

2045 Metropolitan Transportation Plan (MTP) Overview of Proposed Plan Revisions

May / June 2021



Reason for Amendment / Modification:

In February 2021, the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) provided additional guidance and clarification relating to “consistency between planning documents” and the relationship of the MTP to the Transportation Improvement Program (TIP) and FDOT Work Program. Per FHWA guidance, a snapshot of the adopted TIP, including state and federal projects fully funded in advance of 2026, must be included in the Cost Feasible Plan’s budget allocation tables. The currently adopted 2045 MTP only includes significant partially-funded TIP projects with remaining phases to be funded in Plan Period 2026-2030 and 2031-2035 of the Cost Feasible Plan.

To proactively comply with state and federal long range planning requirements, MetroPlan Orlando staff is proposing these Plan Revisions to better reflect the TIP in the 2045 MTP’s Cost Feasible Plan. In addition, due to the required effort in updating the budget tables for TIP projects, MetroPlan Orlando staff is taking this opportunity to address feedback received from agency partners following the adoption of the 2045 MTP in December 2020.

Changes to Technical Reports / Documentation:

Requested amendments /modifications will be made to the *Cost Feasible Plan: Strategies, Programs, and Projects and Congestion Management Process (CMP)* documentation of the adopted 2045 Metropolitan Transportation Plan.

1. Cost Feasible Plan – Modification: Federal and state funded projects within the TIP were added to the Cost Feasible Plan’s budget allocation tables for the years 2020-2025. The projects included those with funding allocated through the construction phase, and historic project costs (those prior to 2020) were not added to the Cost Feasible Plan’s budget allocation tables. The TIP projects were added to the following tables, and are identified by an MTP ID that begins with “EC”. The addition of these TIP projects did not impact existing cost feasible projects.
 - a. Table 6, Interstate Highway System and Strategic Intermodal System: 14 TIP projects were added.
 - b. Table 9, State Highway System: 122 TIP projects were added.
 - c. Table 11, Transportation System Management and Operations/ITS: 52 TIP projects were added.
 - d. Table 12, Complete Streets: Three (3) TIP projects were added.
 - e. Table 13, Pedestrian and Bicycle Infrastructure: 37 TIP projects were added.
2. Cost Feasible Plan – Amendment: The off-system capacity improvement program (Table 10) was broadened to include other multimodal needs, in addition to capacity, for facilities located off of the state highway system. The new program no longer identifies specific projects, rather it will be implemented annually in coordination with the Technical Advisory Committee (TAC) and projects will be identified on the Project Priority List (PPL). The projects which were previously located in Table 10 have been relocated to the appropriate Orange, Osceola, and Seminole County local project list (Tables 16, 17, and 18) respectively.

3. Cost Feasible Plan – Amendment: Minor updates were also incorporated based upon feedback received after the MTP Adoption on December 9, 2020. A summary of the updates is included below:
 - a. Sandspur Trail – The City of Maitland has opted to fund the project through an alternative source and will not use federal or state funds for implementation. The project has been removed from Table 13, Pedestrian and Bicycle Infrastructure.
 - b. Orange Blvd – Seminole County has opted to fund the project through an alternative source and will not use federal or state funds for implementation. The project has been removed from Table 12, Complete Streets.
 - c. Orange Ave/Holden/Gatlin Intersection – Updated the project cost to reflect the rail relocation construction. The project remains Cost Feasible in Plan Period 2 (2030-2035).
 - d. Windermere Ward Trail – The Town of Windermere requested to add the trail segment to Table 13, Pedestrian and Bicycle Infrastructure. The project is shown as unfunded need.
 - e. Osceola County requested minor editorial revisions to clarify project locations and limits for previously unnamed roadways, removing a few projects that were either cancelled or completed since the time of the MTP’s adoption, and splitting a project into separate project items with abutting limits for ease of future implementation. The editorial revisions did not impact project cost feasibilities.
4. Congestion Management Process – Modification: Documentation revised to include updated information from FDOT pertaining to Emergency Response and Roadway Clearance times (Table 1). Previous data reported in the adopted CMP was extracted directly from FDOT’s SunGuide system. Updated clearance time data was provided by FDOT District Five’s Transportation Incident Management (TIM) Coordinator.

Hyperlinks to documentation with proposed revisions incorporated:

- Cost Feasible Plan: https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_Adopted-Dec2020_ProposedRevisions-MayJune2021.pdf
- Congestion Management Process: https://metroplanorlando.org/wp-content/uploads/2045MTP_CongestionManagementProcess_Adopted-Dec2020_ProposedRevisions-MayJune2021.pdf

For additional information regarding these Plan Revisions:

Please contact Alex Trauger, Manager of Transportation Planning at ATrauger@metroplanorlando.org