



Destinations
Metroplan Orlando 2007 Annual Report



Linda Stewart
Board Chairperson

The Florida Trail

The Florida Trail stretches the entire length of the state. At over 1,400 miles long, the trail makes it possible to hike from one end of the Sunshine State to the other on foot. The trail earned the exclusive National Scenic Trail label in 1983. There are only eight such trails in the nation.



From the Chairperson

The theme for this year's annual report, **Destinations**, may seem like an odd choice for a transportation planning agency. After all, federal and state law charge us with forecasting growth and development – and then planning for our region's transportation needs.

When you turn the pages and see the beauty of Central Florida – from Wekiwa Springs State Park to Lake Toho – the transportation connection may not seem immediately clear. But at a second glance, **destinations** are the heart of our work. Transportation planning is really about connecting our communities, moving people and goods throughout Central Florida, all while preserving the natural beauty of our community.

When I began my term as board chairperson, I announced three top priorities for 2007: secure critical transportation funding, emphasize alternative modes of travel, and focus on smart growth. Although these three subjects may seem independent, they each provide a crucial link when developing an effective transportation system in our community that preserves our natural beauty.

Along with the METROPLAN ORLANDO Board, I have been encouraged to see remarkable successes over the past year, including the unanimous vote for commuter rail in Orange, Osceola, Seminole, and Volusia Counties, and the City of Orlando. Commuter rail is a key component of our long range transportation plan and the first piece of a larger regional rail system that gives us another transportation option beyond paving more roads.

Additionally, the results of the community visioning exercise called *How Shall We Grow?* showcased the importance of joining transportation and land use planning to foster smart growth. We've heard loud and clear that people are looking for something different. We understand that proper planning today will preserve the beauty of our community and the quality of life for people who live and work in Central Florida.

Unfortunately, we continue to face a growing gap between transportation needs and available funding. The board remains committed to seeking funding options from the state, including efforts to pass legislation that would allow us to ask voters if they would like a local option rental car surcharge or sales tax to fund critical transportation needs in our community.

Preserving the **destinations** in our community with effective transportation planning requires us to exhibit regional leadership, a willingness to manage change and the courage to make tough decisions. I am proud to report that an effective board, a competent staff, and strong partnerships are in place to meet these challenges.

Sincerely,

Linda Stewart
Board Chairperson

Destinations

You could call them the hidden secrets of Central Florida. Beyond the typical tourist attractions known world-wide are a series of environmental **destinations** – areas that represent the natural beauty of the place we call home. From the towering cypress trees that line the Little Econlockhatchee River to the acres of open, untouched land that make up Forever Florida, you won't find one roller coaster. Instead, you're more likely to find a family of baby alligators skimming the surface of a waterway or a sunrise that fills the entire sky with a color of pink that you won't find in any crayon box.

The theme **Destinations** celebrates the natural beauty of Central Florida. At first glance, the transportation tie-in may seem unclear. But preserving the environment is directly tied to the transportation choices we make on a daily basis. Nowhere is that more clear than the outcome of the massive community visioning process completed this year called *How Shall We Grow?*

Central Florida residents made it clear during the *How Shall We Grow?* outreach process – they want to see a future where the region consumes less land, preserves more precious environmental resources, creates more distinctive places to live, and provides more choices for how people travel.

This year's annual report features a snapshot of environmental 'jewels' in our community, along with the transportation developments underway to provide the very choices people want to see when they travel, while preserving the natural beauty of Central Florida.

Conservation is an important part of the planning process at METROPLAN ORLANDO. Transportation planning is more than just creating more roads – it's about connecting our communities in a way that encourages responsible growth. To add to the conservation theme, this annual report is printed on 100 percent postconsumer recycled paper which saved 1,827 gallons of wastewater flow and conserved 3,046,400 BTUs of energy. The use of wind-generated electricity to produce the paper prevented 207 lbs of air emissions from being generated – equal to not driving a car for 224 miles or planting 14 trees. The report is certified by the Forest Stewardship Council, Green-e, and Green Seal, ensuring that environmentally responsible practices were used at every step of the paper making and printing process.

Enjoy a trip through the Central Florida **destinations** that make our community so unique. You can learn more about the featured locations on page 32.

Little Econlockhatchee River

The Little Econ River originates near Orlando and is about 15 miles long, eventually flowing into the Econlockhatchee River. The Econ Trail runs along a portion of the river and allows visitors to enjoy a variety of outdoor activities including hiking, biking, fishing, canoeing and picnicking.



I wandered lonely as a cloud



over vales and hills,

through a crowd,

amidst

with the trees,

swaying in the breeze.

Seeing our Vision and Mission

METROPLAN ORLANDO is the metropolitan planning organization for Orange, Osceola and Seminole Counties. The organization provides the forum for local elected officials, their staff and transportation experts to work together to improve transportation options for Central Florida residents, businesses and visitors. METROPLAN ORLANDO is also responsible for long range planning and determining how federal and state transportation dollars are spent in the three-county area.



Regional Transportation Vision

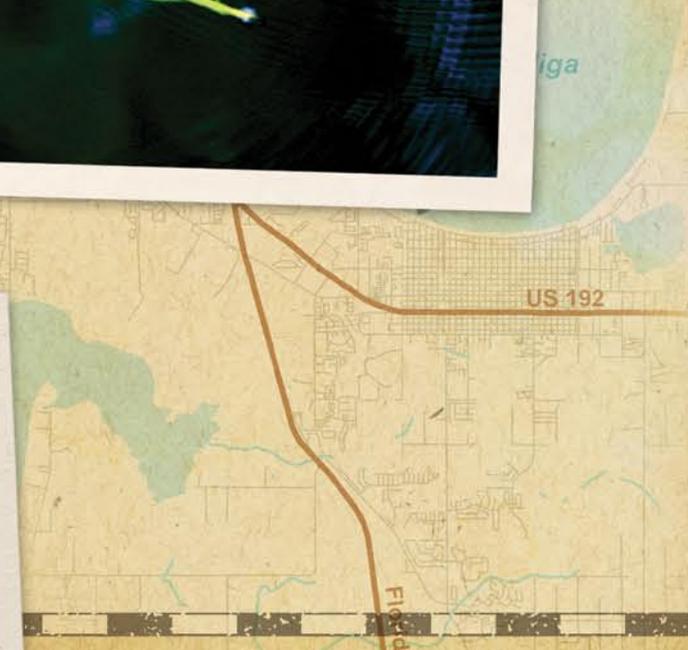
A system that safely and efficiently moves people and goods through a variety of transportation options to support the region's desire to preserve natural lands, create community centers, conserve energy and maintain a strong economy.

Mission

The mission of METROPLAN ORLANDO is to provide leadership in planning a transportation system consistent with the Regional Transportation Vision by engaging the public and fostering effective partnerships.

Forever Florida

Forever Florida in Osceola County preserves the Florida wilderness in its most unspoiled form. Visitors get a taste of the "Old Florida" that the first pioneers and Native American tribes enjoyed in centuries past. Forever Florida was born out of a father's desire to carry out his late son's dreams of saving Florida's ecosystem.



Connecting our Communities

Considered a true example of old Florida charm, the 4,700 acre Forever Florida nature preserve highlights the beauty of the region, while providing a present day example of 'what was' decades ago. Central Florida's population is expected to double by the year 2050 – and some experts believe that may happen even sooner. Preserving the beauty of **destinations** like Forever Florida while balancing forecasted growth in the region is a growing challenge for organizations like METROPLAN ORLANDO.

How Shall We Grow?

Given the rate of growth and its related results, an ambitious program called *How Shall We Grow?* was launched in 2006 as a component of the *myregion.org* initiative. The program was a collaborative effort in the seven-county region involving elected officials; staff from state, regional and local organizations; and business and civic leaders. Preserving the natural environment and promoting smart, quality growth were identified as top priorities.

Between March 2006 and August 2007, nearly 20,000 Central Florida residents answered the question

How Shall We Grow? through a series of community meetings, presentations and surveys. The result is the regional growth vision, which is a shared vision for how the region can grow between now and 2050, when the population is expected to more than double from 3.5 million to 7.2 million residents.

Of the six guiding principles identified during the outreach process, two directly relate to the METROPLAN ORLANDO mission and vision:

- Preserving open space, recreational areas, farmland, water resources, and regionally significant natural areas.
- Providing a variety of transportation choices.

Elected officials from the seven-county region took an active role in the program, along with senior staff from state, regional and local organizations. Leaders from the region's business and civic organizations were also engaged in the process. The Central Florida Smart Growth Alliance, founded by METROPLAN ORLANDO and the East Central Florida Regional Planning Council, helped guide the process.

*Continuous as the stars
And twinkle on the
They stretched
A long the
Ten thousand
Losing their*



Forever Florida

*The waves beside them danced but they
Outdid the sparkling waves in glee*



*ut be gay,
mpary
little thought
to me had*

For planning and implementing organizations like METROPLAN ORLANDO, the outcome of the *How Shall We Grow?* effort is expected to have a profound impact on regional policies and plans that will shape future growth in the region. We're proud to be a partner by providing financial and staff support.

Our Regional History

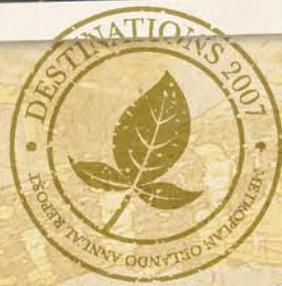
METROPLAN ORLANDO has a strong history as a regional enterprise. We were established in 1977 as the first multi-county metropolitan planning organization in the state of Florida. Leaders in Orange, Osceola and Seminole Counties knew back then that effective transportation planning required a regional approach – an approach that is even more important today.

METROPLAN ORLANDO's early commitment to regional cooperation was taken to the next level in 1997 with the creation of the Orlando-Volusia County MPO Alliance. Building on the success of this partnership, we went on to establish the Central Florida MPO Alliance in 2001. Membership at that time included METROPLAN ORLANDO, the Volusia County Metropolitan Planning Organization, the Brevard Metropolitan Planning Organization and the Lake County Government.

Since then, the Lake-Sumter Metropolitan Planning Organization was formed and became a member and more recently, the Polk Transportation Planning Organization and the Ocala/Marion County Transportation Planning Organization have joined. The Central Florida MPO Alliance is now a regional collaborative effort involving eight metropolitan planning organizations, representing the transportation planning interests of ten counties.

The Future

Regional challenges require regional solutions, and this has become evident to citizens throughout Central Florida. The region is fortunate that many organizations, including METROPLAN ORLANDO, have strong track records with promoting cooperation and experience in handling regional initiatives. Our board and our staff remain committed to working with our partners throughout the region to provide for a sustainable future.



Forever Florida

Tracking the Trends

You can find beautiful Lake Tohopekaliga (Toho) in Osceola County, a county that has seen a population growth of more than 50 percent in the last six years. Living in a maturing region is a mixed blessing. Central Florida is a popular destination to live, work and visit, resulting in tremendous growth and accompanying challenges.

Currently, approximately 1.8 million people live in Orange, Osceola and Seminole Counties. As the world's premier tourist destination, millions more come to visit. Last year, 47.8 million tourists visited the region. On any given day, an additional 445,000 people travel on our roads and other transportation facilities. That makes our true daily population 25 percent higher than accounted for in census numbers.

Because of our region's prosperity, economic development is thriving, yet the growing number of residents and visitors places burdens on our transportation system and its ability to preserve areas like Lake Toho. By advancing the pace of transportation improvements, we can prevent the challenges of growth from hindering economic development and conservation.

To illustrate the growth rate in Central Florida, consider the following findings from METROPLAN ORLANDO's *Tracking the Trends* report:

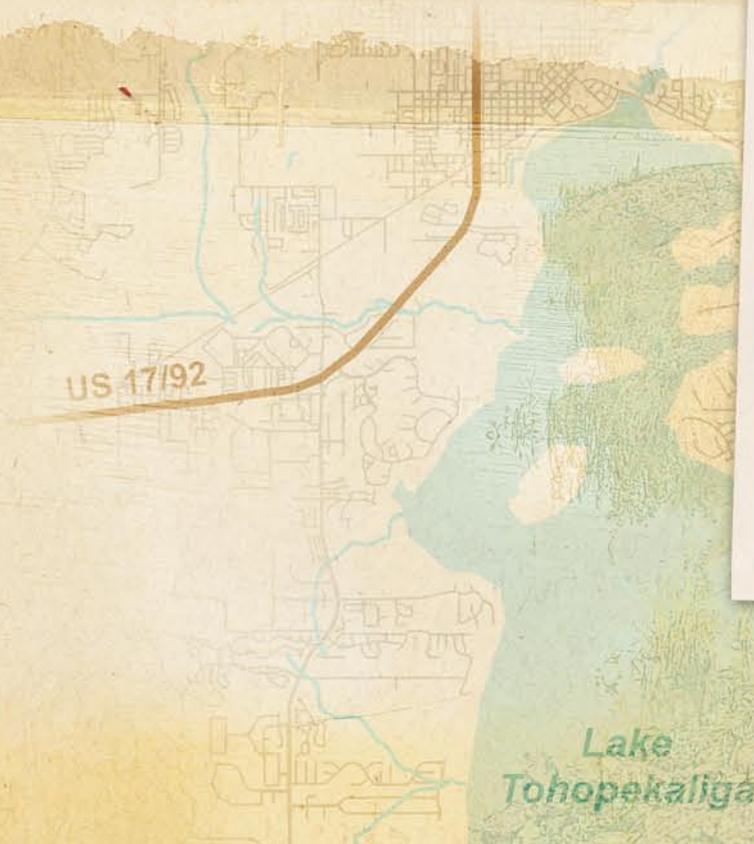
- From 2002 to 2006, the population of the Orlando Metropolitan Area increased by **14.3%**.
- During the same period, the number of registered vehicles in the Orlando Metropolitan Area increased by **17.4%**.
- From 2001 to 2005, the number of vehicle miles traveled in the Orlando Metropolitan Area increased by **18.1%**.

Furthermore, growth in the region will continue. By the year 2025:

- Residential population will increase by **58%**.
- Tourists will increase **129%**.
- Congested roadways will increase **61%**.
- Vehicle miles traveled per capita will increase **12%**.
- Vehicle hours traveled per capita will increase **30%**.

In order to meet this demand, local elected officials, state leaders, business owners, community advocates and individual citizens must work together to advance planned transportation improvements so that our region can continue to be a world-class destination, while preserving the **destinations** that make our community so unique.

*Vainly the fowler's eye
Might mark thy distant flight
As, darkly painted on the crimson sky
Thy figure floats*



Lake Tohopekaliga

Lake Tohopekaliga, or Toho, is known for some of the best bass fishing in the world. At 42 miles in diameter, it is Osceola County's largest lake. Water that originates at Lake Toho eventually makes its way to the Florida Everglades.



Seekst thou the plashy brink

Of river wide,

Whose billows rise

Like ocean side



Getting to Your Destination

Located at the headwaters of the Wekiva River, Wekiwa Springs State Park offers a glimpse of what Central Florida looked like when Timucuan Indians fished and hunted in the area using an intricate series of streams and trails for transportation. As our transportation system has evolved over time, so have our transportation choices.

An efficient transportation system cannot rely on just one mode of travel. All modes must work together as one seamless system to meet the diverse needs of the region's residents, visitors and businesses. With this in mind, METROPLAN ORLANDO plans and promotes a transportation system that provides various ways for commuters to reach their **destinations.**

More than 90 percent of all travel in the region is by personal vehicle. Therefore, highway improvements are a major component of METROPLAN ORLANDO's planning efforts. Since federal and state highways serve much of the travel, improvements to these facilities are essential to keep the system functioning.

During the past year, significant improvements were made to Central Florida's roadways, including the continuing reconstruction of the Interstate 4 and State Road 408 interchange, completion of State Road 429 from I-4 to US 192, the six-laning of US 441 from Osceola Parkway to Taft-Vineland Road, and enhancements to multiple interchanges along I-4. Construction also began on the John Land Apopka Expressway which will connect the current ending of Maitland Boulevard to US 441 west of Clarcona Road. The expressway is expected to help relieve congestion on US 441 and other area roads, and to accommodate increased traffic from intense growth in Apopka and northwest Orange County.

At times, making improvements to major arterials involves costs beyond the bounds of financial feasibility and produces undesirable community impacts. That's where mass transit comes in. Transit must become a critical component of our region's future transportation system.

As ridership continues to increase on LYNX's fixed route bus service, not only must the route system be expanded to meet growing demand, but the existing

Wekiwa Springs State Park

Not far from Wekiwa Springs State Park, the last link of Orlando's beltway awaits completion. The 2004 Wekiwa Parkway and Protection Act balanced the community's environmental and transportation needs by allowing the beltway to be completed while preserving thousands of unspoiled acres for future generations.



*The sun illuminates only the eye of
the man, but shines into the eye and
the heart of the child.*

bus fleet must also be replaced as vehicles exceed their service life. LYNX also promotes carpooling, vanpooling and other forms of ridesharing. Through ACCESS LYNX, paratransit service is provided to seniors and people with disabilities, providing the mobility and independence needed to travel to work, school and healthcare facilities.

In addition to fixed-route bus service, an effective and efficient public transportation system must include rail service. Just as local arterials in the region would not be effective or efficient if they were not anchored to I-4 and other major highways, our region's bus system must connect to a rail system.

During 2007, the Florida Department of Transportation continued to spearhead efforts to bring a commuter rail system to the region. A major milestone was reached when commissions in Orange, Osceola, Seminole and Volusia Counties, along with the Orlando City Council, unanimously agreed to participate in the project. Interlocal agreements were approved in which each jurisdiction pledged a local contribution to match federal and state dollars committed for commuter rail.

After the agreements were put in place, the Central Florida Commuter Rail Commission held their inaugural meeting at METROPLAN ORLANDO in August. With the last piece of the funding pie and

a governing body in place, commuter rail became a fast-approaching reality for the region.

Operation of the first phase of commuter rail service is expected to begin in 2010, running from DeBary to downtown Orlando and down to Sand Lake Road in Orange County. When complete in 2013, the system will extend to DeLand in the north and to Poinciana in the south.

The movement of passengers is not the only exciting thing about commuter rail. Part of the project involves moving freight to an alternate rail line. Moving freight by railcar benefits all drivers because it takes trucks off the roads. One train can deliver as much freight as 280 trucks.

In addition to roads, buses, and rail, bicycle and pedestrian facilities are also important components of an effective transportation network. Accommodations for pedestrian traffic are incorporated into the overall transportation system, including sidewalks, marked cross-walks, enhanced landscaping for shade and increased street lighting for safety. Improvements to bicycle facilities have occurred as well. Re-paving many of the area roads allows for the addition of bicycle lanes, and multi-use trails throughout the region are included in short- and long-term plans.



Wekiwa Springs State Park

The lover of nature... whose inward
and outward senses
to each other who
of infancy even in



Webb's Spider
State Park



Much progress has been made in adding sidewalks to the major roads in Orange, Osceola and Seminole Counties. In 2007, 50 percent of the major roads have sidewalks on both sides of the street, up from 39 percent in 2001. Additionally, 79 percent of the major roads have a sidewalk on at least one side of the road, up from 56 percent in 2001.

There were many improvements made to the regional trail system during 2007. The West Orange Trail bridge over US 441 was completed in Apopka, giving trail users safe passage over the busy road. Construction was completed on the Dinky Line Bridge over Lake Formosa, a vital piece of the Dinky Line Trail in Orlando. Work also continued on the Cross Seminole Trail through Spring Hammock, including an overpass over US 17/92.

The region's airports are critical elements of our transportation system and play an important role in our economy, along with Port Canaveral – Central Florida's outlet to the sea. Three airports serve the Orlando metropolitan area: Orlando International Airport, Orlando Sanford International Airport and Kissimmee Gateway Airport. All three continue to have healthy air traffic flow in both passenger and cargo categories. Improving access to each airport is a top planning priority. Needed improvements include widening Narcoosee Road, in Orlando, widening SR

46 in Sanford, and the re-aligning and widening of Hoagland Boulevard in Osceola County.

METROPLAN ORLANDO is interested in the outcomes of several studies underway at the Orlando-Orange County Expressway Authority. These studies are researching the feasibility of extending current toll roads into surrounding counties and using new toll roads to serve future growth in Central Florida. For example, one study deals with long-term improvements needed in the SR 528 corridor from the Orlando metropolitan area to Port Canaveral. The study is evaluating passenger and freight traffic, highway and transit options, and opportunities for integrating pipeline and utility needs.

METROPLAN ORLANDO incorporates transportation choices in its planning efforts and ensures that each choice connects to one another. To enable citizens to reach their **destinations**, different types of travel must operate as one seamless system.

For oft when on my couch I lie

in pensive mood,

on that inward eye

that bliss of solitude

is heart with pleasure fill'd

with the daffodils.



Arriving Safely

Complete with more than 15 miles of trails for hiking, biking and horseback riding, Hal Scott Regional Preserve and Park offers visitors an encounter with bobcats, indigo snakes, and gopher tortoises. But it's not just about visiting **destinations** like Hal Scott – it's also about getting there safely. METROPLAN ORLANDO brings Central Florida traffic engineers together to share best practices and promote coordination across county and city lines. The ultimate goal is to enable members of the community to arrive at their **destinations** safely and efficiently. This coordination led to several key developments this past year.

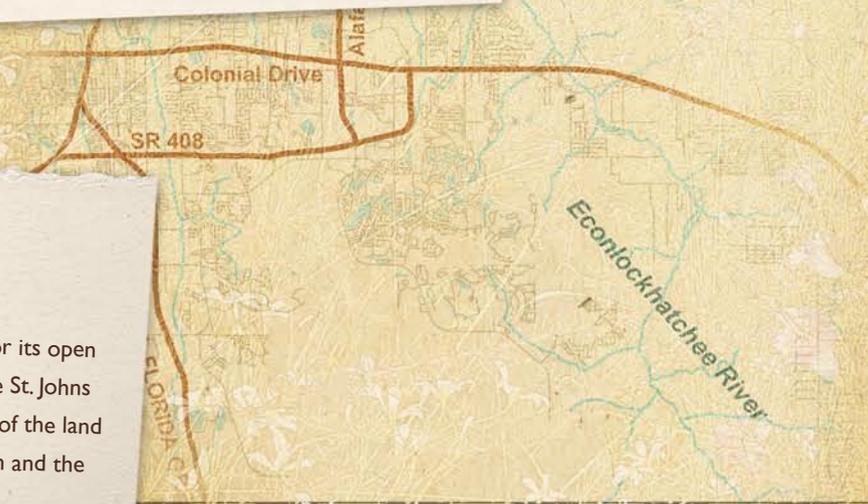
Understanding where the transportation system's problem areas exist is the first step in making safety improvements. To achieve this, the METROPLAN ORLANDO Board approved the creation of a regional crash database. Once established, the database will provide a clear picture of not only where the problem areas exist, but also what type of problems exist in the system. This knowledge will be essential to future safety improvements.

Another safety advancement came when METROPLAN ORLANDO convened a peer exchange with local law enforcement to discuss using

cameras to enforce red-light running laws. It was well attended and included the opportunity to share expertise and opinions on the technology. Red-light running is a problem in Central Florida and attendees came away with a better understanding of the pros and cons to using cameras in enforcement. Since the peer exchange, several jurisdictions in the area have drafted ordinances and started using red-light running cameras on local roads through the code enforcement process.

To complement efforts to find a way to reduce red-light running, METROPLAN ORLANDO has entered into a contract with the University of Central Florida to conduct a field study on the potential effects of pavement markings on driver behavior. The pavement markings will advise drivers of a traffic signal ahead. Researchers will be studying whether the markings make drivers more cautious while approaching red lights.

Last year, METROPLAN ORLANDO contributed to a Seminole County drivers' education pilot program. The program successfully completed its first semester in the spring of 2007 with 140 teenagers. Students received on-road driving experience with trained professionals who taught the students to



Hal Scott Regional Preserve and Park

The Hal Scott Regional Preserve and Park is best known for its open prairies and beautiful flatwoods. The area is managed by the St. Johns River Water Management District, which bought a portion of the land with money from the Florida Department of Transportation and the Orlando-Orange County Expressway Authority.

She has a voice of gladness and a smile

And el

Into

Arid

handle real-world driving situations in a safe manner. In surveys following the course, students said they had gained confidence while driving and felt the course made them more cautious and responsible drivers.

Continuing the support of teen driver education, this year the METROPLAN ORLANDO Board made a contribution to Orange County's Collision Avoidance Program. The program focuses exclusively on teaching teens how to drive defensively and skillfully maneuver a car.

Making the existing transportation system as efficient as possible is vital because of the increasing gap between needed transportation improvements and available funding. Management and operations techniques provide unique solutions that help stretch our transportation dollars. This year, METROPLAN ORLANDO was awarded additional funding from the state's Transportation Regional Incentive Program for a project that will coordinate traffic signals to improve congestion. The project will focus on stretches of major roads that connect counties and cities.

METROPLAN ORLANDO is committed to working with local governments, transportation agencies and Community Traffic Safety Teams on the three E's of

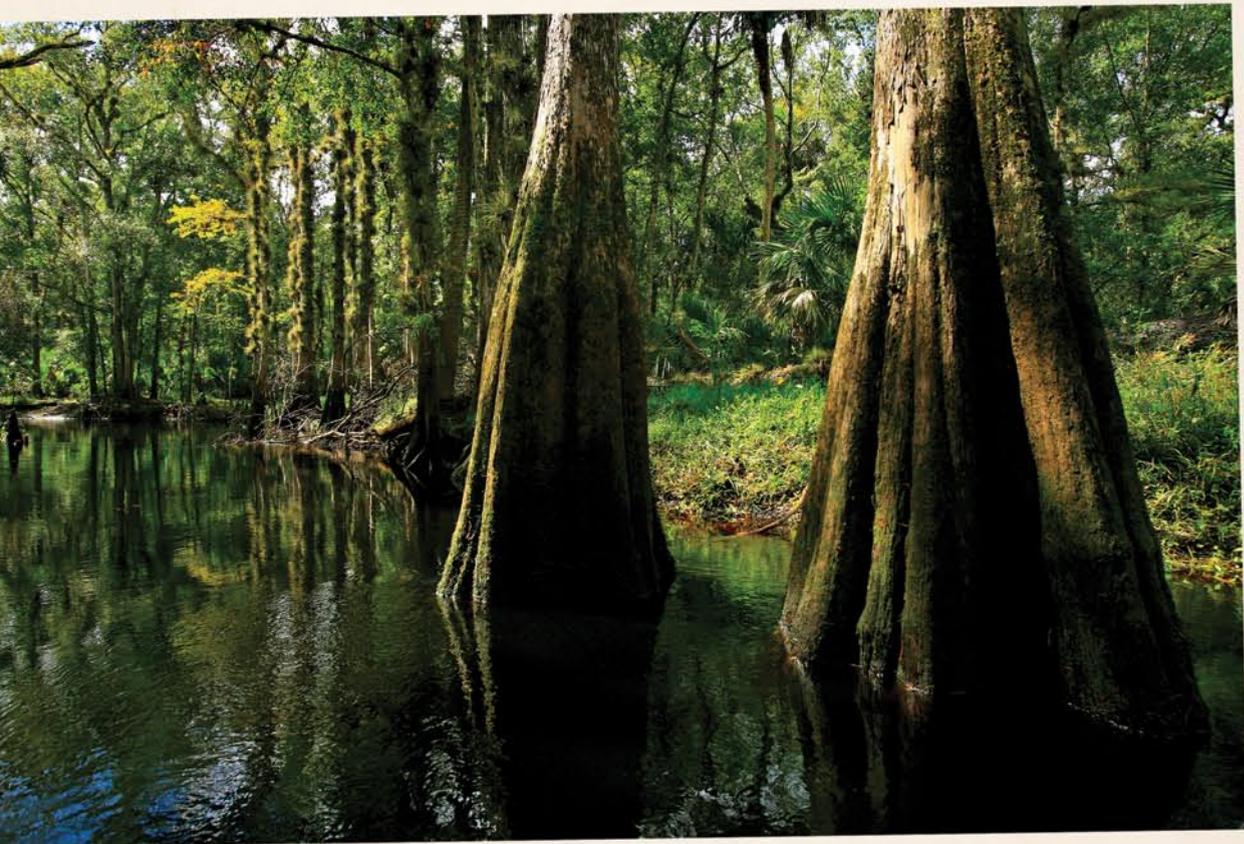
traffic safety: engineering, enforcement and education. Coordinated efforts mean improved safety for the community.

Traffic safety and efficiency are important to METROPLAN ORLANDO. Continual effort is needed to provide members of the community with safe passage to their **destinations**. METROPLAN ORLANDO's board, committees and staff are determined to find innovative solutions to these challenges.



Hal Scott Regional Preserve and Park

*I did not wish to live what was not
Life living is so dear nor did I*



*ration, unless
I wanted to
all the
so sturdy
put to rest*

Little Econlockhatchee River

Providing the Plans

Effective long-range planning is critical to accommodate Central Florida's projected growth while preserving sensitive environmental areas like the Little Econlockhatchee River, which includes canoeing and hiking through areas perfect for fishing, bird-watching and picnicking.

METROPLAN ORLANDO's systematic and cooperative planning process helps the region preserve the natural environmental beauty, quality of life and economic opportunities that make this a world-class destination. The organization is responsible for the development of three plans: the Long Range Transportation Plan, the Transportation Improvement Program and the Prioritized Project List

The **Long Range Transportation Plan** covers a 20-year period for the region. Work is underway on a new long range plan that deals with a forecast year of 2030. METROPLAN ORLANDO is using a new approach — integrating land use and transportation planning, as set out in the *How Shall We Grow?* vision for the region. Never before have the two principles been as closely related as they will be in the 2030 plan, providing more emphasis on creating urban centers, transportation options and preserving open space.

Local elected officials and transportation experts are required to make difficult decisions that will have a

tremendous impact on the future of Central Florida. Federal law requires that projects in the plan be cost-feasible, meaning the region must have available funding sources to pay for the improvements.

In the 2030 plan, cutting edge modeling software is being used to develop more accurate forecasts of future trips. This is essential for predicting where improvements will need to be made in twenty years.

Once the long range plan identifies needed transportation improvements, the **Prioritized Project List** ranks the projects in priority order. The list is updated annually and determines the sequence of funding for projects, allowing local governments to plan for the funding and implementation of projects in their respective communities. Priorities are based on established criteria such as traffic volumes, available matching local funds and regional equity.

The **Transportation Improvement Program** assigns available funding to specific projects. Updated annually, it sets the schedule for improvements to the region's transportation system over the next five years. The current Transportation Improvement Program schedules projects for funding through fiscal year 2011/2012.



*Wekiwa Springs
State Park*



Board Overview

The METROPLAN ORLANDO Board is made up of local elected officials and transportation experts dedicated to improving transportation in their local communities, throughout the region and across the entire state.

With 25 members, the METROPLAN ORLANDO Board includes representation from three counties, the largest cities in the region, officials from transportation operating agencies and representatives from several advisory committees.

The composition of the METROPLAN ORLANDO Board provides for an inclusive and deliberative process that considers needs and perspectives of a diverse population. This structure also creates a regional forum for local leaders to work together toward the common goal of creating a seamless transportation system in Central Florida.

Committee Overview

Several advisory committees help create a cooperative and inclusive transportation planning process, giving the METROPLAN ORLANDO Board key input and advice. The following committees provide valuable feedback to the board, ensuring that decisions are well-informed and based on regional consensus.

Transportation Technical Committee (TTC)

The Transportation Technical Committee includes technical staff, primarily engineers and planners, from various local governments and transportation operating agencies. The TTC evaluates the technical accuracy and viability of proposed plans and provides expert advice to the Board.

Citizens' Advisory Committee (CAC)

While the needs of Central Florida citizens are represented by the local elected officials on the Board, an added level of public input is gained through the Citizens' Advisory Committee. The CAC—a group of citizen volunteers—reviews transportation plans from a community perspective.

Municipal Advisory Committee (MAC)

The Municipal Advisory Committee provides representation for smaller municipalities that do not have direct voting membership on the Board. The MAC ensures that all communities in the region have a voice in the decision-making process.

Bicycle & Pedestrian Advisory Committee (BPAC)

The Bicycle and Pedestrian Advisory Committee promotes the inclusion of bicycle and pedestrian facilities within the overall transportation system. BPAC members serve as advocates for bicycle and pedestrian issues.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The Transportation Disadvantaged Local Coordinating Board, an independent board affiliated with METROPLAN ORLANDO, evaluates paratransit service provided to people with disabilities and other disadvantaged citizens.

The METROPLAN ORLANDO Board also relies on input and involvement of several other advisory groups and committees, including the Freight Mobility Working Group, Land Use Subcommittee, Plans & Programs Subcommittee, Management & Operations Committee, Rail Stakeholders Group, the Central Florida Clean Air Team and Community Traffic Safety Teams.

In addition to the input provided by these groups, METROPLAN ORLANDO has a comprehensive public outreach program with the goal of informing and involving citizens in the transportation planning process.

Financials

METROPLAN ORLANDO receives its operating funds from three primary sources: federal grants, state grants and local funding. Through the continued support of its funding partners—and accountable and conservative finance administration—METROPLAN ORLANDO remains in solid financial condition.

The organization is operated by a lean staff of 16 employees with expertise in various areas of transportation planning. The efforts of staff are guided by the Unified Planning Work Program, which is the budget and task directive approved each year by the board. Staff work and performance are also directed and measured through the METROPLAN ORLANDO Strategic Business Plan, a five-year plan of prescribed goals, objectives and strategies developed to improve the efficiency and effectiveness of the organization.

METROPLAN ORLANDO's Funding Partners:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Florida Department of Transportation (FDOT)
- Orange County
- Osceola County
- Seminole County
- City of Altamonte Springs
- City of Apopka
- City of Kissimmee
- City of Orlando
- City of Sanford
- Central Florida Regional Transportation Authority (LYNX)
- Greater Orlando Aviation Authority
- Orlando-Orange County Expressway Authority
- Sanford Airport Authority



FISCAL YEAR 2005/2006

FEDERAL	\$1,630,154
STATE.....	\$119,213
LOCAL ASSESSMENT	\$1,331,189
OTHER.....	\$75,093
TOTAL.....	\$3,155,649



FISCAL YEAR 2006/2007

FEDERAL	\$1,969,409
STATE.....	\$107,698
LOCAL ASSESSMENT	\$1,372,052
OTHER.....	\$120,012
TOTAL.....	\$3,569,171

Florida National Scenic Trail & Cross Seminole Trail

US17-92

SR 4

Big Tree Park

Meet Senator the cypress tree. He's over 2,000 years old—Big Tree Park's oldest resident.



Lake Monroe

Lake Monroe is located in Seminole County, with the City of Sanford on its shores. Accessing Florida's longest river, the St. Johns, from Lake Monroe is easy, as it is one of the many lakes along the river.



The Year Ahead

We are committed to finding innovative solutions to Central Florida's transportation challenges so that the area can accommodate projected growth while still preserving the pristine environmental areas that make our community so unique, like the shores of Lake Monroe.

To help us achieve that balance more efficiently, we will continue to emphasize principles that came out of the *How Shall We Grow?* visioning exercise, including connecting land use and transportation planning to help bring the regional vision to life.

In the next year, work will continue on the year 2030 Long Range Transportation Plan. Intensive public involvement will begin as METROPLAN ORLANDO takes the transportation conversation out into the community to listen to citizens' desires for a future transportation network. Highway, transit and land use scenarios will be developed based on input from the public and METROPLAN ORLANDO's board and advisory committees.

Alternatives will ultimately be presented to the community for public input and direction. These comprehensive alternatives will include highway improvements, transit projects, freight movement, safety, congestion management, bicycle and pedestrian facilities, and transportation for the disadvantaged.

The final version of the Long Range Transportation Plan will be approved by the METROPLAN ORLANDO Board in September 2009.

Additionally, METROPLAN ORLANDO will continue to work to address the growing gap between critical transportation projects and available funding. Currently, a majority of transportation funding comes from federal, state, and local gasoline taxes. Given improvements in vehicle fuel efficiency and the increase of alternative transportation choices, this funding source does not accurately account for the vehicle miles traveled in our region and the necessary costs of maintaining and adding to our transportation network. Changing the way we approach transportation funding will be the key to future transportation successes which not only connect our communities, but also preserve destinations like Lake Monroe.

METROPLAN ORLANDO will also continue to foster regional partnerships in the next year. It is only through these partnerships that we will realize our full potential as a region. The citizens, visitors and businesses of Central Florida deserve a world-class transportation system that allows them to reach their **destinations** safely, preserving the region's economic development, quality of life, and of course, the beauty of the place we call home.

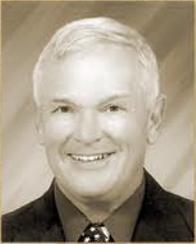
METROPLAN ORLANDO's 2007 Board Members



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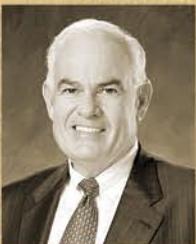
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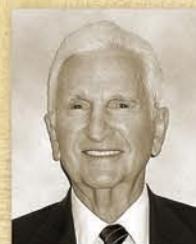
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- 1. **Chairperson**
Commissioner Linda Stewart
Orange County
- 2. **Vice-Chairman**
Commissioner Carlton Henley,
Seminole County
- 3. **Secretary-Treasurer**
Commissioner Ken Shipley
Osceola County
- 4. Commissioner Fred Brummer
Orange County
- 5. Commissioner Brenda Carey
Seminole County
- 6. Mayor Richard T. Crotty
Orlando/Orange County
Expressway Authority
- 7. Mr. Larry Dale
Sanford Airport Authority
- 8. Mr. George DeVillers *
Kissimmee Gateway Airport
- 9. Secretary Noranne Downs *
Florida Department
of Transportation
- 10. Mayor Buddy Dyer
City of Orlando
- 11. Commissioner Mildred Fernandez
Orange County
- 12. Mayor Russel Hauck
City of Altamonte Springs
- 13. Commissioner Teresa Jacobs
Orange County
- 14. Mr. Mel Kohn *
Citizens' Advisory Committee
- 15. Mayor Linda Kuhn
City of Sanford
- 16. Mayor John H. Land
City of Apopka
- 17. Commissioner Bill Lane
Central Florida Regional
Transportation Authority (LYNX)
- 18. Commissioner Daisy Lynum
City of Orlando
- 19. Ms. Laura Minns *
Bicycle and Pedestrian
Advisory Committee
- 20. Commissioner Tiffany Moore
Orange County
- 21. Commissioner Bill Segal
Orange County
- 22. Ms. Jennifer Stults *
Transportation
Technical Committee
- 23. Mayor Jim Swan
City of Kissimmee
- 24. Honorable Jeanne Van Meter
Greater Orlando
Aviation Authority
- 25. Mr. Larry Williams *
Municipal Advisory Committee

* denotes non-voting member



How to Experience our Featured Destinations

Experience the beauty of Central Florida one destination at a time. You can learn more about the **destinations** featured in the METROPLAN ORLANDO annual report by using the contact information below. Enjoy your travels!

Big Tree Park

Located in Seminole County, west of US 17/92 on General Hutchinson Parkway

<http://www.seminolecountyfl.gov/guide/parks/park1.asp>
407-321-1693

The Florida Trail

Located from the Florida panhandle all the way down the center of the state

<http://www.floridatrail.org>
877-HIKE-FLA

Forever Florida

Located in Osceola County, on US 441 just south of US 192

<http://www.floridaeco-safaris.com>
888-957-9794

Hal Scott Regional Preserve and Park

Located in Orange County, north of SR 528 on Dallas Boulevard

http://sjr.state.fl.us/recreationguide/sc03_hal_scott_regional_PP.html
386-329-4404

Lake Monroe

Located in Seminole County, northeast the intersection of I-4 and US 17/92

<http://www.seminolecountyfl.gov/guide/parks/park8.asp>
407-321-1693

Lake Tohopekaliga

Located in Osceola County, south of US 192

<http://www.osceola.org/index.cfm?lsFuses=Department/Parks/9275>
407-343-7173

Little Econlockhatchee River

Located in Orange County, flows from just south of Curry Ford Road north along Dean Road

<http://www.orangecountyfl.net/dept/cesrvcs/parks/ParkDetails.asp?ParkID=25>
407-254-9030

Wekiwa Springs State Park

Located in Seminole County, on Wekiwa Springs Road just west of I-4

<http://www.floridastateparks.org/wekiwasprings/default.cfm>
407-884-2008



*Nature never wears
Neither does the
secret, and love his
out all her perfect son. Nature
became a toy to a wise spirit it*

Lake Monroe



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