here](#).



Thank You for a Great Discussion!

Thank you to everyone who joined our Community & Environment Webinar. Together, we looked at how future drivers of change such as health, housing and the environment will impact the way we prioritize and plan Central Florida transportation for the future.

Didn't catch it live? You can now watch the presentation on our YouTube channel.



We enjoyed a lively Q&A session with many wonderful questions. However, our time ran out, and we couldn't answer them all, so we are compiling written responses for all the questions asked. This resource will be available on our [2050 Plan](#) website soon, so keep an eye out.

Also, be sure to check your inbox as we send out registration information for our final webinar happening **September 11**. We will explore multimodal needs and how projects in the 2050 Plan are identified and incorporated.

You can learn more about our Journey to 2050 [here](#).

For more detailed information about the 2050 Plan, visit our 2050 Metropolitan Transportation Plan Draft Needs Viewer [here](#).



Reminder



It's not too late to join the Journey to 2050

Register for our lunchtime webinar on Thursday, August 21. You'll learn about how the community and environment influence planning for the future of transportation in Orange, Osceola, and Seminole counties. We'll focus on the ways transportation interacts with health and wellness, housing supply and affordability, and our natural environment.

After the presentation, we will turn it over to you for questions!

Registration is required for this online presentation, and it is free and available up to the start time. When you register, you can submit questions to our experts beforehand, kickstarting our Q&A session.

Click Here to Register

This is the second of three online information presentations leading to the adoption of the 2050 Metropolitan Transportation Plan (MTP). If you missed the first webinar, you [can watch it here on our YouTube channel](#). The final webinar in this series, scheduled for September 11, will explore multimodal needs and how projects are identified and incorporated into the MTP.

Learn more about joining us on our Journey to 2050 [here](#).





How does transportation planning become reality?

Learn the basics at our upcoming lunchtime webinar on September 11. Our experts will explain how they assess the region's transportation needs for all modes, like walking, biking, transit, and vehicles.

You'll learn how these different transportation modes are being planned for, how their costs are identified and what "cost-feasible" means and why it matters. After the presentation, we'll get a chance to hear from you and answer your questions.

Registration is required for this online presentation, and it is free and available up to the start time. Best of all, when you register, you can submit questions to our panelists beforehand, kickstarting our Q&A session.

Click Here to Register

This is the final of three online information presentations leading to the adoption of the 2050 Metropolitan Transportation Plan (MTP). If you missed the first two webinars, you can watch them on our YouTube channel.

- Webinar #1: **Future Technology & Trends**
- Webinar #2: **Community & Environment**

Learn more about our Journey to 2050 [here](#).



That's a wrap on our Journey to 2050 Webinar Series!

Thank you to everyone who joined our Multimodal Needs Webinar! Our expert panelists broke down how the region's multimodal needs are assessed and incorporated into our 2050 Metropolitan Transportation Plan (MTP). Our planning area of Orange, Osceola, and Seminole counties is roughly the same size as the state of Delaware, so as you can imagine this is quite a large planning effort.

Didn't catch it live? You can now watch the presentation on our YouTube channel and find a written summary of the Q & A on our [website](#).



Although our webinar series has come to an end, we are not done with the MTP just yet. Please mark your calendar for the MTP public meeting on **Monday, September 29**. There, we will present our draft vision and will offer information stations for each section of the 2050 Plan — including public transit, active transportation, and safety — where we can answer your questions and gather your feedback.

Learn more about our Journey to 2050 [here](#) and send any comments or questions to MTP@MetroPlanOrlando.gov.



Reminder



Let's get down to the nitty-gritty of transportation planning

It's not too late to register for our webinar examining how different types of transportation — walking, biking, transit, and vehicles — are being integrated into the **2050 Plan**.

You'll learn:

- How planners consider different transportation modes
- What it means for the 2050 Plan to be “cost-feasible” -- and why that matters
- How you can continue to stay involved in shaping the future of mobility in Central Florida

If you have a question about planning transportation for 2050, you can include it on your registration sign-up. We'll also be taking questions from the webinar audience, after the formal presentation. We hope you will take part and help imagine the future of transportation!

Registration is required for this online presentation, and it is free and available up to the start time.

Click Here to Register

This is the final of three online information presentations leading to the adoption of the 2050 Metropolitan Transportation Plan (MTP). If you missed the first two webinars, you can watch them on our YouTube channel.

Thank You for a Great Discussion about the Future

Thanks to everyone who joined us for our first Journey to 2050 webinar! It offered a great glimpse into long-range transportation planning for Central Florida and what's in store for us.

Didn't catch it live? You can now watch the presentation on our YouTube channel.



We enjoyed a lively Q&A session with many wonderful questions. However, our time ran out, and we couldn't answer them all, so we are compiling written responses for all the questions asked. This resource will be available on our [2050 Plan](#) website soon, so keep an eye out.

Also, be sure to check your inbox as we send out registration information for our upcoming webinars in the series. On **August 21** we will dig deeper into how transportation intersects with health, housing, and the environment. The final offering, scheduled for **September 11**, will explore multimodal needs and how projects in the 2050 Plan are identified and incorporated.

You can learn more about our Journey to 2050 [here](#).

For more detailed information about the 2050 Plan, visit our 2050 Metropolitan Transportation Plan Draft Needs Viewer [here](#).



Join us on the Journey to 2050

Learn about our 2050 Plan.
Provide Feedback.



Orange County Multicultural Center
7149 W Colonial Drive, Orlando, FL 32818



Swing by the 2050 Plan Public Meeting

Mark your calendars for our public meeting on **Monday, September 29**, all about the **2050 Metropolitan Transportation Plan** (MTP or 2050 Plan). This plan is updated every 5 years and sets the 25-year vision for transportation in Orange, Osceola, and Seminole counties.

Drop by anytime from 5-7 pm for this open-house style meeting at the **Orange County Multicultural Center**, 7149 W. Colonial Dr, Orlando, FL 32818. You can grab a snack and visit the information stations that cover the major parts of the plan. Start with the ones you're most interested in and work your way around. You can talk directly with the MTP Team and get your questions answered about roads, transit, safety, sustainability, funding, and more.

Once you make your rounds, you can head over to the comment station to share your feedback for the 2050 Plan. We will also be taking public comments on the plan through November 21, and there are several ways for you to comment.

- Email us at **MTP@MetroPlanOrlando.gov**
- Send us mail, **MetroPlan Orlando, MTP Comments, 250 S. Orange Ave., Suite 200, Orlando, FL 32801**
- Leave us a voicemail at **(321) 430-0721**

Can't make it?

meeting content has been published for online viewing and comment. You can sign up for the e-mail list and find out more about the 2050 MTP by visiting MetroPlanOrlando.gov/2050.



MetroPlan Orlando | 250 S. Orange Ave. Suite 200 | Orlando, FL 32801 US

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Join us on the Journey to 2050

Learn about our 2050 Plan.
Provide feedback.
Shape what's next.



Orange County Multicultural Center
7149 W Colonial Drive, Orlando, FL 32818



Don't forget to join us at the 2050 Plan Public Meeting

Drop by anytime on **Monday, September 29, from 5-7 pm** at the **2050 Metropolitan Transportation Plan** (2050 Plan or MTP) open-house at the **Orange County Multicultural Center**, 7149 W. Colonial Dr, Orlando, FL 32818.

There you'll find information stations that break down the 2050 Plan. The team that has brought the MTP to life will also be there to talk with you and answer your questions.

Once you make your rounds, you can head over to the comment station to share your feedback for the 2050 Plan. We will be taking public comments on the plan through November 21, and there are several ways for you to comment.

- Email us at **MTP@MetroPlanOrlando.gov**
- Send us mail, **MetroPlan Orlando, MTP Comments, 250 S. Orange Ave., Suite 200, Orlando, FL 32801**
- Leave us a voicemail at **(321) 430-0721**

Comments will be shared with the MetroPlan Orlando Board before it takes action on the draft MTP at its meeting on **December 10, 2025 at 9 am**. You are welcome to make a live comment at this meeting as well. To do so, please fill out a **Speaker Card** in advance.

Can't make it to the Public Meeting?

Sign up for the 2050 MTP E-Mail list, so that you can be notified when the public meeting content has been published for online viewing and comment. You can sign up for the e-mail list and find out more about the 2050 MTP by visiting MetroPlanOrlando.gov/2050.



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The Journey to 2050 Continues



Share Your Feedback on the 2050 Plan

The comment period for our 2050 Metropolitan Transportation Plan (MTP or 2050 Plan) is open until November 21, 2025. Now's your time to leave a comment, and best of all, we have lots of ways for you to share your thoughts.

- Email us at MTP@MetroPlanOrlando.gov
- Send us mail, MetroPlan Orlando, MTP Comments, 250 S. Orange Ave., Suite 200, Orlando, FL 32801
- Leave us a voicemail at (321) 430-0721
- Comment at a **Public Meeting**

Comments will be shared with the MetroPlan Orlando Board before it takes action on the draft MTP at its meeting on December 10, 2025, at 9 am. You are welcome to make a live comment at this meeting as well. To do so, please fill out a **Speaker Card** in advance.

Get Informed Before You Leave a Comment

We recently hosted our 2050 MTP Public Meeting, it was a great opportunity to speak with community members about the future of transportation in Central Florida and receive feedback. For those who couldn't make it, we created a video that recaps the 2050 Plan – take a look below.



For more information about the 2050 MTP please visit **MetroPlanOrlando.gov/2050**. We look forward to your continued participation!

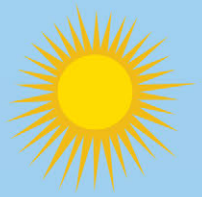


MetroPlan Orlando | 250 S. Orange Ave. Suite 200 | Orlando, FL 32801 US

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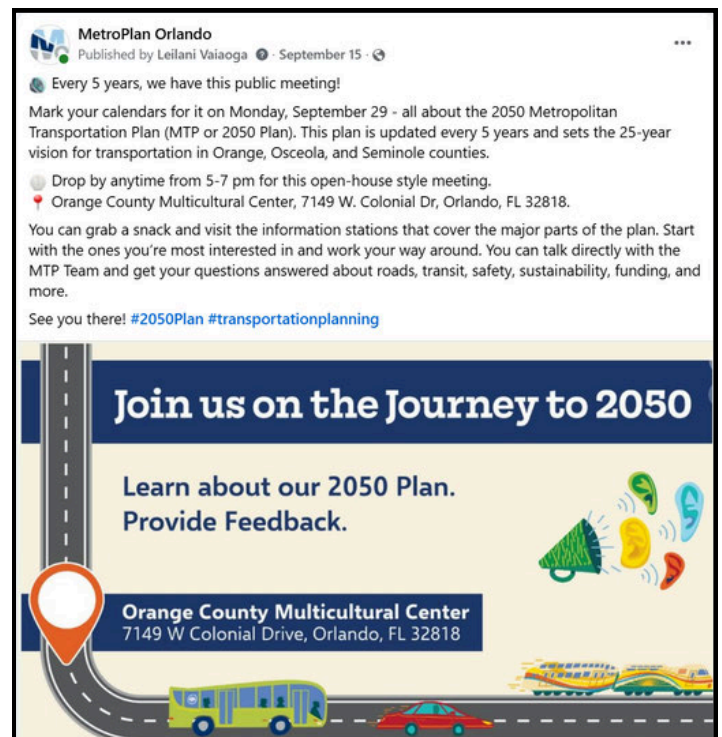
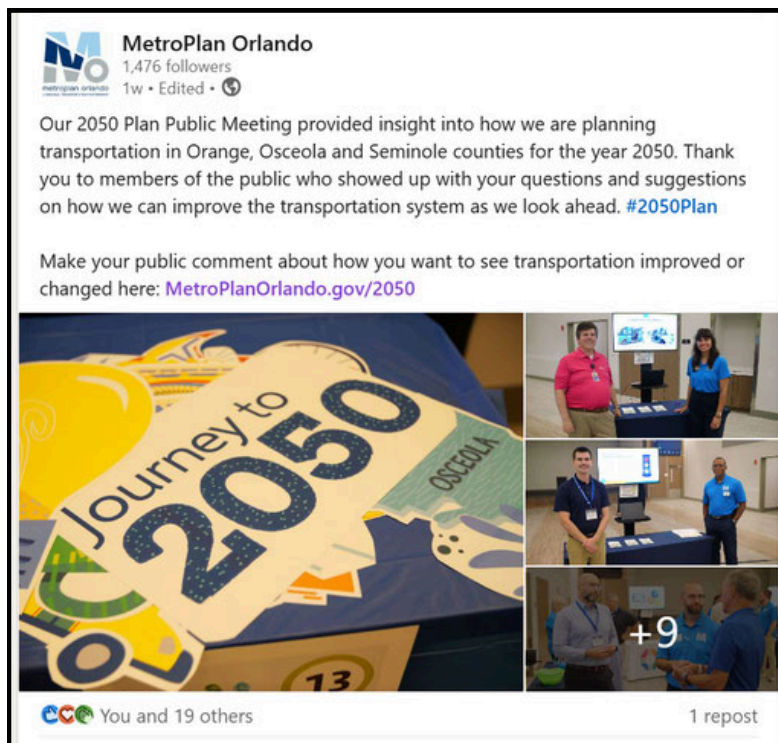
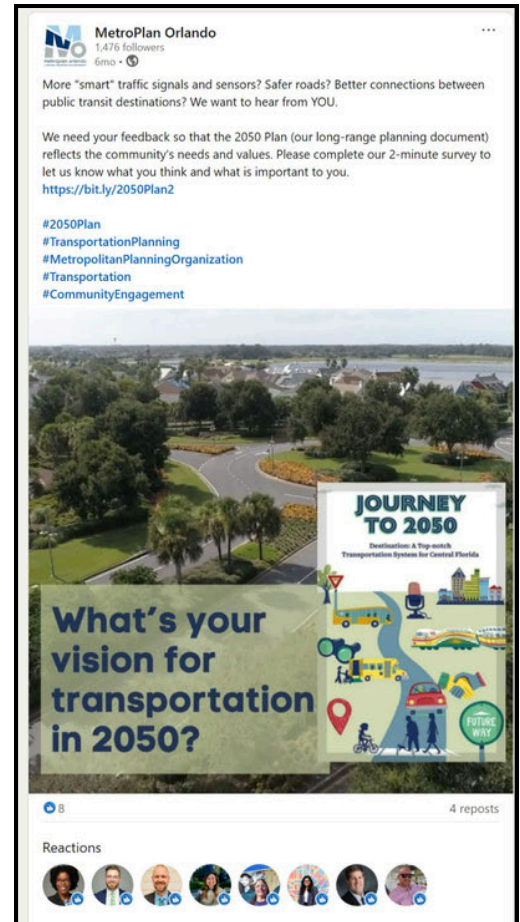
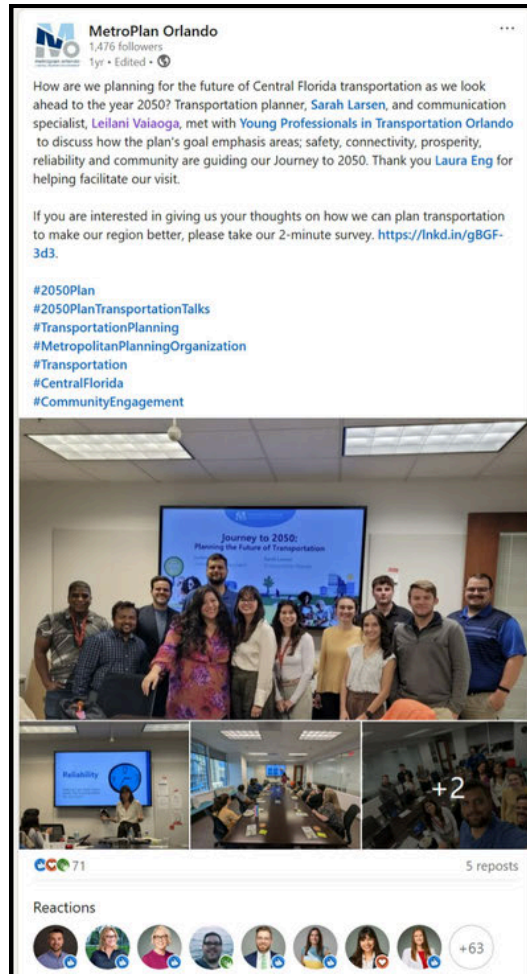
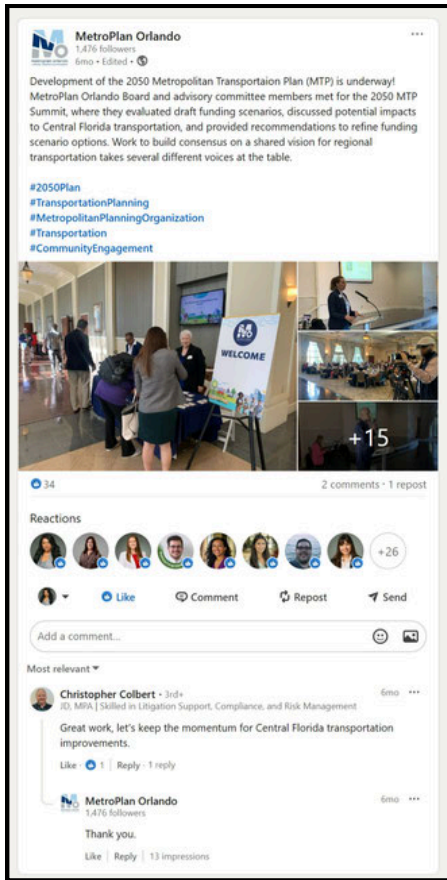


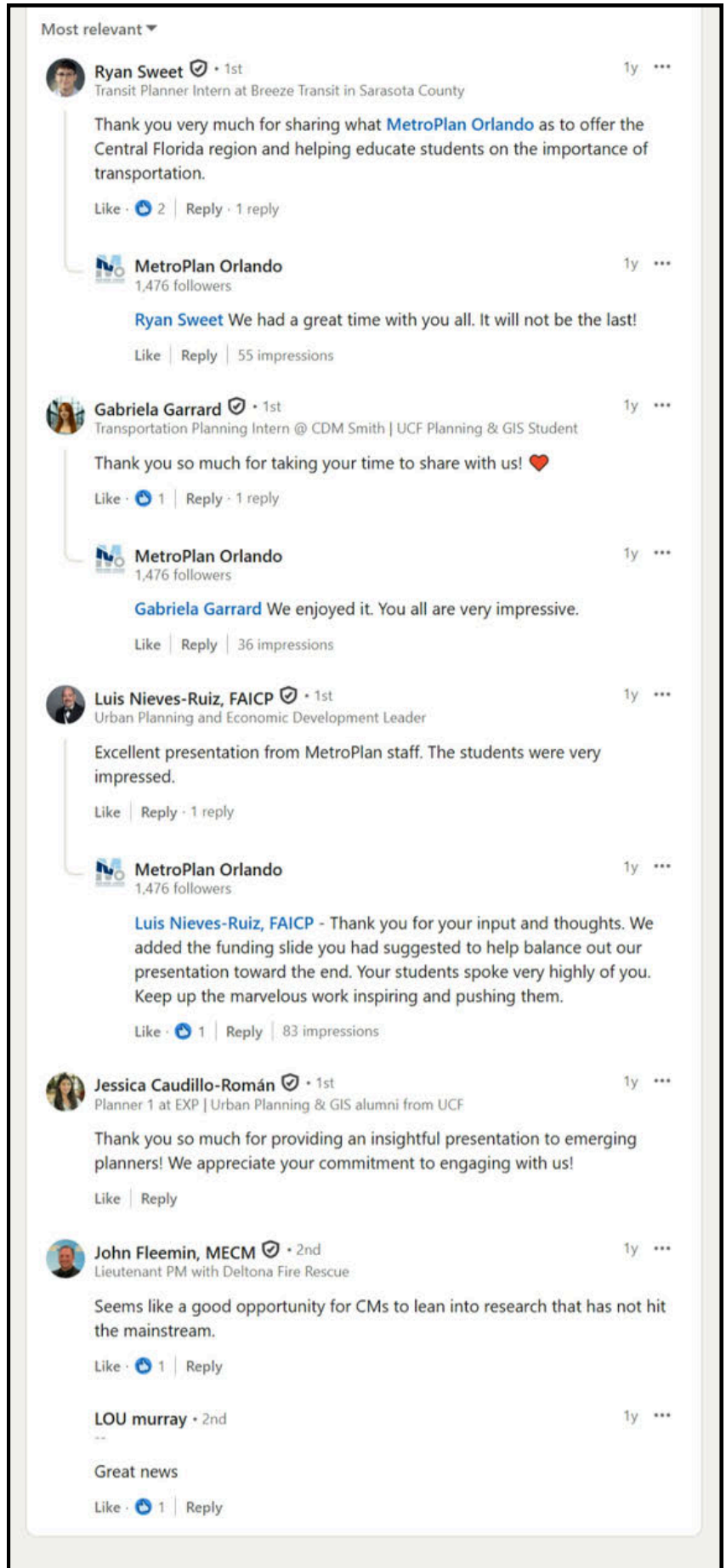
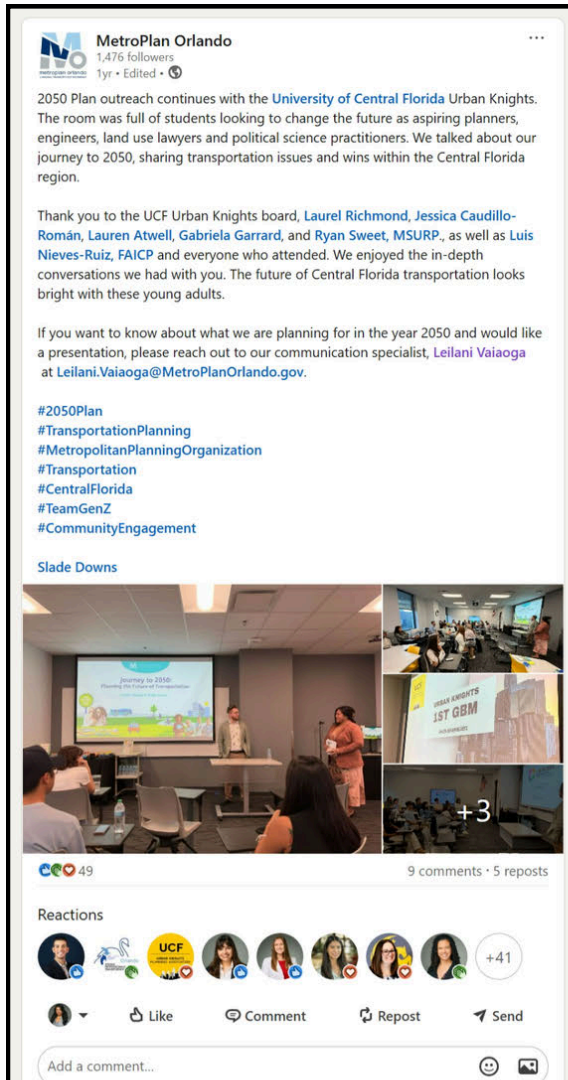
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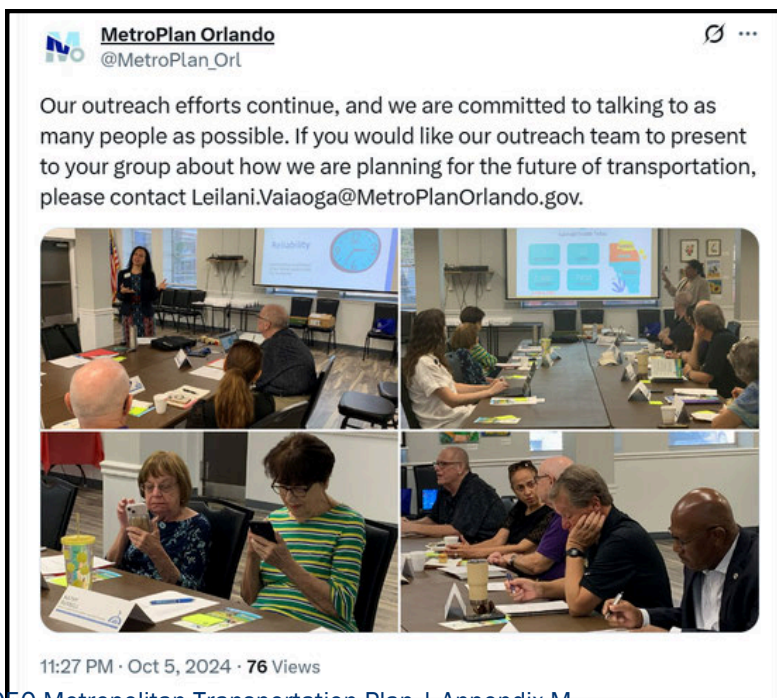
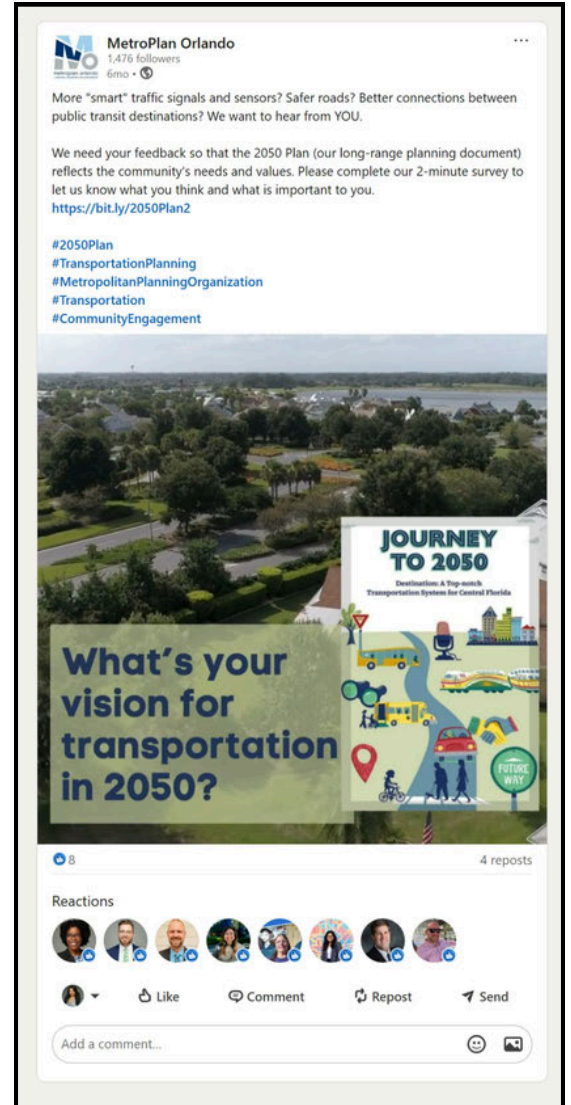
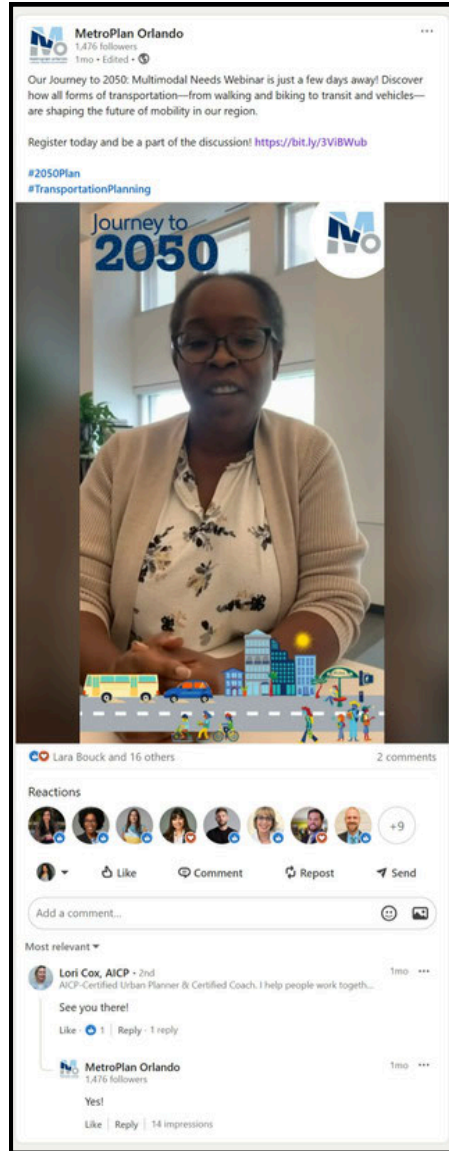
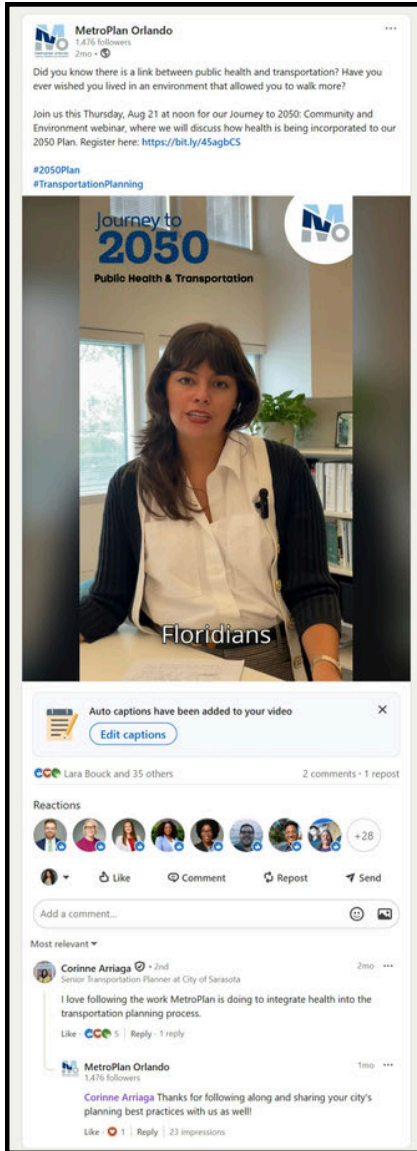


M.8 Social Media Content Examples









MetroPlan Orlando
1,476 followers
2mo • 🌐

We had a blast talking all about safety at the Back-to-School Health Fair at the Children's Safety Village!

Whether you walk 🚶, bike 🚲, or ride 🚌 to school, safety should always be top priority!

#2050Plan #TransportationPlanning



You and 15 others

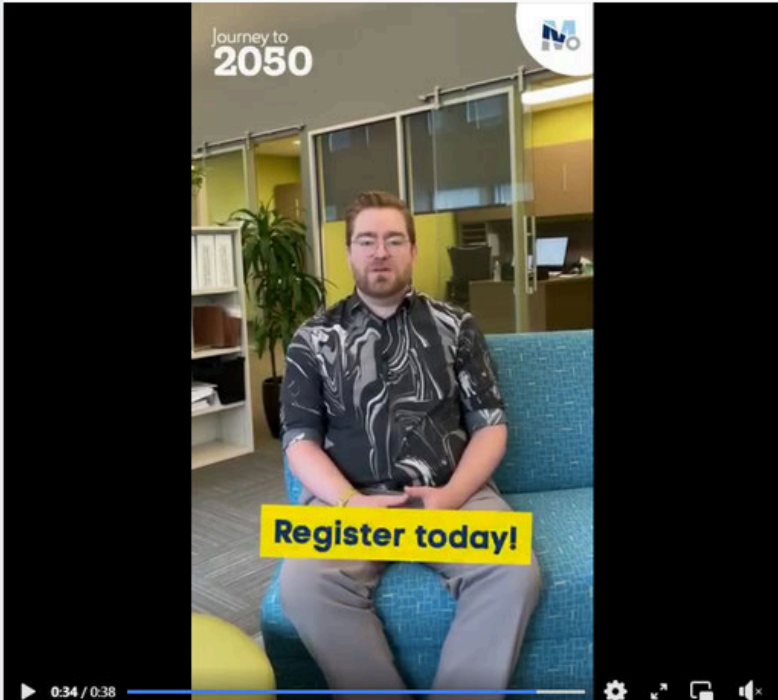
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MetroPlan Orlando
Published by Sprout Social • July 22 • 🌐

Join Slade at our lunch-time webinar on July 24. He and the panel will discuss the future of Central Florida's transportation system, giving you a chance to ask questions and learn how they're planning for 2050.

Register today: bit.ly/3lcP151

#2050Plan
#TransportationPlanning



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Public outreach is one of the most important things we do at MetroPlan Orlando. We employ different methods of gathering information and feedback from people. In-person presentations are one of our tried-and-true tactics that give us facetime with the public and helps us understand their transportation challenges, and what they think could improve the system for the future.

Executive Director, [Gary Huttman](#), and Communication Specialist, [Leilani Vaiaoga](#), continued our public outreach efforts with [ASHE Central Florida](#) and [Florida Engineering Society \(FES\)](#) during their 2024 Holiday Gala. Thank you [Laura V. Campos, PE, ENV SP](#) for the invitation to come and talk how we are planning for the year 2050.

If you would like to take the 2050 Plan survey (2 minutes) visit: <https://bit.ly/2050Plan2>.

If you would like our outreach team to present to your group about how we are planning for the future of Central Florida transportation, please contact our Communication Specialist, Leilani Vaiaoga, at Leilani.Vaiaoga@MetroPlanOrlando.gov. We are currently taking requests for 2025.

#2050Plan
#TransportationPlanning
#MetropolitanPlanningOrganization
#Transportation
#CentralFlorida
#CommunityEngagement



33 2 comments • 2 reposts

Reactions

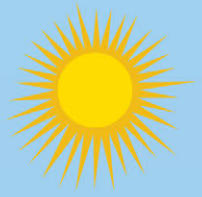
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Most relevant

[Laura V. Campos, PE, ENV SP](#) • 1st
East Florida Drainage Department Manager at HNTB; 2019 Young Membe...
Thank you for joining as and for such an inspiring presentation! Looking forward to what the future has for Central Florida!
Like • 1 | Reply

[Abby Hemenway, APR](#) • 1st
Public Information & Outreach Manager for the Space Coast Trans...
Love this!
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M.9 MetroPlan Orlando 2050 Plan YouTube Playlist



MetroPlan Orlando 2050 Plan YouTube Playlist

This section includes screenshots showing the videos contained on the 2050 MTP YouTube playlist. To view this playlist, please use the following link:

https://youtube.com/playlist?list=PL09GJaKpZXcMhB2vPs4udfNAyz_I38l1l&si=EB-cmU9DmRVAUeOv

- 1



2050 MTP Prioritization Methodology Working Session
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2050 MTP Technical Workshop #1 - 02-08-2024
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2050 MTP Technical Workshop #2 - 04-11-2024
MetroPlan Orlando • 84 views • Streamed 1 year ago
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MTP 2050 Technical Workshop #3 - 06-13-2024
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2050 MTP Technical Workshop #4 - 08-8-2024
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MTP Technical Workshop #5 - 10-17-2024

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2050 MTP Technical Workshop #6

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2050 MTP Technical Workshop #7 - February 13, 2025

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2050 MTP Technical Workshop #8

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2050 MTP Technical Workshop #9 - June 12, 2025

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2050 MTP Technical Workshop #10 - August 14, 2025

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2050 MTP Technical Workshop #11 - October 9, 2025

MetroPlan Orlando • 13 views • Streamed 3 weeks ago
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2050 MTP Freight Planning Public Agency Virtual Meeting - July 11, 2024

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Transit Vision Master Plan

MetroPlan Orlando • 297 views • 10 months ago
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Journey to 2050: Future Technology & Trends

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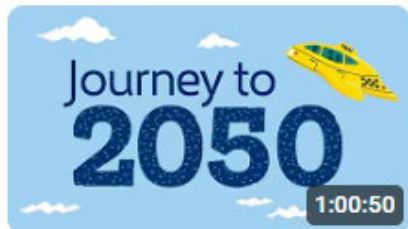
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Community & Environment - Journey to 2050 Webinar

MetroPlan Orlando • 109 views • Streamed 2 months ago

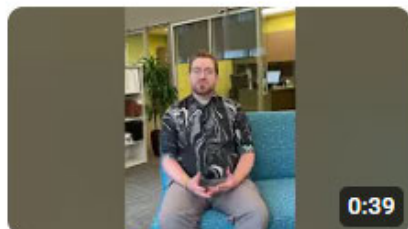
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Needs Assessment Webinar : Journey to 2050

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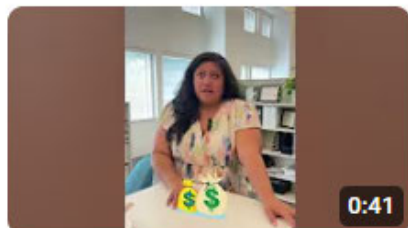
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Future Technology & Trends - Journey to 2050 Webinar promo

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Future Technology & Trends - Journey to 2050 Webinar promo

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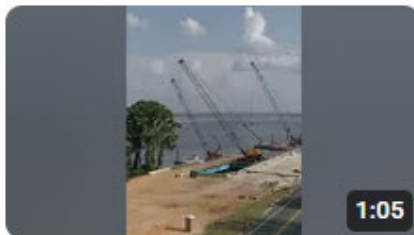
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Community & Environment - Journey to 2050 Webinar promo

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Community & Environment - Journey to 2050 Webinar promo

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Community & Health - Journey to 2050 Webinar promo

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Needs Assessment - Journey to 2050 Webinar promo

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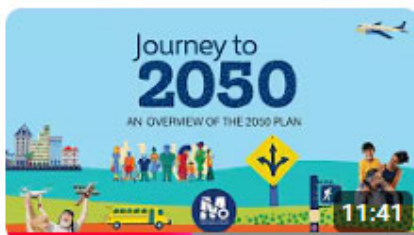
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2050 Plan Community Outreach

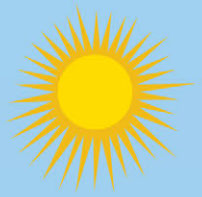
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25



Rewind: What Happened at the MTP 2050 Meeting

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M.10 MTP Website





Website Analytics

Final MTP website analytics will be added following the adoption of the 2050 Plan.



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