Tracking the Trends: 2005 – 2010

A Report on Transportation System Performance and Related Indicators in the Orlando Metropolitan Area

March 2011

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Purpose and Findings

The purpose of this report is to identify and evaluate transportation system trends occurring over the past several years in the Orlando Metropolitan Area. The report contains information on such transportation modes as private automobiles, transit, aviation, rail, bicycling and walking. Statistics on commercial trucks, as well as passengers and freight at Port Canaveral have been included. In addition, population and employment data are included for comparison purposes. This information is presented in a series of tables and line graphs that show changes in these various categories.

Examples of findings include:

- From 2006 to 2010, the estimated population of the Orlando Metropolitan Area (Orange, Osceola and Seminole Counties) increased by 2.8% yet from 2008 to 2010, the estimated population decreased by 0.5%. (Page 2)

- From 2005 to 2009, the estimated number of international and domestic visitors decreased by 5.5%. (Page 3)

- From 2006 to 2009, the number of state road mileage (lane miles) increased by 6.9% and the local road mileage (centerline miles) increased by 9.1%. (Page 5)

- From 2005 to 2009, the number of vehicle miles traveled in the Orlando Metropolitan Area increased by 2.5% yet from 2007 to 2009 the number of vehicle miles traveled decreased by 1.6%. (Page 6)

- From 2005 to 2009, the average annual daily traffic count for Interstate 4 from south of SR 417 in Osceola County to north of SR 46 in Seminole County decreased by 9.8% (Page 7)

- From FY 2005/06 to 2009/10, the number of gallons of gasoline consumed in the Orlando Metropolitan Area decreased by 2.9% yet from 2008/09 to 2009/10, the number of gallons of gasoline consumed increased by about 1%. (Page 12)

- From FY 2005/06 to 2009/10, the number of gallons of diesel fuel consumed in the Orlando Metropolitan Area decreased by 23.7%. (Page 13)

- From 2005 to 2009, the number of E-PASS/SunPASS transponders in use on the toll roads in the area increased by 31.8%. (Page 17)

- From 2005 to 2009, the number of hours of annual delay per peak auto commuter decreased by 6.8%. (Page 17)

- From 2008 to 2010, the number of intersections enforced by red light cameras in the Orlando Metropolitan Area increased by 59%. (Page 18)

- From 2005 to 2009, the number of traffic crashes in the area decreased by 10.9%, the number of injuries decreased by 9.8%, and the number of fatalities decreased by 28.6%. (Page 20)

- From 2005 to 2009, the number of motorcycle injuries increased by 4.4% and the number of motorcycle fatalities increased by 37.5%. (Page 21)

- From 2005 to 2009, the number of bicycle and pedestrian injuries decreased 5.6% and the number of bicycle and pedestrian fatalities decreased by 36.8%. (Page 21 and 22)

- From FY 2005/06 to 2009/10, the total number of passengers on the LYNX transit system increased by 6.4% (Page 24) and the number of passengers on the I-Ride trolley system decreased by 2.2%. (Page 27)

- From 2007 to 2010, the total number of passengers at the Orlando International Airport decreased by 4.4% and the number of aircraft operations decreased by 14.7%. (Page 30)

- During the same period, the total number of passengers at the Orlando-Sanford International Airport decreased by 34.5% and the number of aircraft operations decreased by 35.6%. (Page 31)

- From FY 2005/06 to 2009/10, the number of passengers using the Amtrak rail service in the Orlando Metropolitan Area increased by 26.1%. (Page 33)

- From 2005/06 to 2009/10, the number of passengers traveling out of Port Canaveral decreased by 38.3% and the tons of cargo shipped/received decreased by 29.3%. (Page 34)

- From 2005/06 to 2009/10, the total number of toll transactions decreased by 2.5% yet the amount of toll revenue increased by 19.4%. (Page 37)

- From 2005/06 to 2009/10, the amount of rental car surcharge revenues collected in Orange, Osceola, and Seminole Counties decreased by 21.5% while statewide collections have decreased by 15.3%. (Page 38)

Several underlying themes arose during the collection and analysis of the data. Themes include:

Economic Impact

With the general slowdown in economic activities around the United States and locally in Central Florida, unforeseen levels of unemployment and declining personal income have negatively caused a trickle-down effect on consumer purchasing and behavior. Speculations suggest that the increase in unemployed Americans has had a reciprocal effect on fuel consumption and traffic safety incidents. The decrease in fuel consumption can be viewed in two scopes, the first relates to the reduction in gasoline consumption by commuters. Without employment, to and from work related travel is fractionalized. The second scope relates to non-work related fuel consumption. Without consistent employment and income, activities such as boating and other recreational activities are indefinitely postponed. The rise and fluctuation of fuel costs also contribute to this reduction in consumption.

Technological Advancements

Advances in automotive manufacturing and electronic technologies have assisted in the reduction of fuel consumption, the management of roadway congestion, and the overall travel comfort and ease for users. With hybrid technology growing and becoming more affordable, this "green" alternative will continue to assist in the reduction of need and consumption of fossil fuel. Advances in radio-frequency technology have created a constant trend of growth in electronic collection of user fees on our region's tolled facilities. This breakthrough has allowed the Orlando-Orange County Expressway Authority (OOCEA) and Florida's Turnpike Enterprise (FTE) to utilize open road tolling, which reduces congestion and accidents caused during toll collection. The use of surveillance cameras and variable-message signs on Central Florida roadways has grown. These management tools keep both traffic engineers and roadway users in tune with real-time conditions. Variable-message signs display estimated travel times and are also used during Amber, Silver, and other community safety alerts.

Safety Enhancements

Maintaining safety on Central Florida roadways is essential. Both automotive technological advances and on-the-scene assistance contribute to the reduction in serious injuries and fatalities related to crashes. Another mechanism used to enhance safety at and around intersections are red light cameras. Their use and the recent passage of consistent statewide legislation will continue this growing trend by both local municipalities and state agencies. Safety improvements developed by automotive manufacturers can also be attributed to the reduction in crash-related injuries and fatalities. Standard side curtain airbags for both the driver and passengers and collision-avoidance audible sensors are just a few examples of new and emerging features that enhance safety. The Road Rangers program has also provided relief to region's roadways by assisting accident victims and stranded commuters. This service minimizes traffic congestion caused by minor accidents and vehicle breakdowns.

Transit

Decades of rapid horizontal growth and suburban sprawl have caused the Central Florida region to become very dependent on the personal automobile. This is not sustainable. A greater emphasis needs to be put on transit, as acknowledged in the adopted regional growth vision and our Long Range Transportation Plan. However, transit funding (both capital and operating) – has declined, as did funding for most other forms of transportation due to the economic downturn. In future years, the Central Florida region will be introduced to the operation of commuter rail. This development will cause land use and development changes at rail stations and around surrounding areas. This investment will require a stronger commitment to funding all forms of transit.

Tracking the Trends: 2005 - 2010

Introduction

The transportation system of an urban area is comparable to the circulatory system of a human body. Just as the circulatory system transports blood to organs, muscles, etc., an area's transportation system transports people and goods to and from work, school, shopping, entertainment, places of worship, health facilities, and other locations. Thus, the condition of an urban area's transportation system has a very direct impact on the "health" of the area as a whole. If an area's highways are overly congested or there is not adequate transit, rail or air service, this will have an adverse effect on the area's economy and the overall quality of life of its citizens.

The purpose of this report is to provide an overview of the condition of the Orlando Metropolitan Area's transportation system by evaluating trends that have occurred over the past several years on the area's highway, transit, aviation, rail, and bicycle and pedestrian systems. In addition, information on freight movement by air and sea is included. This data is presented using various indicators of activity for these transportation modes.

This information was provided by such state agencies as the Florida Department of Transportation, Florida's Turnpike Enterprise, and the Florida Department of Highway Safety and Motor Vehicles. Additional information was provided by the Florida Energy Office, the Florida Department of Environmental Protection, the Florida Department of Business and Professional Regulation, and the Florida Department of Revenue.

Local agencies that provided information include the Orlando-Orange County Expressway Authority, LYNX, the International Drive Master Transit and Improvement District, the Greater Orlando Aviation Authority, the Sanford Airport Authority, the Kissimmee Gateway Airport, the University of Central Florida, and the Orange, Osceola and Seminole County School Districts. The Federal Aviation Administration, Amtrak, the US Census Bureau, the University of Florida's Bureau of Economic and Business Research, the Florida Agency for Workforce Innovation, the Texas Transportation Institute, and the Canaveral Port Authority provided additional information, as did Orange, Osceola and Seminole Counties, and the City of Orlando.

MetroPlan Orlando would like to express its appreciation to all of these agencies for their assistance in compiling this report.

Note: This report is prepared on an annual basis by MetroPlan Orlando staff using information provided by many different sources, as described in the previous paragraphs. This is the latest information that was available at the time of the publication of this report for the various indicators used to measure transportation system activity over a five year period. The beginning and ending years vary for different indicators, depending on what year the latest data is available. For example, some indicators have data available through 2010, while for other indicators, the latest available data is for 2009 or perhaps earlier. In addition, the data for some indicators is based on calendar years, and the data for others is based on fiscal years.

Chapter One: Orlando Metropolitan Area Profile

The Orlando Metropolitan Area, which consists of Orange, Osceola and Seminole Counties, has been one of the fastest growing metropolitan areas in the country. In recent years, the area's economy has largely been based on tourism due to such major tourist attractions as Walt Disney World, Universal Studios, and Sea World, as well as many other smaller attractions. In addition, the high tech industry has a substantial presence in the Orlando Metropolitan Area, and includes such major employers as Lockheed Martin and AT&T. Other major employers in the area include the University of Central Florida, Orlando International Airport, Tupperware, Florida Hospital, Orlando Health and Darden Restaurants.

Population

The following table shows the population for the counties and municipalities in the Orlando Metropolitan Area from 2006 through 2010:

Orange County	*2006*	*2007*	*2008*	*2009*	*2010*
Apopka	37,253	39,508	40,280	40,406	40,721
Bay Lake	28	20	20	20	20
Belle Isle	5,891	5,881	5,886	5,899	5,944
Eatonville	2,547	2,539	2,493	2,400	2,375
Edgewood	2,160	2,236	2,278	2,333	2,314
Lake Buena Vista	19	23	23	23	23
Maitland	16,055	16,100	16,209	16,150	16,786
Oakland	1,933	1,958	1,938	1,931	1,927
Ocoee	32,175	33,533	33,658	33,871	34,187
Orlando	224,055	228,765	234,130	233,115	233,160
Windermere	2,682	2,638	2,678	2,708	2,695
Winter Garden	28,440	30,065	30,838	30,987	31,492
Winter Park	28,620	28,486	28,921	28,581	28,434
Unincorporated	697,666	713,851	715,627	710,458	710,077
Total	**1,079,524**	**1,105,603**	**1,114,979**	**1,108,882**	**1,110,155**

Osceola County	*2006*	*2007*	*2008*	*2009*	*2010*
Kissimmee	60,241	61,036	61,458	61,250	61,202
St. Cloud	30,035	30,634	32,827	32,630	33,889
Unincorporated	165,627	174,453	179,424	178,908	180,575
Total	**255,903**	**266,123**	**273,709**	**272,788**	**275,666**

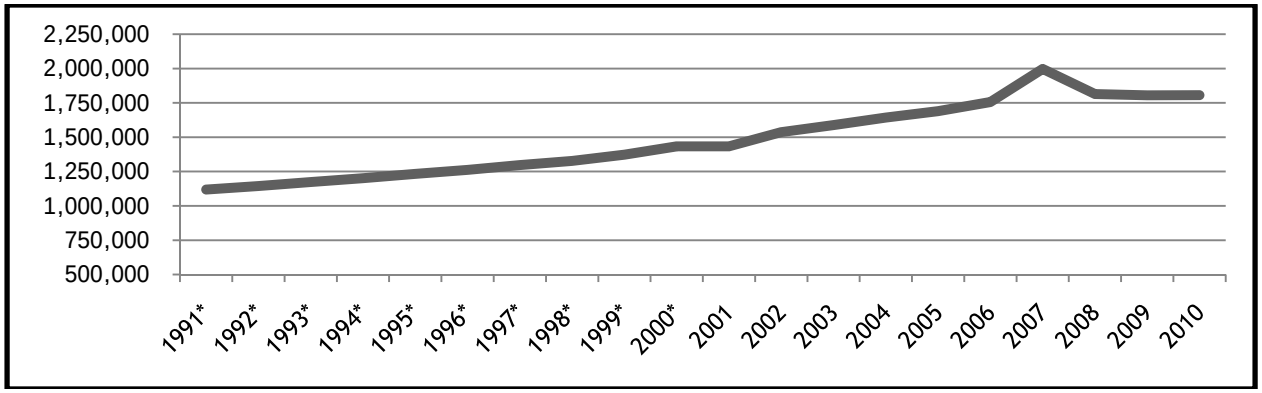
Seminole County	*2006*	*2007*	*2008*	*2009*	*2010*
Altamonte Springs	43,054	43,529	43,243	42,630	42,173
Casselberry	24,930	25,013	25,182	24,672	24,732
Lake Mary	14,020	14,288	14,944	14,615	14,559
Longwood	13,925	14,062	14,018	13,849	13,687
Oviedo	31,946	32,855	33,431	33,529	33,316
Sanford	51,227	53,099	54,306	53,816	53,392
Winter Springs	33,971	34,433	34,390	34,340	33,874
Unincorporated	207,594	208,419	206,899	206,308	204,367
Total	**420,667**	**425,698**	**426,413**	**423,759**	**420,100**

Grand Total	**1,756,094**	**1,797,424**	**1,815,101**	**1,805,429**	**1,805,921**

Source: *University of Florida, Bureau of Economic and Business Research*

Historic Population Overview for the Orlando Urban Area

The following line graph illustrates the 20-year population trend total for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: University of Florida, Bureau of Economic and Business Research
** 1991-2000 BEBR Population Estimates were adjusted and validated following the 2000 National Census Reporting*

Employment

The following table shows the number of employed persons living in the Orlando Metropolitan Area from 2006 through 2010:

Employment	*2006*	*2007*	*2008*	*2009*	*2010*
Orange County	551,963	569,869	569,111	537,363	535,509
Osceola County	119,611	126,702	129,623	124,019	123,591
Seminole County	225,245	229,094	228,136	213,889	213,151
Total	**896,819**	**925,665**	**926,870**	**875,271**	**872,251**

Source: Florida Research and Economic Database

Hotel/Motel Rooms

As mentioned earlier, tourism and business/convention travel are important components of the economy of the Orlando Metropolitan Area. As a result, there are a large number of hotel and motel rooms in the region. The following table shows the number of hotel/motel rooms in the Orlando Metropolitan Area from FY 2005/06 through 2009/10:

Hotel/Motel Rooms	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	77,521	78,698	79,297	78,472	83,021
Osceola County	26,325	26,595	26,317	26,159	26,132
Seminole County	4,655	4,653	4,642	4,697	5,013
Total	**108,501**	**109,946**	**110,256**	**109,328**	**114,166**

Source: Florida Department of Business and Professional Regulation

Visitors

The importance of Orlando as a travel destination is further illustrated in the following table, which shows the number of domestic and international visitors traveling to the Orlando Metropolitan Area from 2005 through 2009, the latest year this data is available.

Visitors to Orlando	*2005*	*2006*	*2007*	*2008*	*2009*
Domestic	46,649,000	45,114,000	45,907,000	45,515,000	43,319,000
International	2,673,000	2,686,000	2,838,000	3,343,000	3,264,000
Total	**49,322,000**	**47,800,000**	**48,745,000**	**48,858,000**	**46,583,000**

Source: Orlando/Orange County Convention & Visitors Bureau (Visit Orlando)

Licensed Drivers

Along with the number of registered vehicles, the number of licensed drivers in the area is another indicator of traffic congestion levels. The following table illustrates the number of licensed drivers in Orange, Seminole and Osceola Counties from 2006 through 2010:

Licensed Drivers	2006	2007	2008	2009	2010
Orange County	854,101	866,993	874,217	875,462	876,077
Osceola County	200,454	210,472	218,137	221,244	223,721
Seminole County	342,680	343,826	346,112	346,343	344,358
Total	**1,397,235**	**1,421,291**	**1,438,466**	**1,443,049**	**1,444,156**

Source: Florida Department of Highway Safety and Motor Vehicles

Registered Vehicles

Another indicator that can be used to measure traffic congestion in the Orlando Metropolitan Area is the change in the number of vehicles on the highway system. The following table illustrates the number of registered motor vehicles in Orange, Seminole and Osceola Counties from FY 2005/06 through FY 2009/10:

Registered Vehicles	2005/06	2006/07	2007/08	2008/09	2009/10
Orange County	926,250	933,356	920,965	843,429	953,296
Osceola County	208,349	210,329	212,696	205,145	209,613
Seminole County	375,947	381,971	386,946	376,163	422,002
Total	**1,510,546**	**1,525,656**	**1,520,607**	**1,424,737**	**1,584,911**

Source: Florida Department of Highway Safety and Motor Vehicles

Commercial Trucks

Most of the freight moved within and through the Orlando Metropolitan Area is carried by commercial trucks (trucks weighing more than 5,000 lbs.). The increase in the amount of freight carried by truck in the area had required an increase in the number of commercial trucks. This increase from FY 2005/06 to 2007/08 and decrease from FY 2007/08 to 2009/10 is illustrated in the following table:

Commercial Trucks	2005/06	2006/07	2007/08	2008/09	2009/10
Orange County	45,348	46,648	55,753	54,717	52,418
Osceola County	9,433	10,010	10,712	10,455	10,333
Seminole County	17,828	20,135	19,695	19,304	19,262
Total	**72,609**	**76,793**	**86,160**	**84,476**	**82,013**

Source: Florida Department of Highway Safety and Motor Vehicles

Note: The number of commercial trucks shown in this section is also included in the total number of registered vehicles shown in the previous table.

Motorcycles

The number of motorcycles in the Orlando Metropolitan Area also increased until FY 2009/10. This increase and recent decline from 2005/06 through 2009/10 is illustrated in the following table:

Motorcycles	2005/06	2006/07	2007/08	2008/09	2009/10
Orange County	28,872	28,947	27,779	29,605	28,927
Osceola County	9,234	9,798	7,734	7,983	7,756
Seminole County	15,839	15,867	13,388	14,085	13,568
Total	**53,945**	**54,612**	**48,901**	**51,673**	**50,251**

Source: Florida Department of Highway Safety and Motor Vehicles

Note: The number of commercial trucks shown in this section is also included in the total number of registered vehicles shown in the previous table.

Chapter Two: Highway Statistics

As mentioned earlier, the Orlando Metropolitan Area has one of the fastest growing populations in the country, and, as a result, the number of new motor vehicles coming into the area is growing rapidly. Due to this growth, the fact that the private automobile is the predominant mode of transportation and construction delays with building additional highway capacity – the area's highway system has become increasingly congested.

State Road Mileage (Lane Miles)

The number of lane miles of state roads in Orange, Osceola and Seminole Counties from 2006 through 2010 is shown in the tables below. These have been divided into interstate facilities (I-4), toll roads such as SR 408, SR 417 and SR 528, and other state roads, such as SR 50, SR 436, SR 434, US 441, US 17/92, etc.

Orange County	*2006*	*2007*	*2008*	*2009*	*2010*
Interstate (I-4)	175.9	185.2	184.2	184.2	184.2
Toll Roads	592.4	623.4	642	644.7	680.1
Other State Roads	940.4	966.3	970.4	996.3	965.2
Total	**1,708.7**	**1,774.9**	**1,796.6**	**1,825.2**	**1829.5**

Osceola County	*2006*	*2007*	*2008*	*2009*	*2010*
Interstate (I-4)	35.4	48.2	47.3	47.3	47.3
Toll Roads	246.8	264.8	264.5	264.5	264.5
Other State Roads	384.4	395.0	396.2	431.0	431.0
Total	**666.6**	**708.0**	**708.0**	**742.8**	**742.8**

Seminole County	**2006**	**2007**	**2008**	**2009**	**2010**
Interstate (I-4)	95.2	95.2	95.2	95.2	95.2
Toll Roads	70.4	70.4	70.3	70.3	70.3
Other State Roads	342.9	342.9	343.3	346.6	346.7
Total	**508.5**	**508.5**	**508.8**	**512.1**	**512.2**

Grand Total	**2,883.8**	**2,991.4**	**3,013.3**	**3,080.1**	**3084.5**

Source: Florida Department of Transportation

Local Road Mileage (Paved Centerline Miles)

The number of miles of local (city and county) roads in the Orlando Metropolitan Area has also increased in recent years. The table below shows the change in the number of miles of paved local roads in Orange, Osceola and Seminole Counties over the 2005-2009 timeframe, since the latest information available is for 2009. (The numbers in the table reflect the centerline miles of paved roads, information that is collected annually from local governments by FDOT. Lane mileage figures by facility-type classifications for local roads were not available.)

Local Road Mileage	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	3,800.8	3,954.8	4,073.9	4,100.4	4,118.9
Osceola County	978.8	1,022.7	1,133.0	1,157.1	1,164.7
Seminole County	1,412.9	1,493.1	1,473.0	1,473.0	1,477.6
Total	**6,192.5**	**6,470.6**	**6,679.9**	**6,730.5**	**6,761.2**

Source: Florida Department of Transportation

Vehicle Miles Traveled

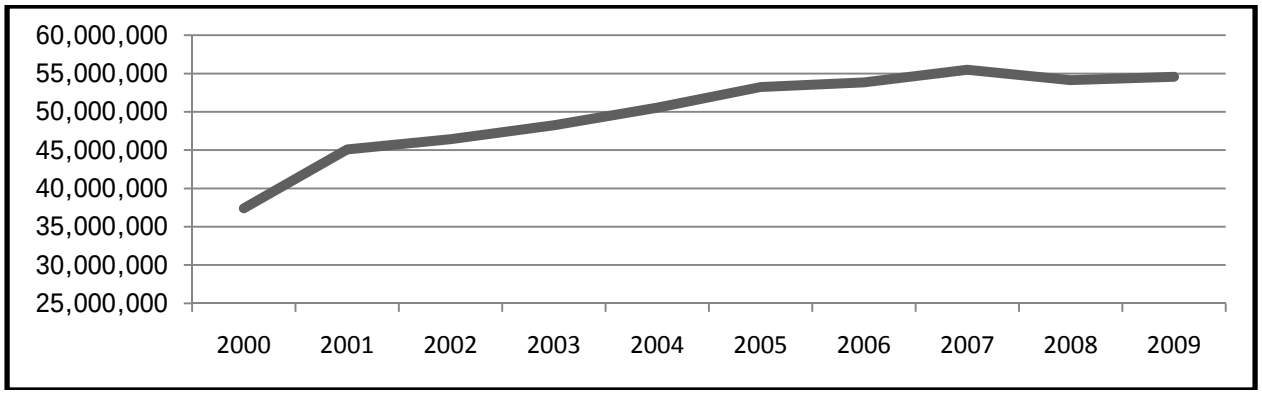
The number of vehicle miles traveled (VMT) on the highway network is an indicator that measures the growth in both the number of vehicles and the distances driven in the Orlando Metropolitan Area. The Florida Department of Transportation annually estimates the VMT for all the counties in the state by multiplying the lengths of the state and local roads in the counties by the average daily trips on those roads. The following tables and line-graph illustrate the average daily VMTs in Orange, Seminole and Osceola Counties from 2005 through 2009:

Vehicle Miles Traveled	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	34,117,461	34,663,274	36,029,040	35,436,426	35,586,328
Osceola County	8,949,599	8,961,895	9,139,112	8,836,800	8,730,733
Seminole County	10,167,856	10,211,094	10,325,317	9,866,475	10,262,469
Total	**53,234,916**	**53,836,263**	**55,493,469**	**54,139,701**	**54,579,530**

Source: Florida Department of Transportation

10-Year Historic Trend - Vehicle Miles Traveled

The following line graph illustrates the 10-year VMT trend total for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Transportation

Traffic Counts – Major Roadways

One of the main methods for measuring the level of activity on an area's highway system is the collection of traffic counts on major roadways. More than 300 traffic counts for various locations in Orange, Seminole, and Osceola Counties are obtained each year by the MetroPlan Orlando staff from the Florida Department of Transportation (FDOT), as well as from the three counties and the City of Orlando. This information is published in a Traffic Count Report, which is shown in Appendix A.

The tables shown on pages 7 - 9 contain FDOT daily (24-hour) traffic counts averaged annually on major roadways in the area from 2005 through 2009:

I-4	*2005*	*2006*	*2007*	*2008*	*2009*
SW of SR 417 (Osc. Co.)	93,000	95,500	79,000	78,000	78,500
NW of Osceola Co. Line	139,500	143,500	121,500	117,000	125,500
at Florida's Turnpike	159,000	157,500	160,000	146,500	152,500
N of Kaley Ave.	165,500	171,000	177,500	175,000	142,500
S of SR 50	193,500	199,500	207,000	200,000	160,000
N of Princeton St.	210,000	210,000	209,000	182,500	159,500
N of Lee Rd.	194,500	200,500	208,000	205,000	160,000
S of Seminole Co. Line	162,500	163,500	162,000	149,000	158,000
N of SR 436	137,000	138,000	142,000	139,500	142,000
N of SR 434	133,700	137,100	137,300	131,600	132,500
S of CR 46A	124,000	127,500	132,000	126,500	125,500
N of SR 46	112,500	112,000	113,000	111,000	108,000
Total Average	**152,058**	**154,633**	**154,025**	**146,800**	**137,042**

SR 50	*2005*	*2006*	*2007*	*2008*	*2009*
E of CR 545	37,200	35,600	35,200	33,300	32,800
E of Old Winter Garden Rd.	42,000	41,500	44,000	39,500	36,000
E of Powers Dr.	41,000	41,500	39,500	39,500	37,000
E of John Young Pkwy.	36,000	36,000	40,500	34,500	35,000
E of Edgewater Dr.	40,000	42,500	38,500	39,000	32,500
W of US 17/92	45,000	45,000	43,500	43,000	42,000
E of Bennet Rd.	56,000	58,500	54,500	53,000	52,000
E of SR 436	42,500	41,000	41,000	40,000	39,000
E of Goldenrod Rd.	46,000	46,000	46,000	45,000	44,000
E of Dean Rd.	49,500	46,500	49,000	45,500	42,500
E of Alafaya Tr.	48,500	44,000	47,500	46,500	44,000
W of SR 520	27,100	27,000	27,200	27,200	26,200
Total Average	**42,567**	**42,092**	**42,200**	**40,500**	**38,583**

SR 436	*2005*	*2006*	*2007*	*2008*	*2009*
E of US 441	36,000	36,500	35,500	33,500	33,500
W of SR 434	56,000	54,000	56,500	55,000	53,000
W of Montgomery Rd.	56,000	54,000	56,000	52,500	50,000
W of Palm Springs Dr.	70,500	68,500	66,500	62,500	57,000
E of CR 427	57,000	53,500	54,500	52,000	49,000
E of US 17/92	78,500	73,000	79,000	72,500	72,000
S of Red Bug Lake Rd.	66,500	60,000	65,000	61,000	59,500
N of SR 50	49,500	46,000	48,000	47,000	53,500
N of East-West Expy.	57,500	58,500	54,000	51,500	55,500
N of Curry Ford Rd.	49,500	54,500	52,000	51,000	56,500
S of Hoffner Ave.	42,900	46,000	48,500	45,701	44,600
N of Beachline Expy.	46,500	48,500	48,500	51,000	47,000
Total Average	**55,533**	**54,417**	**55,333**	**52,933**	**52,592**

Orange Ave.	*2005*	*2006*	*2007*	*2008*	*2009*
N of Sand Lake Rd.	44,000	38,000	39,500	39,500	36,500
N of Hansel Ave.	47,500	45,500	44,000	41,500	40,000
S of Michigan Ave.	37,500	38,000	37,700	36,638	36,400
S of Kaley Ave.	34,500	36,000	35,500	36,500	32,000
S of Clay St.	21,400	21,000	18,900	20,000	21,000
SW of US 17/92	14,200	15,200	13,500	15,100	14,600
Total Average	**33,183**	**32,283**	**31,517**	**31,540**	**30,083**

SR 434	*2005*	*2006*	*2007*	*2008*	*2009*
N of Edgewater Dr.	23,500	22,500	23,000	20,000	19,900
N of Orange Co. Line	44,500	38,000	40,500	38,000	39,500
N of SR 436	37,500	32,000	36,000	35,000	33,000
W of I-4	59,500	46,000	54,500	52,000	55,500
E of Palm Springs Dr.	43,100	42,500	40,800	38,992	39,300
W of CR 427	44,500	41,500	40,500	40,000	39,000
W of US 17/92	34,000	31,500	32,500	29,500	30,000
E of SR 419	39,000	34,500	38,500	35,000	33,000
E of Tuskawilla Rd.	27,000	23,000	25,500	25,500	23,500
N of Chapman Rd.	27,500	28,500	28,000	33,000	33,500
S of Seminole Co. Line	43,000	42,000	50,500	39,000	50,000
N of SR 50	67,000	66,000	68,000	64,500	62,000
Total Average	**40,842**	**37,333**	**39,858**	**37,541**	**38,183**

US 441	*2005*	*2006*	*2007*	*2008*	*2009*
NW of Plymouth-Sorrento Rd.	32,000	33,000	34,500	34,500	32,500
SW of SR 436	28,000	27,000	35,500	50,500	49,500
N of Clarcona-Ocoee Rd.	35,000	34,500	31,000	32,500	27,500
N of SR 50	29,500	30,000	28,500	26,500	27,500
S of SR 50	28,500	26,500	26,000	21,500	27,000
S of Kaley Ave.	36,500	35,000	35,500	33,000	30,500
N of Holden Ave.	68,000	66,500	65,500	60,500	58,000
N of Sand Lake Rd.	60,500	59,000	58,500	53,000	53,000
N of Beachline Expy.	66,000	74,000	71,500	75,000	70,000
S of Taft-Vineland Rd.	47,000	46,000	45,500	45,000	43,000
Total Average	**43,100**	**43,150**	**43,200**	**43,200**	**41,850**

US 17/92	*2005*	*2006*	*2007*	*2008*	*2009*
W of Pleasant Hill Rd.	28,500	28,500	26,500	25,500	26,000
S of Emmett St.	53,500	50,500	58,500	52,500	54,000
N of SR 50	26,500	29,000	28,000	27,500	25,000
S of Orange Ave.	27,500	29,500	27,500	26,000	24,500
S of Lee Rd.	35,000	35,500	35,000	35,500	32,000
N of Lake Ave.	53,500	54,500	56,000	50,500	44,000
S of Maitland Blvd.	33,000	33,000	33,000	30,000	29,500
N of Orange Co. Line	58,500	55,500	53,500	52,000	49,000
N of SR 436	57,500	56,500	52,000	51,500	50,500
N of SR 434	43,000	39,500	41,000	39,500	36,500
S of CR 427	36,000	33,000	35,500	32,000	32,500
S of Lake Mary Blvd.	42,000	37,500	40,500	37,000	35,500
S of CR 46A	25,000	26,500	26,000	24,000	21,000
S of SR 46	25,500	25,500	25,500	25,000	22,500
Total Average	**38,929**	**38,179**	**38,464**	**36,321**	**34,464**

John Young Pkwy.	*2005*	*2006*	*2007*	*2008*	*2009*
S of US 192	32,600	40,000	39,500	35,500	36,000
N of SR 408	40,500	43,000	46,000	48,500	44,000
S of SR 50	50,000	49,500	47,500	48,500	48,500
N of SR 50	47,000	47,500	46,000	44,500	44,000
S of Silver Star Rd.	33,000	32,500	28,500	30,500	29,500
S of US 441	47,500	39,500	40,000	38,000	37,000
Total Average	**41,767**	**42,000**	**41,250**	**40,917**	**39,833**

Kirkman Rd.	*2005*	*2006*	*2007*	*2008*	*2009*
N of Sand Lake Rd.	29,500	29,500	30,000	26,000	27,000
N of International Dr.	59,500	52,000	9,000	47,000	49,500
S of Vineland Rd.	63,500	61,500	60,000	56,500	55,500
S of Conroy Rd.	59,500	58,000	59,500	58,500	57,500
S of Raleigh St.	61,000	58,500	51,000	57,500	54,500
S of Old Winter Garden Rd.	56,500	49,000	54,000	53,000	52,000
S of East-West Expy.	40,000	38,000	40,500	38,500	39,500
Total Average	**52,786**	**49,500**	**43,429**	**48,143**	**47,929**

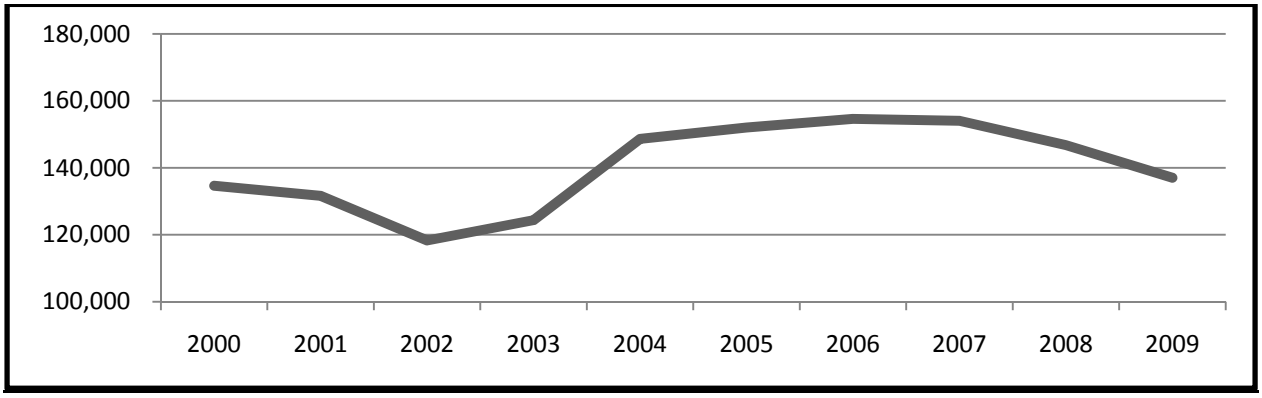
SR 426	*2005*	*2006*	*2007*	*2008*	*2009*
E of I-4	41,500	41,000	38,000	36,000	36,500
E of US 17/92	28,500	28,000	26,000	25,500	13,800
E of Park Ave.	35,500	39,500	40,000	42,500	41,500
W of Lakemont Ave.	36,500	37,000	38,500	37,000	22,500
W of SR 436	40,500	43,500	44,500	39,500	42,000
E of Goldenrod Rd.	32,500	34,000	36,000	34,500	35,000
W of SR 417	44,500	42,500	44,500	41,500	44,500
E of SR 417	30,000	27,500	27,500	27,500	27,500
N of Mitchell Hammock Rd.	23,000	19,900	30,500	19,700	21,500
W of SR 434	14,200	11,500	14,300	13,900	13,600
Total Average	**32,670**	**32,440**	**33,980**	**31,760**	**29,840**

US 192	*2005*	*2006*	*2007*	*2008*	*2009*
E of Formosa Gardens Blvd.	65,500	59,500	58,000	55,500	46,000
W of I-4	85,500	73,500	70,000	64,500	57,500
E of I-4	54,500	55,000	59,500	60,000	45,500
E of SR 535	54,500	57,500	54,000	58,000	50,500
W of John Young Pkwy.	45,000	45,500	43,000	41,500	45,000
E of US 441	43,000	43,000	47,000	45,500	48,000
SE of Boggy Creek Rd.	39,000	36,500	44,000	39,000	42,500
NW of Kissimmee Park Rd.	45,000	39,000	47,500	42,000	44,000
E of Canoe Creek Rd.	47,000	47,500	47,500	41,500	43,000
W of CR 532	22,000	24,000	24,000	21,000	22,000
Total Average	**50,100**	**48,100**	**52,278**	**46,850**	**44,400**

Source: Florida Department of Transportation

10-Year Historic Trend – I-4 Daily Traffic Counts

The following line graph illustrates the 10-year historic trend of the I-4's average daily traffic count total for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Transportation

Note: The major decrease in the average traffic counts on I-4 between 2001 and 2002 is partially due to auxiliary lane construction projects underway on several segments on I-4 during 2002. In addition, FDOT began using ITS loops on I-4 to count vehicles in 2002 rather than the tubes used in previous years for axle counts. This caused traffic counts to be decreased since the axle error factor was no longer applied.

Traffic Counts – Toll Roads

In addition to the major roadways shown above, the Orlando Metropolitan Area has a network of toll roads that are carrying increasing amounts of traffic. These toll roads are operated by the Orlando-Orange County Expressway Authority (OOCEA), the Florida's Turnpike Enterprise, and Osceola County. They include SR 408 (East-West Expressway), SR 417 (the Greeneway), SR 429 (Western Expressway), SR 528 (Beachline Expressway), a segment of SR 414, Florida's Turnpike, and the Osceola Parkway.

The tables shown on pages 10 – 11 contain the annual average weekday traffic counts for the region's toll facilities from 2005 through 2009: (The 2005 OOCEA traffic counts for SR 408, SR 417, SR 429 and SR 528 were revised based on updated adjustment factors due to Hurricane Wilma.)

SR 408	*2005*	*2006*	*2007*	*2008*	*2009*
W of SR 50 Spur	39,710	44,100	49,570	46,980	42,220
E of Kirkman Rd.	68,560	71,970	75,980	71,650	64,690
W of US 441	81,000	82,700	86,440	83,380	74,660
E of Rosalind Ave.	127,270	127,170	127,590	119,820	126,480
W of Conway Rd.	137,710	138,090	138,170	132,850	132,200
E of Goldenrod Rd.	108,100	109,610	103,300	104,150	104,230
E of Dean Rd.	65,900	69,900	70,100	65,990	65,900
S of E SR 50	30,870	33,360	29,670	31,120	32,530
Total Average	**82,390**	**84,613**	**85,103**	**81,993**	**80,364**

SR 417	*2005*	*2006*	*2007*	*2008*	*2009*
N of US 192*	18,900	20,500	21,000	21,000	19,200
W of John Young Pkwy.	40,500	42,700	45,800	43,530	38,200
E of Florida's Turnpike	37,540	41,890	43,260	40,610	35,085
W of Boggy Creek Rd.	37,900	42,400	44,800	40,390	35,900
W of Narcoossee Rd.	29,720	35,410	34,570	30,370	27,730
S of Curry Ford Rd.	69,900	74,300	76,100	68,900	63,300
S of University Blvd.	79,700	81,600	82,800	75,550	70,500
N of Aloma Ave.*	49,200	50,700	51,400	50,800	46,100
S of SR 434*	43,000	45,500	47,400	46,700	42,300
S of CR 427*	38,300	41,100	43,500	43,300	39,900
Total Average	**44,466**	**47,610**	**49,063**	**46,115**	**41,822**

SR 429	*2005*	*2006*	*2007*	*2008*	*2009*
S of US 192*	-	-	6,200	7,800	7,900
N of Western Way*	-	-	9,600	10,100	12,111
N of Seidel Rd.	-	8,740	13,180	12,820	11,950
S of CR 535	-	8,400	14,000	13,540	12,500
N of CR 535	20,760	29,130	34,090	34,010	32,510
S of SR 438	36,190	40,170	41,650	37,350	36,330
NE of Ocoee-Apopka Rd.	31,990	35,070	36,400	32,660	31,930
At Forest Lake Main Plaza	26,700	29,200	30,410	26,990	27,600
S of US 441	24,920	26,740	27,610	24,440	25,080
Total Average	**15,618**	**19,717**	**23,682**	**22,190**	**21,990**

SR 528	*2005*	*2006*	*2007*	*2008*	*2009*
E of I-4*	72,900	77,400	76,100	78,300	74,500
W of John Young Pkwy.*	77,800	80,000	78,600	81,100	77,000
E of US 441*	68,000	70,700	70,000	69,600	63,900
E of Boggy Creek Rd.	87,710	92,670	93,290	85,700	85,340
Airport Main Toll Plaza	75,800	80,700	82,400	76,260	75,200
W of Narcoossee Rd.	64,840	67,130	75,590	68,070	65,670
E of Narcoossee Rd.	54,690	55,160	61,760	55,610	53,280
Beachline Main Toll Plaza	46,000	46,300	47,700	42,450	43,300
Total Average	**68,468**	**71,258**	**73,180**	**69,636**	**67,274**

Florida's Turnpike	*2005*	*2006*	*2007*	*2008*	*2009*
S of SR 50	68,700	71,900	73,900	74,000	66,900
N of SR 429	63,800	66,000	66,900	64,500	59,800
N of SR 408	97,700	102,300	104,600	104,200	99,100
N of SR 528	67,600	69,600	74,500	70,500	67,600
N of of Osceola Co. Line	54,600	56,400	62,300	57,100	54,100
S of US 441	42,800	44,400	50,200	47,900	46,000
N of Partin Settlement Rd.	26,600	25,200	31,800	31,400	30,600
S of Neptune Rd.	26,600	26,900	32,970	33,860	32,430
Total Average	**56,050**	**57,838**	**62,146**	**60,433**	**57,066**

Osceola Parkway	*2005*	*2006*	*2007*	*2008*	*2009*
W of SR 417	18,380	19,800	20,780	21,000	20,200
W of Lake Wilson Rd.	16,700	18,880	20,000	21,000	19,900
E of John Young Pkwy.	26,200	27,120	28,660	29,800	26,800
W of Florida's Turnpike	50,400	51,800	54,560	58,000	55,750
W of Florida Pkwy.	42,600	45,020	45,320	45,300	45,300
Total Average	**30,856**	**32,524**	**33,864**	**35,020**	**33,590**

Sources: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise, and Osceola County Engineering Department, Florida Department of Transportation

** Annual Average Daily Traffic (AADT)*

Chapter Three: Consumption Statistics

Gasoline Consumption

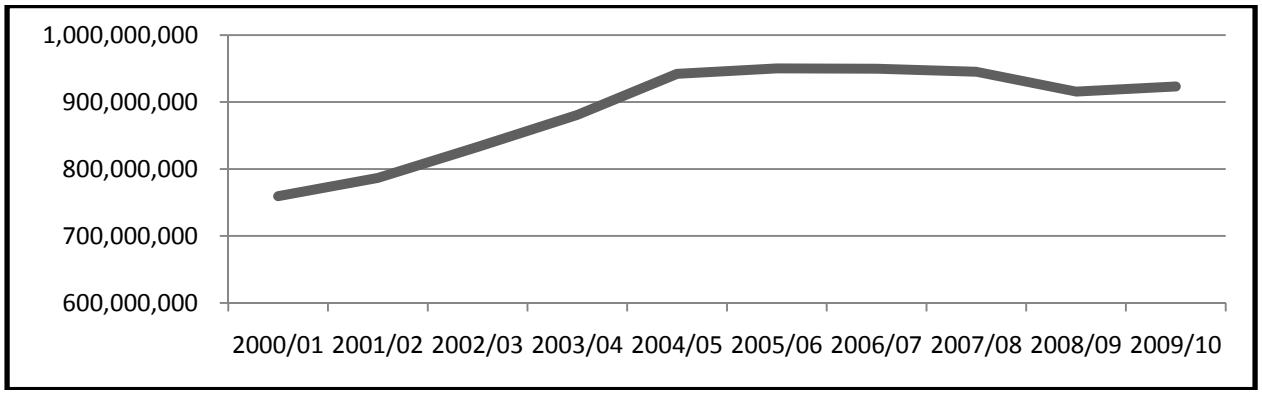
The consumption of gasoline over a period of several years is another indicator of the change in the number of vehicles and amount of travel in the Orlando Metropolitan Area. The following charts illustrate the number of gallons of gasoline sold in Orange, Osceola and Seminole Counties, as well as the total for all three counties, from FY 2005/06 through FY 2009/10:

Gasoline Consumption	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	579,806,951	578,387,511	589,719,332	566,155,079	570,256,543
Osceola County	167,844,701	169,837,443	156,528,720	156,882,557	160,258,482
Seminole County	202,705,682	201,591,900	199,043,686	192,591,837	192,742,467
Total	950,357,334	949,816,854	945,291,738	915,629,473	923,257,492

Source: Florida Department of Revenue

10-Year Historic Trend – Gasoline Consumption

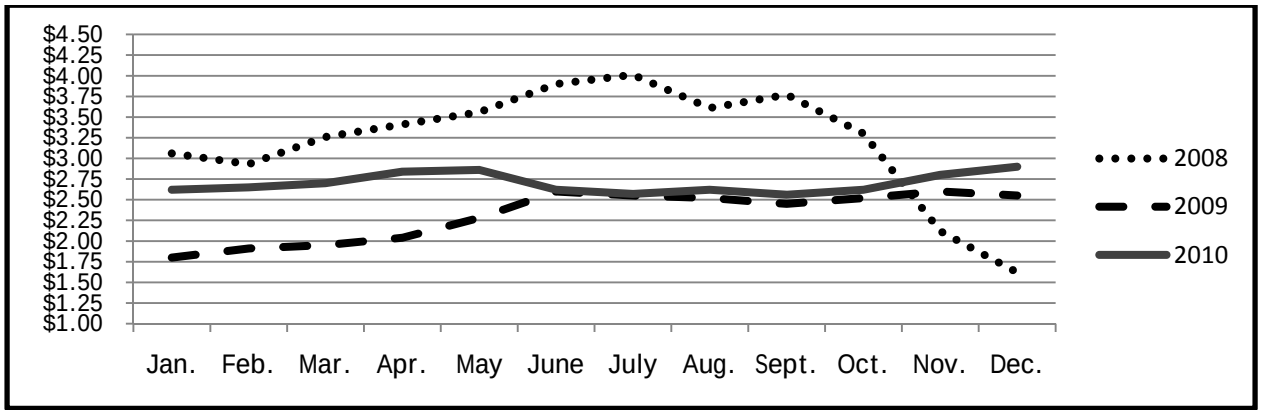
The following line graph illustrates the 10-year gasoline consumption trend total for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Revenue

Average Monthly Gasoline Price per Gallon

One factor that influences the amount of gasoline consumed is the price per gallon for gasoline. The average monthly price per gallon for regular gasoline in the Orlando Metropolitan Area from 2008 through 2010 is shown in the following chart.



Source: OrlandoGasPrices.com

Diesel Fuel Consumption

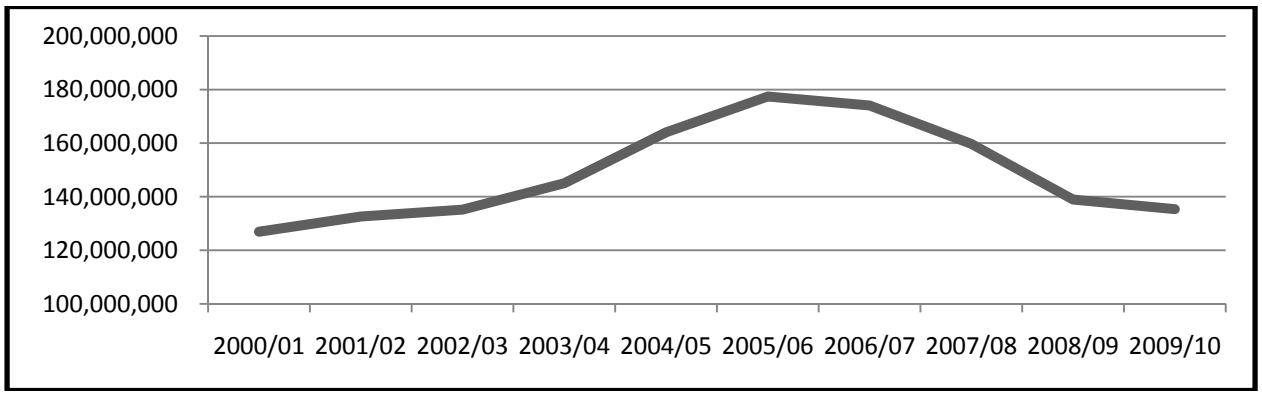
The consumption of diesel fuel over a period of several years is another indicator of the change in the number of vehicles, particularly commercial trucks, in the Orlando Metropolitan Area. The following charts illustrate the number of gallons of diesel fuel sold in the area's three counties, from FY 2005/06 through FY 2009/10.

Diesel Fuel Consumption	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	124,566,264	121,678,155	113,229,050	100,812,447	103,524,098
Osceola County	26,539,933	25,985,440	22,819,295	18,424,719	13,654,552
Seminole County	26,339,204	26,427,473	23,703,673	19,687,696	18,171,185
Total	**177,445,401**	**174,091,068**	**159,752,018**	**138,924,862**	**135,349,835**

Source: Florida Department of Revenue

10-Year Historic Trend – Diesel Fuel Consumption

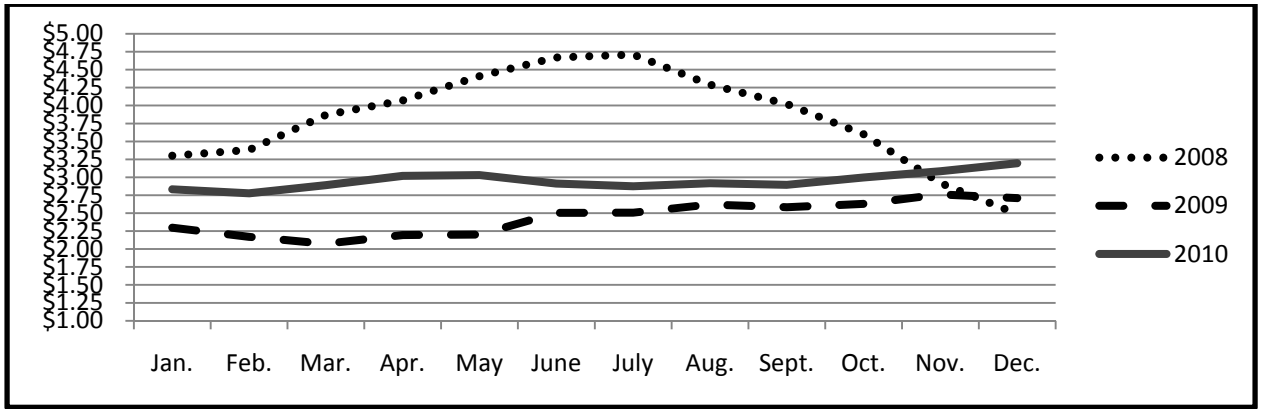
The following line graph illustrates the 10-year diesel fuel consumption trend total for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Revenue

Average Monthly Diesel Fuel Price per Gallon

The average monthly price per gallon for diesel fuel from 2008 through 2010 is shown in the following chart. (These figures are for the southeast United States, since diesel price information for the Orlando area or for Florida was not available.)



Source: Energy Information Administration

Chapter Four: Management and Operations Statistics

Overview

Management and operations (M&O) involves the implementation of various strategies and technologies to improve traffic flow on existing roadways without adding lanes or building new roads. MetroPlan Orlando has been placing a greater emphasis on the planning and implementation of M&O strategies in recent years as a cost-effective method to relieve traffic congestion in the area.

The Texas Transportation Institute's 2010 Urban Mobility Study provides several inventory and performance measures on congestion in the Orlando area for the years from 1982 to 2009. The report includes an estimate on the total effect of M&O treatments on traffic congestion. Information from the 2010 Urban Mobility Study is reported in this section. This report provides information for assessing the affect of these strategies on reducing traffic congestion.

M&O strategies include the use of Intelligent Transportation Systems (ITS). A number of ITS technologies are currently being applied in the Orlando area, including the use of 63 surveillance cameras and 58 variable message signs along I-4 from the St. Johns River bridge to west of US 192. Additionally, the Orlando-Orange County Expressway Authority has installed 148 cameras along SR 408 from Kirkman Road to SR 417, SR 417 from SR 408 to the Seminole County line, as well as at mainline toll plazas throughout the expressway system. These cameras and signs enable the Florida Highway Patrol to determine the location and severity of traffic incidents and inform motorists of delay times, alternate routes, etc. Several toll plazas on the 100–mile expressway system have been converted to "open road tolling" express lanes, which provide another application of technology. It allows drivers to bypass the cash lane because electronic monitors over the roadway collect the tolls as the E-PASS (electronic tolling) vehicles travel at posted highway speed.

An Automated Traveler Information Service (511), which was initially operated by FDOT along 50 miles of the I-4 corridor in the Orlando area, enables callers to get up-to-the-minute information simply by saying aloud the area of the Interstate about which they are seeking information. This service, which has since been expanded statewide, enables commuters to determine the best route to take to their respective destinations by providing information on traffic congestion due to accidents, etc., as well as suggested alternate routes. Information on transit service and airport operations is also available. The service started in Central Florida in 2002, and more than 473,000 people used the service during 2010 in the Orlando urban area.

In addition to considering the benefits from M&O strategies, and based on responses to the MetroPlan Orlando Survey of Public Opinion on Transportation Issues, more resources will be invested in traffic signal timing and computer coordination in some corridors. Within the MetroPlan Orlando area, there are approximately 1,564 traffic signals. Control of these traffic signals is split between various jurisdictions. Studies have shown that retiming traffic signals may improve the operations of a corridor (reduce delays and stops, improve safety, reduce fuel consumption and emissions) from 5 to 25 percent. The use of computer-coordinated traffic signal systems in the area is discussed further in the next section.

Computer-Coordinated Traffic Signals

As mentioned on the previous page, computer-coordinated traffic signal systems, which improve traffic flow and help traffic signals become more efficient, are being utilized in Orange, Osceola and Seminole Counties.

The growth in the number of computer-coordinated signals in the area from 2006 through 2010, as compared to the total number of signals, is illustrated in the following tables:

Orange County	*2006*	*2007*	*2008*	*2009*	*2010*
Total Traffic Signals	969	999	1022	1107	1024
Computer Coordinated Signals	700	773	765*	862	807
% Total Traffic Signals	72%	77%	75%	78%	79%

Osceola County	*2006*	*2007*	*2008*	*2009*	*2010*
Total Traffic Signals	148	150	150	164	172
Computer Coordinated Signals	41	41	40*	50	60
% Total Traffic Signals	28%	27%	27%	30%	35%

Seminole County	*2006*	*2007*	*2008*	*2009*	*2010*
Total Traffic Signals	366	370	366*	374	368
Computer Coordinated Signals	206	190**	193	220	234
% Total Traffic Signals	56%	51%	53%	59%	64%

* The 2008 traffic signal numbers for Orange, Osceola and Seminole Counties that are lower than for 2007 is due to the removal of several signals that were causing traffic to back up and were not needed.

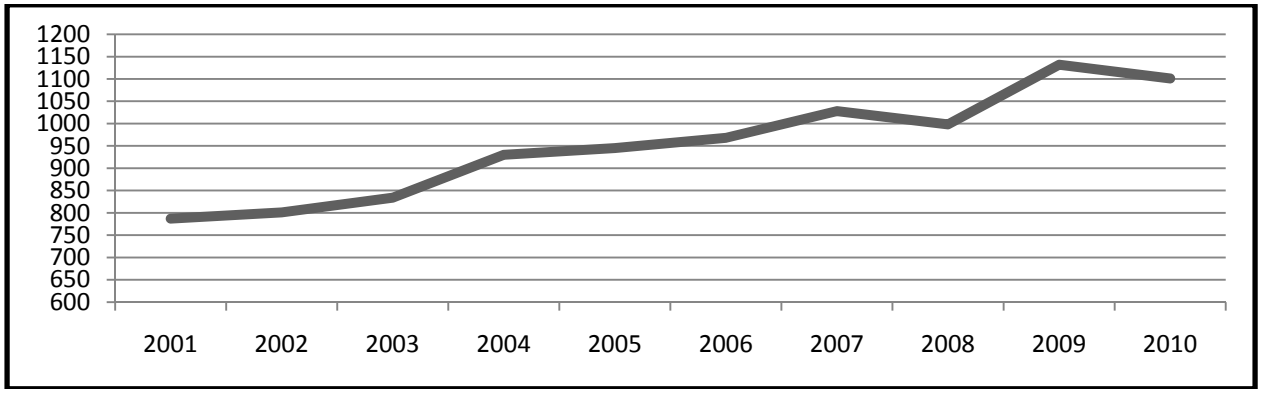
** The number of Seminole County's coordinated signals for 2007 is lower than for previous years due to the use of a more accurate counting methodology. Revised figures for previous years are not available.

3-County Total	*2006*	*2007*	*2008*	*2009*	*2010*
Total Traffic Signals	1483	1533	1538	1645	1564
Computer Coordinated Signals	968	1028	998	1132	1101
% Total Traffic Signals	65%	67%	65%	69%	70%

Source: Local Government Engineering Department

10-Year Historic Trend - Computer-Coordinated Traffic Signals

The following line graph illustrates the 10-year computer-coordinated traffic signal trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Local Government Engineering Departments

Road Rangers

Road Rangers is a service operating on I-4 and the toll roads in the area that involves the use of specially-equipped trucks to help stranded motorists and minimize traffic congestion caused by minor accidents and vehicle breakdowns. The trucks are equipped to make minor car repairs, such as tire changes, fuel/fluid replacement, belt and hose replacement, etc. Other Road Ranger services include removing vehicles and debris from travel lanes, assisting with non-injury accidents, and providing communication with law enforcement and emergency services.

LYNX, the local transit provider, is operating the Road Rangers service in partnership with FDOT and MetroPlan Orlando on I-4 from I-95 in Volusia County to the Polk/Osceola County line. This service utilizes 12 trucks that operate 24-hours-a-day, seven-days-a-week. The Orlando-Orange County Expressway Authority (OOCEA) also operates a Road Ranger service jointly with Florida's Turnpike Enterprise on the toll roads in the Orlando area, including SR 408, SR 417, SR 429, and SR 528. This service utilizes six vehicles, and has been in operation since 2001. In addition, Florida's Turnpike Enterprise operates its own Road Ranger vehicles on the Florida's Turnpike mainline facility.

The number of Road Ranger service assists that occurred on I-4 and the toll roads in the area between 2006 and 2010 is shown in the following table:

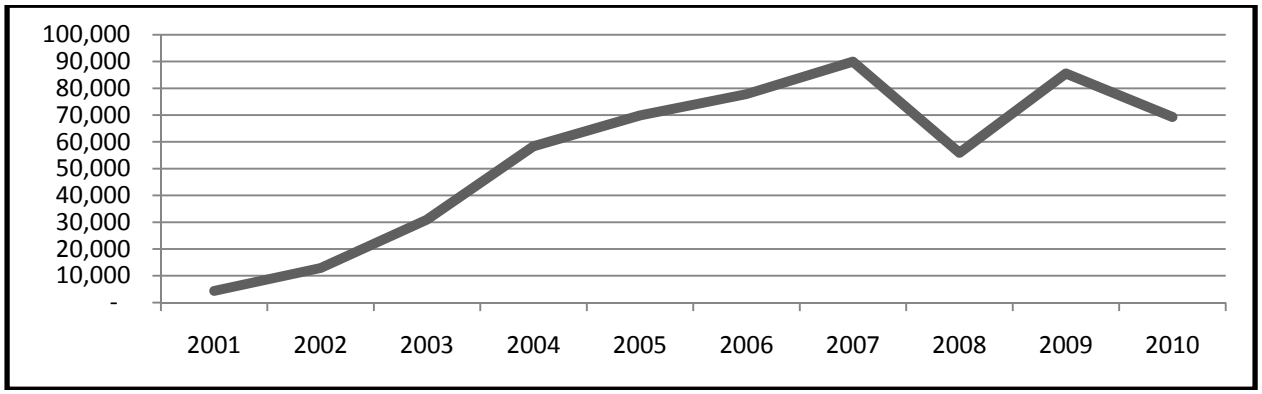
Road Ranger Program	*2006*	*2007*	*2008*	*2009*	*2010*
# of Service Assists	77,826	89,951	55,910	85,588	69,303

Source: Florida Department of Transportation, LYNX, Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise

Note: The large decrease in the number of Road Ranger service assists that occurred between 2007 and 2008 was primarily due to a major reduction in the funding for the Road Ranger program by the Florida Legislature as a result of budget cuts.

10-Year Historic Trend – Road Ranger Service Assists

The following line graph illustrates the 10-year Road Ranger service assist trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Transportation, LYNX, Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise

E-PASS/SunPASS Transponders

One ITS technology that has been successfully implemented in the region is the use of an electronic toll collection system on the area's toll roads. OOCEA's system, called E-PASS, began operating in 1994, and, since 2001, has been integrated with the SunPASS system operated by Florida's Turnpike Enterprise on toll roads throughout the state of Florida. E-PASS/SunPASS users have transponders in their vehicles which enable them to have their tolls collected automatically as they pass through the tollgates. As the use of this technology continuously expands, traditional stop-and-pay toll plazas have become a thing of the past.

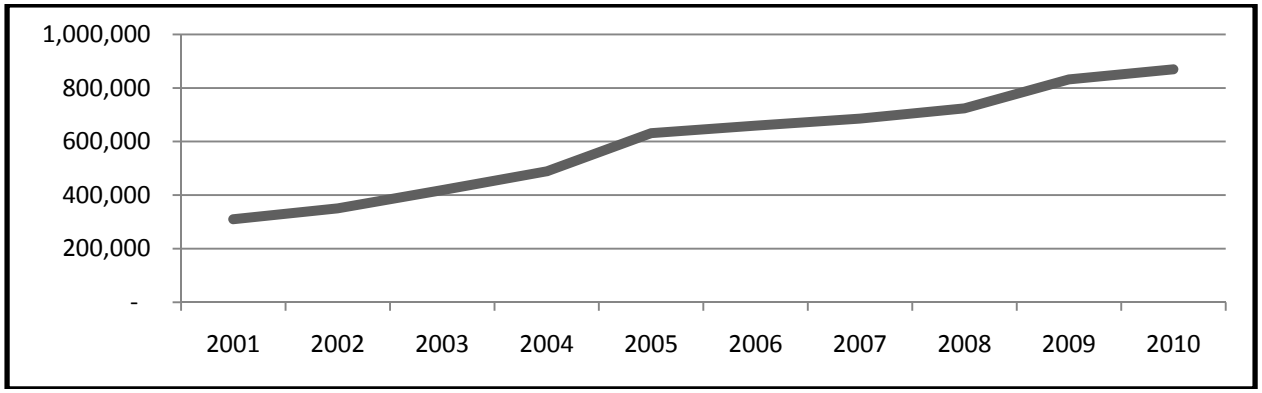
The following table shows the substantial increase in the number of E-PASS/SunPASS transponders in use in the area from 2006 through 2010:

E-Pass / SunPASS Transponders	*2006*	*2007*	*2008*	*2009*	*2010*
# of Transponders	659,656	685,873	724,080	832,307	869,543

Source: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise

10-Year Historic Trend – E-Pass / SunPASS Transponders

The following line graph illustrates the 10-year E-Pass/SunPASS transponders trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise

System Performance

The Texas Transportation Institute (TTI) at Texas A & M University annually produces a study, the Urban Mobility Report, which compares traffic congestion levels of many urban areas around the country, including the Orlando Metropolitan Area.

The tables below show the annual delay and congestion cost per peak auto commuter from 2005 through 2009:

Annual Delay (Hours)	*2005*	*2006*	*2007*	*2008*	*2009*
per Peak Auto Commuter	44	44	43	37	41

Congestion Cost	*2005*	*2006*	*2007*	*2008*	*2009*
per Peak Auto Commuter	$ 1,240	$ 1,310	$ 1,332	$ 908	$ 963

Source: Texas Transportation Institute - Urban Mobility Report

Note: Annual Delay per Commuter: A yearly sum of all the per-trip delays for those persons who travel in the peak period. This measure illustrates the effect of the per-mile congestion as well as the length of each trip. Congestion Cost: Value of travel delay for 2009 (estimated at $16.01 per hour of person travel and $105.67 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon)

Red Light Camera Implementation and Enforcement

Red light cameras are used for traffic enforcement in a growing number of communities throughout the United States. The cameras, which operate 24 hours a day and 7 days a week, automatically capture the image of violators who disobey posted traffic control devices. Depending on the particular technology, a series of photographs and/or video images show the red light violator prior to entering the intersection on a red signal, as well as the vehicle's progression through the intersection. Cameras record the date, time of day, time elapsed since the beginning of the red signal, vehicle speed, and license plate. Tickets are typically mailed to owners of violating vehicles, based on review of photographic evidence.

Prior to the development and passage of state legislation concerning this issue, several local municipalities in the Orlando metropolitan area adopted ordinances to enforce red light violations (on county and city roadways) under the code enforcement process. The code enforcement process does not assess points against the vehicle owner's drivers' record, but does levy a civil fine for the violation. Actual fines vary among jurisdictions per the adopted ordinances.

On May 18, 2010, Governor Charlie Crist signed the Mark Wandell Traffic Safety Act (HB 325) into law. This law creates statewide consistent standards for the use of cameras as traffic enforcement devices. Major changes include: the authorization to use red light cameras on state roads and the distribution of funds collected from violations.

The following table illustrates the growing trend and utilization of red light cameras by local municipalities from 2008 through 2010:

Jurisdiction	Intersection	Installation Date	# of Violations		
			2008	2009	2010
City of Orlando	Conroy Rd. & Vineland Rd. (Eastbound)	Sep-08	2,983	6,018	5,403
	Conroy Rd. & Vineland Rd. (Southbound)	Sep-08	1,978	4,530	2,925
	Conroy Rd. & Vineland Rd. (Westbound)	Sep-08	1,176	4,524	6,016
	Turkey Lake Rd. & Wallace Rd. (Northbound)	Sep-08	683	2,414	2,265
	Turkey Lake Rd. & Wallace (Eastbound)	Sep-08	119	403	357
	South Division Ave. & West Kaley St. (Eastbound)	Sep-08	118	485	468
	Lee Vista Blvd. & South Goldenrod Rd. (Eastbound)	Sep-08	561	1,406	1,327
	Magnolia Ave. & East Concord St. (Northbound)	Sep-08	381	1,229	1,848
	Westmoreland Dr. & West South St. (Southbound)	Sep-08	149	349	308
	East Michigan St. & Dixie Belle Dr. (Westbound)	Sep-08	359	977	761
	Boggy Creek Rd. & East Landstreet Rd. (Southbound)	Jan-10	-	-	863
	Edgewater Dr. & West Princeton St. (Southbound)	Jan-10	-	-	577
	West Princeton St. & Edgewater Dr. (Eastbound)	Jan-10	-	-	494
	East Princeton St. & Formosa Ave. (Eastbound)	Jan-10	-	-	2,852
	West Smith St. & North Westmoreland Dr. (Westbound)	Jan-10	-	-	2,120
	Universal Blvd. & International Dr. (Southbound)	Jan-10	-	-	2,181
	International Dr. & Universal Blvd. (Eastbound)	Jan-10	-	-	1,907
City of Apopka	Park Ave. & Main St. (Southbound)	Jun-07	152	8,758	6,647
	Sheeler Ave. & Orange Blossom Trail (Northbound)	Jul-07	411	3,967	2,450
	Welch Rd. & North Rock Springs Rd. (Westbound)	Jun-10	-	-	3,173
	Rock Springs Rd. & Martin St. (Southbound)	Nov-10	-	-	1,402
	Rock Springs Rd. & Welch Rd. (Northbound)	Nov-10	-	-	178
	Orange Blossom Trail & Sheeler Ave. (North-Westbound)	Jan-11	-	-	-
City of Ocoee	Maguire Ave. & West Colonial Dr. (Northbound)	Jul-09	-	1,177	1,928
	Maguire Ave. & West Colonial Dr. (Southbound)	Jul-09	-	1,570	1,168
	Blackwood Ave. & West Colonial Dr. (Northbound)	Dec-09	-	119	7,119
	Clarke Rd. & AD Mims Rd. (Northbound)	Dec-09	-	21	1,961
	Clarke Rd. &White Rd. (Southbound)	Dec-09	-	2,887	2,157
City of Winter Springs	SR 434 & Winding Hollow Blvd. (Eastbound)	Apr-09	-	1,129	1,674
	SR 434 & Vistawilla Dr. (Eastbound)	Jan-10	-	-	946

Source: Local Government Engineering and Code Enforcement Departments

Chapter Five: Health and Safety Statistics

Traffic Crashes

The number of traffic crashes occurring at particular locations in the area may indicate where transportation system improvements are needed. Statistics for locations in Orange, Seminole, and Osceola Counties where 25 or more crashes occurred are obtained each year by the MetroPlan Orlando staff. These statistics are provided by the Florida Department of Transportation (FDOT), as well as the three counties, and the City of Orlando.

High Frequency Crash Intersections

The following tables show the top twenty-five locations in the Orlando Metropolitan Area that had the highest number of crashes during 2009.

Top 25 Intersections - By Crash Count

Intersection	County	Crash Count	Fatalities	Injuries
S Orange Blossom Trail & W Landstreet Road	Orange	83	0	6
N SR 434 & W SR 436	Seminole	82	1	6
Arnold Palmer Drive & S Kirkman Road	Orange	78	0	14
E Colonial Drive & N Alafaya Trail	Orange	77	0	6
W SR 434 & E I-4	Seminole	76	0	11
S Kirkman Road & L B Mcleod Road	Orange	75	0	14
Central Florida Parkway & S John Young Parkway	Orange	70	0	9
N Semoran Boulevard & Aloma Avenue	Orange	68	0	8
S Orange Blossom Trail & W Oak Ridge Road	Orange	63	0	7
W SR 434 & E SR 434 & 2 More	Seminole	61	0	10
S Kirkman Road & Pine Shadows Parkway	Orange	61	0	6
W SR 436 & Wymore Rd/Douglas Ave	Seminole	60	0	6
SR 535 & International Drive S	Orange	60	0	3
Old Winter Garden Road & S Kirkman Road	Orange	58	0	4
N Pine Hills Road & Silver Star Road	Orange	58	0	9
W SR 436 & W I-4	Seminole	58	0	2
W Colonial Drive & Vineland Road/Winter Garden Vineland Road	Orange	57	0	4
Curry Ford Road & S Goldenrod Road	Orange	57	0	8
S Semoran Boulevard & Curry Ford Road	Orange	56	1	9
W Lake Mary Blvd & Lake Emma Rd/Primera Blvd	Seminole	56	0	3
Cypress Pkwy & N Doverplum Ave/S Doverplum Ave	Osceola	56	1	24
S Goldenrod Road & SR 408 On Ramp E/SR 408 Off Ramp E	Orange	55	0	13
N Alafaya Trail & Strategy Boulevard	Orange	55	0	4
SR 535 & Hotel Plaza Boulevard	Orange	55	0	5
W SR 436 & Montgomery Rd	Seminole	55	0	4

Source: MetroPlan Orlando's Web-Based Crash Database

Automobile Safety Statistics

The following charts show the changes in the total number of auto occupant crashes, injuries and fatalities from 2005 through 2009 as compiled by the Florida Department of Highway Safety and Motor Vehicles for each of the three counties:

Vehicle Crashes	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	17,843	17,506	18,089	16,712	16,092
Osceola County	3,020	3,002	3,004	2,810	2,795
Seminole County	3,228	2,906	2,895	2,717	2,574
Total	**24,091**	**23,414**	**23,988**	**22,239**	**21,461**

Source: Florida Department of Highway Safety and Motor Vehicles

Personal Injuries	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	15,894	15,148	15,163	14,395	14,272
Osceola County	3,013	2,978	3,144	2,664	2,634
Seminole County	2,656	2,383	2,417	2,407	2,532
Total	**21,563**	**20,509**	**20,724**	**19,466**	**19,438**

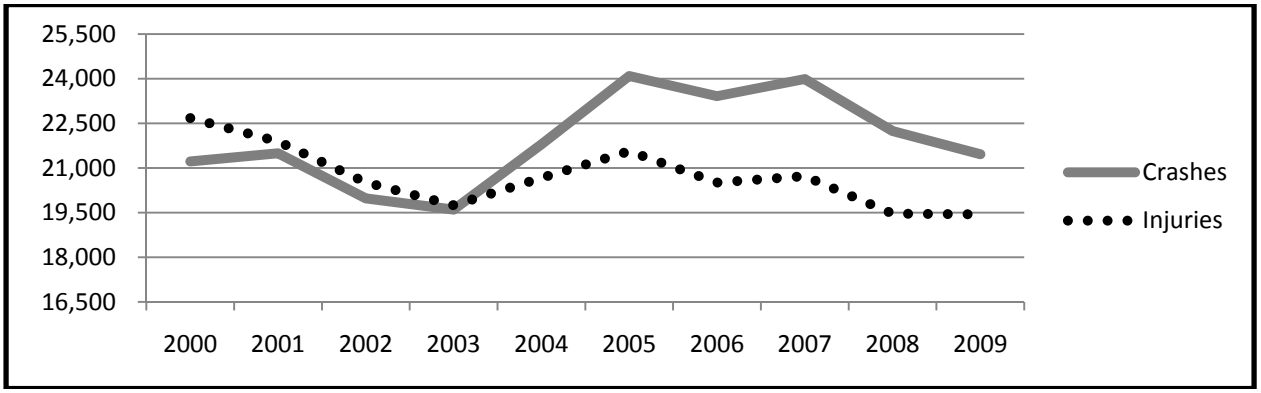
Source: Florida Department of Highway Safety and Motor Vehicles

Fatalities	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	194	184	186	170	142
Osceola County	68	65	52	55	50
Seminole County	39	39	48	42	23
Total	**301**	**288**	**286**	**267**	**215**

Source: Florida Department of Highway Safety and Motor Vehicles

10-Year Historic Trend – Crash and Injury

The following line graph illustrates the 10-year crash and injury trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Highway Safety and Motor Vehicles

Motorcycle Safety Statistics

The following charts show the changes in the total number of motorcycle injuries and fatalities from 2005 through 2009 as compiled by the Florida Department of Highway Safety and Motor Vehicles for each of the three counties:

Motorcycle Injuries	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	472	507	531	538	493
Osceola County	84	113	125	125	98
Seminole County	131	148	135	137	126
Total	**687**	**768**	**791**	**800**	**717**

Source: Florida Department of Highway Safety and Motor Vehicles
Note: Included in Automobile Injuries

Motorcycle Fatalitles	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	21	32	31	28	25
Osceola County	5	11	9	11	10
Seminole County	6	8	9	4	9
Total	**32**	**51**	**49**	**43**	**44**

Source: Florida Department of Highway Safety and Motor Vehicles
Note(s): 1) Included in Automobile Fatalities
2) Includes Motorcycle Drivers Only

Bicyclist and Pedestrian Safety Statistics

The following charts show the changes in the total number of bicyclist and pedestrian injuries and fatalities from 2005 through 2009 as compiled by the Florida Department of Highway Safety and Motor Vehicles for each of the three counties:

Bicyclist Injuries	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	305	282	285	280	284
Osceola County	48	39	35	41	27
Seminole County	64	61	59	62	78
Total	**417**	**382**	**379**	**383**	**389**

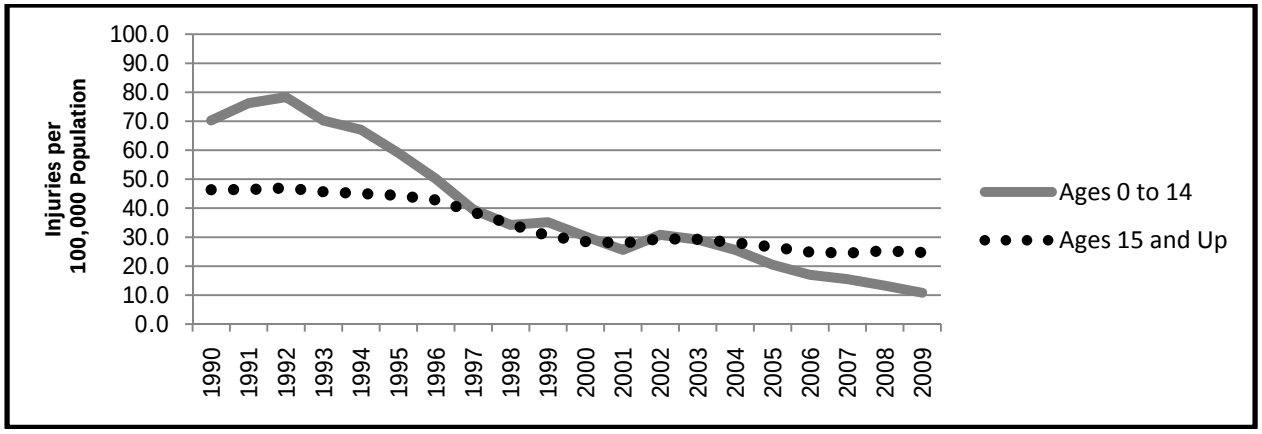
Source: Florida Department of Highway Safety and Motor Vehicles

Bicyclist Fatalities	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	10	10	14	9	6
Osceola County	3	2	1	1	0
Seminole County	4	2	0	2	0
Total	**17**	**14**	**15**	**12**	**6**

Source: Florida Department of Highway Safety and Motor Vehicles

20-Year Historic Trend – Bicyclist Injuries

The following line graph illustrates the 20-year bicyclist injury rate trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: MetroPlan Orlando Bicycle and Pedestrian Program

Pedestrian Injuries	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	564	551	506	569	523
Osceola County	107	111	111	86	112
Seminole County	102	96	111	112	99
Total	**773**	**758**	**728**	**767**	**734**

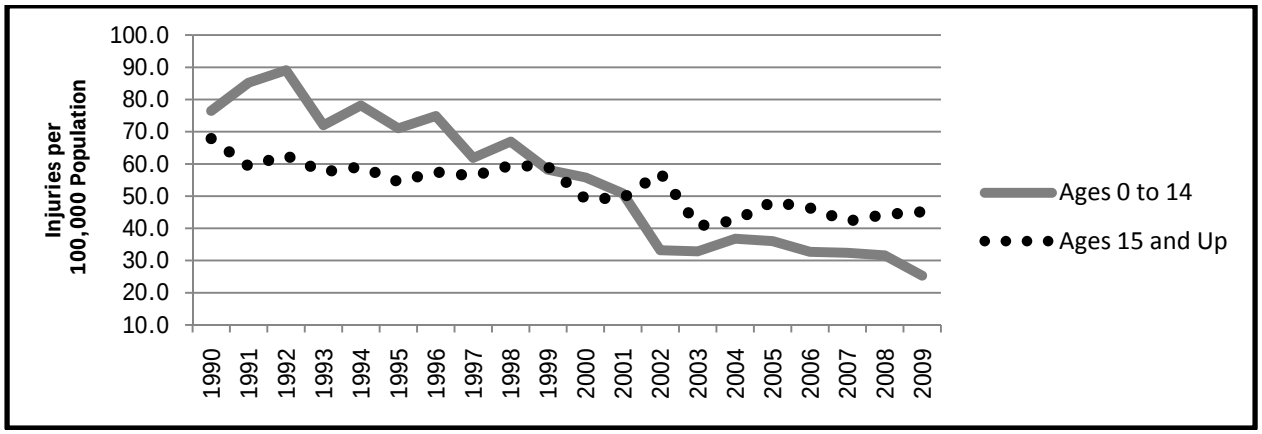
Source: Florida Department of Highway Safety and Motor Vehicles

Pedestrian Fatalities	*2005*	*2006*	*2007*	*2008*	*2009*
Orange County	42	42	40	28	32
Osceola County	9	1	7	10	5
Seminole County	8	5	7	8	5
Total	**59**	**48**	**54**	**46**	**42**

Source: Florida Department of Highway Safety and Motor Vehicles

20-Year Historic Trend – Bicyclist and Pedestrian Fatalities

The following line graph illustrates the 20-year pedestrian injury rate trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: MetroPlan Orlando Bicycle and Pedestrian Program

Air Quality

Traffic congestion can have a major impact on the air pollution levels in an urban area. The pollutant that has been a cause for concern in the Orlando Metropolitan Area in recent years is ground-level ozone, for which motor vehicle emissions are a primary source. The Federal Environmental Protection Agency (EPA) standard for ozone was recently changed from 85 parts per billion to 75 parts per billion averaged over any eight-hour period. An area will be considered as nonattainment (not meeting the standard) if the average of the annual fourth highest ozone readings at any monitoring site for any three-year period equals or exceeds the 75 parts per billion standard.

In 2009, EPA averaged the fourth-highest eight-hour average ozone readings in urban areas around the country from 2006 through 2008 to determine which areas would be declared to be in attainment with the EPA standard and which would be designated as nonattainment. Several ozone readings in the Orlando Metropolitan Area exceeded the EPA standard during that three-year period, and if additional violations occur during 2009 or 2010, the Orlando Metropolitan Area could eventually be designated as a nonattainment area. In addition, EPA is considering further tightening its ozone standards in the future. Therefore, in order to help prevent a nonattainment designation, such measures as the expansion of flex time and telecommuting, vehicle maintenance, and the use of alternate forms of transportation, are being promoted as part of a public awareness campaign.

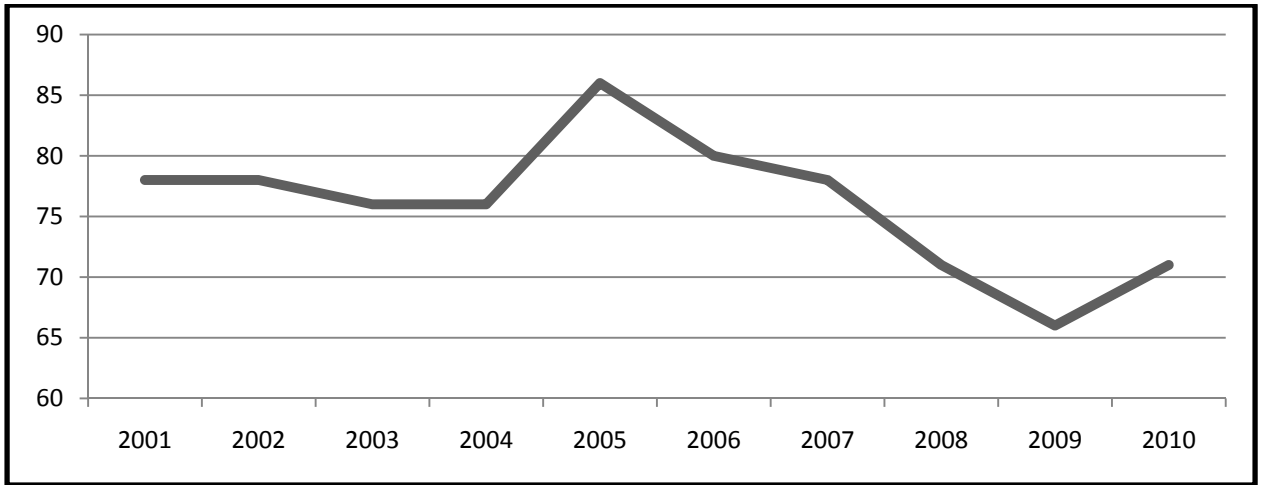
The line charts in **Appendix B** show the highest monthly eight-hour average ozone readings for 2010 at each of the four monitoring stations operated by the Florida Department of Environmental Protection in the Orlando Metropolitan Area. The following table shows the fourth highest eight-hour average readings, shown in parts per billion, for the area from 2006 through 2010:

Ozone Monitoring	*2006*	*2007*	*2008*	*2009*	*2010*
Seminole State College	80	69	67	62	66
Winegard Elementary School	79	78	70	66	71
Lake Isle Estates	80	76	70	65	70
OCFD - Four Corners	73	73	71	63	67
Regional High	**80**	**78**	**71**	**66**	**71**

Source: Florida Department of Environmental Protection

10-Year Historic Trend – Regional Ozone Attainment Status

The following line graph illustrates the 10-year regional ozone attainment status rate trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Environmental Protection
Note: Displayed in parts per billion (ppb)

Chapter Six: Transit Statistics

LYNX Service

As the highway system in the Orlando area becomes more congested and more emphasis is put on livable communities, alternative modes of transportation are becoming an increasingly important means of transportation. LYNX is the area's local transit provider, and the majority of LYNX's passengers are dependent on transit service to get to work, shopping, etc. As a result, this service is essential to the area's economy and the quality of life of many of its citizens. The transit services provided by LYNX include:

- Fixed-Route Bus Service
- The LYMMO Downtown Circulator Service (on an exclusive busway route)
- Shuttle Services
- Express Bus Service between Volusia County and Orlando in Cooperation with VOTRAN
- Transportation Disadvantaged Service called ACCESS LYNX
- Van Pooling Service called VanPlan

LYNX Vehicles	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Fixed Route Buses*	247	290	288	288	267
ACCESS LYNX Vehicles	137	146	176	197	181
VanPlan Vehicles	50	59	71	87	79

Source: Central Florida Regional Transportation Authority d.b.a. LYNX
** Includes LYMMO and Shuttle Vans*

Ridership Statistics

The number of unlinked passenger boardings on the LYNX services from FY 2005/06 through 2009/10, as well as the vehicle miles traveled, is shown in the following tables:

Fixed-Route Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	23,371,625	24,098,719	25,209,815	23,697,244	24,780,704

LYMMO Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	1,195,655	1,176,406	1,170,237	1,257,154	1,180,710

Special Shuttle Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	26,116	23,175	30,208	44,960	28,716

ACCESS LYNX Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	530,572	550,578	609,005	686,514	749,601

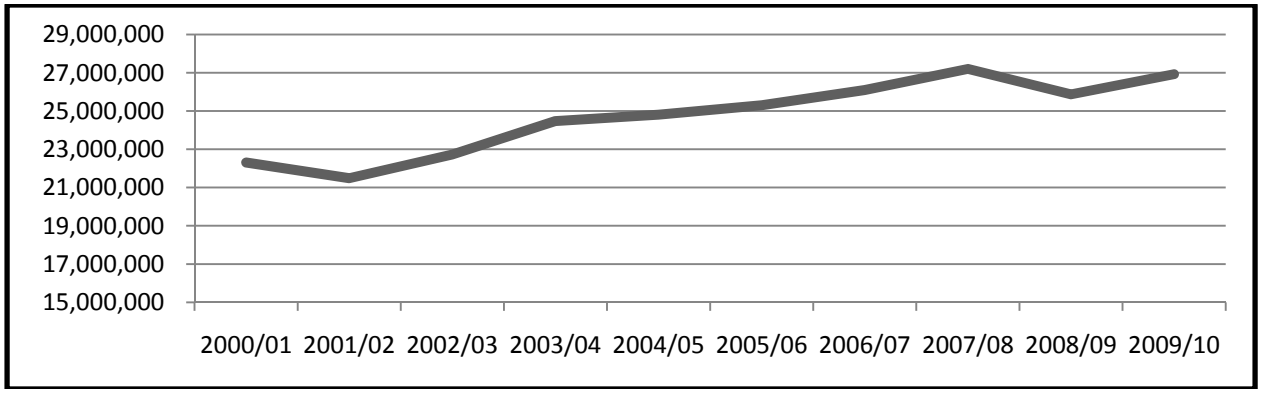
VanPlan Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	176,290	205,365	180,065	182,295	189,592

Total LYNX Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	25,303,935	26,101,430	27,199,330	25,868,167	26,929,323

Source: Central Florida Regional Transportation Authority d.b.a. LYNX
Note: The total ridership figures also include the number of VOTRAN Express passengers traveling from Volusia County to downtown Orlando.

10-Year Historic Trend – LYNX Total Ridership

The following line graph illustrates the 10-year LYNX total ridership trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Transit Supplied

Vehicle Revenue Miles	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Miles	20,798,560	22,002,545	23,038,559	22,840,981	23,192,565

Vehicle Revenue Hours	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Hours	1,382,676	1,435,122	1,549,475	1,515,885	1,524,265

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Transit Consumed

Passenger Miles Traveled	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Miles	162,837,682	159,324,353	166,769,628	151,389,724	148,294,757

Unlinked Passenger Trips	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Unlinked Trips	25,326,317	26,078,255	27,235,197	24,616,414	25,719,897

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Quality of Service

Average Headway	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Minutes	28.8	25.4	25.8	24.0	28.3

Average Speed	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
M.P.H. (Rev. Mile/Rev. Hour)	14.1	14.0	13.9	13.8	13.9

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Average Mileage of LYNX Bus Fleet

In order to maintain the highest service standards possible, LYNX regularly purchases new buses to replace older buses that have exceeded the mileage criteria used by LYNX for replacement. This helps to reduce maintenance costs and alleviates interruptions in service caused by mechanical problems. Typically, LYNX retires a bus from service after it has reached about 600,000 miles. However, the Federal Transit Authority's minimum service life for large transit buses is 500,000 miles, although LYNX would prefer to retire its buses with mileages in the 550,000-mile range if funding becomes available. As the bus fleet ages over time, the need for replacement buses will become increasingly important, in addition to the need for new buses to expand the fleet. The average mileage of LYNX's bus fleet from FY 2005/06 through 2009/10 is shown in the following table:

Bus Fleet Average Mileage	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Miles	367,575	332,909	244,495	244,612	274,278

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Carpool Matching Program

In order to help alleviate traffic congestion, LYNX has operated a carpool matching program in the area for many years. This is a free service that involves matching commuters that are interested in carpooling with other like-minded commuters that live within three miles and work within one mile of one another. Commuters are also matched according to personal preferences, such as smoking, gender match, work flexibility, and driving or riding preferences. In July 2010, FDOT established a regional commuter assistance program to better address the needs of commuters across all nine counties in District Five. This regional program, known as reThink, works with employers and commuters to form carpool and vanpool groups, as well as providing information on transit options, biking, walking or telecommuting.

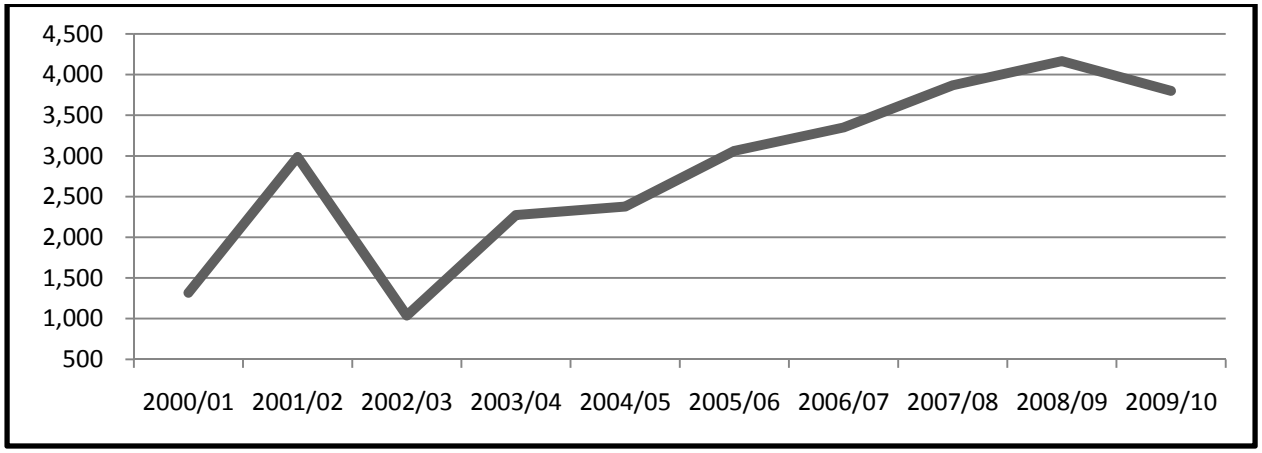
The number of persons participating in the carpool matching database from FY 2005/06 through 2009/10 is shown in the following table:

Carpool Matching	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Participants	3,063	3,349	3,868	4,166	3,800

Source: Central Florida Regional Transportation Authority d.b.a. LYNX, reThink

10-Year Historic Trend – Carpool Matching

The following line graph illustrates the 10-year LYNX carpool-matching participant trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Central Florida Regional Transportation Authority d.b.a. LYNX, reThink

I-RIDE Service

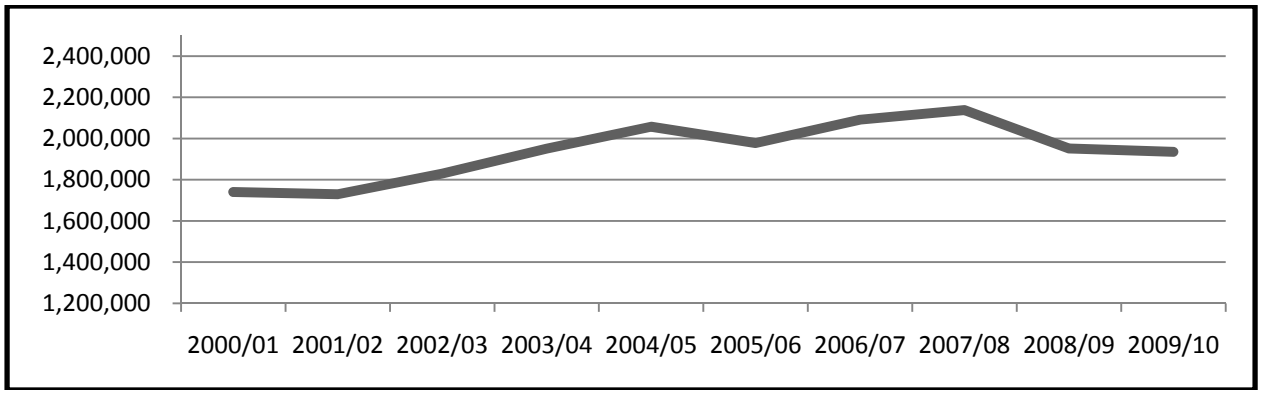
I-RIDE, a trolley service that runs in the International Drive corridor, is operated by the International Drive Master Transit and Improvement District, and currently utilizes 11 trolleys. The total number of passenger boardings on the I-RIDE system from FY 2005/06 through 2009/10 is shown in the following table:

I-RIDE Trolley Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	1,978,043	2,091,763	2,138,199	1,951,730	1,935,177

Source: International Drive Master Transit and Improvement District

10-Year Historic Trend – I-RIDE Trolley Ridership

The following line graph illustrates the 10-year I-RIDE Trolley ridership trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: International Drive Master Transit and Improvement District

Park-and-Ride Lots

There are four designated park-and-ride lots in the Orlando Metropolitan Area, all operated by the Florida Department of Transportation. The following table shows the locations of these lots, the number of parking spaces, and the average number of occupied spaces during 2009 and 2010. (FDOT conducts weekday occupancy surveys of the park-and-ride lots on a quarterly basis.)

Location	*# of Spaces*	*Average Spaces Occupied - 2009*	*Average Spaces Occupied - 2010*	*% Change*
S.R. 50 & Dean Road	41	10/41 (24.4%)	5/41 (12.2%)	-50.00%
S.R. 50 & S.R. 419	87	32/87 (36.8%)	25/87 (28.7%)	-21.88%
U.S. 192 & Shady Lane	111	19/111 (17.1%)	8/111 (7.2%)	-57.89%
Lake Lotus Park & Magnolia Homes Road	33	1/33 (3.03%)	1/33 (3.03%)	0%

Source: Florida Department of Transportation

Note: Additional lots in west Volusia County are located at I-4 and Saxon Blvd. and I-4 and Dirksen Blvd.

School Bus Ridership

In addition to the public transit systems in the area, the public school districts in Orange, Osceola and Seminole Counties all operate major transportation systems in order to transport children to and from school each day by bus. The total number of public school students in each county school district from 2005/06 through 2009/10, the number and percentage of students transported by bus, and the number of school buses on daily routes, are shown in the following tables:

Orange County	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
# Public School Students	176,804	175,308	175,302	175,363	172,989
# Students Riding Buses	71,087	72,000	66,993	72,000	72,000
% Total Students Riding Buses	40%	41%	38%	41%	42%
# Buses on Daily Routes	1,067	1,012	1,036	980	936

Osceola County	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
# Public School Students	49,194	52,725	51,798	53,189	50,998
# Students Riding Buses	23,388	22,273	23,911	23,176	24,599
% Total Students Riding Buses	48%	42%	46%	44%	48%
# Buses on Daily Routes	308	288	306	300	300

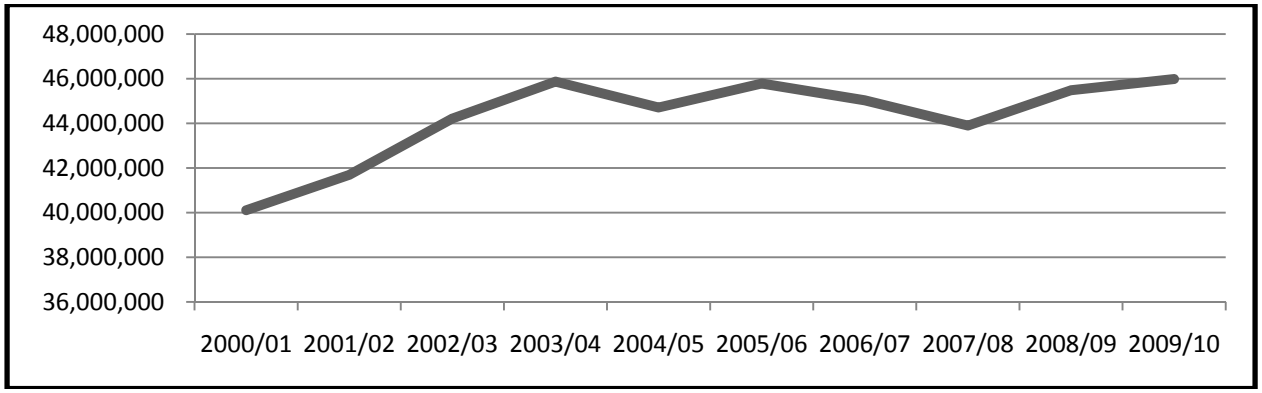
Seminole County	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
# Public School Students	67,698	65,775	65,446	64,102	65,300
# Students Riding Buses	31,881	30,812	31,034	31,161	31,138
% Total Students Riding Buses	47%	47%	47%	49%	48%
# Buses on Daily Routes	385	398	403	386	382

Total	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
# Public School Students	293,696	293,808	292,546	292,694	289,287
# Students Riding Buses	126,356	125,085	121,938	126,337	127,737
% Total Students Riding Buses	43%	43%	42%	43%	44%
# Buses on Daily Routes	1,760	1,698	1,745	1,666	1,618

Source: Orange, Osceola, and Seminole County Public Schools

10-Year Historic Trend – School Bus Ridership

The following line graph illustrates the 10-year school bus ridership trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Orange, Osceola, and Seminole County Public Schools

University of Central Florida – Transportation Services

The University of Central Florida is striving hard to meet the demand for alternate transportation for its students. The program serves many local student residential communities, providing safe and convenient transportation to and from the main campus. The campus destination points are strategically selected to allow students a short distance to travel to classrooms or campus activities. The transportation service allows students to leave their vehicles at their place of residence, thereby saving them time and money. There is no per trip cost to ride and students have the additional benefit of centralized access to the core facilities of the campus without having to deal with heavy campus traffic and finding a place to park. The service offers 11 routes, servicing 17 off-campus residential communities and Central Florida Research Park, and conveniently located stops on campus. All shuttle buses are ADA compliant.

In addition, in order to give UCF students, faculty, and staff members a viable, alternate means by which to get around campus in a safe and convenient way, UCF Parking & Transportation Services provides an on-campus circulator shuttle system called The Black & Gold Line. This system consists of four buses, all of which are ADA compliant. The Black & Gold Line operates 12 hours per day (7:00 A.M. to 7:00 P.M.) each class day during the fall and spring semesters, and on every class day during the summer terms, it runs 9 hours per day (7:00 A.M. to 4:00 P.M.). For the fall and spring semesters, all four buses operate, while two buses run during the summer semester.

The total number of passenger boardings on UCF's On/Off Campus Shuttles and the Black and Gold Circulator systems from FY 2005/06 through 2009/10 are shown in the following tables:

Black & Gold Circulator	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	3,211	4,235	3,192	3,023	2,979

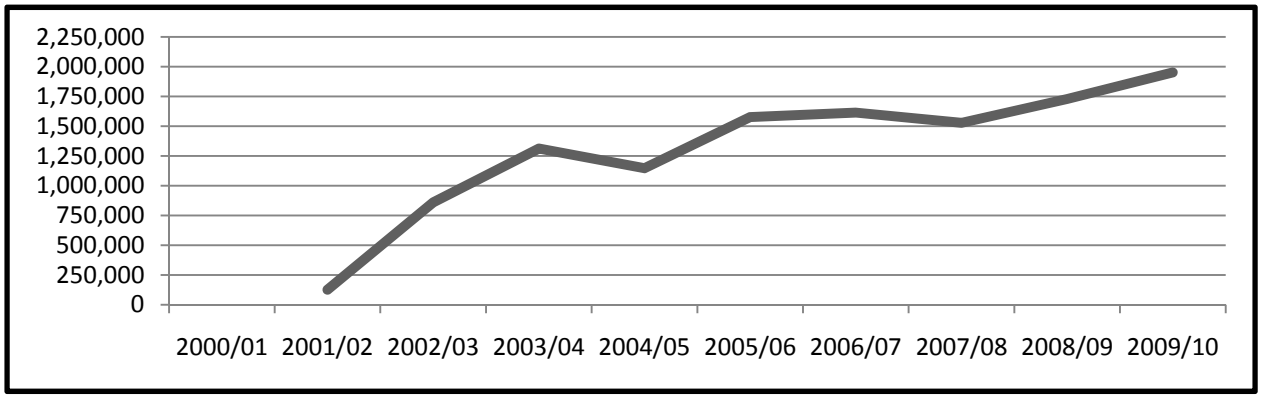
Source: University of Central Florida Parking and Transportation Services

On/Off Campus Shuttles	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	1,575,925	1,614,652	1,528,004	1,728,443	1,951,855

Source: University of Central Florida Parking and Transportation Services

10-Year Historic Trend – On / Off Campus Shuttle System

The following line graph illustrates the 10-year system ridership trend for UCF's on / off campus shuttle system.



Source: University of Central Florida Parking and Transportation Services
Note: Introduction of shuttle service established in late 2001.

Chapter Seven: Aviation, Rail, and Seaport Statistics

Scheduled/Charter Aviation Service

Aviation is another important mode of transportation in the Orlando Metropolitan Area. Due to the large number of tourists, business travelers, and residents flying to and from Orlando, the Orlando International Airport has been one of the fastest growing airports in the world for several years.

Orlando International Airport (MCO)

The following tables show the number of passengers, tons of cargo, and operations at the Orlando International Airport from 2006 to 2010:

Orlando Int'l Airport	*2006*	*2007*	*2008*	*2009*	*2010*
Domestic Passengers	32,542,985	34,182,947	32,973,829	30,715,729	31,632,100

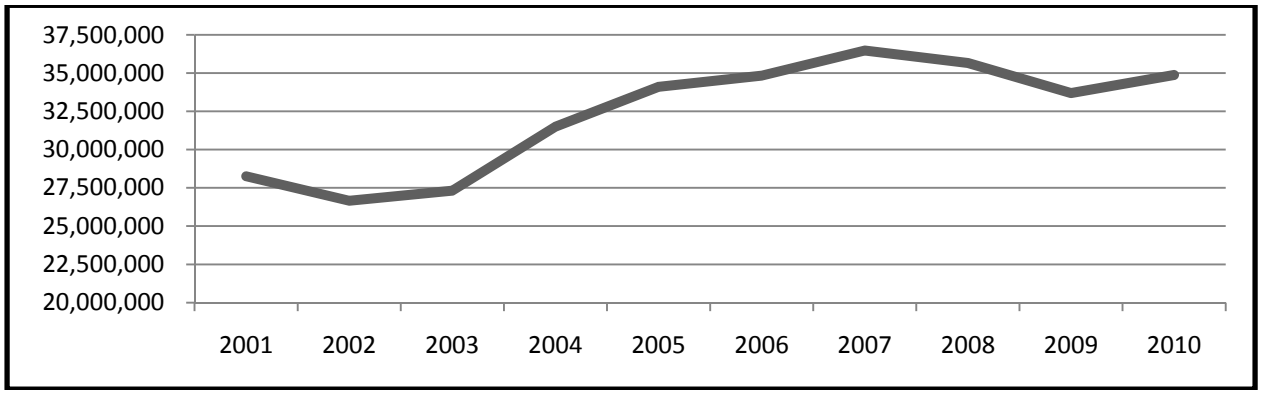
Orlando Int'l Airport	*2006*	*2007*	*2008*	*2009*	*2010*
International Passengers	2,097,466	2,297,469	2,686,913	2,977,920	3,245,799

Orlando Int'l Airport	*2006*	*2007*	*2008*	*2009*	*2010*
Total Passengers	34,830,914	36,480,416	35,660,742	33,693,649	34,877,899

Source: Greater Orlando Aviation Authority

10-Year Historic Trend – Total Passengers

The following line graph illustrates the 10-year total passenger trend for Orlando International Airport.



Source: Greater Orlando Aviation Authority

Orlando Int'l Airport	*2006*	*2007*	*2008*	*2009*	*2010*
Tons of Cargo	198,010	205,733	178,501	155,535	172,001

Source: Greater Orlando Aviation Authority

Orlando Int'l Airport	*2006*	*2007*	*2008*	*2009*	*2010*
Aircraft Operations	350,119	360,075	334,780	300,431	307,784

Source: Greater Orlando Aviation Authority

Orlando-Sanford International Airport (SFB)

The Orlando Sanford International Airport has also grown rapidly in recent years. This airport handles international service (charter and regular scheduled) to and from Europe, as well as domestic flights to a growing number of U.S. cities. The airport also serves general aviation traffic and a large flight training facility.

The following tables show the number of passengers, tons of cargo, and operations at the Orlando Sanford International Airport from 2006 to 2010:

Orlando-Sanford Int'l	*2006*	*2007*	*2008*	*2009*	*2010*
Domestic Passengers	637,267	842,741	1,071,666	1,246,699	767,057

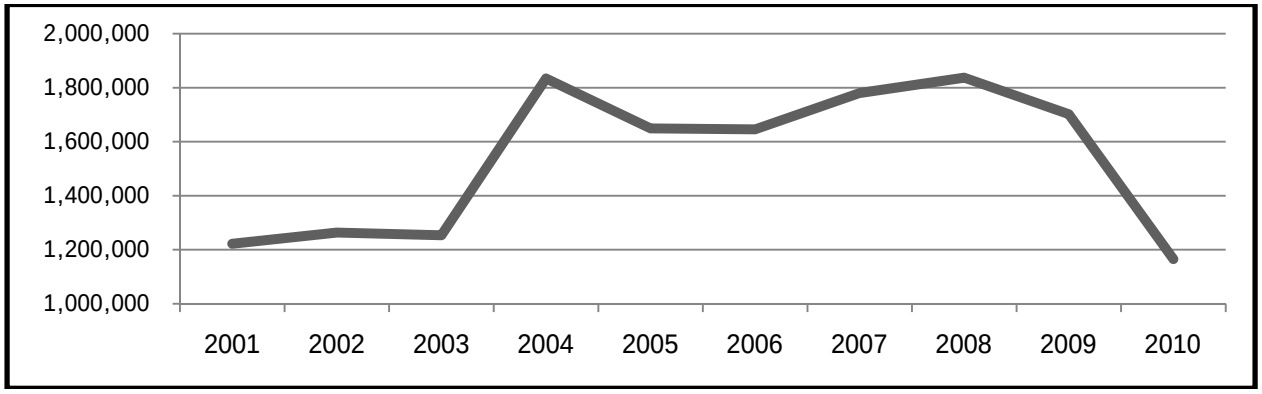
Orlando-Sanford Int'l	*2006*	*2007*	*2008*	*2009*	*2010*
International Passengers	1,008,722	937,754	765,581	455,713	398,378

Orlando-Sanford Int'l	*2006*	*2007*	*2008*	*2009*	*2010*
Total Passengers	1,645,989	1,780,495	1,837,247	1,702,412	1,165,435

Source: Sanford Airport Authority

10-Year Historic Trend – Total Passengers

The following line graph illustrates the 10-year total passenger trend for Orlando-Sanford International Airport.



Source: Sanford Airport Authority

Orlando-Sanford Int'l	*2006*	*2007*	*2008*	*2009*	*2010*
Tons of Cargo	8,297	7,496	5,370	2,215	3,555

Orlando-Sanford Int'l	*2006*	*2007*	*2008*	*2009*	*2010*
Aircraft Operations	319,050	294,781	225,011	219,745	189,675

Source: Sanford Airport Authority

General Aviation

The general aviation airports, which handle private and business air traffic, are also an important part of the area's aviation system. These include the Orlando Executive and Kissimmee Gateway Airports.

The following tables show the number of operations that have occurred at these airports from 2006 through 2010:

Orlando Executive	*2006*	*2007*	*2008*	*2009*	*2010*
Aircraft Operations	163,191	149,991	133,373	108,828	103,216

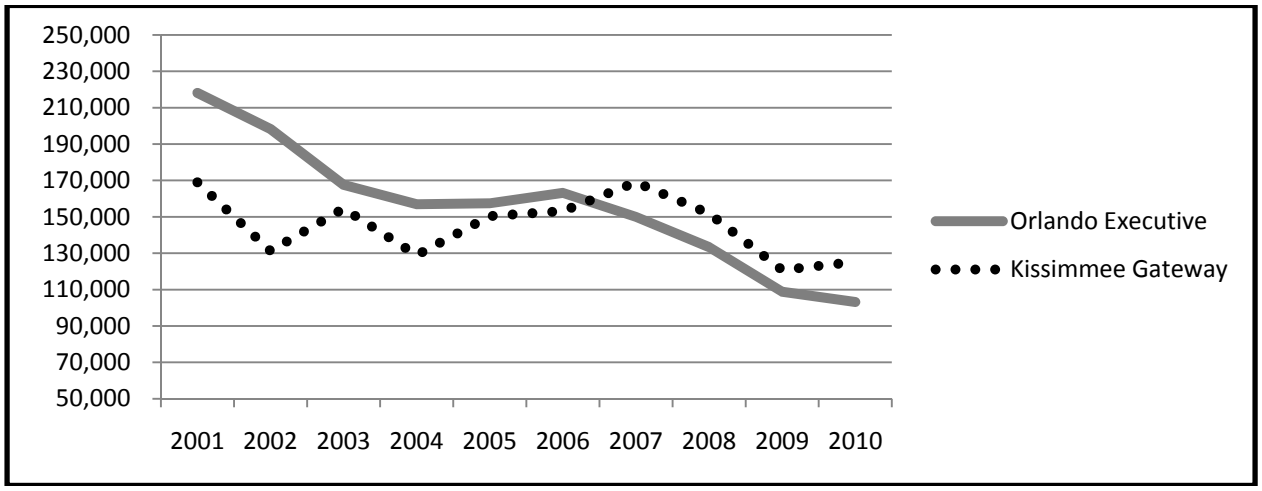
Source: Greater Orlando Aviation Authority

Kissimmee Gateway	*2006*	*2007*	*2008*	*2009*	*2010*
Aircraft Operations	153,130	169,022	151,838	120,772	125,236

Source: Kissimmee Gateway Airport

10-Year Historic Trend – General Aviation Aircraft Operations

The following line graph illustrates the 10-year general aviation aircraft operations trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Greater Orlando Aviation Authority, Kissimmee Gateway Airport

Passenger Rail Service

At the present time, passenger rail service in the Orlando Metropolitan Area is provided by Amtrak, which has stations in Orlando, Winter Park, and Kissimmee, and the Auto Train service, which runs between Sanford and the Washington D.C. area.

The following tables show the number of rail passengers that utilized these stations from FY 2005/06 through FY 2009/10:

Amtrak - Orlando	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	121,057	129,469	147,491	145,775	159,533

Amtrak - Winter Park	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	22,145	26,491	29,514	30,998	31,962

Amtrak - Kissimmee	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	28,993	34,828	38,495	41,054	43,163

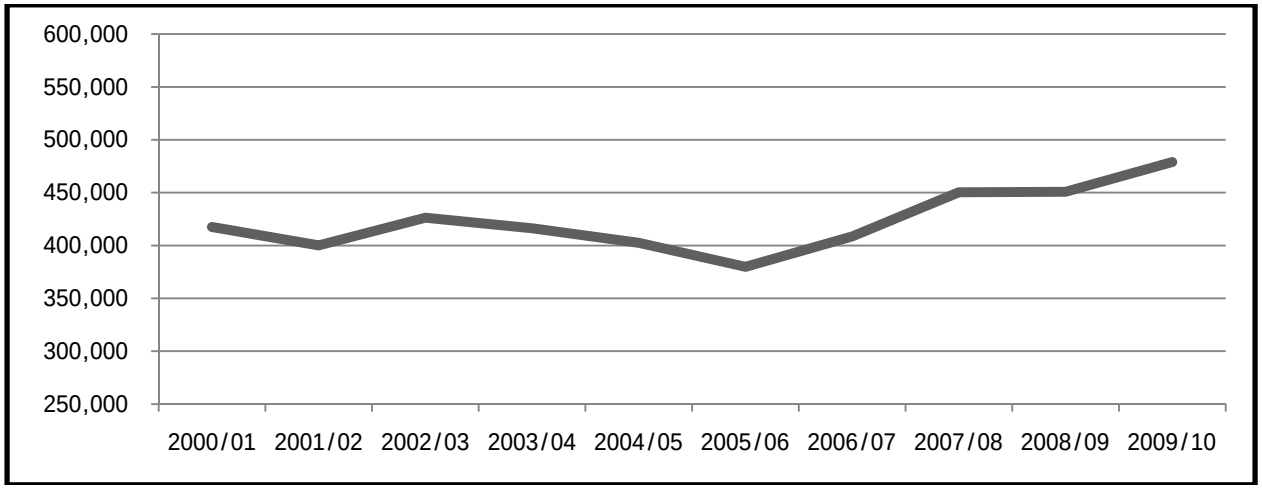
AutoTrain - Sanford	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	207,544	217,822	234,839	232,955	244,252

Amtrak - Total Ridership	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	379,739	408,610	45,033	450,732	478,910

Source: National Railroad Passenger Corporation d.b.a. Amtrak

10-Year Historic Trend – Amtrak Ridership

The following line graph illustrates the 10-year Amtrak total ridership trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: National Railroad Passenger Corporation d.b.a. Amtrak

Port Canaveral Statistics

Although Port Canaveral is in Brevard County and is thus outside of the Orlando Metropolitan Area, much of the cargo that is handled at the port, and many of the port's cruise ship passengers, are destined for this area. As a result, Port Canaveral is considered an important regional asset.

This port's freight and passenger statistics from FY 2005/06 through FY 2009/10 are shown in the following tables:

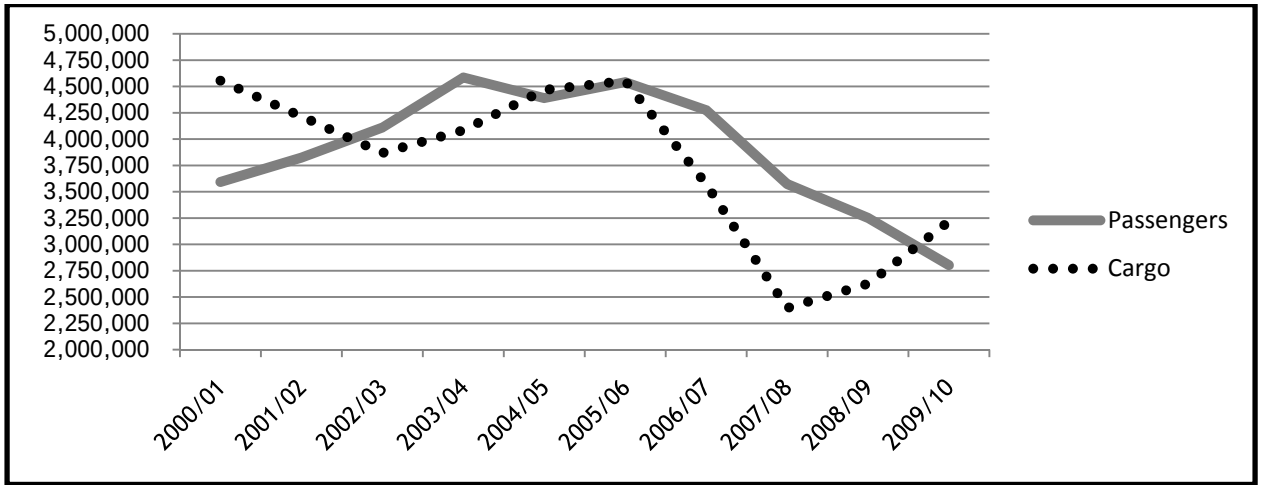
Port Canaveral	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Number of Passengers	4,542,056	4,275,922	3,573,960	3,250,775	2,802,951

Port Canaveral	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Tons of Cargo	4,553,756	3,572,206	2,395,779	2,626,795	3,218,144

Source: Canaveral Port Authority

10-Year Historic Trend – Port Canaveral

The following line graph illustrates the 10-year passenger and cargo trend for Port Canaveral.



Source: Canaveral Port Authority

Chapter Eight: Bicycle and Pedestrian Facilities Statistics

Bicycling and walking are popular in the Orlando Metropolitan Area due to the mild climate and level terrain, and are excellent transportation modes for short trips to school, work and shopping. They are especially popular as fitness and recreational activities. Unfortunately, much of the area is an intimidating environment for those who wish to walk or bike because so much emphasis in the past has been on planning for automobiles.

Bike lanes and wide curb lanes can make cycling more comfortable on arterial and collector roadways. Paved shoulders improve safety and comfort on rural highways. Shared use paths (trails) provide alternative routes with reduced motor vehicle conflicts. Sidewalks are critical for safe, comfortable pedestrian travel on arterial and collector roads. The majority of pedestrian injuries and fatalities occur to walkers attempting to cross high-speed arterials, often at night. Medians, street lighting, special emphasis crosswalks, and signalized mid-block crossings can facilitate safer roadway crossings.

MetroPlan Orlando's Bicycle and Pedestrian Advisory Committee has been working for several years to ensure that bicycle and pedestrian facilities are included in roadway projects, wherever feasible. This committee has prioritized a number of shared-use paths and other pedestrian and bicycle projects for funding and construction.

Bikeways and Bicycle Level of Service

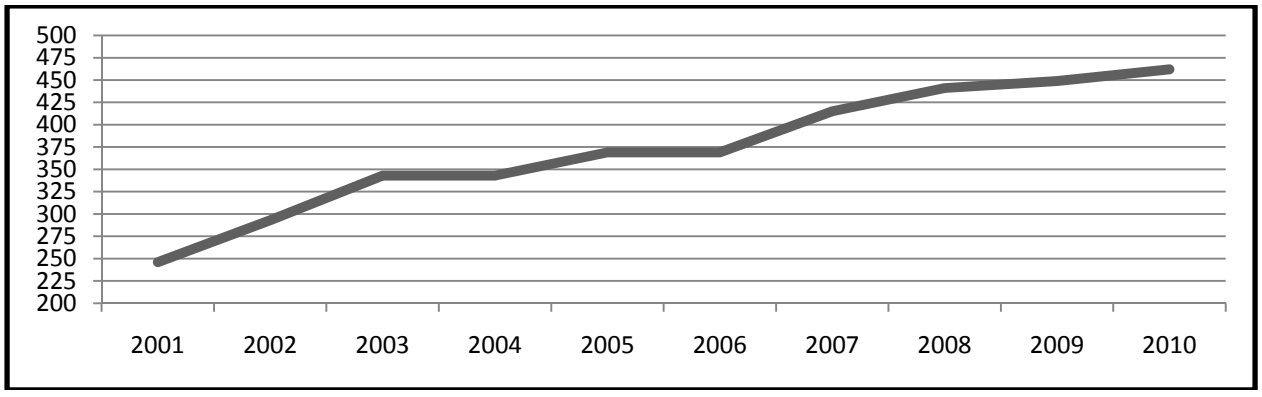
Most local bicycle facility construction programs in the Orlando Metropolitan Area have only been in place since 1994, and few miles of bikeways were built during the early years of these programs. More recently there has been a sharp increase in the miles of bike lanes, paved shoulders and shared use paths built by local governments and the FDOT.

The tables below show the numbers of miles of existing on-roadway and off-roadway bikeway facilities from 2006 to 2010:

On-Roadway Bicycling Facilities	*2006*	*2007*	*2008*	*2009*	*2010*
Number of Miles	369	415	441	449	462

10-Year Historic Trend – On-Roadway Bicycling Facilities

The following line graph illustrates the 10-year on-roadway bicycling facility mileage trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: MetroPlan Orlando: Bicycle and Pedestrian Program

Shared-Use Pathways	*2006*	*2007*	*2008*	*2009*	*2010*
Number of Miles	65	69	74	80	80

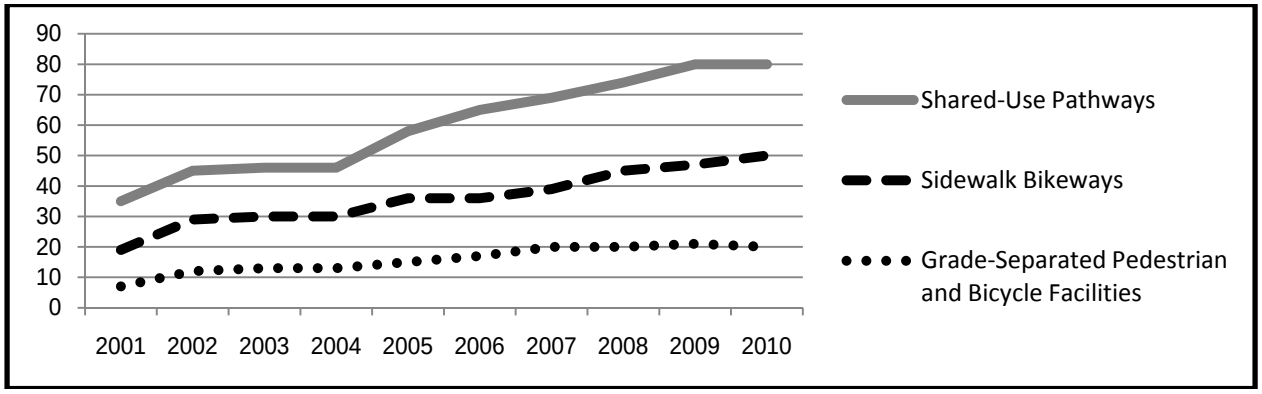
Sidewalk Bikeways	*2006*	*2007*	*2008*	*2009*	*2010*
Number of Miles	36	39	45	47	50

Grade-Separated Facilities	*2006*	*2007*	*2008*	*2009*	*2010*
Number of Miles	17	20	20	21	20

Source: MetroPlan Orlando: Bicycle and Pedestrian Program

10-Year Historic Trend – Shared-Use, Sidewalk, and Grade-Separated Facilities

The following line graph illustrates the 10-year shared-use, sidewalk, and grade-separated bicycling facility mileage trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: MetroPlan Orlando: Bicycle and Pedestrian Program

Chapter Nine: Transportation Funding and Revenue Statistics

In order to provide the Orlando Metropolitan Area's citizens with a transportation system that continues to enable them to get where they want to go, millions of dollars from federal, state and local funding sources have been programmed for transportation infrastructure in recent years. These expenditures include the construction of new highways and the widening of existing highways, as well as transit system improvements such as purchasing new transit vehicles, installing bus shelters and transit centers. Numerous upgrades have also been made to the airports in the area, such as terminal expansions and runway enhancements. In addition, bicycle and pedestrian facilities such as trails and sidewalks have been constructed in the area.

Toll Transactions and Revenues

Up until 2008, there was a steady increase in the amount of annual toll transactions and revenues collected on the toll roads in the Orlando Metropolitan Area. In February 2009, the Orlando-Orange County Expressway Authority Board of Directors unanimously approved to increase the toll rate by 25-cents system-wide. In addition to the toll increase, the board adopted a toll rate indexing policy to keep up with demand and economic conditions.

The tables below show the amount of toll transactions and toll revenues collected in the area from FY 2005/06 through FY 2009/10:

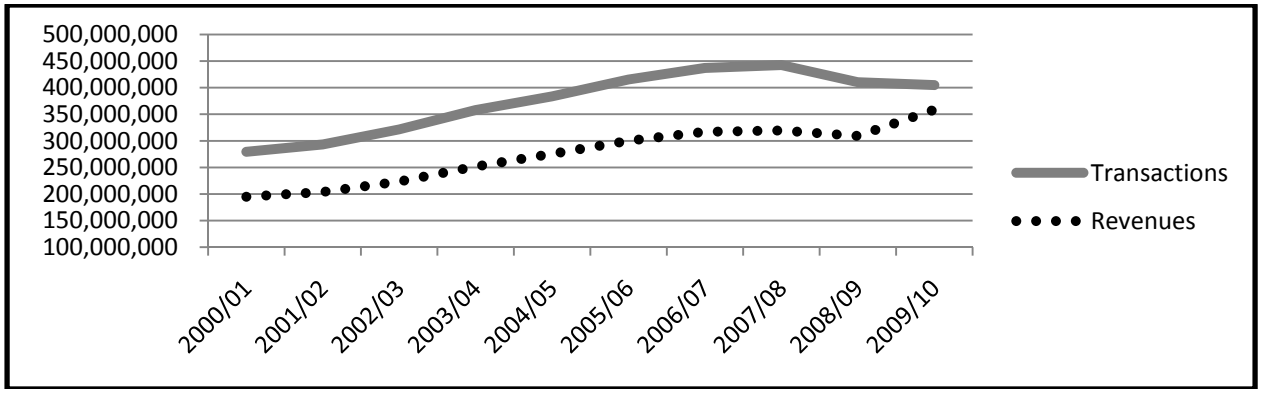
Toll Transactions	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
SR 408	135,479,000	138,327,000	138,932,000	131,280,000	126,829,000
SR 417	139,688,000	148,011,000	149,948,000	136,298,000	129,158,618
SR 429	21,123,000	27,539,000	31,537,000	30,028,000	30,259,655
SR 528	67,441,000	69,991,000	70,266,000	64,043,000	64,628,313
SR 414	-	-	-	632,000	5,292,000
Fla.'s Turnpike (SR 91)	43,681,000	45,287,000	44,205,000	41,126,000	42,329,099
Osceola Pkwy.	8,016,000	7,908,000	7,682,000	6,813,048	6,494,456
Total Transactions	**415,428,000**	**437,063,000**	**442,570,000**	**410,220,048**	**404,991,141**

Toll Revenues	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
SR 408	$ 85,112,000	$ 86,503,000	$ 86,093,000	$ 88,304,000	$ 108,705,000
SR 417	$ 101,994,000	$ 108,523,000	$ 109,759,000	$ 103,790,000	$ 114,587,793
SR 429	$ 14,523,000	$ 20,741,000	$ 23,920,000	$ 23,691,000	$ 28,340,362
SR 528	$ 54,678,000	$ 56,403,000	$ 56,209,000	$ 52,566,000	$ 61,120,599
SR 414	-	-	-	$ 554,000	$ 4,225,000
Fla.'s Turnpike (SR 91)	$ 32,314,000	$ 33,511,000	$ 32,508,000	$ 29,956,000	$ 30,893,296
Osceola Pkwy.	$ 11,628,000	$ 11,440,000	$ 11,021,000	$ 10,445,716	$ 10,698,909
Total Revenues	**$ 300,249,000**	**$ 317,121,000**	**$ 319,510,000**	**$ 309,860,716**	**$ 358,570,959**

Source: Florida's Turnpike Enterprise, Orlando-Orange County Expressway Authority, Osceola County Public Works
Note: Partial Year of Revenue Collection on SR 414 in FY 2008/09.

10-Year Historic Trend – Toll Transactions and Revenues

The following line graph illustrates the 10-year toll transaction and revenue trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida's Turnpike Enterprise, Orlando-Orange County Expressway Authority, Osceola County Public Works

Rental Car Surcharge Revenues

Florida has a substantial rental car market, primarily due to its tourism industry, and the Orlando Metropolitan Area has the largest rental car market in the country. As a result, rental vehicles have a major impact on the levels of traffic congestion in the area, particularly on those roadways in the vicinity of the Orlando International Airport and tourist attractions. The rental car industry in the Orlando area declined as a result of the September 11, 2001 terrorist attacks and an economic recession, but has generally rebounded since that time.

The tables below show the amount of Florida's $2-per day rental car surcharge revenues collected in the area and state from FY 2005/06 through FY 2009/10:

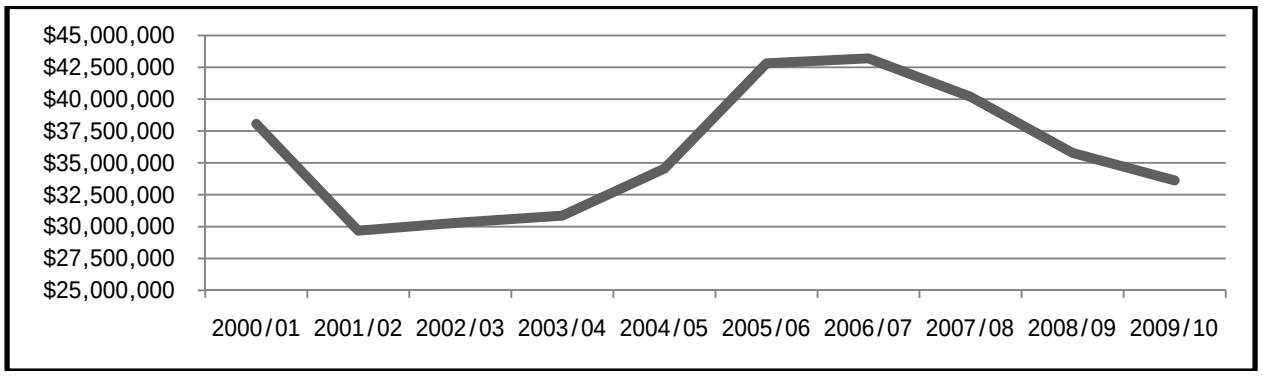
Rental Car Surcharge	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	$ 37,700,354	$ 37,871,674	$ 34,974,782	$ 31,719,186	$ 30,327,999
Osceola County	$ 747,926	$ 749,454	$ 767,516	$ 601,478	$ 514,636
Seminole County	$ 4,372,314	$ 4,583,388	$ 4,447,598	$ 3,462,100	$ 2,786,111
Three-County Total	**$ 42,820,594**	**$ 43,204,516**	**$ 40,189,896**	**$ 35,782,764**	**$ 33,628,746**

Rental Car Surcharge	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Statewide Total	$150,205,986	$147,813,498	$152,765,088	$130,843,464	$127,265,142

Source: Florida Department of Revenue

10-Year Historic Trend – State Rental Car Surcharge Revenues

The following line graph illustrates the 10-year rental car surcharge revenue trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Revenue

Fuel Tax Revenue

Highway fuel taxes constitute the oldest continuous source of dedicated transportation revenue in the state. Beginning in 1972, counties were permitted to enact fuel taxes in addition to the state's levy by imposing additional local option taxes of their own on highway fuels.

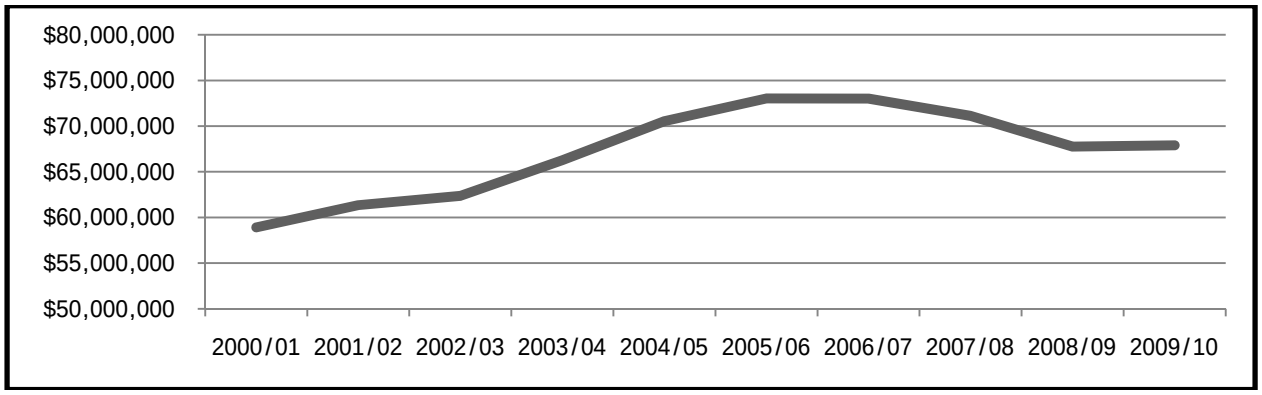
The tables below show the amount of fuel tax revenue collected in the area from FY 2005/06 through FY 2009/10:

Local Option Fuel Tax Collected	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	$ 43,490,221	$ 43,349,450	$ 43,136,637	$ 40,844,661	$ 41,245,310
Osceola County	$ 13,569,149	$ 13,709,309	$ 12,478,088	$ 12,180,062	$ 12,067,483
Seminole County	$ 15,965,569	$ 15,948,376	$ 15,504,378	$ 14,742,432	$ 14,579,449
Three-County Total	**$ 73,024,939**	**$ 73,007,135**	**$ 71,119,103**	**$ 67,767,155**	**$ 67,892,242**

Source: Florida Department of Revenue
Note: Local option collection data includes 9th cent diesel fuel tax levies.

10-Year Historic Trend – Local Option Fuel Tax Revenue

The following line graph illustrates the 10-year local option fuel tax revenue trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Revenue

Transportation Capital Funding

The total amounts of federal, state and local funds that have been programmed for highway, transit, aviation, and bicycle and pedestrian capital improvements from FY 2005/06 through FY 2009/10 are shown in the following tables:

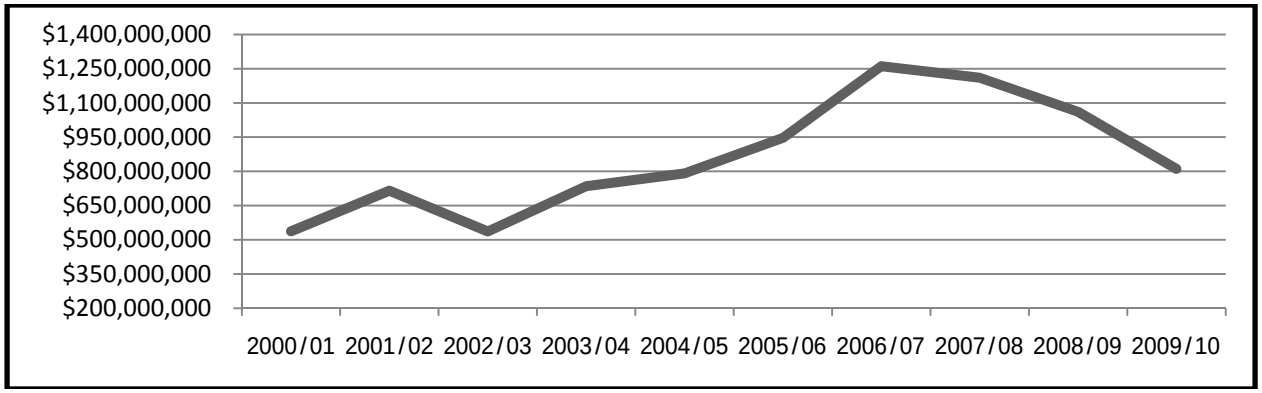
Highway Capital Funding	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	$ 694,206,000	$ 855,454,000	$ 816,711,000	$ 786,557,987	$ 566,868,000
Osceola County	$ 146,944,000	$ 219,502,000	$ 190,731,000	$ 121,360,487	$ 144,290,000
Seminole County	$ 105,494,000	$ 186,335,000	$ 203,148,000	$ 153,133,456	$ 99,633,000
Three-County Total	**$ 946,644,000**	**$ 1,261,291,000**	**$ 1,210,590,000**	**$ 1,061,051,930**	**$ 810,791,000**

Source: Florida Department of Transportation, Local Governments

Note: The amount of funding programmed for transportation improvements does not necessarily increase every year, but fluctuates from year to year depending on when the funding allocations for various improvements are scheduled.

10-Year Historic Trend – Highway Capital Funding

The following line graph illustrates the 10-year highway capital funding trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Transportation, Local Governments

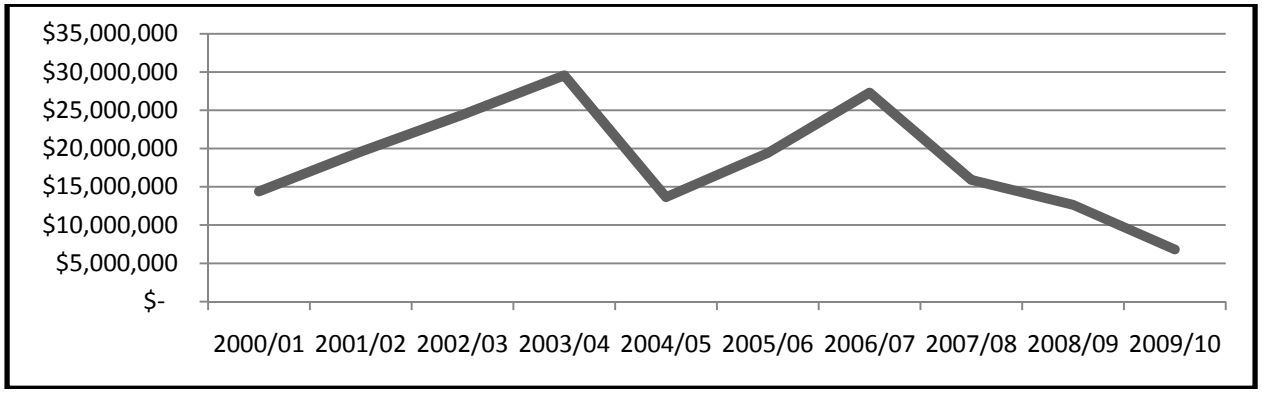
Bicycle & Pedestrian Capital Funding	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orange County	$ 9,411,000	$ 7,454,000	$ 4,201,000	$ 5,739,389	$ 4,089,000
Osceola County	$ 1,966,000	$ 3,303,000	$ 571,000	$ 580,324	$ 2,031,000
Seminole County	$ 8,051,000	$ 16,543,000	$ 11,126,000	$ 6,327,675	$ 692,000
Three-County Total	**$ 19,428,000**	**$ 27,300,000**	**$ 15,898,000**	**$ 12,647,388**	**$ 6,812,000**

Source: Florida Department of Transportation, Local Governments

Note: Bicycle lanes and sidewalks are often included as components of highway projects. Such facilities are not reflected in the bicycle and pedestrian funding figures shown for Orange, Osceola and Seminole Counties, which only represent stand-alone bikeway or pedestrian projects.

10-Year Historic Trend – Bicycle and Pedestrian Capital Funding

The following line graph illustrates the 10-year bicycle and pedestrian capital funding trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Transportation, Local Governments

Note: Fluctuation in Bicycle and Pedestrian Funding corresponds to the programming of large enhancement projects.

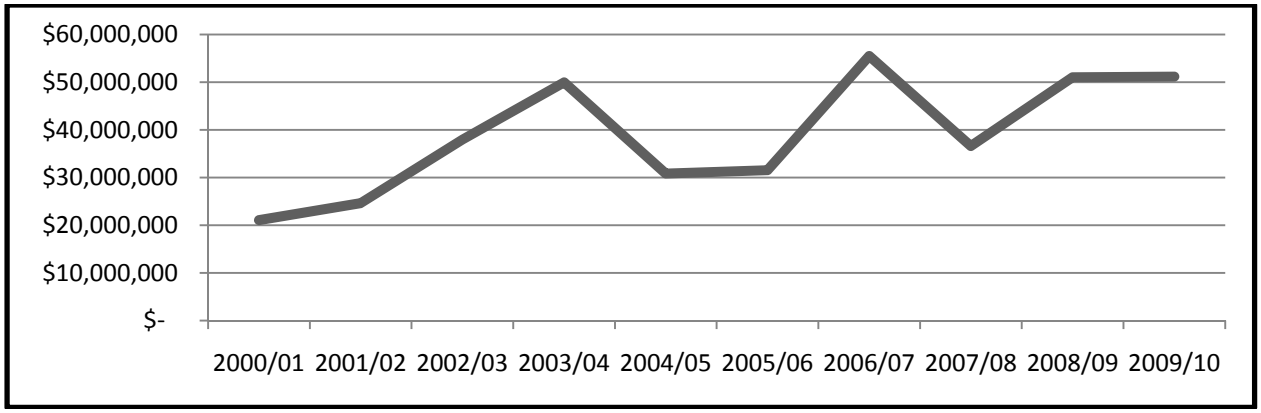
Transit Capital Funding	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Amount of Funding	$ 31,560,728	$ 35,947,507	$ 55,505,000	$ 51,051,242	$ 51,173,380

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Note: The $55.5 million for transit capital funding in FY 2007/08 includes $16.3 million for commuter rail, in addition to funding for the LYNX transit system.

10-Year Historic Trend – Transit Capital Funding

The following line graph illustrates the 10-year transit capital funding trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



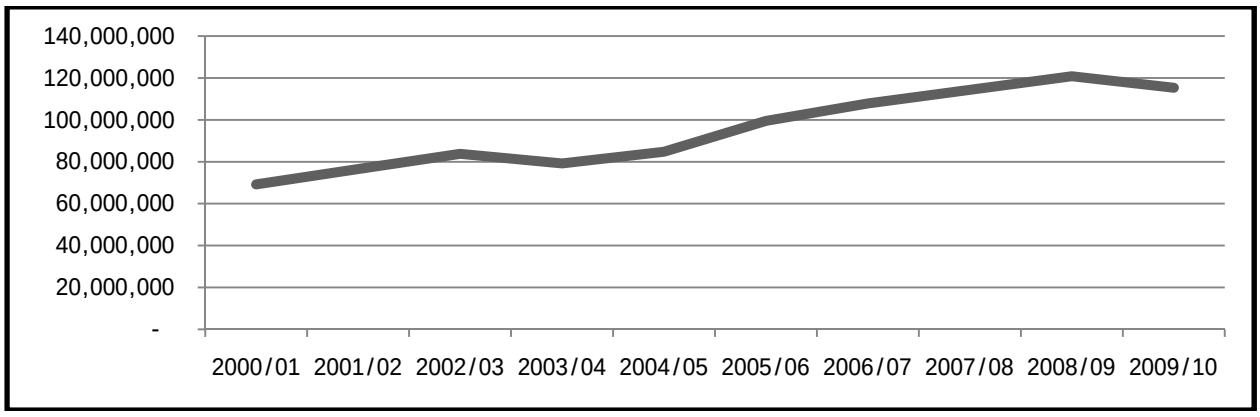
Source: Central Florida Regional Transportation Authority d.b.a. LYNX

LYNX O&M Funding	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Total O&M Funding	$ 99,526,184	$107,852,423	$114,347,706	$120,838,119	$115,307,859

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

10-Year Historic Trend – Transit (LYNX) O&M Funding

The following line graph illustrates the 10-year transit operations and maintenance funding trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



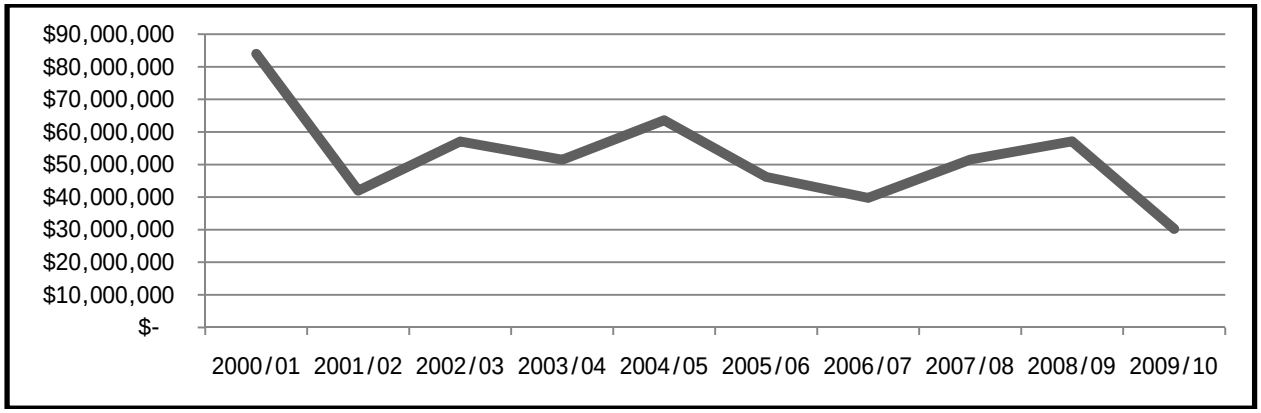
Source: Central Florida Regional Transportation Authority d.b.a. LYNX

Aviation Capital Funding	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Orlando International (MCO)	$ 35,134,000	$ 21,906,000	$ 34,939,000	$ 38,000,000	$ 14,400,000
Sanford-Orlando Int'l (SFB)	$ 9,692,000	$ 14,716,000	$ 12,151,000	$ 15,094,751	$ 13,643,000
Kissimmee Gateway	$ 1,378,000	$ 1,666,000	$ 1,765,000	$ 2,808,668	$ 1,213,000
Orlando Executive	$ -	$ 1,475,000	$ 2,633,000	$ 1,222,000	$ 960,000
Total Airport Capital Funding	**$ 46,204,000**	**$ 39,763,000**	**$ 51,488,000**	**$ 57,125,419**	**$ 30,216,000**

Source: Florida Department of Transportation

10-Year Historic Trend – Airport Capital Funding

The following line graph illustrates the 10-year airport capital funding trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



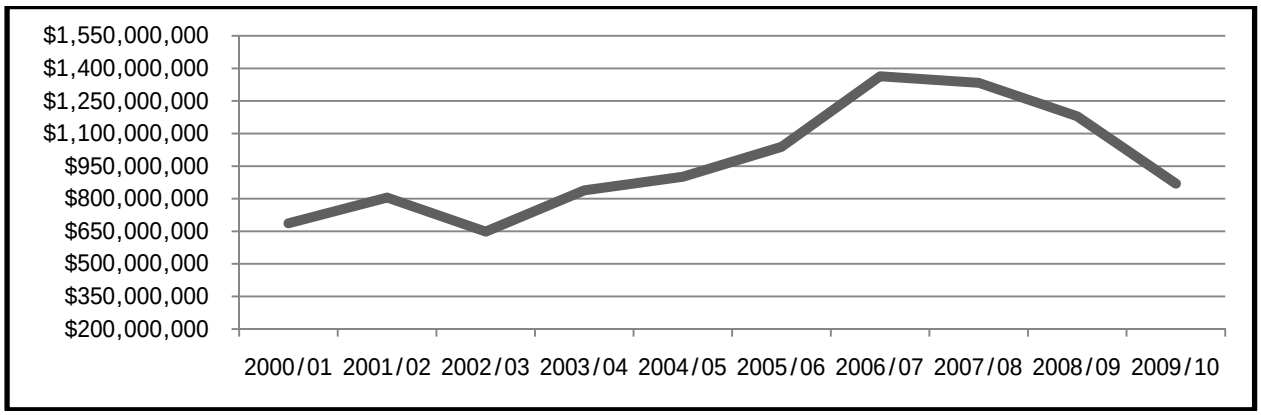
Source: Florida Department of Transportation

Grand Total Capital Funding	*2005/06*	*2006/07*	*2007/08*	*2008/09*	*2009/10*
Road and Highway	$ 946,644,000	$ 1,261,291,000	$ 1,210,590,000	$ 1,061,051,930	$ 810,791,000
Bicycle and Pedestrian	$ 19,428,000	$ 27,300,000	$ 15,898,000	$ 12,647,388	$ 6,812,000
Transit	$ 31,560,728	$ 35,947,507	$ 5,550,500	$ 51,051,242	$ 51,173,380
Aviation	$ 46,204,000	$ 39,763,000	$ 51,488,000	$ 57,125,419	$ 30,216,000
Total Capital Funding	**$ 1,043,836,728**	**$ 1,364,301,507**	**$ 1,283,526,500**	**$ 1,181,875,979**	**$ 898,992,380**

Source: Florida Department of Transportation, Local Governments

10-Year Historic Trend – Grand Total Transportation Capital Funding

The following line graph illustrates the 10-year grand total transportation capital funding trend for Orange, Osceola, and Seminole Counties – The Orlando Urban Area.



Source: Florida Department of Transportation, Local Governments

Appendix A

2005-2009 Traffic Counts

Introduction

This report contains 24-hour bi-directional traffic counts for various locations in Orange, Seminole, and Osceola Counties from 2004 through 2008. The counts are listed alphabetically. A set of maps showing the traffic count locations is also provided. FDOT's traffic counts are averaged for each year and most are rounded to the nearest five hundred.

Methodology

This report was prepared by the MetroPlan Orlando staff. The data for this report was provided by the Florida Department of Transportation (FDOT), and the Traffic Engineering Departments of Orange, Seminole, and Osceola Counties. If further information is desired, these agencies can be reached at the following telephone numbers:

MetroPlan Orlando	407-481-5672 ext. 324
Florida Dept. of Transportation	1-800-780-7102
Orange County	407-836-7890
Osceola County	407-343-2600
Seminole County	407-665-5677

Station ID #	Road Name	Location	2005	2006	2007	2008	2009	Reporting Enity
004	Airport Blvd.	S of SR 46	11,820	11,518	11,770	9,154	5,476	Seminole
181	Americana Blvd.	E of John Young Parkway	27,963	28,983	14,442	19,944	19,139	Orange
148	Apopka-Vineland Rd.	S of Conroy Windermere Rd.	32,003	32,510	30,037	29,065	27,065	Orange
411	Apopka-Vineland Rd.	N of Sand Lake Rd.	26,087	27,610	27,281	29,589	26,201	Orange
7101	Apopka-Vineland Rd.	N of Silver Star Rd.	14,271	10,982	12,658	12,116	11,821	Orange
017	Bear Lake Rd.	S of SR 436	8,782	12,500	12,647	12,371	10,014	Seminole
392	Bennett Rd.	S of Maguire Blvd.	14,781	13,168	11,706	10,441	10,737	Orange
479	Boggy Creek Rd.	W of Boggy Creek Rd. E.	20,725	21,391	22,853	22,182	NC	Osceola
206	Boggy Creek Rd.	N of Osceola Co. Line	21,398	23,074	21,774	20,530	21,440	Orange
456	Buenaventura Blvd.	S of Osceola Pkwy.	29,994	30,846	30,586	30,188	29,006	Osceola
376	Bumby Ave.	N of Curry Ford Rd.	10,053	10,636	9,678	10,181	10,875	Orange
7097	Bumby Ave.	S of SR 50	20,474	23,389	21,335	21,521	21,004	Orange
309	Carroll St.	W of John Young Pkwy.	16,577	16,045	15,287	15,811	16,141	Osceola
034	Central Pkwy.	W of Palm Springs Dr.	24,605	24,101	23,899	22,321	22,743	Seminole
032	Central Pkwy.	E of Montgomery Rd.	24,090	30,986	20,732	NC	19,917	Seminole
345	Central Florida Pkwy.	W of International Dr.	25,125	22,913	22,696	22,004	22,315	Orange
64	Clarcona-Ocoee Rd.	E of Hiawassee Rd.	25,469	24,629	25,812	19,135	23,682	Orange
60	Clarcona-Ocoee Rd.	W of Pine Hills Rd.	25,471	26,103	25,348	24,347	23,620	Orange
337	Conroy-Windermere Rd.	E of Dr. Phillips Blvd.	45,170	43,401	41,075	43,640	34,479	Orange
6022	Conroy-Windermere Rd.	E of Kirkman Rd.	37,535	40,633	36,272	36,432	36,470	Orange
0030	Conway Rd.	N of Hoffner Rd.	38,000	32,000	33,500	32,500	30,500	FDOT / Orange
0076	Conway Rd.	S of Curry Ford Rd.	34,000	32,500	30,000	28,553	30,000	FDOT / Orange
0549	Conway Rd.	S of Lake Underhill Rd.	26,000	25,000	25,000	24,129	24,000	FDOT / Orange
6073	Corrine Dr.	E of Winter Park Rd.	15,396	16,529	21,897	20,535	30,378	Orange
041	Country Club Rd.	S of Lake Mary Blvd.	12,665	12,127	12,321	12,627	11,475	Seminole
054	County Road 419	E of Lockwood Rd.	29,590	32,092	41,896	31,923	31,752	Seminole
061	County Road 427	W of Bryant St.	14,365	14,734	18,684	18,057	18,299	Seminole
066	County Road 427	N of American Way	20,421	20,172	25,969	26,130	23,193	Seminole
5215	Crystal Lake Dr.	N of South St.	16,713	16,963	17,890	22,679	20,025	Orange
416	Curry Ford Rd.	W of Dean Rd.	35,598	24,916	28,857	41,489	42,517	Orange
0492	Curry Ford Rd.	E of SR 436	36,000	34,500	37,000	37,000	32,000	FDOT / Orange
0491	Curry Ford Rd.	E of Conway Rd.	36,000	33,000	34,500	32,500	31,000	FDOT / Orange
491	Curry Ford Rd.	E of Bumby Ave.	17,527	30,333	15,145	18,176	16,635	Orange
222	Cypress Pkwy.	E of Marigold Ave.	31,482	31,478	28,334	50,832	22,958	Osceola
276	Dean Rd.	S of Lake Underhill Rd.	16,409	17,775	18,599	17,776	18,526	Orange
258	Dean Rd.	N of SR 50	24,985	25,306	24,587	25,488	24,994	Orange
074	Dean Rd.	S of SR 426	18,545	NC	17,302	16,102	13,957	Seminole
084	Dodd Rd.	S of Red Bug Lake Rd.	8,890	10,683	12,419	11,970	12,018	Seminole
086	Dog Track Rd.	W of US 17/92	17,131	23,512	21,419	19,267	14,368	Seminole
087	Douglas Rd.	S of SR 434	13,631	13,290	13,288	13,747	11,820	Seminole
089	Douglas Rd.	N of SR 436	16,134	18,944	21,087	19,226	14,439	Seminole

Station ID #	Road Name	Location	2005	2006	2007	2008	2009	Reporting Enity
5211	Edgewater Dr.	N of Fairbanks Ave.	26,000	27,000	26,500	23,500	24,500	FDOT / Orange
521.1	Edgewater Dr.	S of Fairbanks Ave.	22,006	NC	23,669	22,138	21,372	Orange
5218	Edgewater Dr.	N of Lee Rd.	36,000	35,000	35,000	32,000	32,500	FDOT / Orange
5177	Edgewater Dr.	N of Maury Rd.	19,148	19,440	23,760	21,551	22,947	Orange
46	Edgewater Dr.	W of Clarcona-Ocoee Rd.	11,798	11,828	11,174	10,391	9,372	Orange
7056	Edgewater Dr.	W of Forest City Rd.	28,861	29,454	27,860	35,648	38,421	Orange
5072	Fairbanks Ave.	W of Orange Ave.	26,500	24,000	25,500	23,000	11,600	FDOT / Orange
0435	Fairbanks Ave.	W of US 17/92	33,000	35,500	33,000	33,000	33,000	FDOT / Orange
112	Fernwood Blvd.	E of US 17/92	8,809	6,489	7,701	7,264	6,412	Seminole
44	Forest City Rd.	N of Edgewater Dr.	22,790	56,814	21,737	21,969	20,015	Orange
42	Forest City Rd.	S of Seminole Co. Line	26,564	25,569	25,177	27,131	24,573	Orange
235	Forsyth Rd.	S of Aloma Ave.	14,369	20,764	15,564	14,958	15,136	Orange
278	Goldenrod Rd.	N of East-West Expy.	45,354	45,483	41,665	37,865	36,948	Orange
0031	Goldenrod Rd.	N of Narcoossee Rd.	11,300	10,500	10,800	10,700	10,500	FDOT / Orange
0577	Goldenrod Rd.	N of Curry Ford Rd.	42,500	42,000	44,000	40,500	42,000	FDOT / Orange
0036	Goldenrod Rd.	N of SR 50	33,500	34,500	31,500	30,000	27,500	FDOT / Orange
0590	Goldenrod Rd.	N of University Blvd.	25,500	24,000	23,000	21,500	21,500	FDOT / Orange
1066	Good Homes Rd.	S of SR 50	18,506	19,128	25,165	23,598	21,482	Orange
242	Hall Rd.	N of University Blvd.	18,424	18,341	17,600	17,280	16,954	Orange
95	Hiawassee Rd.	N of SR 50	39,317	35,273	35,092	33,300	31,982	Orange
149.5	Hiawassee Rd.	N of Conroy Rd.	34,947	34,655	29,523	33,951	31,963	Orange
1029	Hiawassee Rd.	S of Old Winter Garden Rd.	39,887	35,648	36,402	37,514	36,414	Orange
94	Hiawassee Rd.	S of Silver Star Rd.	40,531	38,375	35,684	34,327	34,420	Orange
0326	Hoffner Ave.	NW of Goldenrod Rd.	14,300	14,600	16,400	15,400	1,700	FDOT / Orange
0522	Hoffner Ave.	W of SR 436	17,200	19,600	22,000	21,500	20,500	FDOT / Orange
124	Howell Branch Rd.	E of Orange Co. Line	24,341	32,791	31,548	27,653	23,116	Seminole
125	Howell Branch Rd.	W of SR 436	27,343	45,376	30,563	24,586	21,876	Seminole
132	Hunt Club Blvd.	N of Sand Lake Rd.	13,235	14,208	15,927	13,977	14,432	Seminole
1048	International Dr.	E of Kirkman Rd.	24,045	20,340	21,544	24,792	16,685	Orange
425	International Dr.	S of Sand Lake Rd.	24,247	28,466	29,729	25,147	24,112	Orange
1069	International Dr.	N of SR 417	17,060	17,758	22,224	22,048	15,852	Orange
347	International Dr.	E of SR 535	36,558	27,507	13,676	31,184	30,412	Orange
71	International Dr.	S of Beachline Expy.	23,504	20,367	20,676	20,439	19,735	Orange
364	Kaley Ave.	E of Orange Ave.	10,717	10,543	10,829	9,748	9,856	Orange
6085	Kaley Ave.	E of I-4	19,230	17,757	21,563	21,805	21,245	Orange
434	Kennedy Blvd.	W of Lake Destiny Rd.	16,189	15,870	15,522	19,996	19,633	Orange
135	Lake Emma Rd.	S of Lake Mary Blvd.	28,087	NC	34,416	31,814	29,654	Seminole
142	Lake Howell Rd.	N of Howell Branch Rd.	13,170	16,243	15,261	14,906	11,120	Seminole
148	Lake Mary Blvd.	E of Lake Emma Rd.	50,369	55,147	50,764	55,340	49,436	Seminole
150	Lake Mary Blvd.	W of Country Club Rd.	34,481	64,672	48,052	46,821	NC	Seminole
266	Lake Underhill Rd.	W of Alafaya Tr.	27,456	28,159	27,619	29,423	35,847	Orange
277	Lake Underhill Rd.	E of Dean Rd.	26,076	25,579	26,169	24,749	26,199	Orange
280	Lake Underhill Rd.	E of Goldenrod Rd.	25,209	24,715	20,794	23,297	24,438	Orange
388	Lake Underhill Rd.	E of SR 436	25,569	26,273	24,090	19,467	19,809	Orange

Station ID #	Road Name	Location	2005	2006	2007	2008	2009	Reporting Enity
419	Landstar Blvd.	N of Osceola Co. Line	32,421	33,036	27,554	26,710	25,383	Orange
6040	L.B. McLeod Rd.	E of Kirkman Rd.	22,154	23,822	22,359	21,771	20,474	Orange
0503	Lee Rd.	W of I-4	45,500	48,000	45,000	51,500	39,500	FDOT / Orange
0638	Lee Rd.	E of Orange Blossom Tr.	41,500	38,000	39,000	36,000	38,000	FDOT / Orange
0519	Lee Rd.	W of US 17/92	47,000	40,000	40,000	37,500	36,000	FDOT / Orange
-	Longwood Hills Rd.	E of Rangeline Rd.	14,784	17,816	17,213	17,165	NC	Seminole
391	Maguire Blvd.	W of Bennett Rd.	17,603	19,814	13,642	14,007	14,073	Orange
6080	Maguire Blvd.	S of SR 50	18,787	19,637	17,513	19,738	18,876	Orange
7074	Maguire Rd.	S of Gotha Rd.	12,039	12,733	11,163	10,479	10,486	Orange
6063	Maitland Ave.	N of Maitland Blvd.	25,338	30,492	24,979	23,174	23,098	Orange
-	Maitland Ave.	N of Orange Co. Line	20,552	21,604	20,227	NC	NC	Seminole
-	Maitland Ave.	S of SR 436	20,001	19,275	21,810	NC	NC	Seminole
0591	Maitland Blvd.	W of I-4	80,000	80,500	87,500	73,500	79,500	FDOT / Orange
0643	Maitland Blvd.	E of Forest City Rd.	49,500	50,000	48,000	43,500	43,000	FDOT / Orange
0579	Maitland Blvd.	W of US 17/92	31,000	32,000	25,500	32,000	30,500	FDOT / Orange
0578	Maitland Blvd.	W of Maitland Ave.	58,500	59,000	54,500	51,000	54,000	FDOT / Orange
88	Mercy Dr.	S of Silver Star Rd.	14,474	13,799	5,460	5,082	11,746	Orange
366	Michigan Ave.	W of Bumby Ave.	32,204	34,124	32,355	32,604	26,008	Orange
190	Michigan Ave.	W of Orange Ave.	34,409	36,247	37,310	36,549	34,960	Orange
0437	Mills Ave.	S of Orange Ave.	27,500	29,500	27,500	26,000	24,500	FDOT / Orange
5051	Mills Ave.	N of SR 50	26,500	29,000	28,000	27,500	25,500	FDOT / Orange
181	Mitchell Hammock Rd.	E of SR 426	27,942	41,755	37,353	38,519	38,742	Seminole
186	Montgomery Rd.	N of SR 436	24,980	18,790	18,488	17,972	17,758	Seminole
289	Narcoossee Rd.	S of Goldenrod Rd.	16,667	20,428	17,976	18,256	18,586	Orange
6031	Oak Ridge Rd.	W of John Young Pkwy.	33,590	33,915	25,772	31,402	30,582	Orange
100	Old Winter Garden Rd.	W of Kirkman Rd.	29,517	29,133	24,626	24,491	26,773	Orange
0655	Orange Blossom Tr.	N of Osceola Co. Line	34,500	26,000	28,000	31,000	32,000	FDOT / Orange
0656	Orange Blossom Tr.	S of Hunters Creek Blvd.	39,500	30,000	32,500	36,000	34,500	FDOT / Orange
0657	Orange Blossom Tr.	N of Wetherbee Rd.	54,000	46,500	48,500	53,000	51,000	FDOT / Orange
6018	Orange Blossom Tr.	S of Central Florida Pkwy.	NC	51,049	43,879	42,930	44,897	Orange
0558	Orange Blossom Tr.	S of Taft-Vineland Rd.	47,000	46,000	45,500	45,000	43,000	FDOT / Orange
0123	Orange Blossom Tr.	N of Beachline Expy.	66,000	74,000	71,500	75,000	70,000	FDOT / Orange
0511	Orange Blossom Tr.	N of Sand Lake Rd.	60,500	59,000	58,500	53,000	53,000	FDOT / Orange
5004	Orange Blossom Tr.	S of Old Winter Garden Rd.	36,500	35,000	35,500	33,000	29,500	FDOT / Orange
186	Orange Blossom Tr.	S of Holden Ave.	67,329	59,242	62,822	61,822	60,551	Orange
359	Orange Blossom Tr.	S of Kaley Ave.	38,317	42,535	32,421	31,208	28,806	Orange
5007	Orange Blossom Tr.	S of SR 50	28,500	26,500	26,000	21,500	27,000	FDOT / Orange
0544	Orange Blossom Tr.	N of Spring Lake Dr.	29,500	30,000	28,500	26,500	27,500	FDOT / Orange
0544	Orange Blossom Tr.	N of Country Club Dr.	30,000	30,500	28,500	26,500	27,500	FDOT / Orange
0443	Orange Blossom Tr.	S of Princeton St.	29,500	30,000	28,500	26,500	27,500	FDOT / Orange
0259	Orange Blossom Tr.	N of Silver Star Rd.	31,000	32,000	30,500	27,500	27,500	FDOT / Orange
0105	Orange Blossom Tr.	N of Clarcona-Ocoee Rd.	35,000	34,500	31,000	32,500	27,500	FDOT / Orange
0480	Orange Blossom Tr.	S of Seminole Co. Line	29,500	33,000	28,500	34,500	26,000	FDOT / Orange
0294	Orange Blossom Tr.	SE of SR 436	28,000	27,000	35,500	33,500	34,000	FDOT / Orange
209	Oxford Rd.	S of SR 436	10,753	12,635	9,992	9,638	9,387	Seminole

Station ID #	Road Name	Location	2005	2006	2007	2008	2009	Reporting Enity
214	Palm Springs Dr.	N of SR 436	22,505	26,115	24,598	25,795	20,212	Seminole
330	Piedmont-Wekiva Rd.	S of SR 436	28,310	27,719	29,155	33,197	26,416	Orange
61	Pine Hills Rd.	S of Clarcona-Ocoee Rd.	24,885	26,120	25,266	23,897	23,724	Orange
82	Pine Hills Rd.	N of Silver Star Rd.	35,973	35,824	31,993	32,851	35,739	Orange
407	Pine Hills Rd.	N of SR 50	38,829	38,392	34,560	32,757	31,206	Orange
205	Pleasant Hill Rd.	S of US 17/92	45,158	46,692	48,376	46,611	49,141	Osceola
160	Poinciana Blvd.	S of US 192	33,109	31,671	NC	30,473	26,697	Osceola
80	Powers Dr.	N of Silver Star Rd.	15,540	15,526	13,273	13,407	14,657	Orange
0601	Princeton St.	W of Orange Blossom Tr.	16,200	16,600	16,200	15,100	14,700	FDOT / Orange
5216	Princeton St.	E of Orange Blossom Tr.	15,800	15,500	15,200	16,700	14,900	FDOT / Orange
6039	Raleigh St.	E of Kirkman Rd.	15,484	14,227	14,308	14,822	15,015	Orange
227	Red Bug Lake Rd.	E of SR 436	47,845	40,000	39,004	36,649	34,907	Seminole
229	Red Bug Lake Rd.	E of Tuskawilla Rd.	30,037	39,689	43,727	36,649	42,096	Seminole
5047	Robinson St.	E of Bumby Ave.	13,100	12,200	10,200	11,300	12,500	FDOT / Orange
5046	Robinson St.	E of Mills Ave.	17,000	15,300	15,200	15,200	14,200	FDOT / Orange
7047	Robinson St.	E of Sumerlin Ave.	16,516	16,608	16,413	16,163	14,099	Orange
21	Rock Springs Rd.	S of Welch Rd.	21,507	22,849	24,644	24,798	21,649	Orange
260	Rouse Rd.	N of SR 50	17,810	21,077	15,547	14,965	16,258	Orange
155	Sand Lake Rd.	E of Apopka-Vineland Rd.	30,538	27,084	30,357	29,248	28,558	Orange
0541	Sand Lake Rd.	W of Florida's Turnpike	44,500	44,500	44,500	51,000	42,000	FDOT / Orange
0453	Sand Lake Rd.	E of I-4	40,500	40,000	40,500	38,500	38,500	FDOT / Orange
0644	Sand Lake Rd.	W of John Young Pkwy.	47,500	50,000	50,000	46,500	45,000	FDOT / Orange
0403	Sand Lake Rd.	E of Orange Ave.	46,500	44,500	46,000	44,500	43,500	FDOT / Orange
242	Sand Lake Rd.	W of SR 434	15,079	7,501	16,395	16,168	14,019	Seminole
245	Sanford Ave.	S of SR 46	22,855	25,330	18,309	16,894	17,131	Seminole
0568	Silver Star Rd.	W of Apopka-Vineland Rd.	28,500	26,000	24,500	25,500	25,500	FDOT / Orange
5120	Silver Star Rd.	E of CR 437	15,900	13,600	16,500	16,000	15,000	FDOT / Orange
0089	Silver Star Rd.	W of SR 429	17,500	17,500	17,800	17,200	17,800	FDOT / Orange
77	Silver Star Rd.	E of Clarke Rd.	17,060	21,922	21,776	22,990	25,619	Orange
0606	Silver Star Rd.	W of Princeton Ave.	37,500	42,000	43,000	41,000	38,000	FDOT / Orange
0057	Silver Star Rd.	E of Mercy Dr.	17,900	17,200	17,900	14,700	14,400	FDOT / Orange
0055	Silver Star Rd.	W of Orange Blossom Tr.	9,600	9,500	9,100	8,000	9,700	FDOT / Orange
0058	Silver Star Rd.	W of Powers Dr.	41,000	41,000	45,500	42,500	41,500	FDOT / Orange
5172	South St.	W of Crystal Lake Dr.	8,500	8,000	8,800	7,300	7,600	FDOT / Orange
-	South St.	NW of East-West Expy.	30,500	27,500	27,500	NC	NC	FDOT / Orange
263	S.R. 46	W of Orange Blvd.	20,631	20,366	26,927	NC	27,570	Seminole
265	S.R. 46	E of I-4	28,071	26,999	40,420	38,530	36,276	Seminole
262	S.R. 46	W of Orange Blvd.	16,651	17,851	23,475	22,743	21,435	Seminole
270	S.R. 46	E of Sanford Ave.	21,085	20,282	22,595	25,604	22,510	Seminole
278	S.R. 419	NW of SR 434	15,148	18,955	12,886	15,995	15,845	Seminole
279	S.R. 419	SE of US 17/92	18,861	17,802	18,562	17,085	15,286	Seminole
1009	S.R. 520	SE of SR 50	16,000	14,500	15,500	14,300	14,800	FDOT / Orange
0312	S.R. 535	S of Orange Co. Line	39,500	44,000	45,500	47,000	42,000	FDOT / Osceola
0630	S.R. 535	SE of I-4	43,500	51,000	39,500	43,500	45,000	FDOT / Orange

Station ID #	Road Name	Location	2005	2006	2007	2008	2009	Reporting Enity
0603	S.R. 536	W of I-4	61,500	52,000	58,000	54,500	55,000	FDOT / Orange
0595	S.R. 536	W of SR 535	34,500	30,500	39,000	32,500	34,000	FDOT / Orange
167	Taft-Vineland Rd.	E of Orange Blossom Tr.	23,489	20,744	20,777	20,507	17,041	Orange
151	Turkey Lake Rd.	S of Conroy-Windermere Rd.	19,416	20,819	19,717	21,619	19,703	Orange
152	Turkey Lake Rd.	N of Sand Lake Rd.	22,427	23,964	29,144	24,355	23,794	Orange
329	Tuskawilla Rd.	N of E. Lake Dr.	29,794	29,715	25,524	26,256	26,837	Seminole
332	Tuskawilla Rd.	S of Red Bug Lake Rd.	33,751	33,596	29,849	31,788	30,260	Seminole
333	Tuskawilla Rd.	N of SR 426	24,708	NC	27,230	28,443	27,551	Seminole
255	University Blvd.	W of Alafaya Tr.	64,798	53,732	55,296	55,476	50,051	Orange
251	University Blvd.	E of Dean Rd.	62,006	63,979	63,551	62,324	60,015	Orange
241	University Blvd.	E of Goldenrod Rd.	59,081	53,825	42,584	41,589	39,445	Orange
6079	University Blvd.	E of Econlockhatchee Tr.	49,686	51,741	51,451	49,772	47,632	Orange
357	Wekiva Springs Rd.	NW of SR 434	26,057	30,456	28,251	34,615	23,614	Seminole
355	Wekiva Springs Rd.	E of Hunt Club Blvd.	24,895	24,805	22,811	21,399	23,179	Seminole
25	Wekiva Springs Rd.	N of SR 436	25,048	25,362	18,655	24,414	23,909	Orange
524	Winter Gdn.-Vineland Rd	W of I-4	67,777	44,554	47,146	43,831	42,687	Orange
6010	Winter Gdn.-Vineland Rd	W of Apopka-Vineland Rd.	20,962	21,758	24,574	24,152	22,860	Orange
1033	Wymore Rd.	N of Lee Rd.	12,551	12,870	12,382	12,029	10,781	Orange
367	Wymore Rd.	S of Westmonte Dr.	12,356	14,775	14,142	14,446	13,325	Seminole

Appendix B

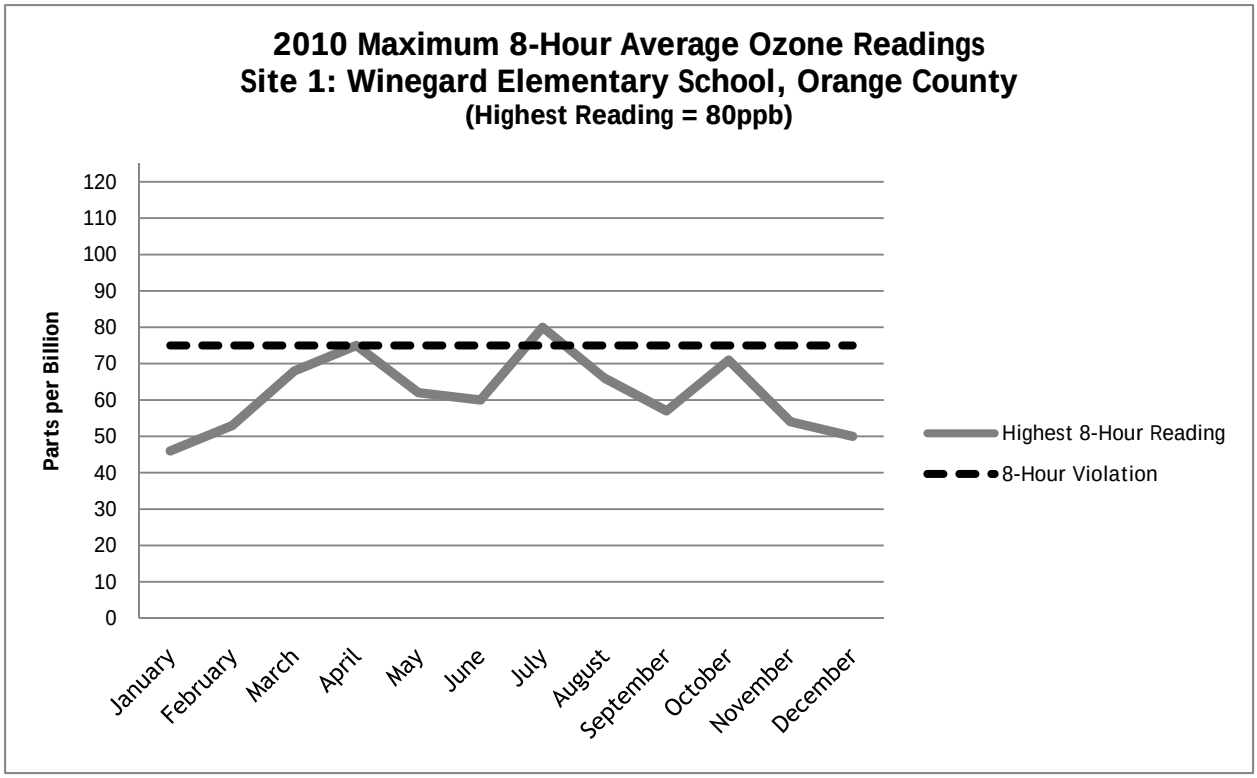
2010 Ozone Monthly Reporting

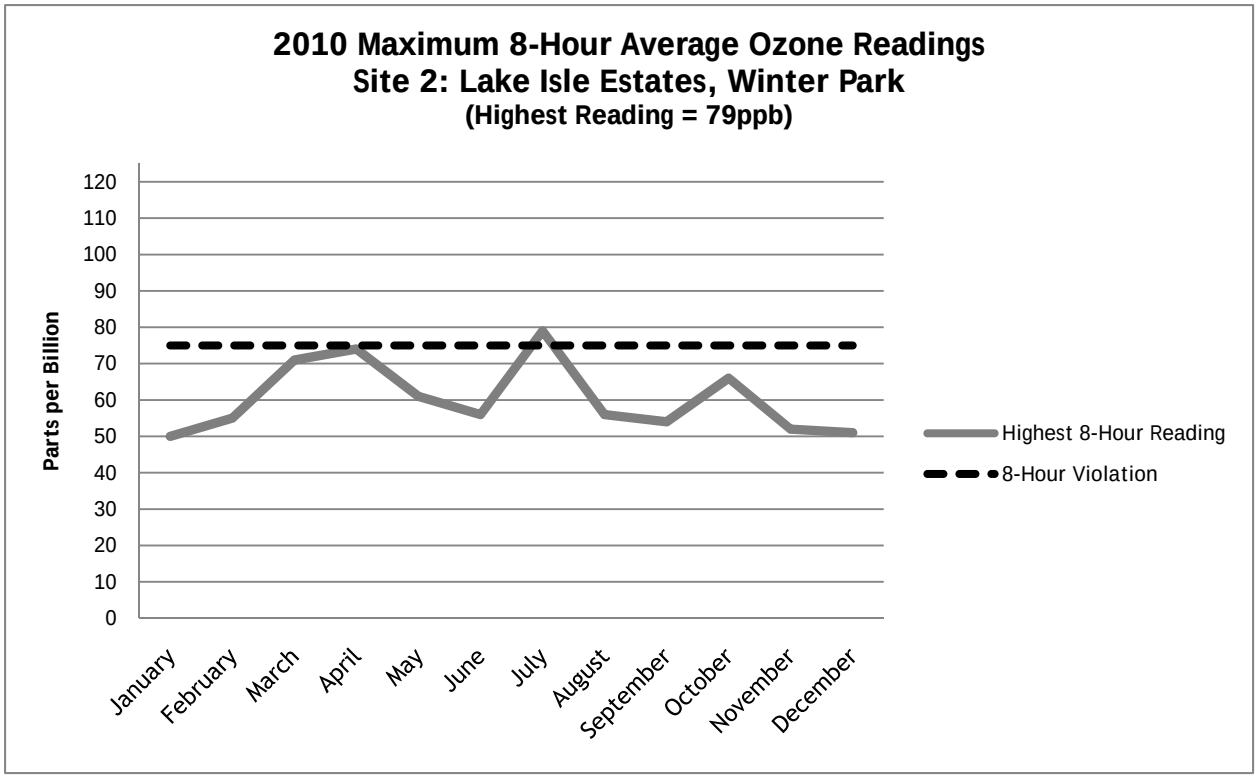
These charts show the highest monthly eight-hour average ozone readings for 2010 for each monitoring station operated by the Florida Department of Environmental Protection in the Orlando Metropolitan Area. The Environmental Protection Agency (EPA) standard for ozone is 75 parts per billion (ppb) averaged over any eight-hour period.

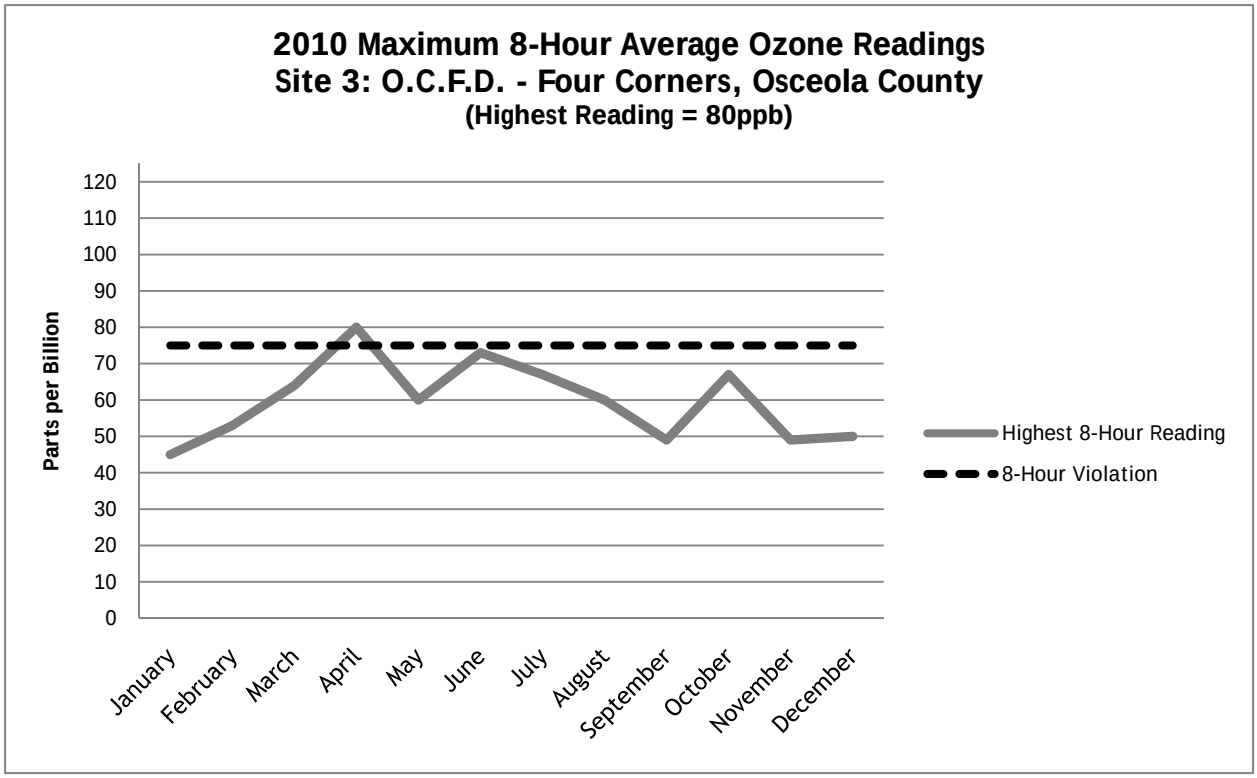
An area will be considered as nonattainment (not meeting the standard) if the average of the annual fourth highest ozone readings at any monitoring station, for any three-year period, equals or exceeds the 75 parts per billion standard. The Orlando Metropolitan Area is currently considered to be in attainment for ozone.

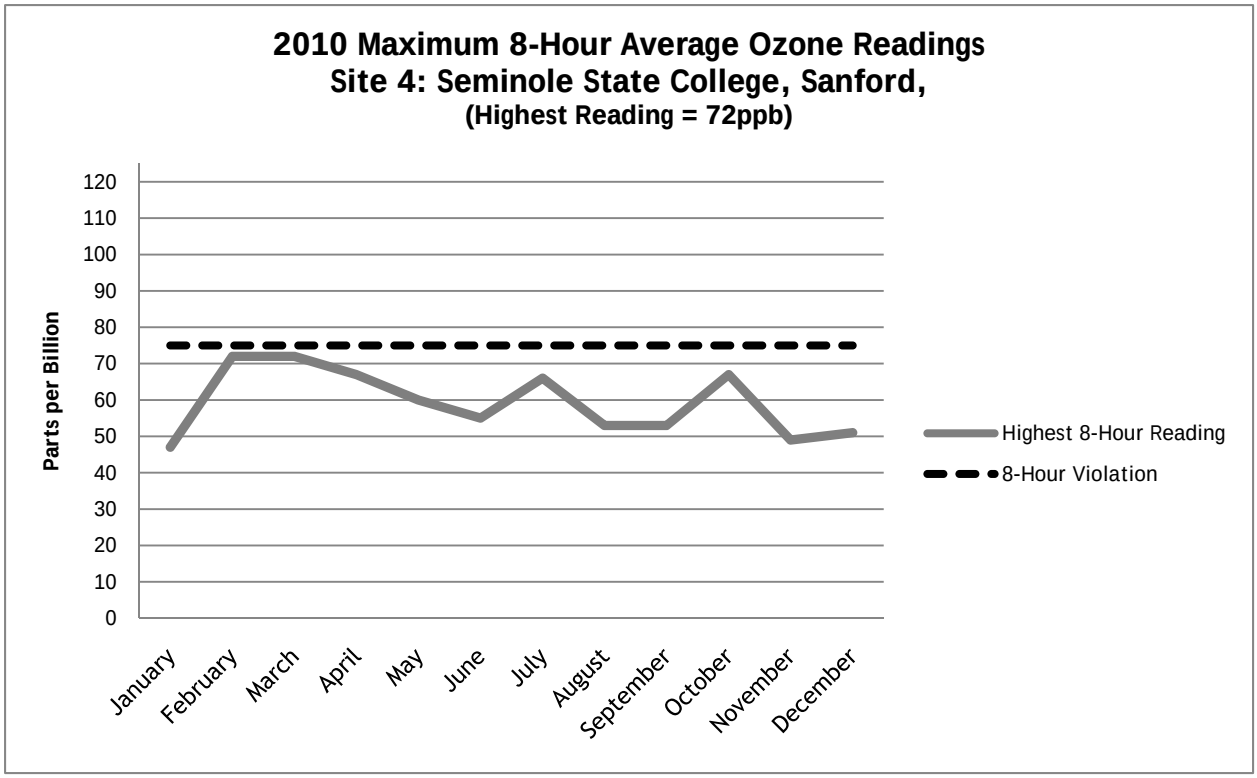
If additional information is desired, these agencies can be reached at the following telephone numbers:

Florida Dept. of Environmental Protection 407-894-7555


2010 Maximum 8-Hour Average Ozone Readings
Site 1: Winegard Elementary School, Orange County
(Highest Reading = 80ppb)
Parts per Billion
120
110
100
90
80
70
60
50
40
30
20
10
0
January
February
March
April
May
June
July
August
September
October
November
December
Highest 8-Hour Reading
8-Hour Violation


2010 Maximum 8-Hour Average Ozone Readings
Site 2: Lake Isle Estates, Winter Park
(Highest Reading = 79ppb)
Parts per Billion
120
110
100
90
80
70
60
50
40
30
20
10
0
January
February
March
April
May
June
July
August
September
October
November
December
Highest 8-Hour Reading
8-Hour Violation


2010 Maximum 8-Hour Average Ozone Readings
Site 3: O.C.F.D. - Four Corners, Osceola County
(Highest Reading = 80ppb)
Parts per Billion
120
110
100
90
80
70
60
50
40
30
20
10
0
January
February
March
April
May
June
July
August
September
October
November
December
Highest 8-Hour Reading
8-Hour Violation


2010 Maximum 8-Hour Average Ozone Readings
Site 4: Seminole State College, Sanford,
(Highest Reading = 72ppb)
Parts per Billion
120
110
100
90
80
70
60
50
40
30
20
10
0
January
February
March
April
May
June
July
August
September
October
November
December
Highest 8-Hour Reading
8-Hour Violation