



Lake County Transportation Disadvantaged Service Plan

(FY 2023/24 – FY 2027/28)

Lake~Sumter Metropolitan Planning
Organization

Adopted June 12, 2023



Contents

1	Local Coordinating Board Membership Certification	7
2	Roll Call Voting Sheet	8
3	Development Plan	9
3.1	<i>Introduction to the Service Area</i>	9
3.1.1	Background of the TD Program	9
3.1.2	Community Transportation Coordinator Designation Date and History.....	9
3.1.3	Organization Chart	11
3.1.4	Consistency Review of Other Plans.....	12
3.1.5	Public Participation	21
3.2	<i>Service Area Profile/Demographics</i>	24
3.2.1	Service Area Description.....	24
3.2.2	Demographics	27
3.3	<i>Service Analysis</i>	41
3.3.1	Trend Analysis	41
3.3.2	Peer Review Analysis	42
3.3.3	Forecasts of Transportation Disadvantaged Population	44
3.3.4	Needs Assessment	48
3.3.5	Barriers to Coordination	49
3.4	<i>Goals, Objectives, and Strategies</i>	51
4	Service Plan	52
4.1	<i>Operations</i>	52
4.1.1	Types, Hours, and Days of Service	52
4.1.2	Accessing Services	53
4.1.3	Transportation Operators and Coordination Contractors.....	56
4.1.4	Public Transit Utilization	57
4.1.5	School Bus Utilization	58
4.1.6	Vehicle Inventory	58
4.1.7	System Safety Plan Certification	58
4.1.8	Intercounty Services	58
4.1.9	Emergency Preparedness and Response	59

4.1.10	Educational Efforts and Public Outreach	59
4.1.11	Acceptable Alternatives	60
4.1.12	Service Standards	60
4.1.13	Local Complaint and Grievance Procedure/Process	73
4.1.14	Community Transportation Coordinator Monitoring Procedures of Operators and Coordination Contractors	74
4.2	<i>Cost/Revenue Allocation and Rate Structure Justification</i>	75
4.2.1	Lake County Fare Policy	76
5	Quality Assurance.....	78
Appendix A:	Acronyms.....	79
Appendix B:	Glossary.....	81
Appendix C:	LakeXpress Route Maps and Schedules	84
Appendix D:	Private Provider Inventory	92
Appendix E:	Annual Operating Report (FY 21-22).....	94
Appendix F:	Trend Analysis Graphs.....	95
Appendix G:	Goals, Objectives, Strategies, and Implementation Schedule	98
Appendix H:	Paratransit Vehicle Inventory	106
Appendix I:	System Safety Program Plan Annual Certification.....	109
Appendix J:	Rate Model Worksheets (FY 2023-2024)	111
Appendix K:	TD Bus Pass Program.....	113
Appendix L:	FY 2021-2022 CTC Evaluation Summary	114

Tables

Table 3-1: Lake County Population by Jurisdiction, 2020.....	25
Table 3-2: Comparison of Population and Population Density for Lake County and Florida	28
Table 3-3: Age Distribution in Lake County and Florida	28
Table 3-4: Household Income in Lake County and Florida (In 2021 inflation-adjusted dollars)	30
Table 3-5: Poverty Status in the Past 12 Months in Lake County and Florida.....	30
Table 3-6: Health and Human Services 2023 Poverty Guidelines (200%).....	32
Table 3-7: Population with a Disability in Lake County and Florida	32
Table 3-8: Employment Status of Population 16 years and older for Lake County and Florida	34
Table 3-9: Average Annual Wages in Lake County and Florida, 2021 (Preliminary).....	35
Table 3-10: Employers in Lake County with over 500 Employees.....	36
Table 3-11: Owner and Renter Occupied Housing Units in Lake County and Florida	36
Table 3-12: Names and Locations of Local Colleges and Universities	37
Table 3-13: Percentages of Educational Attainment in Lake County and Florida.....	37
Table 3-14: Vehicle Availability in Occupied Housing Units for Lake County and Florida	38
Table 3-15: Travel Time to Work in Lake County and Florida.....	38
Table 3-16: Means of Transportation to Work (16 Years and Older) in Lake County and Florida	39
Table 3-17: Lake County Connection Major Trip Generators	40
Table 3-18: Lake County Trend Analysis (FY 2018-2022).....	41
Table 3-19: Peer CTC Characteristics (FY 2022).....	43
Table 3-20: Demographic Comparison of Peer CTCs.....	43
Table 3-21: Performance Measures for Peer CTCs (FY 2022).....	44
Table 3-22: TD Population Estimates	45
Table 3-23: Critical Need Population.....	47
Table 3-24: Critical Need Trip Demand	48
Table 4-1: CTC Coordination Contractors.....	56
Table 4-2: LakeXpress Annual Ridership	57
Table 4-3: CTC Rate Structure 2023-2024	75
Table 4-4: LakeXpress Fare Structure.....	77
Table 4-5: Lake County Connection Fare Structure.....	77
Table 5-1: Non-Emergency Medical / Stretcher & Wheelchair Services.....	92

Table 5-2: Taxi Cab Services	92
Table 5-3: Limousine and Airport Shuttles.....	93
Table 5-4: Lake County Paratransit Vehicle Inventory.....	106
Table 5-5: Paratransit Replacement Schedule	108

Figures

Figure 3-1: Organizational Chart.....	11
Figure 3-2: Lake County Location.....	24
Figure 3-3: Lake County Municipal Boundaries	26
Figure 3-4: Lake County 2030 Adopted Future Land Use Map	27
Figure 3-5: Geographic Distribution of Population 65 Years and Older in Lake County.....	29
Figure 3-6: Geographic Distribution of Population Below the Poverty Level.....	31
Figure 3-7: Geographic Distribution of Population with a Disability in Lake County	33
Figure 3-8: Average Annual Employment in Lake County, 2021 (Preliminary)	34
Figure 3-9: Comparison of Occupied Housing Units (Year Structure Built) in Lake County and Florida	37
Figure 3-10: Lake County Commuter Flows for Residents and Workers.....	40
Figure 3-11: Potential TD Population	46
Figure 3-12: Critical Need Trip Rates.....	47
Figure 5-1: LakeXpress Route 1 Map and Schedule	84
Figure 5-2: LakeXpress Route 1A Map and Schedule.....	85
Figure 5-3: LakeXpress Route 2 Map and Schedule	86
Figure 5-4: LakeXpress Route 3 Map and Schedule	87
Figure 5-5: LakeXpress Route 4 Map and Schedule	88
Figure 5-6: LakeXpress Route 50 Map and Schedule	89
Figure 5-7: LakeXpress Route 55 Map and Schedule	90
Figure 5-8: South Lake Express Map and Schedule.....	91

TDSP Revision History

Version	Date	Description
Version 1.0	June 12, 2023	Lake County Transportation Disadvantaged Service Plan document development for FY 23-24 to FY 27-28

1 LOCAL COORDINATING BOARD MEMBERSHIP CERTIFICATION

Name: Lake~Sumter Metropolitan Planning Organization

Address: 1300 Citizens Blvd, Suite 175, Leesburg, FL 34748

The Metropolitan Planning Organization/Designated Official Planning Agency named above hereby certifies to the following:

1. The Membership of the Local Coordinating Board, established pursuant to Rule 41-2012(3), Florida Administrative Code (FAC), does in fact represent the appropriate parties as identified in the following list: and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature:  DATE JUNE 12, 2023

REPRESENTATION	MEMBER	ALTERNATE
Chairperson, Lake~Sumter MPO	Comm. Leslie Campione	N/A
Vice Chair, Children at Risk Representative	Lesha Buchbinder	Timothy Layne
Florida Department of Transportation (FDOT)	Jamie Kersey	Carlos Colon
Department of Children & Families	Sheri Peterson	Kimberly Mummey
Public Education Community	E. Scott Pfender	Lori Mattox
Vocational Rehabilitation/Florida Dept. of Education	Jennilyn Green	Roselle Paala
Veterans Service Office	Anthony Padilla	Stephanie Glass
Florida Association for Community Action / Economically Disadvantaged	Jim Lowe	Timothy Bridges
Persons over 60, representing Elderly	Linda Diaz	N/A
Person with a Disability representing Disabled	Rebecca Matthews	N/A
Citizens Advocate	Chantel Buck	N/A
Citizens Advocate/User of System	Cyndi North	N/A
Florida Department of Elder Affairs (DOEA)	Steve Homan	Gary Heaps
Local For-Profit Transportation	Vacant	N/A
Florida Agency for Health Care Administration	Emilio Santiago	Glorybee Perez
Workforce Development	Gustavo Henriquez	Donna Andrews
Medical Community	Vacant	N/A

2 ROLL CALL VOTING SHEET

Approval of Lake County's Transportation Disadvantaged Service Plan Major Update

MEMBER	REPRESENTING	YES	NO	ABSENT
Comm. Leslie Campione	Chairperson, Lake~Sumter MPO	X		
Lesha Buchbinder	Vice Chair, Children at Risk Representative	X		
Jamie Kersey	Florida Department of Transportation (FDOT)	X		
Sheri Peterson	Department of Children & Families			X
E. Scott Pfender	Public Education Community			X
Jennilyn Green	Vocational Rehabilitation/Florida Dept. of Education			X
Anthony Padilla	Veterans Service Office			X
Jlm Lowe	Florida Association for Community Action / Economically Disadvantaged	X		
Linda Diaz	Persons over 60, representing Elderly			X
Rebecca Matthews	Person with a Disability representing Disabled			X
Chantel Buck	Citizens Advocate	X		
Cyndi North	Citizens Advocate/User of System	X		
Steve Homan	Florida Department of Elder Affairs (DOEA)	X		
Vacant	Local For-Profit Transportation			
Emillo Santiago	Florida Agency for Health Care Administration	X		
Gustavo Henriquez	Workforce Development			X
Vacant	Medical Community			

The Transportation Disadvantaged Coordinating Board hereby certifies that an annual evaluation of the Community Transportation Coordinator (CTC) was conducted consistent with the policies of the Commission for the Transportation Disadvantaged (CTD) and that all recommendations of that CTC Evaluation have been addressed or incorporated in this Service Plan.

We further certify that the rates contained herein have been thoroughly reviewed, evaluated, and approved. This Transportation Disadvantaged Service Plan was reviewed in its entirety and approved by the Board at an official meeting held on June 12, 2023.

6-21-2023



Date

Commissioner Leslie Campione, TDCB Chair

3 DEVELOPMENT PLAN

3.1 Introduction to the Service Area

3.1.1 BACKGROUND OF THE TD PROGRAM

Florida's Transportation Disadvantaged (TD) program was created in 1979 and re-enacted in 1989. The 1989 act created the Florida Transportation Disadvantaged Commission (currently the Florida Commission for the Transportation Disadvantaged (CTD)) to enhance local participation in the planning and delivery of coordinated transportation services through the creation of Local Coordinating Boards (LCBs) and Community Transportation Coordinators (CTCs). Local planning organizations assist the Commission and LCBs implement the TD program in designated service areas.

CTCs are business units or local public transportation providers responsible for providing or arranging the delivery of transportation services to the TD population. The TD population consists of “those persons who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are handicapped or high-risk or at-risk as defined in s. 411.202, Florida Statutes.” (Chapter 427, Florida Statutes).

The designated CTC may provide all trips as a sole source, or the CTC may provide some trips and subcontract some (partial brokerage). The CTC may also function as a complete brokerage subcontracting all trips to approved operators.

The Commission provides financial support to the CTCs utilizing the Transportation Disadvantaged Trust Fund (TDTF). Funds are for the purpose of reimbursing the CTC for a portion of the cost of each passenger trip provided to eligible non-sponsored transportation disadvantaged individuals, or for equipment to be utilized in the designated service area.

The Trust Fund is appropriated annually by the Legislature. The Commission then allocates a portion of the funds to each Florida's CTC utilizing a formula that considers the following:

- Performance – passenger trips and passenger miles
- Need – percent of the population that are seniors, persons with disabilities or low income
- Equity – equal share to each county

3.1.2 COMMUNITY TRANSPORTATION COORDINATOR DESIGNATION DATE AND HISTORY

On June 7, 1983, Lake Sumter Mental Health Center and Hospital was designated as the TD provider for Lake County by the TD Advisory Committee of the Lake County Board of County Commissioners (BOCC) and the East Central Florida Regional Planning Council. In November 1990, Lake Sumter Mental Health Center and Hospital was recommended by the Lake County BOCC, the Designated Official Planning Agency (DOPA),

to serve as the CTC for Lake County. In September 1992, Lake Sumter Mental Health Center and Hospital changed its name to LifeStream Behavioral Center.

Beginning in 2001, the Lake County BOCC became the CTC and contracted with LifeStream for the management and operations of TD service in Lake County, which LifeStream operated as Lake County Transit (LCT).

In May 2005, the CTC entered into an agreement with MV Transportation to be the County's transportation provider and in July 2013, the CTC entered into a five-year agreement with Ride-Right for transportation services.

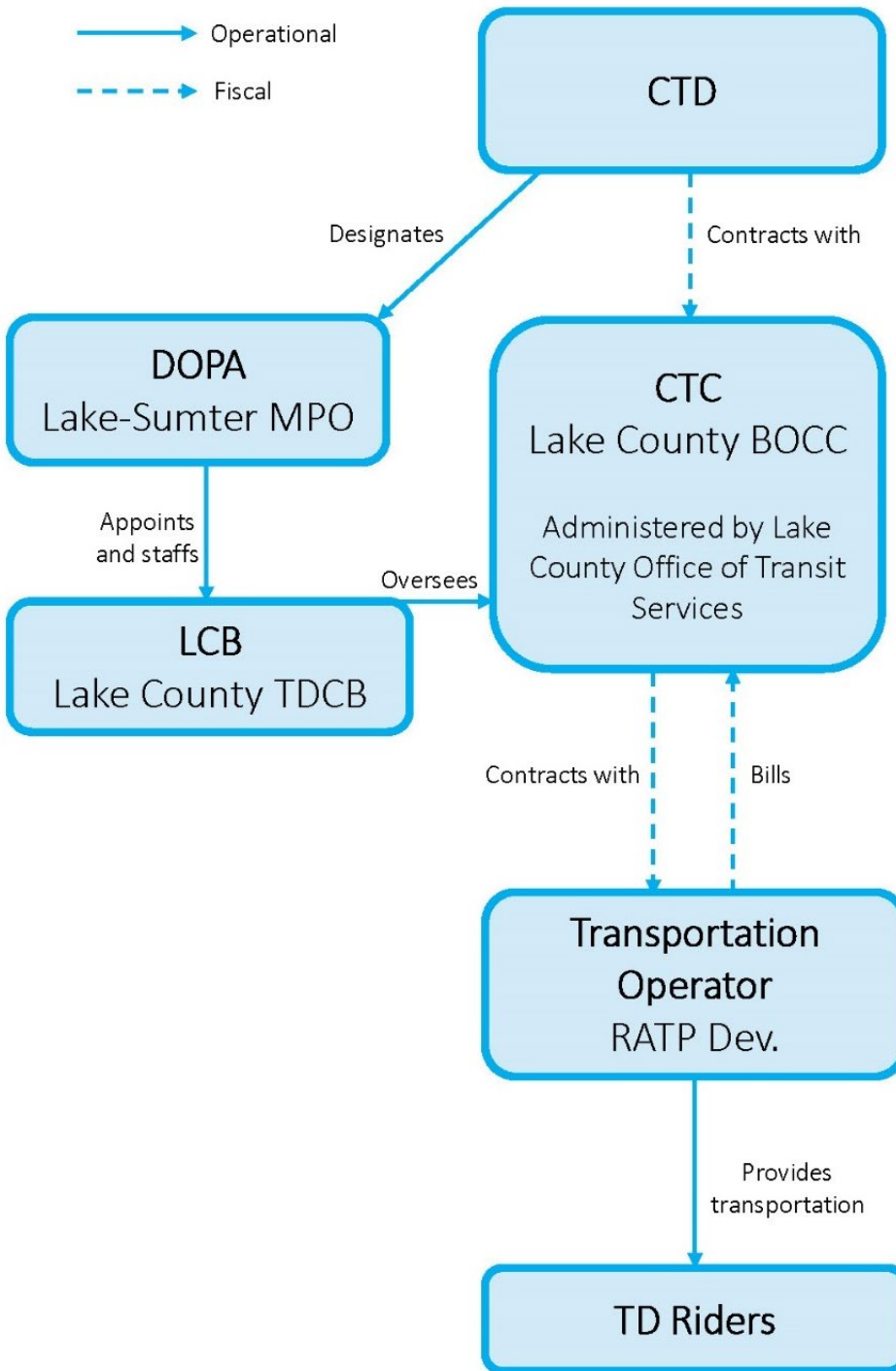
The Lake~Sumter Metropolitan Planning Organization (LSMPO or MPO) began serving as the Planning Agency for Lake County on April 25, 2005. In its role as the designated official planning agency (DOPA), the MPO has responsibility for recommending a CTC for Lake County, which it first did in 2001, and for subsequent five-year terms. At its March 14, 2017, meeting, the CTD approved the MPO's recommendation to designate the Lake County BOCC as the CTC through June 30, 2023. The MPO recommended that the Lake County BOCC continue as the CTC for Lake County, which was approved at the CTD Business Meeting on March 15, 2023.

A new transportation contractor was selected by the CTC in 2017. Effective March 6, 2017, McDonald transit, now known as RATP Dev, began management of and operations for LakeXpress fixed route and Lake County Connection paratransit services. In 2022, RATP Dev USA was selected through a competitive process and awarded a second five-year contract to continue to provide Lake County Connection services.

3.1.3 ORGANIZATION CHART

Figure 3-1 displays the organizational structure of entities involved in the delivery of TD services in Lake County.

Figure 3-1: Organizational Chart



3.1.4 CONSISTENCY REVIEW OF OTHER PLANS

Local and regional plans were reviewed to ensure consistency with the Transportation Disadvantaged Service Plan (TDSP). The plans listed below were reviewed during the preparation of this TDSP and include language that aligns with the TDSP.

3.1.4.1 Lake County Comprehensive Plan

- **Objective I-7.2 Protection of Neighborhoods**

The County shall protect the long-term viability of residential neighborhoods by regulating existing and future development to ensure quality design and provide for compatibility with surrounding land uses.

- » **Policy I-7.2.7 Location of Higher Density Residential and Age Restricted Communities:** The County shall encourage higher density (Urban Future Land Use Series) and age-restricted housing near commercial centers, bus transit routes, and community facilities.
- » **Policy I-7.6.2 Reduction of Emissions from the Transportation Sector:** Require development along transit corridors and routes to accommodate mass transit and provide for park-n-ride areas, sheltered bus/rail stops, and bus turnouts, as appropriate.

- **Objective II-1.1 Provide Public Facilities**

Public facilities shall be provided for the purpose of correcting existing deficiencies, accommodating future growth, and replacing deteriorated or obsolete facilities pursuant to applicable level of service standards adopted within the Comprehensive Plan for all land use categories and overlay districts designated on the Future Land Use Map.

- » **Policy II-1.1.1 Define Public Facilities:** For the purpose of this Comprehensive Plan, public facilities shall be construed to include the following capital improvements: Mass transit.
- » **Policy III-1.1.4 Encourage Alternative Modes of Transportation:** In order to reduce vehicular emissions, the County shall encourage programs that improve automotive traffic flow and shall encourage the use/development of private/public mass transit, multiple ridership in automobiles, telecommuting and the development and safe use of bikeways.
- » **Policy VI-1.7.14 Establish Public Transit Zones and Fixed Route Public Transit:** Lake County in coordination with the LSMPO and the municipalities shall identify, analyze, and help create Transit Supportive Areas to implement the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents. Lake County shall promote fixed route service along routes established as priorities in the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents, or as determined by the Community Transportation Coordinator (CTC) and the LSMPO and shall seek to coordinate that service with other providers in the region.

- **GOAL VIII-1 TRANSPORTATION**

To facilitate a balanced multi-modal transportation system that encourages increased mobility options and provides for efficient transportation alternatives while minimizing and reducing greenhouse gas emissions and other environmental impacts.

■ **Objective VIII-1.3 Transportation System and Demand Management**

Lake County shall develop, maintain, and implement a transportation system utilizing Transportation Systems Management strategies to provide a safe, convenient, and energy-efficient multimodal transportation system.

- » **Policy VIII-1.3.1 Transportation System Management:** Lake County shall develop a series of Transportation System Management (TSM) strategies to preserve and increase traffic flow in a cost-effective way, and as an alternative to traditional capacity projects. TSM strategies can include, but are not limited to: access management, intelligent transportation systems, intersection improvements, signalization improvements, ramp metering, freeway bottleneck removal, special event management, parking management, transit improvements, and incident management.
- » **Policy VIII-1.3.2 Promote Transportation Demand Management:** Lake County shall promote demand management strategies, including but not limited to, mixed-use development, vanpooling, guaranteed ride-home, carpooling, employer-based public transit subsidies, park and ride, and telecommuting programs to reduce peak hour demand and reduce vehicle miles traveled.
- » **Policy VIII-1.5.2 Neighborhood Connectivity:** Lake County shall strive to provide connections between and within neighboring land uses in order to increase pedestrian mobility and transit accessibility where opportunities and resources permit. The County shall adopt Land Development Regulations providing for interconnections in new development.
- » **Policy VIII-1.9.6 Support Quality of Environment:** Lake County shall consider public transit, paratransit and transportation demand management activities as a means of supporting the County's goals, objectives, and policies to conserve natural resources, reduce greenhouse gas emissions from the transportation sector, maintain the quality of the environment, improve the aesthetic and sensory quality of the urban community and to maintain a clear delineation between urban and rural land uses.
- » **Policy VIII-1.9.7 Reduce Vehicular Pollutant Emission Levels:** Within 12 months of the effective date of the Comprehensive Plan, the County will adopt Land Development Regulations to provide standards to identify and regulate significant traffic-generating development and develop strategies to reduce greenhouse gas emissions from the transportation sector. These strategies may include, but are not limited to: requiring air quality impact analyses be performed on all significant traffic generating development proposals such that, projects predicted to violate air quality standards are required to pursue the implementation of traffic mitigation techniques (or down-scaling of the proposal to achieve compliance standards), requiring efficient land use patterns which decrease Vehicle Miles Traveled, using access management standards to reduce VMT,

allowing innovative site designs and roadway configurations to minimize the number of lane miles needed while maximizing access, requiring roads, access, and parking areas be designed to minimize turning movements, stopping, and other conflict points, increasing the number of roadway interconnections and intersections, where appropriate, limiting gated communities which prevent existing or future roadway interconnections, requiring development along transit corridors and routes to accommodate mass transit and provide for park-n-ride areas, sheltered bus/rail stops, and bus turnouts, as appropriate.

- **GOAL VIII-2 TRANSPORTATION SYSTEM MANAGEMENT**

To create a safe, accessible, convenient, and efficient transportation system for residents, employees, and visitors, in coordination with the needs of land use activities, population densities, and housing and employment patterns.

- **Objective VIII-2.1 Coordination of Transportation Planning with Future Land Use**

Lake County shall develop a transportation system that provides the infrastructure associated with future land use designations in a manner consistent with the goals of the Comprehensive Plan.

- » **Policy VIII-2.1.1 Transportation/Land Development Coordination:** To promote conservation of the County's natural and cultural resources, promote economic development, and promote compact growth and development patterns that establish a clear delineation between urban and rural land uses, the County shall support a balanced transportation system that provides for: a network of roads that support areas designated for economic development, the use of transit and other multi-modal systems both within Lake County and from Lake County to major regional attractors, the identification and preservation of Scenic Roadways, walkable communities and alternative corridors.
- » **Policy VIII-2.1.2 Transportation System Coordination:** Lake County shall coordinate with the Lake~Sumter Metropolitan Planning Organization, [Central Florida] Expressway Authority, and the Florida Department of Transportation to ensure consistency between the Transportation Construction Program and their respective adopted work programs.

- **Objective VIII-2.2 Public Transit Services**

Lake County shall strive to address the need for a public transit system that serves major trip generators and attractors, transit-dependent populations and land uses to provide a viable alternative to single-occupant vehicle travel in the urbanized areas of Lake County and within the region. The County shall cooperate with the LSMPO and the municipalities to implement the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents.

- » **Policy VIII-2.2.1 Transit Supportive Areas:** In coordination with the Lake~Sumter Metropolitan Planning Organization and the municipalities, shall identify, analyze, and help create Transit Supportive Areas to implement the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents.
- » **Policy VIII-2.2.2 Fixed Route Public Transit:** Lake County shall promote fixed route service along routes established as priorities in the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents, or as determined by the Community

Transportation Coordinator and the LSMPO and shall seek to coordinate that service with other providers in the region.

- » **Policy VIII-2.2.3 Level of Service:** The level of service for transit shall be the FDOT “Transit quality level of service.”
 - » **Policy VIII-2.2.4 Promotion of Transit Services:** Lake County shall promote the use of existing and future private sector transit, both fixed route and demand response, through the local media.
 - » **Policy VIII-2.2.5 Paratransit System Management:** Lake County will work with the Lake~Sumter Metropolitan Planning Organization, CTC, and Transit Service Provider to determine and help eliminate the inefficiencies in public paratransit service provided for the transportation disadvantaged population and implement recommendations from the Transportation Disadvantaged Service Plan that maximizes the efficient provision of access to facilities required for a healthy lifestyle.
 - » **Policy VIII-2.2.6 Coordination with Private Providers:** Lake County and the LSMPO shall evaluate retirement communities’, medical and other private sector transit providers that form part of the coordinated transportation system in order to determine the need to expand and increase the productivity of paratransit service and lessen the adverse environmental and traffic impacts from inadequate service delivery, such as duplication of service.
 - » **Policy VIII-2.2.7 Accessible Transit System:** To ensure the accessibility of the transit system, Lake County will strive to provide to its residents and business community the ability to move from one mode of travel to another with ease using parking strategies such as having available parking at transfer stations and major stops; park and ride; parking garages to reduce on-street parking; and locating bus stops at existing, major parking facilities (i.e., malls, shopping centers, and parking garages.). The County will establish, in the Land Development Regulations, land use, site, and building guidelines and requirements for development in public transit corridors to assure accessibility of new development to public transit consistent with the Lake County Transit Development Plan (Wilbur Smith Associates, 2008) and its successor documents.
 - » **Policy VIII-2.2.8 Local, State or National States of Emergency:** Lake County shall ensure that available public transit will be utilized in the event of a mandatory evacuation due to local, state, or federal State of Emergency.
- **Objective VIII-2.3 Funding Future Mass Transit**

Lake County and the Lake~Sumter Metropolitan Planning Organization shall establish a method for funding a safe and economically viable form of public transportation, at the local level, if both state and federal funding assistance decrease or are found to be inadequate.

- » **Policy VIII-3.3.8 Ensure Accessibility to Public Transit:** Lake County shall review and as deemed necessary, revise its currently adopted Land Development Regulations to ensure the accessibility to public transit for new development within exclusive public transit

corridors. Where such corridors are within or are adjacent to municipalities the County shall coordinate with the municipality to ensure accessibility to public transit through Interlocal Service Boundary Agreements or similar agreements.

- » **Policy VIII-3.3.9 Designation of Future Enhanced Transit Corridors:** Lake County shall evaluate the feasibility of the designation of future enhanced high-capacity mass transit corridors.
- » **Policy VIII-3.3.10 Identification of Future Enhanced Transit Corridors:** Lake County shall evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

3.1.4.2 Lake~Sumter MPO 2045 Long Range Transportation Plan

- **GOAL 1:** Support Economic Success and Community Values
 - » **Objective 1.2:** Enhance access to major employment centers.
 - » **Objective 1.3:** Coordinate regional transportation planning efforts and local comprehensive planning efforts.
 - » **Objective 1.5:** Address Environmental Justice in all appropriate aspects of MPO planning.
- **GOAL 2:** Promote Safety and Security
 - » **Objective 2.1:** Prioritize investments to reduce crash-related fatalities for all modes of transportation.
 - » **Objective 2.2:** Prioritize investments to reduce crash-related serious injuries for all modes of transportation.
- **GOAL 4:** Improve Mobility
 - » **Objective 4.1:** Improve transportation options available.
 - » **Objective 4.3:** Maintain or enhance Transit service.
 - » **Objective 4.4:** Balance regional capacity needs with human scale accessibility needs (Complete Streets).
- **GOAL 5:** System Preservation
 - » **Objective 5.2:** Maintain Transit assets.

3.1.4.3 City of Mount Dora 2045 Comprehensive Plan

- **GOAL- TRANSPORTATION MOBILITY ELEMENT**

To develop a comprehensive transportation system which safely, conveniently, and efficiently serves the travel needs in the Mount Dora area, while protecting established neighborhoods and retaining the character of the area

3.1.4.4 City of Leesburg Growth Management

■ GOAL 1

To develop a safe, convenient, efficient, and coordinated system of motorized and non-motorized transportation facilities which ensures adequate movement of people and goods through and within the City.

- » **Policy 1.1.4:** All major roadways shall be designed as complete transportation corridors, incorporating bicycle, pedestrian, and transit features to achieve a true multi-modal system.

■ Objective 1.3: Multi-Modal System

The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system.

- » **Policy 1.3.1:** By 2004, the City shall develop standards in the Land Development Code for access to public transit, bicycle, and pedestrian systems. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements.
- » **Policy 1.3.2:** By 2005, the City shall review the Land Development Code to address provision of bus stops, bike parking and circulation, pedestrian walkways, and handicap-accessible facilities within new developments and existing developments undergoing substantial improvements. Site plan reviews will ensure that intermodal transfers are efficiently implemented.
- » **Policy 1.3.3:** The City shall encourage increased land use densities and mixed uses, consistent with the Future Land Use Element to enhance the feasibility of transit and promote alternative transportation modes.

■ Objective 1.5: Public Transit

The City shall work with Lake County and the Lake County Transit Authority to provide a safe and efficient public transit system.

- » **Policy 1.5.1:** The City shall encourage land uses and site developments that promote public transit within designated public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.
- » **Policy 1.5.2:** Residential development greater than 200 units or commercial developments over 50,000 square feet shall incorporate space for bus stops. Transit ridership to and from such developments shall be encouraged and further improved by including elements, such as the following: transit stops meeting ADA requirements, parking lots and intersections designed with minimum corner turning radii for buses, clearly delineated walkways from the building to the transit stop, commercial and multi-family buildings and transit stops placed closer to the street.

- » **Policy 1.5.3:** The City shall ensure that all roads serviced by public transit routes function at a level of service sufficient to support the bus service.
- » **Policy 1.5.4:** The City shall notify Lake County Transit of any proposed traffic generators/attractors submitted to the City for review.
- » **Policy 1.5.5:** The City shall work with Lake County Transit to improve existing bus stops, and to design new ones to include benches, signage, lights, and protection from the elements. Bus stops shall also be convenient for the handicapped.

3.1.4.5 City of Eustis 2035 Comprehensive Plan

- **GOAL 1**

Implement a land use and development framework that will: promote diversified economic development, protect, and enhance residential neighborhoods, ensure services and facilities for new and existing development, discourage urban sprawl, recognize the value of natural resources and respect private property rights.

- **Objective 1.1:** To create a planning framework and implementation strategy that will enhance the livability of the City of Eustis; promote its natural, cultural, and physical resources; minimize any negative effects of urban development on the natural resources of the City; maintain overall air quality; and discourage urban sprawl.

- » **Policy 1.1.1:** The following principles shall guide the creation of land use policy and development regulations within the City of Eustis: creating a range of housing opportunities and choices, creating walkable neighborhoods, encouraging community and stakeholder collaboration, fostering distinctive, attractive communities with a strong sense of place, making development decisions predictable, fair and cost-effective, allowing for a mix of land uses, providing for open space, natural beauty and protection of critical environmental areas, providing a variety of transportation choices, and encouraging compact building design.

- » **Policy 1.1.2:** The City shall take the following actions as part of an overall strategy to improve energy efficiency and sustainability in the City of Eustis: a. Continue to support alternative modes of travel as called for in the Transportation Element.

Encourage the cooperation of public agencies and private owners in the provision of a multi-modal transportation system connecting all land uses along arterial and collector roads within recreational, commercial, and multi-family residential areas, cooperate with existing and future landowners in to locate of solar sheds, bus stops, shelters, and other passenger and system accommodations for a transportation system to service current and future needs.

3.1.4.6 City of Clermont Comprehensive Plan

- **Objective 1.11:** New development in the City shall comply with “Smart Growth” principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be

incorporated into the City's land development regulations prior to the next required Evaluation and Appraisal Report.

- » **Policy 1.11.1:** Development in the Downtown Mixed-Use land use category, and where appropriate in the Residential/Office and Master Planned Development categories, shall provide pedestrian-friendly street design (buildings close to street; porches, windows, and doors; tree-lined streets; hidden parking lots; garages in rear; narrow, slow-speed streets).
- » **Policy 1.11.2:** New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards, and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity to public transit; and a land use mix that demonstrates reduced external trips by encouraging internal trips.
- » **Policy 1.16.10:** Development regulations shall require street, pedestrian and transit layouts that discourage non-residential through-traffic in residential neighborhoods, but that encourage energy and time-efficient access points and interconnections between residential areas.

3.1.4.7 Downtown Tavares Redevelopment Master Plan

- **Objective 6-1:** Establish a safe, efficient traffic circulation and pedestrian mobility system that provides sufficient access, by diverse modes of transportation, to activity centers both within the Downtown CRA district and surrounding communities.
 - » **Strategy 6.36:** Develop Transit Station Area Master Plan and conduct an infrastructure study to assess future needs related to the provision of commuter rail transit service.
 - » **Strategy 6.46:** Evaluate the feasibility of purchasing a trolley and starting a shuttle service during special events between designated parking areas, major employers, and the Downtown.
 - » **Strategy 6.47:** Continue to work with Lake~Sumter MPO to increase the number of routes and frequency of bus transit service required to ensure connectivity to the Downtown from the other sections of the City and Lake County.

3.1.4.8 Tavares Comprehensive Plan 2040

- **GOAL – TRANSPORTATION AND MOBILITY**

Provide a safe, efficient, and integrated transportation and mobility network that provides connections to employment, services, and activity centers within the city; meets the existing and future needs of all users through a variety of reliable mobility options; complements the City's economic development strategy; and protects the City's neighborhoods and natural environment.

- **Objective 2-1 – Coordination of Mobility and Land Use**

Implement a coordinated and integrated mobility network that is consistent with and supports the adopted Future Land Use Map, and the goals, objectives, and policies of the Land Use Element.

- » **Policy 2-1.1:** The City shall integrate future land use decisions with mobility through standards within the land development regulations and the implementation of policies that promote development compatible with the provision of mobility options.
- » **Policy 2-1.3:** The City shall encourage development and redevelopment that includes multimodal connectivity within and between land uses, increases vehicular trip capture, promotes the use of other modes, and decreases vehicle miles traveled.
- » **Policy 2-1.5:** The City shall encourage an interconnected, gridded street network where appropriate through standards requiring development and redevelopment to provide connections to other streets.

■ **Objective 2-2 – Reliable Mobility Options**

Provide a reliable mobility network that includes accessible, attractive, economic transportation options for pedestrians, bicycles, transit, and motor vehicles.

- » **Policy 2-2.1:** In determining its overall mobility needs, the City shall collaborate with its strategic partners to identify a range of projects to provide facilities for all users; implement procedures to evaluate the mobility impacts of development and redevelopment; identify opportunities for new bicycle/pedestrian infrastructure and transit service; and identify opportunities to maximize existing roadways without increasing laneage.
- » **Policy 2-2.2:** The City shall prioritize mobility with consideration to sustainability, environmental, social, and accessibility factors through reference to the following hierarchy as a guideline for prioritizing projects. Where adequate facilities may exist for all modes, the improvement and integration of existing facilities will be prioritized based upon the same hierarchy:
 - a. Walking
 - b. Bicycling and nonmotorized vehicles
 - c. Public transit (bus and rail)
 - d. Service and freight
 - e. High occupancy vehicles
 - f. Taxis, ridesharing, private transit
 - g. Registered low-speed vehicles, neighborhood electric vehicles, golf carts
 - h. Single-occupancy automobiles

3.1.4.9 LakeXpress Transit Development Plan

- **GOAL 1:** Provide local and regional transit accessibility and mobility for the greatest number of County residents and businesses.
 - » **Objective 1.1:** Increase neighborhood and activity center connectivity.
 - » **Objective 1.2:** Improve access to local and regional centers.

- » **Objective 1.3:** Provide accessible facilities to support mobility options for all.
- **GOAL 2:** Encourage regional and local community and economic development goals that support transit.
 - » **Objective 2.1:** Promote transit-supportive land use, zoning, and development.
 - » **Objective 2.3:** Achieve regional, local and community support for transit initiatives.
- **GOAL 3:** Enhanced system performance for fixed-route and paratransit services.
 - » **Objective 3.1:** Improve service reliability, on-time performance, and customer service.
 - » **Objective 3.2:** Increase ridership.
 - » **Objective 3.3:** Maintain cost efficiencies and financial stability.

3.1.4.10 2045 Florida Transportation Plan

- **GOAL:** Safety and Security for Florida’s Residents, Visitors, And Businesses
 - » **Objective:** Eliminate transportation-related fatalities and serious injuries
 - » **Objective:** Reduce the number of crashes and other safety incidents on the transportation system
- **GOAL:** Connected, Efficient, And Reliable Mobility for People and Freight
 - » **Objective:** Increase the reliability and efficiency of people and freight trips
 - » **Objective:** Increase alternatives to single occupancy vehicles
- **GOAL:** Transportation Choices That Improve Equity and Accessibility
 - » **Objective:** Increase access to jobs, education, health, and other services for all residents

3.1.5 PUBLIC PARTICIPATION

Throughout the year, the MPO provides numerous opportunities to share information and gain public input on its projects and initiatives. The primary opportunity for public participation is through the quarterly LCB (referred to as Transportation Disadvantaged Coordinating Board, or TDCB, in Lake County) meetings, which are open to the public and include a regular agenda item for public comments, as well as through the annual public hearing. The powers and duties of LCBs (Chapter 427.0157 F.S.) include the development of local service needs and the provision of information, advice, and direction to the CTC on the coordination of services to be provided to the transportation disadvantaged. The members of each board are appointed by the MPO or designated official planning agency. Each board is required to meet at least quarterly and shall:

1. Review and approve the Transportation Disadvantaged Service Plan, including the memorandum of agreement, prior to submittal to the Commission
2. Evaluate services provided in meeting the approved plan

3. In cooperation with the community transportation coordinator, review and provide recommendations to the commission on funding applications affecting the transportation disadvantaged
4. Assist the community transportation coordinator in establishing eligibility guidelines and priorities regarding the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund grant funds
5. Review the coordination strategies of service provision to the transportation disadvantaged in the designated service area
6. Evaluate multicounty or regional transportation opportunities
7. Work cooperatively with local workforce development boards established in Chapter 445 to aid in the development of innovative transportation services for participants in the welfare transition program

Membership of the LCB is defined as follows:

- Chairperson who is an elected official from a county served by the LCB
- Vice-Chairperson elected by the LCB
- Local representative of the Florida Department of Transportation
- Local representative of the Florida Department of Children and Family Services
- Local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible
- Local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education
- Person recommended by the local Veterans Service Office representing the veterans of the County
- Person who is recognized by the Florida Association for Community Action (President), representing the economically disadvantaged in the County
- Person over sixty representing the elderly in the county
- Person with a disability representing the disabled in the County
- Two citizen advocate representatives in the County; one who must be a person who uses the transportation service(s) of the system as their primary means of transportation
- Local representative for children at risk
- Chairperson or designee of the local mass transit or public transit system's board, except in cases where they are also the Community Transportation Coordinator
- Local representative of the Florida Department of Elder Affairs

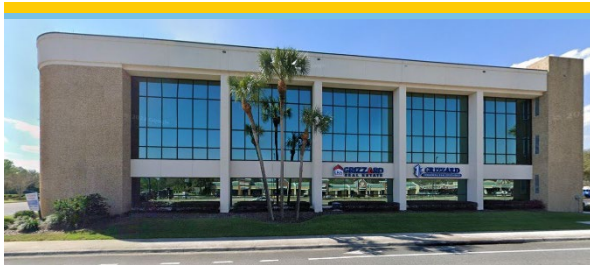
- Experienced representative of the local private for-profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator
- Local representative of the Florida Agency for Health Care Administration
- Local representative of the Agency for Persons with Disabilities;
- Representative of the Regional Workforce Development Board established in chapter 445, F.S.
- Representative of the local medical community, including kidney dialysis centers, long-term care facilities, assisted living facilities, hospitals, local health department or other home and community-based services, etc.

The LCB meets virtually and in person at the Lake~Sumter MPO administrative office at 1300 Citizens Boulevard, Leesburg, FL 34748. The office is an accessible location and is open to the public. In addition to the membership, other transportation partners including transportation disadvantaged passengers and human service and community-based organizations are notified of the meetings. The meeting agenda and information about how to participate are posted to the website at least one week before.

In accordance with the Lake~Sumter MPO’s Public Participation Plan, a publicly noticed TDCB meeting, as well as an annual public hearing, was held on March 13, 2023. The Draft TDSP was published on the MPO’s website seven (7) days prior to the meeting. A workshop format was utilized at the meeting to solicit input from members and the public about issues and opportunities to be considered during the development of the TDSP. The presentation of the Draft TDSP also initiated the 21-day public comment period. In addition to feedback from Lake County TDCB members, six (6) public comments were collected from the public hearing and public comment period. Common themes from the public comments included a desire for expanded out-of-county medical trips, a simplified eligibility process, and more efficient service operations. As a result of this feedback, the CTC added out-of-county medical trips to Oxford and Wildwood and is exploring improvements to the TD eligibility process.

The TDSP was adopted on June 12, 2023 and will be amended annually to include minor updates, including updates to all key data. The next new TDSP will take place in FY 2028, aligning with the new Memorandum of Agreement between the CTC and CTD.

For more information about the Lake~Sumter Metropolitan Planning Organization or to learn about ways to get involved, please contact:



Lake~Sumter MPO Office
 1300 Citizens Boulevard
 Leesburg, FL 34748
 Phone: (352) 315-0170
 Fax: (352) 315-0993
 Email: MWoods@LakeSumterMPO.com
 Web: www.LakeSumterMPO.com

3.2 Service Area Profile/Demographics

3.2.1 SERVICE AREA DESCRIPTION

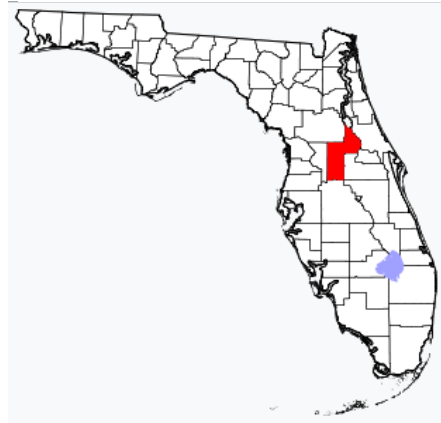
Lake County is located in Central Florida and is included in the Orlando-Kissimmee-Sanford, FL Metropolitan Statistical Area (see Figure 3-2). According to the U.S. Census Bureau, Lake County's total land area is 951.55 square miles.

3.2.1.1 Historical Tradition

Lake County was formed on July 27, 1887, from parts of Orange and Sumter Counties. The County's name was chosen because of the 1,400 lakes within its boundaries. The City of Tavares became the County seat. Taken in 1890, the County's first census reported 8,304 residents.

Traditionally, the County's economy was focused on agriculture. Until the early 1980s, Lake County was the second highest producer of citrus in the State with approximately 122,777 acres of citrus groves. By 2020, that number had declined to 8,766 acres. Due to the historic freezes of 1983, 1985, and 1989, once-productive citrus groves began selling quickly, ushering in a new era of development in the County. While many Lake County communities like Mount Dora have maintained their quaint small-town charm, today's economy continues to diversify. The Lake County Economic Action Plan is focused on attracting and recruiting new businesses such as light industry and manufacturing opportunities. Other initiatives capitalize on the County's natural resources such as the Tavares Sea Plane Base and The Great Floridian Triathlon. The National Training Center, affiliated with the South Lake Hospital, is a premier sports and fitness destination that provides comprehensive wellness programs and training services focused on health and performance excellence.

Figure 3-2: Lake County Location



3.2.1.2 Governmental and Institutional Descriptions

Lake County is served by a BOCC representing five (5) districts in the County. Elected by the County at large, each Commissioner serves a four-year term, and the elected terms are staggered among the Commission Districts so that the entire Commission will never be first-year officials at the same time. As shown in Table 3-1 below, there are ten (10) municipalities in Lake County. The City of Clermont is the most populated (11.2 percent of the County's total population) followed by the City of Leesburg at seven (7) percent and the City of Eustis at six (6) percent.

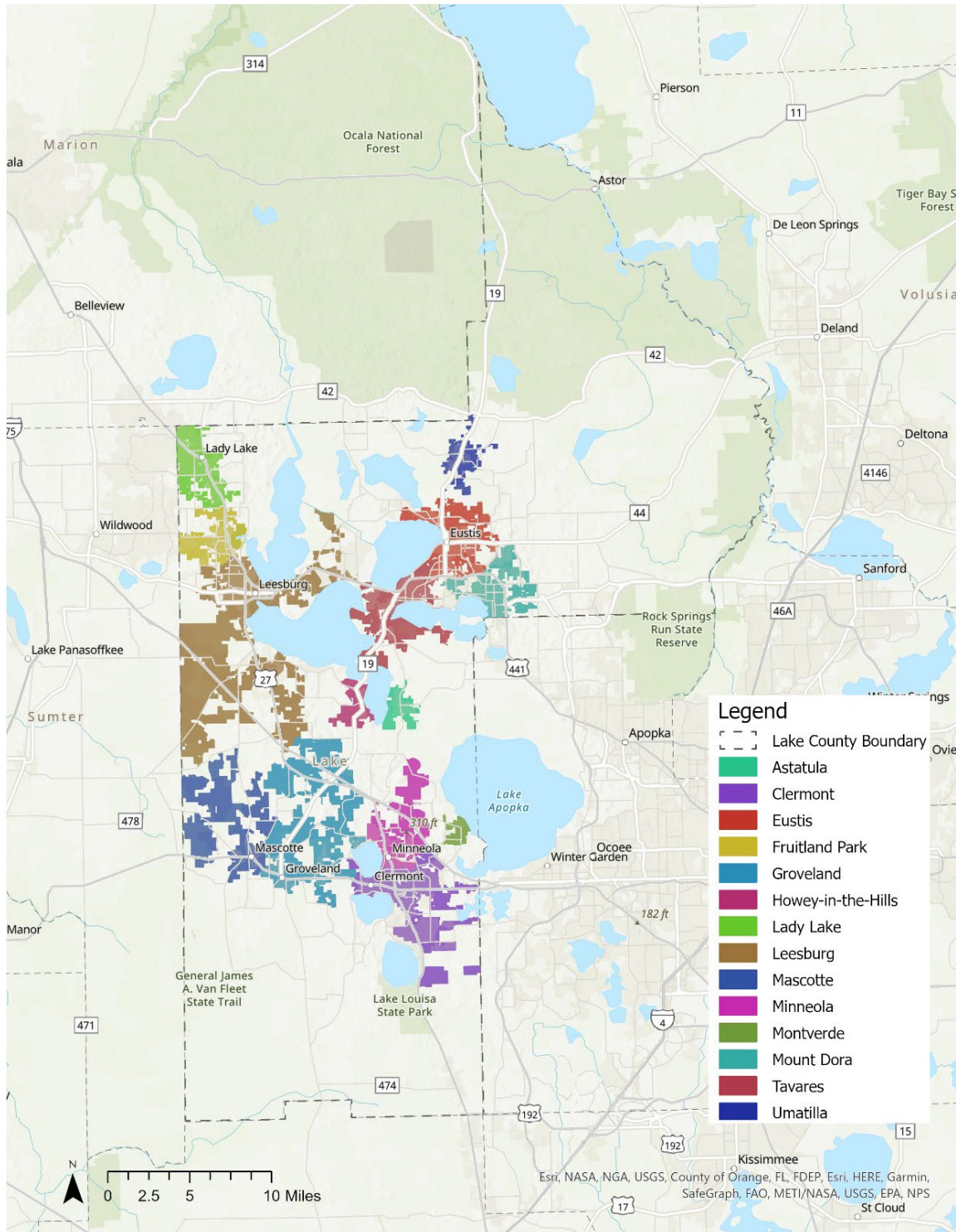
Table 3-1: Lake County Population by Jurisdiction, 2020

Jurisdiction	Population	Percent
City of Clermont	43,021	11.2%
City of Eustis	23,189	6.0%
City of Fruitland Park	8,325	2.1%
City of Groveland	18,505	4.8%
City of Leesburg	27,000	7.0%
City of Mascotte	6,609	1.7%
City of Minneola	13,843	3.6%
City of Mount Dora	16,341	4.2%
City of Tavares	19,003	4.9%
City of Umatilla	3,685	.95%
Unincorporated Lake County	204,435	53.2%
TOTAL	383,956	100%

Source: U.S. Census Bureau, Population, Census, April 1, 2020

The unincorporated areas of Lake County comprise 53 percent of the total County population. Figure 3-3 below displays Lake County’s city boundaries and the unincorporated areas of the County.

Figure 3-3: Lake County Municipal Boundaries



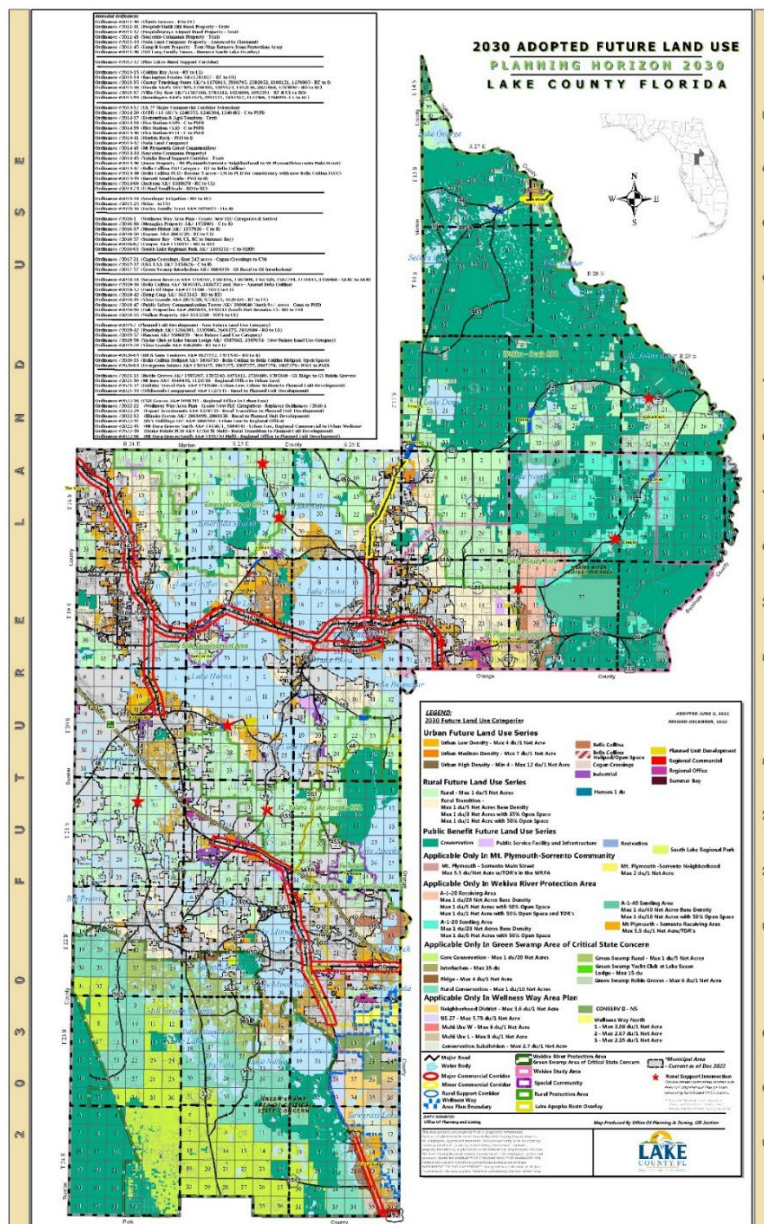
Source: Lake County GIS City Limits data

3.2.2 DEMOGRAPHICS

3.2.2.1 Land Use

As shown in Figure 3-4 below, widely dispersed rural land uses (green shaded areas) are predominant in Lake County. Urban low and medium designations (orange) in the Clermont area are generally located along U.S. 27 and east on S.R. 50 to the Orange County border. Moving north on U.S. 27 there are small parcels of urban land uses, with the largest concentration in and around the Okahumpka census-designated place (CDP). Urban land use designations are also generally concentrated along U.S. 441 in and around the City of Leesburg, the Silver Lake CDP, and the City of Tavares and north along S.R. 19 in the City of Umatilla area.

Figure 3-4: Lake County 2030 Adopted Future Land Use Map



Source: Lake County Planning and Zoning Department

3.2.2.2 Population/Composition

As of the 2020 United States Census, there were 383,956 people, 137,446 households, and 94,332 families residing in the County with a population density of 403.5 per square mile. As shown in Table 3-2, Lake County’s population and population density have both increased since 2010, with the population increasing at a higher rate than the State of Florida.

Table 3-2: Comparison of Population and Population Density for Lake County and Florida

	2010 Population	2010 Population Density	2020 Population	2020 Population Density	Population Growth (2010-2020)
Lake County	297,052	316.6	383,956	403.5	29.3%
Florida	18,801,310	350.6	21,538,187	401.4	14.6%

Source: U.S. Census Bureau Quick Facts, Lake County; U.S. Census Bureau Quick Facts, Florida

Three (3) of the four (4) populations eligible for TD services that are captured in the US Census are older adults, individuals with disabilities, and low-income individuals. The tables and figures below show how these demographics in Lake County compare to the State of Florida, as well as the geographic distribution of these populations within Lake County.

AGE

Compared to the State of Florida, the population in Lake County has a higher median age (46.8) and about 26 percent of the population is over 65 years of age (see Table 3-3).

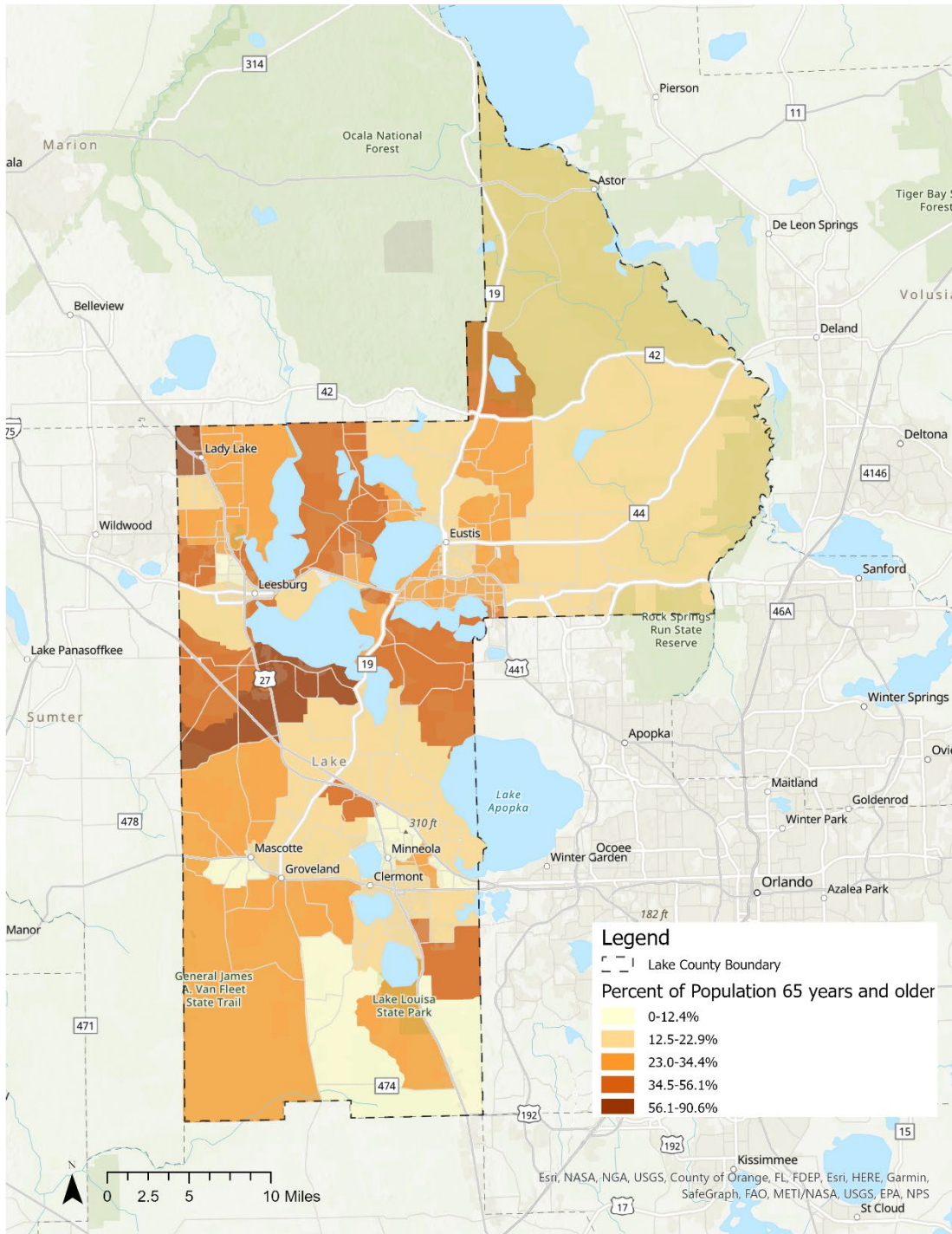
Table 3-3: Age Distribution in Lake County and Florida

	Lake County	Florida
Under 5 years	4.8%	5.2%
5 to 17 years	14.5%	14.7%
18 to 24 years	6.6%	8.1%
25 to 44 years	22.0%	25.2%
45 to 54 years	12.0%	12.8%
55 to 64 years	13.8%	13.6%
65 to 74 years	14.5%	11.4%
75 years and over	11.9%	8.9%
Median age (years)	46.8	42.3

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates Table S0601

The census tracts with the highest percentage of population above 65 years old are located in Leesburg, Lady Lake, and unincorporated parts of the County south of Leesburg, as shown in Figure 3-5 below.

Figure 3-5: Geographic Distribution of Population 65 Years and Older in Lake County



Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S0101

INCOME AND POVERTY STATUS

The median household income in Lake County is \$60,013, which is slightly lower than the median household income in Florida of \$61,777 (see Table 3-4).

Table 3-4: Household Income in Lake County and Florida (In 2021 inflation-adjusted dollars)

	Lake County	Florida
Less than \$10,000	4.3%	5.9%
\$10,000 to \$14,999	3.4%	3.9%
\$15,000 to \$24,999	8.6%	8.6%
\$25,000 to \$34,999	11.2%	9.3%
\$35,000 to \$49,999	13.3%	13.0%
\$50,000 to \$74,999	19.9%	18.2%
\$75,000 to \$99,999	14.1%	12.8%
\$100,000 to \$149,999	14.7%	14.7%
\$150,000 to \$199,999	5.8%	6.3%
\$200,000 or more	4.6%	7.3%
Median income (dollars)	\$60,013	\$61,777

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S1901

While the median household income is slightly lower in Lake County compared to Florida, the percentage of population living below the poverty level is lower in Lake County (10.7 percent) than in Florida (13.1 percent), as shown in Table 3-5.

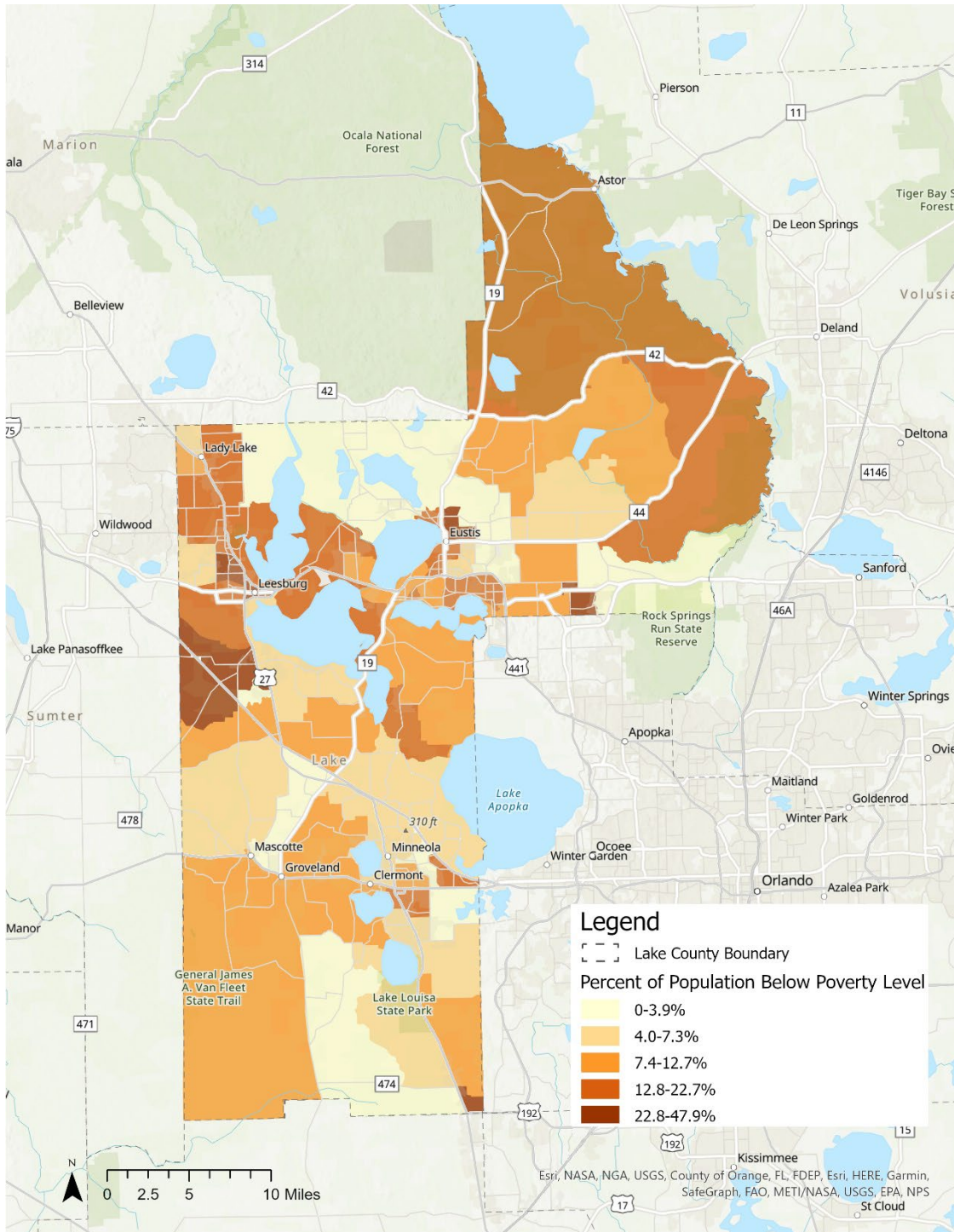
Table 3-5: Poverty Status in the Past 12 Months in Lake County and Florida

	Lake County	Florida
Below 100 percent of the poverty level	10.7%	13.1%
100 to 149 percent of the poverty level	9.1%	9.2%
At or above 150 percent of the poverty level	80.2%	77.7%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S0601

The census tracts with the highest percentage of the population living below the poverty level are primarily located in the central and northern parts of the County, particularly in Leesburg and Eustis, as shown below in Figure 3-6.

Figure 3-6: Geographic Distribution of Population Below the Poverty Level



Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S0601

In Lake County, Transportation Disadvantaged eligibility criteria is based on having an income status that is at least 200 percent below the poverty level. The Health and Human Services (HHS) 2023 Poverty Guidelines are shown below in Table 3-6.

Table 3-6: Health and Human Services 2023 Poverty Guidelines (200%)

Persons in Family/Household	Poverty Guideline
1	\$29,160
2	\$39,440
3	\$49,720
4	\$60,000
5	\$70,280
6	\$80,560
7	\$90,840
8	\$101,120

Source: Office of the Assistant Secretary for Planning and Evaluation HHS Poverty Guidelines for 2023. <https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines>.

DISABILITY STATUS

Within Lake County, about 16 percent of the population has some type of disability, compared to 13.4 percent in Florida (Table 3-7).

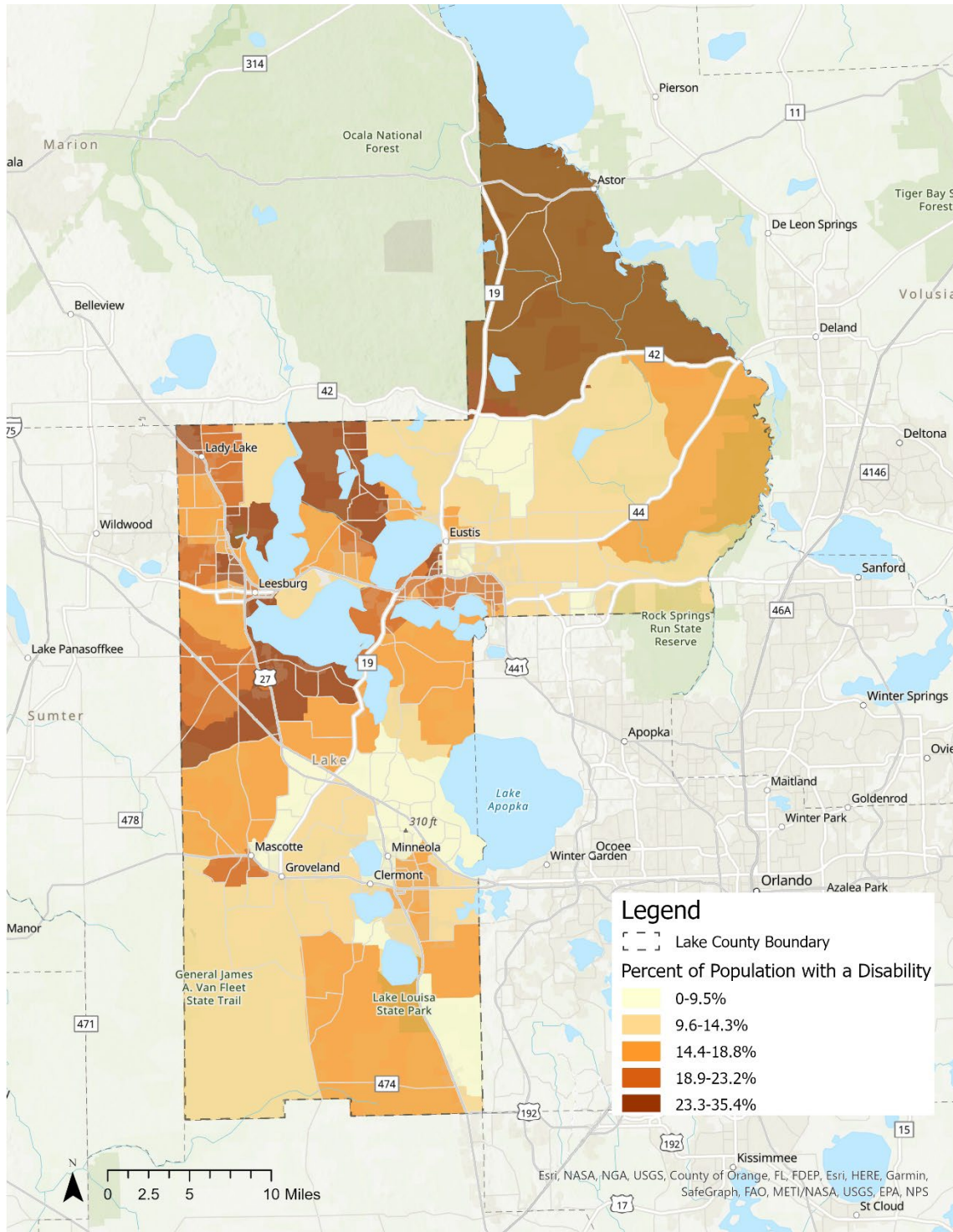
Table 3-7: Population with a Disability in Lake County and Florida

	Lake County	Florida
Population with a disability	60,139	2,818,838
Percent with a disability	16.2%	13.4%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S1810

As shown in Figure 3-7, the census tracts with the highest population with a disability are the unincorporated northern and central parts of the County and Lady Lake.

Figure 3-7: Geographic Distribution of Population with a Disability in Lake County



Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S1810

3.2.2.3 Employment

Lake County has a higher percentage of the population not in the labor force compared to the State of Florida, as shown below in Table 3-8. The unemployment rate is similar but slightly higher than Florida's at 3.3 percent.

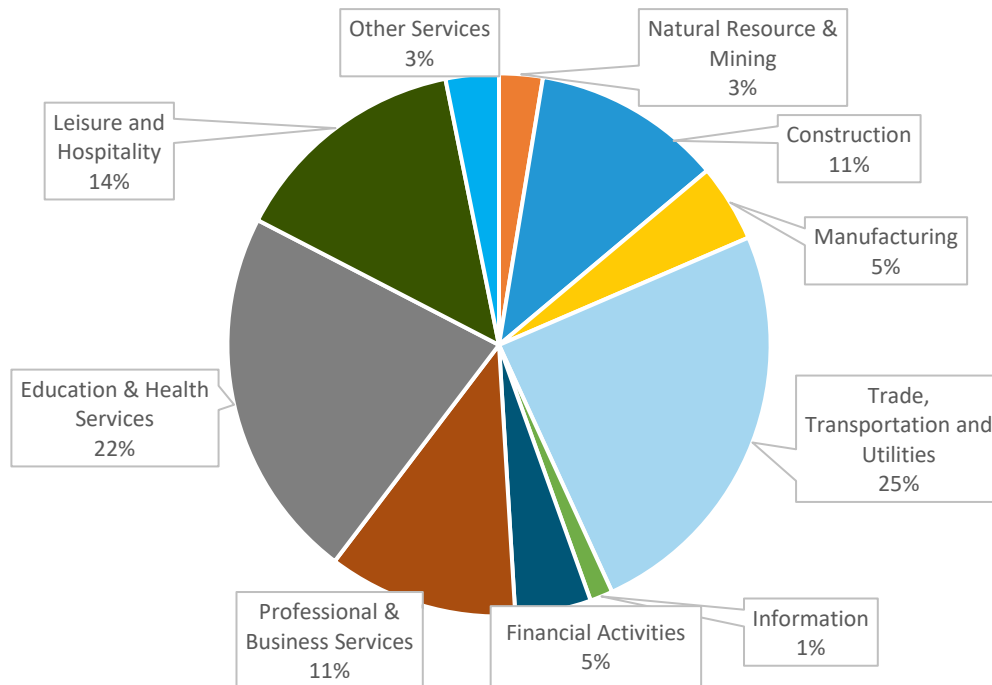
Table 3-8: Employment Status of Population 16 years and older for Lake County and Florida

	Lake County	Florida
Employed	50.8%	55.9%
Unemployed	3.3%	3.1%
Armed Forces	0.1%	0.4%
Not in Labor Force	45.8%	40.6%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table DP03

Top employment industries in Lake County include Trade, Transportation, and Utilities (22 percent), Education and Health Services (20 percent) and Leisure and Hospitality (13 percent), as shown in Figure 3-8 below.

Figure 3-8: Average Annual Employment in Lake County, 2021 (Preliminary)



Source: Florida Office of Economic and Demographic Research, County Profiles, December 2022, <http://edr.state.fl.us/Content/area-profiles/county/lake.pdf>.

As shown in Table 3-9, the average annual wages across all industries in Lake County is \$45,319, which is lower than the average for Florida (\$60,299). In Lake County, the Information industry has the highest average annual wages at \$68,715 while the Leisure and Hospitality industry has the lowest annual wages at \$22,440.

Table 3-9: Average Annual Wages in Lake County and Florida, 2021 (Preliminary)

Industry	Lake County	Florida
All industries	\$45,319	\$60,299
Natural Resource & Mining	\$43,355	\$42,128
Construction	\$56,304	\$59,088
Manufacturing	\$54,103	\$69,997
Trade, Transportation and Utilities	\$40,498	\$53,763
Information	\$68,715	\$104,461
Financial Activities	\$56,625	\$93,945
Professional & Business Services	\$51,407	\$74,786
Education & Health Services	\$51,405	\$59,043
Leisure and Hospitality	\$22,440	\$31,029
Other Services	\$34,504	\$44,107
Government	\$47,961	\$61,210

Source: Florida Office of Economic and Demographic Research, County Profiles, December 2022, <http://edr.state.fl.us/Content/area-profiles/county/lake.pdf>.

Top employers within Lake County are shown below in Table 3-10. Employers with over 1,000 employees include Publix, AdventHealth Waterman, UF Health Leesburg Hospital, Orlando Health South Lake Hospital, and Walmart Supercenters.

Table 3-10: Employers in Lake County with over 500 Employees

Employer	Number of Employees
Publix Supermarkets	1000+ employees
AdventHealth Waterman	1000+ employees
UF Health Leesburg Hospital	1000+ employees
Orlando Health South Lake Hospital	1000+ employees
Walmart Supercenters	500 – 1000 employees
The Villages of Lake-Sumter Inc.	500 – 1000 employees
Cornerstone Hospice & Palliative Care	500 – 1000 employees
Lowe’s Home Improvement Centers	500 – 1000 employees
Lifestream Behavioral Center	500 – 1000 employees
Carroll Fulmer Logistics Corporation	500 – 1000 employees
Home Depot Home Improvement Centers	500 – 1000 employees

Source: Elevate Lake Economic Development, <https://elevatelake.com/communityprofile/industry/majoremployers>.

3.2.2.4 Housing

In Lake County, about 75 percent of the occupied housing units are owner-occupied, compared to 66.5 percent in Florida (Table 3-11).

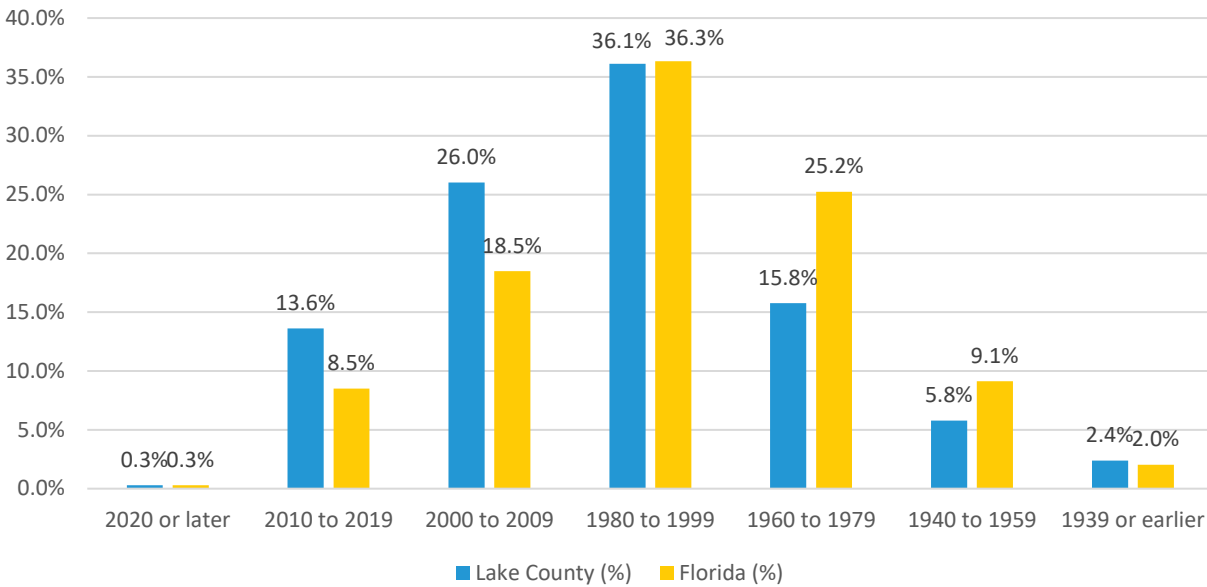
Table 3-11: Owner and Renter Occupied Housing Units in Lake County and Florida

	Lake County	Lake County (%)	Florida	Florida (%)
Owner Occupied	112,605	75.3%	5,420,631	66.5%
Renter Occupied	36,850	24.7%	2,736,789	33.5%
Total Occupied Housing Units	149,455	100.0%	8,157,420	100.0%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S2504

Lake County’s housing stock is younger compared to Florida’s overall housing stock (see Figure 3-9). Almost 40 percent of the occupied housing units in Lake County were built after 2000, compared to about 27 percent in Florida.

Figure 3-9: Comparison of Occupied Housing Units (Year Structure Built) in Lake County and Florida



Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S2504

3.2.2.5 Education

Lake County is served by one public college (Lake-Sumter State College), two (2) smaller technical colleges, and one (1) private liberal arts school (Beacon College) dedicated to students with learning disabilities (Table 3-12).

Table 3-12: Names and Locations of Local Colleges and Universities

Institution	Location
Lake-Sumter State College	Leesburg/Clermont
Beacon College	Leesburg
Southern Technical College	Tavares/Orlando/Sanford
Lake Technical College for Advanced Manufacturing	Eustis/Clermont/Tavares

Source: <https://elevatelake.com/businesssupport/workforcedevelopment>

Table 3-13 below displays the educational attainment of Lake County and Florida residents. Lake County is similar to the State across most categories, but approximately six (6) percent fewer residents have undergraduate or graduate degrees compared to residents in Florida.

Table 3-13: Percentages of Educational Attainment in Lake County and Florida

Population 25 years and over	Lake County	Florida
Less than 9th grade	2.70%	4.40%
9th to 12th grade, no diploma	6.90%	6.60%

Population 25 years and over	Lake County	Florida
High school graduate (includes equivalency)	31.30%	27.90%
Some college, no degree	22.00%	19.50%
Associate degree	11.80%	10.10%
Bachelor's degree	16.00%	19.80%
Graduate or professional degree	9.20%	11.70%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S1501

3.2.2.6 Travel Patterns

In Lake County, 4.4 percent of occupied housing units have no vehicle available, compared to 6.0 percent in Florida (Table 3-14).

Table 3-14: Vehicle Availability in Occupied Housing Units for Lake County and Florida

Vehicles Available	Lake County	Florida
No vehicle available	4.4%	6.0%
1 vehicle available	39.1%	38.8%
2 vehicles available	37.3%	38.4%
3 or more vehicles available	19.2%	16.8%
Total Occupied Housing Units	100.0%	100.0%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S2504

The average commute time for Lake County residents is slightly less than for workers across the State, with the most significant difference (4.1 percent higher) for Lake County residents traveling 30 to 34 minutes (Table 3-15).

Table 3-15: Travel Time to Work in Lake County and Florida

Travel Time to Work*	Lake County	Florida
Less than 10 minutes	8.90%	10.90%
10 to 14 minutes	11.20%	12.40%
15 to 19 minutes	14.70%	12.60%
20 to 24 minutes	15.50%	12.00%
25 to 29 minutes	6.90%	5.30%
30 to 34 minutes	16.80%	12.70%
35 to 44 minutes	8.00%	10.60%

Travel Time to Work*	Lake County	Florida
45 to 59 minutes	9.40%	13.00%
60 or more minutes	8.40%	10.50%
Mean travel time to work (minutes)	27.9	29.7

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S0801
 *For workers 16 years and older who did not work from home

Table 3-16 displays the travel modes utilized by Lake County and Florida commuters. Compared to the State of Florida, fewer Lake County workers use public transportation for work trips at 0.2 percent versus 1.4 percent, respectively.

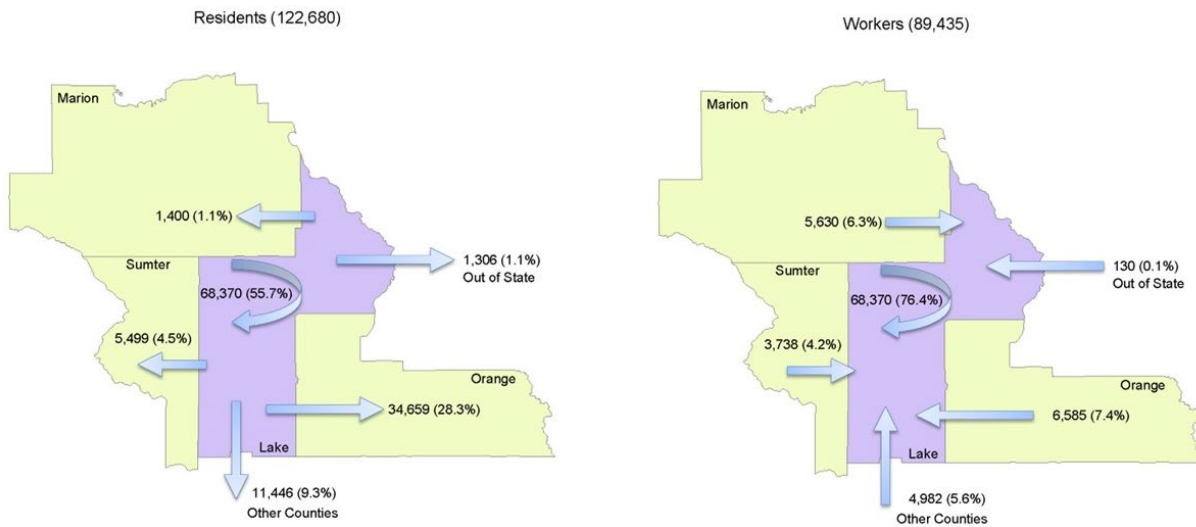
Table 3-16: Means of Transportation to Work (16 Years and Older) in Lake County and Florida

Mode	Lake County	Florida
Drove alone	78.40%	76.10%
Carpooled	9.00%	9.00%
Public transportation (excluding taxicab)	0.20%	1.40%
Walked	1.00%	1.30%
Bicycle	0.30%	0.50%
Taxicab, motorcycle, or other means	1.60%	1.80%
Worked from home	9.60%	9.90%

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Table S0801

Figure 3-10 shows the commuter flow for workers that *reside* in Lake County and work both in and out of Lake County (residents) and for workers that *work* in Lake County and live in and out of Lake County (workers). This data relies upon the latest available dataset of Census Transportation Planning Products (CTPP), based on 2012-2016 ACS data. As shown below, most workers who live in Lake County also work in Lake County (55.7 percent). Orange County accounts for the largest share of workers who live in Lake County but work outside the County (28.3 percent). Of workers that are employed in Lake County, most also live in Lake County (76.4 percent). Of the 23.6 percent of employees who commute to Lake County from other counties, most come from Orange County (7.4 percent).

Figure 3-10: Lake County Commuter Flows for Residents and Workers



Source: U.S. Census Bureau, 2012-2016 ACS/CTPP Data, <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/demographic/county2county.pdf>.

3.2.2.7 Major Trip Generators and Attractors

Lake County’s Route Match software provides origin and destination data, which offers insight into significant trip generators and attractors. Table 3-17 below shows the top ten trip generators/attractors for Lake County Connection, with most trips being to Dialysis Centers.

Table 3-17: Lake County Connection Major Trip Generators

Location	Trips	% of Trips
Davita Tavares Dialysis	7,108	9.0%
Davita Leesburg Dialysis	4,102	5.2%
FMC Mohawk Dialysis	3,837	4.9%
MFCS/Lb Meal Site	3,027	3.8%
ARA Clermont Dialysis	2,873	3.7%
Sunrise/Lb ADT	2,501	3.2%
Clermont Health & Rehab Center (Nursing Home)	2,235	2.8%
FMC Clermont West- Dialysis	2,211	2.8%
FMC Clermont East- Dialysis	2,200	2.8%
Building Blocks ADT	2,003	2.5%

Source: Route Match, Lake County Transit

3.2.2.8 Inventory of Available Transportation Services

LakeXpress, Lake County’s fixed route system, operates seven (7) regular fixed routes and one (1) express route. These routes are shown in Appendix C: LakeXpress Route Maps and Schedules.

An inventory of alternate transportation services in Lake County is included in Appendix D: Private Provider Inventory.

3.3 Service Analysis

3.3.1 TREND ANALYSIS

A trend analysis was completed to compare the performance of Lake County Connection over five (5) years (FY 2018-2022). Table 3-18 depicts the performance indicators and measures for each of the five (5) fiscal years, as well as the trend over the past five years and between the last two fiscal years. The source for each of these data sets is the Annual Operating Report (AOR), based on locally reported data released by the CTD. Appendix E: Annual Operating Report (FY 21-22) contains the most recent AOR. Graphs depicting the trend between FY 2018 to FY 2022 are included in Appendix F: Trend Analysis Graphs.

Table 3-18: Lake County Trend Analysis (FY 2018-2022)

Measure	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 18-22 Trend	FY 21-22 Trend
Total Passenger Trips	153,217	192,137	208,819	130,743	116,299	↓	↓
Total Vehicles	75	85	107	124	92	↑	↓
Total Vehicle Miles	1,520,198	1,698,369	2,021,637	1,416,081	1,101,917	↓	↓
Cost Per Paratransit Trip	\$32.59	\$28.31	\$22.28	\$38.61	\$39.89	↑	↑
Cost Per Total Mile	\$3.28	\$3.20	\$2.30	\$3.56	\$4.21	↑	↑
Accidents Per 100,000 Vehicle Miles	1.51	0.65	1.14	0.78	1.00	↓	↑
Vehicle Miles Between Road Calls	37,078	33,301	45,946	15,911	19,677	↓	↑
Complaints	21	14	13	5	6	↓	↔
Passenger No-Shows	2,612	2,890	3,140	1,601	1,900	↓	↑
Unmet Trip Requests	0	0	0	0	0	↔	↔
Drivers	183	200	180	226	188	↑	↓

Source: CTD Annual Performance Reports, FY 2018-2022

Table 3-18 shows that the CTC's total passenger trips and vehicle miles increased from FY 2018 to FY 2020. However, both trips and vehicle miles decreased in FY 2021 due to the COVID-19 pandemic. Passenger trips decreased by 37.4 percent from FY 2020 to FY 2021, and 11 percent from FY 2021 to FY 2022. Total vehicle miles decreased by 30 percent from FY 2020 to FY 2021 and 22.2 percent from FY 2021 to FY 2022.

Corresponding with the decrease in vehicle miles and trips, the cost per mile and cost per trip increased in FY 2021 and FY 2022 after decreasing the two years prior.

The number of accidents has gone up and down over the past five (5) fiscal years but most recently increased from 0.78 accidents to 1.00 per 100,000 miles in FY 2022. This increase was addressed in the CTC Evaluation and is a result of lower miles due to decreased ridership and driver turnover. Similarly, the number of vehicle miles between road calls has varied over the past five (5) years and increased by 23.7 percent from FY 2021 to FY 2022. However, the miles between road calls are still substantially lower than in pre-COVID years.

The number of passenger no-shows increased from FY 2018 to FY 2021 and then decreased by 49 percent in FY 2021. Passenger no-shows increased in FY 2022 but have stayed below pre-COVID levels. Complaints decreased from FY 2018 to FY 2021 and increased slightly in FY 2022, from five (5) to six (6) complaints. Over the past five (5) fiscal years, there have been no unmet trip requests. The number of vehicles increased from FY 2018 to FY 2021 but decreased by 25.8 percent in FY 2022. The number of drivers increased in FY 2019 and FY 2021 but decreased by 16.8 percent in FY 2022, aligning with national trends.

3.3.2 PEER REVIEW ANALYSIS

The Lake County CTC was compared to its CTC peers, which were selected based on the similarity of the following characteristics:

- County Size
- System Size
- Service Area Designation
- Organization Type
- Network Type

The selected peer CTCs are listed in Table 3-19 along with key characteristics.

Table 3-19: Peer CTC Characteristics (FY 2022)

Characteristics	Lake	Citrus	Flagler	Marion	Saint Johns	Sumter
County Size¹	383,956	153,843	115,378	375,908	273,425	129,752
Total Trips	116,299	91,403	79,995	70,758	128,242	44,336
Number of TD Passengers Served	1,724	917	2,342	1,550	3,259	145
Service Area Designation	Rural	Rural	Rural	Rural	Rural	Rural
Organization Type	County	County	County	Private Non-Profit	Private Non-Profit	County
Network Type	Complete Brokerage	Partial Brokerage	Sole Source	Partial Brokerage	Sole Source	Complete Brokerage

Sources: CTD Annual Performance Report, FY 2022; ¹ U.S. Census Bureau, 2020 Decennial Census

3.3.2.1 Peer Demographics Comparison

Table 3-20 provides a demographic comparison of Lake County to its peer CTCs. Overall, Lake County is more populated and geographically more significant, with a higher population density than its peers. The median age, individuals below the poverty level, and median household income for Lake County are slightly lower than its peers, while the population with a disability and households without access to a vehicle are about the same as its peers.

Table 3-20: Demographic Comparison of Peer CTCs

Measure	Lake	Citrus	Flagler	Marion	Saint Johns	Sumter	Peer Average
Total County Population¹	383,956	153,843	115,378	375,908	273,425	129,752	209,661
Square miles (land area)¹	951.6	581.9	486.2	1588.4	600.6	557.1	762.9
Population Density (pop/sq. mile)	403.5	264.4	237.3	236.7	455.2	232.9	285.3
Median Age	46.8	56.8	52	48.3	43.8	68.1	53.8
Population with a Disability	16.2%	21.0%	15.0%	16.5%	10.7%	18.1%	16.3%
Individuals Below Poverty Level	10.7%	14.9%	11.1%	14.6%	7.7%	9.7%	11.6%
Median Household Income	\$60,013	\$48,664	\$62,305	\$50,808	\$88,794	\$63,323	\$62,779
Households with No Access to a Vehicle	4.0%	3.9%	5.0%	4.9%	2.7%	3.6%	4.0%

Sources: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates; ¹ U.S. Census Bureau, 2020 Decennial Census, QuickFacts

3.3.2.2 Peer Performance Measures Comparison

Compared to the peer agencies, Lake County provides more passenger trips, has more service vehicles, and covers more miles (Table 3-21). However, the cost per trip, cost per mile, and passenger no-shows are higher, as well as road calls and accidents per mile, compared to the peer agencies.

Lake County had no unmet trip requests during FY 2022, while the average unmet trip request across all peers was 893. Lake County also had fewer complaints compared to its peers. While Lake County has more drivers than its peers, Lake County Connection continues to experience a driver shortage relative to demand, as many transit agencies across the country have also reported.

Table 3-21: Performance Measures for Peer CTCs (FY 2022)

Measure	Lake	Citrus	Flagler	Marion	Saint Johns	Sumter	Peer Average
Total Passenger Trips	116,299	91,403	79,995	70,758	128,242	44,336	82,947
Total Vehicles	92	58	33	65	37	21	43
Total Vehicle Miles	1,101,917	526,307	652,564	907,333	974,342	405,956	693,300
Cost Per Paratransit Trip	\$39.89	\$25.92	\$23.35	\$56.27	\$28.83	\$26.91	\$32.26
Cost Per Total Mile	\$4.21	\$4.50	\$2.86	\$4.39	\$3.79	\$2.94	\$3.70
Accidents Per 100,000 Vehicle Miles	1.00	0.00	0.00	0.33	0.31	0.00	0.13
Vehicle Miles Between Road Calls	19,677	87,718	217,521	151,222	162,390	0	123,770
Complaints	6	29	22	10	8	0	14
Passenger No-Shows	1,900	840	3,147	2,262	727	722	1,540
Unmet Trip Requests	0	120	1,516	0	0	2,830	893
Drivers	188	46	26	59	56	21	42

Source: CTD Annual Performance Report, FY 2022

3.3.3 FORECASTS OF TRANSPORTATION DISADVANTAGED POPULATION

As part of the TDSP major update, the CTD requires forecasts of the TD population to anticipate future demands for TD service and plan accordingly for operating and capital needs. The current ridership forecasting model was developed by the Center for Urban Transportation Research (CUTR) for the CTD in 2013. The forecasting model utilizes data from the following sources: the U.S. Census Bureau’s American Community Survey (ACS) and the Survey of Income and Program Participation (SIPP), the Bureau of Economic and Business Research (BEBR) County Population Projections, and the National Household Travel Survey (NHTS). These sources help convey economic trends, population growth, and the changing demographic composition of the population.

The population estimates for the TD population are shown below in Table 3-22, using data from the 2021 U.S. Census Bureau American Community Survey, 1-year estimates (the most current data available when

the Major TDSP Update was completed). The forecasting model relies on data from Table B18130, which only has 1-year estimates.

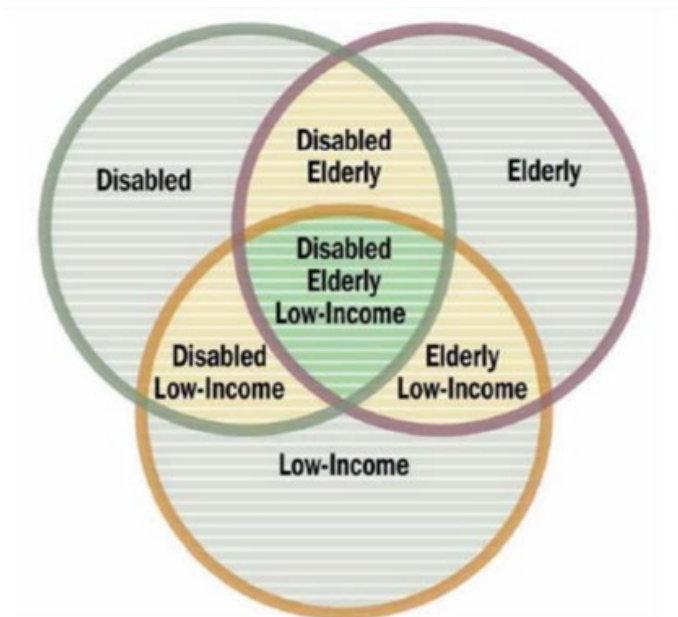
Table 3-22: TD Population Estimates

County Population by Age	Total Population by Age	% of Total Population	Population Below Poverty Level by Age	% of Total Population Below Poverty Level by Age	Total Population with a Disability by Age	% of Total Population with a Disability by Age	Total Population with Disability and Below Poverty Level by Age	% Total Population with a Disability and Below Poverty Level by Age
< 5 Years of Age	18,048	4.6%	3,133	0.8%	0	0.0%	0	0.00%
5-17	57,043	14.6%	6,420	1.6%	6,208	1.6%	698	0.18%
18-34	67,398	17.3%	5,197	1.3%	4,477	1.1%	183	0.05%
35-64	143,068	36.7%	15,093	3.9%	21,415	5.5%	5,180	1.33%
Total Non-Elderly	285,557	73.3%	29,843	7.7%	32,100	8.2%	6,061	1.55%
65-74	57,350	14.7%	3,152	0.8%	10,625	2.7%	756	0.19%
75+	46,884	12.0%	2,856	0.7%	19,271	4.9%	2,090	0.54%
Total Elderly	104,234	26.7%	6,008	1.5%	29,896	7.7%	2,846	0.73%
Total	389,791	100%	35,851	9.2%	61,996	15.9%	8,907	2.29%

Source: U.S. Census Bureau, 2021 ACS 1-year estimates, Table B18130

As defined by the CTD, the potential TD population (formerly referred to as Category I TD population) consists of all disabled, elderly, low-income and children who are high-risk or at risk. To ensure individuals who fall into two (2) or more categories (e.g., low-income and disabled) are not counted twice, the overlapping population must be eliminated as shown in Figure 3-11 below.

Figure 3-11: Potential TD Population



Source: Forecasting Paratransit Services Demand – Review and Recommendations, Final Report, June 2013, <https://ctd.fdot.gov/docs/DoingBusinessDocs/ParatransitDemandFinalReport05-31-13FINAL.pdf>

The rates for those who report a severe disability, or those who have a “critical need” for transportation based on their disability status, are applied to the disability rates reported in the ACS as shown below in Table 3-23. The total populations with a severe disability are calculated using estimated percentages of populations with a severe disability by age group.

Table 3-23: Critical Need Population

County Population by Age	Total Population with a Disability by Age	% with a Severe Disability by Age	Total Population with a Severe Disability by Age	% of Total Population with Severe Disability by Age	% of Severe Disability Below Poverty Level	Total Severe Disability Below Poverty Level
< 5 Years of Age	0	4.20%	-	-	-	-
5-17	6,208	4.20%	261	0.46%	-	-
18-34	4,477	6.30%	282	0.42%	-	-
35-64	21,415	13.84%	2,964	2.07%	-	-
Total Non-Elderly	32,100	-	3,507	1.23%	28.60%	1,003
65-74	10,625	27.12%	2,882	5.02%	-	-
75+	19,271	46.55%	8,971	19.13%	-	-
Total Elderly	29,896	-	11,853	11.37%	11.70%	1,387
Total	61,996	-	15,360	3.94%	-	2,390

Source: U.S. Census Bureau, 2021 ACS 1-year estimates, Table B18130; 2010 U.S. Census Bureau’s Survey of Income and Program Participation (SIPP)

The next step of the demand methodology utilizes National Household Travel Survey (NHTS) trip rates to forecast the potential trip demand for the critical need population. As shown below in Figure 3-12, there is an estimated potential demand of 9,907 trips per day for the critical need population.

Figure 3-12: Critical Need Trip Rates

Critical Need - Severely Disabled TD Population			
	Not Low Income	Low Income	Totals
Non-Elderly	2,504	1,003	3,507
Elderly	10,465	1,387	11,852
TOTAL	12,969	2,390	15,359

TRIP RATES USED	
Low Income Non Disabled Trip Rate	
Total	2.400
Less	
Transit	0.389
School Bus	0.063
Special Transit	0.049
	1.899
Severely Disabled Trip Rate	
Special Transit	0.049

Low Income & Not Disabled = C + F			
Assumes	27.2%	xx % without auto access	26,944
		65.8% xx % without transit access	7,329
			4,821

CALCULATION OF DAILY TRIPS FOR THE CRITICAL NEED TD POPULATION			
Calculation of Daily Trips			
Total Actual Critical TD Population	Daily Trip Rates Per Person	Total Daily Trips	
Severely Disabled	0.049	753	
Low Income ND	1.899	9,155	
Totals		9,907	

Source: U.S. Census Bureau, 2021 ACS 1-year estimates, Table B18130; National Household Travel Survey Trip Rates

Based on the medium projections of population forecasts prepared by the BEBR, the future potential demand for critical need transportation is calculated. The forecasted potential demand for critical need

transportation in Lake County through 2031 is anticipated to continually increase, as shown below in Table 3-24.

Table 3-24: Critical Need Trip Demand

Critical Need TD Population Forecast	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total Critical TD Population											
<i>Disabled</i>	15,359	15,670	15,988	16,313	16,643	16,981	17,325	17,677	18,035	18,401	18,775
<i>Low Income Not Disabled No Auto/Transit</i>	4,821	4,919	5,018	5,120	5,224	5,330	5,438	5,548	5,661	5,776	5,893
Total Critical Need TD Population	20,180	20,589	21,007	21,433	21,867	22,311	22,764	23,225	23,696	24,177	24,668
Daily Trips – Critical Need TD Population											
<i>Severely Disabled</i>	753	768	783	799	816	832	849	866	884	902	920
<i>Low Income - Not Disabled - No Access</i>	9,155	9,341	9,530	9,723	9,921	10,122	10,327	10,537	10,750	10,968	11,191
Total Daily Trips Critical Need TD Population	9,907	10,075	10,245	10,418	10,594	10,782	10,973	11,167	11,365	11,566	11,747
Annual Trips	3,021,757	3,072,825	3,124,755	3,177,564	3,231,265	3,288,458	3,346,664	3,405,900	3,466,184	3,5275,35	3,582,918

Source: U.S. Census Bureau, 2021 ACS 1-year estimates, Table B18130; Bureau of Economic and Business Research 2025-2050 Projections, February 2022

3.3.4 NEEDS ASSESSMENT

The current population of Lake County is 383,956, according to the 2020 Census. Based on the BEBR population projections (medium estimates) for 2025-2050, the population of Lake County is expected to increase by about 10 percent between 2025 and 2030 from an estimated population of 442,700 to a projected population of 487,600.

As compared to the Florida average of 21.1 percent, Lake County has 26.5 percent (approximately five (5) percent more) residents ages 65 years and older (which increases disability rates due to age). With the population increases and the demographic characteristics of the current population, the potential annual trip demand for disadvantaged transportation services is estimated to increase by nine (9)

Current gaps in transportation services and capital needs

- Fixed route service connections between north and south county routes are limited.
- Regional connectivity of fixed route service with SunTran in Ocala.
- Replacement of older Glaval paratransit vehicles with new Turtle Top buses.
- Weekend and after-hour service is limited.
- The TD eligibility process can be challenging, particularly for those with visual impairments, as well as those with permanent disabilities who have to reapply biannually.

percent over the next five (5) years (from 3,124,755 in 2023 to 3,405,900 in 2028), as described in the TD Population Forecasting methodology above.

The County's system-wide service levels will require monitoring of ridership needs and system capacity. Increased service levels generated by population growth and TD demand are expected, and the CTC will need to proactively plan for scalable service modifications.

3.3.5 BARRIERS TO COORDINATION

To meet the demand for transit service for the TD population, the coordinated approach to transportation provides an opportunity to improve service delivery. To successfully provide cost-efficient transportation for the disadvantaged population the barriers to coordination must be identified. Several barriers currently exist that present challenges for the TD program:

1. Lack of Information and Coordination with Community Agencies

Awareness of the TD program may inhibit cooperation between human services and transportation agencies. One of the significant benefits of a coordination board is that bringing a diverse group together allows participants to learn how each agency operates, develop working relationships, and make a concerted effort to achieve community goals. Community resources and strategies could be utilized to promote and improve the TD program, such as:

- » Elected Officials
- » Public Hearings
- » Community-Based Organizations, including The Salvation Army and Local Charities
- » County Departments, including Human Services, Community Action, and Veterans Affairs
- » Print Collateral such as Transit Handbooks, Maps, and Riders Guides
- » CTC and MPO Websites
- » Travel Training
- » Community Events

Reporting requirements for public transportation providers are extensive as compared to those imposed on human services agencies that fund transportation as an ancillary service. Transportation providers allocate costs per trip, while human services providers often do not. To increase the number of coordination agreements, the CTC should continue working with human services agencies to improve the reporting process and requirements to encourage participation in the coordinated system.

2. Service Improvements

Currently, all TD services require an advanced reservation of one (1) business day. Based on customer feedback, this requirement was recently decreased from 48-hours advanced notice. Nonetheless, the inability to schedule same day service may be a barrier for some.

As a strategy to reduce advanced reservation requirements for TD services, the CTC and TDCB can work together and develop a plan for updated service delivery policies. One option Lake County is exploring is partnering with Transportation Network Companies (TNCs). Lake County has applied for a CTD Innovation Service Development (ISD) grant to establish an On-Demand Pilot Program to provide service on nights, weekends, and holidays. As part of the program, Lake County would partner with approved Transportation Network Companies (TNCs), which would allow customers more flexibility when making changes to their schedules.

3. Lack of Sufficient Funding

The lack of bus operators is one factor that has impacted on-time performance and the overall ability to provide optimal service. Therefore, increased funding to competitively compensate bus operators is one recruitment and retention strategy.

4. Limited Service Hours

Currently, the program budget limits the service hours. As one strategy to expand service hours, the CTC is pursuing discretionary grant funding through the CTD Innovative Service Development (ISD) grant to develop an On-Demand Pilot Program that would provide services on nights, weekends, and holidays through TNCs. Unfortunately, the ISD grant opportunities are highly competitive and only awarded annually at the start of each fiscal year, which presents challenges for service planning. The CTD could assist by expanding ISD grant durations and award amounts throughout the State.

5. TD Eligibility Process

Lake County Connection's current TD eligibility form is a 12-page fillable pdf that must be mailed, or scanned and emailed to the CTC. While this allows applicants to fill out the application on a computer, this process can be challenging for customers, particularly those with visual impairments. Customers have noted that the length and requirements of the application, combined with the need to reapply biannually, make the eligibility process cumbersome. Based on feedback from the public and TDCB, the CTC is exploring the possibility of a permanent disability waiver that would allow those with a permanent disability to only update information that has changed since the last application. Additionally, the CTC is examining the potential for a submittal option that would allow applicants to upload the application and required documents directly to their website. The CTD's recent policy change allowing electronic signatures will also help to simplify this process for applicants. However, the CTD requirement for including a copy of a photo ID in the application will pose additional challenges for Customers with vision impairments.

6. Infrastructure Improvements

Accessibility of pedestrian facilities is critical for accessing public transit services, particularly for the TD community. The CTC can continue working with the MPO to encourage pedestrian

infrastructure improvements from residential areas to the fixed-route bus service area and to increase the accessibility of fixed-route bus stops and amenities.

3.4 Goals, Objectives, and Strategies

To implement the TDSP, the CTC and Lake Sumter MPO have identified goals, objectives, and strategies. The goals are as follows:

1. Provide an efficient, effective, and fully coordinated transportation system to meet the mobility needs of the transportation disadvantaged in Lake County.
2. Provide the most cost-effective provision of transportation disadvantaged services.
3. For all transportation services that are operated, ensure a high level of service is provided, maintained, and improved as necessary.
4. Encourage land use patterns that support and promote transit patronage through the clustering of mixed uses and other transit-oriented designs in medium and large scale planned developments.
5. Ensure the safety of the passengers, drivers, the general public, and property in the delivery of all transportation services.

Each goal corresponds with objectives, or actions that can be taken to achieve the goal, and associated strategies, which are actions taken to achieve the objectives. The goals, objectives, and strategies, as well as the responsible party and timeline for implementation, are outlined in Appendix G: Goals, Objectives, Strategies, and Implementation Schedule.

4 SERVICE PLAN

4.1 Operations

4.1.1 TYPES, HOURS, AND DAYS OF SERVICE

Lake County's Public Transportation services are offered to passengers whose rides are paid for by a sponsoring agency and the general public. The general public who does not qualify for benefits under the Transportation Disadvantaged Program may pay the entire trip cost and receive services. All requests for transportation are accepted; however, applicants must meet the requirements of the sponsoring agency. There is no differentiation between age, race, creed, national origin, or disability as long as the person qualifies for the service. There is a possibility that trips may be prioritized based on trip purpose due to funding reductions experienced by most sponsoring agencies. The prioritization format has been approved by the Ridership Sub-committee of the TDCB and is described below in Section 4.1.2.2. It should be noted that FDOT Section 5311-funded trips and trips provided under the Americans with Disabilities Act (ADA) may not be prioritized. While trip prioritization may be enacted in the future, the CTC has yet to have any unmet trip demand within the most recent five-year period.

The CTC operates its paratransit services under the name of Lake County Connection (LCC) and has contracted with RATP Dev USA effective March 6, 2017, to serve as the County's provider. Through a competitive process in 2022, RATP Dev USA was selected and awarded a second five-year contract to continue to provide Lake County Connection services. Pick up times for transportation disadvantaged services are from 5:00 am until 7:00 pm, Monday through Friday, except dialysis transportation, which is also provided on Saturdays. Services are limited to dialysis trips only on Martin Luther King Day, Memorial Day, Independence Day, and Labor Day. Services are not provided on New Year's Day, Thanksgiving Day, and Christmas Day. The Lake County Connection office and reservation hours are 8:00 am until 5:00 pm, Monday through Friday, excluding selected holidays. ADA hours of operation are the same as the LakeXpress published bus schedules when those individual routes are operating. Currently, the earliest LakeXpress route begins service at 5:30 am and the latest route operates until 9:58 pm. The current CTC vehicle inventory consists of 92 vehicles. Lake County Connection, through its contracted provider, operates 43 vehicles, and the CTCs coordination contractors use 49 vehicles.

Return trips from both destinations leave when all passengers are finished with their appointments but must leave by 2:00 pm. However, accommodation for late return trips with advanced notification to the reservation system may be provided. All passengers are advised of this stipulation and are strongly encouraged to make out-of-county appointments before 10:00 am. When calling to schedule a trip, the customer service representatives will provide the caller with two (2) estimated pick-up times for all round trips. The first estimated pick-up time will be from the passenger's home to their destination. The second estimated pick-up time will be the return time from the passenger's destination back to their home. Each pick-up time starts a one-hour window in which a passenger should be ready to travel and expect the

DID YOU KNOW?

Lake County Connection's service area is Lake County, but out-of-area medical trips are provided to Gainesville, Orlando, Wildwood, and Oxford twice a week.

driver to arrive. Schedules are developed to allow multi-loading and passengers to get to their destinations on time. Under certain circumstances, pick-up times may need to be negotiated with customers to allow more efficient scheduling. Pick-up window adjustments of up to one (1) hour may be required depending on the travel distance and the number of passengers transported.

The driver can arrive up to one (1) hour past the scheduled pick-up time and still be considered “on time” if the passenger arrives at their destination on time. The pick-up time is developed considering factors such as the time the passenger needs to reach their destination, traffic delays, inclement weather conditions, and the multi-loading of other passengers. The one-hour return window applies to TD and ADA passengers. Lake County Connection will pick up all passengers within 60 minutes of their scheduled return pick-up time. Should a driver arrive early for a pick-up, passengers cannot be forced to be ready or leave earlier than their scheduled pick-up time. The early arrival of a driver for a pick-up when a passenger is not willing to leave early does not constitute a “no-show” for the passenger.

When making a reservation for service, travel times may vary based on the distance of the trips. Examples of travel times are as follows:

- Nine (9) miles or less – up to a 60-minute travel time
- Nine (9) miles to 18 miles – up to a 90-minute travel time
- 18 miles or longer – up to a 120-minute travel time

4.1.2 ACCESSING SERVICES

There is a one (1) business day advance reservation requirement for Transportation Disadvantaged trips. However, same-day requests for urgent care service will be accepted if vehicles and drivers are available. Other services will be considered depending on the nature of the request and the availability of resources. The non-ADA transportation services are available only for residents of Lake County unless an agreement exists with another CTC.

Customer Service Representatives (CSRs) have been instructed to listen to every request, discuss the circumstances with the passenger and determine whether the reservation can be accommodated. An alternate day or time is offered if the reservation time is unavailable. The CTC may authorize a trip outside these parameters when extraordinary situations arise.

Phone reservations can be made by contacting Lake County Connection at (352) 742-2612, TTY at (800) 955-8771 or Florida Relay at (800) 955-5770.

4.1.2.1 Eligibility

Medicaid Beneficiaries must contact their Medicaid Representative to request information about their Medicaid Broker transportation provider. Lake County Connection does not provide Medicaid-sponsored non-emergency transportation services.

Lake County provides transportation services under several different funding sources which are available to anyone who meets the qualifications for the respective sponsoring agency or program.

Transportation Disadvantaged services are based upon Chapter 427, Florida Statutes. Applicants must first have no other means of transportation available to them (including LakeXpress fixed route bus service) and meet at least one of the following criteria:

- Age 60 or older; or
- Have a recognized disability verified by an acceptable medical professional; or
- Have an annual gross household income that does not exceed 200 percent of the Department of Health and Human Services poverty guidelines (<https://aspe.hhs.gov/poverty-guidelines>); unless the applicant qualifies for the Mary Bennett Rule.

The Mary Bennet Rule

The Mary Bennet Rule allows persons receiving dialysis treatment, as well as those with long-term medical conditions such as cancer treatments, heart conditions, diabetes, neuropathy, etc., that require ongoing treatment to qualify for services if they are \$5,000 or less over the 200 percent poverty level.

The Transportation Disadvantaged program is intended for those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in FS 411.202.

The Transportation Disadvantaged Program is a funding source of last resort. If a customer is receiving funding from another agency such as the Agency for Persons with Disabilities (APD) Medicaid Waiver Program or is on a waiting list, then the customer would have to use the Medicaid Waiver Program funding for transportation services. However, if a developmentally disabled customer does not receive transportation services from any other program, they may request the use of Transportation Disadvantaged Program funding through the eligibility application process.

All persons are required to complete an Eligibility Application bi-annually and must provide all required information, including the household verification of income. If a person provides false or misleading information, they will be denied services.

The acceptable proof of household income is Supplemental Security Income (SSI), Social Security Disability Insurance (SSDI), Pension or Bank Statement(s) paycheck stubs for the most recent four-week period, etc.

Non-eligible, general public passengers pay the same fares as the sponsoring agencies. Applicants who are able to use LakeXpress or have other means of transportation service will not be approved to use Lake County Connection unless they meet an exception on the eligibility application.

4.1.2.2 Prioritization

The TDCB, through a subcommittee, sets prioritization guidelines when needed. The following priorities are currently in effect:

1. Medical
 - a. Kidney Dialysis
 - b. Cancer Treatment
 - c. Doctor Appointments
 - d. Therapy
 - e. Prescriptions
2. Nutritional
 - a. Food/Grocery Shopping/ Meal Site/Food Stamps
3. Employment (In-County Only)
4. Training/Education
5. Life- Sustaining/Other
 - a. Non-food Shopping
 - b. Banking/Social Security
 - c. Visits to Hospitals/Nursing Homes
 - d. Recreational
 - e. Children at Risk

4.1.2.3 Other Accessibility Policies/Procedures Door-to-Door:

- **Door-to-Door:** Service is provided from the door of the trip origination to the door of the destination. Due to safety precautions, there may be times when a driver will not be able to assist a passenger to the door.
- **Passenger Assistance:** The driver will provide a passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The assistance may include opening the vehicle door, fastening safety belts, securement of wheelchair devices, storage of mobility assistive devices, and closing the vehicle door.

CTD Definitions

- **Medical:** Anyone transported for medical reasons. Medical reasons include trips to the doctor, dentist, chiropractor, hospital or to purchase prescriptions.
- **Employment:** Anyone transported to or from a current job, a job-related duty, or a job interview, that is related to receiving payment for employment, including sheltered workshops.
- **Education/Training/Day Care:** Anyone transported to or from school, college, Vo-tech, or any other facility whose purpose is to train, teach, or educate people, including day care for children. Sheltered workshops where payment for employment is not provided would be in this category.
- **Nutritional:** Anyone transported for reasons of receiving a meal, nutritional benefits, or grocery shopping. Meals on Wheels should not be included in this report.
- **Life-Sustaining/Other:** Anyone transported to conduct personal business (e.g., banks, social service offices, visiting spouse/parent in a nursing home) and shopping, excluding grocery shopping, or anyone transported for reasons other than the above. This could include after school programs, transporting persons against their will (e.g., Baker Act, juvenile detention), social, or recreational reasons. Volunteer workers and support groups would also be included in this category.

If necessary (and if other passengers will not be endangered), drivers will open and close building doors for passengers. Assistance will be provided in a dignified manner.

Upon request, the driver will assist passengers to the door unless doing so would endanger other passengers by leaving the vehicle unattended.

Drivers will not assist a wheelchair passenger up or down more than one (1) step and will not push a wheelchair through sand, grass, or mud.

Drivers must ring the bell or knock on the door of each customer’s home if the customer is not waiting outside.

Drivers shall not blow the horn of the vehicle unless there is an unsafe condition, fence or other barrier preventing access. If the passenger does not respond, Lake County Connection office staff will call the passenger using the telephone number on file.

- **Roadway Access:** Being a partially rural county, there are some roads and driveways that a bus cannot navigate due to overhanging tree branches, loose sandy roads, or other obstacles. In these cases, the passenger will be required to meet the bus at a predetermined pick-up point. Drivers will need to report such conditions to the County so appropriate actions may be taken to remedy the problems unless the road is privately maintained and the responsibility of property owners.
- **ADA:** According to the Americans with Disabilities Act of 1990 (ADA), one personal care attendant is allowed to travel at no charge with an eligible passenger.
- **Additional Passengers:** Up to two children under the age of six (6) may travel with each eligible adult with prior approval. Due to the nature of door-to-door transportation, other exceptions will be considered with prior approval.

4.1.3 TRANSPORTATION OPERATORS AND COORDINATION CONTRACTORS

Within the Lake County Coordinated Transportation System, RATP Dev USA is the private-for-profit operator under contract with Lake County to operate Lake County Connection paratransit services. There are also eight (8) coordination contractors operating within the System as shown in Table 4-1 below.

Table 4-1: CTC Coordination Contractors

Coordination Contractors	Services	Contact	Customers
Attain	Demand Response	Joe DeFalco	Physically/Developmentally Disabled
Beacon College	Demand Response	Eric Johnston	Physically/Developmentally Disabled
Building Blocks Ministries	Demand Response	Paula Whetro	Developmentally Disabled
Central Florida Group Homes	Demand Response	Marilou Arlandson	Developmentally Disabled
Life Care Services	Demand Response	Cheryl Williams	Developmentally Disabled
Love Thy Neighbor	Demand Response	Lynn Dudley	Developmentally Disabled
Sunrise Arc	Demand Response	Bob Stanford	Developmentally Disabled

Coordination Contractors	Services	Contact	Customers
United Way of Lake and Sumter Counties	Demand Response	Justin Adonis	Veterans

Source: Coordination Contractor Agreements

4.1.4 PUBLIC TRANSIT UTILIZATION

Lake County currently offers fixed route as well as TD and ADA paratransit services. The CTC initiated fixed route service on May 21, 2007, under the name of LakeXpress. LakeXpress currently operates five (5) routes in the northern portion of the County: Route 1, Route 1A, Route 2, Route 3, and Route 4. These routes serve The Villages, Lady Lake, Fruitland Park, Leesburg, Tavares, Eustis, Mount Dora, Umatilla, Altoona, and Zellwood.

LakeXpress also operates three (3) routes in South Lake County: Route 50, Route 55, and the South Lake Express. Route 50 serves Mascotte, Groveland, Clermont, and Winter Garden. This route connects to LYNX Link 105 in Winter Garden. Lake County operates the South Lake Express from US-192 to the Clermont Park and Ride and the Route 55 circulator in Four Corners during morning and evening peak times, Monday through Friday. Additionally, LYNX operates the LYNX Link 55 (W. US-192/Four Corners) on weekends and holidays. LakeXpress Route 4 also connects with LYNX Link 44 in Zellwood. These routes afford passengers a regional connection to travel to Orange, Osceola, and Seminole Counties via LYNX.

As shown in Table 4-2, LakeXpress ridership declined in FY 2020 and FY 2021 due to the COVID-19 pandemic, aligning with national trends. However, this past fiscal year the LakeXpress ridership has begun to increase.

LakeXpress Routes

- **Route 1:** Leesburg to Eustis
- **Route 1A:** The Villages to Leesburg
- **Route 2:** Leesburg Circulator
- **Route 3:** Mount Dora Circulator
- **Route 4:** Altoona to Zellwood
- **Route 50:** Mascotte to Winter Garden
- **Route 55:** Four Corners to U.S. Highway 192
- **South Lake Express:** Clermont to Four Corners

Table 4-2: LakeXpress Annual Ridership

Fiscal Year	Ridership
FY 2018	344,840
FY 2019	359,528
FY 2020	262,108
FY 2021	183,525
FY 2022	198,078

Source: Route Match Software Reports

4.1.5 SCHOOL BUS UTILIZATION

Lake County does not utilize school buses within the Coordinated System. Efforts to contract with the school board have not been successful, as the peak time usage of the school buses is the same peak time need as that of the CTC.

4.1.6 VEHICLE INVENTORY

There are a total of 92 paratransit vehicles operating in the Lake County coordinated system. Coordination contractors operate 36 ambulatory and 13 wheelchair accessible vehicles, and the Lake County Connection program currently operates 43 wheelchair accessible vehicles. The Lake County Connection vehicle inventory is included in Appendix H: Paratransit Vehicle Inventory

In prior TDSPs, a vehicle replacement schedule was included based on the useful life as measured in years. A 2017 FDOT policy change now stipulates that vehicles are eligible for replacement based on meeting both the useful life in years and the useful life in miles unless there is a compelling reason to replace the vehicle earlier due to excessive maintenance costs or other special circumstances. It is possible that some vehicles will need to remain in service slightly longer than in prior years and defining replacement needs and eligibility will be more complex. Appendix H: Paratransit Vehicle Inventory, Table 5-5 also includes an estimated replacement schedule based on model year and projected mileage. As Lake County Connection plans for its future replacement needs, future mileage projections, anticipated vehicle delivery dates and funding availability will need to be carefully estimated to determine when vehicles will be eligible for replacement based on the revised replacement policy.

4.1.7 SYSTEM SAFETY PLAN CERTIFICATION

A copy of Lake County's CTC Public Transportation Agency Safety Plan (PTASP) and Certification is included in Appendix I: System Safety Program Plan Annual Certification.

4.1.8 INTERCOUNTY SERVICES

The Lake County CTC provides passengers with medical trips to Gainesville (Alachua County), Orlando (Orange County), Wildwood, and Oxford (Sumter County) on Tuesday and Thursday, based on demand.

In addition, the Transportation Disadvantaged Program services are provided to The Villages in Summerfield, Lake-Sumter Landing, into Sumter County on CR 466 east of Buena Vista, Langley Medical Center, Davenport Dialysis, and DeLand Dialysis. Requests for transportation services to Ocala must first be given a variance by the CTC staff before being scheduled.

If a doctor is not available on normal out-of-county days, the passenger may request to be transported the day the doctor can see the patient. The Customer Service Representative will request the doctor's telephone number from the passenger and will verify the appointment prior to reservations being made.

4.1.9 EMERGENCY PREPAREDNESS AND RESPONSE

The CTC is the primary agency responsible for transporting special needs customers during a natural disaster or other emergencies. The CTC is part of the County Emergency Management Plan and is part of the Logistic Team as Emergency Support Function 1 (ESF 1).

In the event of an emergency, Lake County Transit is responsible for:

- Providing supplemental transportation for minor ambulatory injured and patients being transferred between hospitals.
- Providing transportation for medical personnel, supplies and equipment to locations as needed.
- Providing radio-equipped transit for emergency communication capability to these facilities, as directed.
- Coordinating and providing transportation of county residents to mass prophylaxis locations as directed.
- Providing transportation for special needs customers to and from designated shelters.
- Participating in agency and county drills and exercises.

4.1.10 EDUCATIONAL EFFORTS AND PUBLIC OUTREACH

The CTC is continuously attempting to find new and innovative ways to reach the majority of the population in Lake County and to educate them about the public transportation system. When LakeXpress began, there were newspaper articles in both of the major newspapers that serve the area. Whenever there is a change in schedules or routes, there are coinciding articles in the newspapers, stories on the local news, and articles posted on the internet. The CTC has used television and radio to market transit in Lake County.

Lake County Transit and their contractor's staff man tables at festivals, events, and the LCT sponsored annual "Stuff the Bus!" food drive event.

There are many speaking engagements made by the CTC staff. Local governments, home health care committees, faith-based organizations, health care professional organizations, homeowner's organizations, mobile home parks and associations and civic organizations have all been groups to which staff has spoken. A request for a CTC speaker has never been denied.

The Lake County Office of Transit Services has implemented the Easter Seals Project Action Travel Training Certification program and has been providing Travel Training services to Lake County Connection customers and local schools to support students with special needs. Amy Bradford, Paratransit Coordinator, has begun working towards certification as a Travel Trainer and plans to continue pursuing certification following a disruption due to the COVID-19 pandemic. This program supports and encourages those who are utilizing the door-to-door service to use the fixed-route service by providing training to guide them through the process of riding fixed-route transit.

The CTC also conducts satisfaction surveys of its customers. The surveys request customer feedback regarding all aspects of the transportation services provided by the CTC. This marketing/diagnostic tool will continue to be utilized regularly, with the results being documented for the improvement of all

transportation services. Survey results are posted regularly at www.ridelakexpress.com and www.lakesumtermpo.com.

4.1.11 ACCEPTABLE ALTERNATIVES

Any agency that purchases or provides transportation for persons who are transportation disadvantaged utilizing TD funds is to do so through a contractual arrangement with the CTC. Exempt from this requirement are privately-owned vehicles of an agency volunteer or employee; state-owned vehicles; privately-owned vehicles of a family member or custodian; common carriers, such as commercial airlines or buses; emergency medical vehicles; and in instances where the CTC determines that it is unable to provide or arrange the required service.

The BOCC, as the CTC, coordinates and provides services through a contracted provider for all passengers sponsored by Transportation Disadvantaged funds.

4.1.12 SERVICE STANDARDS

Service standards have been jointly developed by the TDCB, the Lake~Sumter MPO, and the CTC, which are consistent with those of the CTD. The standards are integral to the development and implementation of a quality transportation program.

This section includes the standards currently in place for providers in Lake County. Key pick-up policies are identified immediately below, and CTC standards follow.

- Door-to-door services are offered to individuals who are transportation disadvantaged according to Florida Statutes Chapter 427 and who cannot access or navigate the fixed route.
- The driver will assist the customer to the main door of multi-floor medical buildings.
- At the customer's residence, the customer is expected to be waiting on the first floor. The driver will not enter the residence.
- For the safety of the drivers and passengers, drivers will not assist wheelchair customers up or down more than one step, nor will they attempt to push a wheelchair through grass, sand, or mud.

4.1.12.1 Drug and Alcohol

Rule 41-2.006 (4) (a) Drug and alcohol testing for safety-sensitive job positions within the coordinated system regarding pre-employment, randomization, post-accident, and reasonable suspicion as required by the Federal Highway Administration and the Federal Transit Administration.

CTC Standard: The Provider shall implement and maintain a drug and alcohol testing program for safety-sensitive job positions within the coordinated system regarding pre-employment, randomization, post-accident, reasonable suspicion, return to duty and direct observation as required by the Federal Highway Administration and the Federal Transit Administration.

4.1.12.2 Transport of Escorts and Dependent Children

Rule 41-2.006 (4) (b) An escort of a passenger and dependent children are to be transported as locally negotiated and identified in the local Service Plan.

CTC Standard: One Escort/Personal care attendant (PCA), or dependent children will be permitted to be transported at no additional fare. The CTC may allow additional family members to travel with a customer under unique circumstances if space is available.

4.1.12.3 Child Restraint Devices

Rule 41-2.006 (4) © Use of child restraint devices shall be determined locally as to their responsibility and cost of such device in the local Service Plan.

CTC Standard: Child restraint devices must be used in accordance with Florida Law. Parents will be responsible for providing and installing the child restraint device. The driver will ensure that the child restraint device is properly installed.

4.1.12.4 Passenger Property

Rule 41-2.006 (4) (d) Passenger property that can be carried by the passenger and/or driver in one (1) trip and can be safely stowed on the vehicle shall be allowed to be transported with the passenger at no additional charge. Additional requirements may be negotiated for carrying and loading rider property beyond this amount. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices, or intravenous devices.

CTC Standard: Personal belongings are the sole responsibility of the passenger. Passengers are responsible for loading and unloading their belongings. Under limited circumstances, passengers may request the driver to assist with their belongings. However, there is a limit of five (5) bags that do not exceed 20 pounds each. Passengers' personal belongings do not include wheelchairs, child seats, stretchers, secured oxygen, personal assistance devices or intravenous devices.

4.1.12.5 Vehicle Transfer Points

Rule 41-2.006 (4) (e) Provide Shelter, security, and safety of passengers at vehicle transfer points.

CTC Standard: To the best possible extent, the provider shall provide shelter, security, and safety to its passengers at all transfer points.

4.1.12.6 Local Toll-Free Number and TD Helpline

Rule 41-2.006 (4) (f) Local toll-free phone number for complaints or grievances shall be posted inside the vehicle. The TD Helpline phone number (1-800-983-2435) shall also be posted inside the vehicle. The local complaint process shall be outlined as a section in the local Transportation Disadvantaged Service Plan including, advising the dissatisfied person about the Commission's Ombudsman Program as a step within the process as approved by the Local Coordinating Board. All rider information/materials (brochures, user's guides, etc.) will include the TD Helpline phone number.

CTC Standard Complaints/Compliments: The CTC number and the TD Ombudsman toll-free phone number for compliments, complaints, comments, or grievances shall be posted inside all vehicles. The CTC goal is to have no more than one (1) complaint per 1,000 total rides annually. Complaints are handled on an individual basis. Every complaint received through the CTC or Operator Office shall be recorded on a standardized complaint form. It is then investigated, and findings are annotated on the complaint form. The person filing the complaint will receive a written reply of the

complaint, findings, and resolution, as well as notice that they may contact the Commission's Ombudsman Program if they are not satisfied with the resolution.

4.1.12.7 Service Area

Rule 41-2.006 (4) (g) Out-of-service area trips shall be provided when determined locally and approved by the TDCB, except in instances where local ordinances prohibit such trips.

CTC Standard: The service area is all of Lake County. Trips are made to Gainesville, Orlando, Wildwood, and Oxford on Tuesdays and Thursdays. Transportation Disadvantaged services will be provided into Sumter County as stated under Inter County Services. Other requests for out-of-service area trips shall be provided when approved by the sponsoring agency or CTC.

4.1.12.8 Vehicle Cleanliness

Rule 41-2.006 (4) (h) The interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger.

CTC Standard: All vehicles operated within the coordinated system shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger.

4.1.12.9 Billing Requirements

Rule 41-2.006 (4) (i) Billing requirements of the CTC to subcontractors shall be determined locally by the TDCB and provided in the local Service Plan. All bills shall be paid within seven (7) calendar days to subcontractors, after receipt of said payment by the CTC, except in instances where the CTC is a non-governmental entity.

CTC Standard: All correct operator invoices shall be paid in accordance with the Prompt Payment Act.

4.1.12.10 Passenger/Trip Data Base

Rule 41-2.006 (4) (j) Passenger/trip data must be maintained by or accessible to the CTC on each rider being transported within the coordinated system.

CTC Standard: A passenger/trip database must be maintained and accessible to the CTC on each rider being transported within the system. A separate database shall be maintained for special needs customers enrolled with Lake County Emergency Management.

4.1.12.11 Adequate Seating

Rule 41-2.006 (4) (k) Adequate seating for paratransit services shall be provided to each rider and escort, child, or personal care attendant, and no more passengers than the registered passenger seating capacity shall be scheduled or transported in a vehicle at any time. For transit services provided by transit vehicles, adequate seating or standing space will be provided to each rider and escort, or child, or personal care attendant, and no more passengers than the registered passenger seating or standing capacity shall be scheduled or transported in a vehicle at any time.

CTC Standard: Adequate seating for paratransit services shall be provided to each rider and escort / personal care attendant (PCA), or child, and no more passengers than the registered passenger seating and standing capacity shall be scheduled or transported in a vehicle at any time.

4.1.12.12 Driver Identification

Rule 41-2.006 (4) (l) Drivers for paratransit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with the specific passenger, upon pickup of each rider, group of riders, or representative, guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis. Each driver must have photo identification that is in view of the passenger. Name patches, inscriptions, or badges that affix to driver clothing are acceptable. For transit services, the driver's photo identification shall be in a conspicuous location in the vehicle.

CTC Standard: Drivers for the providers of paratransit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to effective communication with the specific passenger, upon pickup of each rider, group of riders, or representative, guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis.

Each driver must have a photo identification that is legible and in view of the passenger. Name patches, inscriptions, or badges that affix to driver clothing are acceptable. For transit services, the driver's photo identification shall be in a conspicuous location in the vehicle.

4.1.12.13 Passenger Assistance

Rule 41-2.006 (4) (m) The paratransit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seat belt or utilization of wheelchair securement devices, storage of mobility assistive devices, and closing the vehicle door. In the door-through-door paratransit service category, the driver shall be required to open and close doors to buildings, except in situations in which assistance in opening/closing building doors would not be safe for passengers remaining in the vehicle. Assisted access must be in a dignified manner. Drivers may not assist a wheelchair up or down more than one step unless it can be performed safely as determined by the passenger, guardian, and driver.

CTC Standard: The paratransit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The assistance shall include opening the vehicle door, fastening safety belts or wheelchair securement devices, storage of mobility assistive devices, and closing the vehicle door. Assistance shall also include allowing for the use of the lift when requested by a passenger. If necessary and as long as the safety of other passengers in the vehicle is not endangered, the driver may open and close building doors for passengers. Passenger assistance must be provided in a dignified manner. Drivers may not assist a wheelchair up or down more than one (1) step.

4.1.12.14 Smoking, Eating, and Drinking on Vehicles

Rule 41-2.006 (4) (n) Smoking is prohibited in any vehicle. Requirements for drinking and eating on board the vehicle will be addressed in the local Service Plan.

CTC Standard: Drivers and passengers are prohibited from eating, drinking, or smoking in the vehicle. Exceptions to these vehicle operation policies would be made in accordance with guidance from ADA for persons who, for a medically necessary reason, must eat or drink on a strict time frame or nutritional regimen. Exceptions may be made for individuals on extended trips or for medical needs.

4.1.12.15 Passenger No-Shows

Rule 41-2.006 (4) (o) The CTC and TDCB shall jointly develop a policy on passenger no-shows. Assessing fines to passengers for no-shows is acceptable but such policy and process shall be identified in the local Service Plan.

CTC Standard: Because Lake County Connection is a shared ride system, each customer must be ready to board the vehicle when the vehicle arrives at their origin, unless the bus arrives earlier than the scheduled pick-up time.

A no-show is defined as the failure of a passenger to board the vehicle for a scheduled trip. This assumes the vehicle arrived at the prescribed pick-up location within the pick-up time and the passenger is not present for the appointment or fails to respond within five (5) minutes of the vehicle's arrival time. Passengers that do not timely cancel trips create an undue hardship for other passengers of the ride-share program and create an unnecessary expense for the program.

For nursing home passengers and dialysis patients, the wait time may be adjusted to take into consideration the population that is being served.

Drivers must exit the vehicle and ring the doorbell or knock on the door before leaving a door hanger or declaring the customer is a no-show. If the driver does not physically go to the customer's door and ring the doorbell or knock on the door, then the passenger cannot be considered a no-show. However, if there is a dangerous dog, unsafe condition, the fence is locked or there are other barriers that prevent the driver from accessing the home, the driver will notify Dispatch and the office staff will call the passenger utilizing the telephone number on file. If the passenger cannot be reached a no-show will be assessed.

No-shows or late cancellations are not counted when there are situations beyond the rider's control that prevent the rider from notifying us that the trip cannot be taken, such as:

- » Medical emergency/hospitalization
- » Family emergency
- » Sudden illness or change in condition
- » An appointment that runs unexpectedly late without sufficient notice

No-shows or late cancellations are not counted when the missed trip is due to a Lake County Connection error, such as:

- » Drivers arriving and departing before the pickup window begins
- » Drivers arriving late (after the end of the pickup window)

- » Drivers arrive within the pickup window but depart without waiting the required five minutes

Repeated intentional or regular no-shows will result in a suspension of the passenger's transportation service.

The third no-show within a 30-day period will trigger a review of the rider's record to allow for a more detailed look before a suspension is proposed. The frequency of trips along with the number of missed trips will be used to determine a no-show percentage rate.

For the number of no-shows to be considered excessive, it must be at least two (2) times the current year's average no-show percentage. For example, if the transit system's average no-show rate is currently 5 percent, an excessive amount would be considered 10 percent or greater.

At the month's end, passengers recorded as having three (3) or more no-shows will be reviewed to identify the passenger's trip and no-show history and their frequency of travel. Each no-show will be verified to determine the circumstance of the missed trip. Initially, a warning letter will be issued to try to modify the behavior. If the problem continues, a progressive suspension length will be as follows:

- » First Suspension will be for five (5) days
- » Second Suspension, within one (1) year, will be for 10 days
- » Third Suspension, within one (1) year, will be for 15 days
- » Four (4) and any subsequent Suspensions, within one (1) year, will be for 30 days

POLICY FOR DISPUTING SPECIFIC NO-SHOWS OR LATE CANCELLATIONS

Passengers wishing to dispute specific no-shows or late cancellations must do so within 30 days of receiving the initial warning letter. Passengers should contact the Lake County Connection Office Manager to explain the circumstance and request the removal of the no-show or late cancellation.

POLICY FOR APPEALING PROPOSED SUSPENSIONS

Passengers wishing to appeal suspensions under this policy have the right to file an appeal request, which must be in writing by letter or via email. Passengers must submit a written appeal request within 60 days of receiving suspension letters. Passengers who miss the appeal request deadline will be suspended from Lake County Connection on the date listed on the suspension notice. All suspension appeals follow Lake County Connection's appeal policy.

HOW TO AVOID NO-SHOW/LATE CANCELLATION SITUATIONS

- » Review times and dates with the Lake County Connection Customer Service Representative or Dispatcher to be sure you understand the 60-minute pickup window and when to expect the bus.
- » When you no longer need the ride, call Lake County Connection at 352-742-2612 immediately to let them know the ride is no longer needed.

- » Remember to cancel all trips scheduled for that day. If all trips are not cancelled, you will be charged a no-show for the remaining trips on the schedule.
- » Be prepared to board within five minutes of the arrival of the vehicle.

4.1.12.16 Two-Way Communication

Rule 41-2.006 (4) (p) All vehicles providing service within the coordinated system shall be equipped with two-way communications in good working order and be always audible to the driver to the base.

CTC Standard: Lake County adheres to this rule and all Lake County Connection vehicles are equipped with two-way radios. Cell phones may need to be used when traveling outside the County.

4.1.12.17 Vehicle Air Conditioning/Heating

Rule 41-2.006 (4) (q) All vehicles ordered or put into service after the adoption of this section of the rule, and providing service within the coordinated system, shall have working air conditioners and heaters. Vehicles that do not have a working air conditioner or heater will be scheduled for repair or replacement as soon as possible.

CTC Standard: All vehicles used within the coordinated system shall have working air conditioners and heaters. If an air conditioner or heater fails, the vehicle will be scheduled for repair or replacement as soon as possible. In extreme weather conditions, the vehicle shall be removed from service until the problem is remedied.

4.1.12.18 First Aid

Rule 41-2.006 (4) The First Aid policy shall be determined locally and provided in the local Service Plan.

CTC Standard: Each vehicle must have a First Aid Kit on board when passengers are being transported.

4.1.12.19 CPR

Rule 41-2.006 (4) (s) Cardiopulmonary Resuscitation policy shall be determined locally and provided in the local Service Plan.

CTC Standard: The Transportation Disadvantaged Coordinating Board (TDCB) has elected not to require CPR/First Aid training for drivers at this time.

4.1.12.20 Background Checks

Rule 41-2.006 (4) (t) Driver criminal background screening should be determined locally, dependent upon purchasing agencies' requirements, and addressed in the local Service Plan.

CTC Standard: The CTC requires that criminal history background checks be completed on all paratransit drivers. The background check shall include an FBI Background Check, as well as a Florida Department of Law Enforcement (FDLE) Background check, to meet the requirements of the Jessica Lunsford Act for the Agency for Persons with Disabilities, Florida DOEA, and a local criminal history check.

4.1.12.21 Public Transit Ridership

Rule 41-2.006 (4) (u) In areas where fixed route transportation is available, the Community Transportation Coordinator should jointly establish with the Local Coordinating Board a percentage of total trips that will be placed on the fixed route system.

CTC Standard: The CTC has established that if a customer is denied ADA transportation service the fixed route service is available to them. It is impossible to establish a percentage of total trips that will be provided by the fixed route system, as there is no way to document those trips transitioned from the coordinated system. The CTC shall transition identified trips to fixed route bus service whenever possible.

4.1.12.22 On-Time Performance

Rule 41-2.006 (4) (w) The CTC and LCB should jointly establish a percentage of trips that will be on time. This performance measure should be communicated to contracted operators, drivers, purchasing agencies, and passengers. This measure should also be included as a part of the CTC's evaluation of its contracted operators and the LCB's evaluation of the CTC.

CTC Standard: The CTC and TDCB jointly establish a percentage of trips that will be on time. This performance measure is communicated to contracted operators, drivers, purchasing agencies, and passengers. This measure is also included as a part of the CTC's evaluation of its contracted operators and the TDCB's evaluation of the CTC. The CTC has established a standard of 92-percent on-time performance for all completed trips on Lake County Connection.

4.1.12.23 Advance Reservation Requirements

Rule 41-2.006 (4) (x) The CTC should establish a minimum 24-hour advance notification time to obtain services. This policy should be addressed in the local Service Plan and communicated to contracted operators, purchasing agencies, and passengers.

CTC Standard: The CTC has established a one (1) day advance reservation requirement.

4.1.12.24 Accidents

Rule 41-2.006 (4) (y) The CTC and the TDCB should jointly establish and address a performance measure to evaluate the safety of the coordinated system, in the local Service Plan. This measure should be used in the CTC's evaluation of the contracted operators and the TDCB's evaluation of the CTC.

CTC Standard: The CTC has established a standard of no more than one preventable accident per 100,000 miles traveled.

4.1.12.25 Reliability of Vehicles/Road calls

Rule 41-2.006 (4) (z) The CTC and TDCB should jointly establish and address a performance measure to evaluate the reliability of the vehicles utilized in the coordinated system, in the local Service Plan. This measure should be used in the CTC's evaluation of the contracted operators and the TDCB's evaluation of the CTC.

CTC Standard: The CTC has established a standard of no more than one (1) road call per 15,100 miles.

4.1.12.26 Phones

Rule 41-2.006 (4) (aa) This performance measure can be used to address the accessibility of the service. The CTC and TDCB should jointly determine if a standard for call hold time is needed within the coordinated system. If determined necessary, the standard should be jointly established by the CTC and TDCB. The standard should be included as a part of the TDCB's evaluation of the CTC.

CTC Standard: The CTC requires that all calls be answered within three (3) rings and the average hold per call will not be more than three (3) minutes. Music or announcements must also be played in the background while customers are on hold.

4.1.12.27 Quality of Service

Rule 41-2.006 (4) (bb) The Community Transportation Coordinator and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the quality of service provided within the coordinated system. The measure should be used in the Community Transportation Coordinator's evaluation of the contracted operators, and the LCB's evaluation of the Community Transportation Coordinator.

CTC Standard: The CTC has adopted the same standards as addressed in the CTC evaluation process. In addition, the CTC contract with the operator has specific performance measures which are utilized to evaluate the operator. Note: The TDSP requirements were taken from the Commission for the Transportation Disadvantaged Commission Standards Training Manual (Adopted June 1996, and updated as appropriate) and Rule 41-2, Florida Administrative Code.

4.1.12.28 Additional CTC Standards

SAFETY EQUIPMENT

CTC Standard: Each vehicle must be equipped with safety reflectors and have an un-expired workable fire extinguisher.

TRIP CANCELLATION

CTC Standard: Individuals, their guardians, or their agency must cancel trips at least two (2) hours before their scheduled trip. If the trip is not canceled at least two (2) hours in advance, the trip will be considered a "late cancellation."

Agencies, group homes, or guardians must inform the CTC of any restrictions on their customers being able to cancel trips. Late cancellations will adhere to the same suspension guidelines as the no-show policy.

If the passenger cancels when the driver arrives, the passenger will be considered a "no-show" and subject to the "no-show" suspension policy.

Suspensions will not be imposed for circumstances beyond the passenger's standard control. Examples of situations not within the passenger's control are:

- » A sudden verified personal emergency
- » Sudden or worsening illness
- » Late arrival of the vehicle
- » Disruptive behavior caused by a disability
- » Sudden death in the immediate family or household

EXCESSIVE TIMELY CANCELLATIONS

CTC Standard: All cancellations must be made at least two hours prior to the pickup time to avoid having a trip categorized as a “No-Show.” A cancellation made at the door (unable to pay the required fare or refusal to board a vehicle that has arrived within the pickup window) is also considered a late cancellation/no-show. Passengers are not responsible for “no-shows” resulting from their sudden illness, family or personal emergency or other unforeseen reasons for which a timely cancellation notice cannot be made.

Additionally, transit connection or appointment delays, extreme weather conditions, operator error, or any other unexpected events that may create a significant delay that prohibits taking the trip as scheduled.

MINIMUM AGE

CTC Standard: A person must be at least 16 years of age to ride without an adult on the Transportation Disadvantaged System.

WILL CALLS

CTC Standard: If the customer is not ready at the requested return time the CTC will make every effort to return for the customer within ninety (90) minutes of the customer notifying the provider. If the customer is a dialysis patient or taking chemotherapy treatment, efforts will be made to pick them up as soon as possible.

If the customer cannot be found at the scheduled destination, then they will be considered a “no-show.” If the customer requests a return trip after the “no-show” has been issued, then the return will be scheduled with no set timeframe.

If a customer arrives at their destination late because of an issue with the operator, then steps must be made to adjust the pick-up time for that customer. It is the CTC’s objective that the customer does not end up falling under a will-call status as a result of a problem caused by the operator.

In cases where the operator causes a dialysis customer or any other customer going to a medical appointment to arrive late, the driver must notify dispatch so that the return driver will not arrive at the pre-scheduled pick-up time. Under no circumstance shall such customer be placed on will-call. For instance, if a dialysis patient’s normal chair time is at 10:00 a.m. but the transit operator causes him/her to arrive at 11:00 a.m. and the normal return time is 3:00 p.m. the driver should not arrive at 3:00 p.m. expecting the customer to be ready early and then be placed on will call. The operator will make every effort to pick up that customer as soon as possible.

MOBILITY DEVICES

CTC Standard: CTC vehicles are designed to accommodate wheelchairs and other mobility devices. As long as the passenger is able to safely navigate the manual or motorized mobility aid on and off of the ramp or lift without exceeding the manufacturer's maximum weight limit, Lake County Connection can transport the device. If the wheelchair or mobility device exceeds the size that can be accommodated on a wheelchair lift or ramp or cannot fit within the securement area in the vehicle, transportation service may be denied until the passenger obtains a mobility device that meets these criteria.

BARIATRIC TRANSPORTATION

CTC Standard: CTC vehicles are designed to meet the Americans with Disabilities Act (ADA) requirements. When a person and their equipment exceed the lift weight requirements this places them and the driver at risk. Passengers that are able to may board separately from their device in instances where the weight limit may be exceeded. Attempts may be made to get Lake County Emergency Medical Services to provide such services when a customer exceeds the limitation of the lift or ramp equipment, and the CTC is unable to safely transport the customer.

PERSONAL HYGIENE

CTC Standard: Passengers are requested to respect fellow passengers, maintain reasonable standards of personal cleanliness and hygiene, and practice common health courtesies when traveling while suffering from ailments such as the common cold. In addition, passengers are expected to maintain cleanliness and health standards that do not jeopardize the health of drivers, themselves, or other passengers.

Passengers are requested not to wear strongly scented personal care products while on board as a courtesy to passengers with chemical sensitivity or environmental illnesses.

Shirts, shoes, or other footwear must be worn when transported, except for specific medical conditions.

When using the bus, passengers with health-related open sores and wounds must ensure that all sores and injuries are adequately covered. Passengers with open sores and wounds shall be transported unless their medical condition directly threatens other passengers or the driver.

Any passenger, including passengers with disabilities, may be refused access to public transportation if visible body fluid leakage or dripping occurs while at the bus stop. Passengers may also be requested to exit the bus if leakage or dripping happens after boarding. Such leakage or dripping can create a biohazard for other passengers on the bus.

The existence of wounds and sores may limit securement on some securement points. Nevertheless, the operator shall secure as many points as possible and transport the passenger.

DESIGNATED VEHICLES

CTC Standard: Lake County Connection uses a variety of vehicles. Customers must ride in the vehicle that is sent to transport them. Special requests for specific vehicles and drivers cannot be honored unless there are extenuating circumstances to transport the customer safely and the CTC has the

resources available to accommodate such a request. Passengers should understand they may also be scheduled to ride with service animals of other customers.

During a natural disaster, riders need to be aware that they may travel with customers traveling with pets going to pet-friendly shelters. In such cases, all animals are properly secured in cages.

TRANSPORTING SERVICE ANIMALS

CTC Standard: Under Federal law, persons with disabilities may travel with a trained service animal. Service animals shall always be permitted to accompany their users in any system vehicle. The driver may ask if an animal is a service animal or ask what tasks the animal has been trained to perform but cannot require special ID cards for the animal or ask about the person's disability.

Passengers are asked to inform the customer service representative when booking a trip that they will be traveling with a service animal.

DAY CARE TRIPS

CTC Standard: Day care trips shall only be provided when the parent is gainfully employed, going to school or the child has been court-ordered to attend a day care program. No minor child can be transported without an adult.

RIDER BEING MET

CTC Standard: Some riders, due to their disabilities, need to be met when they are dropped off. If the person meeting the rider is not at the site when the driver arrives, the rider will be transported to the local police department or another safe place. The CTC will notify the rider's guardian or caregiver and require that the rider be picked up at the local police department or other safe location.

DELAYS

CTC Standard: Everyone has occasional circumstances outside their control that can cause delays at scheduled medical appointments. If the customer's appointment is running later than expected, and there is a chance that they will not be ready for their scheduled return trip, customers should contact Lake County Connection by phone as soon as possible to inform them of their status.

REPORTING AN INCIDENT

CTC Standard: To allow staff to follow-up on incidents, customers are asked to be specific and provide staff with the following information:

- » The customer's name, address, and phone number
- » The date, time, and location of the incident
- » The vehicle number and driver's name
- » If it is concerning office staff, the name of the employee and the date and time of contact with that person
- » A detailed explanation of the incident or suggestion

REPLACEMENT BUS

CTC Standard: In case of a bus breakdown, Lake County Connection will send a replacement vehicle as soon as possible.

SUSPENSION FROM SERVICE

CTC Standard: Customers may be suspended from service for violating the following conditions and any other condition that may be detrimental to the welfare of the program, other passengers, staff, or the general public:

- a. Verbal Abuse: Verbal abuse is defined as any oral presentation that is offensive to a passenger, driver, operator, or CTC staff.
- b. Disruptive Behavior: Disruptive behavior is defined as a passenger who engages in violent, seriously disruptive, or illegal conduct directed at other riders, transit employees, or CTC staff.
- c. Such conduct includes but is not limited to; threats or fear of physical or verbal abuse, unlawful harassment, including unwelcome verbal, nonverbal, or physical behavior having sexual or racial connotations, unauthorized use of equipment on the vehicle, voluntarily and repeatedly violating vehicle-riding rules, including smoking in the vehicle, eating, or drinking without medical indication, vandalism, or defacing equipment.
- d. Failure to exit a vehicle is also described as disruptive behavior and will result in the suspension of services.
- e. Dangerous Behavior: Is defined as any threat or action that could cause direct or indirect physical harm to the driver, vehicle, other passengers, or to the person.
- f. Physical Abuse: Is defined as any action that may cause direct or indirect physical harm to a passenger, driver, or other staff such as possessing a weapon or firearm, throwing objects out of the vehicle windows, or placing feet on the seats, seat backs or walls can result in disqualification of services.

The driver may refuse transportation to an individual or group of individuals who is disruptive, behaves offensively or could jeopardize the safety or comfort of other passengers.

- a. Providing False Information: Providing false information on the application for service or regarding the nature of a trip can result in the disqualification of services.
- b. Service Animals: Interfering or harming a service animal, including touching or petting a service animal without the owner's permission, can result in the disqualification of services.
- c. Other actions: Other actions not specified but determined by the CTC to be an interruption to services.
- d. Failing to submit an application: Customers may be suspended for not recertifying or providing additional information to determine if the customer qualifies for services.

ILLNESS

CTC Standard: If the customer becomes ill, or notices another passenger who appears ill, the customer should immediately inform the driver.

SURVEYS

CTC Standard: Customers must assist in completing surveys as a condition of participating in the Transportation Disadvantaged program.

HARDSHIP WAIVERS

CTC Standard: Hardship waivers may be granted to riders who cannot afford their co-pay, such as those who are on dialysis or other prolonged medical treatment programs . Detailed personal information must be submitted for consideration of a hardship waiver.

CLOSEST FACILITY

CTC Standard: All passengers of the Transportation Disadvantaged program will be required to be transported to the closest facility provided the customer's insurance is accepted at the location and the facility has availability to accommodate the customer's needs. This includes all customers under all programs, except the Americans with Disabilities Act program. Customers may be transported over County lines when the facility is closer than the nearest facility in the County and when it is deemed to be the most cost-effective means.

NON-STRANDED PROCEDURE

CTC Standard: Under no circumstance will the CTC leave a customer stranded at a location. If a customer does not return home by the normal time, immediately contact Lake County Connection at (352) 741-2612.

SCHEDULING AND CANCELLING TRIPS

CTC Standard: If a customer is in the care of a guardian and does not have the physical or cognitive capabilities to schedule or cancel their trips, their guardian must notify the operator of those concerns when the customers sign up for service.

4.1.13 LOCAL COMPLAINT AND GRIEVANCE PROCEDURE/PROCESS

A complaint is defined as any customer concern involving timeliness, vehicle condition, quality of service, personal behavior and other operational policies should be considered a complaint and should be addressed by the appropriate personnel.

Any complaint, verbal or written, should be researched to determine its validity. The resolution to complaints will vary depending on each situation. Some complaints can be resolved while speaking with the customer and others will require research to be resolved.

For any complaint received directly by the CTC, the complaint follow-up shall be handled in the following manner:

1. Complaint forms shall be completed.

2. The CTC staff shall notify the operator of the complaint by phone, scheduling software, e-mail, or fax to start an investigation into the complaint. When a complaint is made by phone, a written report shall also be sent.
3. On any written complaint or voice mail complaint received, a verbal acknowledgment will be made within 24 hours to the customer to inform the person that their complaint is being investigated.
4. Further, a written record of the complaint will describe and explain the remedial action taken within three (3) days of the date that the complaint was received and mailed to the customer. Within five (5) working days of receiving a complaint, a follow-up letter will be sent to the individual filing the complaint to determine if the problem has been resolved to the person's satisfaction. The customer will be informed of their right to contact the TD Ombudsman hotline at (800) 983-2435 if they are not satisfied with the resolution of the complaint.
5. At the discretion of the CTC and depending on the severity of the complaint, a verbal response may replace the written response, but the complaint will still be documented in the Monthly Report.
6. Complaints that are considered "HOT" shall be responded to within 24 hours. Hot complaints are addressed in the contract with the operator.
7. For any complaint received directly by the operator, the operator shall log the call into the system under the customer's file and resolve the complaint as soon as possible or no longer than five days after receipt of the complaint.

It is important to note that in addition to a timely follow-up and resolution to a complaint, it is also imperative that the problem that caused the complaint is eliminated.

The operator shall provide the CTC with a list of all such complaints monthly, along with the resolutions of the complaints.

4.1.14 COMMUNITY TRANSPORTATION COORDINATOR MONITORING PROCEDURES OF OPERATORS AND COORDINATION CONTRACTORS

4.1.14.1 Operator Monitoring

Lake County Transit annually reviews all contractors. As part of the review, LCT staff provides operators with a written letter, a proposed inspection date and a checklist of requested documents, which include employee files, compliance files, and employee training courses. Following the review, Lake County Transit provides the operator with a report, who then has 30 days to respond and provide proof that any deficiencies have been remedied.

4.1.14.2 Coordination Contractor Monitoring and Evaluation Criteria

Each coordination contractor is evaluated on an annual basis, similar to the annual review for operators. At a minimum, the review consists of the following items:

- A quarterly year-to-date operating report (from the Annual Operating Report) detailing demographic, operational and financial data regarding coordination activities in the designated service area. The report includes the following information:
 - » Number of unduplicated passengers.
 - » Number of vehicle miles while operating under the coordinated system.
 - » Number of revenue miles.
 - » Types of passengers transported (i.e., wheelchair, elderly, low income).
 - » Trip purpose (i.e., medical, nutritional, employment and educational).
 - » Total dollars billed while operating under the coordinated system.
 - » Total accidents and road calls.
 - » Driver records.
- Compliance with Section 341.061, Florida Statutes, and Rule 14-90, F.A.C. concerning system safety.
- Compliance with local, state, and federal laws, and Commission policies relating to drug testing.
- Compliance with the Public Transportation Agency Safety Plan (PTASP).
- Compliance with the insurance requirements of maintaining minimum liability coverage in the amount of \$200,000 for any one person and \$300,000 per occurrence.
- Compliance with all standards and performance requirements of the CTC and the TDCB approved TDSP.

4.2 Cost/Revenue Allocation and Rate Structure Justification

In June 2022, the TDCB approved the FY 2022/2023 Rate Calculation Model for TD Trust Fund Trips. Rates charged to individual agencies that either subsidize or purchase transportation for their customers are based on the cost of providing service to the agencies’ customers. Each contract is negotiated separately, and in some cases, authorized rates are less than the fully allocated trip costs, which require public support to cover the remaining costs for any services provided. Table 4-3 below displays the CTC’s current rate structure. The detailed Rate Model Worksheets are included in Appendix J: Rate Model Worksheets (FY 2023-2024)

Table 4-3: CTC Rate Structure 2023-2024

	Type	Rate
Non- Sponsored	Ambulatory	\$29.58
	Wheelchair	\$50.71
Non- Sponsored with No Subsidy	Ambulatory	\$76.87

	Type	Rate
	Wheelchair	\$131.77
Agency for Persons with Disabilities	0-6 Miles	\$8.15
	7-16 Miles	\$10.19
	17+ Miles	\$15.28
Fixed Route Operator Reimbursement Rates (FY 2023)	Monthly Base Rate	\$120,229.70
	Revenue Hour Rate	\$43.38
Paratransit Operator Reimbursement Rates (FY 2023)	Monthly Base Rate	\$156,403.08
	Per Trip Rate	\$32.36

Sources: CTD Rate Model – Agreement with APD – Agreement with Contractor

4.2.1 LAKE COUNTY FARE POLICY

The current fare policy for the LakeXpress fixed route service, and Lake County Connection paratransit services are shown in Table 4-4 and Table 4-5 below.

The Lake County Connection fare structure applies for all paratransit trips, except agency-purchased trips through APD or DOEA. To ensure consistent and fair transportation services to all passengers, everyone is expected to pay the applicable fare upon boarding the Lake County Connection service. Passengers will be notified of the scheduled fare when booking their trips. The trip will only be provided if the passenger has the fare or a hardship waiver.

The TD Bus Pass Program offers Lake County residents who have no other form of transportation available and income at or below 200% of the Federal poverty level a fixed-route bus pass at no cost. Eligible customers may receive a free 30-day, ten non-consecutive day, or an all-day bus pass. Details of this program can be found in Appendix K: TD Bus Pass Program.

All eligible Transportation Disadvantaged and ADA passengers can use their paratransit ID cards to ride the LakeXpress service for free. The paratransit ID cards must be active, no expired ID cards will be accepted.

Table 4-4: LakeXpress Fare Structure

Category	Base Fare	Reduced Rate ¹
One Way Fare	\$1.00	\$0.50
Daily Pass	\$3.00	\$1.50
10 Ride Pass	\$8.00	\$4.00
30 Day Pass	\$30.00	\$15.00
Transfer Pass ²	\$0.00	\$0.00
Ride Free- ³	\$0.00	\$0.00
TD Bus Pass ⁴	\$0.00	\$0.00

¹Seniors 60 years + with valid ID, Medicare cardholders, recipients of Supplemental Security Income (SSI) or Social Security Disability (SSD) benefits, veterans with valid DD214 card, and individuals with a disability

²One per trip

³Students with valid school ID or proof of enrollment, and children under 5 years of age with fare-paying chaperone

⁴Qualified low-income individuals are eligible to receive a free 30-day, 10 non-consecutive day, or all-day bus pass

Source: LakeXpress Bus Schedules

Table 4-5: Lake County Connection Fare Structure

Lake County Connection Fares	
Category	Fare
Lake County-One Way	\$2.00
Orlando-One Way ¹	\$5.00
Gainesville-One Way ¹	\$10.00
Oxford-One Way ¹	\$5.00
Wildwood-One Way ¹	\$5.00
LakeXpress TD Bus Pass ²	Free

¹Medical appointments only, Tuesday and Thursday

²Qualified low-income individuals are eligible to receive a free 30-day, ten non-consecutive day, or all-day buss pass

Source: Lake County Connection Rider’s Guide

5 QUALITY ASSURANCE

The TDCB annually evaluates the Lake County CTC with guidance from the Lake~Sumter MPO planning staff. The purpose of the annual review is to evaluate the CTC's performance. The evaluation ensures high-quality services are provided in the most cost-effective, efficient, and unduplicated manner.

The evaluation is conducted utilizing the Commission for the Transportation Disadvantaged CTC Evaluation Workbook. The Workbook outlines a formal process for evaluating the CTC and its operators.

At a minimum, the TDCB reviews the following areas:

- Chapter 427.0155 (3) – CTC Monitoring of Contracted Operators
- Chapter 427.0155 (4) – Utilization of school buses and public transportation services
- Rule 41-2.006 (1) – Insurance
- Rule 41-2.011 (2) – Cost-effectiveness of Coordination Contractors and Transportation Alternatives
- Commission Standards and Local Standards
- Onsite Observation
- Surveys of riders/beneficiaries and purchasers of service
- Level of Cost, Level of Competition, and Level of Coordination Worksheets

The CTC Evaluation Sub-committee performs the evaluation and presents the CTC evaluation report in its entirety during a quarterly TDCB meeting and provides a list of recommendations at that time. If there are any deficiencies noted, the TDCB will recommend a timeline for corrective action. A follow-up report addressing how the CTC is addressing the recommendations is presented at the next quarterly meeting. A summary of the most recent CTC Evaluation is included in Appendix L: FY 2021-2022 CTC Evaluation Summary.

APPENDIX A: ACRONYMS

Acronym	Description
ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
APD	Agency for Persons with Disabilities
BEBR	Bureau of Economic and Business Research
BOCC	Board of County Commissioners
COVID-19	Coronavirus Disease of 2019
CSR	Customer Service Representative
CTC	Community Transportation Coordinator
CTD	Commission for Transportation Disadvantaged
CTPP	Census Transportation Planning Products
CUTR	Center for Urban Transportation Research
DOEA	Department of Elder Affairs
DOPA	Designated Official Planning Agency
ESF 1	Emergency Support Function 1
FAC	Florida Administrative Code
FDLE	Florida Department of Law Enforcement
FDOT	Florida Department of Transportation
FS	Florida Statutes
FTA	Federal Transit Administration
LCB	Local Coordinating Board
LCT	Lake County Transit
LSMPO	Lake~Sumter Metropolitan Planning Organization
MPO	Metropolitan Planning Organization
NHTS	National Household Travel Survey
nka	now known as
PCA	Personal Care Attendant
SIPP	Survey of Income and Program Participation

Acronym	Description
SSDI	Social Security Disability Insurance
SSI	Supplemental Security Income
SSPP	System Safety Program Plan
TD	Transportation Disadvantaged
TDCB	Transportation Disadvantaged Coordinating Board
TDSP	Transportation Disadvantaged Service Plan
TDTF	Transportation Disadvantaged Trust Fund
TNC	Transportation Network Company
TTY	Teletypewriter

APPENDIX B: GLOSSARY

The following definitions are from the CTD 2022 Annual Performance Report:

Americans with Disabilities Act (ADA): a federal law, P.L. 101-336, signed by the President of the United States on July 26, 1990, providing protection for persons with disabilities.

Annual Operating Report (AOR): an annual report prepared by the community transportation coordinator detailing its designated service area operating statistics for the most recent operating year.

Chapter 427, Florida Statutes: the Florida statute establishing the Commission for the Transportation Disadvantaged and prescribing its duties and responsibilities.

Commission for the Transportation Disadvantaged (Commission): an independent agency created in 1989 to accomplish the coordination of transportation services provided to the transportation disadvantaged. Replaced the Coordinating Council on the Transportation Disadvantaged.

Community Transportation Coordinator (CTC): (formerly referred to as coordinated community transportation provider) a transportation entity competitively procured or recommended by the appropriate official planning agency and local Coordinating Board and approved by the Commission, to ensure that safe, quality coordinated transportation services are provided or arranged in a cost-effective manner to serve the transportation disadvantaged in a designated service area.

Complete (or Full) Brokerage: type of CTC network in which the CTC does not provide any on-street transportation services itself, but contracts with transportation operators or coordination contractors for the delivery of all transportation services.

Coordinated Transportation System: includes the CTC, the transportation operators, and coordination contractors under contract with the CTC, the official planning agency, and Local Coordinating Board involved in the provision of service delivery to the transportation disadvantaged within the designated service area.

Coordinated Trips: passenger trips provided by or arranged through a CTC.

Coordinating Board: an entity in each designated service area composed of representatives who provide assistance to the community transportation coordinator relative to the coordination of transportation disadvantaged services.

Coordination: the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, safe, efficient, and reduces fragmentation and duplication of services. Coordination is not the same as total consolidation of transportation disadvantaged services in any given service area.

Coordination Contract: a written contract between the community transportation coordinator and an agency that receives transportation disadvantaged funds and performs some, if not all of, its services, as well as services to others, when such service has been analyzed by the CTC and proven to be a safer, more effective, and more efficient service from a total system perspective. The Commission's standard contract reflects the specific terms and conditions that will apply to those agencies who perform their transportation, as well as joint utilization and cost provisions for transportation services to and from the coordinator.

Florida Administrative Code (FAC): a set of administrative codes regulating the State of Florida.

Florida Statutes (FS): the laws governing the State of Florida.

Grievance Process or Procedure: a formal grievance is a written complaint to document any concern or an unresolved service complaint regarding the separation or administration of TD service by the Transportation Operator, Community Transportation Coordinator, designated official planning agency, or local Coordinating Board. Provides a channel for the adjustment of grievances through discussions at progressively higher levels of authority, culminating in mediation, if necessary.

Local Coordinating Board (LCB): an entity in each designated service area composed of representatives appointed by the official planning agency. Its purpose is to aid the community transportation coordinator concerning the coordination of transportation disadvantaged services. In Lake County, the LCB is referred to as the Transportation Disadvantaged Coordinating Board (TDCB).

Memorandum of Agreement (MOA): the state contract included in the transportation disadvantaged service plan for transportation disadvantaged services purchased by federal, state, or local government transportation disadvantaged funds. This agreement is between the Commission and the community transportation coordinator and recognizes the community transportation coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

Metropolitan Planning Organization (MPO): the areawide organization responsible for conducting the continuous, cooperative, and comprehensive transportation planning and programming in accordance with the provisions of 23 U.S.C. s. 134, as provided in 23 U.S.C. s. 104(f)(3). Also serves as the designated official planning agency referred to in Chapter 427, F.S.

Non-sponsored Trip: transportation disadvantaged services that are sponsored in whole by the Transportation Disadvantaged Trust Fund.

Partial Brokerage: type of CTC network in which the CTC provides some of the on-street transportation services and contracts with one or more other transportation operators, including coordination contractors, to provide the other portion of the on-street transportation disadvantaged services, including coordination contractors.

Potential TD Population: (formerly referred to as TD Category I) includes persons with disabilities, senior citizens, low-income persons, and high-risk or at-risk children. These persons are eligible to receive certain governmental and social service agency subsidies for program-related trips.

Rule 41-2, F.A.C.: the rule adopted by the Commission for the Transportation Disadvantaged to implement provisions established in Chapter 427, F.S.

Sole Source: (also referred to as Sole Provider) network type in which the CTC provides all the transportation disadvantaged services.

Sponsored Trip: a passenger trip that is subsidized in part or in whole by a local, state, or federal government funding source (not including monies provided by the TD Trust Fund).

System Safety Program Plan (SSPP): a documented organized approach and guide to accomplishing a system safety program set forth in Florida Rule 14-90.

Transportation Alternative: those specific transportation services that are approved by rule to be acceptable transportation alternatives, and defined in s. 427.018, F. S.

Transportation Disadvantaged (TD): those persons, including children as defined in s. 411.202 F.S., who because of physical or mental disability, income status, or inability to drive due to age or disability are unable to transport themselves or to purchase transportation and have no other form of transportation available. These persons are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, or medically necessary or life-sustaining activities.

Transportation Disadvantaged Service Plan (TDSP): a five-year implementation plan, with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the Local Coordinating Board.

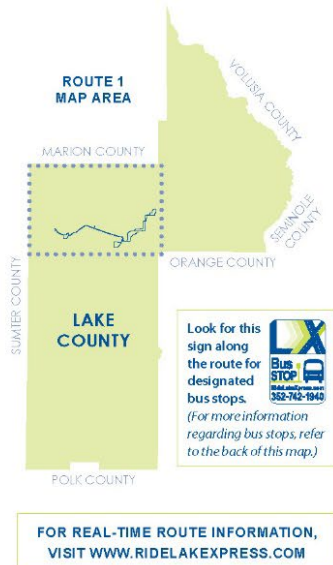
Transportation Disadvantaged Trust Fund (TDTF): a fund administered by the Commission for the Transportation Disadvantaged in which all fees collected for the transportation disadvantaged program shall be deposited. The funds deposited will be appropriated by the legislature to the Commission to carry out the Commission's responsibilities. Funds that are deposited may be used to subsidize a portion of a transportation disadvantaged person's transportation costs that are not sponsored by an agency.

Transportation Network Company (TNC): a company that provides prearranged transportation services for compensation using an online-enabled application or platform (such as smartphone apps) to connect drivers using their personal vehicles with passengers for a fee, or fare.

Transportation Operator: a public, private for-profit, or private non-profit entity engaged by the community transportation coordinator to provide service to the transportation disadvantaged pursuant to an approved coordinated transportation system transportation disadvantaged service plan.

APPENDIX C: LAKEXPRESS ROUTE 1 MAPS AND SCHEDULES

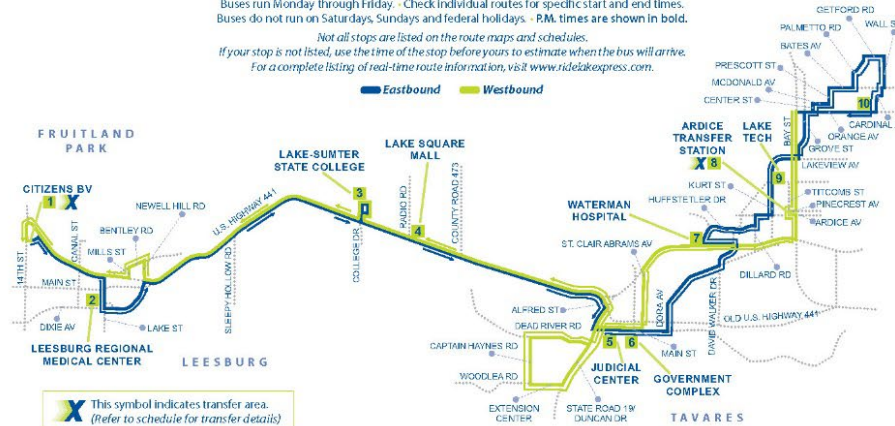
Figure 5-1: LakeXpress Route 1 Map and Schedule



Eastbound Route 1 Leesburg to Eustis									
1	2	3	4	6	7	9	10		
6:00	6:05	6:25	6:35	6:40	6:50	6:55	7:14		
7:00	7:05	7:25	7:35	7:40	7:50	7:55	8:14		
8:00	8:05	8:25	8:35	8:40	8:50	8:55	9:14		
9:00	9:05	9:25	9:35	9:40	9:50	9:55	10:14		
10:00	10:05	10:25	10:35	10:40	10:50	10:55	11:14		
11:00	11:05	11:25	11:35	11:40	11:50	11:55	12:14		
12:00	12:05	12:25	12:35	12:40	12:50	12:55	1:14		
1:00	1:05	1:25	1:35	1:40	1:50	1:55	2:14		
2:00	2:05	2:25	2:35	2:40	2:50	2:55	3:14		
3:00	3:05	3:25	3:35	3:40	3:50	3:55	4:14		
4:00	4:05	4:25	4:35	4:40	4:50	4:55	5:14		
5:00	5:05	5:25	5:35	5:40	5:50	5:55	6:14		
6:00	6:05	6:25	6:35	6:40	6:50	6:55	7:14		

Westbound Route 1 Eustis to Leesburg						
10	8	7	5	4	3	1
6:18	6:25	6:50				
7:19	7:38	7:50	6:58	7:18	7:25	7:50
8:19	8:38	8:50	7:58	8:18	8:25	8:50
9:19	9:38	9:50	8:58	9:18	9:25	9:50
10:19	10:38	10:50	9:58	10:18	10:25	10:50
11:19	11:38	11:50	10:58	11:18	11:25	11:50
12:19	12:38	12:50	11:58	12:18	12:25	12:50
1:19	1:38	1:50	1:58	2:18	2:25	2:50
2:19	2:38	2:50	2:58	3:18	3:25	3:50
3:19	3:38	3:50	3:58	4:18	4:25	4:50
4:19	4:38	4:50	4:58	5:18	5:25	5:50
5:19	5:38	5:50	5:58	6:18	6:25	6:50
6:19	6:38	6:50	6:58	7:18	7:25	7:50

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 Not all stops are listed on the route maps and schedules.
 If your stop is not listed, use the time of the stop before yours to estimate when the bus will arrive.
 For a complete listing of real-time route information, visit www.ridelakexpress.com.



R1 EN | 02 | 6/1/21 | 4/000

Figure 5-2: LakeXpress Route 1A Map and Schedule



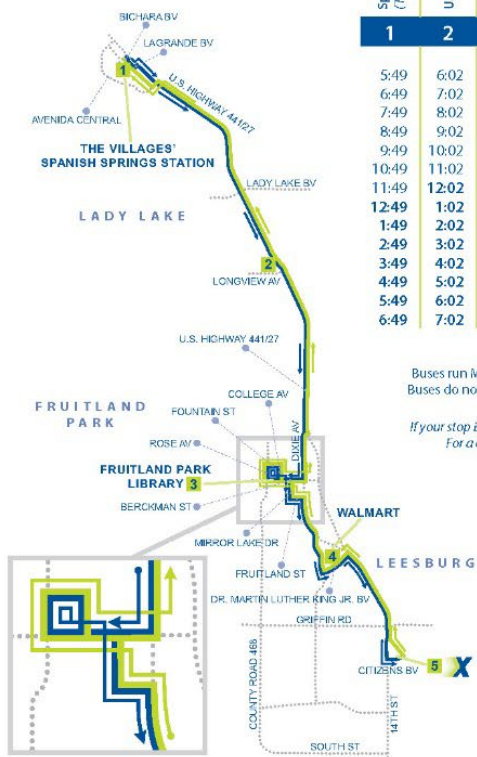
ROUTE 1A MAP AREA

MARION COUNTY
VOLUSIA COUNTY
SEMINOLE COUNTY
ORANGE COUNTY
POLK COUNTY
LAKE COUNTY
SUMTER COUNTY

Look for this sign along the route for designated bus stops.

(For more information regarding bus stops, refer to the back of this map)

FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM



Southbound Route 1A The Villages to Leesburg					Northbound Route 1A Leesburg to The Villages				
Spanish Springs Station (The Villages)	U.S. Highway 441/27 & Longview Ave.	Fruitland Park Library (Berkman St. & Rose Ave.)	Walmart (Dr. Martin Luther King Jr. Blvd.)	Citizens Blvd. & U.S. Highway 27 X Transfer to Routes 1 & 2	Citizens Blvd. & U.S. Highway 27 X Transfer to Routes 1 & 2	Walmart (Dr. Martin Luther King Jr. Blvd.)	Fruitland Park Library (Berkman St. & Rose Ave.)	U.S. Highway 441/27 & Longview Ave.	Spanish Springs Station (The Villages)
1	2	3	4	5	5	4	3	2	1
5:49	6:02	6:11	6:22	6:30	6:00	6:07	6:15	6:26	6:39
6:49	7:02	7:11	7:22	7:30	7:00	7:07	7:15	7:26	7:39
7:49	8:02	8:11	8:22	8:30	8:00	8:07	8:15	8:26	8:39
8:49	9:02	9:11	9:22	9:30	9:00	9:07	9:15	9:26	9:39
9:49	10:02	10:11	10:22	10:30	10:00	10:07	10:15	10:26	10:39
10:49	11:02	11:11	11:22	11:30	11:00	11:07	11:15	11:26	11:39
11:49	12:02	12:11	12:22	12:30	12:00	12:07	12:15	12:26	12:39
12:49	1:02	1:11	1:22	1:30	1:00	1:07	1:15	1:26	1:39
1:49	2:02	2:11	2:22	2:30	2:00	2:07	2:15	2:26	2:39
2:49	3:02	3:11	3:22	3:30	3:00	3:07	3:15	3:26	3:39
3:49	4:02	4:11	4:22	4:30	4:00	4:07	4:15	4:26	4:39
4:49	5:02	5:11	5:22	5:30	5:00	5:07	5:15	5:26	5:39
5:49	6:02	6:11	6:22	6:30	6:00	6:07	6:15	6:26	6:39
6:49	7:02	7:11	7:22	7:30	7:00	7:07	7:15	7:26	7:39

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If your stop is not listed, use the time of the stop before yours to estimate when the bus will arrive.

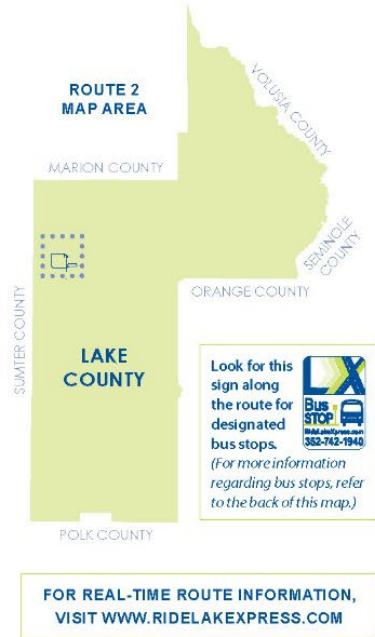
For a complete listing of real-time route information, visit www.ridelakexpress.com.

— Southbound — Northbound

X This symbol indicates transfer area. (Refer to schedule for transfer details)

R1A EN | V2 | 6/1/21 | 4000

Figure 5-3: LakeXpress Route 2 Map and Schedule

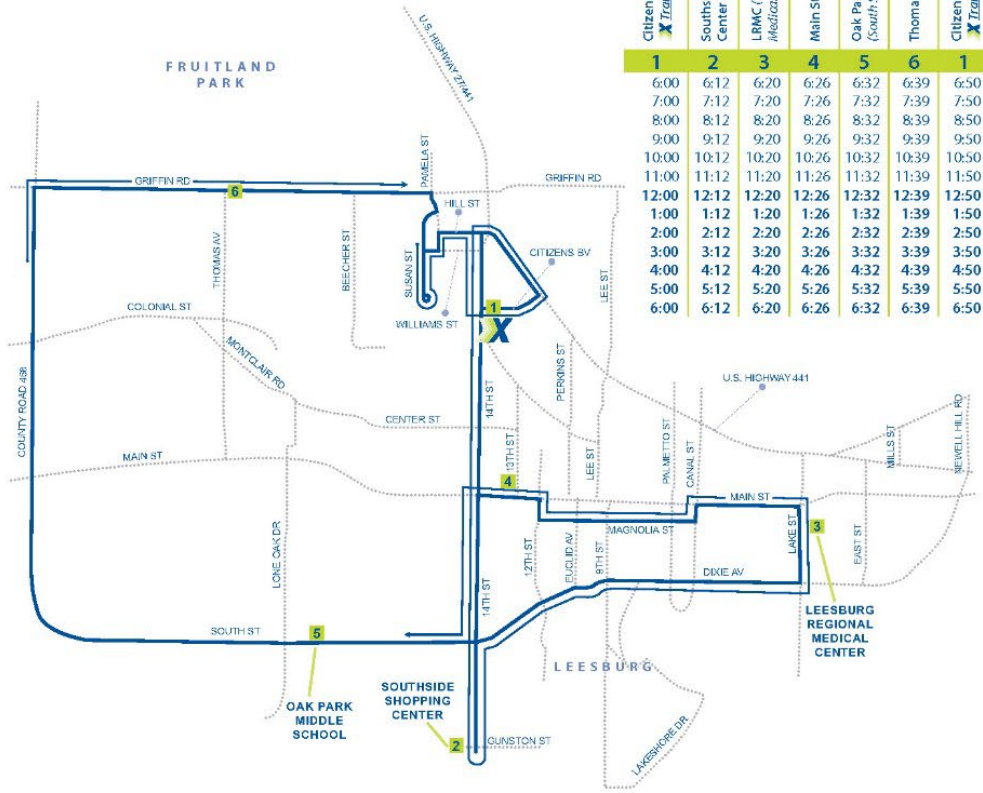


FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM

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Not all stops are listed on the route maps and schedules. If your stop is not listed, use the time of the stop before yours to estimate when the bus will arrive. For a complete listing of real-time route information, visit www.ridelakexpress.com.

X This symbol indicates transfer area. (Refer to schedule for transfer details)



Leesburg Circulator Route 2						
Citizens Blvd. X Transfer to Routes 1 & 1A	Southside Shopping Center, One Stop Center (Gunston St. & U.S. Highway 27/441)	LRMC (Leesburg Regional Medical Center, Lake St.)	Main St. & 13th St. (Remembrance Center)	Oak Park Middle School (South St./State Road 44)	Thomas Ave. & Griffin Road	Citizens Blvd. X Transfer to Routes 1 & 1A
1	2	3	4	5	6	1
6:00	6:12	6:20	6:26	6:32	6:39	6:50
7:00	7:12	7:20	7:26	7:32	7:39	7:50
8:00	8:12	8:20	8:26	8:32	8:39	8:50
9:00	9:12	9:20	9:26	9:32	9:39	9:50
10:00	10:12	10:20	10:26	10:32	10:39	10:50
11:00	11:12	11:20	11:26	11:32	11:39	11:50
12:00	12:12	12:20	12:26	12:32	12:39	12:50
1:00	1:12	1:20	1:26	1:32	1:39	1:50
2:00	2:12	2:20	2:26	2:32	2:39	2:50
3:00	3:12	3:20	3:26	3:32	3:39	3:50
4:00	4:12	4:20	4:26	4:32	4:39	4:50
5:00	5:12	5:20	5:26	5:32	5:39	5:50
6:00	6:12	6:20	6:26	6:32	6:39	6:50

R2 EN | V2 | 6/1/21 | 2000

Figure 5-4: LakeXpress Route 3 Map and Schedule

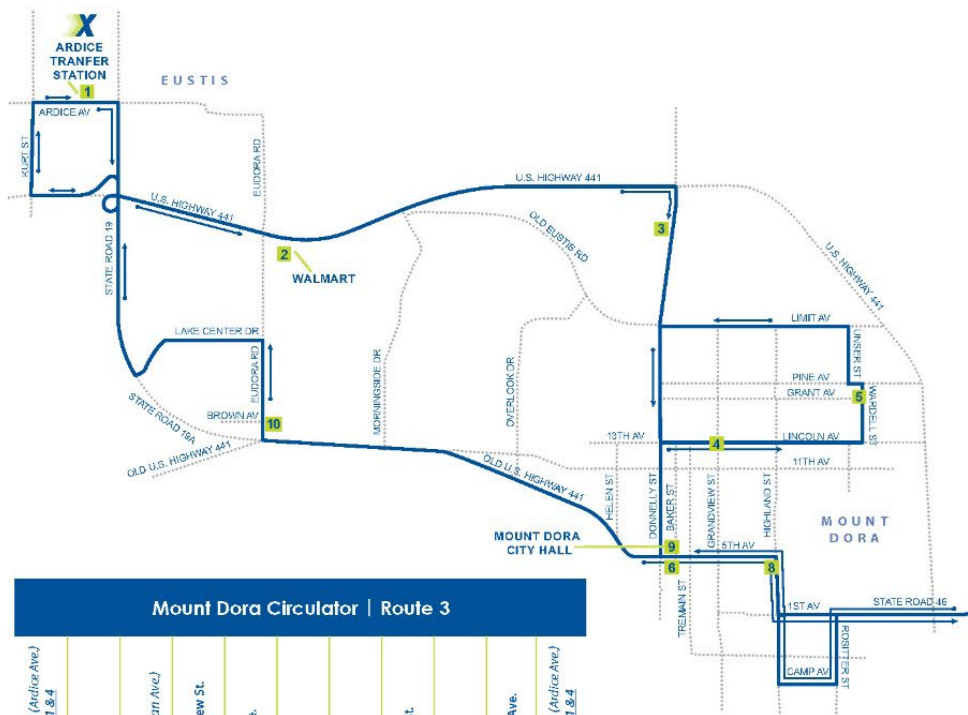
ROUTE 3

Mount Dora Circulator

ROUTE 3 MAP AREA

Look for this sign along the route for designated bus stops. (For more information regarding bus stops, refer to the back of this map.)

FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM



Mount Dora Circulator Route 3										
Ardice Transfer Station (Ardice Ave.) X Transfers to Routes 1 & 4	Walmart (U.S. Highway 441)	Waterman Village (Donnelly St. & Waterman Ave.)	Lincoln Ave. & Grandview St.	Wardell St. & Grant Ave.	Mount Dora City Hall (Baker St. & Fifth Ave.)	Veranda Apartments (E. 1st Ave.)	Fifth Ave. & Highland St.	Mount Dora City Hall (Baker St. & Fifth Ave.)	Eudora Road & Brown Ave.	Ardice Transfer Station (Ardice Ave.) X Transfers to Routes 1 & 4
1	2	3	4	5	6	7	8	9	10	1
6:38	6:45	6:49	6:51	6:52	7:02	7:06	7:12	7:13	7:17	7:31
7:38	7:45	7:49	7:51	7:52	8:02	8:06	8:12	8:13	8:17	8:31
8:38	8:45	8:49	8:51	8:52	9:02	9:06	9:12	9:13	9:17	9:31
9:38	9:45	9:49	9:51	9:52	10:02	10:06	10:12	10:13	10:17	10:31
10:38	10:45	10:49	10:51	10:52	11:02	11:06	11:12	11:13	11:17	11:31
11:38	11:45	11:49	11:51	11:52	12:02	12:06	12:12	12:13	12:17	12:31
12:38	12:45	12:49	12:51	12:52	1:02	1:06	1:12	1:13	1:17	1:31
1:38	1:45	1:49	1:51	1:52	2:02	2:06	2:12	2:13	2:17	2:31
2:38	2:45	2:49	2:51	2:52	3:02	3:06	3:12	3:13	3:17	3:31
3:38	3:45	3:49	3:51	3:52	4:02	4:06	4:12	4:13	4:17	4:31
4:38	4:45	4:49	4:51	4:52	5:02	5:06	5:12	5:13	5:17	5:31
5:38	5:45	5:49	5:51	5:52	6:02	6:06	6:12	6:13	6:17	6:31
6:38	6:45	6:49	6:51	6:52	7:02	7:06	7:12	7:13	7:17	7:31

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This symbol indicates transfer area. (refer to schedule for transfer details)

R3 ER | W2 | 6/1/21 | 400

Figure 5-5: LakeXpress Route 4 Map and Schedule

ROUTE 4

Altoona to Zellwood

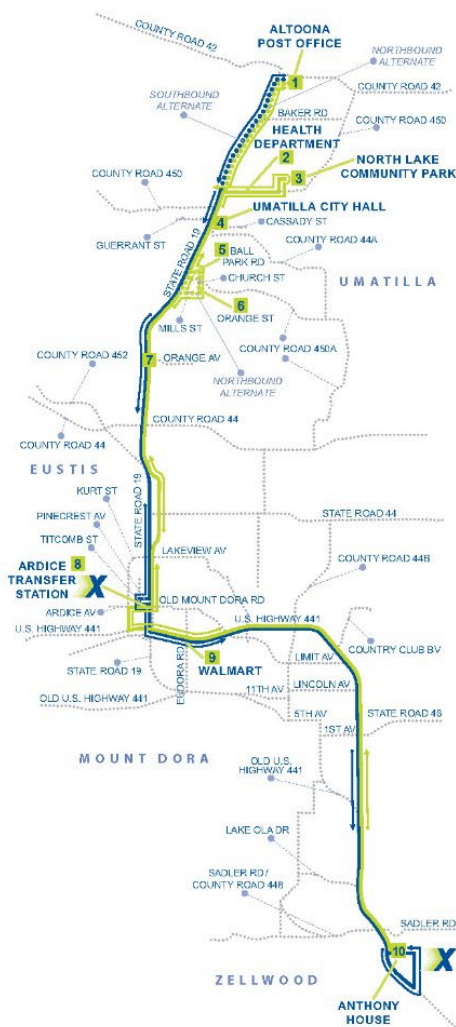
LakeXpress
The Way to Go

ROUTE 4 MAP AREA

MARION COUNTY
VOLUSIA COUNTY
SEMINOLE COUNTY
POLK COUNTY
LAKE COUNTY

Look for this sign along the route for designated bus stops.
(For more information regarding bus stops, refer to the back of this map.)

FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM



Southbound | Route 4

Altoona to Zellwood

Altoona Post Office (State Road 19)	Umatilla City Hall (State Road 19 & Guarrant St.)	Orange Ave. & State Road 19	Ardice Transfer Station (Ardice Ave.) * Transfers to Routes 1 & 3	Walmart (U.S. Highway 441 & Eudora Rd.)	Anthony House (Holly St.) * Transfer to LYNX Link 44
1	4	7	8	9	10
7:11	7:16	7:25	7:38	7:44	8:00
9:13	9:23	9:38	9:38	9:44	10:00
11:11	11:16	11:25	11:38	11:44	12:00
3:11	3:16	3:25	3:38	3:44	4:00
	5:13	5:23	5:38	5:44	6:00

Northbound | Route 4

Zellwood to Altoona

Anthony House (Holly St.) * Transfer from LYNX Link 44	Walmart (U.S. Highway 441 & Eudora Rd.)	Ardice Transfer Station (Ardice Ave.) * Transfers to Routes 1 & 3	Orange Ave. & State Road 19	Church St. & Orange St.	Ball Park Road & Church St. (Ball Park Community Center)	Umatilla City Hall (State Road 19 & Guarrant St.)	North Lake Community Park	Umatilla Health Department (County Road 459)	Altoona Post Office (State Road 19)
10	9	8	7	6	5	4	3	2	1
8:05	8:20	8:38	8:44	8:51	8:52	8:54	9:05	9:08	
10:05	10:20	10:38	10:44			10:54	11:00	11:03	11:09
12:05	12:20	12:38	12:44	12:51	12:52	12:54	1:05	1:08	
2:05	2:20	2:38	2:44			2:54	3:00	3:03	3:09
4:05	4:20	4:38	4:44	4:51	4:52	4:54	5:05	5:08	
6:05	6:20	6:38	6:44			6:54	7:00	7:03	7:09

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— Southbound — Northbound
- - - Southbound Alternate - - - Northbound Alternate

X This symbol indicates transfer area.
(refer to schedule for transfer details)

* LakeXpress bus will not wait at Anthony House for LYNX Link 44 to arrive.

R4 EN | W1 | 12/22 | 500

Figure 5-6: LakeXpress Route 50 Map and Schedule

ROUTE 50

Mascotte to Winter Garden



ROUTE 50 MAP AREA

Look for this sign along the route for designated bus stops. (For more information regarding bus stops, refer to the back of this map.)

FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM

Eastbound | Route 50

Mascotte to Winter Garden

1	2	3	4	5	7	8	9	10	11
Mascotte Civic Center & City Hall (Sunset Ave.)	Groveland City Hall (State Road 50 & Lake Ave.)	Dunkin' Donuts (County Road 565A & State Road 50)	12th St. & State Road 50	Walmart (U.S. Highway 27 & Johns Lake Rd.)	Clermont Park & Ride X Transfer to South Lake Express	South Lake Hospital (Citrus Tower Blvd. & Don Wickham Dr.)	Target - Lake-Summer State College (Hancock Road & Legends Way)	Lake Blvd. & State Road 50	Shoppes At West Point I (State Road 50) X Transfer to LYNX Link 105
5:30	5:36	5:42	5:47	5:57	6:00	6:08	6:11	6:22	6:30
6:30	6:36	6:42	6:47	6:57	7:00	7:08	7:11	7:22	7:30
7:30	7:36	7:42	7:47	7:57	8:00	8:08	8:11	8:22	8:30
8:30	8:36	8:42	8:47	8:57	9:00	9:08	9:11	9:22	9:30
9:30	9:36	9:42	9:47	9:57	10:00	10:08	10:11	10:22	10:30
10:30	10:36	10:42	10:47	10:57	11:00	11:08	11:11	11:22	11:30
11:30	11:36	11:42	11:47	11:57	12:00	12:08	12:11	12:22	12:30
12:30	12:36	12:42	12:47	12:57	1:00	1:08	1:11	1:22	1:30
1:30	1:36	1:42	1:47	1:57	2:00	2:08	2:11	2:22	2:30
2:30	2:36	2:42	2:47	2:57	3:00	3:08	3:11	3:22	3:30
3:30	3:36	3:42	3:47	3:57	4:00	4:08	4:11	4:22	4:30
4:30	4:36	4:42	4:47	4:57	5:00	5:08	5:11	5:22	5:30
5:30	5:36	5:42	5:47	5:57	6:00	6:08	6:11	6:22	6:30
6:30	6:36	6:42	6:47	6:57	7:00	7:08	7:11	7:22	7:30
7:30	7:36	7:42	7:47	7:57	8:00	8:08	8:11	8:22	8:30

Westbound | Route 50

Winter Garden to Mascotte

11	10	9	8	7	6	4	3	2	1
Shoppes At West Point I (State Road 50) X Transfer from LYNX Link 105	Lake Blvd. & State Road 50	Target - Lake-Summer State College (Hancock Road & Legends Way)	South Lake Hospital (Citrus Tower Blvd. & Don Wickham Dr.)	Clermont Park & Ride X Transfer to South Lake Express	South Lake Plaza - Winn-Dixie (State Road 50 & Rowan Ave.)	12th St. & State Road 50	Dunkin' Donuts (County Road 565A & State Road 50)	Groveland City Hall (State Road 50 & Lake Ave.)	Mascotte Civic Center & City Hall (Sunset Ave.)
5:30	5:37	5:46	5:49	6:00	6:03	6:08	6:14	6:20	6:26
6:30	6:37	6:46	6:49	7:00	7:03	7:08	7:14	7:20	7:26
7:30	7:37	7:46	7:49	8:00	8:03	8:08	8:14	8:20	8:26
8:30	8:37	8:46	8:49	9:00	9:03	9:08	9:14	9:20	9:26
9:30	9:37	9:46	9:49	10:00	10:03	10:08	10:14	10:20	10:26
10:30	10:37	10:46	10:49	11:00	11:03	11:08	11:14	11:20	11:26
11:30	11:37	11:46	11:49	12:00	12:03	12:08	12:14	12:20	12:26
12:30	12:37	12:46	12:49	1:00	1:03	1:08	1:14	1:20	1:26
1:30	1:37	1:46	1:49	2:00	2:03	2:08	2:14	2:20	2:26
2:30	2:37	2:46	2:49	3:00	3:03	3:08	3:14	3:20	3:26
3:30	3:37	3:46	3:49	4:00	4:03	4:08	4:14	4:20	4:26
4:30	4:37	4:46	4:49	5:00	5:03	5:08	5:14	5:20	5:26
5:30	5:37	5:46	5:49	6:00	6:03	6:08	6:14	6:20	6:26
6:30	6:37	6:46	6:49	7:00	7:03	7:08	7:14	7:20	7:26
7:30	7:37	7:46	7:49	8:00	8:03	8:08	8:14	8:20	8:26
8:30	8:37	8:46	8:49	9:00					

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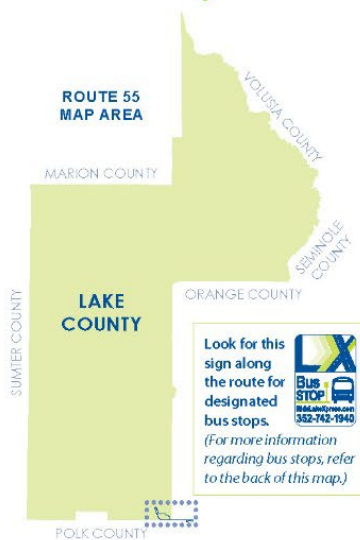
Figure 5-7: LakeXpress Route 55 Map and Schedule

ROUTE 55

Four Corners to U.S. Highway 192



LakeXpress
The Way to Go



FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM

Eastbound Route 55 Four Corners to U.S. Highway 192				Westbound Route 55 U.S. Highway 192 to Four Corners					
1	2	6	7	7	6	5	4	3	1
6:00	6:02	6:04	6:06	6:15	6:19	6:20	6:22	6:26	6:28
6:30	6:32	6:34	6:36	6:45	6:49	6:50	6:52	6:56	6:58
7:00	7:02	7:04	7:06	7:15	7:19	7:20	7:22	7:26	7:28
7:30	7:32	7:34	7:36	7:45	7:49	7:50	7:52	7:56	7:58
8:00	8:02	8:04	8:06	8:15	8:19	8:20	8:22	8:26	8:28
8:30	8:32	8:34	8:36	8:45	8:49	8:50	8:52	8:56	8:58
5:00	5:02	5:04	5:06	5:15	5:19	5:20	5:22	5:26	5:28
5:30	5:32	5:34	5:36	5:45	5:49	5:50	5:52	5:56	5:58
6:00	6:02	6:04	6:06	6:15	6:19	6:20	6:22	6:26	6:28
6:30	6:32	6:34	6:36	6:45	6:49	6:50	6:52	6:56	6:58
7:00	7:02	7:04	7:06	7:15	7:19	7:20	7:22	7:26	7:28
7:30	7:32	7:34	7:36	7:45	7:49	7:50	7:52	7:56	7:58
8:00	8:02	8:04	8:06	8:15	8:19	8:20	8:22	8:26	8:28
8:30	8:32	8:34	8:36	8:45	8:49	8:50	8:52	8:56	8:58
9:00	9:02	9:04	9:06	9:15	9:19	9:20	9:22	9:26	9:28
9:30	9:32	9:34	9:36	9:45	9:49	9:50	9:52	9:56	9:58

Eastbound | Route 55
Four Corners to U.S. Highway 192

Orlando Health South Lake Hospital (Cagan Ridge Blvd. & Cagan View Rd.)
*Transfer from South Lake Express

Town Center Blvd. & Oaks Apartments

U.S. Highway 192 & Ball Blvd.

W. Irlo Bronson Memorial Highway & Legacy Blvd.
*Transfer to LYNK Link 55

Westbound | Route 55
U.S. Highway 192 to Four Corners

W. Irlo Bronson Memorial Highway & Legacy Blvd.
*Transfer from LYNK Link 55

U.S. Highway 192 & Ball Blvd.

U.S. Highway 192 & Town Center Blvd.

U.S. Highway 27 & Cagan Crossing Blvd.

Cagan Valley Way & Cagan View Rd.

Orlando Health South Lake Hospital (Cagan Ridge Blvd. & Cagan View Rd.)
*Transfer to South Lake Express

Buses run Monday through Friday. - Check individual routes for specific start and end times. Buses do not run on Saturdays, Sundays and federal holidays. - P.M. times are shown in bold.
Not all stops are listed on the route maps and schedules.
If your stop is not listed, use the time of the stop before yours to estimate when the bus will arrive.
For a complete listing of real-time route information, visit www.ridelakexpress.com.



X This symbol indicates transfer area. (Refer to schedule for transfer details)

RE 5 EN | W/1 | 12/09 | 500

Figure 5-8: South Lake Express Map and Schedule

SOUTH LAKE EXPRESS

Clermont to Four Corners

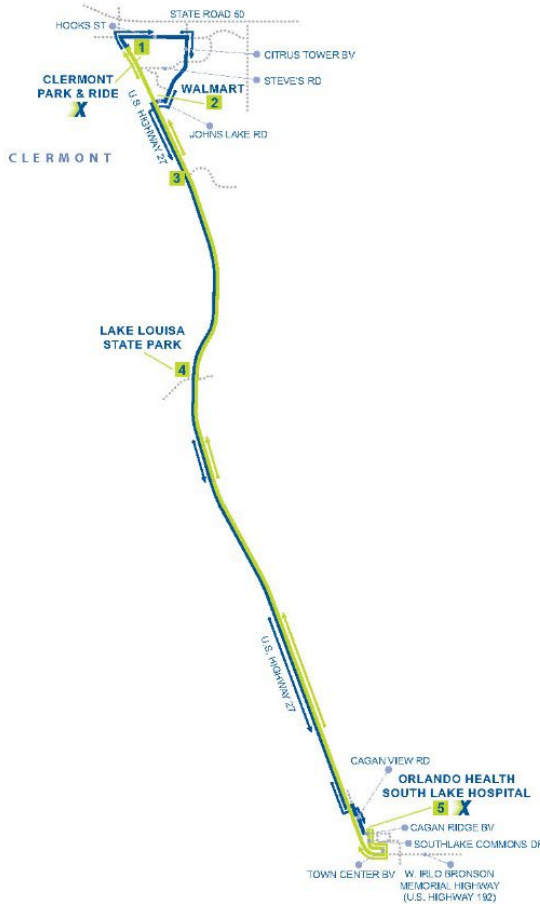


SOUTH LAKE EXPRESS MAP AREA

MARION COUNTY
VOLUSIA COUNTY
SEVINGHOPE COUNTY
ORANGE COUNTY
LAKE COUNTY
SUMMER COUNTY
POLK COUNTY

Look for this sign along the route for designated bus stops. (For more information regarding bus stops, refer to the back of this map.)

FOR REAL-TIME ROUTE INFORMATION, VISIT WWW.RIDELAKEXPRESS.COM



Southbound | South Lake Express

Clermont to Four Corners

	1	2	4	5
Clermont Park & Ride X Transfer to Route 50				
Walmart (U.S. Highway 27 & Johns Lake Rd.)				
Lake Louisa State Park				
Orlando Health South Lake Hospital (Cagan Ridge Blvd. & Cagan View Rd.) X Transfer to Route 55				
1	6:00 7:00 8:00	6:04 7:04 8:04	6:12 7:12 8:12	6:24 7:24 8:24
5	5:00 6:00 7:00	5:04 6:04 7:04	5:12 6:12 7:12	5:24 6:24 7:24

Northbound | South Lake Express

Four Corners to Clermont

	5	3	2	1
Orlando Health South Lake Hospital (Cagan Ridge Blvd. & Cagan View Rd.) X Transfer from Route 55				
U.S. Highway 27 & Kings Ridge Blvd.				
Walmart (U.S. Highway 27 & Johns Lake Rd.)				
Clermont Park & Ride X Transfer to Route 50				
5	6:30 7:30 8:30	6:49 7:49 8:49	6:52 7:52 8:52	6:54 7:54 8:54
1	5:30 6:30 7:30	5:49 6:49 7:49	5:52 6:52 7:52	5:54 6:54 7:54

X This symbol indicates transfer area. (Refer to schedule for transfer details)

Buses run Monday through Friday. - Check individual routes for specific start and end times. Buses do not run on Saturdays, Sundays and federal holidays. - P.M. times are shown in bold.
 Not all stops are listed on the route maps and schedules.
 If your stop is not listed, use the time of the stop before yours to estimate when the bus will arrive.
 For a complete listing of real-time route information, visit www.ridelakexpress.com.

Southbound Northbound

APPENDIX D: PRIVATE PROVIDER INVENTORY

Table 5-1: Non-Emergency Medical / Stretcher & Wheelchair Services

Name	Location	Contact Information
Affinity Transportation Service, LLC.	Tavares	352-630-0297
All Central Florida Transportation	2280 W. Old US Hwy. 441, Mount Dora	352-877-9755
AdventHealth Waterman (Formerly Florida Hospital Waterman)	2250 Huffstetler Drive, Tavares 32778	352-253-3882
G.C.O. Non-Emergency Medical Transport	2604 Yardley St., Grand Island, FL	352-240-1124
Independence Transport	809 Deer Glen Ct., Fruitland Park	352-630-5263
Kinsman Transportation, Inc.	Minneola / Clermont Area	407-296-5083 or 407-592-6750
K&W Non-Emergent Medical Transp.	3855 Beacon Ridge Way, Clermont	855-225-5591
Leopard Transport	Lady Lake, Leesburg	352-812-1670
Rite Way Transportation	11245 Tuscarora Ln, Minneola Clermont	352-516-8229
Stellar Transport	Lake and Sumter Counties	352-995-9595
We Care Specialty Transport	13900 CR 455, Clermont	352-989-6956

Table 5-2: Taxi Cab Services

Name	Location	Contact Information
ABC Taxi	1223 Pamela St Apt 10 A, Leesburg, FL 34748	352-744-1211
Acme	14834 Lee Rd., Groveland	352-638-4711
All City Cab	1007 Eustis Grove St., Eustis	352-222-5615
Angie's Taxi	1411 E. Main St., Leesburg	352-431-3580
Central Taxi	Leesburg	352-728-8294
Central Taxi	Mount Dora	352-383-7433
Clermont Yellow Cab	2040 Oakley Seaver Dr., Clermont	352-577-8294
Eustis Taxi	252 Ardice Ave, Eustis	352-357-3671
For a Ride Taxi Service	2987 Palmetto Road, Mount Dora	352-321-2853
Karen's Taxi & Shuttle Service	Leesburg	352-553-5220
Lake Airport Shuttle and Taxi	1208 Lee St., Leesburg	352-434-9568

Name	Location	Contact Information
Lady Lake Taxi	Lady Lake	352-751-2345
Lilly's Taxi	336 Sandy Oak Cir, Leesburg	352-636-2602
Lucky's Taxi	703 Clark St., Lady Lake	352-617-2008
Mr. Taxi	911 Sutherland Ct., Leesburg	352-365-2676 or 352-396-7337
No Limit Taxi	Leesburg	352-321-9333
Rocket Taxi	Golden Triangle area	352-602-0582

Table 5-3: Limousine and Airport Shuttles

Name	Location	Contact Information
Elite Transportation by George	Lake County and nearby areas	352-470-5473
Lake Airport Shuttle and Taxi	Leesburg	352-434-9568
Lake Limo, Inc (Airport & WC)	321 Southridge Industrial Drive, Tavares	352-742-2808
Transcour Limo Service	1400 Longville Cir, Tavares	407-595-6355
Village Airport Van	Spanish Springs, Lady Lake	352-241-2000
The Villages Transportation	Lady Lake and The Villages	352-259-9398

APPENDIX E: ANNUAL OPERATING REPORT (FY 21-22)

County: Lake
 CTC: Lake County Board of County Commissioners
 Contact: Jill Brown
 PO Box 7800
 Tavares, FL 327787800
 352-323-5733
 Email: jmbrown@lakecountyfl.gov

Demographics	Number
Total County Population	0
Unduplicated Head Count	1,724



Trips By Type of Service	2020	2021	2022	Vehicle Data	2020	2021	2022
Fixed Route (FR)	0	0	0	Vehicle Miles	2,021,637	1,416,081	1,101,917
Deviated FR	517	482	604	Roadcalls	44	89	56
Complementary ADA	24,866	19,767	18,777	Accidents	23	11	11
Paratransit	183,436	110,494	96,918	Vehicles	107	124	92
TNC	0	0	0	Drivers	180	226	188
Taxi	0	0	0				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	208,819	130,743	116,299				

Passenger Trips By Trip Purpose	2020	2021	2022
Medical	79,973	53,310	41,003
Employment	7,733	4,779	4,021
Ed/Train/DayCare	60,123	43,696	37,641
Nutritional	14,573	7,882	9,129
Life-Sustaining/Other	46,417	21,076	24,505
TOTAL TRIPS	208,819	130,743	116,299

Financial and General Data	2020	2021	2022
Expenses	\$4,652,213	\$5,048,027	\$4,638,701
Revenues	\$5,121,949	\$5,045,933	\$4,952,909
Commendations	19	15	6
Complaints	13	5	6
Passenger No-Shows	3,140	1,601	1,900
Unmet Trip Requests	0	0	0

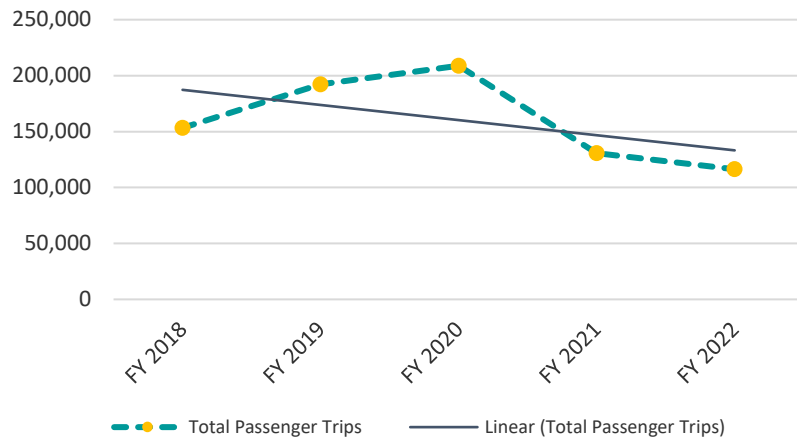
Passenger Trips By Revenue Source	2020	2021	2022
CTD	25,069	22,287	19,321
AHCA	74,645	42,072	6,869
APD	33,203	17,532	35,287
DOEA	8,122	0	2,515
DOE	0	0	0
Other	67,780	48,852	52,307
TOTAL TRIPS	208,819	130,743	116,299

Performance Measures	2020	2021	2022
Accidents per 100,000 Miles	1.14	0.78	1.00
Miles between Roadcalls	45,946	15,911	19,677
Avg. Trips per Passenger	107.97	79.48	67.46
Cost per Trip	\$22.28	\$38.61	\$39.89
Cost per Paratransit Trip	\$22.28	\$38.61	\$39.89
Cost per Total Mile	\$2.30	\$3.56	\$4.21
Cost per Paratransit Mile	\$2.30	\$3.56	\$4.21

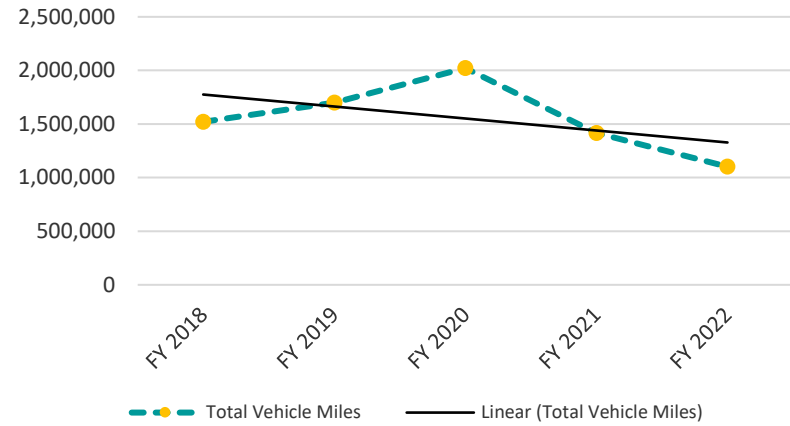
Trips by Provider Type	2020	2021	2022
CTC	0	0	0
Transportation Operator	83,153	51,683	52,436
Coordination Contractor	125,666	79,060	63,863
TOTAL TRIPS	208,819	130,743	116,299

APPENDIX F: TREND ANALYSIS GRAPHS

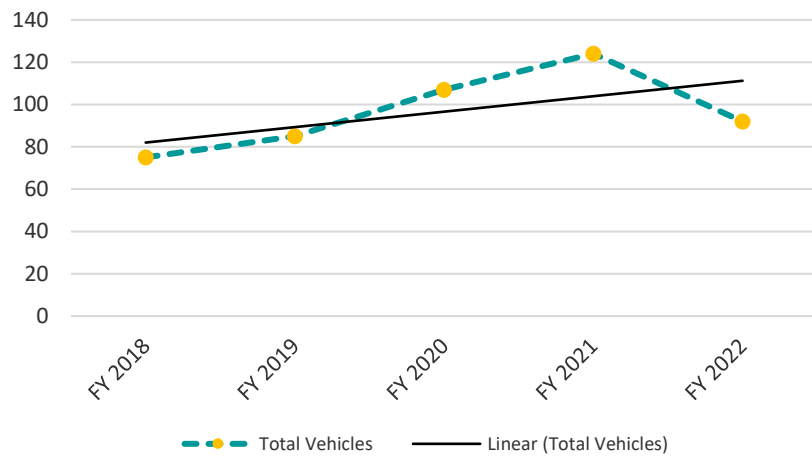
Total Passenger Trips



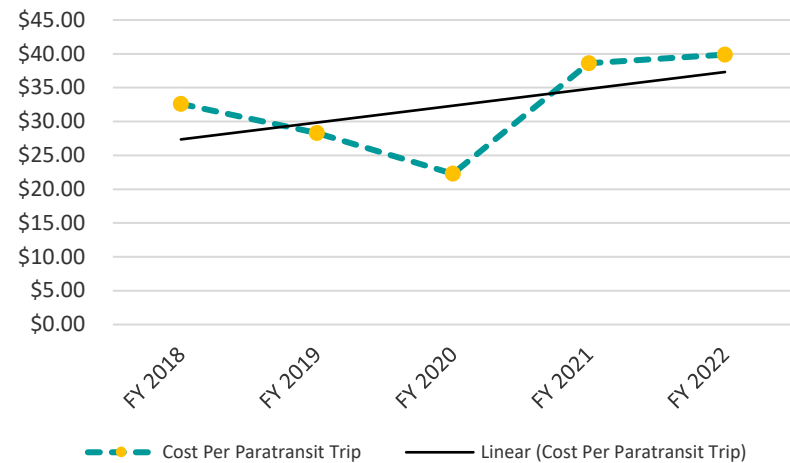
Total Vehicle Miles



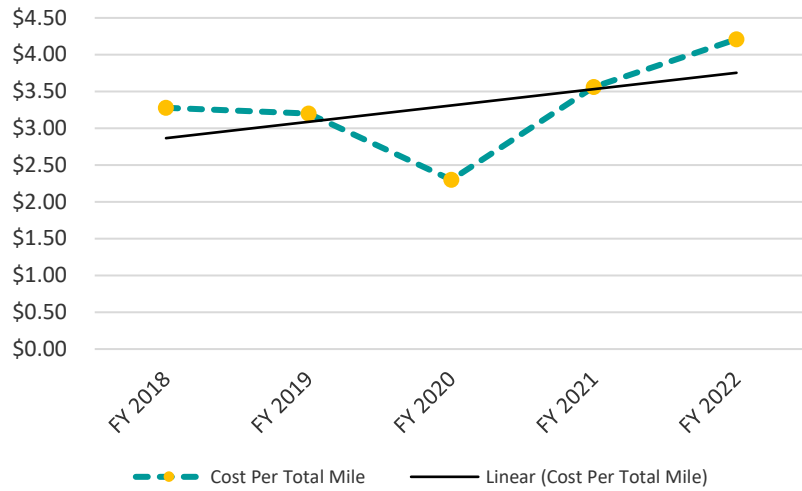
Total Vehicles



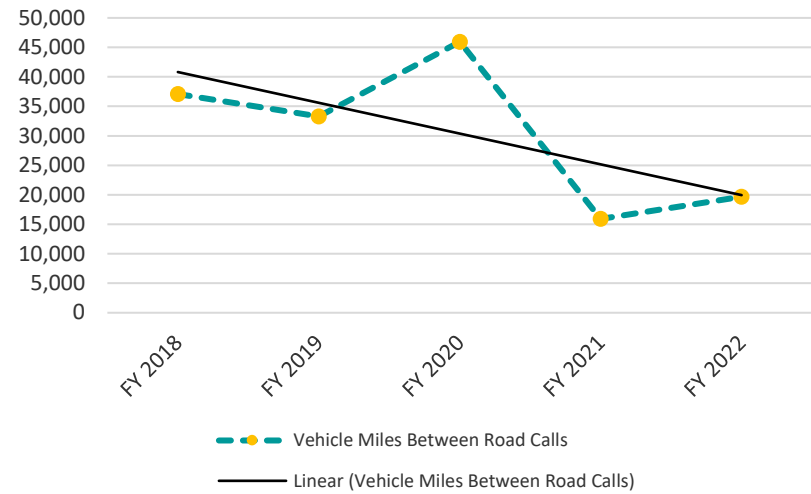
Cost Per Paratransit Trip



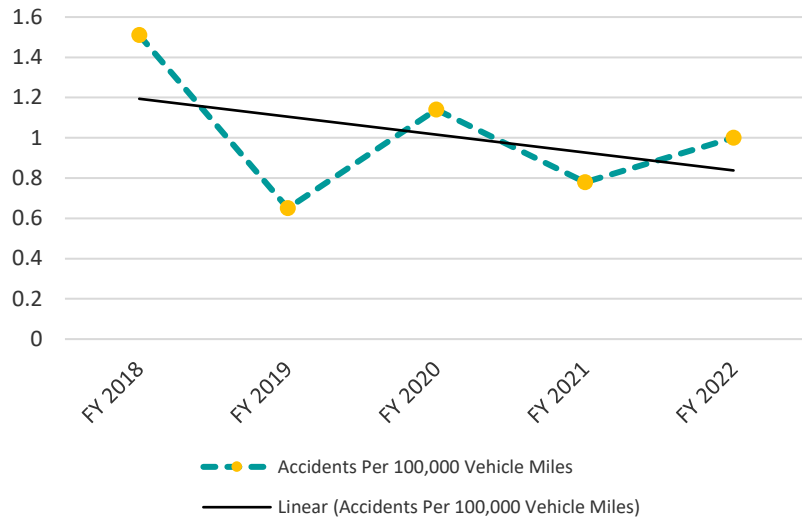
Cost Per Total Mile



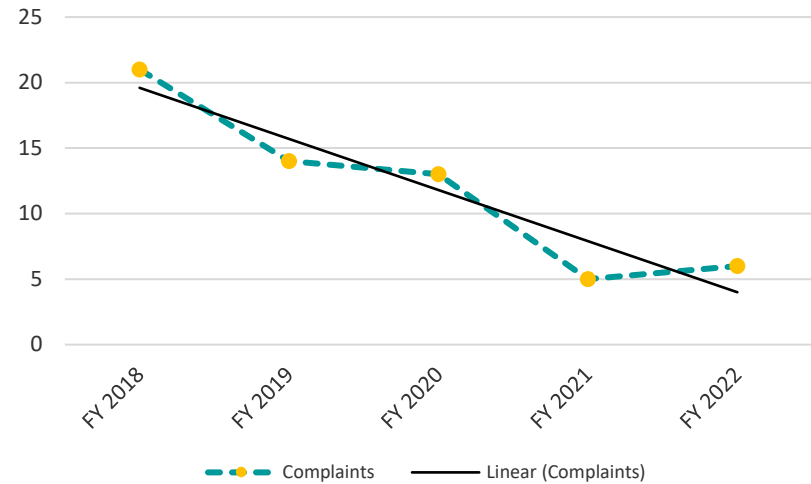
Vehicle Miles Between Road Calls



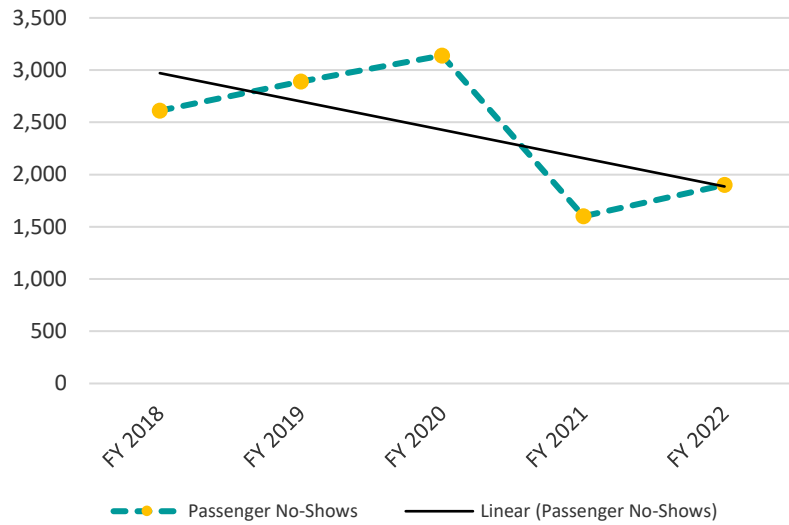
Accidents Per 100,000 Vehicle Miles



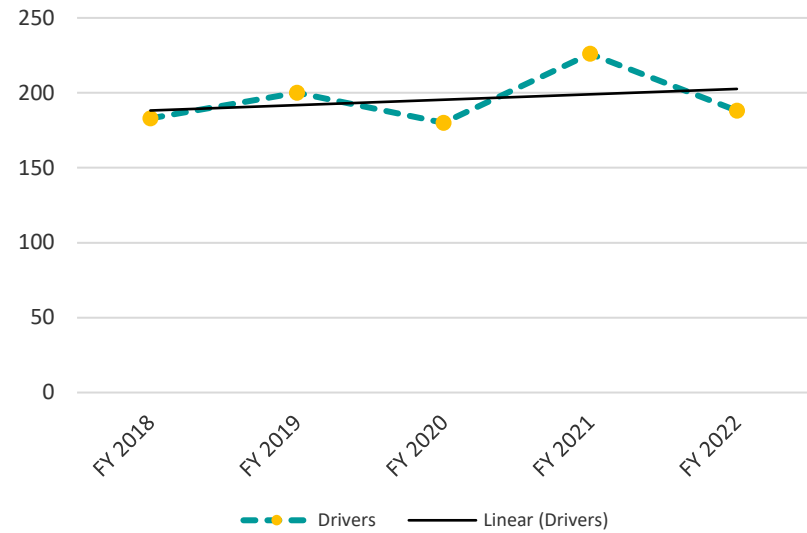
Complaints



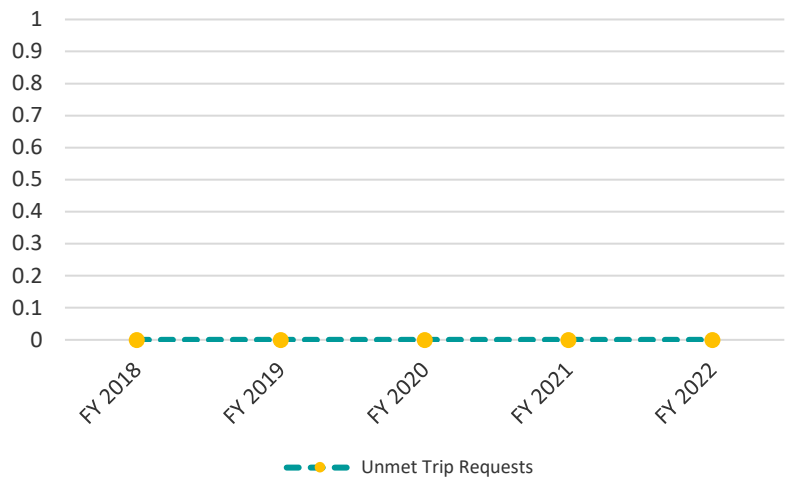
Passenger No-shows



Drivers



Unmet Trip Requests



APPENDIX G: GOALS, OBJECTIVES, STRATEGIES, AND IMPLEMENTATION SCHEDULE

Goal	Objective	Strategy	Responsible Agency	Timeline
1. Provide an efficient, effective, and fully coordinated transportation system to meet the mobility needs of the transportation disadvantaged in Lake County.	1.1. Provide the needed vehicle capacity to meet the demand for transportation disadvantaged services.	1.1.1. Annually develop and update transit capital acquisition/replacement plan, Transit Capital Plan (TCP).	CTC	Annually in September/October
		1.1.2. Annually monitor demand versus available vehicle capacity as part of performance monitoring.	CTC	Annually in the Spring
	1.2. Ensure both fixed route and paratransit systems continue to remain responsive to the needs of the transportation disadvantaged population and the community.	1.2.1. Maintain adequate, experienced, and trained staff needed to operate, maintain, and administer all coordinated system functions.	CTC	Ongoing
		1.2.2. Provide connectivity throughout the County with a focus on major attractors and other transportation options or modes.	CTC	Ongoing
		1.2.3. Annually review ADA, agency, and TD trips to determine major system attractors and the availability of multi-modal options within those areas.	CTC/MPO	Annually with the TDSP Update
	1.3. Maximize coordination with public and private agencies and other transportation operators serving Lake County.	1.3.1. Pursue all available funding opportunities at the federal, state, and local levels, and from private sources. Annually track and report potential new funding sources as part of the TDSP update.	CTC/MPO	Annually with the TDSP Update
		1.3.2. Maximize existing coordination contracts and execute new ones where feasible, needed, and cost-effective.	CTC	Ongoing
		1.3.3. Consider new contracts with TNC's, when possible.	CTC	Q4 of 2023 and ongoing thereafter
	1.4. Reduce the duplication of transportation disadvantaged services provided within and outside the County.	1.4.1. Pursue coordination with transportation providers in Lake County and other Counties (e.g., Marion, Sumter, and Orange).	CTC/Operator	Upon customer request and need

Goal	Objective	Strategy	Responsible Agency	Timeline
2. Provide the most cost-effective provision of transportation disadvantaged services.	1.5. Bring all social service organizations that provide transportation into the coordinated system through purchase of service contracts, coordination contracts, and/or joint use agreements.	1.5.1. Ensure cooperation between all social service transit providers including private sector providers and the CTC.	CTC/MPO	Ongoing
	1.6. Identify and address actual or perceived barriers the regarding coordination of transportation services in Lake County.	1.6.1. Research and discuss potential barriers to coordination with social service transit providers and users.	CTC/MPO	Ongoing
	1.7. Evaluate and educate transportation disadvantaged customers who are capable of using the existing fixed route services.	1.7.1. Provide mobility management training for transportation disadvantaged customers that want to make use of other transportation services within the region.	CTC/Operator	Ongoing as customers request or are identified as potential candidates
		1.7.2. Develop strategies to transition customers from TD trips to the fixed route service whenever possible.	CTC/MPO	Ongoing
	2.1. Maximize the multi-loading of vehicle trips to reduce the cost per trip to maximize efficiency.	2.1.1. Track and monitor all trips quarterly using transportation scheduling software. Map and publish major origin and destination maps to encourage coordination with the other providers and/or transportation options.	CTC/MPO	Quarterly with the TDCB Report and Annually with the TDSP updates
		2.1.2. Monitor and report the number of passenger trips per hour. Include the annual report in the TDSP.	CTC	Quarterly with the TDCB Report and Annually with the TDSP updates
	2.2. Reduce the duplication of transportation disadvantaged services provided within the County.	2.2.1. Continue to explore multi-loading opportunities such as subscription services and/or group trips to major attractors. (i.e., Coordinate with dialysis centers to identify potential multi-loading options to enhance customer convenience and operational efficiencies).	CTC/Operator	Quarterly data reviews

Goal	Objective	Strategy	Responsible Agency	Timeline
		2.2.2. Continue to use Intelligent Transportation Systems (ITS), Global Positioning Systems (GPS), Mobile Data Terminals (MDTs), Computer Aided Dispatch (CAD), and Automatic Vehicle Location (AVL) on all new buses to assist with the coordination of services and reduce duplications for a more coordinated process.	CTC/Operator	Ongoing daily
	2.3. Determine the most cost-effective types of public/private transportation services to meet the projected demand within specified service areas.	2.3.1. Conduct quarterly brainstorming sessions with the MPO, County, and municipal staff to identify cost-saving initiatives.	CTC/MPO	Quarterly at the TDCB
		2.3.2. Encourage Section 5310 grant recipients to participate in the coordination of transportation disadvantaged services and maximize the use of their vehicles.	CTC	Annually with the renewal of the Coordination Agreement
		2.3.3. Continue to monitor and report cost per trip and work to operate as efficiently as possible.	CTC	Quarterly with the TDCB Report
		2.3.4. Annually review trip rates to ensure program sustainability.	CTC	Annually through the CTD's Rate Model Worksheet
		2.3.5. Ensure all paratransit customers are subject to recertification every two years.	CTC	Ongoing with customers' eligibility expiration
		2.3.6. Promote the fixed route bus pass program to reduce paratransit trips and increase customer mobility options.	CTC/MPO	Ongoing review with customers' eligibility application
	2.4. Improve cost-effectiveness through a reduction in energy demand as feasible.	2.4.1. Continue to evaluate the purchase of alternative fuel vehicles as needed.	CTC	As vehicle replacement or expansion is required

Goal	Objective	Strategy	Responsible Agency	Timeline
3. For all transportation services that are operated, ensure a high level of service is provided, maintained, and improved as necessary.	3.1. Maintain on-time performance at 92 percent.	3.1.1. Maintain a minimum number of drivers to prevent negative consequences when drivers are absent. Have relief drivers available.	CTC/Operator	Ongoing recruitment and training efforts
		3.1.2. Ensure that scheduling is done in a manner that allows the most efficient use of all vehicles. Consider Route Match partnership to ensure the most current scheduling tools/modules are being utilized.	CTC/Operator	Ongoing with daily scheduling and quarterly with the TDCB report
	3.2. Ensure all performance criteria are maintained.	3.2.1. Continue to monitor and report performance indicators monthly. These include on-time performance, unduplicated passengers, cost per passenger trip and cost per vehicle mile.	CTC/MPO	Quarterly with the TDCB report
		3.2.2. Continue to conduct weekly staff/customer service meetings to fully review complaints. Report findings to affected parties and take corrective action, as necessary.	CTC/MPO	Ongoing weekly
	3.3. Maximize customer comfort and safety.	3.3.1. Randomly select a preset number of riders bi-monthly to conduct a post-trip rider phone survey and/or online survey tool.	CTC/MPO	Bi-monthly
		3.3.2. Regularly inspect operator and coordination contract vehicles, monitor drivers, and adhere to the drug and alcohol program.	CTC	Annually in the Spring with 14-90 compliance monitoring
		3.3.3. Monitor and track safety-related comments and complaints and seek ways to minimize them.	CTC/Operator	Monthly Safety Committee meetings
		3.3.4. Utilize "mystery riders" and cameras to ensure accountability of staff to riders.	CTC	Ongoing weekly

Goal	Objective	Strategy	Responsible Agency	Timeline
		3.3.5. Maintain and analyze accident records to determine future actions deemed necessary to improve the overall safety record.	CTC/Operator/MPO	Monthly Safety Committee meetings
		3.3.6. Maintain the quality of vehicles by replacing older high-mileage vehicles.	CTC	As vehicles meet minimum life age and mileage and as funding is available
		3.3.7. Ensure that services are provided in a safe and secure manner in accordance with CTD and FDOT standards and recommendations.	CTC/Operator	Monthly Safety Committee meetings and annual 14-90 compliance reviews
	3.4. Increase avenues for customers to access information on the coordinated transportation system.	3.4.1. Distribute schedules and system information in public places throughout the County for residents and visitors (e.g., shopping centers, chamber of commerce, clubs, and community associations, etc.)	CTC/Operator/MPO	Ongoing as needed, requested, or identified
		3.4.2. Develop an on-going public involvement process through surveys, discussion groups, interviews, public workshops, presentations to community groups marketing efforts and other promotional activities.	CTC/MPO	Annual customer surveys, and upon need or request
		3.4.3. Pursue public outreach opportunities through community associations and organizations, (e.g., newsletters, radio, television, print media, internet, and social marketing).	CTC/Operator/MPO	Ongoing upon need identification or request
		3.4.4. Encourage public outreach assistance from the TDCB and the CTD and obtain resources to expand marketing efforts.	CTC/MPO	Ongoing through quarterly TDCB and CTD meetings

Goal	Objective	Strategy	Responsible Agency	Timeline
		3.4.5. Ensure that all websites and other electronic media are compliant with Section 508 of the Rehabilitation Act as amended in 1998.	CTC/MPO	Routinely monitored as items are added or changed or reported by the community
		3.4.6. Update the Rider's Guide annually to reflect changes in policies and procedures.	CTC/Operator	Annually, or as need is identified
		3.4.7. Conduct informational and travel training workshops and training for organizations that serve persons with disabilities.	CTC/Operator/MPO	Ongoing as requested or need identified
		3.4.8. Distribute information to human service agencies in accessible formats.	CTC	Ongoing as requested or need identified
		3.4.9. Promote new and existing services in Lake County through participation in community events such as FDOT's annual Mobility Week campaign.	CTC/MPO	Ongoing as requested or need identified
	3.5. Investigate and pursue all available funding opportunities at the federal, state, and local levels, and from private sources for programs or projects that serve the transportation disadvantaged.	3.5.1. Coordinate with the Lake~Sumter MPO in the utilization of its transit planning funds to support/improve transit planning in Lake County.	CTC	Ongoing as needed is identified
		3.5.2. Work with local agencies to continue to ensure sufficient funding is available to provide agency trips and coordinate data collection/sharing to ensure adequate information is available for grant applications.	CTC	Ongoing as requested or need identified
		3.5.3. Educate the general public and local decision-makers on the importance of public transportation and the need for local financial support.	CTC/MPO	Ongoing as opportunity arises, requested, or need identified

Goal	Objective	Strategy	Responsible Agency	Timeline	
4. Encourage land use patterns that support and promote transit patronage through the clustering of mixed uses and other transit-oriented designs in medium and large-scale planned developments.		3.5.4. Coordinate with the MPO on the TAM Plan and the LOPP to achieve capital funding.	CTC/MPO	Annually with updates to the TAM Plan and LOPP	
		4.1. Improve local knowledge of the benefits of transit-supportive areas and land uses.	4.1.1. Encourage the expansion of the development review process to include the consideration of impacts on the multi-modal transportation system and infrastructure.	CTC/MPO	Ongoing as opportunity identified or requested
			4.1.2. Promote model land use regulations that encourage transit patronage through transit-supportive areas and Transit Oriented Development (TOD).	CTC/MPO	Ongoing as opportunity identified or requested
	4.1.3. Coordinate with both state and local governments to ensure transit-supportive facility and infrastructure design (e.g., staging areas) and amenities particularly at health care facilities		CTC/MPO	Ongoing as identified or requested, and funding availability	
	4.2. Improve public transportation connections to other modes of transportation.	4.2.1. Improve transit infrastructure along existing and future public transportation corridors.	CTC/MPO	Ongoing as identified or requested, and funding availability	
		4.2.2. Ensure connectivity of infrastructure to current and future public transportation.	CTC/MPO	Ongoing as identified or requested, and funding availability	
	4.3. Provide opportunities for ADA and TD passengers to safely access multi-modal corridors.	4.3.1. Maximize effective mitigation of individuals to public transportation through the use of functional assessments, travel training, and other efforts to make routes accessible to more people.	CTC	Ongoing as identified through the application process or staff data review or as requested	
		4.3.2. Continue to utilize a 100% accessible fleet.	CTC	Ongoing as vehicles are replaced or added	

Goal	Objective	Strategy	Responsible Agency	Timeline
		4.3.3. Review and update the inventory of potential bus stops and shelters including ADA accessibility improvements along fixed routes.	CTC	Ongoing as identified or requested, and funding availability
		4.3.4. Ensure all new bus stops and shelter are accessible to persons with disabilities and meet ADA Accessibility Guidelines (ADAAG) compliance requirements.	CTC	Ongoing as identified or requested, and funding availability
5. Ensure the safety of the passengers, drivers, the general public and property in the delivery of all transportation services.	5.1. Promote and educate the general public about the importance of transit safety.	5.1.1. Establish a culture of safety with Bus Operators that permeates throughout the organization and maintains the safety targets of the agency PTASP (if applicable).	CTC	Ongoing daily safety efforts and monthly safety meetings
		5.1.2. Promote educational campaigns about transit, pedestrian, and bicycle safety.	CTC/MPO	Ongoing as opportunity requested or identified
		5.1.3. Maintain a transit accident and incident database to effectively evaluate all events in order to establish corrective actions.	CTC/MPO	Monthly safety committee meetings

APPENDIX H: PARATRANSIT VEHICLE INVENTORY

Table 5-4: Lake County Paratransit Vehicle Inventory

Unit #	Year	Make	Model	Lift/Ramp	Mileage (As of 12/31/22)	Funding Source	Owner
28628	2015	Ford	Glaval	Braun	199,803	FDOT	LCBCC
28629	2015	Ford	Glaval	Braun	216,751	FDOT	LCBCC
28630	2015	Ford	Glaval	Braun	201,950	FDOT	LCBCC
28631	2015	Ford	Glaval	Braun	183,725	FDOT	LCBCC
28632	2015	Ford	Glaval	Braun	185,197	FDOT	LCBCC
28633	2015	Ford	Glaval	Braun	205,764	FDOT	LCBCC
28646	2015	Ford	Glaval	Braun	209,354	FDOT	LCBCC
28647	2015	Ford	Glaval	Braun	210,626	FDOT	LCBCC
28649	2015	Ford	Glaval	Braun	211,745	FDOT	LCBCC
28650	2015	Ford	Glaval	Braun	207,343	FDOT	LCBCC
28651	2015	Ford	Glaval	Braun	221,963	FDOT	LCBCC
28652	2015	Ford	Glaval	Braun	146,625	FDOT	LCBCC
28654	2015	Ford	Glaval	Braun	158,469	FDOT	LCBCC
29228	2017	Ford	Turtle Top	Braun	147,201	FDOT	LCBCC
29467	2017	Ford	Turtle Top	Braun	143,868	FDOT	LCBCC
29468	2017	Ford	Turtle Top	Braun	184,451	FDOT	LCBCC
29501	2017	Ford	Turtle Top	Braun	130,729	FDOT	LCBCC
29502	2017	Ford	Turtle Top	Braun	160,325	FDOT	LCBCC
29651	2018	Ford	Turtle Top	Braun	125,068	FDOT	LCBCC
29652	2018	Ford	Turtle Top	Braun	181,494	FDOT	LCBCC
29654	2018	Ford	Turtle Top	Braun	156,854	FDOT	LCBCC
29834	2018	Ford	Turtle Top	Braun	127,089	FDOT	LCBCC
30393	2019	Ford	Turtle Top	Braun	127,027	FTA	LCBCC
30394	2019	Ford	Turtle Top	Braun	121,340	FTA	LCBCC

Unit #	Year	Make	Model	Lift/Ramp	Mileage (As of 12/31/22)	Funding Source	Owner
30395	2019	Ford	Turtle Top	Braun	121,458	FTA	LCBCC
30396	2019	Ford	Turtle Top	Braun	143,800	FTA	LCBCC
30503	2019	Ford	Turtle Top	Braun	54,513	FDOT	LCBCC
30504	2019	Ford	Turtle Top	Braun	84,223	FDOT	LCBCC
30507	2019	Ford	Turtle Top	Braun	78,245	FDOT	LCBCC
30719	2020	Ford	Turtle Top	Braun	52,682	FDOT	LCBCC
30720	2020	Ford	Turtle Top	Braun	50,872	FDOT	LCBCC
30759	2020	Ford	Turtle Top	Braun	52,749	FDOT	LCBCC
31124	2021	Ford	Turtle Top	Braun	16,897	LCBCC	LCBCC
29204	2017	Ford	Nations U4X	Braun	131,236	CTD	LCBCC
29205	2017	Ford	Nations U4X	Braun	89,389	CTD	LCBCC
29235	2017	Dodge	ADA Cara	Ramp	49,423	FTA	LCBCC
29236	2017	Dodge	ADA Cara	Ramp	103,136	FTA	LCBCC
29237	2017	Dodge	ADA Cara	Ramp	30,932	FTA	LCBCC
29238	2017	Dodge	ADA Cara	Ramp	53,331	FTA	LCBCC
29636	2018	Dodge	ADA Cara	Ramp	44,978	FDOT	LCBCC
30488	2019	Dodge	ADA Cara	Ramp	34,852	FDOT	LCBCC
30489	2019	Dodge	ADA Cara	Ramp	22,960	FDOT	LCBCC
30490	2019	Dodge	ADA Cara	Ramp	26,831	FDOT	LCBCC
30914	2021	Ford	Explorer	N/A	9,444	FDOT	LCBCC
30915	2021	Ford	Explorer	N/A	5,019	FDOT	LCBCC
30916	2021	Ford	Explorer	N/A	4,575	FDOT	LCBCC
30939	2021	Ford	Edge	N/A	5,691	FDOT	LCBCC
30940	2021	Ford	Edge	N/A	3,793	FDOT	LCBCC
30946	2021	Ford	Edge	N/A	2,166	FDOT	LCBCC
31052	2021	Ford	F250	N/A	1,618	FDOT	LCBCC

Table 5-5: Paratransit Replacement Schedule

Year	No. of Vehicles
2020	13
2021	0
2022	11
2023	8
2024	7
2025	3
2026	1

Source: Lake County Transit

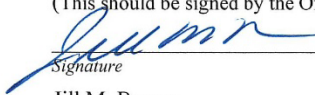
APPENDIX I: SYSTEM SAFETY PROGRAM PLAN ANNUAL CERTIFICATION

BUS TRANSIT SYSTEM ANNUAL SAFETY CERTIFICATION

DATE: January 9, 2023
BUS TRANSIT SYSTEM: Lake County Board of County Commissioners
ADDRESS: 315 West Main Street, P.O. Box 7800
Tavares, FL 32778-7800

**IN ACCORDANCE WITH FLORIDA STATUTE 341.061
THE BUS TRANSIT SYSTEM NAMED ABOVE HEREBY CERTIFIES TO THE FOLLOWING:**

1. The adoption of a System Safety Program Plan (SSPP) and the Security Program Plan (SPP) pursuant to Florida Department of Transportation safety standards set for in Rule Chapter 14-90, Florida Administrative Code (F.A.C.).
Current date of Adopted SSPP: December 2022
Current date of Adopted SPP: December 2022
2. Compliance with adopted safety standards in the SSPP and the SPP.
3. Performance of annual safety inspections on all operational buses in accordance with Rule 14-90.009, F.A.C. (This should be signed by the Officer responsible for management of the bus transit system to certify compliance.)



Signature
Jill M. Brown
Name (Printed or Typed):
Director, Lake County Office of Transit Services
Title

4. Name and address of entity(ies) which has (have) performed safety inspections:
Tracy Derr, Fleet Manager, RATP Dev USA, Lake County Transit Management
Name
560 E. Burleigh Boulevard
Address (Street Number)
Tavares, FL 32778
Address (City, State, Zip Code)
Mechanics perform safety inspections when the vehicles go in for their preventative maintenance check which is every 5,000 miles or when an Operator reports a concern.
Date(s) of Inspection
5. Names and contact information for all **contract** bus transit systems subject to the provisions of Rule 14-90, F.A.C.
Rickey Mack, General Manager, RATP Dev USA, Lake County Transit Management
Name
560 E. Burleigh Boulevard
Address (Street Number)
Tavares, FL 32778
Address (City, State, Zip Code)
352-508-1268
Phone Number

(If additional space is needed, please continue on the back of this page.)



Office of Transit Services
P.O. Box 7800 • 315 W. Main St. • Tavares, FL 32778

BUS TRANSIT SYSTEM

ANNUAL SAFETY CERTIFICATION AND ADOPTION

Date: January 5, 2023
Name: Lake County Board of County Commissioners
Address: 315 West Main Street
Tavares, Florida 32778-7800

In accordance with FTA 49 CFR Part 673 Final Rule, the bus system named above hereby adopts and certifies to the following:

1. The adoption of the Lake County Office of Transit Services Safety Management System for calendar year 2022.
2. Compliance with adopted standards of the Public Transportation Agency Safety Plan (PTASP), for calendar year 2022.
3. Performance of safety inspections on all buses operated in accordance with FAC Rule 14-90.009, for calendar year 2022.

Signature:  _____

Name: Jill M. Brown
Title: Transit Services Director

P 352.323.5733 • F 352.323.5755
Board of County Commissioners • www.lakecountyfl.gov

Douglas B. Shields
District 1

Sean M. Parks, AICP, QEP
District 2

Kirby Smith
District 3

Leslie Campione
District 4

Josh Blake
District 5

APPENDIX J: RATE MODEL WORKSHEETS (FY 2023-2024)

Worksheet for Program-wide Rates

CTC: Lake County Board Version 1.4
County: Lake County

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (**GREEN** cells) below

Do **NOT** include trips or miles related to Coordination Contractors!
 Do **NOT** include School Board trips or miles UNLESS.....
INCLUDE all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
 Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS..
 Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
 Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES		Fiscal Year
Total <u>Projected</u> Passenger Miles =	667,774	2023 - 2024
Rate Per Passenger Mile = \$	3.14	
Total <u>Projected</u> Passenger Trips =	59,095	Avg. Passenger Trip Length = 11.3 Miles
Rate Per Passenger Trip = \$	35.51	

Rates If No Revenue Funds Were Identified As Subsidy Funds	
Rate Per Passenger Mile = \$	8.17
Rate Per Passenger Trip = \$	92.28

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles

The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Vehicle Revenue Miles (VRM)

The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)

The cumulative sum of the distances ridden by each passenger.

Worksheet for Multiple Service Rates

CTC: Lake County Bo Version 1.4
County: Lake County

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	STOP! Do NOT Complete Sections I - V for Stretcher Service	STOP! Do NOT Complete Sections I - V for Group Service

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No
Answer # 2 for Ambulatory Service	Answer # 2 for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?.....

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
		Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service? How many of the total projected Passenger Miles relate to the contracted service? How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Leave Blank	Leave Blank
Effective Rate for Contracted Services: per Passenger Mile =			
per Passenger Trip =			
Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

4. If you answered # 3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above) = Rate per Passenger Mile for Balance =

Combination Trip and Mile Rate			
Leave Blank and Go to Section III for Ambulatory Service	Leave Blank and Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

Worksheet for Multiple Service Rates

CTC: Lake County Bo Version 1.4
County: Lake County

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION III: Escort Service

1. Do you want to charge all escorts a fee?.....

<input type="radio"/> Yes <input checked="" type="radio"/> No
--

Skip #2 - 4 and Section IV and Go to Section V

2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR per passenger mile?.....

<input checked="" type="radio"/> Trip <input type="radio"/> Mile	Leave Blank
---	-------------

3. If you answered Yes to # 1 and completed # 2, for how many of the projected Passenger Trips / Passenger Miles will a passenger be accompanied by an escort?.....

Leave Blank

4. How much will you charge each escort?.....

Leave Blank

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears to the right, what is the projected total number of Group Service Passenger Miles? (otherwise leave blank).....

Do NOT Complete Section IV

..... And what is the projected total number of Group Vehicle Revenue Miles?.....

Loading Rate	0.00	to 1.00
--------------	------	---------

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically
 - * Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles and trips for contracted services IF the rates were calculated in the Section II above
 - * Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II

RATES FOR FY: 2023 - 2024				
	Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	667,774			
	= 489,957 +	197,817 +	Leave Blank	Leave Blank
				0
Rate per Passenger Mile =	\$2.59	\$4.45	\$0.00	\$0.00 \$0.00
				per passenger per group

	Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	59,095			
	= 42,503 +	16,592 +	Leave Blank	Leave Blank
Rate per Passenger Trip =	\$29.58	\$50.71	\$0.00	\$0.00 \$0.00
				per passenger per group

2. If you answered # 1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services,.....

Combination Trip and Mile Rate				
... INPUT the Desired Rate per Trip (but must be less than per trip rate above) =				
Rate per Passenger Mile for Balance =	\$2.59	\$4.45	\$0.00	\$0.00 \$0.00
				per passenger per group

Rates if No Revenue Funds Were Identified As Subsidy Funds				
	Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile =	\$6.74	\$11.55	\$0.00	\$0.00 \$0.00
				per passenger per group
Rate per Passenger Trip =	\$73.87	\$131.77	\$0.00	\$0.00 \$0.00
				per passenger per group

Program These Rates Into Your Medicaid Encounter Data

APPENDIX K: TD BUS PASS PROGRAM



LAKE COUNTY TRANSPORTATION DISADVANTAGED (TD) BUS PASS PROGRAM

What is the Bus Pass Program?

A fixed-route bus pass is provided at no cost to qualifying individuals who are financially prohibited from using the fixed-route system. Eligible recipients receive bus passes via U.S. Mail only. TD bus passes cannot be picked up at County facilities.

How do I qualify for a TD bus pass?

To qualify for the TD Bus Pass Program, you must live in Lake County, have no means of transportation, including family and friends, and an income no greater than 200% of the federal poverty level.

How do I get a pass?

1. If you are not currently eligible for TD service, you may request a Paratransit Eligibility Application by calling 352.742.1940 or download an application at www.ridelakexpress.com
2. Complete and mail the application, along with the required Proof of Income to the address shown on the application.
3. To check the status of your application call 352.742.1940 three weeks (21 days) after the submission of your paperwork.
4. If you are a current TD eligible passenger and wish to utilize the LakeXpress bus service even though you reside past the $\frac{3}{4}$ mile requirement for the LakeXpress fixed route service, you may skip steps 1-3 above and simply call the Customer Service Center to obtain a TD bus pass.

How much does the pass cost?

Eligible TD customers may receive a 30-day bus pass, a 10 non-consecutive day bus pass, or an all-day bus pass at no cost to the passenger.

APPENDIX L: FY 2021-2022 CTC EVALUATION SUMMARY

INTRODUCTION AND BRIEFING:

The evaluation of the Lake County Community Transportation Coordinator (CTC) is conducted annually by the Transportation Disadvantaged Coordinating Board (TDCB) with the guidance of the Lake-Sumter Metropolitan Planning Organization (MPO) staff.

The Lake County County Board of County Commissioners is the designated CTC for Lake County. On March 14, 2017 the Florida Commission for the Transportation Disadvantaged extended Lake County's CTC designation effective July 1, 2018 through June 30, 2023. Lake County BOCC selected McDonald transit (now RATP Dev USA) as its transit provider for LakeXpress fixed route and Lake County Connection paratransit services. The current contract was originally entered into February 1, 2017 for three years with four (4) 1-year optional extensions. The contract initial term was completed in February 2020 and the County exercised its first 1-year option and amended the contract so that the final option year will expire in September 2024 in order to be consistent with the annual CTC budgets.

The purpose of the annual review is to evaluate the CTC's performance. The evaluation ensures quality of service is being obtained and that it is being provided in the most cost effective, efficient, and unduplicated manner. The evaluation also ensures that all requirements are met in providing provision of any services by operators and coordination contractors in the coordinated system.

The evaluation was conducted utilizing the Commission for the Transportation Disadvantaged CTC Evaluation Workbook. The workbook outlines the formal process for evaluation of the CTC. The evaluation addresses the following areas:

- Entrance Interview Questions
- **Chapter 427, Rules 41-2 and 14-90, CTD Standards and Local Standards**
- Ombudsman Program
- Monitoring of contractors
- Surveys: Riders, Contractors and Purchasing Agencies
- On site observation and bus rides
- Driver files and TD eligibility applications
- Recommendations/Commendations

Overall, the CTC is running a smooth operation. Riders seem generally satisfied with the service though some expressed interest in service on weekends as well as a need for out of county trips. The only findings were that the CTC is not meeting the standards for on-time performance and accidents. The accident rate remains low and the standard is likely not being met due to a decrease in vehicle miles because of the COVID-19 pandemic. The driver shortage is an industry-wide challenge, which the CTC has taken steps to address through increased compensation, incentives, and proactive hiring practices. The recommendation is to examine the potential to further increase driver compensation and to consider enhancing driver training to increase their comfort with transporting the TD population.

The evaluation report and recommendations to the CTC were presented by the CTC Evaluation Subcommittee at the June 6, 2022 TDCB meeting. The final workbook with the recommendations/commendations were transmitted to the Florida Commission for the Transportation Disadvantaged and the Sumter County CTC by MPO staff. The CTC will forward a status report to the TDCB within 30 working days.