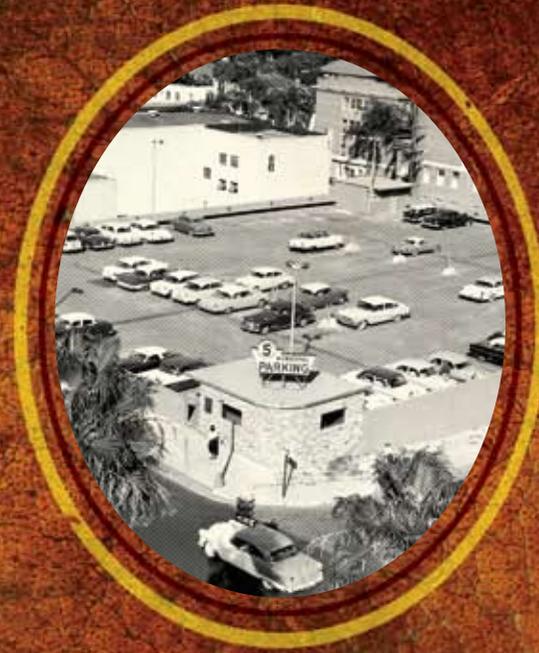




METROPLAN
ORLANDO

A Regional Transportation Partnership



TIME-TESTED

METROPLAN ORLANDO 2008 ANNUAL REPORT



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CHAIRMAN'S LETTER

In the hustle and bustle of everyday life, sometimes it is difficult to take a step back and see just how much we've accomplished when it comes to transportation. During our daily commute, we don't give much thought to regional transportation planning, technology, or even the paved streets we travel.

But, there was a time when horse and buggy ruled the roads in Central Florida; a time when dirt roads and a relatively new innovation, the automobile, made for challenging travels. There was a time when the first concrete slab of Interstate 4 settled as the Interstate Highway System began to take shape here in our community.

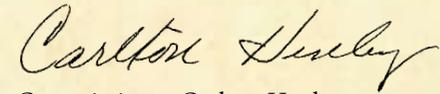
Like a shelf of old family photo albums, our transportation system has featured many different looks over time. With each new challenge and innovation, the system has responded and evolved. You could say that our network of roads, transit, bicycle trails, and pedestrian walkways, along with their supportive technologies, are time-tested.

Right now, METROPLAN ORLANDO is developing an update to the region's long range transportation plan. When complete, the plan will provide a roadmap for the next generation of transportation projects through the year 2030. It's an opportunity to look to the past and shape where we'll go in the coming decades. We're fortunate to have the results of *How Shall We Grow?*, a recently completed community visioning exercise, to help guide the process.

Although the challenges we face are significant, our opportunities for shaping a world-class transportation system for the future are clear.

I'm proud that the process involves the regional cooperation of local elected officials in all corners of Central Florida, transportation planners, and people who live and work in our community. Working together, we will chart the transportation course for the next generation.

Sincerely,



Commissioner Carlton Henley
Board Chairman



1957



2008



LOOKING BACK

Time Tested. There was a time when a winding dirt road through the heart of Central Florida provided a crucial transportation connection. From home to work to market, the steady sounds of horse hooves and rickety wagons retro-fitted to function like present-day buses were the way of life for the 15,000 people who called the region home before the turn of the 20th century. More than a decade would pass before the Model T made its way to the Sunshine State in 1910. Roadways began to look much different as two-seater cars sporting about 13 miles a gallon became a common sight. By that time, the population had nearly doubled.

In the 1960s, Central Florida was transformed as the Interstate Highway System began to take shape. Interstate 4 was constructed one section at a time as the population surpassed 330,000 people. It was a time of significant growth, accelerated by the introduction of Walt Disney World to the region a decade later. One thing became increasingly clear - automobiles ruled the roads and served as the foundation of our transportation network.

A RECORD OF REGIONALISM: VISION AND MISSION

At the close of the 19th century, transportation decisions in Central Florida were made town by town and community by community. Roads like Main Street in the heart of Sanford were for more than just traveling; they were also a place to come together as neighbors. Decades would pass before the Federal-Aid Highway Act of 1962 created the first federal structure for urban transportation planning.

Since its inception in 1977 as the first multi-county metropolitan planning organization in the state, METROPLAN ORLANDO has had a strong history as a regional enterprise. The organization provides a forum for local elected officials in Orange, Osceola, and Seminole Counties, and transportation experts to work together to improve transportation for Central Florida residents, businesses, and visitors. METROPLAN ORLANDO is responsible for a wide variety of planning, including the development of a 20-year long range plan. The plan determines how federal and state transportation dollars are spent in the region.

So how do you get *there* from *here*? Long range planning requires the ability to look back and learn from our collective history, while having a clear vision for the future of the transportation system in Central Florida.

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.

**Roads like Main Street
in the heart of Sanford
were... a place to come
together as neighbors.**



Main Street, downtown Sanford

1890



2008

First Street, downtown Sanford

BOARD AND COMMITTEE OVERVIEW

Local elected officials and transportation experts serve on the METROPLAN ORLANDO Board. With 25 members, the board includes representation from three counties, the largest cities in the region, officials from transportation operating agencies and representatives from several advisory committees. It's a structure that creates a regional forum for board members to work together with the common goal of creating a seamless transportation system in Central Florida now and in the future.

Advisory Committees

Several advisory committees provide valuable feedback to the METROPLAN ORLANDO Board, ensuring that diverse points of view are included in the transportation planning process.

Transportation Technical Committee (TTC)

The Transportation Technical Committee includes technical staff, primarily engineers and planners, from local governments and transportation agencies. They evaluate the technical accuracy and viability of proposed plans and provide 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 provided by 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 disadvantaged citizens.

Another key advisor to the METROPLAN ORLANDO Board is you. Through a comprehensive public outreach program, Central Floridians are encouraged to participate in the process by learning more about planning and providing feedback.

PLANNING: WHY AND HOW

An early bus system in 1910 once provided connections to jobs and activities. Like most things in life, what was once old is now new - transit is making a comeback. Central Florida's growing population, coupled with a desire to preserve undeveloped land, is generating a renewed interest in transit. 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 was a shared community vision for growth in Central Florida.

Citizens and leaders identified several principles to guide future decisions, including:

- Preserving open space
- Providing transportation choices
- Fostering distinct, attractive, and safe places to live

Since transportation is a key factor shaping growth, the community vision noted that the region's transportation decisions should provide connections to other regions, congestion relief, and offer choices for moving both people and goods. A strong regional transit system, including rail transit and increased bus service, will play a critical role in making that vision a reality.

The result of *How Shall We Grow?* was also a better understanding of the importance of connecting land use planning and transportation planning. How we shape transportation decisions has a direct impact on how we shape our land use decisions, and vice versa. Achieving the regional vision requires a series of short-term decisions that ultimately relate to a long range plan.

METROPLAN ORLANDO is responsible for three distinct transportation plans: the Long Range Transportation Plan, the Prioritized Project List, and a five-year plan called the Transportation Improvement Program.

**Central Florida's
growing population... is
generating a renewed
interest in transit.**



A bus at the turn of the 20th century

1910



2008

Today, LYNX buses are comfortable, air-conditioned, and equipped with bike racks.

Long Range Transportation Plan

The Long Range Transportation Plan identifies long-term transportation projects for the next 20 years and is updated every five years to reflect the changing dynamics of the region. The plan identifies current and future needs based on land use planning and population projections. Projects that are not included in the long range plan are not eligible for federal funding.

There are three phases to the process: 1) developing the models used to project future travel demand, 2) identifying needs and available funding, and 3) determining projects that are financially feasible by prioritizing identified transportation needs. The 2030 Long Range Transportation Plan must be adopted by September 2009.

Prior to the federal legislation creating organizations like METROPLAN ORLANDO, long range transportation decisions were often made outside the region. Now, transportation priorities are developed at the local level as governments, transportation agencies, businesses, and residents work together in the planning process. Ultimately, the board adopts the long range plan, giving explicit consideration to what they've heard from the public and the recommendations of transportation planners in the community.

Prioritized Project List

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.

Transportation Improvement Program

The Transportation Improvement Program is a short-term plan that 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 2012/2013.

TRACKING THE TRENDS

Since the early 1900s, downtown Kissimmee has been a vibrant place to live and work. The many shops and restaurants along Broadway Avenue offer a glimpse back to a time when the streamlined cars of the 1940s filled city streets. Even today, though the roads have been updated to meet current transportation needs, the area still reflects the historic feel of downtown with a growing population.

Today, there are approximately 1.8 million people living in Orange, Osceola, and Seminole Counties. As the world's premier tourist destination, millions more come to visit. Last year, 48.7 million tourists visited the region. On any given day, an additional 445,000 people use our roads and other parts of our transportation system.

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

- From 2004 to 2008, the population increased by **10.5%**.
- During the same period, the number of registered vehicles increased by **9.7%**.
- The number of vehicle miles traveled increased by **4.35%**.

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%**.

In order to meet the growing demand, local elected officials, state leaders, business owners, and community members must work together to advance transportation improvements so our region can continue to be a world-class destination.

**Since the early 1900s,
downtown Kissimmee
has been a vibrant place
to live and work.**



Main Street, downtown Kissimmee

1945

ACCOMPLISHMENTS

While the Long Range Transportation Plan creates a roadmap for the next 20 years, year-to-year accomplishments allow the METROPLAN ORLANDO Board to make short-term progress on long-term transportation priorities. Cultivating partnerships helps make that progress possible.

Working Regionally

Regional cooperation and partnerships are essential to the transportation planning process. At METROPLAN ORLANDO, we pride ourselves in fostering relationships with business and civic organizations as well as planning agencies throughout the state.

METROPLAN ORLANDO was instrumental in the creation of the Central Florida MPO Alliance. The alliance is a regional collaborative effort involving six metropolitan planning organizations, representing the interests of ten counties.

This year, the Transportation Corridors Task Force was established by the Central Florida Partnership. The task force engages business leaders in creating transportation choices for the region and METROPLAN ORLANDO provides guidance and information to the group.

Another successful partnership initiated by METROPLAN ORLANDO this year was the formation of the Florida Urban Transportation Coalition. The group was designed to bring together the four urban areas of Florida: Jacksonville, Central Florida, Tampa Bay, and South Florida. In the coming years the coalition will work together to help advance common transportation interests during the legislative session. Members of the group include staff members from transportation planning organizations and agencies, business leaders, and elected officials from each metropolitan area.

A strengthened partnership with the Central Florida Clean Air Team also advanced this year. The team works to improve air quality in the three-county area by encouraging individuals and businesses to do their part to maintain clean air in our community. This year, the team reached out to elementary-aged children and encouraged drivers to maintain their vehicles and reduce the amount of emissions that are released.

METROPLAN ORLANDO incorporates transportation choices based on the input from partnerships throughout the entire state to ensure that the connections we create are local, regional and statewide. Through partnerships, we will continue to provide options that best meet the needs of our residents, businesses and visitors.



2008

Broadway Avenue, downtown Kissimmee

Achievements in Technology

It is safe to say that the transportation system in Central Florida has changed dramatically since the 1920s. The look and technology of our cars, streets, buses, and rail have evolved and transit isn't as prevalent as it was back then. Whereas in the 20s, the automobile was a luxury, nowadays, more than 90 percent of all travel in the region is by personal vehicle.

Safety is also an important element in any transportation system. Some communities are now using cameras to decrease red-light running. Where perches in the middle of the road were once used to direct traffic, modern-day traffic signals are now fitted with the latest technology to better synchronize traffic flow and aid pedestrians. These safety efforts contributed, in part, to a 20-percent decrease in traffic fatalities on Central Florida roads in the last year.

This year, the METROPLAN ORLANDO Board approved the creation of a regional crash database. Crash records obtained include diagrams and narratives by the person(s) involved, helping planners understand crashes in the region so the appropriate safety strategies can be implemented.

Roadway Improvements

Cars will always play a vital role in our transportation system. That's why significant improvements are underway on Central Florida's roadways.

During the past year, construction continued on the Interstate 4 and State Road 408 interchange. A new bridge over I-4 was added, new ramps were opened, and two-way traffic on streets that were once one-way helped to improve traffic flow through downtown Orlando.

Through matching state funds, the Narcoossee Road expansion in Osceola County broke ground seven years ahead of schedule – a major accomplishment. When complete, the road will be four lanes wide, have a four-foot wide bike path in both directions, and include a six-foot wide sidewalk.

Major progress was also made when land was purchased for the Wekiva Parkway, an important step before work can begin on the final 25-mile segment of the beltway through Orange, Lake, and Seminole Counties.

**Perches in the
middle of the road
were once used to
direct traffic.**



Orange Avenue near the intersection of Central Boulevard, downtown Orlando

1925



2008

Orange Avenue near the intersection of Central Boulevard, downtown Orlando

Providing Choices

METROPLAN ORLANDO realizes that 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 works to plan and promote a transportation system that can stand the test of time.

With gas prices at \$4 this year, LYNX continued to achieve record increases in ridership. The third annual *Dump the Pump* Day proved successful as LYNX accomplished an 18.7 percent one-day increase in daily passenger trips – an all-time record.

In addition to bus service, rail is an important part of a comprehensive transit system. This year, the Florida Department of Transportation continued to spearhead efforts to make commuter rail a reality in Central Florida. When complete, the project will run from DeBary through Orlando and extend to Poinciana.

Bicycle and Pedestrian Progress

Bicycle and pedestrian facilities are also important components of an effective transportation network. Forty-one percent of major roads now have sidewalks on both sides of the street and 58 percent have a sidewalk on at least one side of the road.

There were many improvements made to the regional trail system during 2008. The Cross Seminole Trail was extended through Spring Hammock and over US 17/92. Construction began on another key segment of the Cross Seminole Trail which will connect the existing segments south of Mikler Road and northwest of Oviedo.

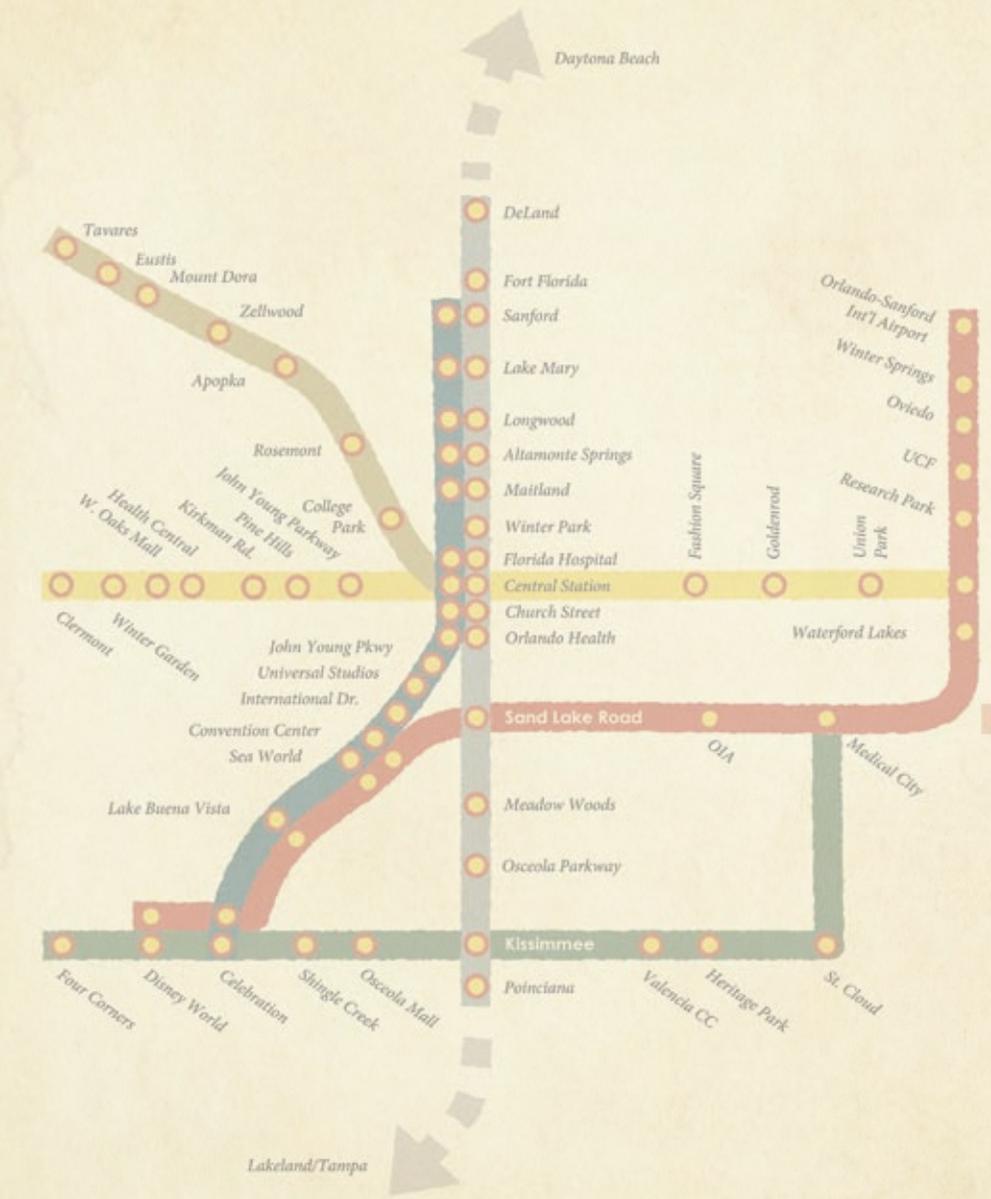
Air Connections

The region's airports are critical elements of our transportation system and play an important role in our economy. There are four airports serving the Orlando Metropolitan Area: Orlando International Airport, Orlando Executive Airport, Orlando Sanford International Airport and Kissimmee Gateway Airport. Together, they provide a critical connection to Central Florida from all parts of the globe. From passengers to cargo, all four airports offer a link to our transportation system. Improving access to each airport remains a top planning priority.

Choices form the centerpiece of a strong transportation system. Creating a seamless system includes many different types of transportation. METROPLAN ORLANDO is committed to designing a system that meets the needs of the growing Central Florida region – a system that is time tested.

**"Make no little plans; they have
no magic to stir men's blood...
Make big plans, aim high in hope
and work."**

~Daniel Burnham, principal author, architect and city planner of the 100-year Plan of Chicago, 1909



For illustrative purposes only

LOOKING FORWARD

So what will Central Florida's future transportation network look like? The start of the 21st century ushered in a renewed focus on the very thing that worked more than a century before. No longer were traditional, one-person-one-car automobiles, along with a heavy emphasis on road construction, considered the solution to traffic congestion.

Faced with growing sprawl, a population surpassing two million people and limited financial resources, the Central Florida Commuter Rail project was identified as a cost-effective, environmentally sensitive transportation alternative. But commuter rail is just the first piece of a larger, comprehensive transit system in Central Florida.

2030 LONG RANGE TRANSPORTATION PLAN: A GUIDE TO THE FUTURE

The recently completed *How Shall We Grow?* community visioning process provides an opportunity for a new direction in regional development. At the conclusion of the two-year education, outreach, and involvement process, tens of thousands of Central Floridians said they wanted to ensure that any future plan preserved open space and protected environmentally sensitive lands. To achieve that, participants pointed to the importance of redevelopment and increased transit options to discourage sprawl. But a vision is just the first step. Now it's up to organizations like METROPLAN ORLANDO, to make that vision a reality.

Up to this point, transportation planning in Central Florida has largely centered on the automobile. After the *How Shall We Grow?* vision was unveiled, it became clear that this approach is no longer a viable way for a transportation system to stand the test of time. With this in mind, METROPLAN ORLANDO started work on the 2030 Long Range Transportation Plan, intent on changing the way we plan for the future. And thus, the ladder approach was born.

The Ladder Approach

The ladder approach to long range planning essentially creates two distinct

plans with several different funding variables. The left side of the ladder approaches planning in a business-as-usual way, focusing on roads and existing local comprehensive land use plans. The right side of the ladder takes a completely new approach – concentrating instead on strengthening transit options and integrating land use planning with transportation planning. The effort is a first for METROPLAN ORLANDO, as planners move beyond the traditional transportation-only focus and incorporate land use strategies that focus on smart growth.

Land Use Strategies

Sprawl. The word conjures up images of unrestricted growth, miles of suburbia stretching in all directions from an urban core. A related side effect of sprawl is a drastic increase in vehicle miles traveled on our roadways. Whether it's to go to the store or work, sprawl requires people to get in their cars every time they leave home.

One goal of the land use side of the 2030 Long Range Transportation Plan ladder is to reduce vehicle miles and hours traveled. In other words, to plan communities where people can live, work, and play in the same vicinity. It's not



Colonial Drive

2008



2040

Colonial Drive could look like this if the planning principles of a walkable community were applied to the area.

a coincidence that this concept is also called a walkable community or transit-oriented development.

Imagine a community where homes vary in size and density. A commute time is less than 10 minutes. Restaurants, shopping and entertainment in the town center are all a short walk away. The sidewalks are pedestrian-friendly, providing shade and safety. Bike lanes and trails are plentiful. Transit options are close, convenient, and reliable. This is a walkable community - a place where the quality of life is enhanced by the ability to get around easily.

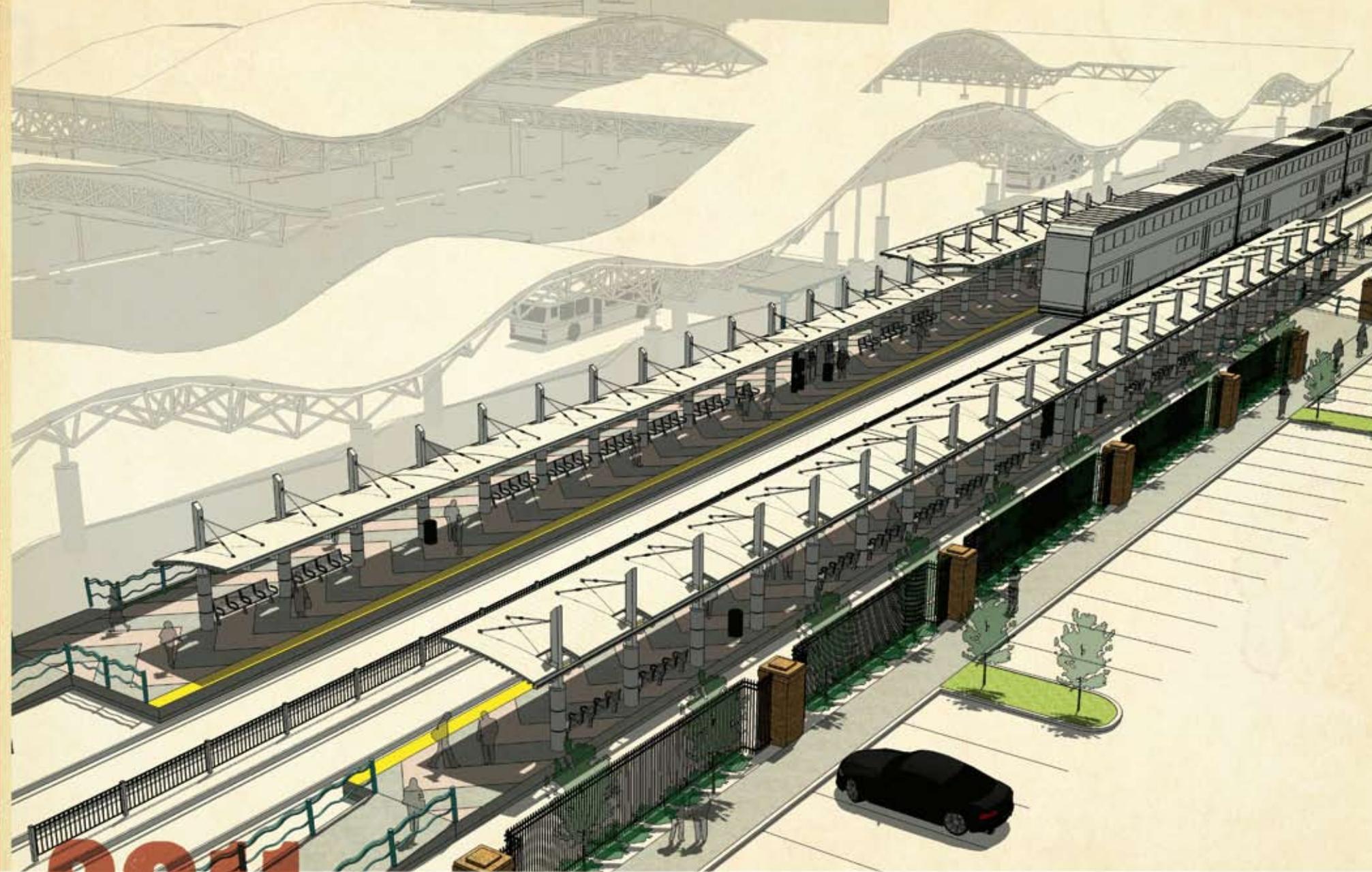
This is a walkable community · a place where the quality of life is enhanced by the ability to get around easily.

From a transportation-planning perspective, walkable communities are desirable because they concentrate people in clusters across the region. These clusters can then be connected with various transportation and transit corridors. Concentrating development in certain areas also allows open space and environmentally sensitive lands to remain unspoiled for the enjoyment of future generations.

With the population of Central Florida expected to double by 2050, it is crucial to start preparing for the demand that such an increase will put on our transportation system. If we were to continue planning as in the past, with a heavy focus on roads, the landscape would soon be paved over, an outcome that is neither desirable nor practical. The only way to keep a large population moving is to offer transportation choices.

Transit Options

One key way to offer options is to create a comprehensive transit system. The land-use piece of the 2030 Long Range Transportation Plan focuses heavily on transit. Communities across the country, including Dallas, Portland, Salt Lake City, and Charlotte have shown that communities like Central Florida can have successful transit systems, providing an effective and economical way to move people throughout the region. Many types of transit are considered, including an expanded bus system, commuter rail, light rail, streetcars, and bus rapid transit.



2011

The Commuter Rail stop at LYNX Central Station will allow riders to transition from the train to a bus or to the sidewalks of downtown Orlando.

The first step in establishing a regional rail system in our community is taking shape with Central Florida Commuter Rail, scheduled to begin service in 2011. The 61.5 mile project moves through four counties and provides an excellent example of cooperation and partnership involving federal, state, and local support.

In 2007, Volusia, Seminole, Orange, and Osceola Counties, as well as the City of Orlando, unanimously approved interlocal agreements with the Florida Department of Transportation (FDOT) to fund commuter rail. During the 2008 legislative session, the Florida Legislature allocated state funding to the project. In August, the project reached an important federal milestone when the Federal Transit Administration (FTA) approved entry into what is called the final design phase. As one of only five projects from a nationwide pool of more than 200 to receive this authorization, this distinction provides the final step before a full funding agreement is finalized on the federal side.

Few steps remain to make commuter rail a solid reality for Central Florida. In the next legislative session, a language change in state statute is required to address insurance and liability for the system. Similar language is already in place for South Florida's Tri-Rail system and is on par with coverage used for other commuter systems across the country. Once the Florida Legislature approves the liability language, FDOT will be able to negotiate a full funding grant agreement with FTA – the final step in the federal process.

Innovative Transit Modeling

Creating a long range plan requires extensive technical modeling to forecast travel demand for the year 2030. These forecasts, in turn, indicate where updates to the system will be needed. The more precise the forecasts are, the better the plan. METROPLAN ORLANDO is using a new modeling tool to ensure greater accuracy in this area.

Further, we're the first metropolitan planning organization in the state of Florida to use a new framework in modeling to better understand transit ridership. In the past, models based transit ridership on auto ownership. The model that METROPLAN ORLANDO is using for the 2030 Plan analyzes income using property values, giving planners a better handle on current transit users and those who may use transit in the future.

Management & Operations Strategies

Another important component of the 2030 Long Range Transportation Plan involves management and operations – in other words, making the most out of our existing transportation system. There is a growing emphasis nationwide on this congestion management process, requiring organizations like METROPLAN ORLANDO to take measures that will reduce congestion, improve quality of life, decrease vehicle emissions, and increase safety.

Security will also play a role in the planning process. Real-time traffic management gives travelers accurate and timely information and aids emergency responders. Additionally, we are continually building relationships with local law enforcement and emergency management agencies.

Bicycle and Pedestrian Strategies

A transportation system would not be complete without bicycle and pedestrian components. Considering how integral these two modes are to creating a walkable community, it's no wonder they are part of the planning process.

The main goal driving strategy for the bicycle and pedestrian portion of the 2030 Plan is to fill gaps in the network. An added focus involves gaps which exist near planned commuter rail stations so passengers are able to make connections from the train to their final destinations.

Increasing access to transit is another objective, along with improving pedestrian safety. Corridors where pedestrian traffic is high and areas with poor accommodations will be a focus of the plan.

Funding Future Improvements

In addition to considering land uses, the ladder approach also incorporates three different levels of funding for each side of the ladder.

The most significant federal requirement of the standard long range transportation plan is that it be cost feasible, meaning there has to be funding available for every project included. In short, the plan can't just be a wish list. It has to be based on reasonably anticipated funding. To help the METROPLAN ORLANDO Board decide which plan is cost feasible, both the road-based plan and the land-use based plan are being created with three funding levels: current funding, reasonably available funding, and future funding.

Current funding refers to funding already in place or sources that local governments have the power to levy without state approval. Reasonably available funding refers to funding that would necessitate a change in state statute, but that are considered politically possible. And future funding refers to sources that would need both a change in statute and significant political will.

Current transportation improvements are largely funded by flat federal, state, and local gas taxes – none of which have been raised since the early 1990s. The gas tax is considered a declining source of revenue because as cars become more fuel efficient, the amount of gasoline purchased decreases while vehicle miles traveled and project costs increase.



Construction on the interim I-4 and SR 408 interchange nears completion.

2008



2025

This is what the I-4 and SR 408 interchange will look like when the plan for the Ultimate I-4 build-out is complete.

TIME-TESTED

Transportation funding is a complicated issue that will not be solved overnight. In other parts of the country, communities are advancing projects with innovative funding techniques, including user fees (or tolls) and public-private partnerships. Another option is securing a dedicated funding source specifically for transit-related projects. Time will tell if a better funding solution for transportation is possible in Central Florida..

Lack of funding is also generating a growing conversation about how we prioritize projects. In the future, will roads continue to be the top priority, or are we willing to divert some highway funding to build a stronger transit system in our region?

Listening to the Community

METROPLAN ORLANDO is taking this difficult conversation out to the community in a way that is interactive and mutually beneficial. As part of public involvement for the 2030 Long Range Transportation Plan, a series of *Community Conversations* are underway in the three-county area. These informal forums give residents an opportunity to share their opinions on transportation priorities and learn about the transportation planning process.

Results are shared regularly with the METROPLAN ORLANDO Board. At the end of the two-year outreach process, public hearings on the 2030 Long Range Transportation Plan will be held and a report of all *Community Conversations*

will be presented to the board to give a full representation of the community's transportation priorities.

What's Next?

When the technical analysis and public involvement for the plan are complete, the METROPLAN ORLANDO Board will choose a plan on the side of ladder that they believe best addresses future transportation needs and opportunities and available funding. Thanks to METROPLAN ORLANDO's innovative approach to long range transportation planning, the plan will provide time-tested options for Central Florida's future transportation system.

In other parts of the country, communities are advancing projects with innovative funding techniques.

FINANCIALS

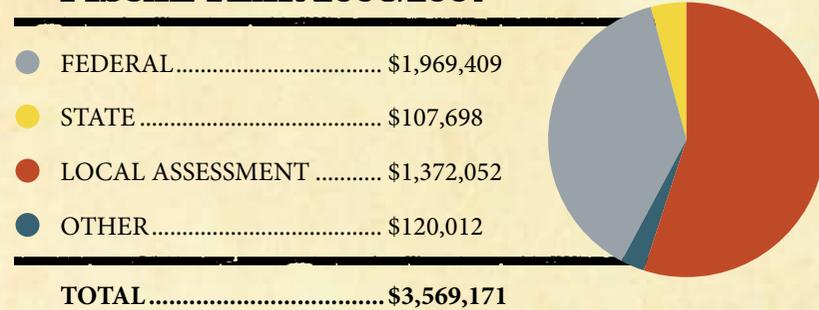
METROPLAN ORLANDO receives its operating funds from three primary sources: federal grants, state grants and local funding. Through the continued support of its funding partners—and accountable and conservative finance administration—METROPLAN ORLANDO remains in solid financial condition.

The organization is operated by a lean staff of 17 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 2006/2007



FISCAL YEAR 2007/2008



2008 BOARD

METROPLAN ORLANDO'S 2008 Board Members on reverse side.

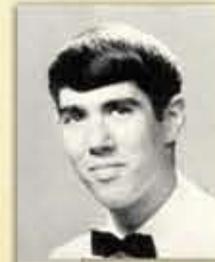


IN MEMORY OF GEORGE DEVILLERS



This year we lost a dear member of the METROPLAN ORLANDO family - George DeVillers - a long-standing board member who represented the Kissimmee Gateway Airport since 2001. George worked tirelessly to advance transportation priorities in the region and helped represent the growing Osceola community. His dedication and advocacy will be missed.

METROPLAN ORLANDO'S 2008 BOARD MEMBERS



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20



1



2



21



22



23



24

1. **Chairman**
Commissioner Carlton Henley
Seminole County
2. **Vice-Chairman**
Commissioner Bill Lane
*Central Florida Regional
Transportation Authority (LYNX)*
3. **Secretary-Treasurer**
Commissioner Bill Segal
Orange County
4. Mr. Jim Arsenault*
Transportation Technical Committee
5. Mayor Gary Bruhn*
Municipal Advisory Committee
6. Commissioner Fred Brummer
Orange County
7. Commissioner Brenda Carey
Seminole County
8. Mayor Richard T. Crotty
Orlando-Orange County Expressway Authority

9. Mr. Joseph "Jose" Colon
Greater Orlando Aviation Authority
10. Mr. Larry Dale
Sanford Airport Authority
11. Mr. Joel Davis*
Citizens' Advisory Committee
12. Ms. Noranne Downs*
Florida Department of Transportation
13. Mayor Buddy Dyer
City of Orlando
14. Commissioner Mildred Fernandez
Orange County
15. Mayor Russel Hauck
City of Altamonte Springs
16. Commissioner Teresa Jacobs
Orange County
17. Mayor Linda Kuhn
City of Sanford

18. Mayor John H. Land
City of Apopka
19. Commissioner Daisy W. Lynam
City of Orlando
20. Ms. Laura Minns*
Bicycle & Pedestrian Advisory Committee
21. Commissioner John Quiñones
Osceola County
22. Commissioner Tiffany Moore Russell
Orange County
23. Commissioner Linda Stewart
Orange County
24. Mayor Jim Swan
City of Kissimmee
25. Vacant*
Kissimmee Gateway Airport

* denotes non-voting member



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