



WHEN I GROW UP...

METROPLAN ORLANDO 2009 ANNUAL REPORT

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Chairman's Letter



When I think back to my childhood days, a vivid memory comes to mind. As a 10-year-old boy, I spent countless hours imagining a future *when I grow up*. Invariably, the daydream was shaped by a desire to follow in my father's footsteps as a lawyer. Back then, the thousands of steps necessary to make that dream a reality were only a passing thought. As with so many things in life, the biggest dreams are shaped by everyday decisions. The same is true when planning a future transportation system for Central Florida.

METROPLAN ORLANDO is responsible for developing the long range transportation plan that guides transportation investments for the next 20 years. In many respects, the future plan represents the starting point. At the beginning of my term as board chairman, I announced several priorities for 2009: adoption of the 2030 Long Range Transportation Plan, finalizing SunRail, and securing resources for dedicated transportation funding.

Along with the METROPLAN ORLANDO Board, I have been encouraged to see remarkable success in several areas this year. Recently, the board adopted the 2030 plan. For the first time, it included an added focus on an alternative land use approach, complete with an increased commitment to transportation alternatives.

A critical component of the 2030 plan is SunRail, Central Florida's first commuter rail project. Despite legislative challenges over the past few years, SunRail continues to have unanimous local support and a strong federal commitment. The 61.5 mile project is also the first piece of a larger passenger rail system for the region.

Funding our future transportation system will require additional resources. Thanks to a success during the 2009 state legislative session, local governments now have the opportunity to pursue a voter-referendum based funding source, Charter County Transportation Surtax. Recognizing that these challenges have no simple solutions, the METROPLAN ORLANDO Board recently convened a task force to explore future funding options for transportation.

Right now, another 10-year-old in Central Florida is imagining a future *when I grow up*. I have no doubt that the decisions we make today will help make that dream a reality.

Sincerely,

A handwritten signature in black ink, appearing to read "John Quiñones". The signature is fluid and cursive, written over a white background.

Commissioner John Quiñones
Board Chairman

“The biggest dreams
are shaped by everyday
decisions.”



When I Grow Up...

It's the starting point of a childhood daydream that knows no limits – *When I Grow Up*. Whether the dream involves a future job or a future trip around the world, anything is possible.

While traveling to and from school, 11-year-old Jackie imagines a day when commuting to and from work involves a subway in the sky. For 14-year-old Waltayvis, the future is all about open roads and family vacations. Anything is possible.

The theme for this annual report – *When I Grow Up* – is especially fitting this year. Following a three-year planning process, METROPLAN ORLANDO finalized the region's long range transportation plan in August 2009. The plan sets a blueprint for Central Florida's future transportation system through the year 2030. When it comes to imagining transportation 20 years in the future, kids like Jackie and Waltayvis picture a completely different system than what they see today.

Jackie and Waltayvis joined several Central Florida students to capture the images featured throughout this annual report. We asked the students to imagine life in their 30s. What will the transportation system look like? The kids then photographed current scenes to represent their ideas.

Although 2030 seemed far away, they had concrete opinions of the future. While each child's concepts and photos were unique, the common factor was optimism for an improved future transportation system.

Through a child's eyes, *When I Grow Up* takes on a whole new meaning. Anything is possible – everything is better.



“Anything is possible –
and everything is better.”



WHEN I GROW UP, I WANT
TO RIDE A SUBWAY IN THE SKY.

Jackie - age 11



Overview

METROPLAN ORLANDO quickly grew into a strong regional enterprise after its creation in 1977. As the first multi-county metropolitan planning organization in Florida, the organization includes Orange, Osceola, and Seminole Counties. METROPLAN ORLANDO provides a forum for local elected officials and transportation experts to work together on regional transportation issues. The organization is responsible for a variety of plans involving future projects that include funding from federal and state transportation revenues.

METROPLAN ORLANDO develops three distinct plans:

Long Range Transportation Plan

The Long Range Transportation Plan covers a 20-year period and identifies current and future needs based on population projections and travel demand. The plan is updated every five years to reflect the changing dynamics of the region. Projects must be included in the long range plan to receive federal funding.

The METROPLAN ORLANDO Board recently adopted the 2030 Long Range Transportation Plan. While previous updates primarily focused on transportation, the 2030 plan takes a bold step – incorporating an alternative land use in the planning process. The result is a blueprint for the future built with strong support for smart growth principles, a greater emphasis on transit, and a larger financial investment in the region's transportation network.

Prioritized Project List

Once the long range plan identifies future needs, 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 project funding and implementation in their respective communities.

Transportation Improvement Program

The Transportation Improvement Program sets a schedule for transportation projects over the next five years by assigning available funding. The plan is updated annually, providing the shortest timeframe for METROPLAN ORLANDO's future transportation plans.

**WHEN I GROW UP, I WANT CARS TO
DRIVE SLOWER SO BUSES CAN GET
TO WHERE THEY NEED TO GO.**

Jayla - age 10

Board and Advisory Committees

Local elected officials and transportation experts serve on the METROPLAN ORLANDO Board. With 25 members, the board includes elected officials from three counties and the largest cities in the region, transportation operating agencies, and representatives from each advisory committee. The structure creates a regional forum for board members to work together with a common goal: creating a seamless transportation system in Central Florida now and in the future. Several advisory committees provide valuable input to the METROPLAN ORLANDO Board, ensuring 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 various local governments and transportation agencies. The committee 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 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 is composed of elected officials from municipalities that do not have direct voting membership on the board. The MAC ensures that all communities in the region, regardless of size, have a role in the planning process.

Bicycle & Pedestrian Advisory Committee (BPAC)

The Bicycle & Pedestrian Advisory Committee promotes bicycle and pedestrian projects in the overall transportation system. BPAC members serve as advocates for bicycle and pedestrian issues throughout the region.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

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

The METROPLAN ORLANDO Board also receives input from several other groups, including the Long Range Transportation Plan Subcommittee, Land Use Subcommittee, Plans & Programs Subcommittee, Management & Operations Subcommittee, the Central Florida Clean Air Team, and Community Traffic Safety Teams.

**WHEN I GROW UP, CAR
ENGINES WILL RUN ON WATER.**

Jaquavia - age 11



**WHEN I GROW UP, I WANT TO BE
CLOSE TO TRAINS, ROADS, AND
PLACES TO BIKE.**

Madison - age 10



Guiding Growth in the Region

Florida is currently the fourth most populous state in the nation, behind California, Texas, and New York. As one of the state's largest metropolitan areas, the three counties that make up METROPLAN ORLANDO include approximately 1.8 million people. Additionally, the region's popularity as a global tourist destination drew 48.9 million visitors last year. Despite challenging economic times, projections for the year 2030 continue to show steady increases.

Future Growth

Residential population will increase by 74 percent

Tourists will increase by 77 percent

Creating a Community Vision

A community visioning exercise asked Central Floridians *How Shall We Grow?* through the year 2050. The exercise covered a broader, seven-county footprint and grew to include input from more than 20,000 citizens on issues ranging from preserving the environment to better connecting communities.

As the organization charged with planning Central Florida's future transportation system, METROPLAN ORLANDO partnered with *myregion.org* to support the visioning exercise, which also coincided with the start of planning efforts for the 2030 Long Range Transportation Plan.

Following a two-year outreach and involvement process, the answer to the question *How Shall We Grow?* revealed a community desire to preserve open space and protect environmentally sensitive lands by shaping future development with smart growth principles, including:

- Providing transportation choices
- Concentrating future development
- Fostering distinct, attractive, and safe places to live

At the conclusion of the process, the METROPLAN ORLANDO Board began efforts to make that vision a reality.

Making the Vision a Reality

Using input and direction from *How Shall We Grow?*, the METROPLAN ORLANDO Board identified a strategy to guide development of the region's 2030 Long Range Transportation Plan. This federally-required transportation plan covers a 20-year period, identifying current and future needs based on population projections and travel demand. The federal government also requires the plan to be financially feasible – meaning project costs must meet anticipated funding levels.

The planning strategy ultimately adopted by the METROPLAN ORLANDO Board centered on a resolve to do more than just meet basic federal requirements for long range plans. Recognizing the importance of *How Shall We Grow?*, development of the 2030 Long Range Transportation Plan would instead focus on elements central to the community's vision – smart growth strategies and a balanced transportation system.

The process began with an ambitious vision and mission:

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

Provide leadership in planning a transportation system consistent with the Regional Transportation Vision by engaging the public and fostering effective partnerships



“The 2030 plan is an exciting departure from the norm.”

2030 LONG RANGE TRANSPORTATION PLAN: A BLUEPRINT FOR THE FUTURE

Land Use and Transportation Planning

Central to the new approach is a greater emphasis on the connection between transportation and land use. Future transportation plans have a direct impact on future land use decisions and vice versa.

Typically, long range transportation plans are developed using individual local government comprehensive plans as a foundation. Guided by *How Shall We Grow?*, the vision for 2030 included development of two distinct plans based on land use – a trend land use and an alternative land use featuring smart growth principles.

The two-plan approach provided an opportunity to analyze future travel demand data and the effectiveness of a particular land use approach on improving the region's transportation system. Subsequent analysis showed substantial improvements possible with an alternative land use, including fewer vehicle miles and hours traveled and significant air quality benefits.

When the METROPLAN ORLANDO Board ultimately adopted the 2030 Long Range Transportation Plan, it did so with an alternative land use. Though previous long range plans have incorporated standard local government comprehensive plans, the 2030 plan is an exciting departure from the norm, featuring land use as an essential element for the first time.

Emphasis on Transit

Recent research shows strong support for a wider variety of transportation choices in the region. A statistically valid study conducted by METROPLAN ORLANDO and the University of Central Florida found 88 percent of respondents believe that the region needs a more balanced transportation system – including increased transit options like passenger rail and buses.

The 2030 Long Range Transportation Plan includes significant future transit projects, including an expanded bus system, bus rapid transit, and passenger rail. Each technology serves a different purpose and enhances a comprehensive transit system.

The first step in establishing a regional passenger rail system is taking shape in the form of SunRail, Central Florida's first commuter rail project. The 61.5 mile system connects four counties, thanks to strong cooperation and federal, state, and local partnerships. SunRail is the culmination of more than a decade of planning, creating a critical transit option for nearly 15 percent of the state's population and several of the region's largest employers.

Another element of the future regional rail system is included in the president's High Speed Rail Vision for America. As the first nationwide transportation vision since the inception of the interstate highway system in the late 1950s, this program includes an \$8 billion investment for the initial segments of a nationwide high speed rail network. Previous planning efforts in Florida give the state an edge in the competitive process to secure high speed rail funding.

Other Essential Elements

The 2030 Long Range Transportation Plan also includes additional elements to support a balanced transportation system, including a congestion management process, freight movement strategies, and bicycle and pedestrian components.

Funding a Future Transportation System

All projects included in the 2030 Long Range Transportation Plan must be financially feasible to meet federal planning requirements. Today, transportation projects are largely funded by federal, state, and local gasoline taxes. However, the gas tax is considered a declining source of revenue. As vehicles become more fuel efficient, the amount of gasoline purchased decreases, though miles traveled and project costs continue to increase.

Given the growing gap between future transportation needs and future revenue projections, the METROPLAN ORLANDO Board considered several funding scenarios as part of the planning process. Early on, it became clear that absent new funding sources in the coming decades, many of the planned projects deemed financially feasible just a few years ago would no longer meet that requirement. Rising costs and decreasing revenues are expected to magnify in the coming years.

When the METROPLAN ORLANDO Board ultimately adopted the 2030 Long Range Transportation Plan, Central Florida's future system included investments of \$19 billion over the next 20 years. Voter-referendum based funding sources like local option rental car surcharge and Charter County Transportation Surtax were included in the plan as future revenue sources.

Following adoption of the 2030 plan, the METROPLAN ORLANDO Board convened a task force focusing on future transportation funding. The group, composed of local governments, business, and civic leaders, is researching potential dedicated funding sources for transportation and will conclude the process with a recommendation for the region.

Transportation funding is a complicated national 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. Time will tell which future funding solution will best advance the vision created by *How Shall We Grow?* and the blueprint created by the 2030 Long Range Transportation Plan.

**WHEN I GROW UP, THERE
WILL BE LESS TRAFFIC.**

Waltayvis - age 14





**WHEN I GROW UP, TRANSPORTATION
WON'T POLLUTE THE AIR.**

Zenobia - age 12

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.

Working Regionally

Regional cooperation and partnerships are essential to the transportation planning process. METROPLAN ORLANDO was instrumental in the creation of the **Central Florida MPO Alliance**. The alliance is a collaborative effort involving six metropolitan planning organizations, representing the interests of ten counties in the region. The alliance meets regularly to ensure consistency in transportation planning across county lines.

Another successful partnership cultivated by METROPLAN ORLANDO began this year – **Florida's Urban Transportation Coalition**. This statewide coalition represents Florida's four urban areas: Jacksonville, Central Florida, Tampa Bay, and South Florida. Members include transportation planning organizations and agencies, business leaders, and elected officials from each urban area.

The coalition developed shared legislative priorities during the 2009 session, which generated one notable success – a modification to the Charter County Transportation Surtax. By removing a date requirement in state statute, this voter referendum-based funding source is now available for all charter counties.

Roadway Projects

Even with more transportation choices, vehicles will continue to be an important component of the future transportation system. Significant progress on Central Florida roadways continued throughout the year.

A preferred alignment alternative for the 27-mile **Wekiva Parkway** is nearly complete. The project, considered the last segment of a beltway around the region, weaves through environmentally sensitive parts of Orange, Seminole and Lake Counties. A recent toll rate increase by the Orlando-Orange County Expressway Authority provides the financial capacity to complete the project. Public hearings are expected in 2010.

A future connection to the Wekiva Parkway opened ahead of schedule in May 2009 – the first phase of **State Road 414/John Land Apopka Expressway**. This Orlando-Orange County Expressway Authority project is named after long-time Apopka Mayor John Land, who also serves on the METROPLAN ORLANDO Board. The phase extends east from SR 429 to Maitland Boulevard.

Commuters traveling near the **SR 50/SR 436 interchange** are watching a new flyover take shape as part of a \$66.8 million project. The flyover, one of only two in Central Florida, is designed to improve traffic flow at the busy intersection. Construction will continue through 2010.

Environmental Focus

This year, METROPLAN ORLANDO commissioned a **Travel Time and Delay Study** to evaluate the quality of traffic movement along major roads using the latest global positioning technology. The study allows METROPLAN ORLANDO to identify potential management and operations improvements to reduce congestion and vehicle emissions.

In 2009, **LYNX** worked to create a “greener” public transportation system through its new biodiesel and water recycling programs. Backed by a \$2.5 million grant from the Governor’s Energy Office, LYNX became the nation’s first transit agency to build and operate its own biodiesel blending station. The station will be used to convert the fleet’s 1.2 million gallons of diesel to biodiesel fuel – helping lower carbon emissions by 16 percent each year.

Bicycle and Pedestrian Progress

Improvements to Central Florida’s **regional trail system** in 2009 include the extension of the Cross Seminole Trail from Mikler Road to downtown Oviedo and completion of a tunnel under SR 434 for the Seminole-Wekiva Trail.

METROPLAN ORLANDO also completed a plan for bicycle and pedestrian routes in Eatonville, Maitland, and Winter Park as part of a grant from the Winter Park Health Foundation. The routes connect key destinations, offering immediate transportation choices.

Federal Stimulus Projects

Central Florida received a short-term boost in transportation funding from the **American Recovery and Reinvestment Act of 2009**, which directed additional transportation funding to shovel-ready projects. The METROPLAN ORLANDO Board acted quickly, submitting a prioritized list of transportation needs totaling \$3.5 billion. Potential projects included highway needs, bridge and resurfacing projects, management and operations, and enhancement projects.

In total, Central Florida received nearly \$80 million for local projects. Additionally, the Federal Transit Administration awarded LYNX nearly \$30 million for public transportation system improvements and the Federal Aviation Administration awarded more than \$8 million to Orlando International and Orlando Sanford International Airports for airport improvements.



**WHEN I GROW UP,
CARS WILL FLY.**

Elizabeth - age 11

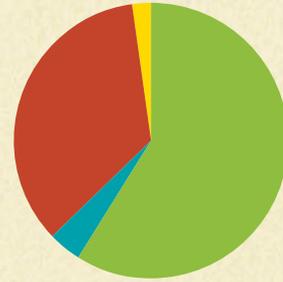
Financials

METROPLAN ORLANDO receives its operating funds primarily from three 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. Staff efforts are guided by the Unified Planning Work Program, a budget and task directive approved each year by the board. Staff performance is also measured continuously to improve the efficiency and effectiveness of the organization.

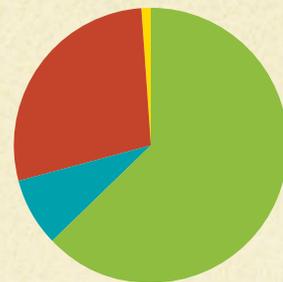
METROPLAN ORLANDO's Funding Partners:

- 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



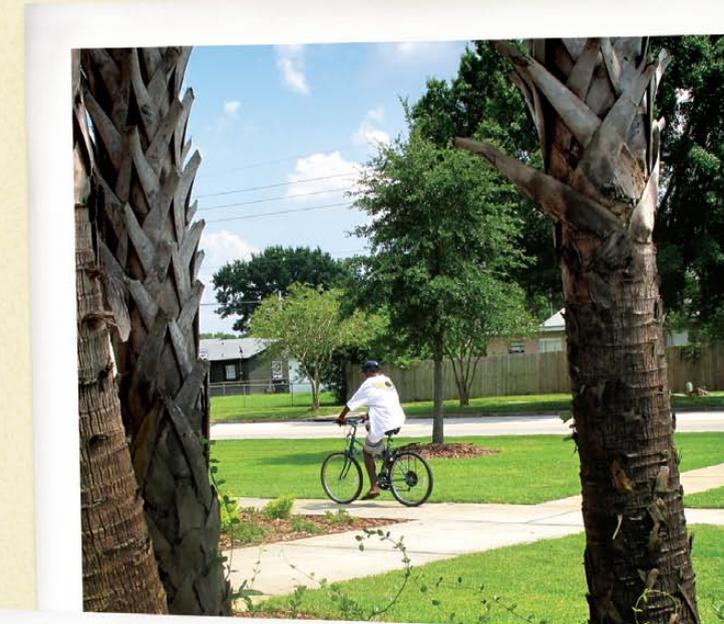
Fiscal Year 2007/2008

FEDERAL.....	\$2,129,371
STATE.....	\$ 135,569
LOCAL ASSESSMENT.....	\$1,257,377
OTHER.....	\$ 61,060
TOTAL.....	\$3,583,377



Fiscal Year 2008/2009

FEDERAL.....	\$2,699,898
STATE.....	\$ 353,715
LOCAL ASSESSMENT.....	\$1,202,852
OTHER.....	\$ 5,897
TOTAL.....	\$4,262,362



METROPLAN ORLANDO

Board Members

Chairman

Commissioner John Quiñones
Osceola County

Vice Chairman

Commissioner Bill Segal
Orange County

Secretary/Treasurer

Commissioner Bob Dallari
Seminole County

Commissioner Brandon Arrington
*Central Florida Regional
Transportation Authority (LYNX)*

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Transportation Technical Committee

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City of Altamonte Springs

Ms. Candy Bennage*
Kissimmee Gateway Airport

Commissioner Scott Boyd
Orange County

Mayor Gary Bruhn*
Municipal Advisory Committee

Commissioner Fred Brummer
Orange County

Mr. Joseph "Jose" Colon
Greater Orlando Aviation Authority

Mayor Richard T. Crotty
*Orlando-Orange County
Expressway Authority*

Mr. Larry Dale
Sanford Airport Authority

Mr. Joel Davis*
Citizens' Advisory Committee

Ms. Noranne Downs*
Florida Department of Transportation

Mayor Buddy Dyer
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Commissioner Mildred Fernandez
Orange County

Commissioner Carlton Henley
Seminole County

Mayor Linda Kuhn
City of Sanford

Mayor John H. Land
City of Apopka

Commissioner Daisy W. Lynum
City of Orlando

Commissioner Tiffany Moore Russell
Orange County

Commissioner Linda Stewart
Orange County

Mayor Jim Swan
City of Kissimmee

Mr. Scott Zubarik*
Bicycle & Pedestrian Advisory Committee

*denotes non-voting member

Meet the Photographers

Our photographers are optimistic that transportation in the year 2030 will be more efficient, more environmentally friendly, and more varied. Learn more about each photographer below.



Waltayvis – Age 14

Waltayvis wants to be a professional basketball player when he grows up and hopes there will be less traffic so he can get to his future games quickly.



Madison – Age 10

Madison wants to live in a neighborhood that has close access to biking trails, trains, and local roads when she gets older. She dreams of being a rock star when she grows up.



Zenobia – Age 12

Zenobia wants to be a pediatrician when she grows up and thinks health is important. She hopes the future transportation system won't pollute the air.



Elizabeth – Age 11

Elizabeth wants to be a veterinarian when she grows up and looks forward to flying her car to appointments. She thinks the Jetsons had the right idea.



Jaquavia – Age 11

Jaquavia wants to be an artist when she grows up and is an environmentalist at heart. She hopes that someday cars engines will be able to run on water.



Jackie – Age 11

Jackie enjoys riding trains and hopes to be able to use trains that are operated above ground when she gets older. She wants to be a zoologist when she grows up.



Jayla – Age 10

Jayla hopes speed limits for cars will be slower than buses in the future so riders can reach their destinations more quickly. She wants to be a marine biologist when she grows up.



METROPLAN
ORLANDO

A Regional Transportation Partnership

www.metroplanorlando.com

ONE LANDMARK CENTER • 315 E. ROBINSON ST., SUITE 355 • ORLANDO, FLORIDA 32801 • 407-481-5672