



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Tracking the Trends

A Report on Transportation System
Indicators for the Orlando Metropolitan Area

May 2013

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Executive Summary

Transportation is a critical part of our lives. A person's quality of life and the economic vitality of our communities are dependent on an individual's ability to access work, education, health services and other civic destinations. The condition of our roads, walkways, transit, runways, and other transportation features have a direct effect on the well being of our businesses, residents, and visitors.

For more than a decade, MetroPlan Orlando's *Tracking the Trends* report has identified trends affecting highway, transit, aviation, rail, bicycle, and pedestrian systems, as well as freight movement. This data is presented using various indicators for these transportation modes. The purpose of this report is to provide an overview of the transportation systems in the Orlando Metropolitan Area and how they are affected by conditions such as the economy, population growth, technology, travel behavior, and funding. The goal is to assist Central Florida's policymakers and planning entities by disseminating information about key factors and emerging issues that impact Central Florida's transportation needs.

Methodology

This report was prepared by Metroplan Orlando staff to establish a solid foundation of data from which to inform future policy decisions. *Tracking the Trends* includes the latest data and information that was available at the time of publication for the various indicators used to measure transportation system activity over a five-year period. The beginning and ending years may vary for different indicators, depending on the data available.

Data was provided by several local and state agencies, including 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, Central Florida Regional Transportation Authority (LYNX), International Drive Master Transit and Improvement District, Greater Orlando Aviation Authority, Sanford Airport Authority, Kissimmee Gateway Airport, University of Central Florida, and Orange, Osceola and Seminole County School Districts. The Federal Aviation Administration, Amtrak, the U.S. 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 appreciation to all these agencies for their assistance. The material contained in this report may be freely quoted with appropriate acknowledgement.

Key Findings

The 2008-2012 Tracking the Trends Report identifies several major trends and travel implications for the Orlando Metropolitan Area. These include a growing and more diversified population; increasing

visitor impact; aging infrastructure; concerns with pedestrian and bicyclist safety; and volatile revenues.

This Executive Summary outlines the areas addressed in *Tracking the Trends* and highlights some key findings.

Demographics

As of 2012, the population of the Orlando Metropolitan Area had grown to 1,884,911, a 1.6% increase over 2011. This makes the Orlando Metropolitan Area the 26th most populated MSA in the country. The median age continues to increase up to 36.2 in 2011, compared to 35.8 in 2010 and 35.5 in 2009. The 18-24 age group is the largest, which could be attributed to a large number of higher-education campuses in our area and high employment in the arts and entertainment sectors. (Chapter 1)

Visitor Impact

The area saw definite signs of economic recovery. Tourism in the Orlando Metropolitan Area was impressively strong in 2012, setting a record. The area hosted 55.1 million visitors, an increase of 7.2 % over the same period last year, or an increase of 3.7 million visitors. (Chapter 1)

During that same period, Central Florida's major airports and seaport reported a moderate boost in passenger counts, which also reflects healthy tourism in the state. Although Orlando International Airport saw a slight decrease of 0.4%, Orlando-Sanford International Airport experienced a strong increase of 15.1%. Port Canaveral saw an increase of 859 thousand passengers, an increase of 27.3% over the same period last year. (Chapter 7)

Travel Trends

The local economy was still looking for the signs of recovery normally reflected in area travel trends. In 2011, the Orlando Metropolitan Area continued to see a decrease in the number of vehicles miles traveled, with a 4.9% decrease, or 2.6 million fewer miles. The average daily traffic count on I-4 continued to decrease as well, with a 6.4% decrease, or 8,862 fewer vehicles on the road. (Chapter 2)

Meanwhile, the area's toll roads experienced a traffic recovery. State Road 408 saw an a slight increase in traffic with 84,038 average weekly traffic counts, which is only 1,065 fewer vehicles than in pre-recession 2007. State Road 528 also saw an increase of 3.3%, or 2,254 average weekly traffic counts. These increases on toll roads added up to a 2% increase in toll transactions seen in FY2011-12. (Chapter 2 and 9)

Safety

Safety continues to be a factor that needs improvement in our transportation system. The area has experienced a 18.4% increase in vehicular crashes between 2012 and 2008. Bicyclist injuries increased by 44.4% during this time as well.

However, the area also has recorded some improvements in safety numbers. Vehicular fatalities saw a decrease of 14.7% between 2011 and 2012, and an even larger decrease of 28.5 % between 2008 and 2012. Pedestrian injuries experienced a decline of 2.2% between 2011 and 2012, and they decreased 20.3 % between 2008 and 2012. (Chapter 5)

Alternative Modes of Transportation

Greater emphasis continues to be placed on alternative modes of transportations. LYNX saw a record-breaking ridership number, with 29.2 million passengers in FY2011/12. LYNX's vanpool has also seen a dramatic increase with 18.8% more participants between FY2007/08 and FY2011/12. The commuter assistance program reThink's carpool matching program has also had success with an 8.5% increase between FY2007/08 and FY2011/12. (Chapter 6)

Funding & Revenues

The state of Florida faces a big financial challenge in maintaining and improving our transportation system during an era of uncertain revenue. At the local level, the local option fuel tax continues to decline. In 2011/12 it saw a decrease in revenue of 7.6%, or \$4.9 million. Nonetheless, rental car surcharge revenues continue to bounce back from the recession. Between 2011/12 revenues saw an increase of 6.5%, or \$2.3 million over 2010/11 figures. This, however, is still down from 2007/08 revenue figures by 6.1%.

Overall, in FY2011/12 our local, state, and federal partners allocated close to \$1 billion in transportation funding. Interstate 4 was allocated more than \$79 million toward improvements, \$22 million more than FY2010/11. Bicycle and pedestrian capital improvements also saw an increase with \$13.2 million allocated for improvements, which is \$500,000 more than FY2010/11.

Orlando Metropolitan Area Profile

The Orlando Metropolitan Area, consisting of Orange, Osceola and Seminole Counties, has grown through the years. Historically, the area's economy has largely been centered on tourism because of such major tourist attractions as Walt Disney World, Universal Studios, and Sea World, as well as many other smaller attractions. However, the high tech and medical industries also have had a sizeable presence in the Orlando Metropolitan Area, and include such major employers as Lockheed Martin, AT&T, Florida Hospital, and Orlando Health. Other major employers include the University of Central Florida, Orlando International Airport, Publix Super Markets, and Darden Restaurants.

Population

The following table shows the population for the counties and municipalities in the Orlando area from 2008 through 2012:

<i>Orange County</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Apopka	40,280	40,406	40,721	42,089	42,805
Bay Lake	20	20	20	6	9
Belle Isle	5,886	5,899	5,944	6,018	6,361
Eatonville	2,493	2,400	2,375	2,198	2,232
Edgewood	2,278	2,333	2,314	2,503	2,602
Lake Buena Vista	23	23	23	21	22
Maitland	16,209	16,150	16,786	15,808	15,911
Oakland	1,938	1,931	1,927	2,556	2,534
Ocoee	33,658	33,871	34,187	36,005	36,947
Orlando	234,130	233,115	233,160	241,978	245,402
Windermere	2,678	2,708	2,695	2,481	2,855
Winter Garden	30,838	30,987	31,492	35,281	36,063
Winter Park	28,921	28,581	28,434	27,727	27,728
Unincorporated	715,627	710,458	710,077	742,671	754,470
Total	1,114,979	1,108,882	1,110,155	1,157,342	1,175,941

<i>Osceola County</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Kissimmee	61,458	61,250	61,202	60,375	62,322
St. Cloud	32,827	32,630	33,889	35,844	37,723
Unincorporated	179,424	178,908	180,575	177,648	180,821
Total	273,709	272,788	275,666	273,867	280,866

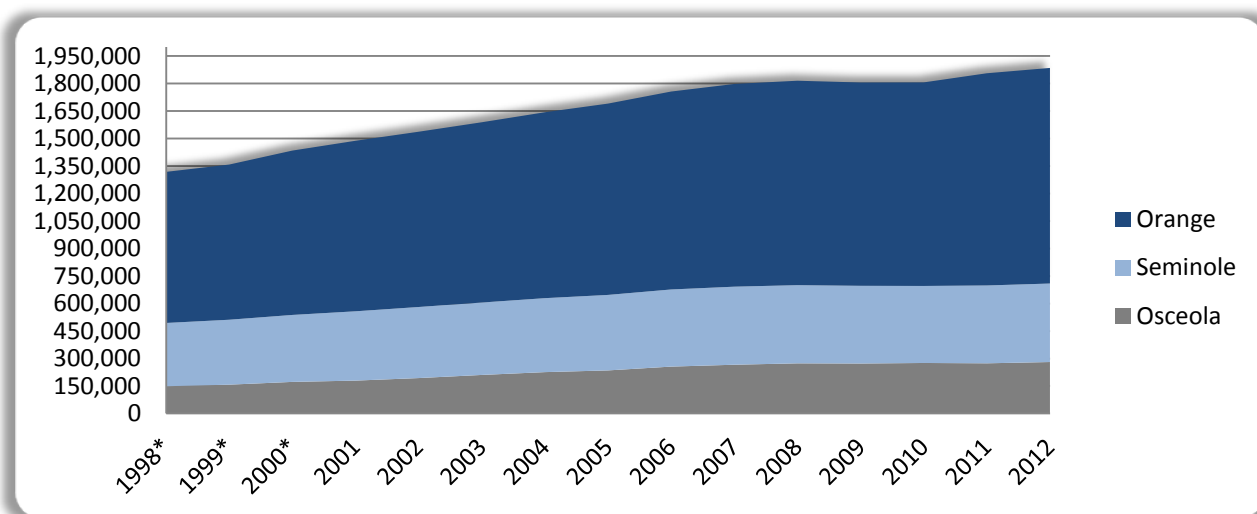
<i>Seminole County</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Altamonte Springs	43,243	42,630	42,173	41,600	42,159
Casselberry	25,182	24,672	24,732	26,321	26,361
Lake Mary	14,944	14,615	14,559	13,868	13,937
Longwood	14,018	13,849	13,687	13,620	13,606
Oviedo	33,431	33,529	33,316	33,815	34,573
Sanford	54,306	53,816	53,392	53,422	54,064
Winter Springs	34,390	34,340	33,874	33,314	33,430
Unincorporated	206,899	206,308	204,367	208,627	209,974
Total	426,413	423,759	420,100	424,587	428,104

Grand Total	1,815,101	1,805,429	1,805,921	1,855,796	1,884,911
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Source: University of Florida, Bureau of Economic and Business Research

Historic Population Overview for the Orlando Urban Area

With a population already close to 2 million, Metro Orlando is projected to be among the nation's fastest-growing regions in this decade. This line graph illustrates the 15-year population trend for Orange, Osceola, and Seminole Counties, each represented according to its share of total population.

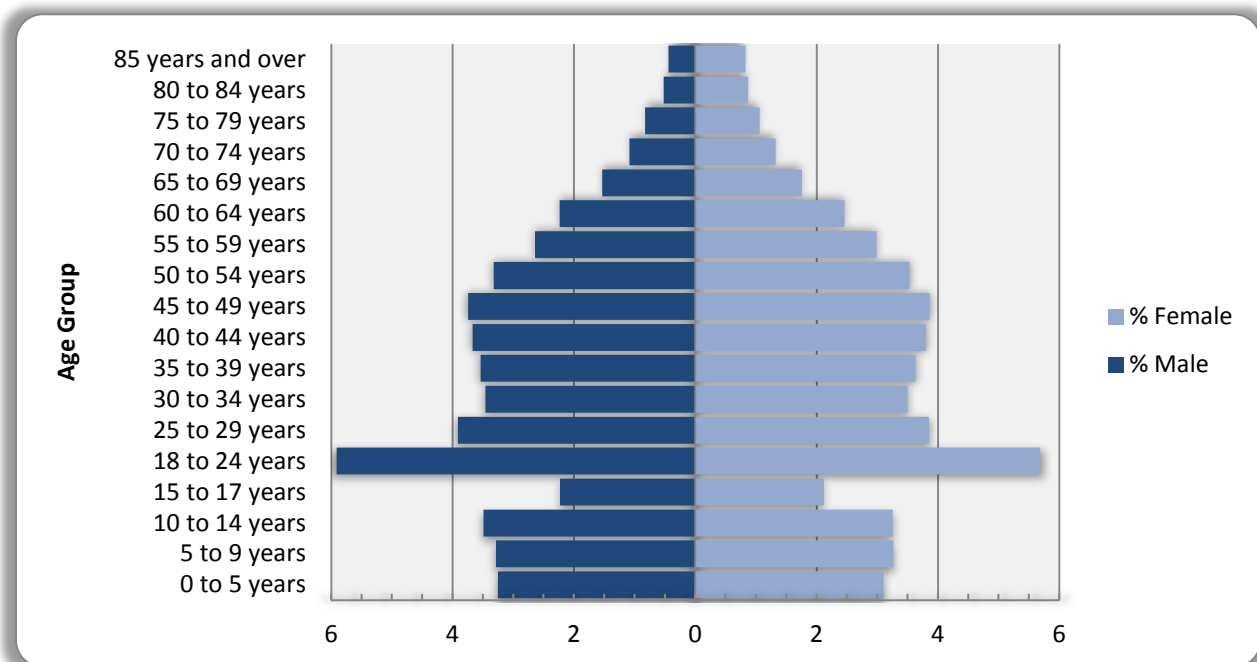


Source: University of Florida, Bureau of Economic and Business Research

*1998-2000 BEBR population estimates were adjusted and validated following the 2000 National Census Reporting

Orlando Metropolitan Area Population by Age Group

This pyramid shows the male-female breakdown for the Orlando Metropolitan Area population. For both genders, the population in our area is largely young and middle-aged adults. The 18-24 age group is the biggest, which could be attributed to an abundance of higher-education campuses in our area and the large number of jobs in the arts and entertainment fields.



Source: U.S. Census Bureau - American Community Survey, General Population and Housing Characteristics: 2011

Employment & Unemployment Levels



Employment rates play a role in roadway congestion for our area. In general, higher employment means more vehicles on the road, which may result in congestion and longer travel times. These tables show the employment numbers for people living in the Orlando Metropolitan Area from 2008 through 2012:

<i>Employment</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	568,581	534,011	546,821	556,343	572,602
Osceola County	129,488	123,245	118,797	120,866	124,398
Seminole County	227,897	212,555	211,108	214,784	221,062
Orlando MSA	1,054,171	990,593	988,325	1,005,535	1,034,922

<i>Unemployment Rate</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	5.8	10.2	11.1	10.3	8.5
Osceola County	6.3	11.0	12.4	11.6	9.4
Seminole County	5.6	9.7	10.5	9.7	7.9
Orlando MSA	5.9	10.3	11.2	10.4	8.5

Source: Florida Research and Economic Database, *Local Area Employment Statistics (LAUS)*

Registered Vehicles

Another indicator of traffic congestion is the number of vehicles on the roads. This table shows the registered motor vehicles in Orange, Seminole and Osceola Counties from FY 2007/08 through FY 2011/12:

<i>Registered Vehicles</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	920,965	962,311	931,465	931,161	951,239
Osceola County	212,696	196,051	195,998	199,159	205,232
Seminole County	386,946	410,839	415,002	412,129	412,258
Total	1,520,607	1,569,201	1,542,465	1,542,449	1,568,729

Source: Florida Department of Highway Safety and Motor Vehicles, *Count of Vehicles Registered*

Note: Excludes mobile homes, travel trailers, vessels, and trailers.

Commercial Trucks

Most freight moved throughout the Orlando Metropolitan Area is carried by commercial trucks (those weighing more than 5,000 pounds). The recession affected all modes of freight movement, but 2011/12 showed signs of recovery in trucking. This table illustrates changes in the number of commercial trucks on the roads in our area from FY 2007/08 to 2011/12:

<i>Commercial Trucks</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	55,753	54,717	52,418	51,907	53,191
Osceola County	10,712	10,455	10,333	10,357	10,550
Seminole County	19,695	19,304	19,262	19,164	19,424
Total	86,160	84,476	82,013	81,428	83,165

Source: Florida Department of Highway Safety and Motor Vehicles, *Count of Vehicles Registered*

Motorcycles

Florida's spectacular scenery and mild weather are big draws for motorcyclists, and the number of motorcycles in the Orlando Metropolitan Area has steadily increased. This table shows the number of registered motorcycles in Orange, Osceola, and Seminole counties from 2007/08 through 2011/12:

Motorcycles	2007/08	2008/09	2009/10	2010/11	2011/12
Orange County	27,779	29,605	28,927	29,290	30,440
Osceola County	7,734	7,983	7,756	8,038	8,293
Seminole County	13,388	14,085	13,568	13,561	13,516
Total	48,901	51,673	50,251	50,889	52,249

Source: Florida Department of Highway Safety and Motor Vehicles, *Count of Vehicles Registered*

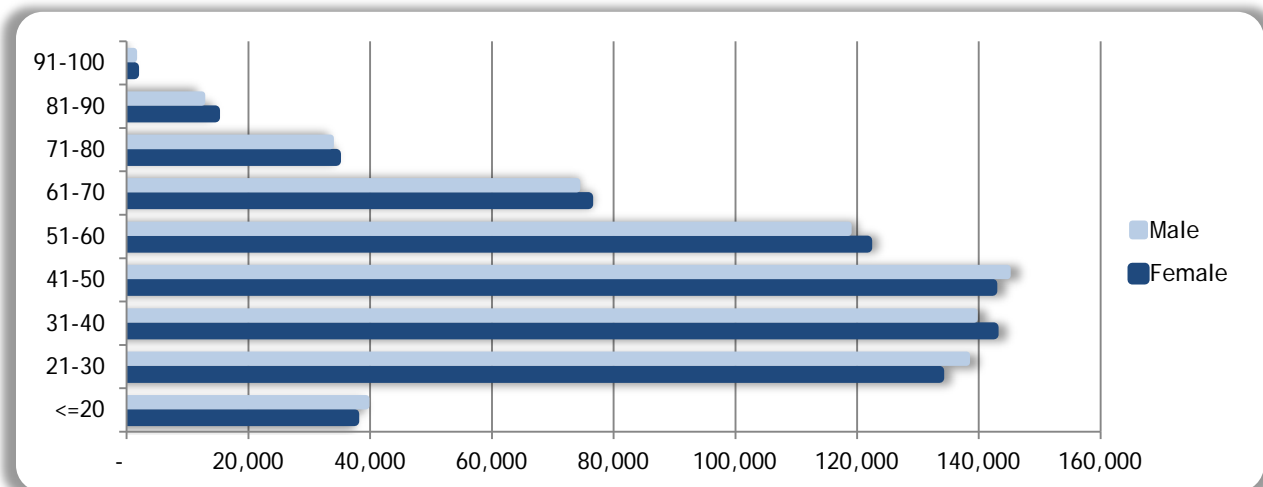
Licensed Drivers

Our region depends heavily on automobiles, and about 77 percent of metro area residents have driver's licenses. This table shows the number of licensed drivers in Orange, Seminole and Osceola Counties from 2008 through 2012:

Licensed Drivers	2008	2009	2010	2011	2012
Orange County	874,217	875,462	876,077	880,791	883,215
Osceola County	218,137	221,244	223,721	225,934	228,454
Seminole County	346,112	346,343	344,358	343,220	341,598
Total	1,438,466	1,445,058	1,444,156	1,449,945	1,453,267

Source: Florida Department of Highway Safety and Motor Vehicles, *Licensed Drivers by Age, Sex, and County*

With more than a third of its population between the ages of 20 and 44, and a median age of 37.6, Metro Orlando is a young, vibrant community. In 2012, the 31-40, and 41-50 age groups had the largest numbers of drivers. Following the population in general, 57 percent of licensed drivers are between the ages of 21 and 60. Four percent of licensed drivers are under the age of 20, while 13 percent are age 61 or older. This graph shows the breakdown of drivers by age and gender.



Source: Florida Department of Highway Safety and Motor Vehicles, *Licensed Drivers by Age, Sex, and County*

Visitors



The Orlando Metro Area benefits from a globally-recognized tourism industry, which brought in more than 55 million visitors in 2012. This sector alone has an economic impact of more than \$27.6 billion. Tourism also has a significant impact on our transportation system. Orlando's importance as a travel destination is illustrated in this table, which shows the number of domestic and international visitors traveling to the metropolitan area from 2007 through 2011.

<i>Visitors to Orlando</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Domestic	45,907,000	45,515,000	43,319,000	47,780,000	51,365,000
International	2,838,000	3,343,000	3,264,000	3,675,000	3,803,000
Total	48,745,000	48,858,000	46,583,000	51,455,000	55,168,000

Source: Orlando/Orange County Convention & Visitors Bureau (Visit Orlando), *Orlando Visitor Volumes*

Hotel/Motel Rooms

As the economy improves and the total number of domestic and international visitors increases, so does the need to house them. Hotel and motel rooms have increased throughout the region, even during the economic recession. This table shows the number of hotel/motel rooms in the Orlando Metropolitan Area from FY 2007/08 through 2011/12:

<i>Hotel/Motel Rooms</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	79,297	78,472	83,021	83,529	86,007
Osceola County	26,317	26,159	26,132	25,204	24,921
Seminole County	4,642	4,697	5,013	5,013	5,159
Total	110,256	109,328	114,166	113,746	116,087

Source: Florida Department of Business and Professional Regulation, *Count of Active Licenses and Seats/Units by Type and Florida County*

Highway Statistics

Since the Orlando Metropolitan Area has continued to grow and develop, the number of new motor vehicles coming into the area is increasing. This has made the area's highway system more congested, especially since the private automobile is the main mode of transportation. Construction delays, caused by building additional highway capacity, also contribute to congestion.

State Road Mileage (Lane Miles)



The number of lane miles of state roads in Orange, Osceola and Seminole Counties from 2008 through 2012 is shown in the tables below. These have been divided into interstate (I-4); toll roads, such as SR 408 and SR 417; and other state roads, such as SR 50 and SR 436. Orange County continues to see expansion on state roads, while Osceola and Seminole Counties maintained 2011 levels. Overall, the area's state road mileage grew by 47.8 miles.

<i>Orange County</i>	2008	2009	2010	2011	2012
Interstate (I-4)	184.2	184.2	184.2	179.7	179.5
Toll Roads	642	644.7	680.1	736.0	755.4
Other State Roads	970.4	996.3	965.2	982.7	986.1
Total	1,796.6	1,825.2	1,829.5	1898.4	1921

<i>Osceola County</i>	2008	2009	2010	2011	2012
Interstate (I-4)	47.3	47.3	47.3	47.3	47.3
Toll Roads	264.5	264.5	264.5	264.5	264.5
Other State Roads	396.2	431.0	431.0	430.8	430.8
Total	708.0	742.8	742.8	742.6	742.6

<i>Seminole County</i>	2008	2009	2010	2011	2012
Interstate (I-4)	95.2	95.2	95.2	84.8	84.8
Toll Roads	70.3	70.3	70.3	71.0	71.0
Other State Roads	343.3	346.6	346.7	347.7	347.7
Total	508.8	512.1	512.2	503.5	503.5

Grand Total	3,013.3	3,080.1	3,084.50	3,119.30	3,167.10
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Source: Florida Department of Transportation, Mileage and Travel (DVT) Reports - State Highway System

Local Road Mileage (Paved Centerline Miles)

This table shows the change in the number of miles of paved local roads in Orange, Osceola and Seminole Counties. While the total number of miles of local (city and county) roads in the area had been increasing through the years, 2011 shows a slight decrease in construction.

<i>Local Road Mileage</i>	2007	2008	2009	2010	2011
Orange County	4,073.9	4,100.4	4,118.9	4,137.5	3,965.8
Osceola County	1,133.0	1,157.1	1,164.7	1,172.6	1,173.0
Seminole County	1,473.0	1,473.0	1,477.6	1,481.8	1,479.7
Total	6,679.9	6,730.5	6,761.2	6,791.9	6,618.5

Source: Florida Department of Transportation, Florida Highway Mileage Reports - City and County Roads

Vehicle Miles Traveled

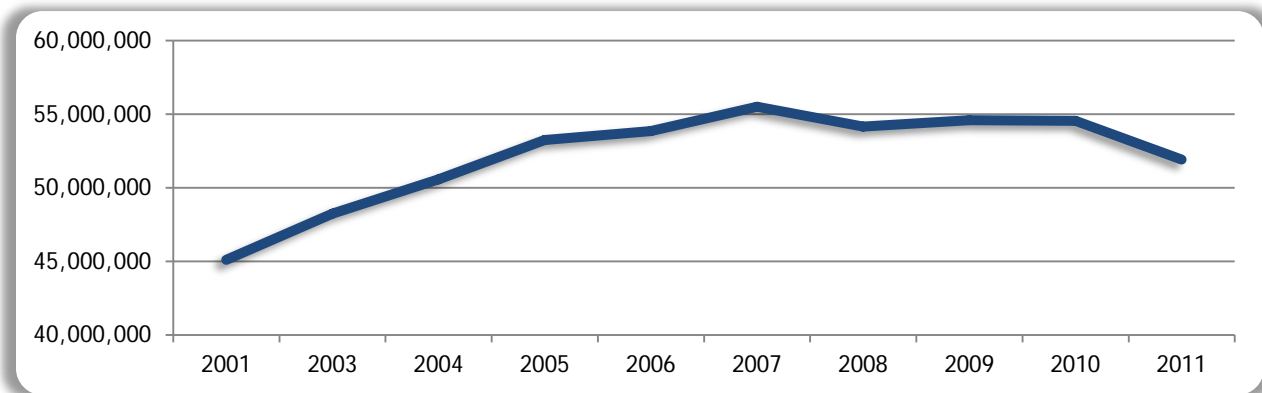
The number of vehicle miles traveled (VMT) on the highway network indicates the growth in both the number of vehicles and the distances driven in the Orlando Metropolitan Area. The Florida Department of Transportation (FDOT) annually estimates the VMT for all the counties in the state by multiplying the lengths of the state and local roads in the counties by the average daily trips on those roads. This table illustrates the average daily VMT in Orange, Seminole and Osceola Counties from 2007 through 2011:

<i>Vehicle Miles Traveled</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Orange County	36,029,040	35,436,426	35,586,328	35,657,527	33,325,315
Osceola County	9,139,112	8,836,800	8,730,733	8,639,272	8,650,963
Seminole County	10,325,317	9,866,475	10,262,469	10,249,225	9,922,699
Total	55,493,469	54,139,701	54,579,530	54,546,024	51,898,977

Source: Florida Department of Transportation, *Centerline Miles and Daily Vehicle Miles Traveled Report*

10-Year Historic Trend - Vehicle Miles Traveled

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



Source: Florida Department of Transportation, *Centerline Miles and Daily Vehicle Miles Traveled Report*

Traffic Counts - Major Roadways

An important tool for measuring activity on an area's highway system is collection of traffic counts on major roadways. More than 300 traffic counts for locations in Orange, Seminole, and Osceola Counties are obtained each year by MetroPlan Orlando from FDOT, as well as from the three counties and the City of Orlando. This information is published in a Traffic Count Report, shown in **Appendix A**.

Tables on the following pages contain FDOT daily traffic counts averaged annually on these major roadways from 2007 through 2011:

- Interstate 4 (SR 400)
- SR 50 (Colonial Drive)
- SR 436 (Semoran Blvd.)
- SR 527 (Orange Avenue)
- SR 434 (Alafaya Trail)
- U.S. 441 (Orange Blossom Trail)
- U.S. 17/92 (Mills Avenue)
- SR 423 (John Young Parkway)
- SR 435 (Kirkman Road)
- SR 426 (Aloma Avenue)
- U.S. 192

<i>I-4</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
SW of SR 417 (Osc. Co.)	79,000	78,000	78,500	85,500	61,000
NW of Osceola Co. Line	121,500	117,000	125,500	113,500	102,500
at Florida's Turnpike	160,000	146,500	152,500	157,000	152,000
N of Kaley Ave.	177,500	175,000	142,500	136,500	131,500
S of SR 50	207,000	200,000	160,000	158,000	150,000
N of Princeton St.	209,000	182,500	159,500	164,000	168,000
N of Lee Rd.	208,000	205,000	160,000	170,500	124,000
S of Seminole Co. Line	162,000	149,000	158,000	149,500	158,500
N of SR 436	142,000	139,500	142,000	146,500	135,500
N of SR 434	137,300	131,600	132,500	133,900	132,557
S of CR 46A	132,000	126,500	125,500	126,500	125,000
N of SR 46	113,000	111,000	108,000	115,000	109,500
Total Average	154,025	146,800	137,042	138,033	129,171

<i>SR 50</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
E of Old Winter Garden Rd.	44,000	39,500	36,000	34,000	32,000
E of CR 545	35,200	33,300	32,800	31,500	25,500
E of Powers Dr.	39,500	39,500	37,000	36,000	29,500
E of John Young Pkwy.	40,500	34,500	35,000	32,000	31,000
E of Edgewater Dr.	38,500	39,000	32,500	36,500	32,500
W of US 17/92	43,500	43,000	42,000	38,000	42,500
E of Bennett Rd.	54,500	53,000	52,000	21,500	49,500
E of SR 436	41,000	40,000	39,000	24,500	44,500
E of Goldenrod Rd.	46,000	45,000	44,000	37,000	40,500
E of Dean Rd.	49,000	45,500	42,500	41,000	38,000
E of Alafaya Tr.	47,500	46,500	44,000	45,000	46,000
W of SR 520	27,200	27,200	26,200	25,655	25,231
Total Average	42,036	40,591	38,818	33,514	36,794

<i>SR 436</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
E of US 441	35,500	33,500	33,500	32,000	31,000
W of SR 434	56,500	55,000	53,000	54,500	52,500
W of Montgomery Rd.	56,000	52,500	50,000	50,500	48,000
W of Palm Springs Dr.	66,500	62,500	57,000	58,000	53,500
E of CR 427	54,500	52,000	49,000	52,000	49,500
E of US 17/92	79,000	72,500	72,000	70,500	73,500
S of Red Bug Lake Rd.	65,000	61,000	59,500	55,500	60,500
N of SR 50	48,000	47,000	53,500	43,000	39,000
N of East-West Expy.	54,000	51,500	55,500	45,500	52,500
N of Curry Ford Rd.	52,000	51,000	56,500	48,000	54,500
S of Hoffner Ave.	48,500	45,701	44,600	44,800	45,356
N of Beachline Expy.	48,500	51,000	47,000	49,500	49,000
Total Average	55,333	52,933	52,592	50,317	50,738

<i>Orange Ave.</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
N of Sand Lake Rd.	39,500	39,500	36,500	39,000	39,000
N of Hansel Ave.	44,000	41,500	40,000	41,000	39,500
S of Michigan Ave.	37,700	36,638	36,400	36,400	36,238
S of Kaley Ave.	35,500	36,500	32,000	33,000	31,000
S of Clay St.	18,900	20,000	21,000	17,400	19,200
SW of US 17/92	13,500	15,100	14,600	15,100	15,200
Total Average	31,517	31,540	30,083	30,317	30,023

<i>SR 434</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
N of Edgewater Dr.	23,000	20,000	19,900	20,000	21,000
N of Orange Co. Line	40,500	38,000	39,500	40,500	41,500
N of SR 436	36,000	35,000	33,000	38,500	37,500
W of I-4	54,500	52,000	55,500	48,000	48,500
E of Palm Springs Dr.	40,800	38,992	39,300	39,200	39,483
W of CR 427	40,500	40,000	39,000	41,000	39,000
W of US 17/92	32,500	29,500	30,000	29,000	29,500
E of SR 419	38,500	35,000	33,000	33,500	30,500
E of Tuskawilla Rd.	25,500	25,500	23,500	23,500	23,500
N of Chapman Rd.	28,000	33,000	33,500	33,500	34,000
S of Seminole Co. Line	50,500	39,000	50,000	53,000	37,000
N of SR 50	68,000	64,500	62,000	62,000	59,000
Total Average	39,858	37,541	38,183	38,475	36,707

<i>US 441</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
NW of Plymouth-Sorrento Rd.	34,500	34,500	32,500	33,500	32,500
E of North Park Ave	35,500	50,500	49,500	39,500	43,500
N of Clarcona-Ocoee Rd.	31,000	32,500	27,500	29,500	27,000
N of SR 50	28,500	26,500	27,500	25,000	28,000
S of SR 50	26,000	21,500	27,000	21,500	20,600
S of Kaley Ave.	35,500	33,000	30,500	29,000	28,000
N of Holden Ave.	65,500	60,500	58,000	57,000	57,000
N of Sand Lake Rd.	58,500	53,000	53,000	50,000	53,500
N of Beachline Expy.	71,500	75,000	70,000	71,000	61,000
S of Taft-Vineland Rd.	45,500	45,000	43,000	47,000	47,000
Total Average	43,200	43,200	41,850	40,300	39,810

<i>US 17/92</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
W of Pleasant Hill Rd.	26,500	25,500	26,000	26,000	24,000
S of Emmett St.	58,500	52,500	54,000	56,000	53,000
N of SR 50	28,000	27,500	25,000	27,500	27,500
S of Orange Ave.	27,500	26,000	24,500	26,000	25,000
S of Lee Rd.	35,000	35,500	32,000	31,500	32,500
N of Lake Ave.	56,000	50,500	44,000	51,000	48,500
S of Maitland Blvd.	33,000	30,000	29,500	28,500	30,500
N of Orange Co. Line	53,500	52,000	49,000	50,000	47,000
N of SR 436	52,000	51,500	50,500	52,000	48,000
N of SR 434	41,000	39,500	36,500	37,000	38,000
S of CR 427	35,500	32,000	32,500	29,500	23,500
S of Lake Mary Blvd.	40,500	37,000	35,500	35,000	34,000
S of CR 46A	26,000	24,000	21,000	21,500	23,000
S of SR 46	25,500	25,000	22,500	21,000	23,500
Total Average	38,464	36,321	34,464	35,179	34,143

<i>John Young Pkwy.</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
S of US 192	39,500	35,500	36,000	36,000	35,500
N of SR 408	46,000	48,500	44,000	42,500	44,000
S of SR 50	47,500	48,500	48,500	45,500	46,000
N of SR 50	46,000	44,500	44,000	42,000	43,500
S of Silver Star Rd.	28,500	30,500	29,500	27,500	29,500
N of US 441	40,000	38,000	37,000	34,500	32,500
Total Average	41,250	40,917	39,833	38,000	38,500

Kirkman Rd.	2007	2008	2009	2010	2011
N of Sand Lake Rd.	30,000	26,000	27,000	29,500	29,500
N of International Dr.	9,000	47,000	49,500	48,500	46,500
S of Vineland Rd.	60,000	56,500	55,500	53,000	56,500
S of Raleigh St.	51,000	57,500	54,500	53,000	49,500
S of Old Winter Garden Rd.	54,000	53,000	52,000	49,000	52,500
S of East-West Expy.	40,500	38,500	39,500	36,000	35,500
Total Average	40,750	46,417	46,333	44,833	45,000

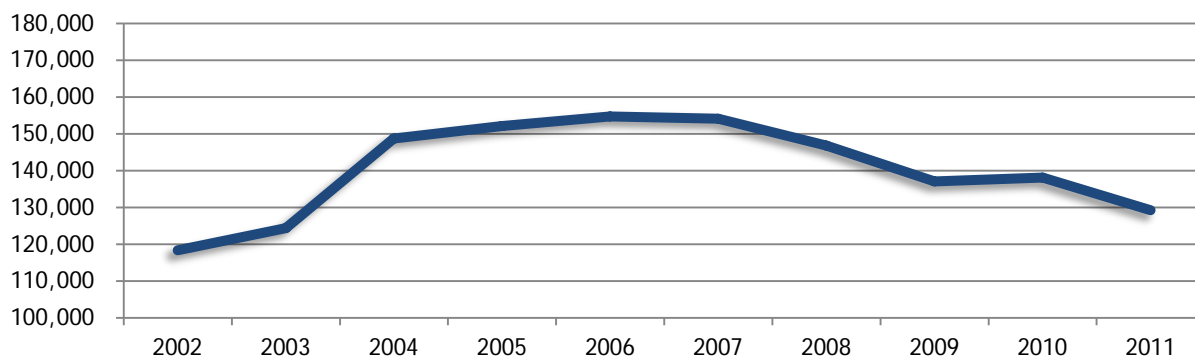
SR 426	2007	2008	2009	2010	2011
E of I-4	38,000	36,000	36,500	30,000	36,000
E of US 17/92	26,000	25,500	13,800	13,600	22,000
E of Trismen Ter	40,000	42,500	41,500	41,000	44,000
W of Lakemont Ave.	38,500	37,000	22,500	22,500	37,500
W of SR 436	44,500	39,500	42,000	44,000	44,000
E of Goldenrod Rd.	40,500	40,500	38,500	37,500	37,500
W of SR 417	44,500	41,500	44,500	33,000	35,500
E of SR 417	27,500	27,500	27,500	30,000	27,500
N of Mitchell Hammock Rd.	30,500	19,700	21,500	22,500	20,700
W of SR 434	14,300	13,900	13,600	14,100	14,000
Total Average	34,430	32,360	30,190	28,820	31,870

US 192	2007	2008	2009	2010	2011
E of Formosa Gardens Blvd.	58,000	55,500	46,000	49,000	58,000
W of I-4	70,000	64,500	57,500	54,000	73,000
E of I-4	59,500	60,000	45,500	58,500	56,000
SE of SR 535	54,000	58,000	50,500	54,000	50,000
W of John Young Pkwy.	43,000	41,500	45,000	45,000	42,500
E of US 441	47,000	45,500	48,000	45,500	44,000
SE of Boggy Creek Rd.	44,000	39,000	42,500	38,500	40,500
NW of Kissimmee Park Rd.	47,500	42,000	44,000	42,500	40,500
E of Canoe Creek Rd.	47,500	41,500	43,000	41,500	41,500
W of CR 534	24,000	21,000	22,000	22,000	21,500
Total Average	49,450	49,722	44,400	45,050	46,750

Source: Florida Department of Transportation, AADT Report

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

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



Source: Florida Department of Transportation, AADT Report

Traffic Counts - Toll Roads



In addition to the major roadways listed above, the Orlando area has a network of toll roads 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.

These tables contain the annual average weekday traffic counts for the region's toll facilities from 2007 through 2011:

SR 408	2007	2008	2009	2010	2011
W of SR 50 Spur	49,570	46,980	42,220	42,740	44,580
E of Kirkman Rd.	75,980	71,650	64,690	65,860	66,770
W of US 441	86,440	83,380	74,660	76,850	77,910
E of Rosalind Ave.	127,590	119,820	126,480	130,650	134,260
W of Conway Rd.	138,170	132,850	132,200	138,930	141,490
E of Goldenrod Rd.	103,300	104,150	104,230	109,580	107,280
E of Dean Rd.	70,100	65,990	65,900	68,130	66,670
S of E SR 50	29,670	31,120	32,530	33,300	33,340
Total Average	85,103	81,993	80,364	83,255	84,038

SR 414 (Tolled)	2007	2008	2009	2010	2011
E of CR 437A	-	-	5,920	7,295	7,260
E of SR 429	-	-	10,500	13,025	13,820
E of Keene Rd.	-	-	12,400	16,075	17,580
E of Hiawasse Rd/	-	-	13,780	18,205	20,080
E of US 441	-	-	27,340	31,075	32,240
Total Average	-	-	13,988	17,135	18,196

Note: SR 414 Apopka Expressway partially opened to traffic in February 2009 and fully opened to traffic in May 2009

SR 417	2007	2008	2009	2010	2011
N of US 192	21,000	21,000	19,200	19,700	20,100
W of John Young Pkwy.	45,800	43,530	38,200	39,630	41,400
E of Florida's Turnpike	43,260	40,610	35,085	36,450	37,300
W of Boggy Creek Rd.	44,800	40,390	35,900	36,520	38,300
W of Narcoossee Rd.	34,570	30,370	27,730	28,640	30,530
S of Curry Ford Rd.	76,100	68,900	63,300	63,160	62,530
S of University Blvd.	82,800	75,550	70,500	72,900	74,900
N of Aloma Ave.	51,400	50,800	46,100	43,600	44,000
S of SR 434	47,400	46,700	42,300	40,200	40,300
S of CR 427	43,500	43,300	39,900	38,100	38,000
Total Average	49,063	46,115	41,822	41,890	42,736

<i>SR 429</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
S of US 192	6,200	7,800	7,900	8,400	9,000
N of Western Way	9,600	10,100	12,111	12,500	13,200
N of Seidel Rd.	13,180	12,820	11,950	13,070	13,290
S of CR 535	14,000	13,540	12,500	13,700	14,130
N of CR 535	34,090	34,010	32,510	34,250	34,820
S of SR 438	41,650	37,350	36,330	38,470	39,440
NE of Ocoee-Apopka Rd.	36,400	32,660	31,930	33,720	34,360
At Forest Lake Main Plaza	30,410	26,990	27,600	29,500	29,600
S of US 441	27,610	24,440	25,080	26,410	26,670
Total Average	23,682	22,190	21,990	23,336	23,834

<i>SR 528</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
E of I-4	76,100	78,300	74,500	75,300	77,800
W of John Young Pkwy.	78,600	81,100	77,000	77,400	80,200
E of US 441	70,000	69,600	63,900	64,400	68,500
E of Boggy Creek Rd.	93,290	85,700	85,340	88,765	90,780
Airport Main Toll Plaza	82,400	76,260	75,200	77,840	78,680
W of Narcoossee Rd.	75,590	68,070	65,670	65,350	68,710
E of Narcoossee Rd.	61,760	55,610	53,280	54,080	55,910
Beachline Main Toll Plaza	47,700	42,450	43,300	46,300	46,880
Total Average	73,180	69,636	67,274	68,679	70,933

<i>Florida's Turnpike</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
N of SR 429	66,900	64,500	59,800	57,600	58,400
N of SR 408	104,600	104,200	99,100	96,600	96,000
N of SR 528	74,500	70,500	67,600	69,400	70,900
S of SR 50	73,900	74,000	66,900	65,700	66,900
N of Osceola Co. Line	62,300	57,100	54,100	55,000	55,900
S of US 441	50,200	47,900	46,000	46,700	47,800
N of Partin Settlement Rd.	31,800	31,400	30,600	31,000	31,500
S of Neptune Rd.	32,970	33,860	32,430	32,300	32,700
Total Average	54,278	52,460	49,605	50,017	50,950

<i>Osceola Parkway</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011 *</i>
W of SR 417	20,780	21,000	20,200	18,830	-
W of Lake Wilson Rd.	20,000	21,000	19,900	21,970	-
E of John Young Pkwy.	28,660	29,800	26,800	26,800	-
W of Florida's Turnpike	54,560	58,000	55,750	55,750	-
W of Florida Pkwy.	45,320	45,300	45,300	45,300	-
Total Average	33,864	35,020	33,590	33,730	-

Sources: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise, and Osceola County Engineering Dept.

*Note: Osceola Parkway AADT counts were not available for 2011

Consumption Statistics

Gasoline Consumption

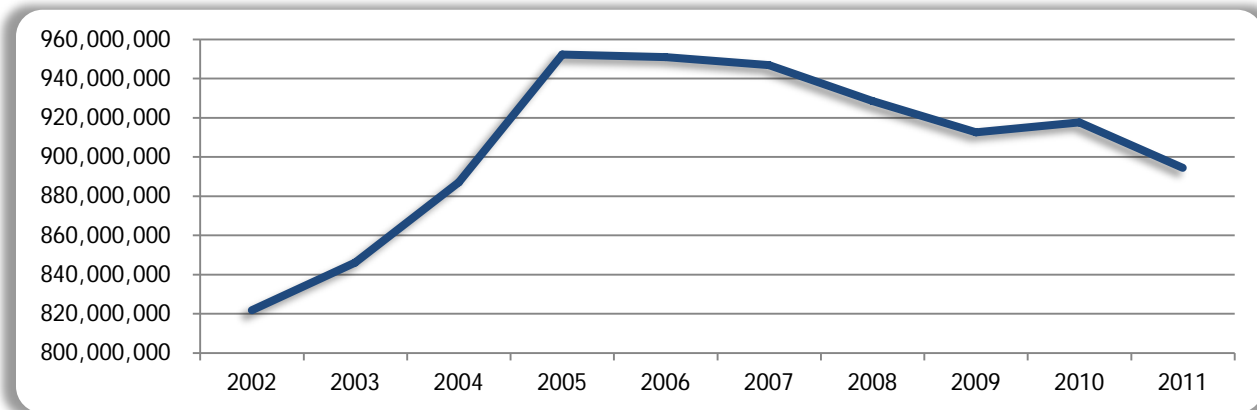
The amount of gasoline used also indicates changes in the number of vehicles and amount of travel in the Orlando Metropolitan Area. This chart illustrates the gallons of gasoline, in thousands, sold in Orange, Osceola and Seminole Counties, from 2007 through 2011:

Gasoline Consumption	2007	2008	2009	2010	2011
Orange County	584,868	576,320	563,027	563,873	552,913
Osceola County	163,480	155,874	158,769	158,721	155,595
Seminole County	198,396	196,184	190,695	192,945	185,810
Total	946,744	928,378	912,491	915,539	894,318

Source: Florida Department of Agriculture and Consumer Services, *Florida Motor Gasoline & Diesel Fuel Reports*

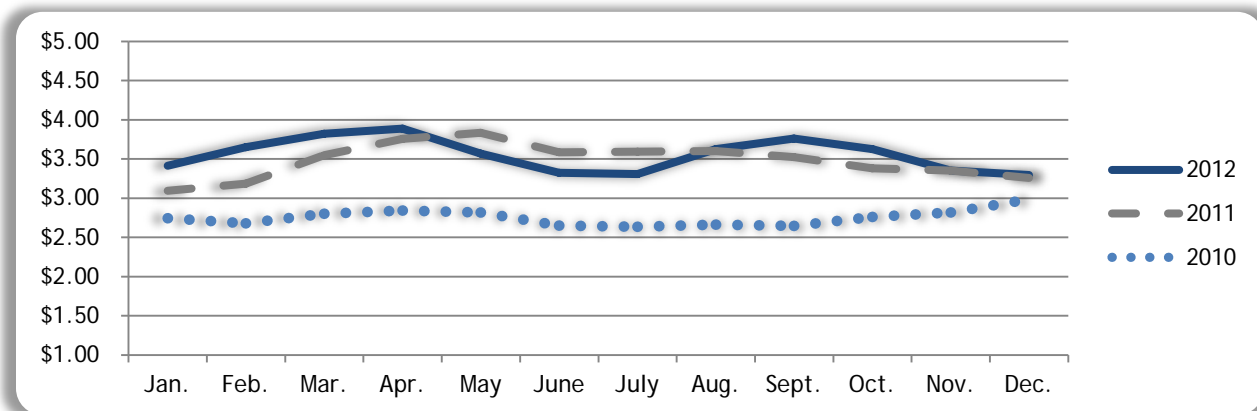
10-Year Historic Trend - Gasoline Consumption

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



Average Monthly Gasoline Price per Gallon

One factor that influences the amount of gasoline consumed is its price per gallon. Gas prices continued to fluctuate in 2012, peaking in April and September. By the end of the year, the average price of regular gasoline in Florida was \$3.55 per gallon. This chart reflects the average monthly price per gallon for regular unleaded gasoline from 2010 through 2012.



Source: U.S. Energy Information Administration, *Florida Regular Retail Prices Report*

Diesel Fuel Consumption

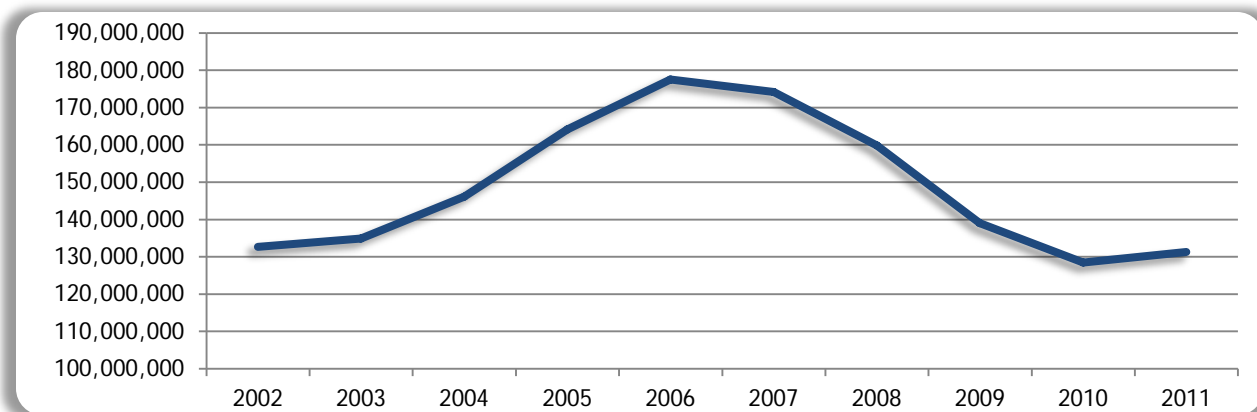
Diesel fuel powers most buses, trucks, trains and farm equipment, and its consumption is another indicator of changes in the number of commercial trucks in the Orlando Metropolitan Area. This chart illustrates the gallons of diesel fuel, in thousands, sold in the area's three counties, from 2007 through 2011. Due to the economic recession, diesel consumption saw a steep decline between 2008 and 2010. Nonetheless, 2011 saw an increase, indicating signs of improvement.

Diesel Fuel Consumption	2007	2008	2009	2010	2011
Orange County	121,678	113,229	100,812	103,524	105,333
Osceola County	25,985	22,819	18,425	11,061	13,768
Seminole County	26,427	23,704	19,688	13,798	15,093
Total	174,090	159,752	138,925	128,383	134,194

Source: Florida Department of Agriculture and Consumer Services, *Florida Motor Gasoline & Diesel Fuel Reports*

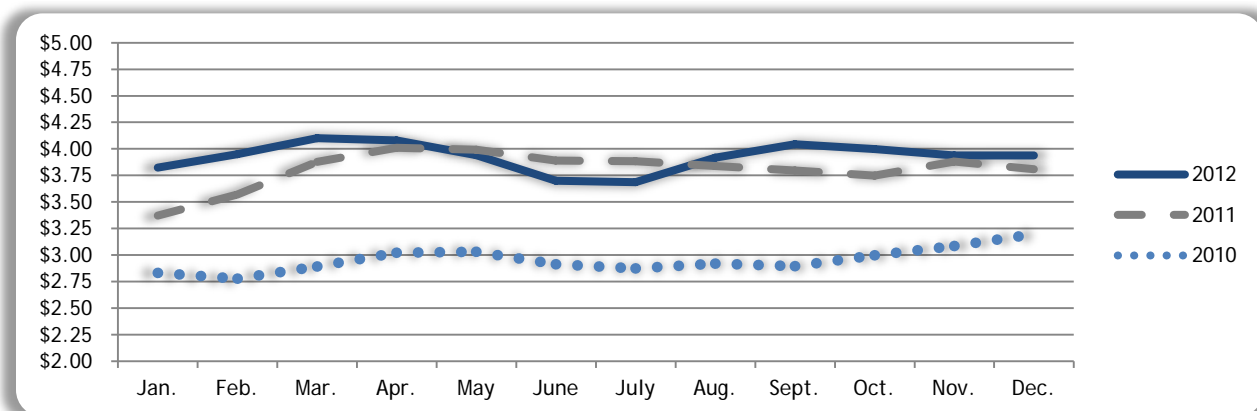
10-Year Historic Trend - Diesel Fuel Consumption

This line graph illustrates the trend over 10 years for the diesel fuel consumption totals in Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



Average Monthly Diesel Fuel Price per Gallon

By the end of 2012, the average price of diesel fuel in the lower Atlantic Region was \$3.92. As with gasoline prices, diesel prices peaked in March/April and September. This graph illustrates the average monthly price per gallon for diesel fuel from 2010 through 2012:



Source: U.S. Energy Information Administration, *Lower Atlantic Diesel Retail Prices Report*

Management and Operations Statistics

Congestion is an issue affecting U.S. cities of all sizes. Traffic congestion occurs when traffic delay is caused by the number of vehicles trying to use a road exceeds the design capacity of the traffic network. Congestion can have a wide range of negative effects on people and economy, including impacts on air quality (due to additional vehicle emissions), quality of life (due to time delays), and business activity (due to additional costs and reduced services). MetroPlan Orlando continues to emphasize transportation system management and operations (M&O) strategies as a cost-effective method to relieve traffic congestion.

M&O is an integrated transportation program that makes the most out of existing infrastructure by implementing systems, services, and projects designed to preserve capacity and improve safety and reliability. M&O tools include traffic light synchronization, variable speed limit signs, road rangers, and technology such as Intelligent Transportation Systems (ITS). The implementation of traffic management operations can give travelers accurate and timely information that can reduce congestion, increase quality of life, and enhance the local economy.

ITS technologies currently applied in the Orlando area include 104 surveillance cameras and 35 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 37 variable message signs and 123 cameras along SR 408, SR 417, and SR 429. These cameras and signs let the Florida Highway Patrol inform motorists of such things as travel times, accident locations and alternate routes. Also, several toll plazas along the 100-mile expressway system have been converted to “open road tolling” express lanes. Open road tolling allows drivers to bypass cash lane stops, because electronic monitors over the roadway record tolls as vehicles with E-PASS or SunPass transponders travel underneath.

The Automated Traveler Information Service (511) lets callers get up-to-the-minute information by simply saying aloud the area of the interstate about which they need information. This statewide service allows commuters to determine the best route to their respective destinations by providing real-time traffic information. This service, which started in Central Florida in 2002, has assisted more than 600,300 people in 2012 in the Orlando urban area. Over the years, FDOT has expanded the use of 511 to the public in a variety of formats: FL511.com, mobile.FL511.com, and My Florida 511 personalized services. In 2012, the FL511.com site had 794,989 users. The agency also has created two specialized Twitter accounts (@FL511_Central and @FL_511_I4) for Central Florida residents and visitors. In 2011 FDOT kicked outreach efforts into high gear by launching the 511 app for the iPhone, iPad, and iPod touch. Since its launch, the 511 application has been downloaded by 48,323 users.

This chapter reviews Orlando Metropolitan Area levels of congestion along with different M&O strategies implemented by cities, counties, and transportation authorities, aimed at making our transportation system run more effectively and efficiently.

System Performance



The Urban Mobility Report by the Texas Transportation Institute (TTI) analyzes traffic congestion on freeways and major streets on 101 urban areas around the country, including the Orlando Metropolitan Area. The 2012 Urban Mobility Report builds on previous years' reports with an improved methodology and expanded coverage of the nation's urban congestion problem and solutions. All the statistics have been recalculated with the new methodology to provide a consistent picture of the congestion challenge.

Although the Orlando area's congestion has leveled off since 2007, the study reported that 2011's annual delays, congestion costs, CO² congestion levels, truck commodity values, and truck congestion costs slightly increased over 2010. Congestion costs increased by \$15 per peak auto commuter, keeping the area as the 14th most congested in the nation.

<i>Annual Excess Fuel Consumed</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
per Peak Auto Commuter (gallons)	29	23	23	22	22
National Ranking	9	13	12	15	15

<i>Annual Delay</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
per Peak Auto Commuter (pers-hrs)	50	43	48	44	45
National Ranking	16	17	11	14	13

<i>Congestion Cost</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
per Peak Auto Commuter	\$ 1,037	\$ 931	\$ 1,016	\$ 969	\$ 984
National Ranking	15	18	13	14	14

<i>Excess CO² Due to Congestion</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
CO ² Per Auto Commuter (pounds)	591	480	80	443	450
National Ranking	9	11	11	13	13

<i>Truck Congestion Cost</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
in the millions	\$ 234	\$ 207	\$ 251	\$ 244	\$ 248

<i>Truck Commodity Value</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
in the millions	\$ 60,578	\$ 61,409	\$ 62,252	\$ 63,103	\$ 63,858

<i>Congested Travel</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Percent of peak VMT	80	79	81	72	74

<i>Congested System</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Percent of lane-miles	75	74	76	68	69

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 2011 (estimated at \$16.79 per hour of person travel and \$86.81 per hour of truck time) and excess fuel consumption and diesel estimated using state average cost per gallon. CO₂ per auto commuter during congestion: The extra CO₂ emitted at congested speeds rather than free-flow speed by private vehicle. Truck Commodity Value: Value of all commodities moved by truck estimated to be traveling in the urban area.

Computer-Coordinated Traffic Signals



Traffic flow along our streets has grown rapidly due to community growth and dependence on automobiles. Computer coordinated traffic signal systems can improve traffic flow by allowing optimum travel speeds, reducing delays, and requiring minimal stops. Signal coordination ranks as one of the most cost-effective and successful strategies to reduce congestion.

The percentages of area traffic signals that are computer-coordinated, from 2008 through 2012, are illustrated in the following tables:

<i>Orange County</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Total Traffic Signals	1,022	1,107	1,024	1,081	1,186
Computer Coordinated Signals	765*	862	807	957	844
% Total Traffic Signals	74%	75%	79%	89%	71%

<i>Osceola County</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Total Traffic Signals	150	164	172	171	177
Computer Coordinated Signals	40*	50	60	67	81
% Total Traffic Signals	26%	30%	35%	39%	46%

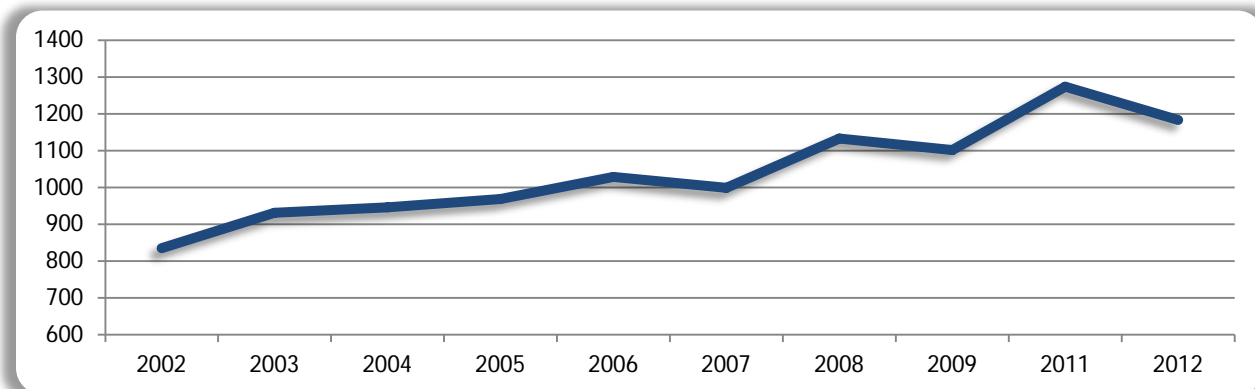
<i>Seminole County</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Total Traffic Signals	366*	374	368	375	371
Computer Coordinated Signals	193	220	234	249	257
% Total Traffic Signals	52%	59%	64%	66%	69%

<i>3-County Total</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Total Traffic Signals	1,538	1,645	1,564	1,627	1,734
Computer Coordinated Signals	998	1,132	1,101	1,273	1,182
% Total Traffic Signals	65%	69%	70%	78%	68%

Source: Local Government Engineering Department

10-Year Historic Trend - Computer-Coordinated Traffic Signals

This line graph shows 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



The Road Rangers service operates on I-4 and area toll roads with specially-equipped trucks to help stranded motorists and cut down traffic congestion from minor accidents and breakdowns. Trucks are equipped for minor car repairs, such as tire changes, fuel/fluid replacement, or belt and hose replacement. Other Road Ranger services include removing vehicles and debris from travel lanes, assisting with non-injury accidents, and communicating with law enforcement and emergency services.

In partnership with FDOT and MetroPlan Orlando, LYNX operates the Road Rangers service 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 with Florida's Turnpike Enterprise on 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.

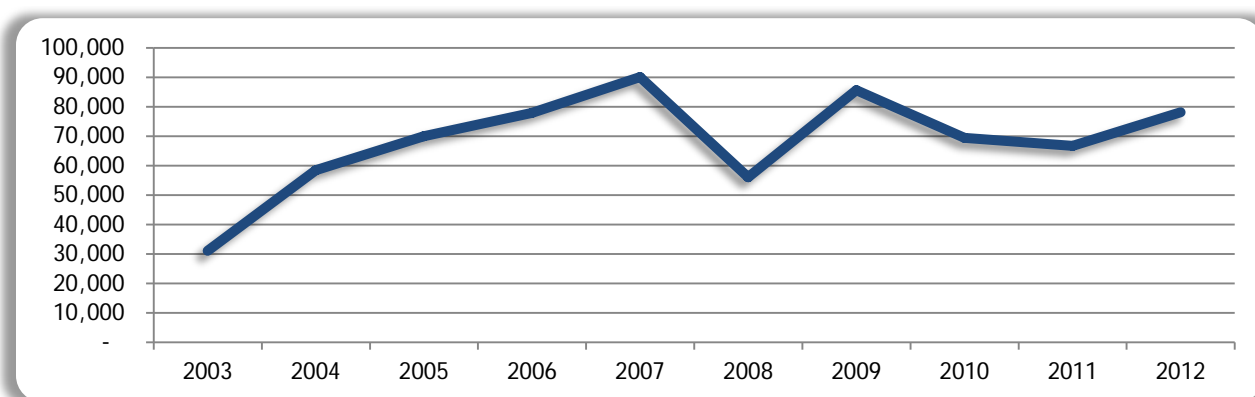
The number of Road Ranger service assists increased between 2008 and 2012. A decrease in the number of Road Ranger service assists that occurred in 2008 was primarily due to a major reduction in funding for the program by the Florida Legislature.

Road Ranger Program	2008	2009	2010	2011	2012
Number of Service Assists	55,910	85,588	69,303	66,593	77,968

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

10-Year Historic Trend - Road Ranger Service Assists

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



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

E-PASS/SunPass Transponders

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

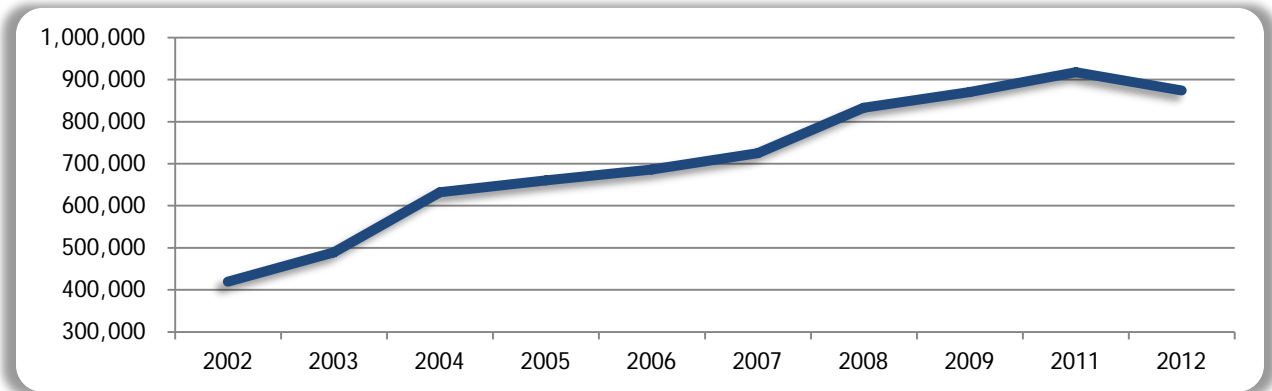
This table shows the number of E-PASS/SunPass transponders in use in the area from 2008 through 2012:

E-PASS / SunPass Transponders	2008	2009	2010	2011	2012
Number of Transponders	724,080	832,307	869,543	916,779	873,289

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

10-Year Historic Trend - E-Pass / SunPass Transponders

This 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

Red Light Camera Implementation and Enforcement



Red light cameras are being used for traffic enforcement in a growing number of communities. The cameras, which operate around the clock, capture images of drivers who disobey posted traffic control devices. Depending on the particular technology, a series of photographs and/or video images show the red light violator before 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 start of the red signal, vehicle speed, and license plate. Tickets are usually mailed to owners of violating vehicles, after a review of the evidence.

Before state legislation was passed on this issue, several municipalities in the Orlando Metropolitan Area adopted ordinances to enforce red light violations (on county and city roadways) under the code enforcement process. Actual fines varied among jurisdictions per the adopted ordinances.

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

Although the cameras are controversial, local cities are seeing positive effects. In Maitland, for example, the number of crashes at photo enforced intersections has dropped by 16 percent. The number of red light violations has decreased on average by 24 percent citywide since the technology has been in use. Ocoee has experienced similar results with a 24 percent reduction in crashes at photo enforced intersections.

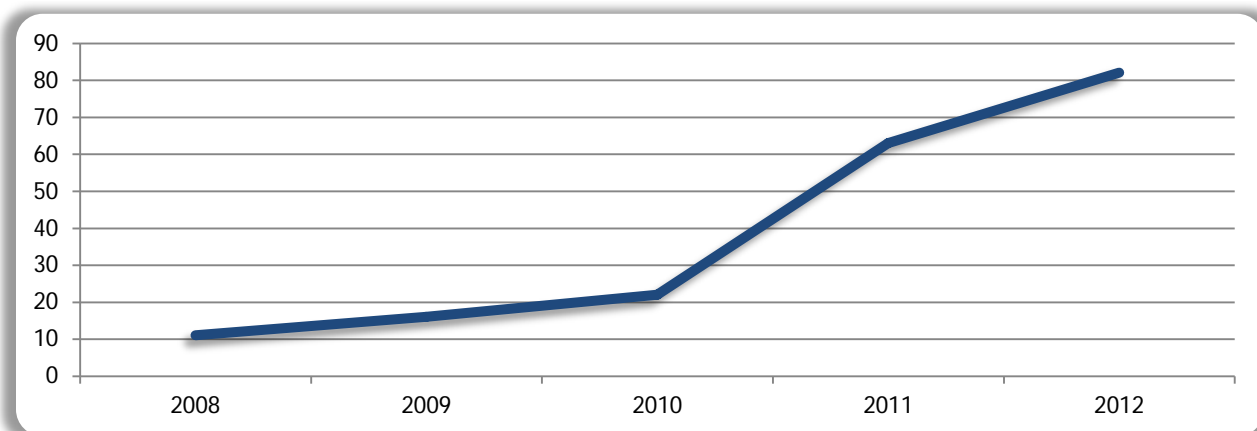
This table illustrates the growing trend for use of red light cameras by local governments from 2008 through 2012:

<i>Jurisdiction</i>	Total Number of Intersection Approaches Enforced				
	2008	2009	2010	2011	2012
City of Apopka	2	2	8	13	11
City of Ocoee	-	5	5	5	5
City of Orlando	7	7	7	22	23
City of Kissimmee					10
City of Maitland	-	-	-	9	12
City of Winter Park	-	-	-	2	11
City of Winter Springs	2	2	2	2	-
Unincorporated Orange County	-	-	-	10	10
Total	11	16	22	63	82

Source: Local Government Traffic Engineering and Police Departments

5-Year Historic Trend - Red Light Camera Enforcement

This line graph illustrates the 5-year red light camera trend for Orange, Osceola, and Seminole Counties - The Orlando Urban Area.



Source: Local Government Traffic Engineering and Police Departments

Health and Safety Statistics

A growing body of research links the way communities are built to the safety and health of residents. Land-use planning, including transportation decisions, directly and indirectly affects human health through a wide range of environmental, physical, and social factors. Although the positive effects of mobility on health are substantial; negative effects are also profound and costly. This chapter analyzes safety statistics of vehicles, motorcycles, pedestrians, and bicyclists along with the carbon dioxide (CO₂) caused by our transportation network.

Crash Count by Intersection



Repeated crashes at particular intersections may indicate where transportation safety improvements are needed. In 2009, MetroPlan Orlando developed an online crash database, using Geographic Information System (GIS) technology, to provide regional partners with accessible crash analysis and reporting tool in order to identify intersections with severe safety concerns.

This table shows the locations in the Orlando Metropolitan Area that had the highest crash counts in 2012.

<i>Intersection</i>	<i>County</i>	<i>Crash Count</i>	<i>Fatalities</i>	<i>Injuries</i>
E COLONIAL DR & ALAFAYA TRL N	ORANGE	104	0	34
N GOLDENROD RD & E COLONIAL DR	ORANGE	72	0	19
N SEMORAN BLVD & ALOMA AVE	ORANGE	71	0	17
ORANGE BLOSSOM TRL S & SAND LAKE RD	ORANGE	67	0	9
INTERNATIONAL DR & SAND LAKE RD W	ORANGE	65	0	14
E COLONIAL DR & ROUSE RD	ORANGE	65	0	29
E COLONIAL DR & WOODBURY RD	ORANGE	60	0	15
LEE RD & EDGEWATER DR	ORANGE	59	1	50
LAKE UNDERHILL RD & S GOLDENROD RD	ORANGE	59	0	23
TURKEY LAKE RD & SAND LAKE RD W	ORANGE	58	0	18
WORLD CENTER DR & S APOPKA VINELAND RD	ORANGE	58	0	14
S APOPKA VINELAND RD & HOTEL PLAZA BLVD	ORANGE	55	0	26
TAFT VINELAND RD & ORANGE BLOSSOM TRL S	ORANGE	53	0	8
HIAWASSEE RD N & SILVER STAR RD	ORANGE	52	1	25
GOLDENROD RD S & CURRY FORD RD	SEMINOLE	52	0	11
S KIRKMAN RD & CONROY RD	OSCEOLA	51	0	31
JOHN YOUNG PKY S & CENTRAL FLORIDA PKY	SEMINOLE	50	0	13
ORANGE BLOSSOM TRL S & W HOLDEN AVE	ORANGE	49	0	22
SILVER STAR RD & N PINE HILLS RD	ORANGE	48	0	20
GOLDENROD RD N & UNIVERSITY BLVD	ORANGE	48	0	15
W COLONIAL DR & N PINE HILLS RD	ORANGE	47	0	22
ALAFAYA TRL N & UNIVERSITY BLVD	ORANGE	45	0	10
HIAWASSEE RD N & W COLONIAL DR	ORANGE	44	0	13
SCARLET RD & SR-436	ORANGE	44	0	21

Source: MetroPlan Orlando's Web-Based Crash Database

Automobile Safety Statistics



Automobile crashes continue to trend upward in Central Florida. The area saw a 4.2% increase from 2011 to 2012. Osceola County saw the largest increase -- 12.2% -- and also experienced the largest increase in personal injuries with 21.4%. However, the metro area saw an overall 11.3% decrease from 2011 in fatalities. Seminole experienced a 128.6% decrease, while Osceola saw a 43.5% decrease. These charts show the total number of vehicular crashes, injuries and fatalities compiled by the Florida Department of Highway Safety and Motor Vehicles for each county.

<i>Vehicle Crashes</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	16,712	16,092	17,090	19,121	19,642
Osceola County	2,810	2,795	3,141	2,955	3,302
Seminole County	2,717	2,574	2,440	3,192	3,383
Total	22,239	21,461	22,671	25,268	26,327

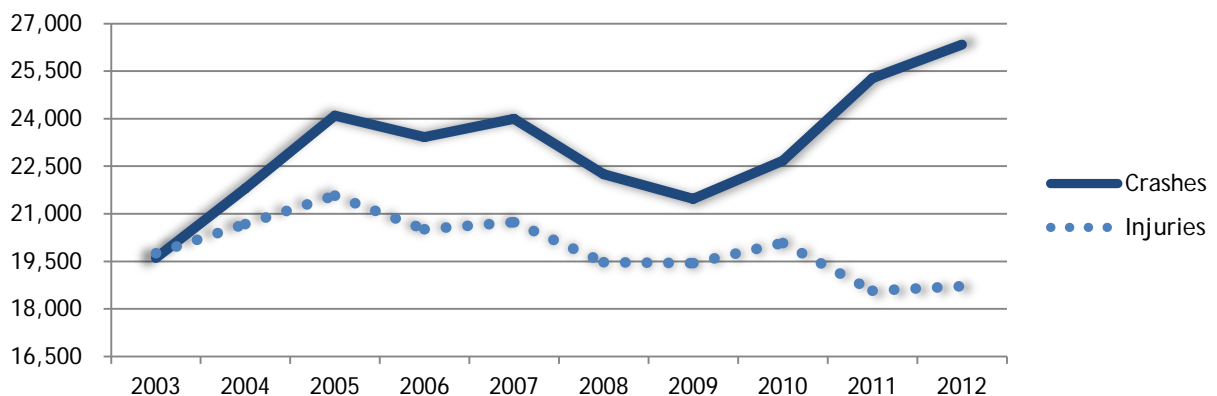
<i>Personal Injuries</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	14,395	14,272	14,898	13,824	13,414
Osceola County	2,664	2,634	2,933	2,388	2,898
Seminole County	2,407	2,532	2,237	2,353	2,398
Total	19,466	19,438	20,068	18,565	18,710

<i>Fatalities</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	170	142	130	130	145
Osceola County	55	50	34	46	22
Seminole County	42	23	32	48	24
Total	267	215	196	224	191

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

10-Year Historic Trend - Crash and Injury

This 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, *Florida Traffic Crash Statistics Report*

Motorcycle Safety Statistics



Florida's popularity with motorcycle enthusiasts makes motorcycle safety an important issue. The numbers of motorcycle injuries and fatalities continue to fluctuate. For both cases, injuries and fatalities, numbers declined, but spiked sharply in 2011 and leveled off somewhat in 2012.

These charts show the changes in the total number of motorcycle injuries and fatalities from 2008 through 2012.

<i>Motorcycle Injuries</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	538	493	429	513	449
Osceola County	125	98	85	112	103
Seminole County	137	126	96	121	121
Total	800	717	610	746	673

<i>Motorcycle Fatalities</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	28	25	19	33	35
Osceola County	11	10	3	7	6
Seminole County	4	9	5	10	3
Total	43	44	27	50	44

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

Pedestrian Safety Statistics



Pedestrian safety affects the entire community - drivers and walkers. Many injuries and fatalities occur as a result of intoxication or inattentiveness on the part of either the driver or the pedestrian. Pedestrian injuries continue to decrease steadily across all counties, with a 19.8 percent decrease from 2008 numbers. Fatalities continue to fluctuate, although 2012 totals are below 2008 totals.

These charts show the changes in the total number of pedestrian injuries and fatalities from 2008 through 2012.

<i>Pedestrian Injuries</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Orange County	569	523	509	448	460
Osceola County	86	112	115	79	68
Seminole County	112	99	76	98	83
Total	767	734	700	625	611

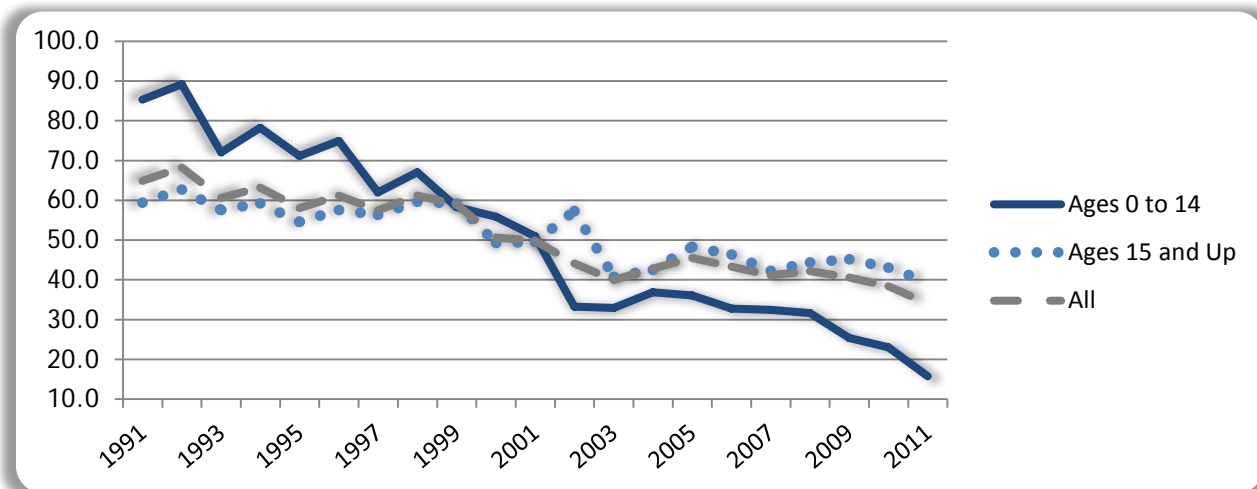
Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

<i>Pedestrian Fatalities</i>	2008	2009	2010	2011	2012
Orange County	28	32	43	30	37
Osceola County	10	5	3	14	2
Seminole County	8	5	11	14	3
Total	46	42	57	58	42

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

20-Year Historic Trend -Pedestrian Injuries

This 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

Bicyclist Safety Statistics

As the number of bicyclists using the transportation network continues to increase, so do the numbers of injuries and fatalities. Injuries have increased by 44.3 percent in the tri-county area, since 2008, with Orange County seeing the largest increase. Fatalities have fluctuated in the five-year span.

These charts show the changes in the total number of bicyclist injuries and fatalities from 2008 through 2012.

<i>Bicyclist Injuries</i>	2008	2009	2010	2011	2012
Orange County	280	284	295	347	413
Osceola County	41	27	54	43	51
Seminole County	62	78	64	96	89
Total	383	389	413	486	553

<i>Bicyclist Fatalities</i>	2008	2009	2010	2011	2012
Orange County	9	6	4	7	8
Osceola County	1	0	2	1	0
Seminole County	2	0	1	4	0
Total	12	6	7	12	8

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

Bikeways and Bicycle Level of Service



Most 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. 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.

These tables show the numbers of miles of existing on-roadway and off-roadway bikeway facilities from 2008 to 2012:

<i>On-Roadway Bicycling Facilities</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Number of Miles	441	449	462	465	480

<i>Shared-Use Pathways</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Number of Miles	74	80	80	84	102

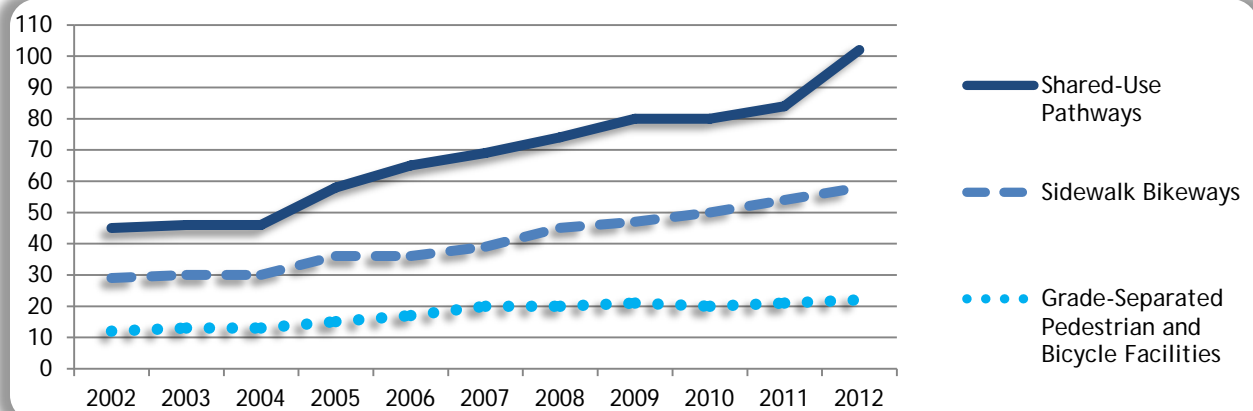
<i>Sidewalk Bikeways</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Number of Miles	45	47	50	54	58

<i>Grade-Separated Facilities</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Number of Miles	20	21	20	21	22

Source: MetroPlan Orlando: Bicycle and Pedestrian Program

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

This 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

Air Quality



Air pollution is associated with several health issues, including asthma, heart disease, and cancer. Ground-level ozone, for which motor vehicle emissions are a primary source, has been a cause for concern in the Orlando Metropolitan Area in recent years. 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 in attainment. Several ozone readings in the Orlando Metropolitan Area exceeded the standard during that three-year period. Since then, local cities and county have implemented policies and programs to help reduce CO₂ emissions. To prevent a nonattainment designation, such measures as flex time and telecommuting, vehicle maintenance, and alternate forms of transportation, are suggested as part of a public awareness campaign.

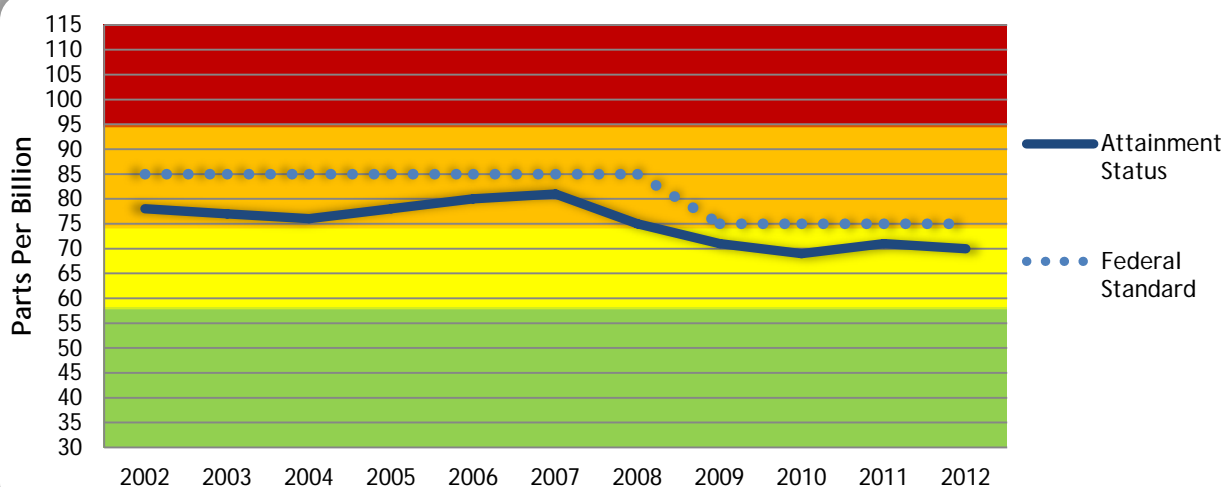
The line charts in **Appendix B** show the highest monthly eight-hour average ozone readings for 2012 at each of the four monitoring stations operated by the Florida Department of Environmental Protection in the Orlando Metropolitan Area. The following table shows the fourth-highest eight-hour average readings, shown in parts per billion, for the area from 2007 through 2012:

Ozone Monitoring	2008	2009	2010	2011	2012
Seminole State College	72	66	65	66	69
Winegard Elementary School	75	71	69	71	72
Lake Isle Estates	75	70	68	71	73
OCFD - Four Corners	72	69	67	66	66

Source: Florida Department of Environmental Protection

10-Year Historic Trend - Regional 3-Year Ozone Attainment Average Status

This graph illustrates the 10-year regional 3-year ozone attainment average status trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



Source: Florida Department of Environmental Protection

Note: Displayed in parts per billion (ppb)

Transit Statistics

LYNX Service



As the highways around Orlando become more congested and emphasis is placed on livable communities, alternate modes of transportation are becoming an increasingly important. The Central Florida Regional Transportation Authority, known as LYNX, is the region's transit provider, and most LYNX passengers depend on their services for such things as work, and shopping. As a result, LYNX is essential to the area's economy and quality of life. The transit services it provides include:

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

Ridership Statistics

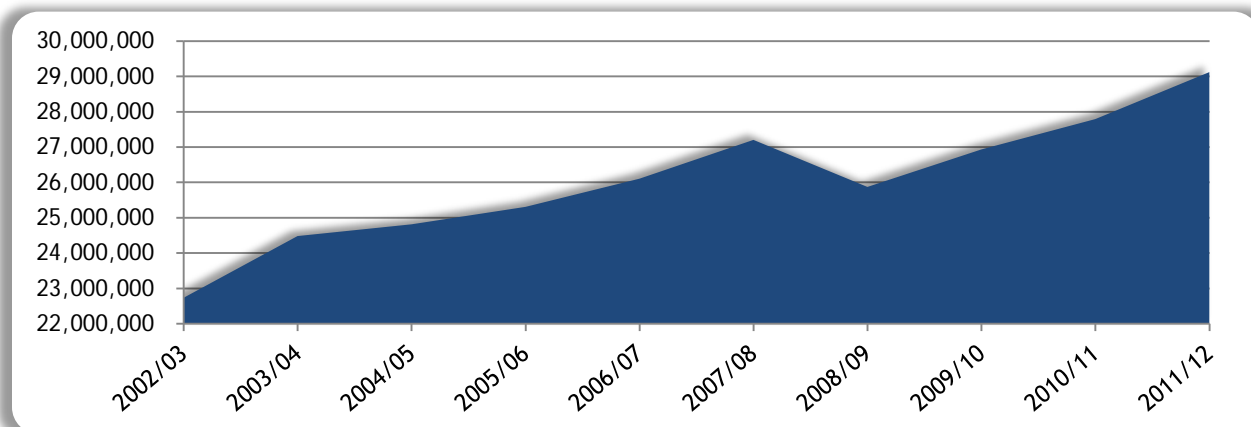
The number of unlinked passenger boardings on LYNX services from FY 2007/08 through 2011/12, as well as the vehicle miles traveled, is shown in these tables. More than 29 million passengers used LYNX's services in 2012, as ridership increased by 4.1% over 2011. In addition, 9 million more trips were taken in 2012 than in the same time period in 2011. The total ridership figures include the number of VOTRAN Express passengers traveling from Volusia County to downtown Orlando (Link 200).

<i>Fixed-Route Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	25,209,815	23,697,244	23,562,960	25,944,401	27,269,306
<i>LYMMO Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	1,170,237	1,257,154	1,180,712	1,014,521	913,623
<i>Special Shuttle Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	30,208	44,960	37,032	37,236	1,811
<i>ACCESS LYNX Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	609,005	686,514	626,985	676,913	712,823
<i>VanPlan Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	180,065	182,295	189,592	205,859	200,152
<i>Total LYNX Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	27,199,330	25,868,167	25,719,897	28,023,186	29,236,351

Source: Central Florida Regional Transportation Authority d.b.a. LYNX, *Annual Ridership Report*

10-Year Historic Trend - LYNX Total Ridership

This 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, *Facts at a Glance*

Available Vehicles

LYNX Vehicles	2007/08	2008/09	2009/10	2010/11	2011/12
Fixed Route Buses*	288	288	267	272	234
ACCESS LYNX Vehicles	176	197	181	202	216
VanPlan Vehicles	71	87	79	73	71

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

* Note: Includes LYMMO and Shuttle Vans

Transit Consumed

Unlinked Passenger Trips	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Unlinked Trips	26,427,067	23,747,795	24,780,704	26,996,158	29,250,069

Passenger Miles Traveled	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Miles	166,769,628	151,389,724	148,294,757	156,697,957	164,408,315

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

Transit Supplied

Vehicle Revenue Miles	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Miles	23,038,559	22,840,981	23,192,565	24,583,550	25,794,194

Vehicle Revenue Hours	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Hours	1,549,475	1,515,885	1,524,265	1,576,812	1,640,660

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

Bus Fleet Average Age	2007/08	2008/09	2009/10	2010/11	2011/12
Years	3.9	3.6	4.1	4.3	4

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

Carpool Matching Program



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 carpools. It also provides information on transit options, biking, walking, and telecommuting. Rethink's carpool service involves matching commuters who are interested in carpooling with others who live within three miles and work within one mile of them.

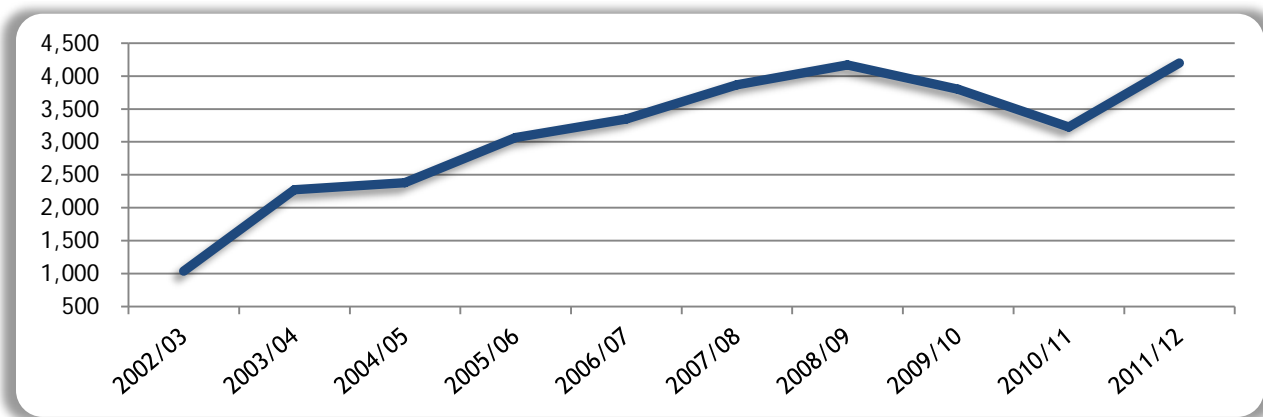
The number of persons participating in reThink's rideshare matching database from FY 2007/08 through 2011/12 is shown in this table:

<i>Rideshare Matching</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Participants	3,868	4,166	3,800	3,228	4,196

Source: reThink, Annual Report

10-Year Historic Trend - Rideshare Participants

This line graph illustrates the 10-year rideshare participant trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



Source: reThink, Annual Report

Vanpool Program



To help alleviate traffic congestion, LYNX operates the area's Vanpool Program, which allows people who live and work near one another and have similar schedules to commute together using a LYNX van. Program participants have a month-to-month lease which includes use of the van, insurance, maintenance, and 24-hour roadside assistance. The route, schedule, and pick-up/drop-off locations are determined by the driver in cooperation with other vanpool members.

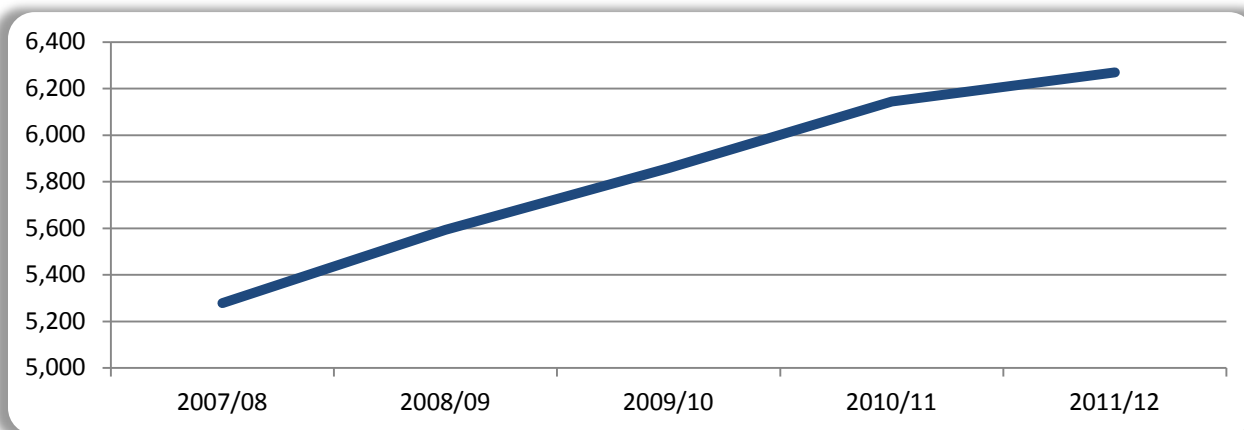
The number of persons participating in LYNX's Vanpool Program from FY 2007/08 through 2011/12 is shown in this table:

<i>Vanpool Program</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Participants	5,279	5,594	5,858	6,144	6,270

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

10-Year Historic Trend - Vanpool Participants

This line graph illustrates the 5-year vanpool matching participant trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



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

I-RIDE Service



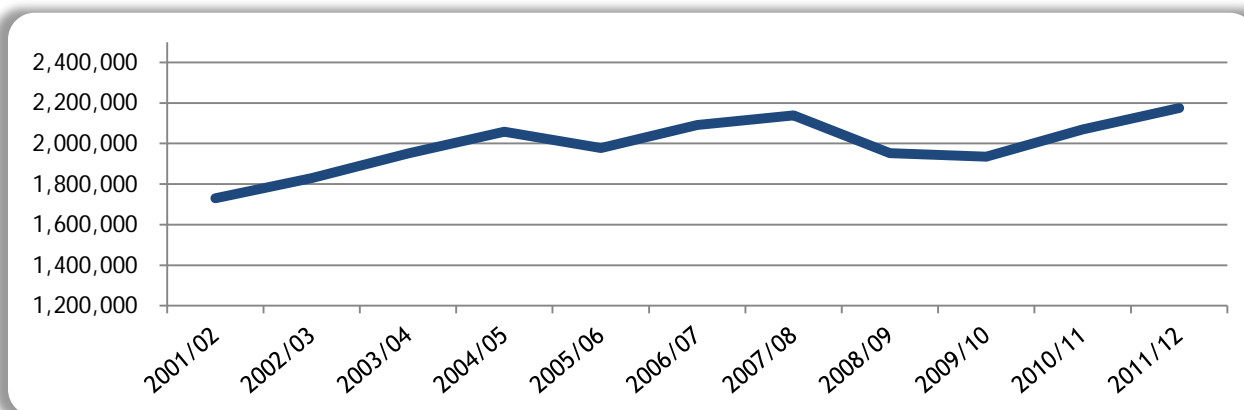
International Drive is the Orlando's visitor number one destination for shopping, dining, entertainment, and lodging. The 11.5-mile corridor holds more than 100 hotels, 550 retail stores, 200 restaurants, 20 attractions, 2 entertainment complexes and the Orange County Convention Center. Visitors can take advantage of all these amenities by using the I-RIDE Trolley service. The 11 I-RIDE trolleys run daily, every 20-30 minutes from 8:00 a.m. to 10:30 p.m. The total number of passengers boarding the I-RIDE system from FY 2007/08 through 2011/12 is shown in this following table:

<i>I-RIDE Trolley Ridership</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	2,138,199	1,951,730	1,935,177	2,069,918	2,175,252

Source: International Drive Master Transit and Improvement District, Ridership History Report

10-Year Historic Trend - I-RIDE Trolley Ridership

This line graph illustrates the 10-year I-RIDE Trolley ridership trend.



Source: International Drive Master Transit and Improvement District, Ridership History Report

Park-and-Ride Lots



There are five designated park-and-ride lots in the Orlando Metropolitan Area, all operated by the Florida Department of Transportation. Park and Ride lots offer central locations where commuters can park their cars and transfer to carpools, vanpools or transit.

The Orlando Metropolitan Area has five park and ride locations. The Econlockhatchee Park & Ride lot is the newest addition to this effort. The lot is in east Orange County, approximately 10 miles east of Downtown Orlando. It provides convenient access to the University of Central Florida and major

roadways, including SR 50, SR 408, and SR 417.

The following table shows the lot locations number of parking spaces, and the average number of occupied spaces during 2010 and 2011. (FDOT conducts weekday occupancy surveys of the park-and-ride lots on a quarterly basis.)

<i>Location</i>	<i># of Spaces</i>	<i>Average Spaces Occupied - 2011</i>	<i>Average Spaces Occupied - 2012</i>	<i>% Change</i>
Chuluota & SR50	92	40/92 (43%)	41/92 (47%)	4%
Dean Road & SR 50	43	5/43 (10%)	4/43 (10%)	0%
Econlockhatchee & SR50	41	n/a	1/41 (1%)	1%
Lake Lotus & Magnolia Homes	33	1/35 (2%)	1/33 (3%)	1%
Shady Lane & US192	111	9/117 (7%)	15/111 (13%)	4%

Source: Florida Department of Transportation, *Park and Ride Inventory Summary*

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 2007/08 through 2011/12, the number and percentage of students transported by bus, and the number of school buses on daily routes, are shown in these tables:

<i>Orange County</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
# Public School Students	175,302	175,363	172,989	179,400	183,562
# Students Riding Buses	66,993	72,000	72,000	72,666	68,463
% Total Students Riding Buses	38%	41%	42%	41%	37%
# Buses on Daily Routes	1,036	980	936	931	905

<i>Osceola County</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
# Public School Students	51,798	53,189	50,998	54,762	56,084
# Students Riding Buses	23,911	23,176	24,599	22,886	25,798
% Total Students Riding Buses	46%	44%	48%	42%	46%
# Buses on Daily Routes	306	300	300	333	330

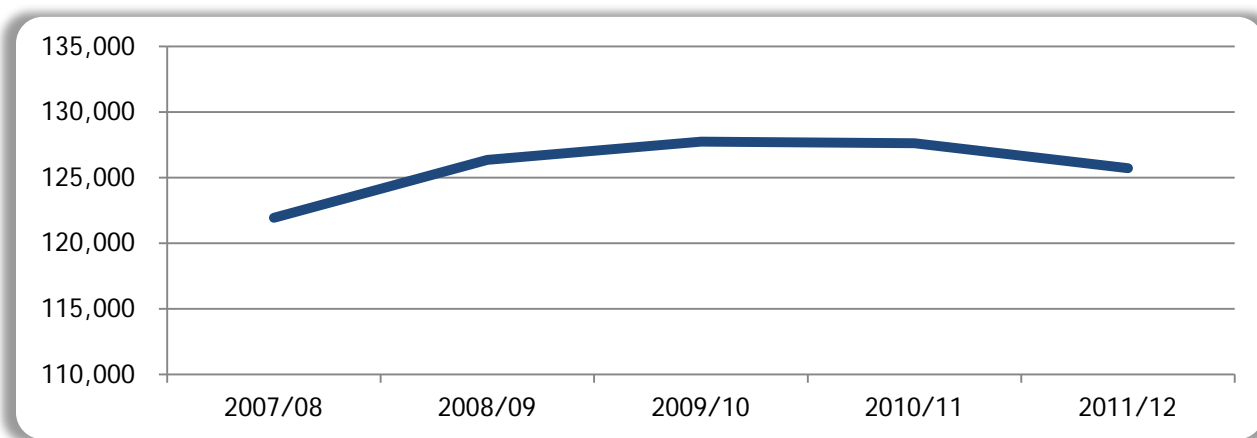
<i>Seminole County</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
# Public School Students	65,446	64,102	65,300	63,961	60,506
# Students Riding Buses	31,034	31,161	31,138	32,071	31,444
% Total Students Riding Buses	47%	49%	48%	50%	52%
# Buses on Daily Routes	403	386	382	379	379

<i>Total</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
# Public School Students	292,546	292,694	289,287	298,123	300,152
# Students Riding Buses	121,938	126,337	127,737	127,623	125,705
% Total Students Riding Buses	42%	43%	44%	43%	43%
# Buses on Daily Routes	1,745	1,666	1,618	1,643	1,614

Source: Orange, Osceola, and Seminole County Public Schools

5-Year Historic Trend - School Bus Ridership

This line graph illustrates the 5-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 to meet the transportation demands of its students. The program serves many student residential communities, providing transportation to and from the main campus. The campus destination points are 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 residences, saving them time and money. There is no per-trip cost to ride, and students get access to the core facilities on campus without having to deal with traffic and parking. The service offers 11 routes, servicing 17 off-campus residential communities and Central Florida Research Park. All shuttle buses are ADA compliant.

To help students, faculty, and staff get around campus, UCF Parking & Transportation Services provides an on-campus circulator 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 a day each class day during the fall and spring semesters; and 9 hours on every class day during the summer terms. For the fall and spring semesters, all four buses operate, while two buses run during the summer term.

The total number of passenger boardings on UCF's On/Off Campus Shuttles and the Black & Gold Circulator systems from FY 2007/08 through 2011/12 are shown in these tables.

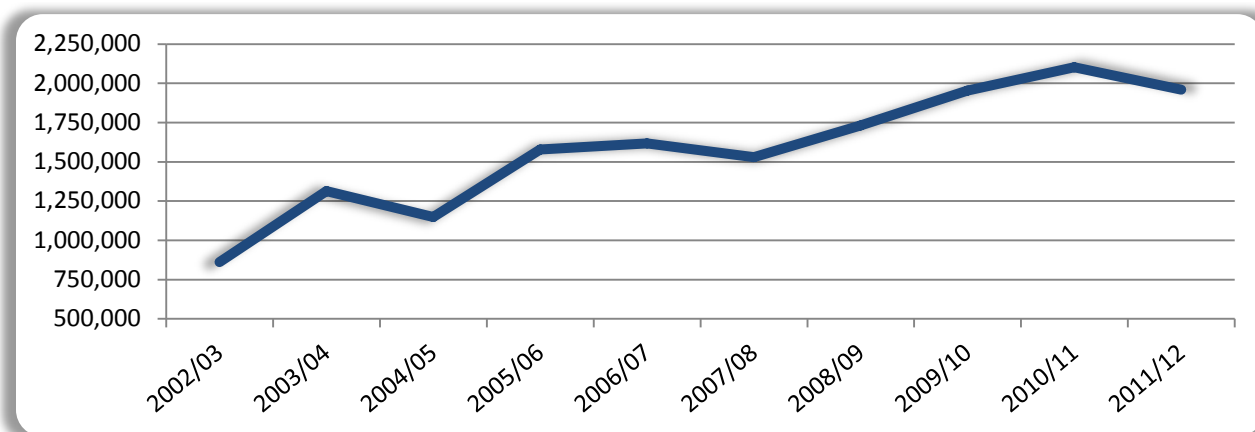
<i>Black & Gold Circulator</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	38,304	36,276	35,712	31,200	22,261

<i>On/Off Campus Shuttles</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Number of Passengers	1,528,004	1,728,443	1,951,855	2,100,000	1,958,212

Source: University of Central Florida Parking and Transportation Services

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

This 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

Aviation, Rail, and Seaport Statistics

One of the Orlando Metropolitan Area's strengths is its rich transportation network. With large numbers of tourists, business travelers, and residents around Orlando, the area's airports, railroads, and seaport are crucial to the local economy. This chapter looks at the growth of these modes of transportation in our metropolitan area.

Orlando International Airport (MCO)



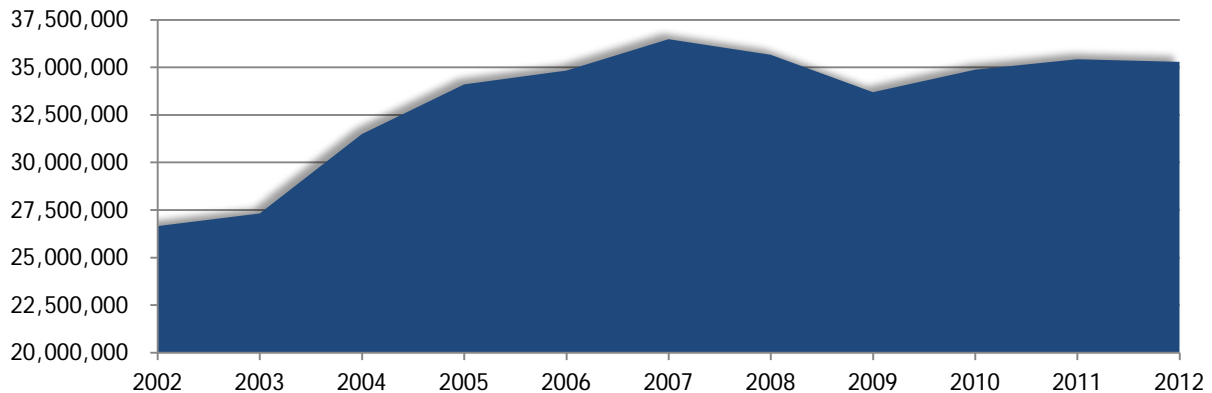
Because of Central Florida's active tourist market, Orlando International Airport is the second-busiest airport in Florida, after Miami International; the 13th-busiest in the United States, the 29th-busiest in the world by passenger traffic. These tables show passengers, tons of cargo, and aircraft operations at Orlando International Airport from 2008 to 2012:

<i>Orlando Int'l Airport</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Domestic Passengers	32,973,829	32,973,829	32,973,829	32,973,829	32,973,829
International Passengers	2,686,913	2,686,913	2,686,913	2,686,913	2,686,913
Total Passengers	35,660,742	35,660,742	35,660,742	35,660,742	35,660,742

Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

10-Year Historic Trend - Total Passengers

This graph illustrates the 10-year total passenger trend for Orlando International Airport.



Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

<i>Orlando Int'l Airport</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Tons of Cargo	178,501	155,535	172,001	187,091	172,957
Aircrafts Operations	334,780	300,431	307,784	309,884	301,102

Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

Orlando-Sanford International Airport (SFB)

The Orlando Sanford International Airport has grown rapidly in recent years. What began as a facility primarily for international chartered and scheduled air flight to and from Europe, has developed into an alternative to Orlando International for many metro residents. Sanford International handles international service, as well as flights to a growing number of U.S. cities. In 2012, 75 percent of its passenger counts came from domestic flights.

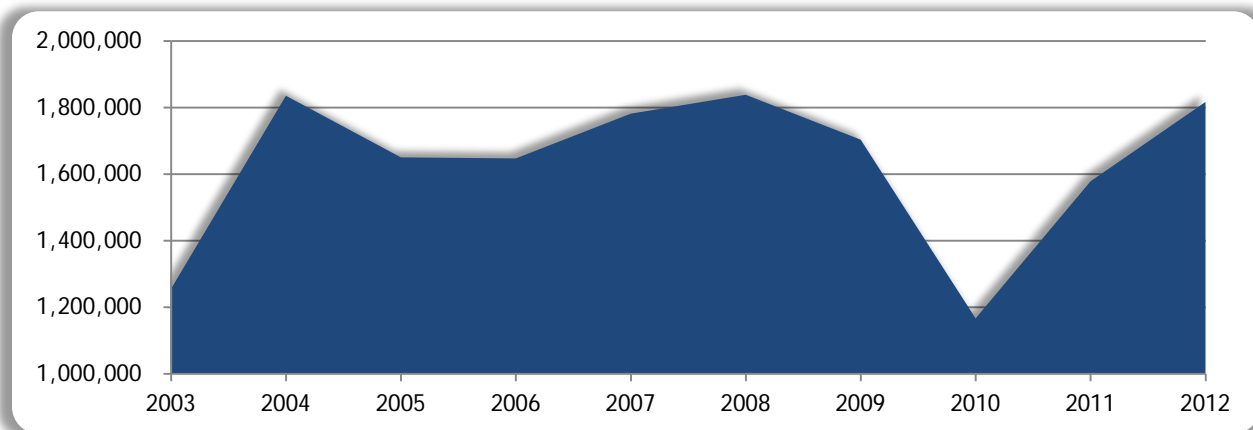
These tables show the number of passengers, tons of cargo, and aircraft operations at the Orlando Sanford International Airport from 2008 to 2012:

<i>Orlando-Sanford Int'l</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Domestic Passengers	1,071,666	1,071,667	1,071,668	1,071,669	1,071,670
International Passengers	765,581	765,582	765,583	765,584	765,585
Total Passengers	1,837,247	1,837,249	1,837,251	1,837,253	1,837,255

Source: Sanford Airport Authority, *Monthly Activity report*

10-Year Historic Trend - Total Passengers

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



Source: Sanford Airport Authority, *Monthly Activity report*

<i>Orlando-Sanford Int'l</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Tons of Cargo	5,370	2,215	3,555	3,022	3,179
Aircraft Operations	225011	219745	189675	218181	301072

Source: Sanford Airport Authority, *Monthly Activity report*

General Aviation

General aviation airports, which handle private and business air traffic, are also an important part of the area's aviation system and local economy. These include the Orlando Executive and Kissimmee Gateway Airports. These airports provide a convenient and efficient means of corporate travel transportation for Orlando businesses and surrounding areas

These tables show the number of operations that have occurred at these airports from 2008 through 2012:

<i>Orlando Executive</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Aircraft Operations	133,373	108,828	103,216	110,264	109,717

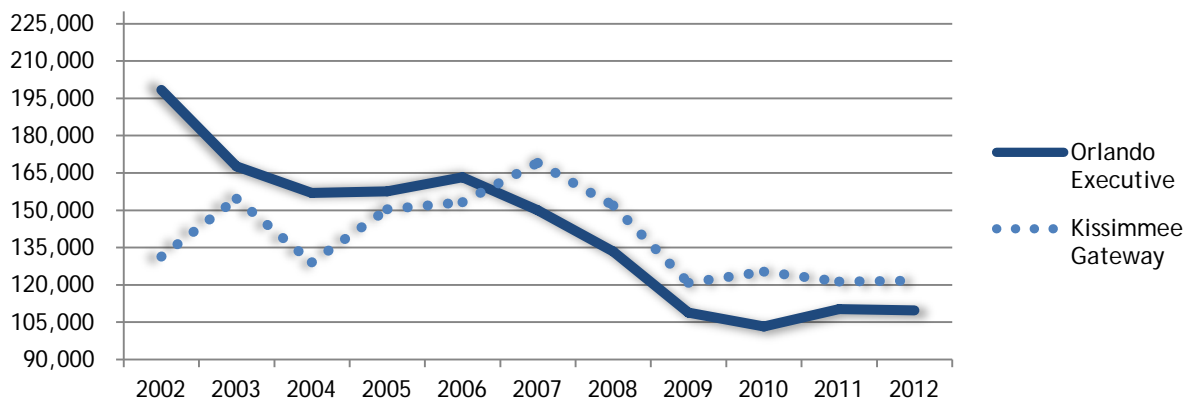
Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

<i>Kissimmee Gateway</i>	2008	2009	2010	2011	2012
Aircraft Operations	151,838	120,772	125,236	121,226	121,685

Source: Kissimmee Gateway Airport

10-Year Historic Trend - General Aviation Aircraft Operations

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



Passenger Rail Service



Central Florida's passenger rail service will change drastically in the next few years. With SunRail commencing service in the spring of 2014, rail services will have a major impact on Central Florida's transportation systems. The project is considered the first piece of a larger passenger rail network planned for the region.

Currently, passenger rail service in the Orlando Metropolitan Area is provided by Amtrak. There are Amtrak stations in Orlando, Winter Park, and Kissimmee, as well as the Auto Train service, which runs between Sanford and Washington, D.C. These tables show the numbers of rail passengers who used these stations from FY 2007/08 through FY 2011/12:

<i>Amtrak - Orlando</i>	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Passengers	147,491	145,775	159,533	179,124	172,502

Source: National Railroad Passenger Corporation d.b.a. Amtrak, *State of Florida Fact Sheet*

<i>Amtrak - Winter Park</i>	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Passengers	29,514	30,998	31,962	34,858	33,455

<i>Amtrak - Kissimmee</i>	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Passengers	38,495	41,054	43,163	47,823	48,521

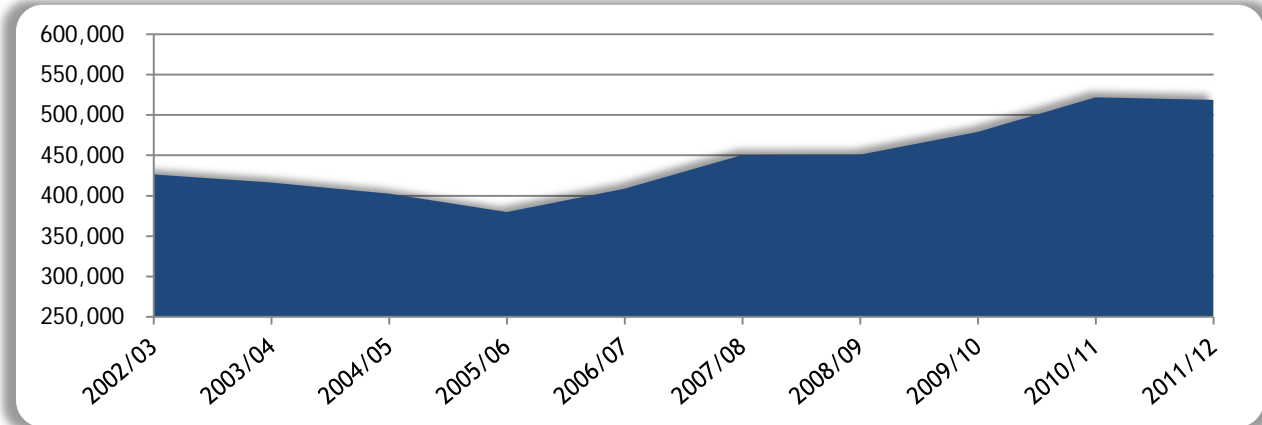
<i>AutoTrain - Sanford</i>	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Passengers	234,839	232,955	244,252	259,944	264,096

<i>Amtrak - Total Ridership</i>	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Passengers	450,339	450,732	478,910	521,749	518,574

Source: National Railroad Passenger Corporation d.b.a. Amtrak, *State of Florida Fact Sheet*

10-Year Historic Trend - Amtrak Ridership

This 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, *State of Florida Fact Sheet*

Port Canaveral Statistics

Port Canaveral is the second-busiest port in the world for multi-day cruises. Although the port is in Brevard County -- outside of the Orlando Metropolitan Area -- much of the cargo 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.

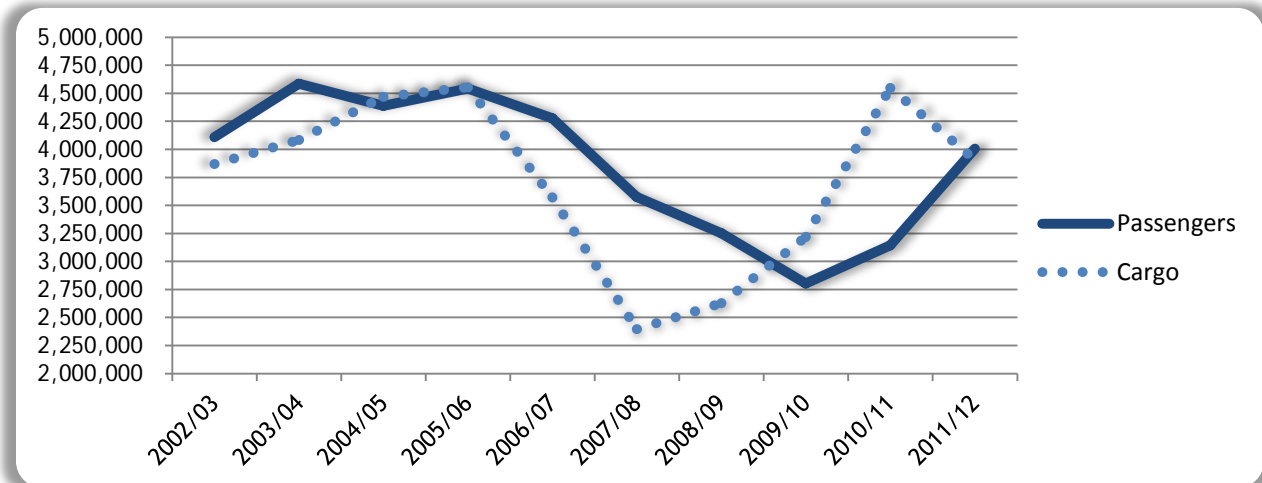
This port's freight and passenger statistics from FY 2006/07 through FY 2010/11 are shown in the following tables:

Port Canaveral	2007/08	2008/09	2009/10	2010/11	2011/12
Number of Passengers	3,573,960	3,250,775	2,802,951	3,144,668	4,004,283
Tons of Cargo	2395779	2626795	3218144	4547724	3904986

Source: Canaveral Port Authority

10-Year Historic Trend - Port Canaveral

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



Source: Canaveral Port Authority

Transportation Revenue and Funding Statistics

Federal, state and local funding sources allocate millions of dollars for transportation infrastructure improvements to provide our citizens with an efficient transportation system. These expenditures include right-of-way acquisition, routine maintenance, construction of new highways and widening of existing highways, as well as transit system improvements, such as purchasing transit vehicles, installing bus shelters and building transit centers. Numerous upgrades, such as terminal expansions and runway enhancements, also have been made to airports in the area. Bicycle and pedestrian facilities enhancements, such as trails and sidewalks, also have been constructed in the area. This chapter reviews the allocation of transportation funding for the past five years.

Rental Car Surcharge Revenues

Florida has a substantial rental car market, primarily because of its tourism industry. The State has enabled a \$2-per-day rental car surcharge; 80 percent of the proceeds are deposited in the State Transportation Trust Fund. Those proceeds are allocated to the DOT's work program for each department district. The amount allocated for each DOT district is based on the proceeds attributed to the counties within the district.

The tables below show Florida's rental car surcharge revenues collected in the area and state from FY 2007/08 through FY 2011/12. Revenue year 2011/12 showed clear signs of improvement with a 6.49% increase over 2010/11, approaching pre-economic recession revenue levels.

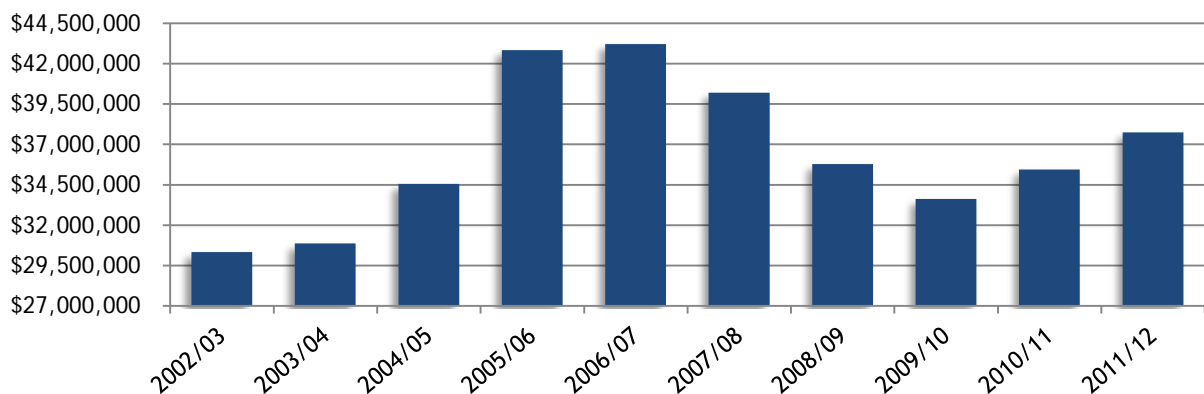
<i>Rental Car Surcharge</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$ 34,974,782	\$ 31,719,186	\$ 30,327,999	\$ 32,057,902	\$ 33,833,521
Osceola County	\$ 767,516	\$ 601,478	\$ 514,636	\$ 570,312	\$ 583,997
Seminole County	\$ 4,447,598	\$ 3,462,100	\$ 2,786,111	\$ 2,805,932	\$ 3,318,852
Three-County Total	\$ 40,189,896	\$ 35,782,764	\$ 33,628,746	\$ 35,434,146	\$ 37,736,370

<i>Rental Car Surcharge</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Statewide Total	\$152,765,088	\$130,843,464	\$127,265,142	\$137,755,882	\$149,934,098

Source: Florida Department of Revenue, *Miscellaneous Shared Taxes*

10-Year Historic Trend - State Rental Car Surcharge Revenues

This 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, *Miscellaneous Shared Taxes*

Local Option 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 on highway fuels. However, the introduction of fuel-efficient vehicles and the economic downturn have cut into fuel tax funds significantly. In the last five years, the Orlando Metropolitan Area has lost 8.2 percent of its fuel tax revenue.

These tables show the amount of fuel tax revenue collected in the area from FY 2007/08 through FY 2011/12.

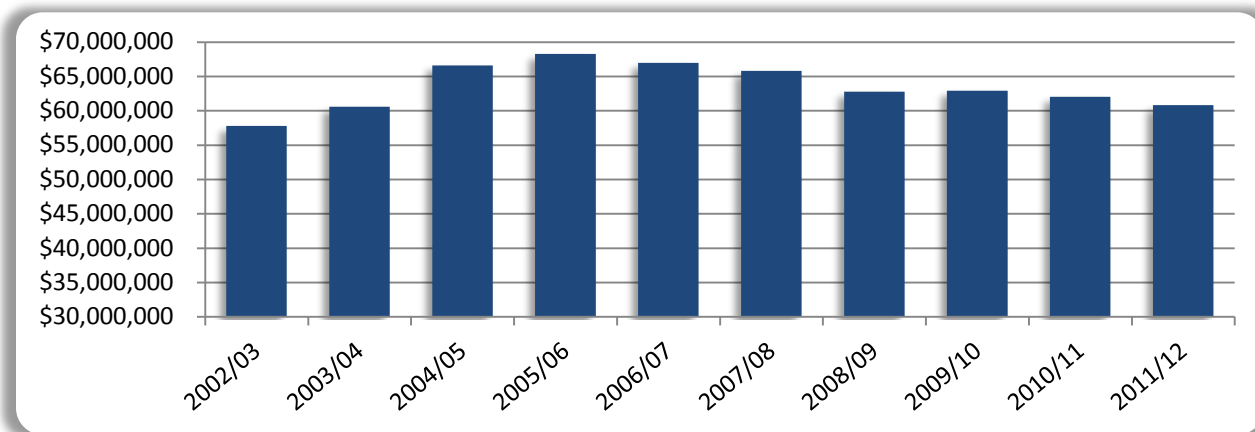
<i>Local Option Fuel Tax Collected</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$ 39,751,701	\$ 37,692,890	\$ 38,081,933	\$ 37,547,771	\$ 36,939,249
Osceola County	\$ 11,611,576	\$ 11,353,879	\$ 11,251,428	\$ 11,095,826	\$ 10,912,286
Seminole County	\$ 14,400,918	\$ 13,716,686	\$ 13,561,878	\$ 13,386,080	\$ 12,932,027
Three-County Total	\$ 65,764,195	\$ 62,763,455	\$ 62,895,239	\$ 62,029,677	\$ 60,783,562

Source: Florida Department of Revenue, Local Government Tax Distributions by County

Note: Local option collection data includes 9th cent diesel fuel tax levies.

10-Year Historic Trend - Local Option Fuel Tax Revenue

This 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, Local Government Tax Distributions by County

Toll Transactions and Revenues

Up until 2008, there was a steady increase in the annual number of toll transactions and the amount revenue collected on toll roads in the Orlando Metropolitan Area. Largely because of the economic recession and high local unemployment levels, toll transactions saw a decrease between 2009 and 2010. However, numbers are beginning to bounce back. Interestingly, revenues have continued to increase even through the recession.

In February 2009, the Orlando-Orange County Expressway Authority Board of Directors unanimously approved a 25-cent increase in the toll rate system-wide. In addition to the toll increase, the board adopted a toll rate indexing policy to keep up with demand and economic conditions.

These tables show the numbers of toll transactions and amounts of toll revenues collected in the area from FY 2007/08 through FY 2011/12:

<i>Toll Transactions</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
SR 408	138,932,000	131,280,000	126,829,000	128,035,000	128,001,000
SR 417	149,948,000	136,298,000	129,158,618	131,164,618	131,310,604
SR 429	31,537,000	30,028,000	30,259,655	31,264,655	32,305,879
SR 528	70,266,000	64,043,000	64,628,313	68,447,373	73,203,179
SR 414	-	632,000	5,292,000	6,608,000	7,432,000
Fla.'s Turnpike (SR 91)	44,205,000	41,126,000	42,329,099	42,023,000	43,308,812
Osceola Pkwy.	7,682,000	6,813,048	6,494,456	6,897,764	7,271,906
Total Transactions	442,570,000	410,220,048	404,991,141	414,440,410	422,833,380

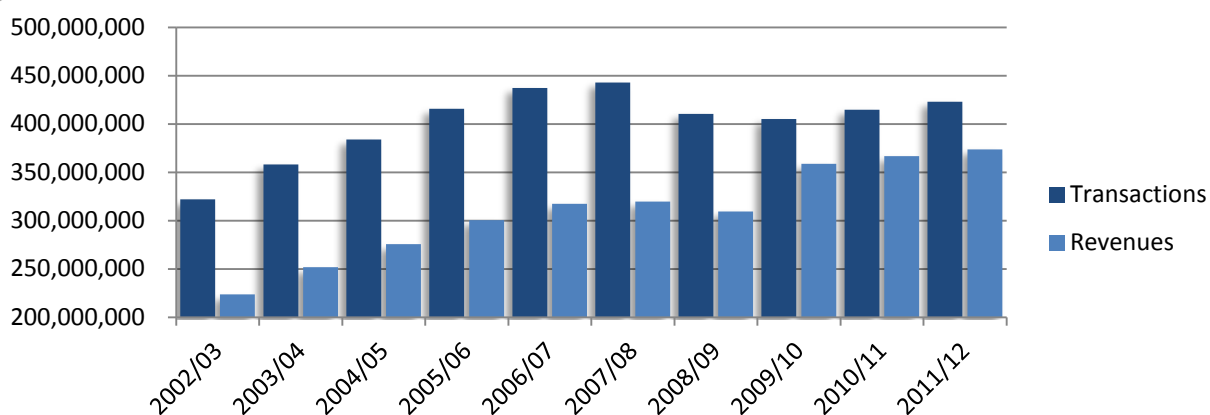
<i>Toll Revenues</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
SR 408	\$ 86,093,000	\$ 88,304,000	\$ 108,705,000	\$ 110,020,000	\$ 110,209,000
SR 417	\$ 108,523,000	\$ 109,759,000	\$ 103,790,000	\$ 114,587,793	\$ 117,537,859
SR 429	\$ 20,741,000	\$ 23,920,000	\$ 23,691,000	\$ 28,340,362	\$ 30,704,577
SR 528	\$ 56,403,000	\$ 56,209,000	\$ 52,566,000	\$ 61,120,599	\$ 65,083,823
SR 414	-	\$ 554,000	\$ 4,225,000	\$ 5,180,000	\$ 5,737,000
Fla.'s Turnpike (SR 91)	\$ 32,508,000	\$ 29,956,000	\$ 30,893,296	\$ 30,765,000	\$ 32,571,165
Osceola Pkwy.	\$ 11,021,000	\$ 10,445,716	\$ 10,698,909	\$ 11,263,662	\$ 11,688,542
Total Revenues	\$ 315,289,000	\$ 319,147,716	\$ 334,569,205	\$ 361,277,416	\$ 373,531,966

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

This 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

Transportation Project Funding

Total amounts of federal, state and local funds programmed for all phases and types of improvements from FY 2008/09 through FY 2011/12 are shown in the following tables. These improvements include everything from preliminary engineering to routine maintenance on highway, transit, aviation, bicycle and pedestrian projects.

Funding for transportation improvements does not necessarily increase every year; it fluctuates, depending on when allocations for various improvements are scheduled. Bicycle lanes and sidewalks often are components of highway projects. Such facilities are not reflected in the bicycle and pedestrian funding figures shown for Orange, Osceola and Seminole Counties; these represent stand-alone bikeway or pedestrian projects. This category of funding is a subset of -- rather than an addition to -- State Highway System, Off-State Highway System, and Off-State and Federal System funding.

<i>Interstate (I-4)</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2010/11</i>	<i>2011/12</i>
Three-County Total	\$106,195,000	\$ 44,071,000	\$ 56,652,000	\$ 56,652,000	\$ 79,566,000

<i>Turnpike and Other Toll</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Three-County Total	\$198,656,000	\$123,745,000	\$ 33,812,000	\$ 34,678,000	\$ 30,453,000

Note: Includes Turnpike Mainline and all other State allocated toll road related improvements.

<i>State Highway System</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$109,055,000	\$120,720,000	\$ 65,085,000	\$101,547,000	\$ 88,582,000
Osceola County	\$ 17,463,000	\$ 20,656,000	\$ 16,238,000	\$ 15,985,000	\$ 10,644,000
Seminole County	\$ 87,120,000	\$ 47,934,000	\$ 46,269,000	\$ 59,632,000	\$ 60,769,000
Three-County Total	\$213,638,000	\$189,310,000	\$127,592,000	\$177,164,000	\$159,995,000

<i>Off State Highway System</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$ 43,444,000	\$ 47,722,000	\$ 17,059,000	\$ 5,589,000	\$ 16,769,000
Osceola County	\$ 31,060,000	\$ 27,000	\$ 16,390,000	\$ 14,260,000	\$ 11,502,000
Seminole County	\$ 2,147,000	\$ 1,417,000	\$ 4,774,000	\$ 7,456,000	\$ 1,202,000
Three-County Total	\$ 76,651,000	\$ 49,166,000	\$ 38,223,000	\$ 27,305,000	\$ 29,473,000

<i>Off State & Fed. System</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$592,534,000	\$539,752,000	\$298,848,000	\$321,778,000	\$299,553,000
Osceola County	\$ 56,747,000	\$ 26,302,000	\$ 43,576,000	\$ 38,525,000	\$ 60,967,000
Seminole County	\$145,631,000	\$ 97,723,000	\$ 81,606,000	\$119,879,000	\$117,008,000
Three-County Total	\$650,660,000	\$566,745,000	\$342,470,000	\$366,643,000	\$477,528,000

<i>Non-System Specific</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$ 3,307,000	\$ 2,855,000	\$ 2,129,000	\$ 2,356,000	\$ 12,793,000
Osceola County	\$ 92,000	\$ 148,000	\$ 148,000	\$ 103,000	\$ 3,606,000
Seminole County	\$ 233,000	\$ 256,000	\$ 257,000	\$ 314,000	\$ 718,000
Three-County Total	\$ 3,632,000	\$ 3,259,000	\$ 2,534,000	\$ 2,773,000	\$ 17,117,000

<i>Total Highway & Roads</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Three-County Total	\$ 1,249,432,000	\$976,296,000	\$601,283,000	\$665,215,000	\$794,132,000

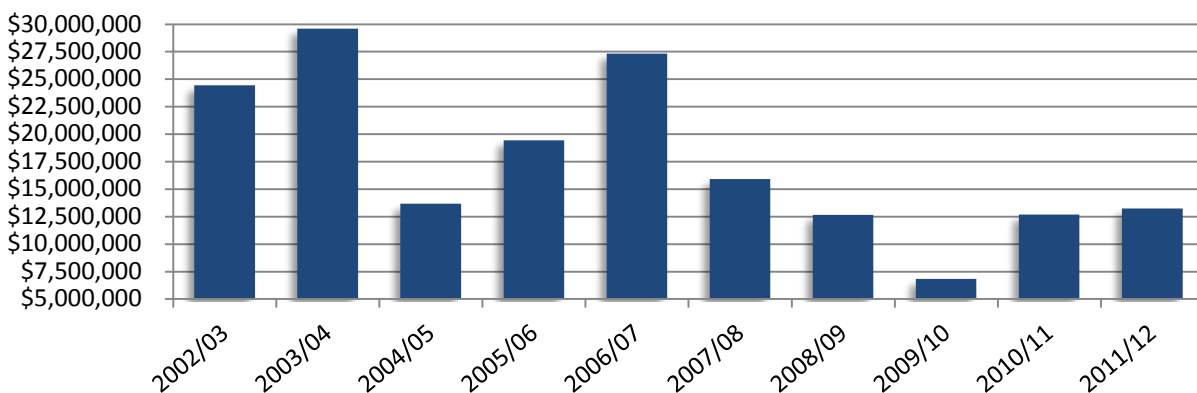
Source: Florida Department of Transportation (10-Year Gaming Report)

<i>Bicycle & Pedestrian Capital Funding</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Orange County	\$ 4,201,000	\$ 5,739,389	\$ 4,089,000	\$ 3,463,000	\$ 5,699,000
Osceola County	\$ 571,000	\$ 580,324	\$ 2,031,000	\$ 959,000	\$ 1,569,000
Seminole County	\$ 11,126,000	\$ 6,327,675	\$ 692,000	\$ 8,249,000	\$ 5,953,000
Three-County Total	\$ 15,898,000	\$ 12,647,388	\$ 6,812,000	\$ 12,671,000	\$ 13,221,000

Source: Metroplan Orlando, *Transportation Improvement Plan*

Bicycle & Pedestrian Capital Funding

This graph illustrates the 10-year bicycle and pedestrian capital funding trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area. Fluctuations in Bicycle and Pedestrian funding correspond to programming of large construction projects.



<i>Multi-Modal Facilities</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Three-County Total	\$ -	\$ 6,874,000	\$ 240,000	\$ -	\$ -

Source: Florida Department of Transportation (10-Year Gaming Report)

<i>Rail & Transit</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Three-County Total	\$119,468,000	\$159,750,000	\$191,249,000	\$136,509,000	\$104,653,000

Source: Florida Department of Transportation (10-Year Gaming Report)

<i>Trans. Disadvantaged</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
Three-County Total	\$ 2,946,000	\$ 3,062,000	\$ 2,873,000	\$ 3,025,000	\$ 3,096,000

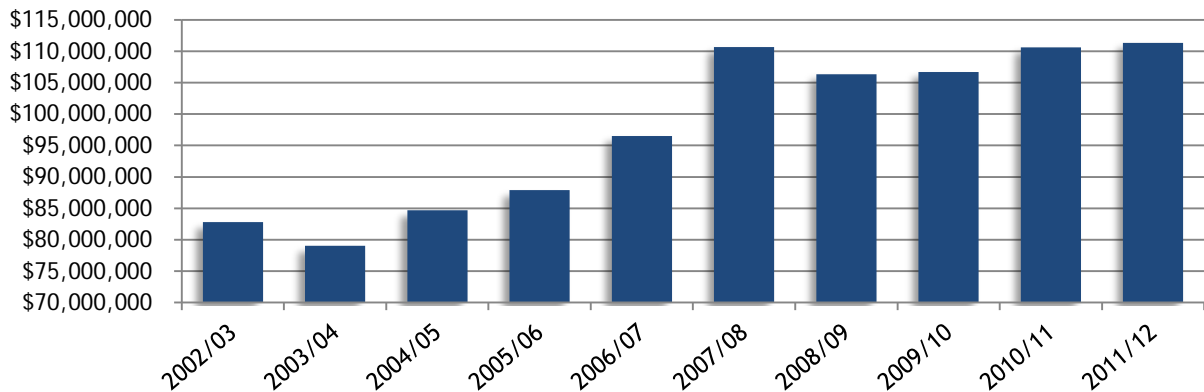
Source: Florida Department of Transportation (10-Year Gaming Report)

<i>LYNX O&M Funding</i>	<i>2007/08</i>	<i>2008/09</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>
O&M Funds Expended	\$110,661,538	\$106,326,085	\$106,681,747	\$110,614,030	\$111,323,268

Source: National Transit Database, Central Florida Regional Transportation Authority d.b.a. LYNX

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

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



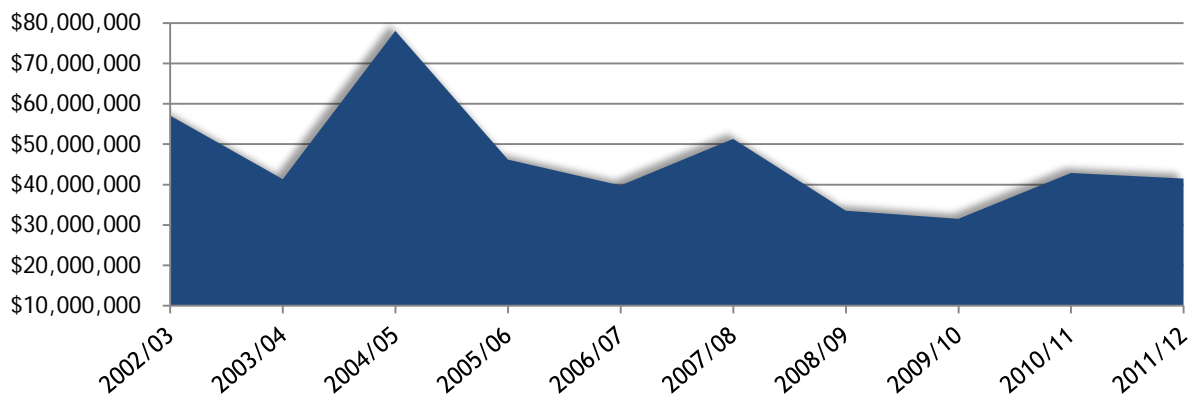
Source: Central Florida Regional Transportation Authority d.b.a. LYNX, Annual Report

Aviation	2007/08	2008/09	2009/10	2010/11	2011/12
Orange County	\$ 37,414,000	\$ 23,450,000	\$ 15,238,000	\$ 27,991,000	\$ 20,957,000
Osceola County	\$ 1,765,000	\$ 1,058,000	\$ 1,213,000	\$ 350,000	\$ 3,945,000
Seminole County	\$ 12,088,000	\$ 8,987,000	\$ 15,021,000	\$ 14,490,000	\$ 16,550,000
Three-County Total	\$ 51,267,000	\$ 33,495,000	\$ 31,472,000	\$ 42,831,000	\$ 41,452,000

Source: Florida Department of Transportation (10-Year Gaming Report)

10-Year Historic Trend - Aviation Funding

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

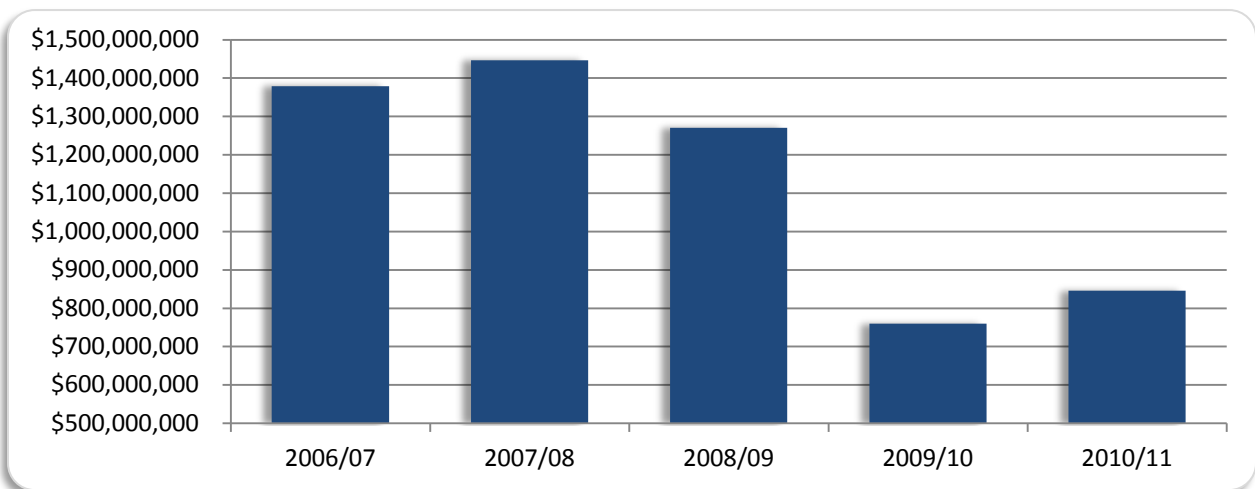


Grand Total: Funding by Mode	2007/08	2008/09	2009/10	2010/11	2011/12
Highway & Roads	\$ 1,232,365,000	\$ 1,038,420,000	\$ 588,702,000	\$ 665,215,000	\$ 794,132,000
Rail & Transit	\$ 162,696,000	\$ 191,252,062	\$ 139,382,000	\$ 137,407,000	\$ 104,653,000
Aviation	\$ 51,267,000	\$ 33,495,000	\$ 31,472,000	\$ 42,831,000	\$ 41,452,000
Multi-Modal	\$ -	\$ 6,874,000	\$ 240,000	\$ -	\$ -
Three-County Total	\$1,446,328,000	\$1,270,041,062	\$ 759,796,000	\$ 845,453,000	\$ 940,237,000

Source: Florida Department of Transportation (10-Year Gaming Report)

5-Year Historic Trend - Grand Total Transportation Funding

This graph illustrates the 5-year grand total transportation funding trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



APPENDIX A

2007 - 2011 TRAFFIC COUNTS

Appendix A

2007-2011 Traffic Counts

Introduction

This report contains 24-hour bi-directional traffic counts for various locations in Orange, Seminole, and Osceola Counties from 2006 through 2010. 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 500.

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. Here's how to reach these agencies for more information:

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	2007	2008	2009	2010	2011	Reporting Entity
006	Airport Blvd.	S of SR 46	0	0	12,230	12,662	13,730	Seminole
181	Americana Blvd.	E of John Young Parkway	14,442	19,944	19,139	13,417	16,614	Orange
148	Apopka-Vineland Rd.	S of Conroy Windermere Rd.	30,037	29,065	27,065	NC	NC	Orange
411	Apopka-Vineland Rd.	N of Sand Lake Rd.	27,281	29,589	26,201	NC	NC	Orange
7101	Apopka-Vineland Rd.	N of Silver Star Rd.	12,658	12,116	11,821	12,736	13,339	Orange
017	Bear Lake Rd.	S of SR 436	12,647	12,371	10,014	8,422	10,064	Seminole
392	Bennett Rd.	S of Maguire Blvd.	11,706	10,441	10,737	9,495	11,219	Orange
479	Boggy Creek Rd.	W of Boggy Creek Rd. E.	22,853	22,182	NC	22,700	NC	Osceola
206	Boggy Creek Rd.	N of Osceola Co. Line	21,774	20,530	21,440	NC	NC	Orange
456	Buenaventura Blvd.	S of Osceola Pkwy.	30,586	30,188	29,006	26,434	NC	Osceola
376	Bumby Ave.	N of Curry Ford Rd.	9,678	10,181	10,875	9,702	8,313	Orange
7097	Bumby Ave.	S of SR 50	21,335	21,521	21,004	20,672	NC	Orange
309	Carroll St.	W of John Young Pkwy.	15,287	15,811	16,141	16,265	NC	Osceola
345	Central Florida Pkwy.	W of International Dr.	22,696	22,004	22,315	21,263	22,111	Orange
034	Central Pkwy.	W of Palm Springs Dr.	23,899	22,321	22,743	20,052	21,124	Seminole
032	Central Pkwy.	E of Montgomery Rd.	20,732	NC	19,917	12,677	12,677	Seminole
64	Clarcona-Ocoee Rd.	E of Hiawassee Rd.	25,812	19,135	23,682	21,628	19,731	Orange
60	Clarcona-Ocoee Rd.	W of Pine Hills Rd.	25,348	24,347	23,620	23,758	22,465	Orange
337	Conroy-Windermere Rd.	E of Dr. Phillips Blvd.	41,075	43,640	34,479	NC	NC	Orange
6022	Conroy-Windermere Rd.	E of Kirkman Rd.	36,272	36,432	36,470	35,665	35,622	Orange
0030	Conway Rd.	N of Hoffner Rd.	33,500	32,500	30,500	30,500	28,500	FDOT / Orange
0076	Conway Rd.	S of Curry Ford Rd.	30,000	28,553	30,000	27,000	29,500	FDOT / Orange
0549	Conway Rd.	S of Lake Underhill Rd.	25,000	24,129	24,000	23,000	21,000	FDOT / Orange
6073	Corrine Dr.	E of Winter Park Rd.	21,897	20,535	30,378	17,182	20,723	Orange
041	Country Club Rd.	S of Lake Mary Blvd.	12,321	12,627	11,475	12,005	11,605	Seminole
054	County Road 419	E of Lockwood Rd.	41,896	31,923	31,752	30,127	30,287	Seminole
061	County Road 427	W of Bryant St.	18,684	18,057	18,299	17,893	17,570	Seminole
066	County Road 427	N of American Way	25,969	26,130	23,193	23,327	23,672	Seminole
5215	Crystal Lake Dr.	N of South St.	17,890	22,679	20,025	17,700	NC	Orange
416	Curry Ford Rd.	W of Dean Rd.	28,857	41,489	42,517	NC	NC	Orange
0492	Curry Ford Rd.	E of SR 436	37,000	37,000	32,000	35,000	34,500	FDOT / Orange
0491	Curry Ford Rd.	E of Conway Rd.	34,500	32,500	31,000	32,500	32,000	FDOT / Orange
491	Curry Ford Rd.	E of Bumby Ave.	15,145	18,176	16,635	15,982	15,713	Orange
222	Cypress Pkwy.	E of Marigold Ave.	28,334	50,832	22,958	48,424	NC	Osceola
276	Dean Rd.	S of Lake Underhill Rd.	18,599	17,776	18,526	NC	NC	Orange
258	Dean Rd.	N of SR 50	24,587	25,488	24,994	24,897	22,984	Orange
074	Dean Rd.	S of SR 426	17,302	16,102	13,957	17,454	17,281	Seminole
084	Dodd Rd.	S of Red Bug Lake Rd.	12,419	11,970	12,018	11,992	12,005	Seminole
086	Dog Track Rd.	W of US 17/92	21,419	19,267	14,368	18,443	16,300	Seminole
087	Douglas Rd.	S of SR 434	13,288	13,747	11,820	12,330	13,696	Seminole
089	Douglas Rd.	N of SR 436	21,087	19,226	14,439	16,052	18,277	Seminole

Station ID #	Road Name	Location	2007	2008	2009	2010	2010	Reporting Entity
5211	Edgewater Dr.	N of Fairbanks Ave.	26,500	23,500	24,500	23,000	23,000	FDOT / Orange
5218	Edgewater Dr.	N of Lee Rd.	35,000	32,000	32,500	31,500	31,000	FDOT / Orange
5177	Edgewater Dr.	N of Maury Rd.	23,760	21,551	22,947	21,246	21,707	Orange
46	Edgewater Dr.	W of Clarcona-Ocoee Rd.	11,174	10,391	9,372	NC	NC	Orange
7056	Edgewater Dr.	W of Forest City Rd.	27,860	35,648	38,421	NC	NC	Orange
5072	Fairbanks Ave.	W of Orange Ave.	25,500	23,000	11,600	23,500	25,000	FDOT / Orange
0435	Fairbanks Ave.	W of US 17/92	33,000	33,000	33,000	31,000	34,500	FDOT / Orange
112	Fernwood Blvd.	E of US 17/92	7,701	7,264	6,412	5,831	5,311	Seminole
44	Forest City Rd.	N of Edgewater Dr.	21,737	21,969	20,015	NC	NC	Orange
42	Forest City Rd.	S of Seminole Co. Line	25,177	27,131	24,573	NC	NC	Orange
235	Forsyth Rd.	S of Aloma Ave.	15,564	14,958	15,136	14,740	14,740	Orange
278	Goldenrod Rd.	N of East-West Expy.	41,665	37,865	36,948	NC	NC	Orange
0031	Goldenrod Rd.	N of Narcoossee Rd.	10,800	10,700	10,500	10,600	8,800	FDOT / Orange
0577	Goldenrod Rd.	N of Curry Ford Rd.	44,000	40,500	42,000	37,500	39,000	FDOT / Orange
0036	Goldenrod Rd.	N of SR 50	31,500	30,000	27,500	29,000	33,000	FDOT / Orange
0590	Goldenrod Rd.	N of University Blvd.	23,000	21,500	21,500	24,000	23,000	FDOT / Orange
1066	Good Homes Rd.	S of SR 50	25,165	23,598	21,482	20,874	20,717	Orange
242	Hall Rd.	N of University Blvd.	17,600	17,280	16,954	NC	NC	Orange
95	Hiawassee Rd.	N of SR 50	35,092	33,300	31,982	30,458	30,458	Orange
149.5	Hiawassee Rd.	N of Conroy Rd.	29,523	33,951	31,963	NC	NC	Orange
1029	Hiawassee Rd.	S of Old Winter Garden Rd.	36,402	37,514	36,414	NC	35,285	Orange
94	Hiawassee Rd.	S of Silver Star Rd.	35,684	34,327	34,420	NC	NC	Orange
0326	Hoffner Ave.	NW of Goldenrod Rd.	16,400	15,400	1,700	17,300	17,400	FDOT / Orange
0522	Hoffner Ave.	W of SR 436	22,000	21,500	20,500	20,300	21,000	FDOT / Orange
124	Howell Branch Rd.	E of Orange Co. Line	31,548	27,653	23,116	NC	29,258	Seminole
125	Howell Branch Rd.	W of SR 436	30,563	24,586	21,876	NC	28,457	Seminole
132	Hunt Club Blvd.	N of Sand Lake Rd.	15,927	13,977	14,432	9,520	12,713	Seminole
1048	International Dr.	E of Kirkman Rd.	21,544	24,792	16,685	NC	NC	Orange
425	International Dr.	S of Sand Lake Rd.	29,729	25,147	24,112	NC	NC	Orange
1069	International Dr.	N of SR 417	22,224	22,048	15,852	17,576	17,078	Orange
347	International Dr.	E of SR 535	13,676	31,184	30,412	NC	NC	Orange
71	International Dr.	S of Beachline Expy.	20,676	20,439	19,735	NC	NC	Orange
364	Kaley Ave.	E of Orange Ave.	10,829	9,748	9,856	10,145	9,841	Orange
6085	Kaley Ave.	E of I-4	21,563	21,805	21,245	20,978	18,874	Orange
434	Kennedy Blvd.	W of Lake Destiny Rd.	15,522	19,996	19,633	13,889	13,642	Orange
135	Lake Emma Rd.	S of Lake Mary Blvd.	34,416	31,814	29,654	28,518	28,988	Seminole
142	Lake Howell Rd.	N of Howell Branch Rd.	15,261	14,906	11,120	13,164	13,937	Seminole
148	Lake Mary Blvd.	E of Lake Emma Rd.	50,764	55,340	49,436	43,055	56,294	Seminole
266	Lake Underhill Rd.	W of Alafaya Tr.	27,619	29,423	35,847	29,410	30,134	Orange
277	Lake Underhill Rd.	E of Dean Rd.	26,169	24,749	26,199	NC	NC	Orange
280	Lake Underhill Rd.	E of Goldenrod Rd.	20,794	23,297	24,438	23,587	22,238	Orange
388	Lake Underhill Rd.	E of SR 436	24,090	19,467	19,809	NC	NC	Orange
419	Landstar Blvd.	N of Osceola Co. Line	27,554	26,710	25,383	22,443	25,602	Orange
6040	L.B. McLeod Rd.	E of Kirkman Rd.	22,359	21,771	20,474	NC	NC	Orange
0503	Lee Rd.	W of I-4	45,000	51,500	39,500	50,000	42,000	FDOT / Orange

Station ID #	Road Name	Location	2007	2008	2009	2010	2010	Reporting Entity
0638	Lee Rd.	E of Orange Blossom Tr.	39,000	36,000	38,000	35,500	36,000	FDOT / Orange
0519	Lee Rd.	W of US 17/92	40,000	37,500	36,000	36,000	34,000	FDOT / Orange
391	Maguire Blvd.	W of Bennett Rd.	13,642	14,007	14,073	14,456	14,344	Orange
6080	Maguire Blvd.	S of SR 50	17,513	19,738	18,876	20,337	20,756	Orange
7074	Maguire Rd.	S of Gotha Rd.	11,163	10,479	10,486	10,098	11,404	Orange
6063	Maitland Ave.	N of Maitland Blvd.	24,979	23,174	23,098	24,533	23,873	Orange
0591	Maitland Blvd.	W of I-4	87,500	73,500	79,500	72,000	81,500	FDOT / Orange
0643	Maitland Blvd.	E of Forest City Rd.	48,000	43,500	43,000	48,000	49,500	FDOT / Orange
0579	Maitland Blvd.	W of US 17/92	25,500	32,000	30,500	27,000	26,000	FDOT / Orange
0578	Maitland Blvd.	W of Maitland Ave.	54,500	51,000	54,000	54,000	53,500	FDOT / Orange
88	Mercy Dr.	S of Silver Star Rd.	5,460	5,082	11,746	7,203	12,185	Orange
366	Michigan Ave.	W of Bumby Ave.	32,355	32,604	26,008	25,300	25,721	Orange
190	Michigan Ave.	W of Orange Ave.	37,310	36,549	34,960	NC	NC	Orange
0437	Mills Ave.	S of Orange Ave.	27,500	26,000	24,500	26,000	25,000	FDOT / Orange
5051	Mills Ave.	N of SR 50	28,000	27,500	25,500	27,500	27,500	FDOT / Orange
181	Mitchell Hammock Rd.	E of SR 426	37,353	38,519	38,742	38,734	36,904	Seminole
186	Montgomery Rd.	N of SR 436	18,488	17,972	17,758	9,640	17,330	Seminole
289	Narcoossee Rd.	S of Goldenrod Rd.	17,976	18,256	18,586	NC	NC	Orange
6031	Oak Ridge Rd.	W of John Young Pkwy.	25,772	31,402	30,582	29,832	23,335	Orange
100	Old Winter Garden Rd.	W of Kirkman Rd.	24,626	24,491	26,773	NC	NC	Orange
0655	Orange Blossom Tr.	N of Osceola Co. Line	28,000	31,000	32,000	33,000	34,500	FDOT / Orange
0656	Orange Blossom Tr.	S of Hunters Creek Blvd.	32,500	36,000	34,500	38,000	39,000	FDOT / Orange
0657	Orange Blossom Tr.	N of Wetherbee Rd.	48,500	53,000	51,000	52,500	50,500	FDOT / Orange
6018	Orange Blossom Tr.	S of Central Florida Pkwy.	43,879	42,930	44,897	NC	NC	Orange
0558	Orange Blossom Tr.	S of Taft-Vineland Rd.	45,500	45,000	43,000	47,000	44,000	FDOT / Orange
0123	Orange Blossom Tr.	N of Beachline Expy.	71,500	75,000	70,000	71,000	61,000	FDOT / Orange
0511	Orange Blossom Tr.	N of Sand Lake Rd.	58,500	53,000	53,000	50,000	53,500	FDOT / Orange
5004	Orange Blossom Tr.	S of Old Winter Garden Rd.	35,500	33,000	29,500	32,500	26,500	FDOT / Orange
186	Orange Blossom Tr.	S of Holden Ave.	62,822	61,822	60,551	NC	NC	Orange
359	Orange Blossom Tr.	S of Kaley Ave.	32,421	31,208	28,806	NC	NC	Orange
5007	Orange Blossom Tr.	S of SR 50	26,000	21,500	27,000	21,500	20,600	FDOT / Orange
0544	Orange Blossom Tr.	N of SR 50	28,500	26,500	27,500	25,000	28,000	FDOT / Orange
0443	Orange Blossom Tr.	S of Princeton St.	28,500	26,500	27,500	25,500	27,000	FDOT / Orange
0259	Orange Blossom Tr.	N of Silver Star Rd.	30,500	27,500	27,500	25,500	26,500	FDOT / Orange
0105	Orange Blossom Tr.	N of Clarcona-Ocoee Rd.	31,000	32,500	27,500	29,500	27,000	FDOT / Orange
0480	Orange Blossom Tr.	S of Seminole Co. Line	28,500	34,500	26,000	26,000	24,500	FDOT / Orange
0294	Orange Blossom Tr.	SE of SR 436	35,500	33,500	34,000	30,000	30,500	FDOT / Orange
209	Oxford Rd.	S of SR 436	9,992	9,638	9,387	7,705	6,767	Seminole
214	Palm Springs Dr.	N of SR 436	24,598	25,795	20,212	21,673	21,267	Seminole
330	Piedmont-Wekiva Rd.	S of SR 436	29,155	33,197	26,416	26,838	20,345	Orange
61	Pine Hills Rd.	S of Clarcona-Ocoee Rd.	25,266	23,897	23,724	22,871	21,693	Orange
82	Pine Hills Rd.	N of Silver Star Rd.	31,993	32,851	35,739	28,956	30,416	Orange
407	Pine Hills Rd.	N of SR 50	34,560	32,757	31,206	32,422	29,929	Orange
205	Pleasant Hill Rd.	S of US 17/92	48,376	46,611	49,141	48,923	NC	Osceola
160	Poinciana Blvd.	S of US 192	NC	30,473	26,697	27,480	NC	Osceola

Station ID #	Road Name	Location	2007	2008	2009	2010	2010	Reporting Entity
80	Powers Dr.	N of Silver Star Rd.	13,273	13,407	14,657	13,073	14,132	Orange
0601	Princeton St.	W of Orange Blossom Tr.	16,200	15,100	14,700	14,200	15,000	FDOT / Orange
5216	Princeton St.	E of Orange Blossom Tr.	15,200	16,700	14,900	13,500	13,500	FDOT / Orange
6039	Raleigh St.	E of Kirkman Rd.	14,308	14,822	15,015	15,920	15,670	Orange
227	Red Bug Lake Rd.	E of SR 436	39,004	36,649	34,907	35,826	35,825	Seminole
229	Red Bug Lake Rd.	E of Tuskawilla Rd.	43,727	36,649	42,096	38,734	36,286	Seminole
5047	Robinson St.	E of Bumby Ave.	10,200	11,300	12,500	11,100	12,400	FDOT / Orange
5046	Robinson St.	E of Mills Ave.	15,200	15,200	14,200	14,700	14,000	FDOT / Orange
7047	Robinson St.	E of Summerlin Ave.	16,413	16,163	14,099	28,000	NC	Orange
21	Rock Springs Rd.	S of Welch Rd.	24,644	24,798	21,649	23,588	22,849	Orange
260	Rouse Rd.	N of SR 50	15,547	14,965	16,258	17,971	18,847	Orange
155	Sand Lake Rd.	E of Apopka-Vineland Rd.	30,357	29,248	28,558	29,154	29,403	Orange
0541	Sand Lake Rd.	W of Florida's Turnpike	44,500	51,000	42,000	46,000	39,500	FDOT / Orange
0453	Sand Lake Rd.	E of I-4	40,500	38,500	38,500	38,500	39,000	FDOT / Orange
0644	Sand Lake Rd.	W of John Young Pkwy.	50,000	46,500	45,000	48,500	47,500	FDOT / Orange
0403	Sand Lake Rd.	E of Orange Ave.	46,000	44,500	43,500	42,000	40,500	FDOT / Orange
242	Sand Lake Rd.	W of SR 434	16,395	16,168	14,019	14,611	14,872	Seminole
245	Sanford Ave.	S of SR 46	18,309	16,894	17,131	16,330	15,367	Seminole
0568	Silver Star Rd.	W of Apopka-Vineland Rd.	24,500	25,500	25,500	25,500	26,000	FDOT / Orange
5120	Silver Star Rd.	E of CR 437	16,500	16,000	15,000	14,000	14,500	FDOT / Orange
0089	Silver Star Rd.	W of SR 429	17,800	17,200	17,800	16,500	15,900	FDOT / Orange
77	Silver Star Rd.	E of Clarke Rd.	21,776	22,990	25,619	NC	NC	Orange
0606	Silver Star Rd.	W of Princeton Ave.	43,000	41,000	38,000	38,500	38,500	FDOT / Orange
0057	Silver Star Rd.	E of Mercy Dr.	17,900	14,700	14,400	13,300	14,300	FDOT / Orange
0055	Silver Star Rd.	W of Orange Blossom Tr.	9,100	8,000	9,700	7,000	7,400	FDOT / Orange
0058	Silver Star Rd.	W of Powers Dr.	45,500	42,500	41,500	42,500	41,000	FDOT / Orange
5172	South St.	W of Crystal Lake Dr.	8,800	7,300	7,600	8,300	8,300	FDOT / Orange
263	S.R. 46	W of Orange Blvd.	26,927	NC	27,570	26,610	21,877	Seminole
265	S.R. 46	E of I-4	40,420	38,530	36,276	35,925	30,726	Seminole
262	S.R. 46	W of Orange Blvd.	23,475	22,743	21,435	22,726	20,237	Seminole
270	S.R. 46	E of Sanford Ave.	22,595	25,604	22,510	20,244	22,360	Seminole
278	S.R. 419	NW of SR 434	12,886	15,995	15,845	NC	15,624	Seminole
279	S.R. 419	SE of US 17/92	18,562	17,085	15,286	16,506	17,086	Seminole
1009	S.R. 520	SE of SR 50	15,500	14,300	14,800	15,800	11,600	FDOT / Orange
0312	S.R. 535	S of Orange Co. Line	45,500	47,000	42,000	34,500	47,000	FDOT / Osceola
0630	S.R. 535	SE of I-4	39,500	43,500	45,000	39,000	46,500	FDOT / Orange
0603	S.R. 536	W of I-4	58,000	54,500	55,000	62,500	58,500	FDOT / Orange
0595	S.R. 536	W of SR 535	39,000	32,500	34,000	39,500	31,000	FDOT / Orange
167	Taft-Vineland Rd.	E of Orange Blossom Tr.	20,777	20,507	17,041	22,247	18,039	Orange
151	Turkey Lake Rd.	S of Conroy-Windermere Rd.	19,717	21,619	19,703	19,719	20,038	Orange
152	Turkey Lake Rd.	N of Sand Lake Rd.	29,144	24,355	23,794	23,446	26,796	Orange
329	Tuskawilla Rd.	N of E. Lake Dr.	25,524	26,256	26,837	26,123	25,062	Seminole
332	Tuskawilla Rd.	S of Red Bug Lake Rd.	29,849	31,788	30,260	29,156	29,290	Seminole
333	Tuskawilla Rd.	N of SR 426	27,230	28,443	27,551	NC	18,273	Seminole
255	University Blvd.	W of Alafaya Tr.	55,296	55,476	50,051	52,552	59,435	Orange

Station ID #	Road Name	Location	2007	2008	2009	2010	2010	Reporting Entity
251	University Blvd.	E of Dean Rd.	63,551	62,324	60,015	59,969	61,952	Orange
241	University Blvd.	E of Goldenrod Rd.	42,584	41,589	39,445	37,568	36,330	Orange
6079	University Blvd.	E of Econlockhatchee Tr.	51,451	49,772	47,632	46,941	45,707	Orange
357	Wekiva Springs Rd.	NW of SR 434	28,251	34,615	23,614	25,899	24,807	Seminole
355	Wekiva Springs Rd.	E of Hunt Club Blvd.	22,811	21,399	23,179	19,717	20,129	Seminole
25	Wekiva Springs Rd.	N of SR 436	18,655	24,414	23,909	NC	NC	Orange
524	Winter Gdn.-Vineland Rd.	W of I-4	47,146	43,831	42,687	NC	43,985	Orange
6010	Winter Gdn.-Vineland Rd.	W of Apopka-Vineland Rd.	24,574	24,152	22,860	NC	25,624	Orange
1033	Wymore Rd.	N of Lee Rd.	12,382	12,029	10,781	NC	11,311	Orange
367	Wymore Rd.	S of Westmonte Dr.	14,142	14,446	13,325	13,424	13,226	Seminole

APPENDIX B

2012 Maximum 8-Hour Average Ozone Readings

Appendix B

2012 Maximum 8-Hour Average Ozone Readings

These charts show the highest monthly 8-hour average ozone readings for 2012 at 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 8-hour period.

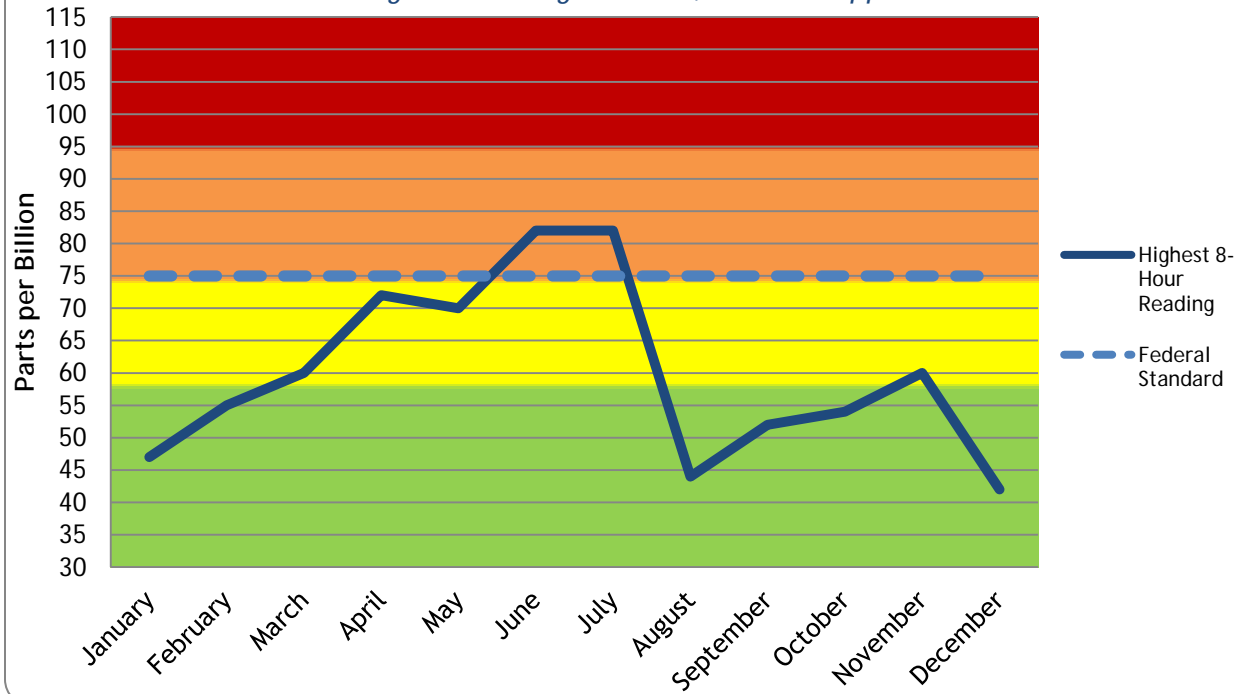
An area will be considered as nonattainment (not meeting the standard) if the average of the annual fourth-highest ozone readings at any monitoring station, for any three-year period, equals or exceeds the 75 parts per billion standard. The Orlando Metropolitan Area is currently considered to be in attainment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

The Lake Isle Estates Air Quality Site (site 2) was not functioning for most of 2012, so numbers could not be gathered for this report.

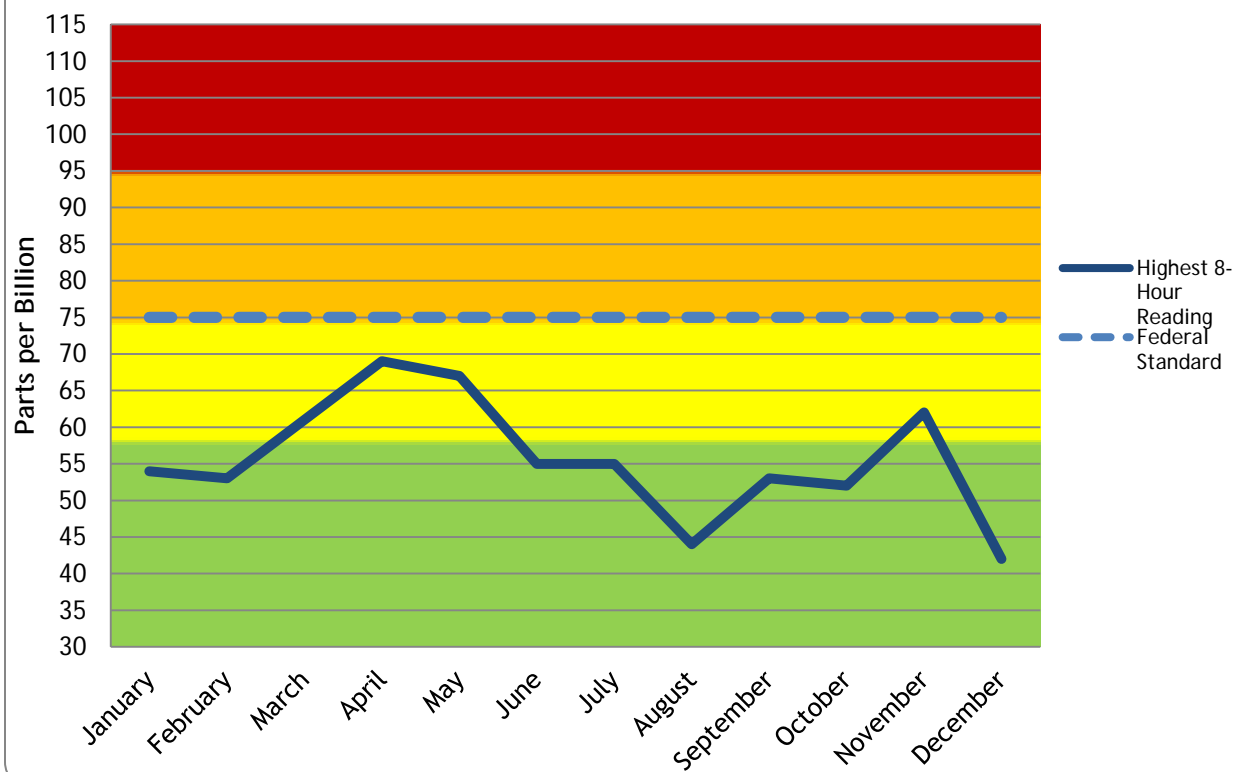
For additional information, please the EPA:

Florida Dept. of Environmental Protection 407-894-7555

Site 1: Winegard Elementary School, Orange County
Highest Reading: June 28, 2012 at 82ppb



Site 3: O.C.F.D. - Four Corners, Osceola County
Highest Reading: April 13, 2013 at 69ppb



Site 4: Seminole State College, Sanford,
Highest Reading: April 10, 2012 at 74ppb

