

# Prioritized Project List 2026 – 2035

Draft for Agency & Public Review (05.13.22)



# Executive Summary

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

The PPL is created in conjunction with the Transportation Improvement Program (TIP), which contains all transportation projects that are programmed for funding over the next five years. As written in 23 U.S. Code § 134, all projects that receive federal funding “shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.” In addition, the TIP and PPL must be consistent with the adopted Metropolitan Transportation Plan (MTP). The current TIP is planned from Fiscal Year (FY) 2021/22 to 2025/26 and the currently adopted MTP is planned through 2045. The PPL covers all projects that are awaiting funding and implementation in the first 10 years of the MTP’s Cost Feasible Plan that are not yet included in the TIP, thus this PPL covers FY 2026/27 to FY 2035/36.

## The PPL is organized into two core categories:

### National Highway System and State Roads

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

### MetroPlan Orlando Multimodal System

This category contains federally funded projects exclusively off the state highway system. Projects included in the MetroPlan Orlando Multimodal System are Roadway and Complete Streets, Safety Emphasis, Transportation System Management and Operations (TSM&O), TSM&O Area-Wide, Automated/ Connected/ Electric/Share (ACES) Demonstrations, Pedestrian & Bicycle Infrastructure, Safe Routes to School, Critical Sidewalk Gaps, and Regional Transit projects.

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

After this document is approved by the MetroPlan Orlando Board, it is submitted to the Florida Department of Transportation (FDOT). FDOT uses both the National Highway and State Road lists and MetroPlan Orlando’s Multimodal System (TMA) lists to program projects for funding in the FY 2021/22 - 2025/26 Work Program based on both the MetroPlan Orlando TMA priorities and the FDOT FY 2021/22 – 2025/26 Tentative Five-Year Work Program.

It is important to note, most new projects or project phases are typically added into the fifth year of the Work Program. Once a project in the PPL has been fully funded through construction in the TIP and the FDOT Work Program, it is then removed from the PPL. Any projects/phases remaining on the PPL can be advanced to a higher priority over time, and new projects can eventually be added to this list of priority projects.

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Legal Information

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# Abbreviations & Acronyms

## Planning Terms

<b>PPL</b>	Prioritized Project List
<b>TIP</b>	Transportation Improvement Program
<b>MTP</b>	Metropolitan Transportation Plan (our region's 2045 long range transportation plan)
<b>UPWP</b>	Unified Planning Work Program (MetroPlan Orlando's annual operating budget)
<b>TMA</b>	Transportation Management Area
<b>LAP</b>	Local Agency Program (FDOT program for local agencies to administer federal/state funds)

## Funding Categories

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

## Project Phases

<b>PLN</b>	Planning / Feasibility Study
<b>PD&amp;E</b>	Project Development and Environmental Study
<b>PE</b>	Preliminary Engineering (Design)
<b>ROW</b>	Right-of-Way Acquisition
<b>CST</b>	Construction
<b>CEI</b>	Construction-Engineering Inspection

# Introduction

The Prioritized Project List (PPL) is the annual technical process to determine which projects should be funded next within MetroPlan Orlando's five-year Transportation Improvement Program (TIP). Both the TIP and the PPL are created in accordance with federal guidelines. While the TIP contains transportation projects that are currently or soon-to-be funded, the 2045 Metropolitan Transportation Plan, or the MTP, looks further out into the future. The PPL is the bridge between these two documents. The TIP, the PPL, and the MTP, act as our guidance for what should be funded in the short-term and in the long run.



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

**Metropolitan Transportation Plan (MTP) –**

<https://metroplanorlando.org/plans/metropolitan-transportation-plan>

**Prioritized Project List (PPL) –**

<https://metroplanorlando.org/plans/prioritized-project-list>

**Transportation Improvement Program (TIP) –**

<https://metroplanorlando.org/plans/transportation-improvement-program>

# Planning & Prioritization Process

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

## Approach

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

### 1. Project Assessment and Comparative Analysis

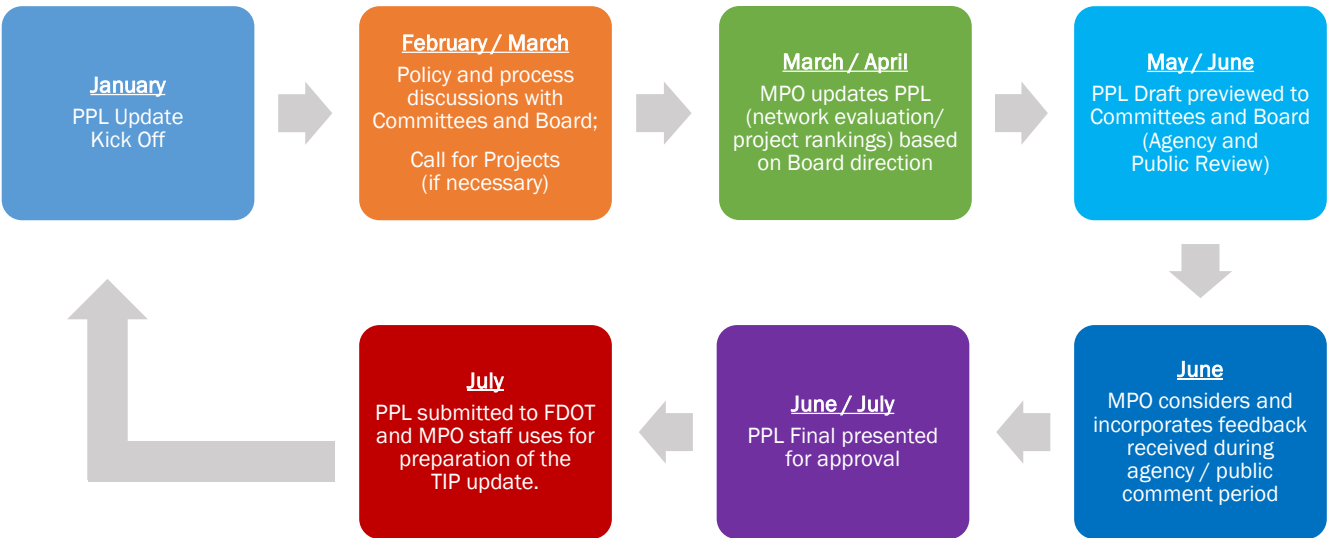
Utilizing the evaluation criteria documented in the Methodology section of this document, eligible candidate projects are evaluated. Rankings and associated project costs for all phases are also considered as part of the annual update of the Prioritized Project List. During this step, MetroPlan Orlando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

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

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

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

Figure 1 | PPL Development Schedule



# Method

The intention of this evaluation is to use comparative criteria to evaluate projects and their relationships to the planning goals listed below. This methodology was developed for consistency with the MTP. The criteria suggested in this process are not static and it is acknowledged that emphasis areas stressed by the federal and state government or special preferences by local governments and the MPO Board will change over time. This may lead to the addition of new factors and the elimination of others; these aspects can and will be considered in future updates of the MTP. As previously noted, the project assessment guidelines are intended to assist decision-makers in determining how well each transportation project, regardless of mode, reflects the planning objectives and performance targets.

Projects were evaluated and prioritized consistent with the MTP's Goals, Objectives, and Targets. These long-range transportation system goals are shown in Figure 2.

Figure 2 | Goals & Objectives



Source: MetroPlan Orlando, 2045 MTP

## Multiple Criteria Decision Analysis

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



## Evaluation Criteria

MetroPlan Orlando's regional goals and objectives blended with the planning factors set forth in the federal FAST Act yielded 28 criteria, or scoring factors, consistent with MPO funding policies to serve as the basis for the comparative evaluation. In this way, projects will be proposed, funded, and constructed, with their needs/benefits measured for consistency with the MTP's goals and objectives. Figure 3 outlines the project evaluation criteria considered.

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

**For more information about scoring and analysis, see Supplement B.**

*Did you know?* Studies have shown that when making decisions, on average, people can only consider seven ( $\pm$  two) criteria when comparing different options.

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

Figure 3 | Evaluation Criteria

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



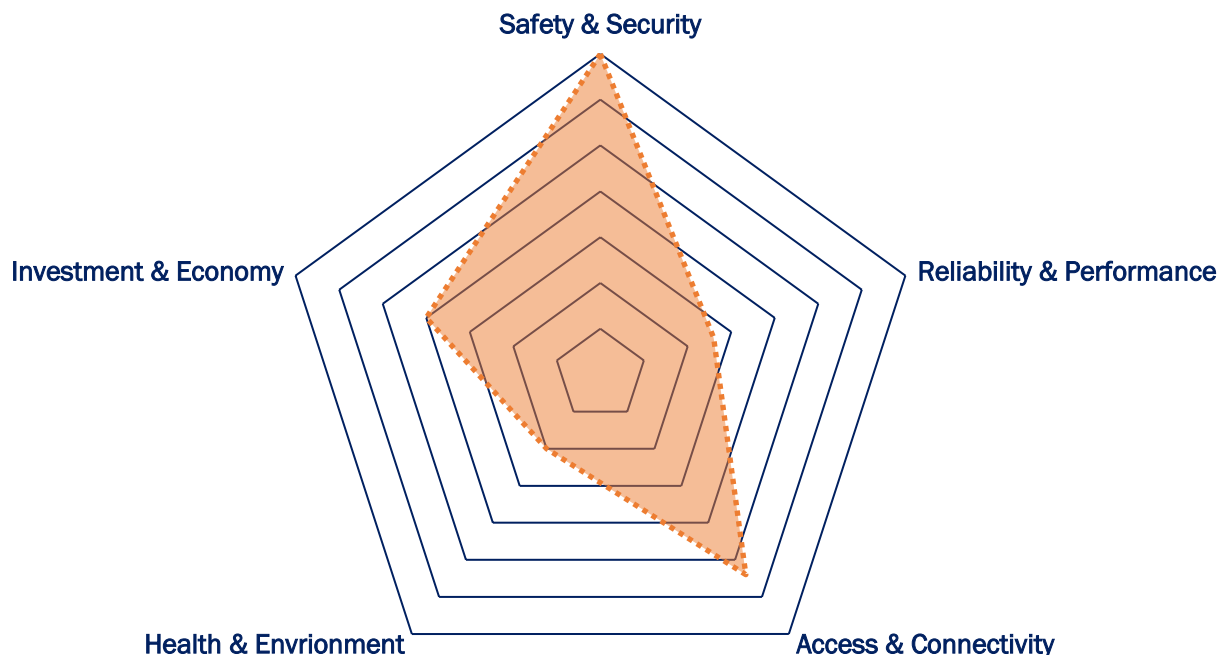
## Weighting

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



Figure 4 summarizes the goal area weighting and emphasis based on the direction of the MetroPlan Orlando Board.

Figure 4 | Goal Weighting and Emphasis



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

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

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

# Funding Programs and Priorities

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

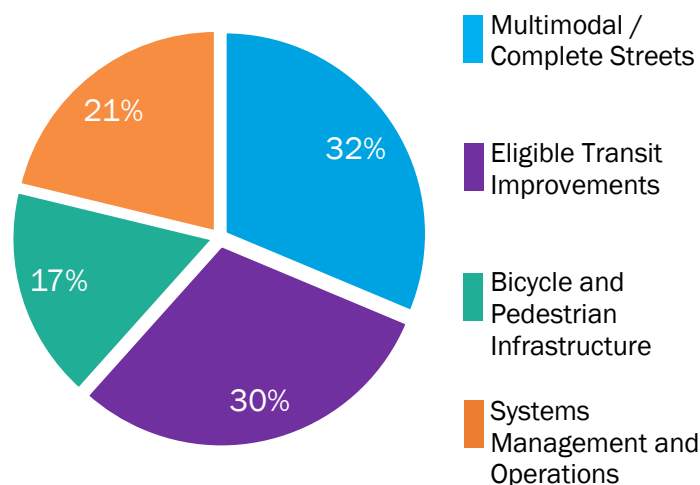
## TMA Modal Allocation

Beginning in 1992, the MetroPlan Orlando Board established a policy to distribute Transportation Management Area (TMA) Surface Transportation Program (SU+TALU) funds (i.e. federal funds that MetroPlan Orlando is responsible for prioritizing and programming) among the modal categories for capital projects. This policy creates four modal categories to which TMA funding is allocated:

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

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

Figure 5 | TMA Modal Allocation Policy



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

## District Dedicated Revenue for Transit

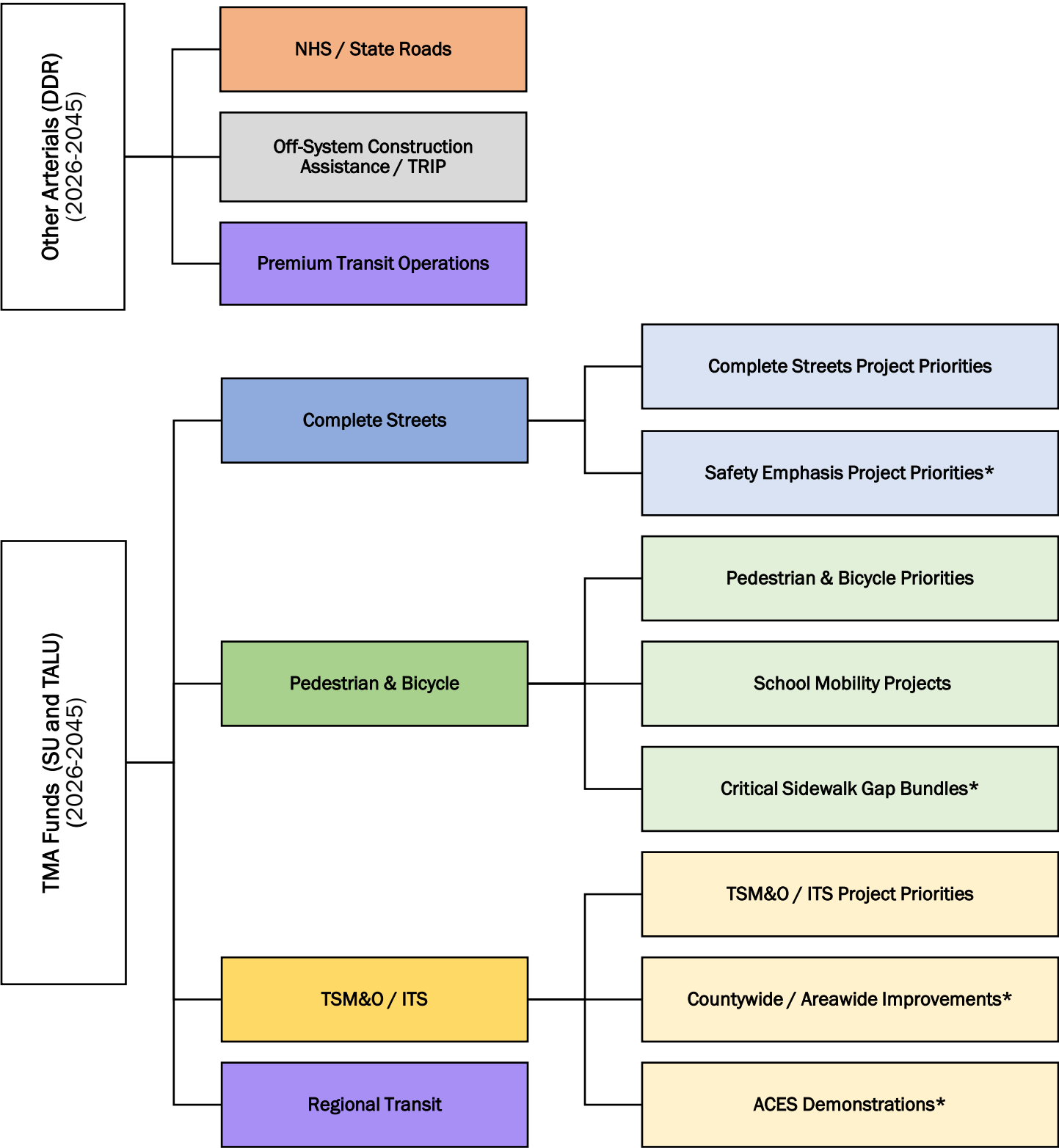
In May 2015, the MetroPlan Orlando Board adopted a premium transit operations funding policy; Resolution #15-08. Up to 30% of MetroPlan Orlando's State District Dedicated Revenue (DDR) funds can be allocated for the operation of the premium transit projects.

## 2045 MTP-Identified Funding Programs Implemented in the PPL

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

Figure 6 illustrates the MTP-Identified funding programs and sub-allocations which are to be implemented in the PPL. To advance these funding programs, MetroPlan Orlando staff is committed to working with FDOT, local agencies, and the Technical and Transportation Systems Management and Operations Advisory Committees to identify eligible projects, analyze impacts/benefits, and fund near-term priorities.

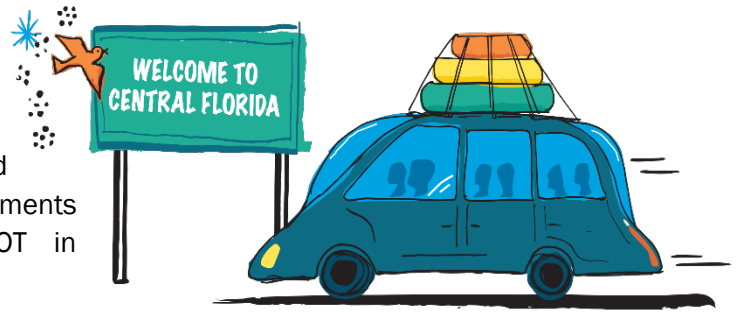
Figure 6 | 2045 MTP Funding Policies / Programs Implemented in PPL; 2026 - 2045



Source: MetroPlan Orlando, 2045 MTP Cost Feasible Plan.  
\* Priority list still under development with TSM&O / Technical Advisory Committees.

## Interstate Highway System and Strategic Intermodal System

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



**Who may apply for this program?** Local Governments and FDOT.

**What projects are eligible?** IHS, SIS, and NHFN transportation improvements (including but not limited to capacity, safety, Complete Streets, TSM&O, ITS, and freight-focused projects) sponsored by a local government partner or FDOT.

**How may funds be used?** Funds can be used for Planning, PD&E, Design, and Construction/CEI.

**What type of funding supports this program?** Federal and State “Other Arterial Funds” including District Dedicated Revenue (DDR) Funds. This list of projects is also funded using discretionary Strategic Intermodal System (SIS) and National Highway Freight Program (NHFP) funds administered by FDOT.

**What are the terms?** Funding is provided in cooperation with FDOT and FHWA. If LAP, local agency must be prepared to receive project-phase funding as scheduled.

**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.

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

**What are the top Interstate Highway System / SIS priorities?**

- I-4 Corridor (Polk/Osceola County Line to Seminole/Volusia County Line) – New Truck Parking Capacity
- I-4 (Osceola Pkwy to W of SR 528) – Ultimate Configuration for General Use & Managed Lanes
- I-4 (W of SR 528 to SR 535/Kirkman Road) – Ultimate Configuration for General Use & Managed Lanes
- I-4 (E of SR 434 to Seminole/Volusia County Line) – Ultimate Configuration for General Use & Managed Lanes
- I-4 (E of SR 535 to W of SR 535) – Interchange Improvements
- I-4 (at Sand Lake Rd) – Interchange Conversion to Diverging Diamond Interchange (DDI)
- I-4 (SR 535/Kirkman Rd to E of SR 434) – Ultimate Configuration for General Use & Managed Lanes
- I-4 (Polk/Osceola County Line to Osceola Pkwy) – Ultimate Configuration for General Use & Managed Lanes
- I-4 (W of Central Florida Pkwy to W of SR 528) – Add New WB Single Buffer Separated Managed Lane
- I-4 (E of SR 528 to W of SR 528) – Interchange Improvements
- SR 60 (Grape Hammock Rd in Polk Co. to E of Kissimmee River Bridge in Osceola Co.) – Widen to 4 Lanes

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

## State Highway System

This list encompasses projects of all types on the State Highway System. This includes capacity improvements, complete streets, safety, operations, and ITS investments. These improvements are programed and implemented directly by FDOT in coordination with local agencies and MetroPlan Orlando.

**Who may apply for this program?** Local governments and MetroPlan Orlando in coordination with FDOT.

**What projects are eligible?** On-state system transportation and mobility improvements (including but not limited to capacity, safety, Complete Streets, TSM&O, ITS projects).

**How may funds be used?** Funds can be used for Planning, PD&E, Design, and Construction/CEI.

**What type of funding supports this program?** Federal and State “Other Arterial Funds” including FDOT District Dedicated Revenue (DDR).

**What are the terms?** Funding is provided in cooperation with FDOT.

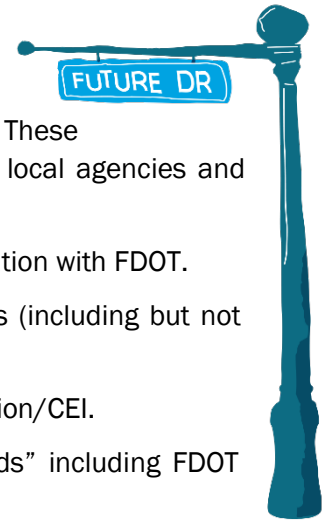
**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.

**Where are these projects identified in the 2045 MTP?** Cost Feasible Plan, Table 9.

**What are the top State Highway System priorities?**

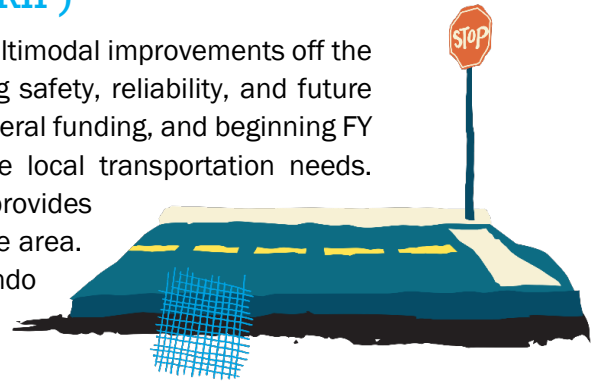
- SR 50 / Colonial Dr (Chuluota Rd to SR 520) – Widen to 6 Lanes
- SR 50 / Colonial Dr (SR 408 to Chuluota Rd) – Widen to 6 Lanes
- SR 526 / Robinson St (Rosalind Ave to Maguire Blvd) – Complete Streets
- SR 535 / Kirkman Rd (US 192 to SR 536/World Center Dr) – Widen to 6 lanes
- US 17/92 (Polk/Osceola County Line to Poinciana Blvd) – Widen to 4 lanes
- SR 434 (Franklin St to SR 417) – Complete Streets with Shared Use Path
- US 17/92 / John Young Parkway (Pleasant Hill Rd to Portage St) – Widen to 6 lanes with Urban Interchange
- US 17/92 (Nottingham St to Monroe St) – Construct Medians and Improve Bike/Pedestrian Safety
- SR 535 / Kirkman Rd (SR 536 to I-4) – Complete Streets / Safety / Operational Improvements
- US 17/92 (South of West 27<sup>th</sup> St to West 25<sup>th</sup> St) – Complete Streets

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



## Off-System Construction Assistance (and TRIP)

The program acknowledges the need for additional capacity and multimodal improvements off the State Highway System. To help local governments address existing safety, reliability, and future congestion challenges, MetroPlan Orlando has identified eligible federal funding, and beginning FY 2026 will allocate 10% of federal (other arterial) funds to these local transportation needs. In addition, the Transportation Regional Incentive Program (TRIP) provides funds to improve regionally significant transportation facilities in the area. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies in coordination with FDOT.



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

**What projects are eligible?** Any off-state system transportation improvement sponsored by a local government partner with prior phases identified in a Capital Improvement Plan.

**How may funds be used?** Funds may only be used for Construction / CEI. Local agency must fund all other required phases.

**What type of funding supports this program?** 10% of Federal “SA” Funds (a portion of “Other Arterial Funds”).

**What are the terms?** Funding is provided through a competitive process. Local agency must show commitment to advancing planning, PD&E, design, and ROW phases; and be prepared to receive construction funding as scheduled.

**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.

**Where is funding identified for these projects in the 2045 MTP?** Cost Feasible Plan, Table 10.

**What are the unranked off-system construction assistance priorities?**

- Old Lake Wilson Rd (Sinclair Rd to SR 532) – Widen to 4 Lanes with Median
- Econlockhatchee Tr (Curry Ford Rd to Lee Vista Blvd) – Widen to 4 Lanes with Trail
- President Barack Obama Pkwy, Phase 2 (Metrowest Blvd to Raleigh St) – New 4 Lane Road with Trail
- CR 532/Canoe Creek Rd (Pine Tree Dr to US 192) – Widen to 4 Lanes with Median
- CR 532/Canoe Creek Rd (Deer Run Rd to US 192) – Widen to 4 Lanes with Median
- Kelly Park Rd (Round Lake Rd to Plymouth Sorrento Rd) – Widen to 4 Lanes with Trail
- Winter Park Dr (at Queens Mirror, Crystal Bowl, Wilshire Dr) – Bicycle and Pedestrian Improvements
- Kelly Park Rd (Golden Gem Rd to Jason Dwelley Rd) – Widen to 4 Lanes with Trail

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

## Complete Streets & Context-Sensitive Improvements

The Complete Streets project list includes projects off the state road system that are functionally classified. The projects in this list include non-capacity multimodal context-sensitive projects – in other words, a combination of bicycle & pedestrian, transit, and intersection improvements that improve safety and efficiency on roads without adding lanes. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies; in coordination with FDOT.



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

**What projects are eligible?** Complete Streets and other context-sensitive improvements (non-capacity multimodal projects that use a combination of bicycle & pedestrian, transit, and intersection improvements to improve safety and efficiency on constrained roadways without adding lanes) located off the State Highway System sponsored by a local government partner.

**How may funds be used?** Funds can be used for Planning, PD&E, Design, and Construction/CEI.

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

**What are the terms?** Funding is provided through a competitive process. Local agency must show commitment to complying with FDOT's "4P" process and must be prepared to receive project-phase funding as scheduled.

**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.

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

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

- Construction for Winter Park Dr (Red Bug Lakes Rd to SR 434) – Complete Streets / Safety Improvements \*
- PD&E for Old Dixie Highway (Vick Rd to Hawthorne Ave) – Complete Streets
- PD&E for South Park Ave / Clarcona Rd (US 441 / Main St to Cleveland St) – Complete Streets
- PD&E for Goldsboro Community Gateway Project (SR 46 to Persimmon Ave) – New 2-Lane Complete Street
- Construction for East Church Ave (Ronald Reagan Blvd to US 17/92) – Complete Street w/ Shared Use Path
- Planning for West Michael Gladden Blvd (South Park Ave to Bradshaw Rd) – Complete Streets
- PD&E for West Gore St (S Rio Grande Ave to Delaney Ave) – Complete Streets
- PD&E for Poinciana Blvd (Lizzia Brown Rd to Trafalgar Blvd) – Complete Streets

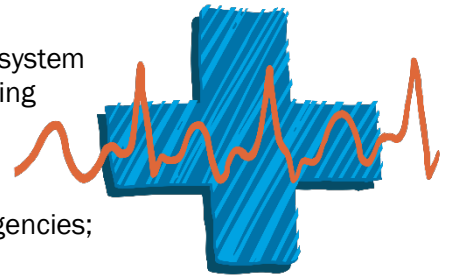
\* Project requires local funding contribution.

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



## Safety Emphasis Projects

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



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

This process will be guided by MetroPlan Orlando's Vulnerable User Safety Working Group, in coordination with the Technical Advisory Committee. Priority list guidelines, eligibility requirements, and evaluation/selection methodology will be established in the Summer of 2022 with a prospective call for projects in the Fall of 2022. These efforts will be in preparation for the 2023 annual update of the Prioritized Project List (PPL) and programming of funds, with projects beginning in Fiscal Year 2026 moving to the Transportation Improvement Program (TIP).

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## TSM&O Corridor and Intersection Projects



A list of Transportation Systems Management & Operations (TSM&O) projects is also included in the PPL. These are projects that use innovative strategies or leverage existing technology deployments to improve travel time reliability on existing roadways without adding capacity and utilize such methods as adding turn lanes at intersections, computerized traffic signal systems, integrated corridor management, traveler information, etc. The TSM&O category includes projects pertaining to incident management, Transportation Demand Management, and other related activities. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.

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

**What projects are eligible?** Any non-capacity project designed to improve safety and travel time reliability, facilitate data sharing, or enhance “future readiness”.

**How may funds be used?** Funds can be used for Planning, PD&E, Design, and Construction/CEI.

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

**What are the terms?** Local agency must show commitment to complying with FDOT’s “4P” process and must be prepared to receive project-phase funding as scheduled.

**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable. The maximum federal/state funding per project is \$5 million (all phases); local agency to fund expenses greater than \$5 million.

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

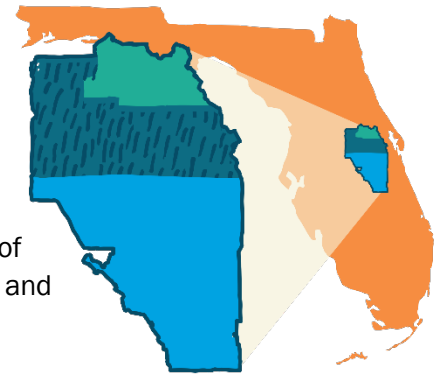
**What are the top TMA-funded TSM&O + ITS priorities submitted for funding?**

- PE and Construction for Pine St / Washington St Bundle (ID# B23) – Operational / Safety Improvements
- PE and Construction for Kaley Ave (I-4 to Orange Ave) – ITS / Technology Improvements
- PE for Church St Bundle (ID# B24) – ITS / Technology Improvements
- PE for Lawrence Slias Blvd / Neptune Rd Bundle (ID# B46) – ITS / Technology Improvements
- PE for Garland Ave Bundle (ID # B27) – Operational / Safety Improvements
- PE for Rosamond Dr / All American Blvd Bundle (ID# B5) – ITS / Technology Improvements
- PE for W South St / W Anderson St Bundle (ID# B25) – ITS / Technology Improvements
- PE for Livingston St (N Parramore Ave to Mills Ave) – ITS / Technology Improvements

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

## ITS Area Wide Projects

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



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

This process is guided by MetroPlan Orlando's TSM&O Advisory Committee. Preliminary priority list guidelines and eligibility requirements, described below, were developed by a Working Group of the Advisory Committee. The TSM&O Working Group will reconvene in the Summer 2022 to establish an evaluation/selection methodology to prepare for a prospective call for projects in the Fall 2022. These efforts will be in preparation for the 2023 annual update of the Prioritized Project List (PPL) and programming of funds, with projects beginning in Fiscal Year 2026 moving to the Transportation Improvement Program (TIP).

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

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

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

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

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

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

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

## ACES Demonstration Projects

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



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

This process is guided by MetroPlan Orlando's TSM&O Advisory Committee. Preliminary priority list guidelines and eligibility requirements, described below, were developed by a Working Group of the Advisory Committee. The TSM&O Working Group will reconvene in the Summer 2022 to establish an evaluation/selection methodology to prepare for a prospective call for projects in the Fall 2022. These efforts will be in preparation for the 2023 annual update of the Prioritized Project List (PPL) and programming of funds, with projects beginning in Fiscal Year 2026 moving to the Transportation Improvement Program (TIP).

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

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

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

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

**What are the terms?** Funding is provided through a competitive process. Local agency must show commitment to complying with FDOT's "4P" process and must be prepared to receive project-phase funding as scheduled.

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

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

## Pedestrian & Bicycle Infrastructure Projects

The list of Pedestrian and Bicycle cost feasible projects and programs include: local and regional trail projects that can be used by cyclists and pedestrians for recreational and/or commuting, on-street bicycle lanes, critical sidewalk improvements (particularly for safety purposes around public schools and transit routes), and other projects that will improve overall bicycle and pedestrian mobility. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.



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

**What projects are eligible?** Sidewalks, shared use paths, bike lanes, and paved trails for commuting or recreation.

**How may funds be used?** Funds can be used for planning, PD&E, design, and Construction/CEI.

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

**What are the terms?** Funding is provided through a competitive process. Local agency must show commitment to complying with FDOT's "4P" process and must be prepared to receive project-phase funding as scheduled.

**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.

**Where are these projects identified in the 2045 MTP?** Cost Feasible Plan, Table 13.

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

- PE and Construction for Shingle Creek Trail Ph.4 (Alhambra Dr to Old Winter Garden Rd) – Shared Use Path \*
- PE for East / West Trail Connector (S Orange Ave to Lake Underhill Rd) – Shared Use Path
- PE for EE Williamson Rd Path (Sunshine Ter to CR 427/Ronald Reagan Blvd) – Shared Use Path

\* Project requires local funding contribution.

*See detailed Priority List in Supplement A for additional information on TMA funded Pedestrian and Bicycle Infrastructure projects.*

## School Mobility / Safe Routes to School

The School Mobility and Safe Routes to School program was identified in the 2045 MTP to address projects off the state highway system that promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. The program's initiatives improve safety and levels of physical activity for students. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.



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

**What projects are eligible?** Projects that do not receive funding from FDOT's Safe Routes to School (SRTS) program.

**How may funds be used?** Funds can be used for design and Construction/CEI.

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

**What are the terms?** Funding is provided through a competitive process. Local agency must show commitment to complying with FDOT's "4P" process and must be prepared to receive project-phase funding as scheduled.

**Are there additional requirements?** Project must demonstrate community support and environmental review must be completed/acceptable.

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

**What are the top TMA-funded School Mobility / Safe Routes to School priorities?**

- Hickory Tree Elementary School (at Oakwind, Beachwood, Englewood)
- Laurel Ave / KOA Elementary School (KOA St to Berkshire Rd)
- Longwood Elementary School (N Grant Ave / Orange Ave and Highland Ave / Logan Ave)
- Midway Area Sidewalks (Spiar Ave to Beardall Ave)
- Reedy Creek Elementary School (Trafalgar Blvd / Pleasant Hill Rd/ Lizzia Brown Rd)

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

## Critical Sidewalk Gaps (Bundles)

MetroPlan Orlando's Bicycle and Pedestrian assessment identified sidewalk gaps and a subset of "critical" gaps. The Critical Sidewalk Gaps program was established in the 2045 MTP to provide a mechanism to advance "critical" gaps off the state highway system. To streamline project programming and implementation, the critical sidewalk gaps are bundled/packaged following FHWA best practices. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.



As noted in Figure 6, *this list of sidewalk priorities is still under development*.

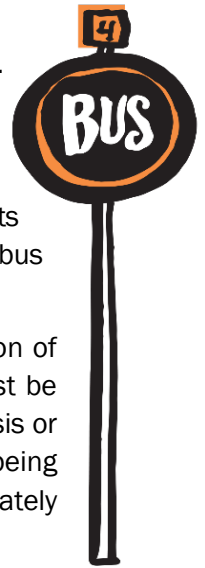
This process will be guided by MetroPlan Orlando's Vulnerable User Safety Working Group, in coordination with the Technical Advisory Committee. Priority list guidelines, eligibility requirements, and evaluation/selection methodology will be established in the Summer of 2022 with a prospective review of eligible projects in the Fall of 2022. These efforts will be in preparation for the 2023 annual update of the Prioritized Project List (PPL) and programming of funds, with projects beginning in Fiscal Year 2026 moving to Transportation Improvement Program (TIP).

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## Regional Transit Projects

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



MetroPlan Orlando has adopted a policy of using up to 30% of its state DDR funds for the operation of premium transit projects beginning in FY 2020/21. To qualify for the DDR funds, the projects must be identified as cost feasible in the 2045 MTP and must have gone through either an Alternatives Analysis or similar analysis to evaluate measures of effectiveness, costs, and benefits with study results being incorporated in the MTP. The transit projects in the PPL are split into five categories and ranked separately based on the types of the projects and the status of the planning/feasibility studies for the projects.

The five transit project categories include:

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

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

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

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

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

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

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

# Supplement A -

## Prioritized Project Lists

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

Figure 7 | PPL Funding Programs / Priority Lists

### Interstate Highway System + Strategic Intermodal System + National Highway Freight Network

This program identifies Interstate Highway System (IHS) and Strategic Intermodal System (SIS) projects with unfunded phases identified in the FY 2021/22 – FY 2025/26 TIP. List also includes National Highway Freight Network regional priorities.

### State Highway System / State Road Projects

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

### Off-System Construction Assistance (+TRIP)

Ten percent from “Other Arterial Funds” are allocated to the Construction and CEI costs of regionally significant Off-State Highway System projects. List also includes projects identified for Transportation Regional Incentive Program (TRIP) funds.

### Complete Streets

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

### Safety Emphasis

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

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

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

### ITS Area Wide Improvements

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

### ACES Demonstration

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

### Regional Trails / Shared Use Paths

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

### School Mobility / Safe Routes to School

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

### Critical Sidewalk Gaps (Bundles)

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

### Regional Transit

MetroPlan Orlando’s TMA policy allocates 30% of Urbanized Area funds for eligible transit capital investments that expand the Public Transportation System.

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

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
107	1	2.08	<div></div> 0	I-4	Polk / Osceola CL	Seminole / Volusia CL	46.91	New and Improved Truck Parking Rest Areas (Central Florida Corridor)									FDOT
104	2	2.03	<div></div> 0	I-4	Osceola Pkwy	SR 528 / Beachline Expy	6.49	Ultimate Configuration for General Use and Managed Lanes									FDOT
102	3	2.22	<div></div> 0	I-4	SR 528 / Beachline Expy	SR 535 / Kirkman Rd	3.66	Ultimate Configuration for General Use and Managed Lanes									FDOT
105	4	1.82	<div></div> 0	I-4	SR 434	Seminole / Volusia CL	10.88	Ultimate Configuration for General Use and Managed Lanes									FDOT
EC232	5	2.60	N/A	I-4	E of SR 535	W of SR 535	0.85	Interchange Improvements									FDOT
EC229	6	2.31	N/A	I-4	at Sand Lake Road	-	0.30	Interchange Conversion to Diverging Diamond Interchange									FDOT
101	7	2.20	N/A	I-4	SR 535 / Kirkman Rd	E of SR 434	18.15	Ultimate Configuration for General Use and Managed Lanes									FDOT
103	8	2.16	N/A	I-4	Polk / Osceola CL	Osceola Pkwy	7.74	Ultimate Configuration for General Use and Managed Lanes									FDOT
EC230	9	1.84	N/A	I-4	W of Central Florida Pkwy	W of SR 528	1.45	Add New WB Single Buffer Separated Exp Lane									FDOT
EC231	10	1.84	N/A	I-4	E of SR 528	W of SR 528	0.65	Interchange Improvements									FDOT
2255	11	1.45	N/A	SR 60	Grape Hammock Rd (Polk Co.)	E of Kissimmee River Bridge (Osceola Co.)	1.76	Widen from 2 to 4 lanes									FDOT
108	12	1.60	<div></div> -7	I-4	Seminole / Volusia CL	SR 472	9.29	Ultimate Configuration for General Use and Managed Lanes									FDOT
109	13	1.61	<div></div> -7	I-4	US 27	Polk / Osceola CL	2.86	Ultimate Configuration for General Use and Managed Lanes									FDOT

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State Highway System / State Road Projects

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
-	-	-	-	Regional TSM&O Projects on the National and State Roadway System. Projects may include multiple locations and expenses such as detection equipment, signal cabinets, CAV technology, and other eligible equipment as identified by the TSM&O Advisory Committee in consultation with FDOT.			N/A	TSM&O / ITS Improvements	N/A	\$ 2.000						\$ 18.000	FDOT-D5 in coordination w/ MetroPlan Orlando
2211	1	3.33	▲ 8	SR 50 / Colonial Dr	Chuluota Rd	SR 520	3.22	Widen from 4 to 6 lanes	CST	\$ 21.734					✓	\$ 21.734	Orange County
2090	2	2.91	▲ 35	SR 50 / Colonial Dr	SR 408	Chuluota Rd	3.80	Widen from 4 to 6 lanes and Safety Improvements	PD&E	\$ 3.080			✓	✓	✓	\$ 67.503	Orange County
2210	3	2.34	▲ 55	SR 526 / Robinson St	Rosalind Ave	Maguire Blvd	1.89	Complete Streets	PE	\$ 3.000					✓	\$ 12.918	Orange County
2252	4	3.24	▼ -2	SR 535	US 192	SR 536 / World Center Dr	2.04	Widen from 4 to 6 lanes	PE	\$ 3.769				✓	✓	\$ 31.372	Osceola County
2207	5	2.63	▼ -2	US 17/92	Polk / Osceola CL	Poinciana Blvd	4.53	Widen from 2 to 4 lanes	ROW	\$ 22.582					✓	\$ 41.400	Osceola County
2251	6	2.52	▼ -2	SR 434	Franklin St.	SR 417	2.30	Complete Streets w/Shared Use Path	CST	\$ 16.666						\$ -	Seminole County
2250	7	3.59	▼ -6	US 17/92 / John Young Pkwy	Pleasant Hill Rd	Portage St	2.37	Widen from 4 to 6 lanes w/Urban Interchange	ROW	\$ 30.720					✓	\$ 54.624	Osceola County
2006	8	2.91	▲ 98	US 17/92	Nottingham St	Monroe St	1.93	Construct Medians / Improve Bike/Ped	CST	\$ 18.200						\$ -	Orange County
2253	9	3.70	▲ 11	SR 535	SR 536 / World Center Dr.	I-4	1.42	Complete Streets / Safety / Ops	CST	\$ 4.937						\$ -	Orange County
2142	10	3.56	▼ -5	US 17/92	S of W 27th St	W 25th St	0.77	Complete Streets	PE	\$ 1.215				✓	✓	\$ 7.658	Seminole County
2200	11	3.47	▼ -1	SR 551 / Goldenrod Rd	SR 408	SR 50 / Colonial Dr	1.86	Widen from 4 to 6 lanes	PD&E	\$ 1.512			✓	✓	✓	\$ 33.140	Orange County
2204	12	2.98	▲ 41	SR 551 / Goldenrod Rd	Beatty Dr	Pershing Ave	1.03	Widen from 4 to 6 lanes	PD&E	\$ 0.835			✓	✓	✓	\$ 18.297	Orange County
2203	13	2.83	▲ 111	SR 551 / Goldenrod Rd	SR 552 / Curry Ford Rd	SR 408	1.84	Widen from 4 to 6 lanes	PD&E	\$ 1.754			✓	✓	✓	\$ 41.303	Orange County
2205	14	2.71	▲ 86	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	1.21	Widen from 4 to 6 lanes	PD&E	\$ 0.981			✓	✓	✓	\$ 21.493	Orange County
2201	15	2.67	▲ 96	SR 551 / Goldenrod Rd	SR 50 / Colonial Dr	University Blvd	2.00	Widen from 4 to 6 lanes	PD&E	\$ 1.625			✓	✓	✓	\$ 35.616	Orange County
2148	16	3.45	▲ 1	US 17/92	SR 417	SR 46 / 1st St	2.89	Complete Streets	PE	\$ 4.575				✓	✓	\$ 28.851	Seminole County
2164	17	3.44	▼ -1	US 441/ Orange Blossom Trl	SR 451	Errol Pkwy	0.59	Complete Streets / Safety / Ops	PD&E	\$ 0.392			✓	✓	✓	\$ 8.592	Orange County
2036	18	3.40	▼ -6	US 441 / Orange Blossom Trl	From WB SR 436	Alabama Ave	0.19	Complete Streets / Safety / Ops	PD&E	\$ 0.123			✓	✓	✓	\$ 3.349	Orange County
2058	19	3.40	▼ -6	US 441 / Orange Blossom Trl	Alabama Ave	S Park Ave	0.46	Complete Streets / Safety / Ops	PD&E	\$ 0.306			✓	✓	✓	\$ 8.290	Orange County
2152	20	3.38	▼ -1	US 441 / N Main St	US 192	Osceola Pkwy	2.26	Complete Streets	PD&E	\$ 1.192			✓	✓	✓	\$ 39.489	Osceola County
2155	21	3.31	▼ -13	SR 438 / Silver Star Rd	SR 429	Bluford Ave	0.87	Complete Streets	PD&E	\$ 0.460			✓	✓	✓	\$ 10.569	Orange County

State Highway System / State Road Projects; Continued

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
2192	22	3.06	<div><div></div></div> 53	SR 426 / Aloma Ave	SR 436 / Semoran Blvd	SR 551 / Palmetto Ave	1.19	Complete Streets / Safety / Ops	PD&E	\$ 0.782			✓	✓	✓	\$ 17.147	Orange County
2184	23	3.06	<div><div></div></div> 0	SR 15 / Hoffner Ave	SR 436 / Semoran Blvd	SR 15 / Conway Rd	1.25	Complete Streets / Safety / Ops	PD&E	\$ 0.826			✓	✓	✓	\$ 22.399	Orange County
2120	24	3.06	<div><div></div></div> 1	US 192	Hoagland Blvd	John Young Pkwy	1.76	Safety Improvements	PE	\$ 1.026				✓	✓	\$ 7.027	Osceola County
2062	25	3.05	<div><div></div></div> 71	SR 50 / Colonial Dr	Dean Rd	Rouse Rd	1.28	Operational / Safety	PE	\$ 1.207				✓	✓	\$ 7.611	Orange County
2047	26	2.99	<div><div></div></div> 63	US 17/92 / Orlando Ave	SR 426 / Fairbanks Ave	SR 423 / Lee Rd	0.88	Complete Streets / Safety / Ops	PD&E	\$ 0.583			✓	✓	✓	\$ 12.773	Orange County
2150	27	2.97	<div><div></div></div> 5	SR 434	Rangeline Rd	US 17/92	2.14	Complete Streets w/Shared Use Path	PD&E	\$ 1.412			✓	✓	✓	\$ 28.248	Seminole County
2185	28	2.91	<div><div></div></div> 19	SR 552 / Curry Ford Rd	SR 15 / Conway Rd	SR 436 / Semoran Blvd	1.26	Complete Streets / Safety / Ops	PD&E	\$ 0.832			✓	✓	✓	\$ 18.240	Orange County
2118	29	2.90	<div><div></div></div> -22	US 17/92 / John Young Pkwy	Palmetto Ave	US 17/92	1.46	Operational / Safety (Freight Bottleneck)	PE	\$ 0.868				✓	✓	\$ 5.475	Osceola County
2195	30	2.88	<div><div></div></div> 39	SR 527 / Orange Ave	Holden Ave	Michigan St	1.26	Complete Streets / Safety / Ops	PD&E	\$ 0.833			✓	✓	✓	\$ 18.246	Orange County
2115	31	2.83	<div><div></div></div> 32	SR 527 / Orange Ave	South St	SR 50 / Colonial Dr	1.02	Safety Improvements	PE	\$ 0.503				✓	✓	\$ 2.852	Orange County
2167	32	2.83	<div><div></div></div> 55	SR 426 / Aloma Ave	Lakemont Ave	Mayflower Ct	0.51	Complete Streets / Safety / Ops	PD&E	\$ 0.336			✓	✓	✓	\$ 6.729	Orange County
2198	33	2.83	<div><div></div></div> 55	SR 426 / Aloma Ave	Mayflower Ct	SR 436 / Semoran Blvd	0.78	Complete Streets / Safety / Ops	PD&E	\$ 0.512			✓	✓	✓	\$ 10.238	Orange County
2188	34	2.80	<div><div></div></div> 83	SR 527 / Orange Ave	SR 426 / Fairbanks Ave	Park Ave	0.33	Complete Streets / Safety / Ops	PD&E	\$ 0.218			✓	✓	✓	\$ 4.773	Orange County
2165	35	2.79	<div><div></div></div> 86	SR 50 / Colonial Dr	Summerlin Ave	Bumby Ave	1.01	Complete Streets / Safety / Ops	PD&E	\$ 0.666			✓	✓	✓	\$ 14.587	Orange County
2055	36	2.79	<div><div></div></div> 46	SR 435 / Kirkman Rd	Conroy Rd	Raleigh St	2.35	Operational / Safety	PE	\$ 2.210				✓	✓	\$ 13.934	Orange County
2181	37	2.75	<div><div></div></div> 89	US 17/92/441 / Orange Blossom Trl	I-4	Washington St	2.30	Complete Streets	PD&E	\$ 1.212			✓	✓	✓	\$ 27.827	Orange County
2132	38	2.75	<div><div></div></div> 69	SR 438 / Silver Star Rd	Pine Hills Rd	Hiawassee Rd	1.49	Operational / Safety	PE	\$ 1.065				✓	✓	\$ 6.035	Orange County
2189	39	2.75	<div><div></div></div> 70	US 17/92 / Mills Ave	Virginia Dr	Princeton St	0.43	Complete Streets / Safety / Ops	PD&E	\$ 0.284			✓	✓	✓	\$ 5.686	Orange County
2168	40	2.75	<div><div></div></div> 80	SR 50 / Colonial Dr	SR 527 / Orange Ave	Summerlin Ave	0.64	Complete Streets	PD&E	\$ 0.338			✓	✓	✓	\$ 7.415	Orange County
2033	41	2.74	<div><div></div></div> 82	SR 434	Wekiva Springs Rd	I-4	0.97	Operational / Safety	ROW	\$ 1.819					✓	\$ 3.915	Seminole County
2178	42	2.74	<div><div></div></div> 38	US 17/92/411 / Orange Blossom Trl	Washington St	SR 50 / Colonial Dr	0.66	Complete Streets	PD&E	\$ 0.346			✓	✓	✓	\$ 7.582	Orange County
2194	43	2.74	<div><div></div></div> 23	SR 15 / Hoffner Ave	SR 551 / Goldenrod Rd	SR 436 / Semoran Blvd	1.39	Complete Streets	PD&E	\$ 0.732			✓	✓	✓	\$ 19.867	Orange County
2158	44	2.72	<div><div></div></div> 23	SR 482 / Sand Lake Rd.	US 17/92/441 / Orange Blossom Trl	SR 527 / Orange Ave	2.26	Complete Streets	PD&E	\$ 1.192			✓	✓	✓	\$ 26.122	Orange County



State Highway System / State Road Projects; Continued

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
2022	45	2.70	▼ -30	US 441 / Orange Blossom Trl	at Plymouth Sorrento Rd	-	0.40	Operational / Safety	PE	\$ 0.373				✓	✓	\$ 2.349	Orange County
2145	46	2.68	▲ 56	SR 434	Maitland Blvd	SR 436	1.77	Complete Streets / Safety / Ops	PD&E	\$ 1.170			✓	✓	✓	\$ 25.640	Seminole County
2030	47	2.67	▼ -19	US 441 / Orange Blossom Trl	at Lake View Dr	-	0.40	Operational / Safety	PE	\$ 0.373				✓	✓	\$ 2.349	Orange County
2172	48	2.65	▲ 90	SR 527 / Orange Ave	Michigan St	Gore Ave	1.25	Complete Streets / Safety / Ops	PD&E	\$ 0.826			✓	✓	✓	\$ 16.527	Orange County
2098	49	2.61	▲ 96	SR 50 / Colonial Dr	Fairvilla Rd	Bumby Ave	4.87	Safety Improvements	PE	\$ 2.410				✓	✓	\$ 15.199	Orange County
2154	50	2.58	▲ 75	SR 50 / Colonial Dr	Bumby Ave	Old Cheney Hwy	1.90	Complete Streets / Safety / Ops	PD&E	\$ 1.251			✓	✓	✓	\$ 27.426	Orange County
2179	51	2.55	▲ 68	SR 50 / Colonial Dr	US 441 / Orange Blossom Tr	SR 527 / Orange Ave	1.00	Complete Streets / Safety / Ops	PE	\$ 1.980				✓	✓	\$ 8.250	Orange County
2144	52	2.54	▲ 105	SR 434	Research Pkwy	McCulloch Rd	1.68	Complete Streets / Safety / Ops	PD&E	\$ 1.109			✓	✓	✓	\$ 24.307	Orange County
2131	53	2.54	▲ 65	SR 50 / Colonial Dr	Kirkman Rd	Tampa Ave	3.10	Safety Improvements	PE	\$ 1.163				✓	✓	\$ 6.588	Orange County
21620	54	2.49	▼ -9	SR 527 / Orange Ave	US 17/92	SR 426 / Fairbanks Ave	0.74	Complete Streets	PD&E	\$ 0.296			✓	✓	✓	\$ 5.928	City of Winter Park
2162	55	2.49	▼ -10	SR 527 / Orange Ave	Clay St	US 17/92	0.68	Safety Improvements	PD&E				✓	✓	✓	\$ 1.700	City of Orlando
2190	56	2.48	▲ 54	SR 426 / Aloma Ave	Goldenrod Rd	Orange / Seminole CL	0.17	Complete Streets w/Shared Use Path	PD&E	\$ 0.113			✓	✓	✓	\$ 2.256	Orange County
2176	57	2.44	▼ -21	SR 15 / Narcoossee Rd	Lee Vista Blvd	SR 551 / Goldenrod Rd	1.17	Complete Streets	PD&E	\$ 0.620			✓	✓	✓	\$ 13.585	Orange County
2169	58	2.42	▲ 85	SR 426 / Fairbanks Ave	I-4	Clay St	0.59	Complete Streets / Safety / Ops	PD&E	\$ 0.391			✓	✓	✓	\$ 8.575	Orange County
2173	59	2.42	▲ 2	SR 426 / Fairbanks Ave	Clay St	US 17/92 / Orlando Ave	0.50	Complete Streets / Safety / Ops	PD&E	\$ 0.331			✓	✓	✓	\$ 7.258	Orange County
2161	60	2.33	▼ -21	SR 426 / Fairbanks Ave	US 17/92	Pennsylvania Ave	0.50	Complete Streets / Safety / Ops	PD&E	\$ 0.332			✓	✓	✓	\$ 7.266	Orange County
2010	61	2.34	▼ -26	SR 15 / Narcoossee Rd	Goldenrod Rd	SR 528	2.58	ITS/Technology	PE	\$ 0.765					✓	\$ 3.293	Orange County
2166	62	2.34	▲ 84	SR 50 / Colonial Dr	Tampa Ave	US 441 / Orange Blossom Trl	0.61	Complete Streets / Safety / Ops	PE	\$ 1.211				✓	✓	\$ 7.634	Orange County
2170	63	2.29	▲ 28	SR 15 / Lake Underhill Rd	SR 15 / Conway Rd	SR 15 / Anderson St	0.84	Complete Streets / Safety / Ops	PD&E	\$ 0.558			✓	✓	✓	\$ 12.222	Orange County
2193	64	2.27	▲ 80	US 17/92 / Mills Ave	SR 50 / Colonial Dr	Virginia Dr	0.75	Complete Streets / Safety / Ops	PD&E	\$ 0.495			✓	✓	✓	\$ 8.620	Orange County
2031	65	2.25	▲ 71	SR 426 / Aloma Ave	Palmetto Ave	Hall Rd	0.64	Operational / Safety	PE	\$ 0.603				✓	✓	\$ 3.419	Seminole County
2153	66	2.20	▲ 83	SR 527 / Orange Ave	SR 50 / Colonial Dr	Princeton St	1.44	Complete Streets / Safety / Ops	PE	\$ 2.859				✓	✓	\$ 18.029	Orange County
2175	67	2.07	▲ 66	SR 15 / Mills Ave	SR 526 / Robinson St	SR 50 / Colonial Dr	0.50	Complete Streets / Safety / Ops	PD&E	\$ 0.333			✓	✓	✓	\$ 6.652	Orange County

State Highway System / State Road Projects; Continued

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
2163	68	2.03	▲ 59	SR 527 / Orange Ave	Gem St	Kelsey Rd	1.55	Complete Streets / Safety / Ops	PD&E	\$ 1.198			✓	✓	✓	\$ 28.207	Orange County
2182	69	1.85	▲ 60	SR 527 / Orange Ave	End of One-Way Split	Holden Ave	0.74	Complete Streets / Safety / Ops	PD&E	\$ 0.575			✓	✓	✓	\$ 13.552	Orange County
2187	70	1.83	▲ 91	SR 482 / Sand Lake Rd	Kirkman Rd	SR 423 / John Young Pkwy	1.86	Complete Streets	PD&E	\$ 0.981			✓	✓	✓	\$ 21.494	Orange County
2038	71	1.50	▲ 92	SR 414 / Maitland Blvd	Maitland Ave	US 17/92	0.57	Operational / Safety	PE	\$ 0.537				✓	✓	\$ 3.044	Orange County
2112	72	1.48	▲ 86	SR 527 / Orange Ave	Holden Ave	Gatlin Ave	0.07	Safety Improvements	PE	\$ 0.388				✓	✓	\$ 10.127	Orange County

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Off System Construction Assistance / TRIP Projects (TMA-SU Funds w/ TRIP)

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
8141	-	2.71	N/A	Old Lake Wilson Rd	Sinclair Rd	CR 532	2.49	Widen to 4 Lanes with Median	CST	\$30.084						\$ -	Osceola County
7423	-	2.34	N/A	Econlockhatchee Trl	Lee Vista Blvd	Curry Ford Rd	2.33	Widen to 4 Lanes with Trail	CST	\$26.298						\$ -	Orange County
7567	-	N/A	N/A	President Barack Obama Pkwy - Phase 2	Metrowest Blvd	Raleigh St	0.82	New 4 Lane Roadway	CST	\$14.026						\$ -	Orange County
8001	-	2.76	N/A	Canoe Creek Rd	Pine Tree Dr	US 192/441 / 13th St	3.321	Widen from 2 to 4 lanes	CST	\$40.134						\$ -	Osceola County
8002	-	3.15	N/A	Canoe Creek Rd	Deer Run Rd	Pine Tree Dr	1.34	Widen from 2 to 4 lanes	CST	\$16.250						\$ -	Osceola County
7371	-	1.90	N/A	Kelly Park Rd	Round Lake Rd	Plymouth Sorrento Rd	2.04	Widen to 4 Lanes with Trail	CST	\$18.611						\$ -	City of Apopka
N/A	-	N/A	N/A	Winter Park Drive Bicycle/Pedestrian Improvements (Bundled)	At Queens Mirror, Crystal Bowl and Wilshire Dr.	-	1.00	Reconstruction with TSMO, Bike & Pedestrian Improvements	CST	\$4.219						\$ -	Seminole County
N/A	-	N/A	N/A	Kelly Park Rd	Golden Gem Rd	Jason Dwelley Rd	2.08	Widen to 4 Lanes with Trail	CST	\$4.000						\$ -	City of Apopka

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Complete Streets Projects (TMA-SU + TALU Funds)

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)				Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	CST		
-	-	-	-	MetroPlan Orlando UPWP for Special Projects: \$1,000,000 a year from 2026 to 2045 of TMA funds to support performance-based planning, data collection and monitoring, corridor and sub-area planning and feasibility studies.			N/A	Regionwide Special Studies	N/A	\$ 1.000					\$ 19.000	MetroPlan Orlando
4011	1	2.60	<div><div></div></div> 7	Winter Park Dr	Red Bug Lake Rd	SR 434	3.75	Complete Streets / Safety / Ops	CST	\$ 6.906					\$ -	City of Casselberry
4019	2	3.11	<div><div></div></div> 1	Old Dixie Highway	Vick Rd	Hawthorne Ave	0.67	Complete Streets	PD&E	\$ 0.353			<div><div></div></div>	<div><div></div></div>	\$ 6.414	City of Apopka
4006	3	2.71	<div><div></div></div> 2	S Park Ave / Clarcona Rd	US 441 / Main St	Cleveland St	1.26	Complete Streets	PD&E	\$ 0.668			<div><div></div></div>	<div><div></div></div>	\$ 7.791	City of Apopka
1807	4	2.60	N/A	Goldsboro Community Gateway	SR 46	Persimmon Ave / 8th St	0.50	New 2 Lane Roadway / Complete Streets	PD&E	\$ 0.255			<div><div></div></div>	<div><div></div></div>	\$ 4.967	City of Sanford
4004	5	2.51	<div><div></div></div> -3	E Church Ave	N Ronald Reagan Blvd	US 17/92	1.18	Complete Streets w/Shared Use Path	CST	\$ 4.916					\$ -	City of Longwood
4007	6	2.51	<div><div></div></div> -2	W Michael Gladden Blvd	S Park Ave	Bradshaw Rd	0.70	Complete Streets	PE	\$ 1.108				<div><div></div></div>	\$ 4.988	City of Apopka
4012	7	2.42	<div><div></div></div> -6	N Central Ave	Martin Luther King Blvd	W Donegan Ave	1.51	Complete Streets	CST	\$ 4.937					\$ -	Osceola County
4005	8	2.26	<div><div></div></div> 2	W Gore St	S Rio Grande Ave.	Delaney Ave	1.61	Complete Streets	PD&E	\$ 0.852			<div><div></div></div>	<div><div></div></div>	\$ 8.833	Orange County
4020	9	2.11	<div><div></div></div> 0	Poinciana Blvd	Lizzia Brown Rd	Trafalgar Blvd	0.99	Complete Streets	PD&E	\$ 0.522			<div><div></div></div>	<div><div></div></div>	\$ 7.862	Osceola County
4014	10	1.59	<div><div></div></div> -3	North St Phase I	Raymond Ave.	Palm Springs Dr.	0.75	Complete Streets	PE	\$ 1.395				<div><div></div></div>	\$ 4.615	Seminole County

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

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
B23	1	3.45	N/A	Pine St	S Hughey Ave	S Rosalind Ave	0.42	Operational / Safety	PE	\$ 0.302				✓	✓	\$ 1.714	City of Orlando
B23	1	3.45	N/A	Washington St	N Garland Ave	N Rosalind Ave	0.36	Operational / Safety	PE	\$ 0.259				✓	✓	\$ 1.470	City of Orlando
3052	2	3.22	N/A	Kaley Ave	I-4	Orange Ave S	0.69	ITS/Technology	PE	\$ 0.155				✓	✓	\$ 0.567	City of Orlando
B24	3	3.21	N/A	Church St	Orange Blossom Trl	S Division Ave	0.75	ITS/Technology	PE	\$ 0.169				✓	✓	\$ 0.618	City of Orlando
B24	3	3.21	N/A	Church St	John Young Pkwy	S Orange Blossom Trl	0.99	ITS/Technology	PE	\$ 0.222				✓	✓	\$ 0.815	City of Orlando
B24	3	3.21	N/A	Church St	Hughey Ave	S Rosalind Ave	0.55	ITS/Technology	PE	\$ 0.124				✓	✓	\$ 0.455	City of Orlando
B46	4	2.98	N/A	Lawrence Silas Blvd	Neptune Rd	E Oak St	0.42	ITS/Technology	PE	\$ 0.094				✓	✓	\$ 0.345	Osceola County
B46	4	2.98	N/A	Neptune Rd	Partin Settlement Rd	Lakeshore Blvd	2.40	ITS/Technology	PE	\$ 0.540				✓	✓	\$ 1.979	Osceola County
B27	5	2.84	N/A	S Garland Ave	W Robinson St	SR 50 / Colonial Dr	0.51	ITS/Technology	PE	\$ 0.115				✓	✓	\$ 0.421	City of Orlando
B27	5	2.84	N/A	Garland Ave	South St	W Washington St	0.38	Operational / Safety	PE	\$ 0.269				✓	✓	\$ 1.526	City of Orlando
B5	6	2.74	N/A	Rosamond Dr	N Lake Orlando Pkwy	N Orange Blossom Trl	0.36	ITS/Technology	PE	\$ 0.081				✓	✓	\$ 0.296	City of Orlando
B5	6	2.74	N/A	All American Blvd	Edgewater Dr	Forest City Rd	0.56	ITS/Technology	PE	\$ 0.125				✓	✓	\$ 0.458	City of Orlando
B25	7	2.70	N/A	W South St	S Rio Grande Ave	S Division Ave	1.00	ITS/Technology	PE	\$ 0.226				✓	✓	\$ 0.827	Orange County
B25	7	2.70	N/A	W Anderson St	7/92/441 / Orange Blossom	S Division Ave	0.75	ITS/Technology	PE	\$ 0.169				✓	✓	\$ 0.621	Orange County
B22	8	2.69	N/A	Livingston St	N Parramore Ave	Highland Ave	0.94	ITS/Technology	PE	\$ 0.212				✓	✓	\$ 0.777	City of Orlando
B22	8	2.69	N/A	Livingston St	Highland Ave	Mills Ave N	0.58	ITS/Technology	PE	\$ 0.130				✓	✓	\$ 0.476	City of Orlando
B30	9	2.60	N/A	Lakeview Ave	Plant St	Fullers Cross Rd	2.07	ITS/Technology	PE	\$ 0.467				✓	✓	\$ 1.711	Orange County
B30	9	2.60	N/A	Story Rd	Plant St W	Dillard St S	1.24	ITS/Technology	PE	\$ 0.280				✓	✓	\$ 1.025	Orange County
B30	9	2.60	N/A	Lakeview Ave	Story Rd	E Plant St	0.48	ITS/Technology	PE	\$ 0.109				✓	✓	\$ 0.399	Orange County
B41	10	2.50	N/A	Turnbull Dr	Semoran Blvd S	Commander Dr	0.19	ITS/Technology	PE	\$ 0.044				✓	✓	\$ 0.160	City of Orlando
B41	10	2.50	N/A	Commander Dr	Hoffner Rd	Turnbull Dr	0.31	ITS/Technology	PE	\$ 0.069				✓	✓	\$ 0.253	City of Orlando
B41	10	2.50	N/A	Commander Dr	Turnbull Dr	Gatlin Ave	0.72	ITS/Technology	PE	\$ 0.163				✓	✓	\$ 0.598	City of Orlando
B41	10	2.50	N/A	Commander Dr	Gatlin Ave	Pershing Ave	0.25	ITS/Technology	PE	\$ 0.057				✓	✓	\$ 0.208	City of Orlando

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

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
B33	11	2.22	N/A	Carrier Dr	International Dr	S Kirkman Rd	0.78	ITS/Technology	PE	\$ 0.176				✓	✓	\$ 0.644	City of Orlando
B33	11	2.22	N/A	Carrier Dr	South Kirkman Rd	Grand National Dr	0.15	ITS/Technology	PE	\$ 0.033				✓	✓	\$ 0.122	City of Orlando
B33	11	2.22	N/A	Mandarin Dr	W Sand Lake Rd	Vanguard St	0.77	ITS/Technology	PE	\$ 0.173				✓	✓	\$ 0.635	City of Orlando
3063	12	2.20	N/A	Amelia St	Parramore Ave	Highland Ave	0.94	ITS/Technology	PE	\$ 0.211				✓	✓	\$ 0.775	Orange County
B26	13	2.19	N/A	S Hughey Ave	W South St	W Washington St	0.38	ITS/Technology	PE	\$ 0.086				✓	✓	\$ 0.314	City of Orlando
B26	13	2.19	N/A	Hughey Ave	Robinson St	W Colonial Dr	0.51	Operational / Safety	PE	\$ 0.361				✓	✓	\$ 2.043	Orange County
3261	14	2.19	N/A	John Young Pkwy	Sand Lake Rd	Hunters Creek Blvd	6.86	ITS/Technology	PE	\$ 1.544				✓	✓	\$ 5.662	Orange County
3061	15	1.96	N/A	Amelia St	Orange Blossom Trl	N Parramore Ave	0.50	ITS/Technology	PE	\$ 0.114				✓	✓	\$ 0.416	Orange County

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

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
5012	N/A	-	N/A	Pine Hills Trail Phase 3 (SunTrail Program / Coast to Coast)	Orange / Seminole CL	Clarcona Ocoee Rd	2.55	Shared Use Path	SunTrail		✓	✓	✓	✓	✓	\$ 10.440	FDOT / SunTrail
5013	N/A	-	N/A	Clarcona-Ocoee Connector (SunTrail Program / Coast to Coast)	N Hiawassee Rd	Pine Hills Trail	1.30	Shared Use Path	SunTrail		✓	✓	✓	✓	✓	\$ 5.351	FDOT / SunTrail
5076	1	-	▲ 6	Shingle Creek Trail Phase 4	Alhambra Dr	Old Winter Garden Rd	1.56	Shared Use Path	PE	\$ 0.725				✓	✓	\$ 5.436	Orange County
5024	2	-	▲ 1	East/West Trail Connector	S Orange Ave	Lake Underhill Rd	2.27	Shared Use Path	PE	\$ 0.897				✓	✓	\$ 5.658	City of Orlando
5077	3	-	▲ 5	West Orange Trail Phase 4	Kelly Park / Rock Springs	W Lester Rd	9.31	Shared Use Path	PE	\$ 3.081				✓	✓	\$ 11.396	Orange County
5065	4	-	N/A	EE Williamson Rd	Sunshine Ter	CR 427 / Ronald Regan Blvd	2.44	Shared Use Path	PE	\$ 1.136				✓	✓	\$ 7.505	Seminole County
5009	5	-	▼ -1	Shingle Creek Trail (Yates Connector, Phase 2B)	Pleasant Hill Rd	Toho Vista	2.05	Shared Use Path	PE	\$ 0.814				✓	✓	\$ 5.132	City of Kissimmee
5075	6	-	▼ -1	Shingle Creek Trail (Phase 2C North)	Osceola Pkwy Overpass	Orange / Osceola CL	10.68	Shared Use Path	PE	\$ 1.121				✓	✓	\$ 7.460	City of Kissimmee

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

MTP ID	PPL Rank	2022 Network Score	Change in Rank from 2021	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency
											PLN	PDE	PE	ROW	CST		
N/A	1	N/A	 1	Hickory Tree Elementary School	Oakwind Ct, Beachwood & Englewood		-	Safe Routes to School	PE	TBD					✓	\$ 0.197	Osceola County
N/A	2	N/A	 -1	Laurel Ave / KOA Elementary	KOA St.	Berkshire Rd	-	Safe Routes to School	PE	TBD					✓	\$ 0.066	Osceola County
N/A	3	N/A	 0	Longwood Elementary School	N. Grant & Orange Ave.	Highland Street & Logan	-	Safe Routes to School	PE	TBD					✓	\$ 1.670	Seminole County
N/A	4	N/A	 0	Midway Area Sidewalks	Spiar Ave	Beardall Ave	-	Safe Routes to School	PE	TBD					✓	\$ 0.369	Seminole County
N/A	5	N/A	 0	Reedy Creek Elementary School	Trafalgar Blvd & Pleasant Hill Rd	Lizzia Brown Rd	-	Safe Routes to School	PE	\$ 0.146					✓	\$ 0.553	Osceola County

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

MTP ID	PPL Rank	Transit Category	Roadway / Facility	From	To	Length (miles)	Project Type	Priority Phase	Phase Amount (in millions)	Remaining Phase(s)					Est. Cost of Remaining Phases (in millions)	Implementing Agency	
										PLN	TCAR	PD	ROW + CST	OPS			
5001	1	D	LYNX Capital Expenses & Transit Asset Management (Vehicles, Facilities, Passenger Amenities, Support Equipment, Technology, Safety & Security, LYMMO SGR)			-	-	-	Capital	\$ 430.79						\$ 470.79	LYNX - Region Wide
5002	2	A	SunRail - Phase III			-	Rail Connection from Orlando International Airport to SunRail Meadow Woods Station	TCAR	\$ 7.00			✓	✓	✓		\$ 294.95	FDOT
5003	3	B	LYNX - Southern Operations & Maintenance Facility			-	Per LYNX's Route Optimization Study (ROS), LYNX must acquire an additional operations and maintenance facility to support its growing fleet. This facility will house, refuel, and maintain CNG buses, ACCESS LYNX, NeighborLink, and VanPool Vehicles. It will have vehicle capacity for storing 60' articulated buses on the property to improve operational efficiencies.	ROW & CST	\$ 92.40							-	LYNX
5004	4	C	LYNX - Northern Operations Base			-	New Northern Operations base for System Expansion	PE	\$ 2.10				✓	✓		\$ 39.75	LYNX
5005	5	C	SunRail - Meadow Woods Station Parking Expansion			-	Parking Expansion	CST	\$ 24.22							-	SunRail
5006	6	C	SunRail - Tupperware Station Parking Expansion			-	Parking Expansion	CST	\$ 30.24							-	SunRail
5007	7	C	SunRail - Poinciana Station Parking Expansion			-	Parking Expansion	CST	\$ 5.32							-	SunRail
5008	8	C	LYNX - Service Enhancements - Phase I			-	300 - UCF - Downtown Regional Express; 302 - OIA - Disney Springs Regional Express; 303 - OIA / Florida Mall / Universal Studios Regional Express; 306 - Downtown - Universal Studios Regional Express; 307 - Downtown-S. I-Drive Regional Express; 308 - Downtown - Disney Springs Regional Express; 311B - UCF - Medical City/Lake Nona - Meadow Woods Regional Express; 312 - Ocoee - Disney Regional Express; 313 - Pine Hills / Disney Regional Express; 314 - S.R. 436 / Disney Regional Express; 505A - John Young Parkway; 505B - John Young Parkway; 506 - Lake Underhill - UCF; 517 - S. I-Drive / Disney Springs; 518 - OIA-MDW SunRail	Capital	\$ 3.26					✓		-	LYNX
5009	9	C	LYNX - Service Enhancements - Phase II			-	100-A1 - AMS - MILLS AVE/U.S. 17-92; 102A - N. U.S. 441/Apopka; 102B - S. U.S. 441/Fla Mall; 103 - Silver Star Road; 105 - Pine Hills / Kirkman / Universal; 200-A1 - AMS - N U.S. 17/92 Limited Stop; 202 - U.S. 441 Limited Stop; 205 - Pine Hills/Kirkman Rd./Universal Limited Stop; 400 - Lake County Commuter Express; 401 - Waterford Lake Commuter Express; 500 - S.R. 434; 509 - Sand Lake Connector; 514 - Hiawassee Road / Turkey Lake Road; 519 - Winter Park - Downtown; 521 - Rosemont / Pine Hills Circulator; 610 - Maitland Connector; 616 - Maitland Center / Eatonville; 700 - Lymmo Orange - Downtown; 702 - Lymmo Grapefruit; 701 - Lymmo Lime; 703 - Lymmo Tangerine Line; 703a - Lymmo Orange - N. Quarter - Fla Hosp; 821 - E. Colonial Drive/Bithlo Flex Flex Route/Hybrid; 866 - Waterford Lakes-Avalon Flex Zone	Capital	\$ 5.21					✓		-	LYNX
5010	10	C	LYNX - Service Enhancements - Phase III			-	Multiple Routes	Capital	\$ 18.51					✓		-	LYNX
5011	11	C	LYNX - Transit Facility Implementation - Phase I			-	LYNX Central Station (LCS) Modifications; Nemours Children's Hospital (Lake Nona) Transit Facility; Disney Springs Transit Center Improvements.	Capital	\$ 14.00							-	LYNX
5012	12	C	LYNX - Transit Facility Implementation - Phase II			-	Valencia College West Transit Center; Maitland SunRail Station Bus Facility Enhancement; Florida Mall Transit Center Expansion; Universal Studios Transit Center Expansion; Pine Hills Transit Center Expansion; Waterford Lakes/Avalon Town Center Transit Center /Transfer Facility/Turnback; Orlando Packing District development Transit Center; US 441 and Hunter's Creek Transit Turnback Facility; SR 436 and Curry Ford Rd Transit Center.	Capital	\$ 55.04							-	LYNX



# Supplement B - Prioritization Criteria & Scoring Summary

## Framework

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

## Evaluation Criteria

MetroPlan Orlando's regional goals and objectives blended with the planning factors set forth in the federal FAST Act yielded 28 criteria, or scoring factors, consistent with board funding programs/policies, to serve as the basis for the comparative evaluation. In this way, new projects will be proposed, funded, and constructed, with their need and impacts measured for consistency with the 2045 MTP's goals and objectives. Although there are no "right" or "wrong" evaluation criteria, there are useful and less useful ones. The characteristics of good evaluation criteria are:

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

## Overview of Evaluation Criteria

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

**Table B-1 | Project Evaluation Criteria**

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

Source: MetroPlan Orlando 2045 MTP

## Criteria and Scoring Logic

The criteria and scoring logic applied to the region's corridors will provide a quantitative assessment that will serve as the foundation for project prioritization. This assessment will provide decision-makers with the best information available for qualitative reviews and will guide MetroPlan Orlando's investments through a data-informed and performance-based process. The following section (Tables B-2 through B-6) provides an overview of the method, logic, and data source of the evaluation criteria. *Each component of the Criteria and Scoring Logic is summarized below:*

### Performance Indicator

Defines the metric which was used to align with the objectives of each goal. This alignment is the basis of the quantitative assessment and will be used to identify needs and prioritize based on the performance.

### Data Sources

Provides the source of each indicator used within the data model. An in-depth explanation of each of the data sources can be found in [Technical Series #2](#) of the adopted 2045 MTP.

### Method

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

### Logic

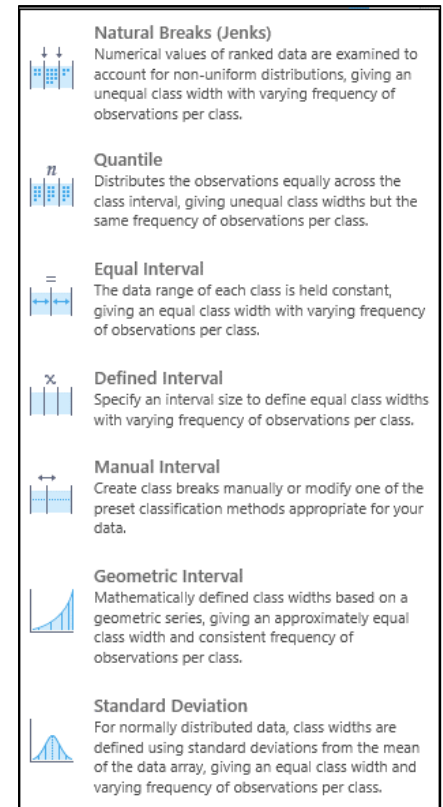
Ties the performance indicator back to the objective and explains the thought process on why the assessment will result in a priority need.

### Scenario Planning

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

### Scoring Thresholds

To distribute the scores within the modeling process, individual buckets were identified per dataset, based on the regional analyses. The identification of these buckets can be done in a variety of ways based on statistical distribution of data, as shown at right. For this process, "Natural Breaks (Jenks)" were used to readily identify natural separation or "buckets" of data. These naturally occurring separators were also compared with standard deviation and quantile to verify that the natural breaks were indeed following a normalized approach. The individual values were rounded to the nearest whole number or decimal to present clear and logical buckets for each data set. Lastly, each performance indicator has a maximum value of 1 point. It should be noted that the number of indicators in each goal area will have an impact on the scoring of each indicator. For example, the four indicators in the Safety & Security Goal each comprise of 25% of the total goal score, whereas the five (5) indicators in the Reliability & Performance Goal each account for 20% of the total goal score. This process is necessary to equalize the scoring and limit goal areas with more performance indicators from skewing results.



Source: Microsoft, 2020

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

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

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

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

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

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

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

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

(Remainder of page intentionally left blank)



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

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

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

Indicator	Description	Scoring Thresholds												
<p><b>Environmental Justice (EJ) Populations</b></p> <p>Percentage of seven traditionally underserved communities (low income, minority, aging population, people with disabilities, zero-car households, limited English proficiency persons, female head of household with child), measured at the census tract level.</p> <p><i>Source: 5-year American Community Survey Data</i></p>	<p><b>Method:</b> A GIS assessment was conducted to determine the corresponding EJ score for the area adjacent to the corridor. The EJ score represents the number of underserved communities which exceed the regional average within a particular census block.</p> <p><b>Logic:</b> To ensure that transportation decisions do not cause disproportionately high and adverse effects on low-income and minority populations, corridors with higher EJ population will be prioritized for improvements.</p> <p><u>Greater the EJ population, greater the need, greater the point allocation.</u></p>	<table><tr><th>Range</th><th>Score</th></tr><tr><td>1</td><td>0.25</td></tr><tr><td>2 - 3</td><td>0.50</td></tr><tr><td>4</td><td>0.75</td></tr><tr><td>Over 4</td><td>1</td></tr></table> <p>Unit: Score</p>	Range	Score	1	0.25	2 - 3	0.50	4	0.75	Over 4	1		
Range	Score													
1	0.25													
2 - 3	0.50													
4	0.75													
Over 4	1													
<p><b>Relative Change: Vehicle Miles Traveled (VMT)</b></p> <p>Comparison of a corridor's 2045 VMT to the existing VMT</p> <p><i>Source: CFRPM v7</i></p>	<p><b>Method:</b> The 2015 and 2045 travel demand model were evaluated to quantify the change in VMT along a corridor.</p> <p><b>Logic:</b> Increased VMT results in increased greenhouse gas emissions, therefore corridors which exhibit the greatest increase in future VMT should be prioritized for improvements to other modes of travel that provide increased occupancy (transit) or active transportation (bike/pedestrian facilities).</p> <p><u>Greater the VMT increase, greater the need, greater the point allocation.</u></p>	<table><tr><th>Range</th><th>Score</th></tr><tr><td>0 - 1.10</td><td>0</td></tr><tr><td>1.11 - 1.3</td><td>0.25</td></tr><tr><td>1.31 - 1.6</td><td>0.50</td></tr><tr><td>1.61 - 2.5</td><td>0.75</td></tr><tr><td>Over 2.5</td><td>1</td></tr></table> <p>Unit: Ratio</p>	Range	Score	0 - 1.10	0	1.11 - 1.3	0.25	1.31 - 1.6	0.50	1.61 - 2.5	0.75	Over 2.5	1
Range	Score													
0 - 1.10	0													
1.11 - 1.3	0.25													
1.31 - 1.6	0.50													
1.61 - 2.5	0.75													
Over 2.5	1													

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

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

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

Indicator	Description	Scoring Thresholds												
<p><b>Cost Burdened Households within ¼ mile of Corridor</b></p> <p>The percentage of families which pay more than 30 percent of their income for housing.</p> <p><i>Source: 5-year American Community Survey Data</i></p>	<p><b>Method:</b> Corridors were evaluated to determine the percentage of cost burdened households within ¼ mile of the corridor.</p> <p><b>Logic:</b> To ensure that transportation decisions do not cause disproportionately high and adverse effects on cost burdened households, corridors with higher percentages will be prioritized for improvements.</p> <p><u>Greater the cost burdened households, greater the need, greater the point allocation.</u></p>	<table><tr><th>Range</th><th>Score</th></tr><tr><td>10 - 22</td><td>0.25</td></tr><tr><td>23 - 27</td><td>0.5</td></tr><tr><td>28 - 32</td><td>0.75</td></tr><tr><td>Over 32</td><td>1</td></tr></table> <p>Unit: Percentage</p>	Range	Score	10 - 22	0.25	23 - 27	0.5	28 - 32	0.75	Over 32	1		
Range	Score													
10 - 22	0.25													
23 - 27	0.5													
28 - 32	0.75													
Over 32	1													
<p><b>Percentage of Visitor Traffic</b></p> <p>The percentage of visitor traffic to total traffic along a corridor</p> <p><i>Source: FDOT Central Florida Visitor Study – 2018</i></p>	<p><b>Method:</b> The percentage of visitor traffic was assigned to each corridor within the data model.</p> <p><b>Logic:</b> To improve the transportation experience for visitors and supportive-industry worker, corridors which exhibit a high percentage of visitor traffic should be prioritized.</p> <p><u>Greater the percent of visitor traffic, greater the need, greater the point allocation.</u></p>	<table><tr><th>Range</th><th>Score</th></tr><tr><td>0 - 10</td><td>0</td></tr><tr><td>11 - 25</td><td>0.25</td></tr><tr><td>26 - 40</td><td>0.5</td></tr><tr><td>41 - 60</td><td>0.75</td></tr><tr><td>Over 60</td><td>1</td></tr></table> <p>Unit: Percentage</p>	Range	Score	0 - 10	0	11 - 25	0.25	26 - 40	0.5	41 - 60	0.75	Over 60	1
Range	Score													
0 - 10	0													
11 - 25	0.25													
26 - 40	0.5													
41 - 60	0.75													
Over 60	1													
<p><b>Cost of Congestion</b></p> <p>Comparison of a corridor’s cost of congestion between the 2045 cost and existing cost.</p> <p><i>Source: CFRPM v7, U.S. Census Data</i></p>	<p><b>Method:</b> The cost of congestion uses average delay along a corridor and multiplies by the estimated hourly income per county (average household income / average household occupancy / 2080 hours per year).</p> <p><b>Logic:</b> To reduce per capita delay for residents, visitors, and businesses, corridors with the highest cost per congestion should be prioritized for improvement. For example, if a 30 minute work commute takes you one hour, the additional 30 minutes spent in congestion was measured as a cost.</p> <p><u>Greater the cost of congestion, greater the need, greater the point allocation.</u></p>	<table><tr><th>Range</th><th>Score</th></tr><tr><td>0 - 3</td><td>0</td></tr><tr><td>4 - 5</td><td>0.5</td></tr><tr><td>6 - 14</td><td>0.75</td></tr><tr><td>Over 14</td><td>1</td></tr></table> <p>Unit: Ratio</p>	Range	Score	0 - 3	0	4 - 5	0.5	6 - 14	0.75	Over 14	1		
Range	Score													
0 - 3	0													
4 - 5	0.5													
6 - 14	0.75													
Over 14	1													

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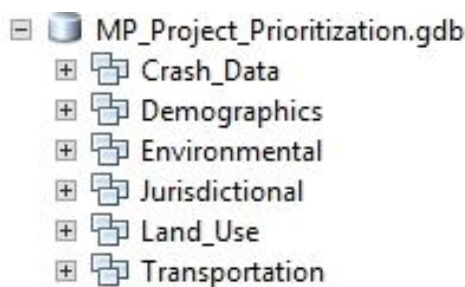
# Data Model Development

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

## Prioritization Database and Roadway Network Development

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

Figure B-1 | Prioritization File Geodatabase



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

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

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

Figure B-2 | Base Network Database Schema

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

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

The process of conflation allowed these various data sources to be combined through spatial analytics. In some cases, the roadway segments were provided a buffer area in which select data was collected, such as the percent of population within ½ mile of the corridor; or in other cases used to identify which roadway segments have been identified as evacuation routes. For example, the xWave network segmentation is much more fine-grained than the segmentation of the MetroPlan Orlando base roadway network. In order to summarize xWave network characteristics at the base network segmentation level, each xWave segment was assigned the corresponding MetroPlan Orlando base network segment ID via a coding process. The same conflation concept was applied to both the base (2015) and future (2045) CFRPM model networks. Figure B-3 shows an extract of the CFRPM network database with the MetroPlan Orlando base network segment ID added during conflation.

**Figure B-3 | CFRPM Network Database Following Network Conflation**

CFRPM_Network_45_MP										
A45_A	A45_B	A45_ROAD_NAME	A45_TWOWAY	A45_DIR	A45_NUM_LANES	A45_POST_SPEED	A45_UA_TYPE	A45_UA_NAME	A45_FUNCCLASS	MP_SEG_ID
70411	70062	Osceola Pkwy	2: Two-Way Link	EB: Eastbound	2	55	1: Urban	7: Kissimmee	14: Urban - Principal Arterial	30049
64300	61951	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
61951	61183	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
61657	60951	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
61183	61657	Schofield Rd	2: Two-Way Link	EB: Eastbound	1	40	1: Urban	13: Orlando	19: Urban - Local	<Null>
90139	90148	SR 436	2: Two-Way Link	EB: Eastbound	3	40	1: Urban	13: Orlando	14: Urban - Principal Arterial	10310
70143	74538	Osceola Pkwy	2: Two-Way Link	EB: Eastbound	2	55	1: Urban	7: Kissimmee	14: Urban - Principal Arterial	30035
74538	70083	Osceola Pkwy	2: Two-Way Link	EB: Eastbound	2	55	1: Urban	7: Kissimmee	14: Urban - Principal Arterial	30035
61119	64355	Laurel Valley Dr	2: Two-Way Link	EB: Eastbound	1	35	1: Urban	13: Orlando	19: Urban - Local	21210
64355	61195	Laurel Valley Dr	2: Two-Way Link	EB: Eastbound	1	35	1: Urban	13: Orlando	19: Urban - Local	21210
61888	64042	Buena Vista Dr	2: Two-Way Link	EB: Eastbound	3	50	1: Urban	13: Orlando	17: Urban - Major Collector	21505

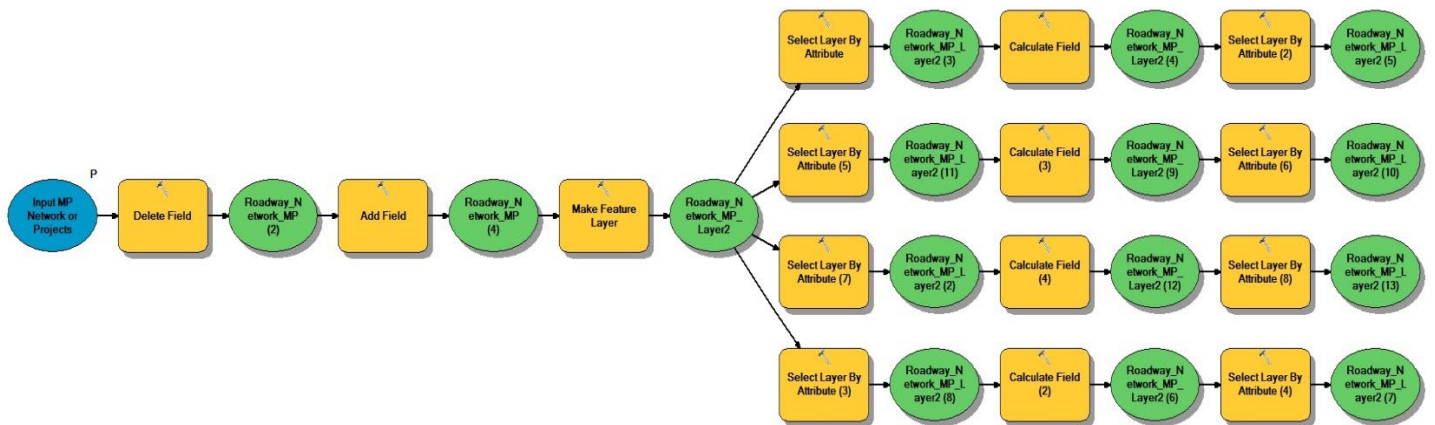
Other datasets such as RCI and ACS layers were clipped to the MetroPlan Orlando study area in order provide full coverage of the three-county area. After completing the conflation of the various data sets, GIS models were used to deliver automated and adjustable scoring mechanisms which could be changed by users to place additional emphasis on select characteristics. These GIS models programmatically evaluate each performance measure and deliver a score and value which corresponds to occurrence of the measure in relation to other roadway segments and the emphasis that performance measure has been given.

## Building the Prioritization Model

The data-driven project evaluation and scoring was conducted utilizing *ModelBuilder* tools within the Esri ArcGIS Desktop environment. *ModelBuilder* is a visual programming language for building geoprocessing workflows. Geoprocessing models automate and document spatial analysis and data management processes. A model is represented as a diagram that chains together sequences of processes and geoprocessing tools, using the output of one process as the input to another process. An example of this script flow is shown in Figure B-4.

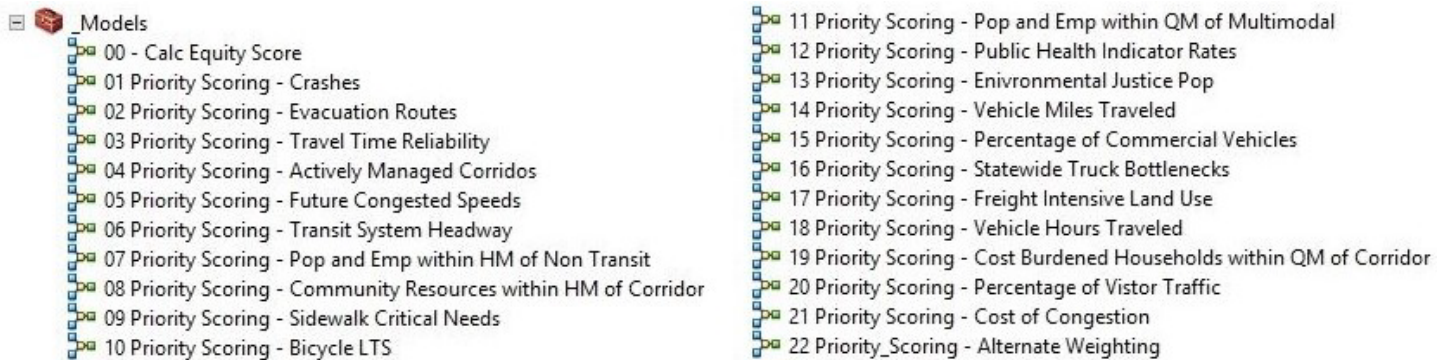


Figure B-4 | ModelBuilder Script Example



A series of models was developed to compute values and scores for the various performance indicators such as environmental justice regions identifying areas of underserved populations, demand scores for actively managed corridors, freight intensive areas, transit system headways, conducting crash data analysis, identifying sidewalk critical needs, and assigning aggregate scores to each base roadway network segment. The model scripts are stored inside a toolbox with the fGDB containing the base roadway network along with all the other input datasets (see Figure B-5).

Figure B-5 | Prioritization Model Script Toolbox



For each performance indicator, a model computes the respective value of each roadway segment and then computes the indicator score ranging from 0 to 1 depending on the thresholds outlined in Tables B-3 through B-7. Both the indicator value and score are appended to the roadway segment attribute table and feed into the aggregate scores for each goal area which are then used to compute the overall comprehensive score (see Figure B-6 for extract of roadway segment attribute table).

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

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



## Executing and Updating the Prioritization Model

In order to conduct the prioritization, the model scripts need to be executed in sequence starting with Model 01. By default, each model points to the MetroPlan Orlando base roadway network (Roadway\_Network\_MP\_Final) to serve as the input. This can be changed as needed by pointing to an updated version of the network or a subset of it that could represent a set of projects. Note: For the models to properly execute, the input network or project segment data needs to have the same database schema (i.e. attribute table fields) as the base roadway network. Each model generates values and scores for a specific performance indicator at a roadway/project segment which are being derived from indicator-specific input data. For example, model '01 Priority Scoring – Crashes' computes values and scores for the three crash rate indicators under the safety & security goal area and utilizes the 5-year crash data from Signal Four which is contained in the GDB as 'Crashes\_All\_2017\_21\_MP'. If this data were to be changed or updated, the model would need to be adjusted accordingly by pointing to new crash data layer. The same concept applies to the other models.

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

## Prioritization Results

The results of the prioritization process are summarized in a geo-database containing all roadway segments with descriptions and prioritization scores/results by goal area. The results are visualized in an interactive map depicting segment scores by goal area as well as the composite score. More details on the prioritization process and results are provided in the [Moving Forward](#) section of the interactive Tracking the Trends publication.

Segment-level information and attributes can also be accessed using MetroPlan Orlando's Online Data Viewer: <https://metroplanorlando.org/maps-tools/dataviewer> (see "Network Evaluation" tab).

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