

# LAKE COUNTY TRANSIT DEVELOPMENT PLAN



Submitted To:



**LAKE COUNTY**

DEPARTMENT OF  
COMMUNITY SERVICES

*Public Transportation Division*

**Draft for Review**



Prepared By:

**WilburSmith**  
ASSOCIATES

In Association with:



**The Lake County Transit Development Plan was developed with the thoughtful and generous assistance of a number of organizations and individuals that we would like to recognize here:**

Lake County	City of Leesburg
Sumter County	City of Mascotte
Town of Astatula	City of Minneola
City of Clermont	Town of Montverde
City of Eustis	City of Mount Dora
City of Fruitland Park	City of Tavares
City of Groveland	City of Umatilla
Town of Howey-in-the Hills	City of Wildwood
Town of Lady Lake	

**Lake~Sumter Metropolitan Planning Organization Board  
Citizens' Advisory Committee  
Technical Advisory Committee  
Bicycle/Pedestrian Advisory Committee  
Lake County Transportation Disadvantaged Coordinating Board  
LakeXpress Task Force**

**T. J. Fish, AICP, Executive Director, Lake~Sumter MPO  
Michael F. Woods, Transportation Planner, Lake~Sumter MPO  
Thomas W. Burke, P.E., AICP, Senior Transportation Planner, Lake~Sumter MPO  
Francis Franco, Transportation Concurrency & GIS Manager, Lake~Sumter MPO  
Susan Goldfuss, Executive Assistant, Lake~Sumter MPO  
Nancy Valenzano, Administrative Assistant, Lake~Sumter MPO**

**Christopher Patton, Lake County Public Transportation  
David P. Hope, Fixed Route Coordinator, Lake County Public Transportation  
Kenneth Harley, Public Transportation Director, Lake County Public Transportation Division  
Susan K. Dugan, CPPB, Senior Contracting Officer, Lake County Procurement Services**

<b>Jim McLaughlin, WSA</b>	<b>Joel Rey, TOA</b>
<b>Eric Holeman, WSA</b>	<b>Elisabeth Schuck, TOA</b>
<b>Jim Baker, CTG</b>	
<b>Milbrey Heard, CTG</b>	
<b>Sharon Hollis, CTG</b>	
<b>Jenifer Palmer, WSA</b>	
<b>Jeffrey Hosko, WSA</b>	
<b>Evan Bigos, WSA</b>	
<b>Howard Newman, WSA</b>	
<b>Peter Ogonowski, WSA</b>	

**LAKE COUNTY  
TRANSIT DEVELOPMENT PLAN**

**Draft for Review, Part 1**

*Prepared for:*

**Lake County Board of County Commissioners  
Lake County Public Transportation  
Lake-Sumter Metropolitan Planning Organization**

**2008 Major Update**

By

**Wilbur Smith Associates**  
3191 Maguire Boulevard, Suite 200  
Orlando, Florida 32803  
ph (407) 896-5851, fax (407) 896-9165

---

## Table of Contents

<b>Section 1.0</b>	<b>Introduction.....</b>	<b>1-1</b>
1.1	Study Area Context.....	1-2
1.1.1	Existing Lake County Transit Service .....	1-4
1.1.2	Overview of Lake County.....	1-4
1.1.3	Lake County Environmental Features .....	1-6
1.1.4	Lake County Industry .....	1-6
1.2	TDP Requirements.....	1-6
1.3	2008 TDP Update .....	1-7
<b>Section 2.0</b>	<b>Vision for Public Transportation .....</b>	<b>2-1</b>
<b>Section 3.0</b>	<b>Goals and Objectives .....</b>	<b>3-1</b>
3.1	Introduction.....	3-1
3.2	Transit Goals and Objectives .....	3-1
3.3	Transportation Disadvantaged Service Goals, Objectives, and Strategies .....	3-7
<b>Section 4.0</b>	<b>Consistency with Other Plans and Documents .....</b>	<b>4-1</b>
4.1	Long-Range Planning Documents and Policies.....	4-1
4.2	Operational Plans, Policies and Documents .....	4-4
4.3	Transportation Disadvantaged Plans and Documents.....	4-6
<b>Section 5.0</b>	<b>Baseline/Existing Conditions .....</b>	<b>5-1</b>
5.1	Ridership.....	5-1
5.2	Population .....	5-5
5.3	Transportation Disadvantaged (From 2000 Census) .....	5-5
5.3.1	Population Under Age 15.....	5-6
5.3.2	Population Over Age 60.....	5-6
5.3.3	Households with Income \$10,000 or less .....	5-6
5.3.4	Households with No Access to Vehicles .....	5-7
5.4	Transit Supportive Areas (TSA) .....	5-12

5.4.1	Household Density .....	5-12
5.4.2	Employment Density .....	5-13
5.5	Major Travel Generators .....	5-22
5.5.1	Journey to Work .....	5-22
5.5.2	Major Employers .....	5-23
5.5.3	Activity Centers .....	5-24
5.5.4	Developments of Regional Impact (DRIs) .....	5-24
5.6	Other Characteristics Affecting Needs .....	5-27
5.6.1	How Shall We Grow .....	5-27
5.6.2	Lake-Sumter MPO Corridor Constraint Policy .....	5-27
5.6.3	Lake County Trails Master Plan and Bicycle Suitability Map .....	5-29
5.6.4	Land Use and Environmental Concerns .....	5-29
5.7	Future Needs .....	5-32
5.7.1	Corridor Service .....	5-32
5.7.2	Community Circulator Service .....	5-45
5.7.3	Regional Needs .....	5-46
5.7.4	Future Bus Stops and Park and Rides .....	5-49
<b>Section 6.0 Public Involvement .....</b>		<b>6-1</b>
6.1	Overview .....	6-1
6.2	Public Involvement Strategies .....	6-1
6.3	Public Involvement Results .....	6-2
6.3.1	Stakeholder Interviews .....	6-2
6.3.2	User Surveys .....	6-3
6.3.3	Public Workshops .....	6-10
6.3.4	Discussion Groups .....	6-10
6.4	Conclusions .....	6-11
<b>Section 7.0 Marketing and Monitoring .....</b>		<b>7-1</b>
7.1	Marketing Program .....	7-1

7.1.1	Marketing Goals & Objectives .....	7-1
7.1.2	Public Input Regarding Transit Marketing .....	7-2
7.1.3	Marketing Strategies .....	7-3
7.1.4	Strategy 2: Promotional Efforts .....	7-6
7.1.5	Strategy 3: Media Outreach and Advertising.....	7-7
7.1.6	Strategy 4: Additional Outreach Efforts .....	7-8
7.2	Monitoring Program.....	7-8
7.2.1	Performance Measures.....	7-10
7.2.2	Quality of Service .....	7-13

## List of Figures

Figure 1-1 – Study Region Map.....	1-3
Figure 1-2 – Regional Perspective.....	1-5
Figure 5-1 – LakeXpress Existing Transit Services .....	5-2
Figure 5-2 – LYNX Existing Transit Service.....	5-3
Figure 5-3 – Total Monthly Ridership (Actual 2007-2008) .....	5-4
Figure 5-4 – Percent of Population Under Age 15 .....	5-8
Figure 5-5 – Percent of Population Over Age 60 .....	5-9
Figure 5-6 – Percent of Households with Income 10,000 or Less.....	5-10
Figure 5-7 – Percent of Households with No Access to a Vehicle.....	5-11
Figure 5-8 – 2005 Household Density .....	5-14
Figure 5-9 – 2020 Household Density .....	5-15
Figure 5-10 – 2005 Household Density – Leesburg/Mount Dora Area.....	5-16
Figure 5-11 – 2020 Household Density – Leesburg/Mount Dora Area.....	5-17
Figure 5-12 – 2005 Employment Density.....	5-18
Figure 5-13 – 2020 Employment Density.....	5-19
Figure 5-14 – 2005 Employment Density – Leesburg/Mount Dora Area .....	5-20
Figure 5-15 – 2020 Employment Density – Leesburg/Mount Dora Area .....	5-21
Figure 5-16 – Journey to Work.....	5-22
Figure 5-17 – Existing Activity Centers .....	5-25
Figure 5-18 – Developments of Regional Impact (DRIs).....	5-26
Figure 5-19 – 2050 Population Centers .....	5-28
Figure 5-20 – 2008 Trails Master Plan .....	5-30
Figure 5-21 – 2025 Future Land Use.....	5-31
Figure 5-22 – Florida Central Railroad.....	5-48
Figure 6-1 – LakeXpress Fixed-Route Bus Services.....	6-2
Figure 6-2 – LYNX Services Provided in Lake County.....	6-3
Figure 7-1 - Operating Expenses per Vehicle Revenue Hour Comparison .....	7-11
Figure 7-2 - Operating Expenses per Passenger Comparison.....	7-12

Figure 7-3 - Passengers per Vehicle Revenue Mile Comparison ..... 7-12  
Figure 7-4 - Passengers per Vehicle Revenue Hour Comparison..... 7-13

## List of Tables

Table 1-1 – County Population Growth 1970 through 2006 .....	1-4
Table 3-1 – Public Transportation Mission Statement, Goals, and Objectives .....	3-2
Table 3-2 – Transportation Disadvantaged Service Goals, Objectives, and Strategies...	3-7
Table 5-1 – 2007-2008 Total Monthly Ridership by Route .....	5-4
Table 5-2 – Lake County Population .....	5-5
Table 5-3 – Major Employers in Lake County .....	5-23
Table 6-1 – Public Involvement Strategies .....	6-4
Table 6-2 – Stakeholder Interview Participants .....	6-5
Table 6-3 – Summary of On-Board Survey Results .....	6-7
Table 6-4 – Summary of Commuter Express Survey Results .....	6-9
Table 7-1 – Fare and Pricing Efforts.....	7-5
Table 7-2 – Promotional Efforts .....	7-6
Table 7-3 – Media Outreach and Advertising Efforts .....	7-7
Table 7-4 – Additional Outreach Efforts .....	7-8

## List of Appendices

<b>Appendix A: Public Involvement Plan.....</b>	<b>A-1</b>
<b>Appendix B: Wildwood Long-Range Transportation Plan.....</b>	<b>B-1</b>
<b>Appendix C: How Shall We Grow HCS .....</b>	<b>C-1</b>
<b>Appendix D: Lake~Sumter MPO Corridor Constraint Policy .....</b>	<b>D-1</b>
<b>Appendix E: Regional Bus Circulator Assessment Study Excerpt.....</b>	<b>E-1</b>
<b>Appendix F: Transit Operations Plan Excerpt.....</b>	<b>F-1</b>
<b>Appendix G: Transportation Disadvantaged Service Plan Excerpt.....</b>	<b>G-1</b>
<b>Appendix H: Journey to Work data from 2000 Census.....</b>	<b>H-1</b>
<b>Appendix I: DRI Development Summary Table/Map .....</b>	<b>I-1</b>
<b>Appendix J: Previous Transit Studies Summary .....</b>	<b>J-1</b>
<b>Appendix K: Transit-Related News Articles.....</b>	<b>K-1</b>

[THIS PAGE INTENTIONALLY LEFT BLANK]

## Section 1.0 Introduction

The Transit Development Plan (TDP) is a planning, development, and operational guidance document based on a ten-year planning horizon. This TDP provides an assessment of existing conditions, services provided, transit needs, public transportation objectives, and steps required to implement new services. The TDP also documents the community's visions, goals, and objectives for public transportation as revealed through the public involvement process. The TDP presents Lake County Public Transportation's operating and capital improvements for the next ten year period and is intended to guide the activities, priorities, and budgets of the organization. A major update and rethinking of the TDP is conducted every five years and the information in the TDP is updated annually. The last major update was conducted for fiscal years 2005 through 2011. This version of the TDP is a major update covering fiscal years 2009 through 2020, the years for which funding is being sought. It also identifies anticipated transit improvements for the subsequent nine (9) years. In accordance with *Section 14.73.001(3)* of the *Florida Administrative Code*, the Lake County TDP must be updated every five years.

The State of Florida requires that all public transportation service providers develop a TDP to qualify for Florida Department of Transportation (FDOT) public transportation funding assistance. In reality, the TDP provides the community with an opportunity to develop a strategic and comprehensive vision to assess existing transportation services and identify goals, objectives, and proactive strategies for meeting future transportation needs. The TDP assesses the current and projected conditions within the service area in terms of transportation needs and quality of life issues and develops service plans to address those needs. In accordance with *Section 14.73.001(3)* of the *Florida Administrative Code*, this TDP will be adopted by the Lake County Board of County Commissioners. The TDP will also be presented to and approved by the Lake~Sumter Metropolitan Planning Organization (hereafter referred to as Lake~Sumter MPO) Board, its committees, and the LakeXpress Task Force.<sup>1</sup>

Ultimately, the projects identified in this TDP will be incorporated into the Lake~Sumter MPO Long Range Transportation Plan for direction in developing future mobility choices, in addition to the single-occupant vehicle. The Cost Feasible Long Range Transportation Plan is required to consider a twenty year horizon. Federal and state

---

<sup>1</sup> This LakeXpress taskforce monitors the progress of the LakeXpress fixed-route bus service along the U.S. Highway 441 corridor.

requirements mandate that all transportation improvements must be coordinated through the Lake~Sumter MPO, within the adopted Cost Feasible Long Range Transportation Plan, and scheduled in the five year Transportation Improvement Program (TIP). A major component of the Long Range Transportation Plan is public transportation in the form of express bus service, fixed-route bus service, and paratransit. In the future, it is anticipated that additional premium transit modes could be offered in Lake County such as local circulators, commuter rail, light rail, bus rapid transit, and ferry service. Other transportation demand management strategies provide opportunities to enhance the existing transportation network include: carpooling, travel planning, and Intelligent Transportation System (ITS) applications.

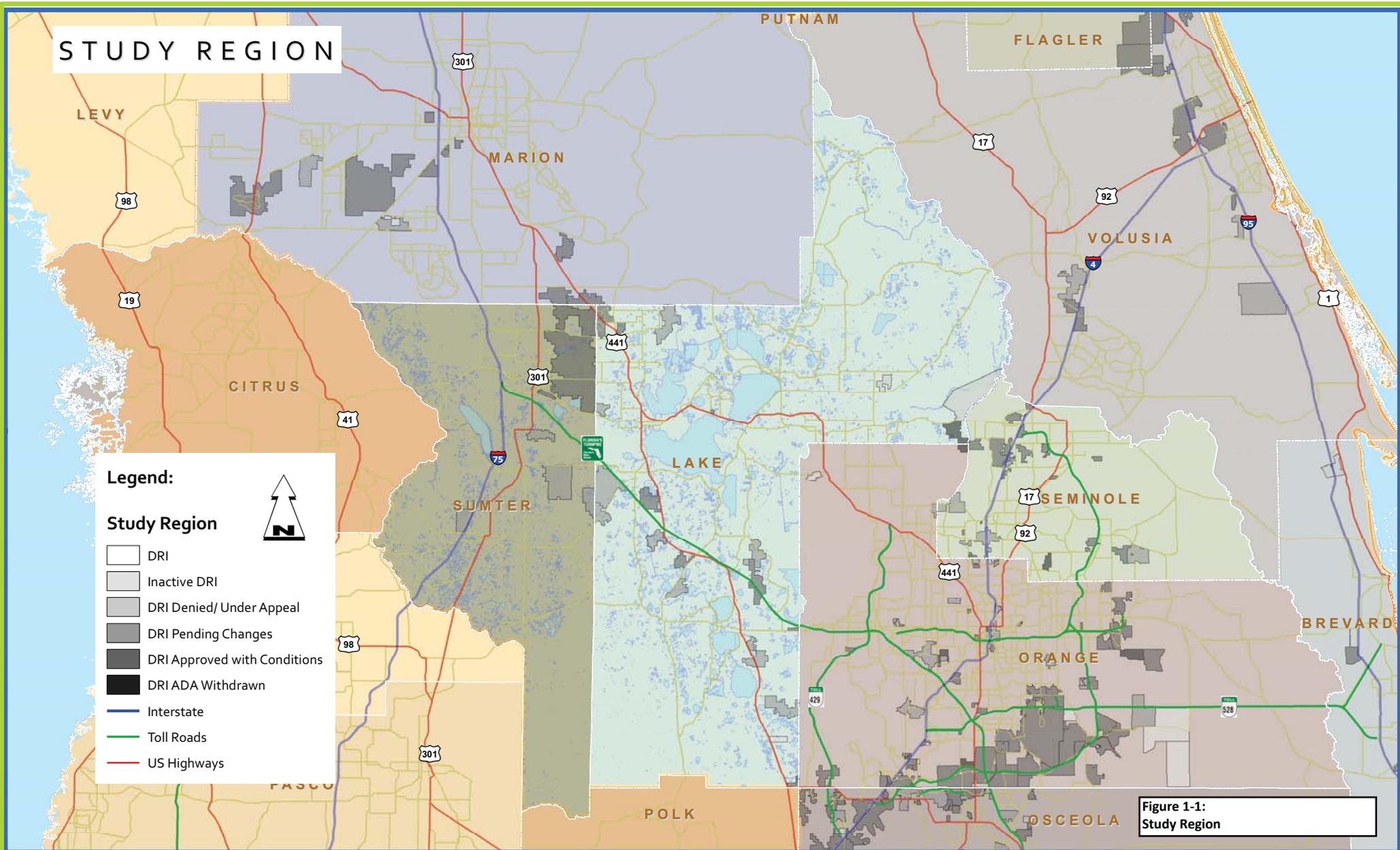
All transit improvements within the Cost Feasible Long Range Transportation Plan and specified in the TIP rely on significant capital funding from Federal and State sources. Along with this funding partnership come very specific procedures for planning, designing, implementing, monitoring, and operating these services. The TDP documents the annual assessment of progress toward identified goals within a ten year planning horizon.

An FDOT-approved Public Involvement Plan (hereafter referred to as the PIP) was developed specifically for this update of the TDP. The PIP identified the proposed methods and strategies for offering public involvement opportunities to review the mission goals, objectives, alternatives, and ten-year implementation plan. Meetings were held with the Regional Workforce Development Board and the Lake~Sumter MPO to discuss the TDP, public transportation goals and objectives, alternatives, and its implementation plan. **Section 6** describes in detail the public involvement activities conducted in conjunction with this TDP update and the FDOT-approved PIP is included in **Appendix A**.

## ***1.1 Study Area Context***

The study area context is presented in this section because a thorough understanding of the planning environment within which a transit system operates is essential to the successful development of a TDP identifying current and future enhancements to the Lake County transit system. A descriptive overview of the existing transit services and the general characteristics of Lake County are provided below. **Figure 1-1** also provides an illustration of the study region. After providing this background context, the chapter describes the TDP requirements and discusses major concepts.

# STUDY REGION



**Legend:**



**Study Region**

- DRI
- Inactive DRI
- DRI Denied/ Under Appeal
- DRI Pending Changes
- DRI Approved with Conditions
- DRI ADA Withdrawn
- Interstate
- Toll Roads
- US Highways

**Figure 1-1:  
Study Region**

### 1.1.1 Existing Lake County Transit Service

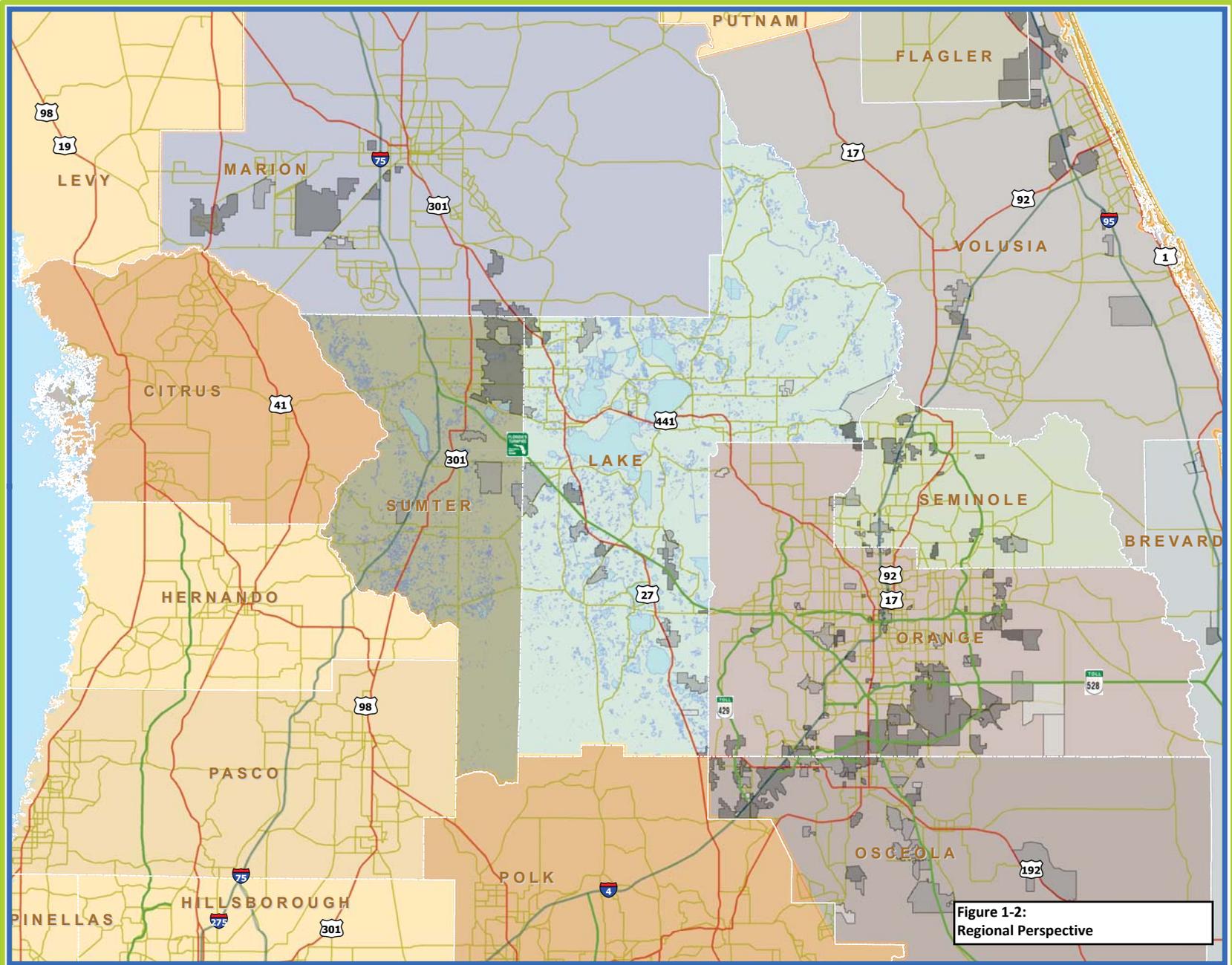
Public transportation services in Lake County are comprised of LakeXpress, the County’s fixed-route bus service, and Lake County Connection paratransit services, which includes door-to-door transportation disadvantaged services and complimentary Americans with Disabilities Act (ADA) transportation services. Lake County provides LakeXpress and Lake County Connection through a contract with MV Transportation. In addition, Lake County provides a park-and-ride lot on US 27 (south of SR 50) near Clermont and another park-and-ride at the Wal-Mart center on US 27. From these lots, the Clermont Express (#204) provides express bus connections to Downtown Orlando and fixed-route bus service (#55) along US 192 to Disney. Both are provided through an agreement with LYNX, the public transportation service provider for Orange, Osceola, and Seminole Counties.

### 1.1.2 Overview of Lake County

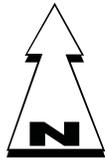
Lake County is situated in central Florida northwest of the Orlando Metropolitan Statistical Area, as shown on **Figure 1-2**. The County is “L” shaped and measures approximately 740,000 acres. In the region, Lake, Osceola, and Sumter counties have historically experienced slow population growth and low density intensity development patterns. The historic population growth rates for Lake County and the surrounding counties are provided in **Table 1-1** for contextual purposes.

**Table 1-1 – County Population Growth 1970 through 2006**

County	1970	1980	1990	2000	2005*	2006*
Lake	69,305	104,870	152,104	210,528	273,277	276,783
Orange	344,311	471,016	677,491	896,344	1,002,849	1,079,524
Osceola	25,267	49,287	107,728	172,493	229,134	255,903
Seminole	83,692	179,752	287,529	365,196	398,013	420,667
Sumter	14,835	24,272	31,577	53,345	69,300	71,941
Volusia	169,487	258,762	370,712	443,343	475,189	503,844
<i>Source: US Decennial Census, 1950-2000, American Community Survey 2005 estimate, and the University of Florida's Bureau of Business and Economic Research, Population Studies 2007</i>						
<i>*Estimates</i>						



# REGIONAL PERSPECTIVE



**Legend:**

**Regional Perspective**

- DRI
- Inactive DRI
- DRI Denied/ Under Appeal
- DRI Pending Changes
- DRI Approved with Conditions
- DRI ADA Withdrawn
- Interstate
- Toll Roads
- US Highways
- County Boundaries

**Figure 1-2:  
Regional Perspective**

Recent Lake County population growth has led to a surge of new housing construction and it is one of the fastest growing central Florida counties. With this rapid growth, the County has faced challenges with meeting transportation needs.

### **1.1.3 Lake County Environmental Features**

Lake County is geographically different from the other counties because of its 1,400 named lakes (nearly 300,000 acres of lakes and water bodies) and its rolling topography, with elevations exceeding 300 feet in some areas. The Ocala National Forest covers the northern portions of the County and the Green Swamp is located at the south end of Lake County. In addition, much of North-Eastern Lake County lies within the Wekiva Commission Study Area. These natural areas are ecologically sensitive and future growth and development will be monitored closely as the region develops and adds new transportation corridors. The most sensitive ecosystems will be conserved, and other land areas may be developed by following strict guidelines for conservation set asides, best management practices, and continuous wildlife migratory corridors, to mention a few.

### **1.1.4 Lake County Industry**

Formerly a world leader in Citrus production, Lake County was hit hard by a series of 1980's freezes which killed many orchards. As a result of the loss of much of its citrus industry, the county purchased land for the Ford Commerce Industrial Park in the 1980's on U.S. Highway 27 at the crossroads of State Road 19 and the Florida Turnpike. Lake County was seeking to diversify the local economy and create jobs. The industrial park includes more than 700 acres and companies such as Circuit City, Goodyear Tire, Carroll Fulmer Trucking, Domino's Pizza, and Maritec Industries. Tourism is at an all-time high with visitors flocking to antique shopping areas and cruises offered on the many lakes.

## ***1.2 TDP Requirements***

This section provides the TDP requirements per the Florida Statutes and Florida Administrative Code. A Transit Development Plan (TDP) is a ten (10) year planning, development, and operational guide for public transportation providers wishing to receive certain state transit grant funding. In accordance with *Rule Chapter 14-73.001 Florida Administrative Code (F.A.C.)* and *Chapter 341.052 of the Florida Statutes*, the TDP must, at minimum, include the following elements:

- A public involvement process
- A situational appraisal of factors within and outside of the service area that may have an affect on transit service
- A statement of the provider's vision, mission, goals and objectives
- Alternative strategies and actions for achieving the Lake County goals and objectives, including financial options considered
- An implementation plan based upon a ten-year planning horizon
- A discussion of the relationship and consistency of the TDP with other local planning documents

All TDP's must be consistent with other governmental planning documents, and is to be updated every ten (10) years. Preparation of the TDP must be completed by the public transit provider in cooperation with the applicable Metropolitan Planning Organization (MPO), in this case, the Lake~Sumter MPO.

### ***1.3 2008 TDP Update***

This document is the third comprehensive update of the TDP for Lake County, and three noteworthy trends have developed since the previous 2005 TDP Update. First, a notice of proposed rulemaking for TDP requirements (major and minor updates) was published in the *Florida Administrative Weekly, Volume 31, Number 52, December 30, 2005*. New requirements for TDP's in the state of Florida extend the planning horizon from five years to ten years; as such, this TDP update will cover Fiscal Years 2009-2020.

A second major modification from the previous update concerns the addition of information on Sumter County into the 2008 TDP Update. Although the focus of this TDP is Lake County proper, the Lake~Sumter MPO and Lake County Public Transportation are contemplating a more regional approach to transit over the next ten years. It should be noted, for example, that the Lake~Sumter MPO urbanized area currently includes The Villages development in Lake, Sumter, and Marion Counties. As the area continues to develop, it is anticipated that the urbanized area and travel market will become more regional and include more areas of Sumter County, including the City of Wildwood. As such, this document begins to identify regional transit needs through the Year 2020 for Lake County and Sumter County.

Finally, it is important to note recent internal and external trends that are expected to impact public transportation funding over the ten year planning horizon. Internally, Lake County is currently transitioning from its designation as a rural transit service provider to a small urban designation. One of Lake County's peers, Collier Area Transit, made this transition after the 2000 U.S. Census population estimates were published. This anticipated reclassification will impact certain state and federal funding sources which are apportioned based upon the population size of the service area.

Coinciding with these internal factors, a number of external factors may also impact public transportation services. Rising infrastructure costs and fuel consumption costs present a great challenge, and gas taxes are insufficient to address the growing needs of the transportation system. The federal budget, the largest single source for project funding, is facing unsustainable deficits that threaten economic vitality across all sectors of government. National and state economic trends are revealing significant slowdowns that together with higher fuel and food prices will affect labor rates. In addition, recent property tax reform legislation in Florida has significantly impacted state and local government revenues. Finally, declining federal, state, and local revenues combined with increasing transportation needs are resulting in increasing transportation funding gaps. In considering these challenges, effective transportation planning seeks to improve public safety and mobility through strategic investments that meet current goals while addressing future system needs.

## Section 2.0 Vision for Public Transportation

Based on discussions with elected officials, County staff, and the Lake-Sumter MPO, as well as public input from on-board surveys, on-line surveys, general public discussion groups, and public workshops, an understanding of Lake County's aspirations for public transportation has been achieved. Based on this understanding, Lake County's Public Transportation vision has been defined and is presented herein. In the Lake County 2020 Transit Development Plan (TDP), this Vision Statement precedes the Goals and Objectives listed in **Section 3** and together these statements will guide the implementation strategies identified in **Section 15**. This statement provides guidance for the ten-year TDP, as well as for the upcoming Long Range Transportation Plan update that will be developed for Lake and Sumter counties.

Since 1970, population growth in Lake County has resulted in the rapid development of vacant land. The population has grown from nearly 70,000 in 1970 to a 2007 population of over 270,000 persons<sup>2</sup>. With this amazing growth rate, it is not surprising that Lake and Sumter counties have been proactively pursuing smart growth strategies and participating actively in the region's *How Shall We Grow* visioning efforts. As a result of this participation, elected officials and residents have become more attuned to the relationship between land use and transportation planning. Alternative modes of transportation are becoming the focus of the community with emphasis on transit.

In addition to providing service to the general public, the emphasis of the Lake County Connection, the County's paratransit service, continues to be the provision of paratransit services and ADA complimentary services to the transportation disadvantaged (TD) population. For LakeXpress, the County's fixed-route bus service, the service emphasis has been providing fixed route transit services to people without access to other means of transportation, due to age, income, disability, or other reasons. In other words, LakeXpress services are the only option for a majority of the transit-dependent population.<sup>3</sup>

Based on an April 2008 survey of existing LakeXpress riders, seventy-nine percent (79%) stated that they do not have any other means of transportation except for the services provided by LakeXpress. Future LakeXpress service could be more user friendly so that it meets the mobility needs of other residents who have access to a car, but would like to have another alternative option, such as access to transit. These so-called "choice"

---

<sup>2</sup> *Demographic Estimating Conference Database, updated March 2005. Bureau of Business and Economic Research, Total County Population: April 1, 1970 – 2030.*

<sup>3</sup> *MTP 2035 Issue Papers: Transit Expansion, Sacramento Area Council of Governments.*

riders choose transit over other available transportation options. Recent national trends indicate that choice riders tend to be long-distance commuters with higher incomes who use transit mainly for commuting to work.<sup>4</sup>

As indicated above, an April 2008 survey of existing LakeXpress riders reflects that seventy-nine percent (79%) do not have an alternative means of transportation, sixty percent (60%) are using the bus to get to work, seventy percent (70%) are of working age (25-59 years of age), and eighty-five percent (85%) have annual household incomes below \$30,000. The survey indicates that LakeXpress is filling a critical local need for those members of the community that are most in need financially. LakeXpress is also getting people to work who could not otherwise work because of mobility issues that impact their ability to access jobs. Essentially, this service is reducing unemployment in Lake County.

During the TDP public involvement process, the public has indicated that if transit were convenient, accessible, safe, and efficient, they would choose transit. A majority of passengers interviewed also were willing to pay additional taxes for an expanded transit system. They also were concerned that paratransit service and meeting the needs of transit-dependent riders would continue to be the focus of service. LakeXpress riders and non-riders alike remain hopeful for and seek a future where commuter facilities, such as park-and-ride lots, and premium transit services are offered. The surveys indicate a desire for improving existing services and offering premium transit services such as express bus service, light rail, commuter rail, connections to Disney, fast service to Downtown Orlando, and access within the County to social and municipal services. There is some inconsistency in opinions regarding the timeframe for implementing commuter rail and light rail, but these transit services are definitely among the community's aspirations. Escalating gas prices have begun to affect rider and non-rider opinions alike. The community is seeking near-term improvements to fixed-route bus service that will provide residents with a viable alternative to riding in a car that is both convenient and gets them where they need to go.

As such, the vision for public transportation should include the implementation of premium transit as well as near-term enhancements to fixed-route bus service. There has been an interest in improving efficiency by converting paratransit ridership to fixed-route service, where appropriate, within the ten-year planning horizon. A long-term transition from enhanced fixed-route service to premium transit must evolve gradually based upon

---

<sup>4</sup> *MTP 2035 Issue Papers: Transit Expansion, Sacramento Area Council of Governments. This paper states that persons with incomes over \$50,000 per year comprise 17% of the nation's transit users.*

the success of initial services, development of local transit patronage, and the financial capacity of the community to pay for services.

The transit alternatives identified and analyzed in this TDP are designed to specifically address three major transit markets: transit-dependent persons, local low-wage earners, and commuter populations. These are the system’s ridership base today. On-board survey results indicate that LakeXpress ridership is principally comprised of commuters earning less than \$30,000 annually and South Lake Express patrons are generally Downtown Orlando employees earning more than \$50,000 annually. As such, the challenge for Lake County is to address the needs of these groups as the service transitions from fixed-route bus service to premium transit service along key transportation corridors in the most effective manner possible, without compromising quality. The provision of the LakeXpress and South Lake Express services will assist in developing new transit corridors and in educating the citizens about the use of public transportation, both of which are important elements for supporting a long-range commitment to public transportation.

In summary, Lake County’s vision for public transportation includes a mix of public transportation services, with a long-term strategy for providing premium transit to choice riders with continued high quality service for paratransit and transit-dependent riders. The mix of public transportation services will continue to evolve through the Year 2020. Lake County’s public transportation vision is:

**“To provide a safe, efficient, cost effective, and accessible  
public transportation system that will meet the financially feasible mobility  
and accessibility needs of residents  
and visitors traveling in Lake County.”**

The 2020 TDP identifies goals, objectives, and strategies that are designed to foster development of the type of community that residents seek and desire to fulfill this vision. Lake County will continue to coordinate with the adjacent transit providers, Sumter County, Marion County, Polk County, Volusia County, the Lake~Sumter MPO, 19 local governments, Florida’s Turnpike Enterprise, the Florida Department of Transportation, LYNX, the East Central Florida Regional Planning Council, and the Withlacoochee Regional Planning Council to ensure that development decisions benefit the community and the regional transit system at the same time.

Understanding both the demand for transportation services and the potential constraints on the provision of transportation services, the Lake County MPO is utilizing the **2050 *How Shall We Grow Population Centers Map*** to integrate land use and transportation planning concepts. This map, in combination with other on-going planning studies, serves as a guide for identifying where there may be the greatest need for all forms of transportation connectivity now and in the future. While the anticipated location of the County's population is important to determine where connectivity is needed, the County's natural features and land use goals also play an important role in determining how connections between communities may occur in Lake County. The potential areas where transportation improvements may be made in Lake County are appropriately limited by three factors: the large number of lakes in the county; environmentally sensitive conservation areas, and protected farm lands. These protected areas serve to emphasize that there are only a limited number of transportation corridors that are both responsive to the transportation needs of Lake County residents and environmentally responsible.

The LakeXpress system will focus on improving mobility for residents through a limited number of premium transit corridors that will be served by local circulator or "feeder" routes. It is anticipated that these routes will be designed and operated with the needs of transit-dependent populations as a focus to build ridership initially, but they also will be designed and operated to enhance their attractiveness to choice riders. This functionality for choice riders is very important for commuters with jobs both within and outside Lake County.

Lake County is working to ensure that public transportation is a meaningful resource to the community. This vision for Lake County includes expansion of ridership, by enhancing service on existing routes with evening and weekend service, and by improving the convenience of transit throughout the community. Therefore, the 2020 TDP establishes a strategic approach to expanding services including a network-level service plan, strategic transit system initiatives, and the implementation steps necessary to gradually put the ultimate premium transit services into service.

The selection of corridors recommended for the implementation of new service in the 2020 TDP is based on two primary considerations: the potential need for the service and the feasibility of implementing the service. The need for the service is made up of several components including the location of potentially transit-dependent populations, the presence of commuter populations, connectivity with "circulator" or "feeder" services that may enhance mobility and ridership, and the potential to attract new riders. This latter group may be expected to grow with the recent increase in the price of gasoline.

Another indicator of the need to modify existing service or add new service is the proposed changes' impact on other services provided by the agency, in particular paratransit service. New fixed-route service may replace some paratransit services in those areas currently receiving a significant amount of paratransit service.

## Section 3.0 Goals and Objectives

### *3.1 Introduction*

The purpose of this section is to present the recommended transit goals and objectives developed as part of the TDP for Lake County. The Lake County 2005 TDP was used as a starting point to develop the goals and objectives for this TDP update. As stated in **Section 1**, Lake County is currently transitioning from its designation as a rural transit service provider to a small urban designation, which requires further refinement of the 2005 TDP goals and objectives. Information obtained as a result of the public workshops will also be used to further refine the goals and objectives.

### *3.2 Transit Goals and Objectives*

Developing a set of goals and objectives for a public transportation system within urbanized areas of Lake County is critical to establishing a vision for transit, and is a fundamental component of this Transit Development Plan (TDP). In addition, the *Lake County Transit Development Plan*, adopted in 2005, was also reviewed in the context of its relevancy to public transportation goals and objectives, and contributed to the goals and objectives that are recommended for this TDP. **Table 3-1** presents the transit mission statement, goals, and objectives for the Lake County public transportation services.

**Table 3-1 – Public Transportation Mission Statement, Goals, and Objectives**

<p><b>Mission Statement</b></p> <p>The mission is to provide a safe, efficient, cost effective, and accessible public transportation system that will meet the financially feasible mobility and accessibility needs of residents and visitors traveling in Lake County.</p>
<p><b>Goal 1: Examine the financial feasibility of expanding the current public transportation services to meet additional transportation needs of the general public.</b></p> <p><b>Objective 1.1</b> - Identify the public transportation needs of the general public.  <b>Objective 1.2</b> - Identify potential demand for public transportation services.  <b>Objective 1.3</b> - Compare needs, demands, service costs, and potential funding to determine financial feasibility.</p>
<p><b>Goal 2: Implement the most cost effective and financially feasible additional public transportation services.</b></p> <p><b>Objective 2.1</b> - Implement the most cost effective types of public transportation services to meet the projected demand within specified service areas.  <b>Objective 2.2</b> - Ensure that all service meets the requirements of the Americans with Disabilities Act (ADA).  <b>Objective 2.3</b> - Implement LakeXpress Route 3 spring 2009.  <b>Objective 2.4</b> – Provide a transit service that can be, through an established procedure, be modified to meet the changing desires and needs of the community.</p>

**Table 3-1 – Public Transportation Mission Statement, Goals, and Objectives**

**Goal 3: Monitor service quality and maintain minimum standards or better.**

**Objective 3.1** - Maintain on-time performance of 92 percent.

**Objective 3.2** - Establish and maintain a cost effective, financially feasible level of service that will meet public needs and expand as new markets are identified and funds become available.

**Objective 3.3** - Develop and maintain a transit capital acquisition/replacement plan.

**Goal 4: Increase the visibility and utilization of public transportation services through marketing, education, improvement of existing services, and the development of new services.**

**Objective 4.1** - Conduct a pro-active and ongoing public outreach program to educate citizens and visitors about the availability and characteristics of existing and near-term future public transportation services.

**Objective 4.2** - Develop an on-going public involvement process through surveys, discussion groups, interviews, and public workshops.

**Objective 4.3** - Market existing public transportation services as a travel option to specific market segments based on the characteristics and purpose of various services as they are implemented.

**Objective 4.4** - Pursue marketing opportunities through community associations and clubs, e.g., newsletters, closed-circuit television in The Villages.

**Objective 4.5** – Implement bus, shelter and bench advertising based on approved contract with a vendor.

**Goal 5: Coordinate public transportation services with planning efforts of affected local governments and organizations.**

**Objective 5.1** – Coordinate planning efforts to provide transit needs and improvements in growth areas by integrating into the development review process.

**Objective 5.2** – Coordinate planning and programming efforts with

**Table 3-1 – Public Transportation Mission Statement, Goals, and Objectives**

<p>Lake~Sumter MPO.</p> <p><b>Objective 5.3</b> - Coordinate transit planning efforts into long term planning efforts of the relevant local and state agencies, governments and organizations.</p> <p><b>Objective 5.4</b> - Coordinate planning efforts with local human services agencies.</p>
<p><b>Goal 6: Ensure the mobility needs of the transportation disadvantaged population in Lake County are identified and met using financially feasible service options.</b></p> <p><b>Objective 6.1</b> - Ensure the availability of cost effective, financially feasible transportation in Lake County.</p> <p><b>Objective 6.2</b>- Support public transit and human services agencies coordination efforts to reduce service duplication.</p>
<p><b>Goal 7: Maximize the use of all funding sources and services, public and private, in meeting the need for general public transit services.</b></p> <p><b>Objective 7.1</b> - Coordinate with all public, quasi-public, and non-profit entities in order to maximize all potential funding opportunities for public transportation services in Lake County.</p> <p><b>Objective 7.2</b> - Educate the general public and local decision makers on the importance of public transportation and the need for local financial and administrative support.</p> <p><b>Objective 7.3</b> - Identify and accommodate opportunities for private sector participation in funding the public transportation system.</p>
<p><b>Goal 8: 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.</b></p> <p><b>Objective 8.1</b> - Adopt and promote a model land development regulation that encourages transit patronage through transit-oriented development.</p> <p><b>Objective 8.2</b> - Identify opportunities to educate the real estate development community regarding the economic benefits inherent in mixed-use developments.</p>

**Table 3-1 – Public Transportation Mission Statement, Goals, and Objectives**

<p><b>Objective 8.3</b> - Develop incentives for developers and major employers to promote public transportation (e.g., impact fee credits to developers for transit infrastructure).</p> <p><b>Objective 8.4</b> - Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.</p> <p><b>Objective 8.5</b> – Adopt and promote land development regulation that requires transit amenities to be provided in new developments.</p> <p><b>Objective 8.6</b> – Implement bus, shelter, and bench advertising based on approved contract with a vendor as a revenue source.</p>
<p><b>Goal 9: Coordinate LakeXpress improvements with transportation planning efforts of all government entities.</b></p> <p><b>Objective 9.1</b> – Ensure that public transportation is related to growth management discussions and processes including proportionate share of development impact funding for capital and operating of public transportation services.</p> <p><b>Objective 9.2</b> – Initiate planning strategies to provide transit service in projected growth areas of the county.</p> <p><b>Objective 9.3</b> – Coordinate with local governments’ capital improvement elements for the construction of accessible sidewalks, bus stops, and transit improvements along existing roadways.</p> <p><b>Objective 9.4</b> – Continue to coordinate with state and local transportation agencies to integrate transit needs/amenities into the land use planning and development process.</p> <p><b>Objective 9.5</b> – Continue to ensure the coordination of all comprehensive plans and other related planning documents.</p> <p><b>Objective 9.6</b> – Encourage local government to maintain higher densities near arterial and urban collector public transportation corridors.</p> <p><b>Objective 9.7</b> – Encourage local government to remove land-use barriers that may restrict the use of public transportation.</p> <p><b>Objective 9.8</b> – Review new development and re-development applications with a focus on public transportation-compatible designs (e.g., parking lot size, building approaches, transportation demand management, shelters, bike racks, and sidewalks).</p>

**Table 3-1 – Public Transportation Mission Statement, Goals, and Objectives**

**Objective 9.9** – Coordinate with the Florida Department of Transportation and other agencies related to rail development for passenger rail service into, adjacent to, and within Volusia County.

### 3.3 *Transportation Disadvantaged Service Goals, Objectives, and Strategies*

The proposed goals, objectives, and strategies for the Transportation Disadvantaged program in Lake County are presented in **Table 3-2**. These proposed goals were updated based on the goals, objectives, and strategies presented in the TDP/TDSP adopted in 2005. For each of the goals, objectives, and strategies, there are identified responsible parties and recommended timeframes for implementing the strategies, as well as selected measures to determine whether goals and objectives are being achieved.

**Table 3-2 – Transportation Disadvantaged Service Goals, Objectives, and Strategies**

<b>Goal 1: Provide for the expansion of the coordinated transportation system as necessary to meet the demand and needs of the transportation disadvantaged.</b>				
<b>Objectives</b>	<b>Strategies</b>	<b>Measures</b>	<b>Responsible Parties*</b>	<b>Time frame</b>
1. Purchase vehicles using federal, state, and local grants to provide the needed vehicle capacity to meet the demand for transportation disadvantaged services.	<ul style="list-style-type: none"> <li>· Develop and maintain transit capital acquisition/ replacement plan.</li> <li>· Monitor demand versus available vehicle capacity as part of performance monitoring system.</li> </ul>	<ul style="list-style-type: none"> <li>· Sufficiency of vehicle inventory in terms of quantity, capacity, and quality based on available capital grants.</li> </ul>	CTC	Ongoing
2. Provide the needed personnel to operate, maintain, and administer the coordinated system to meet the demand for transportation disadvantaged services.	<ul style="list-style-type: none"> <li>· Maintain adequate staffing needs to operate, maintain, and administer all coordinated system functions.</li> <li>· Ensure that all staff are appropriately experienced and trained to perform their duties in the best, most effective manner possible.</li> </ul>	<ul style="list-style-type: none"> <li>· Sufficiency of staff in terms of quantity, necessary skills, experience, and quality.</li> <li>· Implementation of various training programs for staff to enable and promote continuing education and refresher training opportunities.</li> </ul>	CTC/Service provider	Ongoing
3. Identify and apply for appropriate federal, state, local, and private funding to support the	<ul style="list-style-type: none"> <li>· Pursue all appropriate funding opportunities from federal, state, local, and private sources.</li> </ul>	<ul style="list-style-type: none"> <li>· Identification of new grants or other funding sources that can be applied to coordinated</li> </ul>	CTC/LCB	Ongoing

**Table 3-2 – Transportation Disadvantaged Service Goals, Objectives, and Strategies**

coordinated system.		systems.		
<b>Goal 2: Provide for the most cost-effective provision of transportation disadvantaged services.</b>				
<b>Objectives</b>	<b>Strategies</b>	<b>Measures</b>	<b>Responsible Parties</b>	<b>Time frame</b>
1. Maximize the multi-loading of vehicle trips to reduce the cost per trip and maximize efficiency.	· Purchase/install new scheduling software and have appropriate staff trained to ensure effective multi-loading on as many trips as possible.	· Monitor passengers per revenue hour. The annual average should not fall below 1.7 passengers per hour.	CTC/Service provider	Ongoing
2. Minimize costs required to operate and administer transportation disadvantaged services.	· Ensure the efficiency of all aspects of service operation while maintaining overall effectiveness.	· Continue to monitor minimum standards for cost efficiency measures including: OTP, accidents, road calls, cost per trip, and increases in fixed route ridership.	CTC/Service provider	Ongoing
<b>Goal 3: For all transportation disadvantaged and fixed route services that are provided, ensure that a high level of service quality is provided, maintained, and improved or necessary.</b>				
<b>Objectives</b>	<b>Strategies</b>	<b>Measures</b>	<b>Responsible Parties</b>	<b>Time frame</b>
1. Maintain on time performance of 92 percent.	· Maintain sufficient drivers staff required to provide service.	· No loss of service due to lack of drivers or staff.	Service Provider / CTC	Ongoing
	· Purchase new county owned reservation and scheduling software.	· Software purchased and in use.		2009/2010
2. Maintain the quality of vehicles.	· Replace old, high mileage vehicles with new vehicles from available federal, state, local grants  · Contracted Service Provider to provide replacement vehicles as may be required by contract.	· All financially feasible capital assistance grants for vehicles identified and applications submitted.  · Service Provider owned fleet replacement vehicles available as may be identified by contract.	CTC/LCB/Service Provider	Ongoing
3. Maximize customer	· Randomly select a	· Development of	CTC/Service	Ongoing

**Table 3-2 – Transportation Disadvantaged Service Goals, Objectives, and Strategies**

comfort and safety.	preset number of riders each month to conduct a post-trip rider phone survey.	survey. · Analysis of results. · React to suggestions complaints from survey.	provider	
<b>Goal 4: Increase the visibility and utilization of public transportation services through marketing, education, improvement of existing services, and the development of new services.</b>				
<b>Objectives</b>	<b>Strategies</b>	<b>Measures</b>	<b>Responsible Parties</b>	<b>Time frame</b>
1. Continue efforts to inform the public about available transportation service	· Update and distribute schedules and system information	· Maintain log of distribution locations. · Replenish schedules on a regular basis.	Service Provider / CTC / LCB	Ongoing
	· Pursue marketing opportunities through community associations and clubs, e.g., newsletters and closed circuit television in the Villages.	· Schedule presentations at community associations. · Meet with coordinator of closed circuit television at The Villages.		
2. Continue to improve overall public knowledge of all transportation services.	· Continue the public involvement process using surveys, discussion groups, interviews, and public workshops.  · Develop an ADA advisory committee	· Surveys completed.  · ADA Advisory committee formed.	CTC/LCB/ Service provider	Ongoing
	· Encourage marketing assistance from the LakeXpress working group and others as appropriate	· Marketing efforts / strategies in place		

Table 3-2 – Transportation Disadvantaged Service Goals, Objectives, and Strategies

<p>3. Require transportation disadvantaged patrons currently using paratransit to use fixed-route transit when possible.</p>	<ul style="list-style-type: none"> <li>· Transition at least 3 percent of clients from TD trips to the fixed route annually.</li> <li>· Provide travel training For TD passengers moving to fixed-route service</li> </ul>	<ul style="list-style-type: none"> <li>· Identify percent of passengers moved to fixed route and/or denied ADA paratransit service.</li> <li>· Monitor hours spent with TD clients to transition move to fixed route service.</li> </ul>	<p>Service provider</p>	<p>Ongoing</p>
<p><b>Goal 5: Maximize the coordination of transportation services for the transportation disadvantaged, social service organizations, and Medicaid-sponsored transportation.</b></p>				
<p><b>Objectives</b></p>	<p><b>Strategies</b></p>	<p><b>Measures</b></p>	<p><b>Responsible Parties</b></p>	<p><b>Time frame</b></p>
<p>1. Reduce the duplication of transportation disadvantaged services provided within and to areas outside the county.</p>	<ul style="list-style-type: none"> <li>· Pursue coordination with transportation providers within Lake county and in other counties (e.g., Marion, Ocala, Orange) when doing so would provide access to more cost effective service.</li> </ul>	<ul style="list-style-type: none"> <li>· Meet with transportation representatives from neighboring counties.</li> </ul>	<p>CTC</p>	<p>Ongoing</p>
<p>2. Continue to attempt to bring all of the social service organizations that provide transportation into the coordinated system through purchase of service contracts, coordination contracts, and/or joint-use agreements.</p>	<ul style="list-style-type: none"> <li>· Ensure cooperation between all social service transit providers, including private sector providers, and the CTC.</li> </ul>	<ul style="list-style-type: none"> <li>· Increase coordination contracts with all providers.</li> </ul>	<p>CTC/LCB</p>	<p>Ongoing</p>
<p><b>Goal 6: Ensure that the cost effective, financially feasible mobility needs of the transportation disadvantaged population in Lake County are identified and met.</b></p>				
<p><b>Objectives</b></p>	<p><b>Strategies</b></p>	<p><b>Measures</b></p>	<p><b>Responsible Parties</b></p>	<p><b>Time frame</b></p>
<p>1. Identify and address work transportation needs.</p>	<ul style="list-style-type: none"> <li>· Explore opportunities to provide group trips for shopping and employment.</li> </ul>	<ul style="list-style-type: none"> <li>· Group trips identified and in place.</li> </ul>	<p>CTC/LCB</p>	<p>2010 and ongoing</p>

Table 3-2 – Transportation Disadvantaged Service Goals, Objectives, and Strategies

<b>Goal 7: Encourage land use patterns that encourage transit patronage through the clustering of mixed uses and other transit-oriented designs in medium and large scale planned developments.</b>				
<b>Objectives</b>	<b>Strategies</b>	<b>Measures</b>	<b>Responsible Parties</b>	<b>Time frame</b>
1. Improve connections of public transportation to other modes of transportation.	· Improve transit-supportive infrastructure along existing and future public transportation corridors.	· Increase availability and connectivity of sidewalks and bicycle facilities along routes.	County /MPO / Cities	Ongoing
2. Improve the local knowledge of the benefits of transit-friendly land use.	· Support land development regulations that encourage transit-friendly development.	· Increased involvement by transit advocates in development approval process.	County /MPO / Cities	Ongoing

\* CTC – Community Transportation Coordinator  
LCB – Local Coordinating Boards

## **Section 4.0 Consistency with Other Plans and Documents**

In accordance with *Section 14-73.001(3)(f)* of the *Florida Administrative Code*, the TDP has been evaluated for consistency with other plans, programs, and strategies. The implementation plan identified in this TDP is consistent with the Florida Transportation Plan, the Lake County Comprehensive Plan, 14 municipal comprehensive plans, the MPO's long-range transportation plan, the regional planning council's regional transportation goals and objectives. In addition, the ten-year implementation strategies identified in this TDP are evaluated in the context of these other local plans. As such, this section provides a summary of existing plans, programs, and documents that are or may be relevant to the preparation of the TDP for Lake County. The purpose of reviewing this information is to ensure consistency, coordination, and understanding of other transportation planning and programming activities that were recently completed or are in the process of being developed.

### ***4.1 Long-Range Planning Documents and Policies***

#### *Florida Transportation Plan*

The 2025 Florida Transportation Plan (FTP) goals, objectives, and strategies emphasize the importance of Florida's transportation system for meeting the mobility needs, creating a more competitive economy, building great communities, and preserving our natural environment. It also provides guidance on how transportation investments should be focused during a time of constrained funding. The transportation strategies identified in this TDP are consistent with the FTP. In particular, this TDP will facilitate reduce travel by single-occupant vehicles, economic development opportunities, improving regional transportation access, reflects regional and community visions, improves mobility within communities, develops multimodal transportation systems, and expands transportation choices to maintain the performance of the SIS and other regionally significant facilities, and ensures that the transportation system is accessible to all users, including young, elderly, disabled, and economically disadvantaged persons.

#### *East Central Florida Strategic Policy Plan*

The most recent East Central Florida Strategic Policy Plan, adopted in July 1998 and currently undergoing review, is a long-range guide for the physical, economic, and social development of a planning region. Included in the Plan are regional goals and policies.

It provides a basis for the review of resources and facilities included in TDP's throughout the region. **Section V** of the Plan addresses public transportation. The adopted TDP is consistent with this regional policy plan and will be considered during this update. Specifically, the transportation strategies identified in this TDP are consistent with the SRPP. In particular, this TDP will facilitate promote multimodal transportation options consistent with **Objective 5.1**. Specifically, the proposed strategies will attract more choice riders and reduce travel by single-occupant vehicles, create economic opportunities, and improve access. The TDP reflects regional and community values and improves mobility within communities and throughout the region to ensure that the transportation system is accessible to all users. Consistent with **Objective 5.3**, the TDP will help Lake County to developing and implement service route and schedule improvements in response to identified and projected ridership needs.

#### *Lake County 2025 Long Range Transportation Plan*

Lake County's first Long Range Transportation Plan (LRTP) was officially adopted on December 14, 2005, and was presented to the MPO Board in July 2006 for approval and transmittal to the FDOT and the State Clearing House. The 2025 LRTP was developed in conjunction with Lake County's Comprehensive Plan, *Planning Horizon 2025*, and it identifies transportation improvements necessary to maintain adequate mobility and to accommodate the growth forecasted through 2025. These improvements were established through a comprehensive identification of highway, public transit, bicycle, pedestrian, and goods movement transportation needs and policies from the Counties.

#### *Lake County Comprehensive Plan*

Pursuant to Chapter 163 of the Florida Statutes, every incorporated municipality and county in Florida is required to adopt a comprehensive plan. This comprehensive plan must be consistent with state and regional plans, and provides a long-term vision and list of priorities for achieving this vision at all levels of government. For communities with a population over 50,000, plans must include a transportation-related element that summarizes the existing and future transportation conditions, how those conditions relate to what the community considers the ideal transportation situation, and how they propose to get there. The Lake County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning categories for the county and was last amended in 2002.

These documents provide information that can be used in preparing the TDP, including the following:

- historical overview of public transportation in Lake County;
- inventory of existing transit services, including public and private;
- map of locations for existing transit providers;
- discussion of existing paratransit services;
- analysis of Lake County transit services;
- map of locations for hospitals, post secondary schools, and shopping centers;
- demographic and residential characteristics in Lake County; and
- adopted goals and objectives for the Transportation Element, along with proposed changes for the transit portions of goals and objectives in the update of the Transportation Element of the Comprehensive Plan update.

#### *City of Wildwood Long-Range Transportation Plan*

The City of Wildwood in Sumter County has undertaken a public involvement visioning effort in order to develop a needs plan for the city’s transportation system over a twenty-year planning horizon (see **Appendix B**). The LRTP identifies preliminary improvements and proposed enhancements needed to provide for the area’s expected population and related traffic needs through the year 2030.

#### *How Shall We Grow? East Central Florida Regional Growth Vision*

MyRegion.org initiated the “How Shall We Grow?” campaign, an 18-month campaign involving nearly 20,000 residents of the Central Florida area created to determine a citizen’s vision for growth in the area through the year 2050. Major themes and principles to guide growth policies in the region were identified, and elected officials from each of seven Central Florida counties as well as state agencies partnered with this effort to ensure that this shared vision would be considered in policy decisions. As part of a regional visioning effort, the Lake-Sumter MPO created a 2050 Population Centers Map of what the region will look like in 2050. While 2050 is outside of the planning horizon of this TDP, the Population Centers map will guide future development decisions and should be considered (details provided in **Appendix C**).

### *Florida 2060: A Population Distribution Scenario for the State of Florida*

Prepared for the 1000 Friends of Florida, the Geoplan Center at the University of Florida utilized GIS data to develop a visual representation and analysis of what land use in Florida is expected to look like in 2020, 2040, and 2060 if current development patterns persist. Assuming the above assumptions endure, this study concluded that the following factors will impact the Central Florida Region by 2060:

- Population growth and the conversion of undeveloped lands to urban uses is expected to reach unstable levels, resulting in a dramatic loss of agricultural land uses and native landscapes
- It is expected that the area from Marion County southward through Osceola County will be almost entirely urbanized by 2060
- Between 2020 and 2040, the population in this region is expected to exceed available vacant lands, resulting in population spillovers for adjacent counties
- Osceola County, adjacent to Lake County, is ranked fifth in counties expected to undergo the most radical transformations by 2060
- In 2060, small areas of Polk, Lake, and Sumter counties are expected to remain undeveloped, in large part attributed to their distance from major transportation corridors
- I-75 and I-4 corridors are projected to be fully developed
- Virtually all the natural systems and wildlife corridors in this region will be fragmented, if not replaced, by urban development

## **4.2      *Operational Plans, Policies and Documents***

### *Lake-Sumter MPO Corridor Constraint Policy*

In an effort maintain a cohesive vision throughout the region, the Lake-Sumter MPO released the Corridor Constraint Policy in February 2008 to guide future transportation and land use planning. The policy addresses several goals, one of which is to promote the migration toward additional capacity through mass transit improvements along arterial corridors. To meet the established goals, the policy limits the number of lanes on corridor roadways to two lanes, four lanes and six lanes. **Appendix D** provides a list of the corridor roadways and their maximum lane capacity.

### *Lake-Sumter MPO Regional Bus Circulator Assessment*

Released in May 2007, this study examines the geographic area in Lake County in order to determine needs for a bus circulator service. Areas identified in the study include the City of Clermont, The Villages DRI, and the US 27/US 192 Four Corners area. Operational issues as well as capital needs and a proposed five-year financial plan are identified and evaluated in this draft report (see **Appendix E**).

### *Transportation Concurrency Interlocal Agreement*

Realizing the need for growth management coordination among local governments within the planning area of the Lake~Sumter Metropolitan Planning Organization, the MPO approved in September 2007 the distribution of an interlocal agreement to 17 local governments within the two-county region. The agreement proposed that the MPO would become the clearinghouse for all traffic data relative to transportation concurrency.

### *Lake-Sumter MPO Transit Operations Plan*

The Transit Operations Plan (TOP) is a document developed in response to the direction given in the Transit Development Plan (TDP). Lake County developed the TOP to guide the implementation of fixed-route transit services in the County. This transit operations plan includes specific service policies, financial planning elements, and bus route scheduling and routing for the new Lake County fixed-route transit service. Lake County adopted its current TOP on October 17, 2006 (see **Appendix F**).

### *Florida Department of Transportation District Five Emergency Operations Plan*

The Florida Department of Transportation has provided an Emergency Operations Plan for major public and private transportation providers within FDOT District Five, which includes Lake County. The Emergency Operations Plan provides and annually updates contacts for both public and private transportation providers that operate in the nine counties within District Five.

### *Lake County Public Transportation Substance Abuse Program*

In order to ensure a safe environment for passengers and employees of the County public transportation system, as well as the safety of the general public, Lake County has adopted a Substance Abuse Program to address drug abuse and alcohol misuse by

employees that are a part of the public transportation system. This Substance Abuse Program is in response to and in compliance with regulations published by the Federal Transit Administration (FTA) prohibiting drug and alcohol use by transit employees and requiring transit agencies to test for prohibited drug use and alcohol misuse, as part of the Omnibus Transportation Employee Testing Act of 1991.

#### *Lake County Public Transportation System Safety Program Plan*

In compliance with Chapter 14-90 of the Florida Administrative Code, Lake County has developed a System Safety Program Plan that meets the state's minimum safety standards for equipment and operations related to public transportation programs. The purpose of this Plan "is to provide for improved communication, documentation, and coordination within the entire system to decrease injuries, property damage, and delays in service."

### **4.3      *Transportation Disadvantaged Plans and Documents***

#### *Lake County Transportation Disadvantaged Service Plan*

Last updated in November 2006, the Lake County TDSP provides the four major components that are required by the FCTD, including the Development Plan, Service Plan, Quality Assurance, and Cost/Revenue Allocation and Rate Structure Justification components (see **Appendix G**).

#### *Florida Commission for the Transportation Disadvantaged 5-Year/20-Year Plan*

The five- and 20-year plan of the Florida Commission for the Transportation Disadvantaged (FCTD) was reviewed. This Plan identifies goals, objectives, and actions for the Commission to pursue in the next 5 to 20 years. Included in the Plan is a forecast of demand for transportation disadvantaged services, projected costs of meeting the demand, and estimated future funding. In addition, the 20-year plan provides a longer-term picture of transportation disadvantaged services in the state of Florida. The short and long term plan of the FCTD will be considered throughout the development of the TDP.

#### *Annual Performance Report from the FCTD*

The annual transportation disadvantaged performance report prepared by the FCTD was reviewed for Lake County. The performance report provides an overview of the

operating environment, the CTC, and other information related to the transportation disadvantaged program in Lake County. Statistics reported by Lake County Public Transportation in their Annual Operations Report are also provided in the FCTD Annual Performance Report, including service statistics, passenger trip information, a financial summary, and a graphical summary of performance indicators. This information will be used in subsequent tasks of the TDP update.

### *2003 Annual Operations Report*

An Annual Operations Report (AOR) is submitted to the FCTD. The AOR for fiscal year 2002-2003 was reviewed for this TDP and TDSP update effort. The AOR is compiled by the CTC based on information from Lake County Public Transportation and other Coordination Contractors. Information submitted in the AOR is used to develop the Lake County section of the 2002 Annual Performance Report produced by the FCTD, as discussed previously.

### *Memorandum of Agreement (Transportation Disadvantaged Services in Lake County)*

The fully-executed Memorandum of Agreement between the FCTD and Lake County Board of County Commissioners, which designates the Board as the Community Transportation Coordinator (CTC). This agreement specifies the responsibilities pertaining to the provision transportation disadvantaged services in Lake County. One requirement identified in the agreements specifies that the CTC “shall arrange for all services in accordance with *Chapter 427, Florida Statutes*, and *Rule 41-2, Florida Administrative Code*.” The agreement also requires the preparation of a TDSP for approval by the Local Coordinating Board and the FCTD. Numerous other requirements are identified in the agreement that is made as a basis for the provision of funding.

### *Lake County Community Transportation Coordinator Operations Manual*

The *Lake County Community Transportation Coordinator Operations Manual* establishes the daily operation guidelines for the Community Transportation Coordinator for the Transportation Disadvantaged Program. This manual is designed to enhance the delivery of transportation services within Lake County and addresses issues ranging from employee standards to vehicle inspection and operations to passengers with disabilities.

## Section 5.0 Baseline/Existing Conditions

This section provides an overview of the service area characteristics, including existing LakeXpress service, population and demographics for the years 2000 and 2020, transportation disadvantaged population for the year 2000, as well as transit supportive areas based on household and employment density for the years 2005 and 2020.

### 5.1 Ridership

Lake County began fixed route service called LakeXpress in May 2007, after completing the 2005 TDP. As shown on **Figure 5-1**, two fixed routes currently operate in Lake County, Route 1 – the Cross County Connector and Route 2 the Leesburg Circulator. Route 3 – the Mount Dora Circulator is planned to start service in July 2008. LYNX existing transit services are also presented below on **Figure 5-2**.

Ridership data is available for all routes from May 2007 through May 2008 and is illustrated on **Figure 5-3**. It should be noted that although Routes 1 and 2 began service in May 2007, fare collection (\$1.00) was not implemented until August 2007. This implementation approach allowed a broad spectrum of riders to try the service fare free but once the fare collection was implemented there was a notable decrease in ridership in September 2007 (4,550 riders). Ridership has since increased but it has not returned to the high of 10,913 riders in July 2007.

The difference between the peak fare free ridership and average ridership since fare collection was initiated indicate that there are more people who could be served by this service. Generally, the gap between fare and fare-free ridership can be accounted for largely by three groups. First, there are people who can drive but were curious about transit service and tried it for free (i.e. choice riders). Second, there are people who cannot drive due to age or ability and wanted to try transit service for free (i.e. transit dependant riders). This group may currently rely on carpools or other drivers as a means of meeting their transportation needs. Third, there may be a group who needs transit service but cannot afford the fare (also, transit dependant riders). Part of this assessment is to determine whether transit service can be modified to better meet the needs of these three groups to improve their mobility and increase cost-effectiveness.

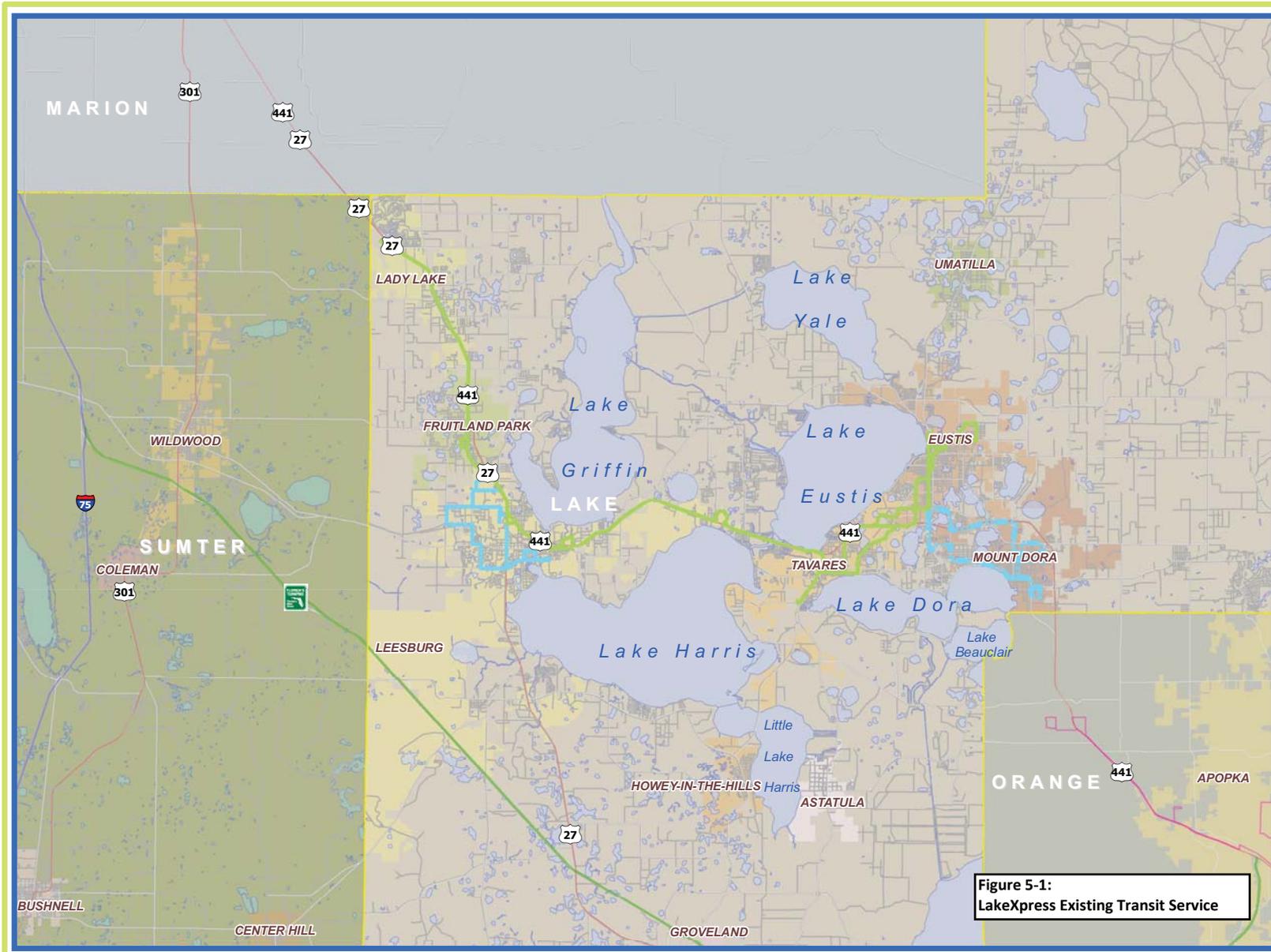
## LAKE XPRESS EXISTING TRANSIT SERVICE



### Legend:

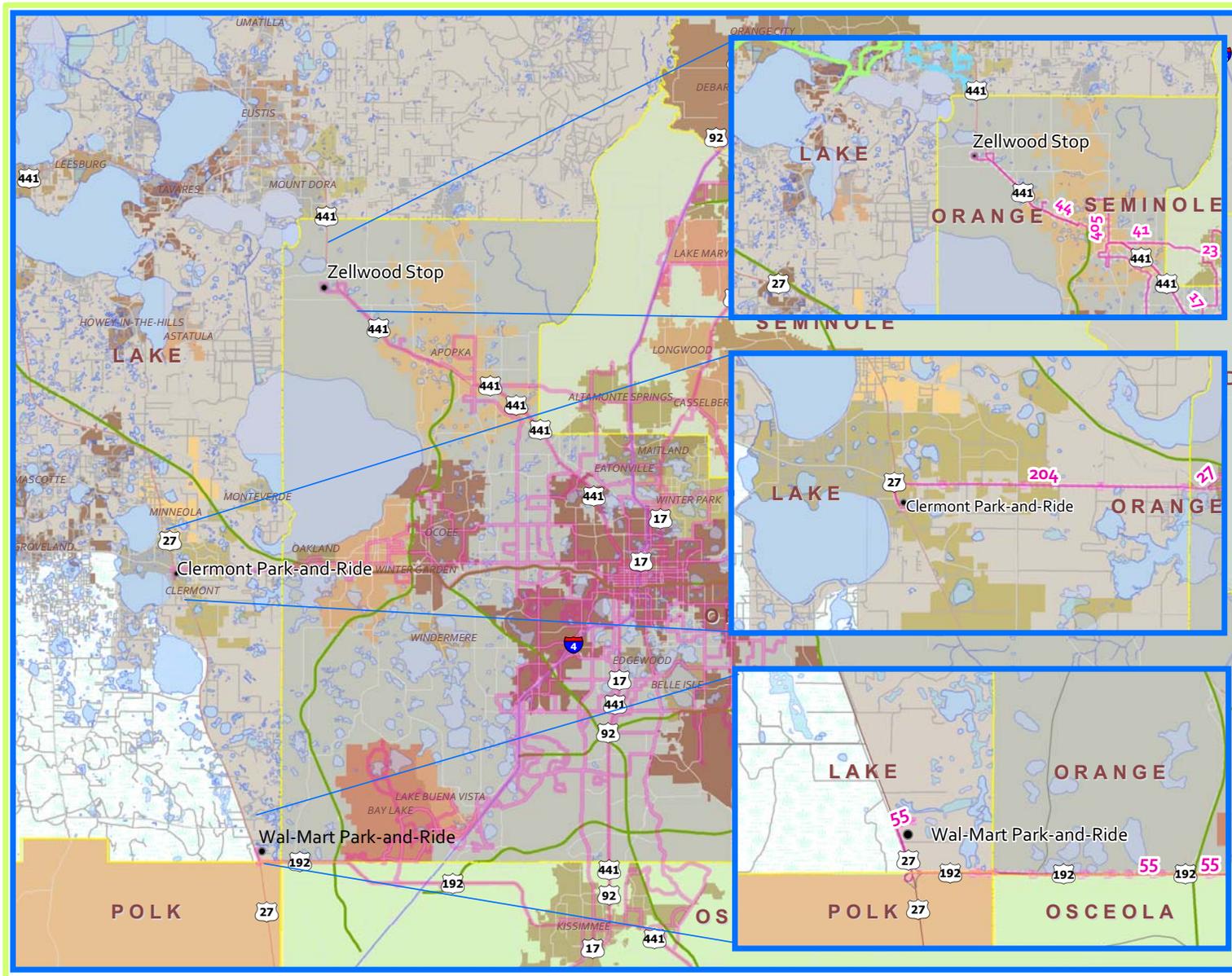
#### LakeXpress Existing Transit Service

- LakeXpress Cross-County Connector
- LakeXpress Leesburg Circulator
- LakeXpress Mount Dora Circulator
- LYNX Fixed Route Service
- County Boundaries
- Interstate
- Toll Roads
- US Highways



**Figure 5-1:  
LakeXpress Existing Transit Service**

## LYNX EXISTING TRANSIT SERVICES



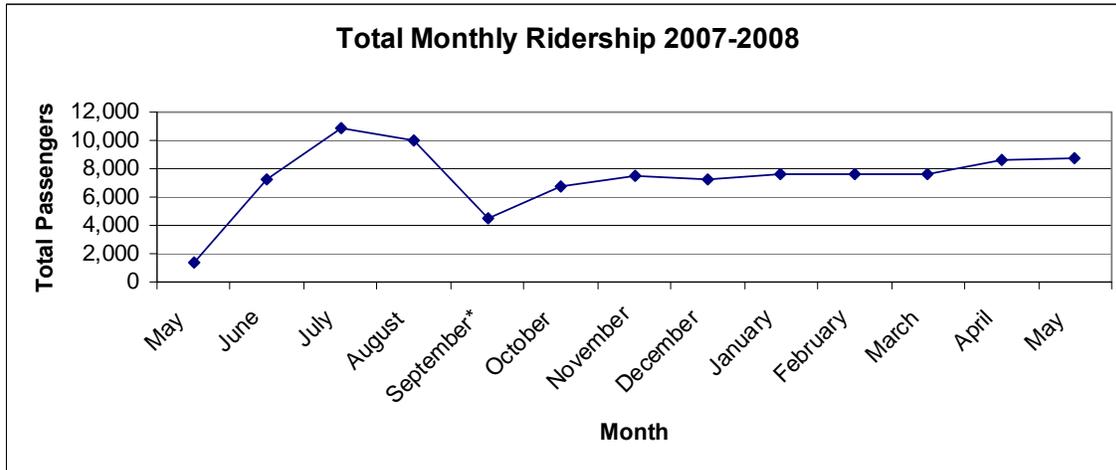
### Legend:

#### LYNX Existing Transit Services

- County Boundaries
- LYNX Fixed Route Service
- Interstate
- Toll Roads
- US Highways
- Water Bodies

Figure 5-2:  
LYNX Existing Transit Service

**Figure 5-3 – Total Monthly Ridership (Actual 2007-2008)**



Source: Lake County Public Transportation Manual Passenger Counts, May 2008.

Details regarding total monthly ridership displayed by route level ridership are displayed in **Table 5-1**. As expected, Route 1 – the Cross County Connector serves more riders than Route 2 – the Leesburg Circulator; however, it is important to note that Route 1 has four buses operating on the route; whereas, Route 2 only uses one bus. Ridership may increase even more on Route 1 after Route 3 – the Mount Dora Circulator is implemented.

**Table 5-1 – 2007-2008 Total Monthly Ridership by Route**

Month	Route 1	Route 2	Total
May	1,188	204	1,392
June	5,338	1,923	7,261
July	8,003	2,910	10,913
August	7,253	2,722	9,975
September	3,369	1,181	4,550
October	4,958	1,759	6,717
November	5,575	1,974	7,549
December	5,352	1,932	7,284
January	5,694	1,925	7,619
February	5,286	1,964	7,608
March	5,799	1,858	7,657
April	6,263	2,397	8,660
May	6,366	2,375	8,741

Source: Lake County Public Transportation Manual Passenger Counts, May 2008.

## 5.2 Population

As identified in the 2005 TDP, the population of Lake County grew 58 percent between the years 1990 and 2003 from 152,124 to 240,716. In 2006, the population was estimated at 290,000, a 38 percent increase from the 2000 Census Data. **Table 5-2** below displays the Lake County population data for 1990, 2000, 2003, and 2006 relative percent changes.

**Table 5-2 – Lake County Population**

Year	Population	%Δ1990	%Δ 2000	%Δ 2003
1990	152,124			
2000	210,527	38%		
2003	240,716	58%	14%	
2006	290,000	91%	38%	20%

*Source: 2005 Lake County TDP, American Fact Finder*

The Metro Orlando Economic Development Commission projects that the population of Lake County will be 319,321 in 2010, which is a 52 percent increase in population from the 2000 census. Because new census data will not be collected until 2010, the demographic and journey to work data from the previous TDP is unchanged. Demographic and journey to work characteristics from the U.S. Census are provided in **Appendix H**.

## 5.3 Transportation Disadvantaged (From 2000 Census)

Chapter 427, Florida Statutes, provides for special transportation and communications services for certain Florida citizens. Part I of this chapter relates to services provided to the “[t]ransportation disadvantaged,” that is, 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 [.] [3]

There are several demographic characteristics that identify those areas of Lake County where a greater number of residents would be more likely to use transit. These characteristics include individuals age of 15 or less, or age 60 years or more; as well as households with no access to a vehicle or an income of \$10,000 or less. These individuals

and households are termed transportation disadvantaged because they do not have many transportation choices.

As previously mentioned, new Census data will not be available until after the 2010 Census is completed. As such, the 2000 Census data presented here and in the 2005 Lake County TDP remains unchanged. This Census data is considered the most reliable source for the study area. Accordingly, another data source was not pursued. Maps have been prepared to display the transit disadvantaged census blocks in Lake County, as shown on **Figures 5.4 to 5.7**. The newly established Leesburg Circulator, the Cross County Connector, LYNX Express Routes and the proposed Mount Dora Circulator are also displayed on these maps.

### **5.3.1 Population Under Age 15**

According to the 2000 census data, the city of Leesburg has a census block where 31 to 37 percent of the population is age 15 or less that is served by the Leesburg Circulator. Additionally, the city of Eustis has one census block where 31 to 37 percent of the population is age 15 or younger. This area is served by the Cross County Connector. A final census block with 31 to 37 percent of the population age 15 or younger is located in the northeastern portion of the county, south of CR42 and east of CR 439. This is a primarily rural region of the county with no fixed route service.

### **5.3.2 Population Over Age 60**

Lake County has a growing population over the age of 60. In 2000, census blocks with 76 to 100 percent of the population age 60 or above were located in The Villages in the northwest corner of the county; Leesburg north of US 441 and east of CR 44; and Tavares south of US 441 and west of SR 19. These areas are all served by the LakeXpress Cross County Connector. Another census block with greater than 75 percent of the residents age 60 and above is located south of Leesburg, east of US 27 and north of CR 48. This area is not currently served by fixed route bus service.

### **5.3.3 Households with Income \$10,000 or less**

Households earning an income of \$10,000 or less in Lake County are also dependent on transit. North of US 441 in Tavares and east of CR 473, 31 to 43 percent of the household income is \$10,000 or less. This census block is currently served by the Cross County Connector. Downtown Leesburg also has a census block in this category that is served by the Cross County Connector and the Leesburg Circulator. There are a few census blocks

in the county where 20 to 30 percent of the households earn an income of \$10,000 or less. These are located in Leesburg and Eustis, which are served by LakeXpress; as well as Clermont, which connects to the Clermont Express LYNX Route. There is also an area in northeast Lake County north of SR 44 and south of CR 42 adjacent to the Volusia county line where 21 to 30 percent of the households earn \$10,000 or less and are not served by fixed route bus service.

#### **5.3.4 Households with No Access to Vehicles**

There are two census blocks in Lake County where 31 to 44 percent of the households do not have access to a vehicle as of the 2000 census. One is in Leesburg, where the LakeXpress Cross County Connector and Leesburg Circulator provide service. The second is in Clermont with access to the LYNX Clermont Express route to Orlando. Leesburg also has census blocks where 21 to 30 percent of the households have no access to a vehicle, which are served by the LakeXpress bus routes.

# PERCENT OF POPULATION UNDER 15 YEARS OLD

## Legend

Percent of Population  
15 Years Old or Less

- 0 - 10%
- 11 - 20%
- 21 - 30%
- 31 - 37%

- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192

Source: 2000 Census

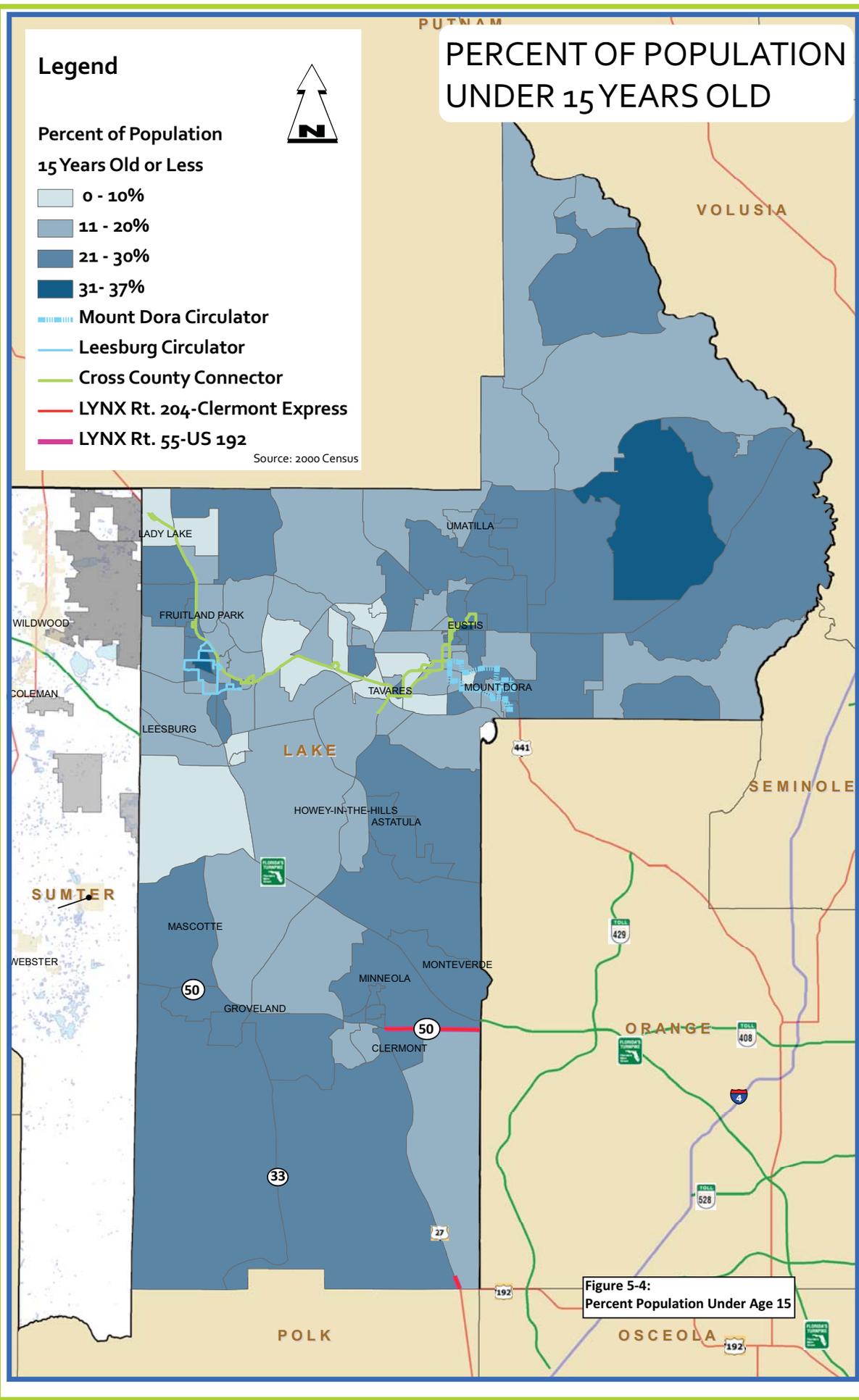


Figure 5-4:  
Percent Population Under Age 15

# PERCENT OF POPULATION AGE 60 AND ABOVE

## Legend

Percent of Population Age 60 and Above

- 9 - 25%
- 26 - 50%
- 51 - 75%
- 76 - 100%

- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192

Source: 2000 Census

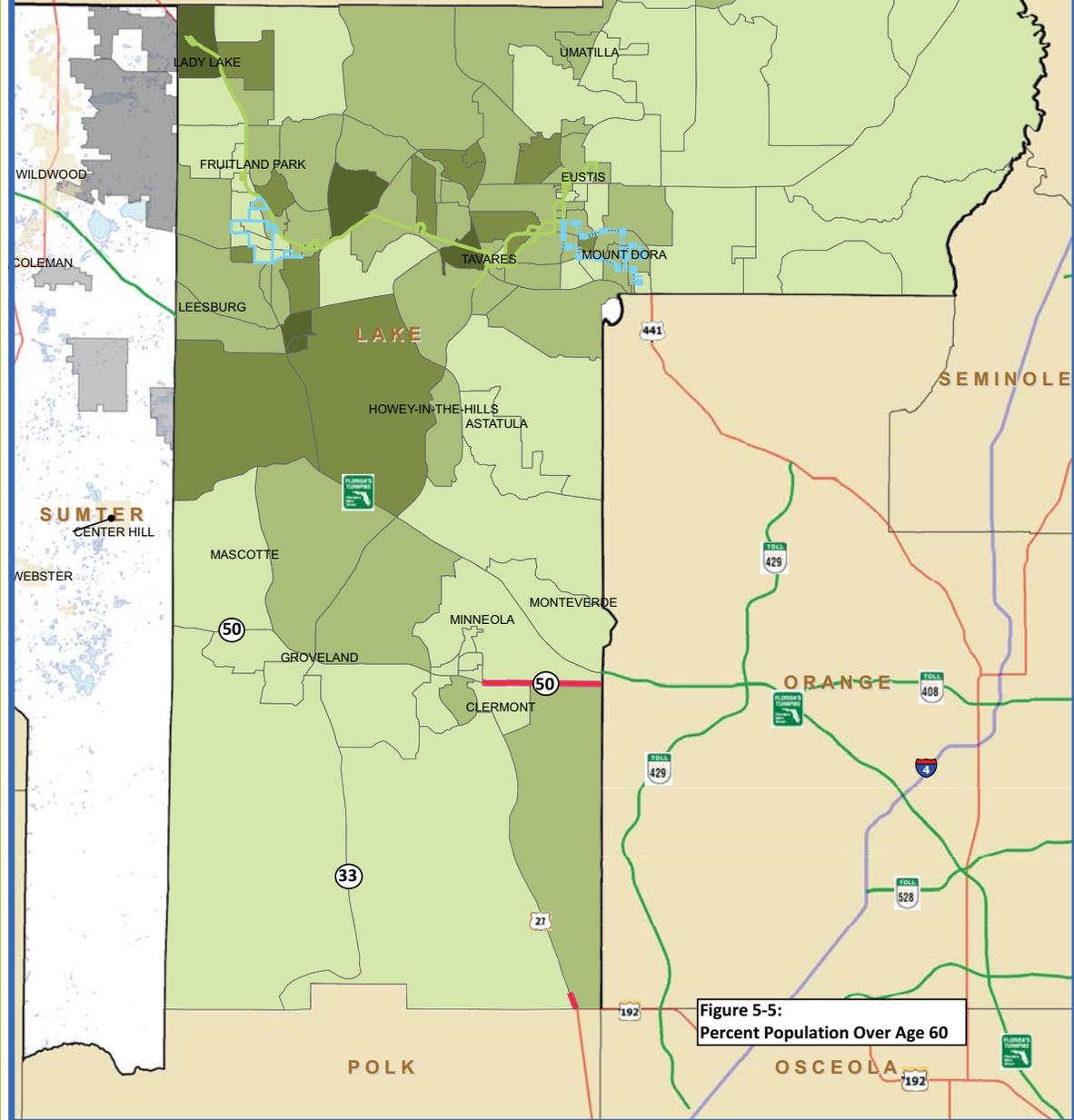


Figure 5-5:  
Percent Population Over Age 60

# Legend

Percent of Households  
Income of 10,000 or less

- 0 - 10%
- 11 - 20%
- 21 - 30%
- 31 - 43%

- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192

Source: 2000 Census

# PERCENT OF HOUSEHOLDS INCOME BELOW \$10,000

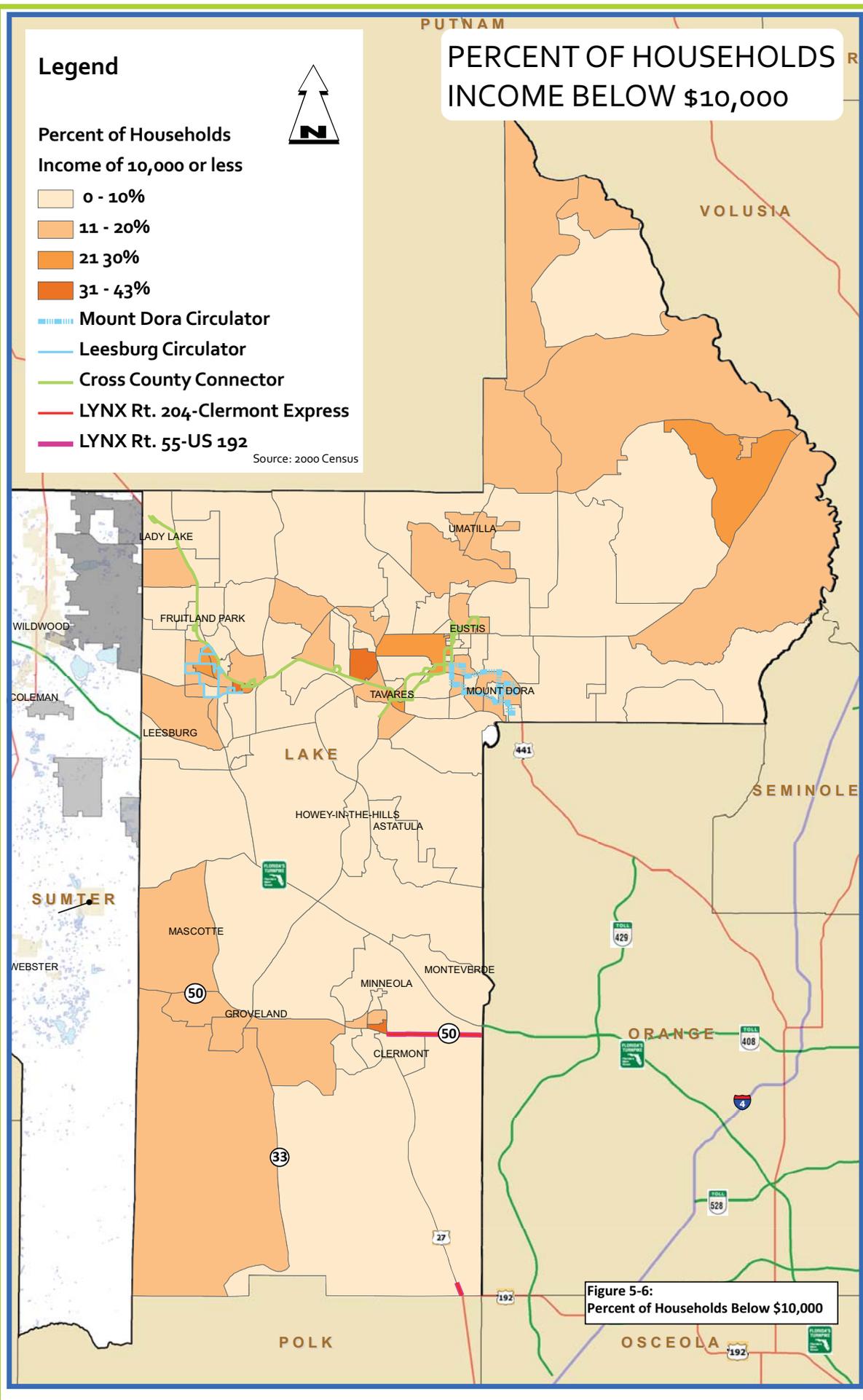
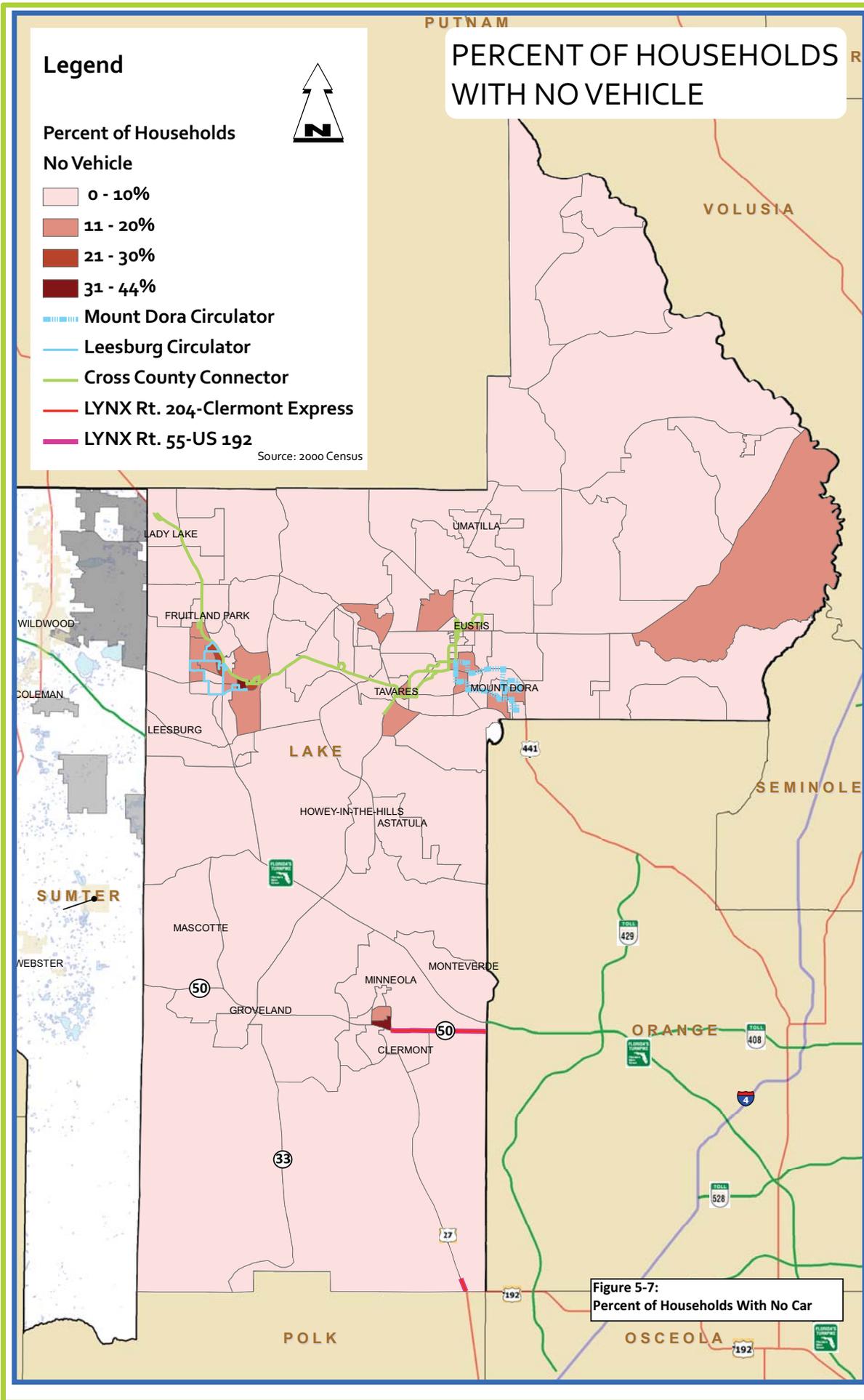


Figure 5-6:  
Percent of Households Below \$10,000



**Figure 5-7:**  
Percent of Households With No Car

## 5.4 Transit Supportive Areas (TSA)

For mass transit to be successful there needs to be “mass” or density. Fixed-route transit services are generally most successful in areas with high households and employment densities. Consequently, household and employment densities are measures frequently used to indicate the potential for transit to succeed in a particular area. Thus, one means of identifying the need for transit is to locate the areas that have attained at least the minimum densities, or thresholds, sufficient to be supportive of fixed route transit service. These areas are referred to as Transit Supportive Areas (TSA).

Transit Supportive Areas are estimated from density thresholds for 2005 and 2020 using household and employment data for each Traffic Analysis Zone (TAZ). This data is from the Lake-Sumter MPO *Long Range Transportation Plan*. The methodology for this approach was derived from the Transit Cooperative Research Program’s (TCRP) *Transit Capacity and Quality of Service Manual – 2<sup>nd</sup> edition* (2003), which identifies a density of three households per acre and/or four jobs per acre as the thresholds to qualify as a transit-supportive environment. **Figures 5.8 to 5.15** reveal households per acre and employees per acre by traffic analysis zone (TAZ) for the years 2005 and 2020. Included on these maps are the current and proposed LakeXpress bus routes as well as the LYNX routes 204 and 55. LYNX operates the Clermont Express (Route 204) into Orlando from the park and ride in Clermont at US 27/SR 25. A second LYNX route operates from the Four Corners area (where Lake, Polk, Orange, and Osceola counties come together) to Disney (Route 55) via U.S. 192 with a park and ride location at the Wal-Mart shopping center on US 27.

### 5.4.1 Household Density

In 2005, Transit Supportive Areas, which include TAZ’s with three or more households per acre, were located in Tavares south of US 441, as well as Mount Dora and Eustis along SR 19, as shown in the Figure 1.8. These TAZ’s are served by the current LakeXpress Routes. Additional TAZ’s with three or more households per acre are located north of Lake Eustis along CR 44 near Lisbon and Fort Mason. These TAZ’s are not served by fixed route transit. TAZ’s with two to three households per acre are located in Mount Dora, which will be served by the proposed Mount Dora Circulator, as well as Leesburg, Eustis and The Villages, all of which are served by LakeXpress. Additionally, the area south of Lake Harris, east of US 27 and north of CR 48 has two to three households per acre, along with several TAZ’s in Minneola and Clermont, none of which

have access to fixed route bus service other than the Clermont Express. In 2020, several more TAZ's are projected to have two to three households per acre, including the area south of CR 470, west of the Florida Turnpike and east of the Sumter county line around the Secret Promise and Renaissance Trails Developments of Regional Impacts (DRIs), additional TAZ's in Clermont and Minneola, as well as TAZ's south of Clermont along US 27 and the Four Corners area.

#### **5.4.2 Employment Density**

Employment densities in 2005 were highest along the US 441 and SR 19 corridors currently served by LakeXpress, with eight to 17 employees per acre in Leesburg, Tavares and Eustis. TAZ's with four to eight employees per acre can be found along the LakeXpress routes on US 441, shown on Figures 1-12 and 1-13, as well as in Clermont and Minneola along SR 50, which are only served by the LYNX Clermont Express. In 2020, Leesburg, Tavares, Mount Dora, Eustis, Clermont and Minneola continue to have high employment. Another TAZ emerges as an employment center on SR 50, at the Orange county line with four to eight employees per acre as a result of the Plaza Collina DRI. Further information about DRIs is provided in the next section, which discusses major travel generators in Lake County.

# HOUSEHOLD DENSITY 2005

## Legend



### Total Households/Acre

- Less than 1 Household/Acre
- 1-2 Households/Acre
- 2-3 Households/Acre
- Over 3 Households/Acre
- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192

Source: 2000 Census

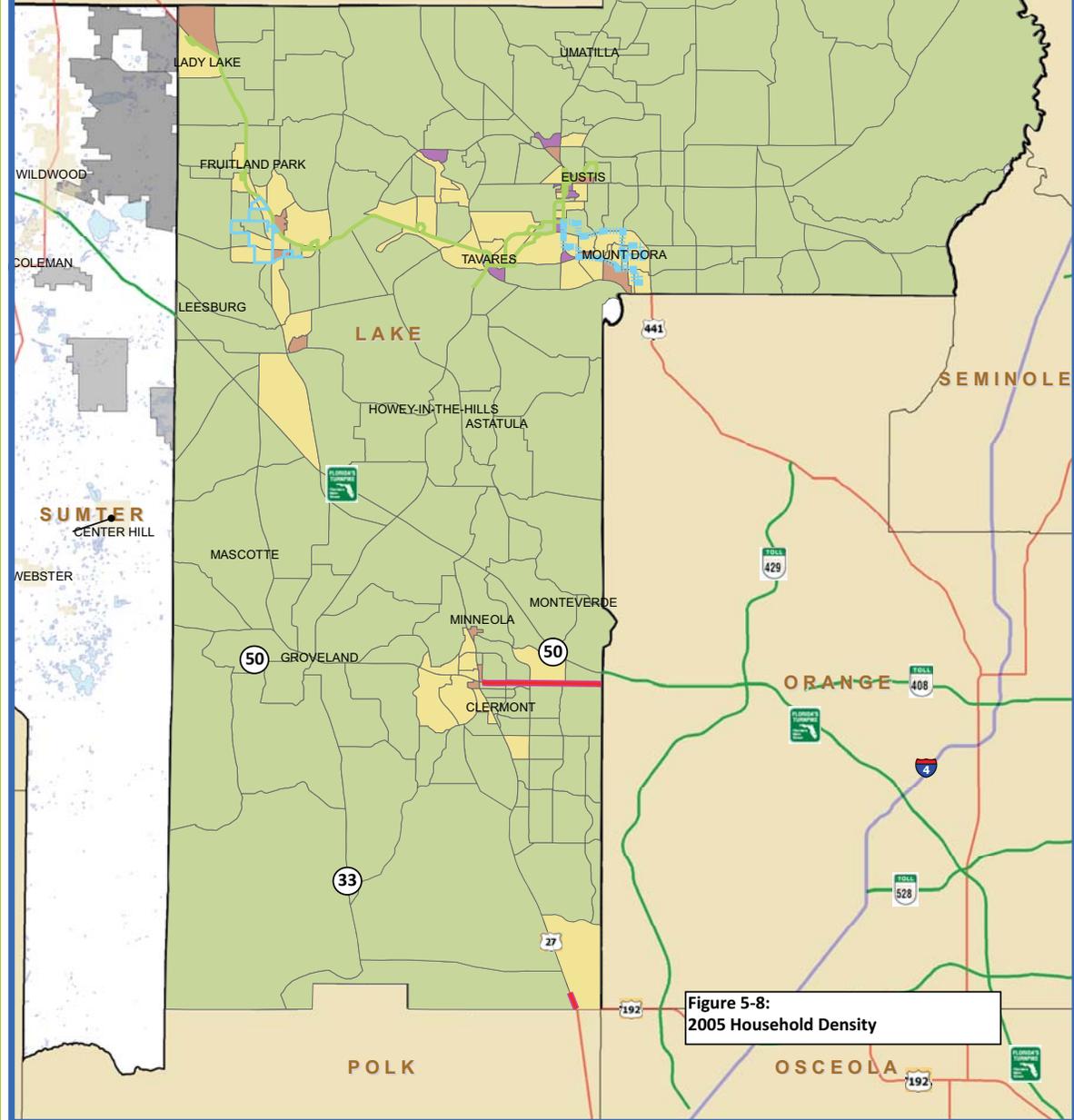


Figure 5-8:  
2005 Household Density

# HOUSEHOLD DENSITY

2020

## Legend

### Total Households/Acre

- Less than 1 Household/Acre
- 1-2 Households/Acre
- 2-3 Households/Acre
- Over 3 Households/Acre

- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192

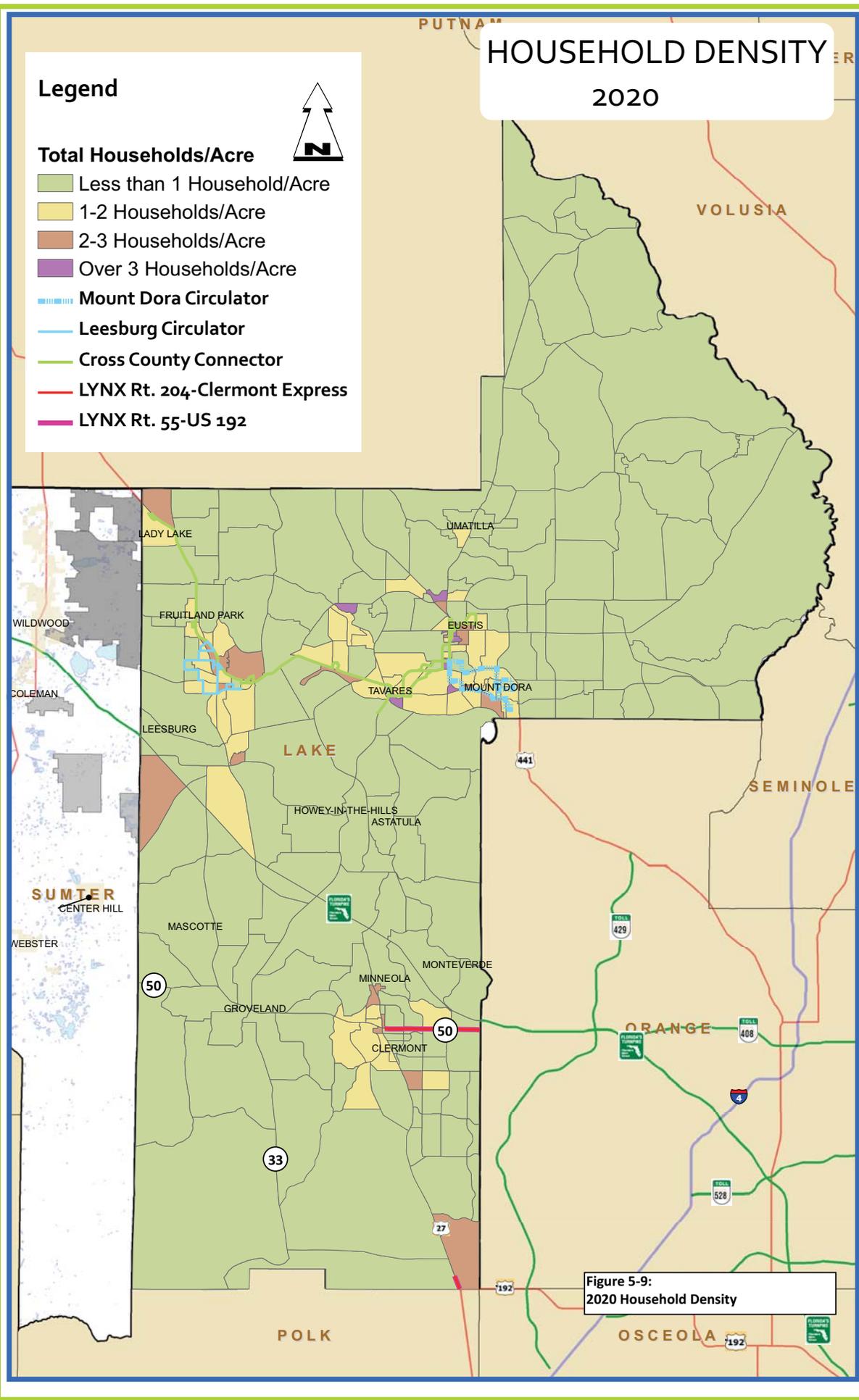


Figure 5-9:  
2020 Household Density

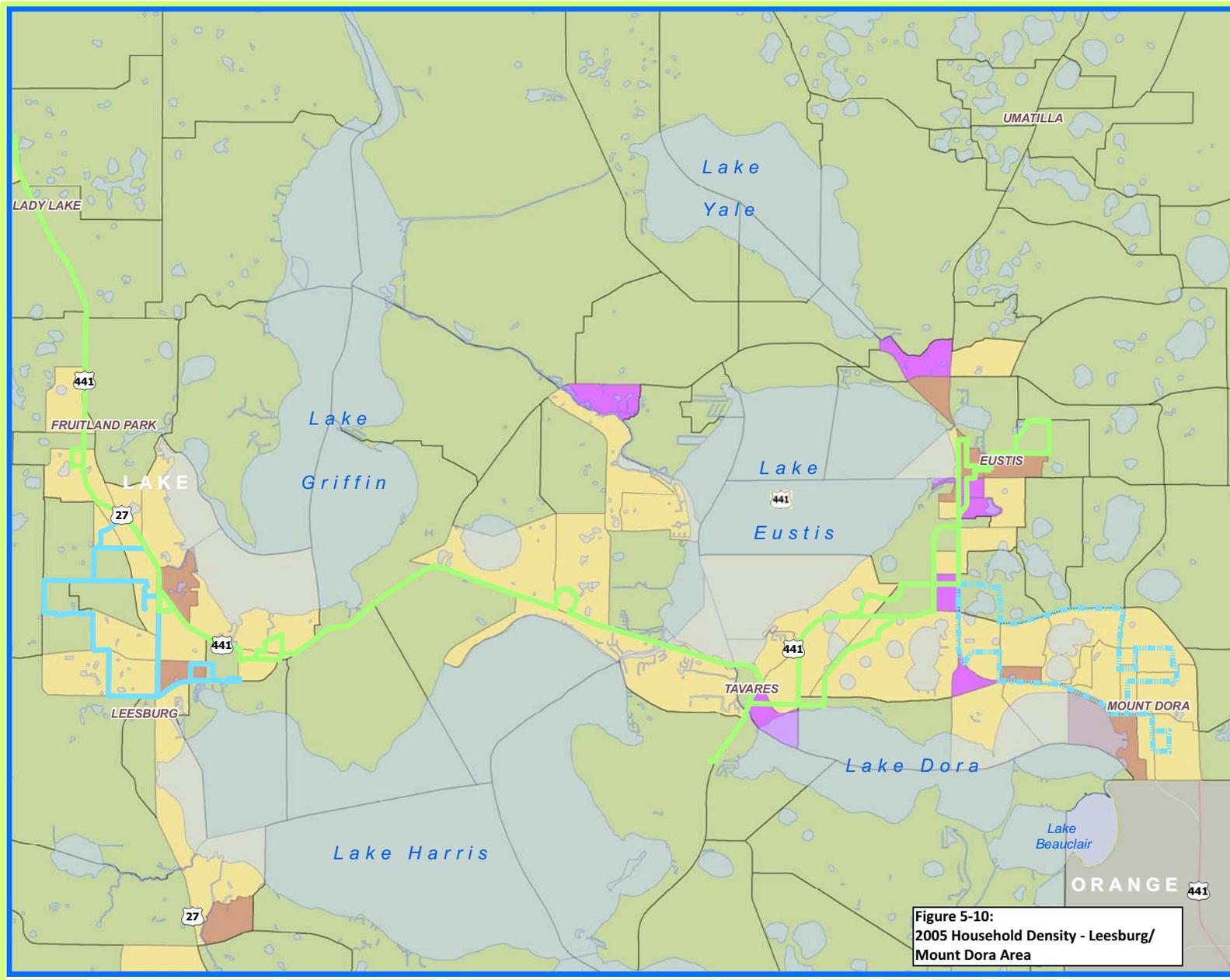


Figure 5-10:  
2005 Household Density - Leesburg/  
Mount Dora Area



## LEESBURG/MOUNT DORA 2005 HOUSEHOLD DENSITY

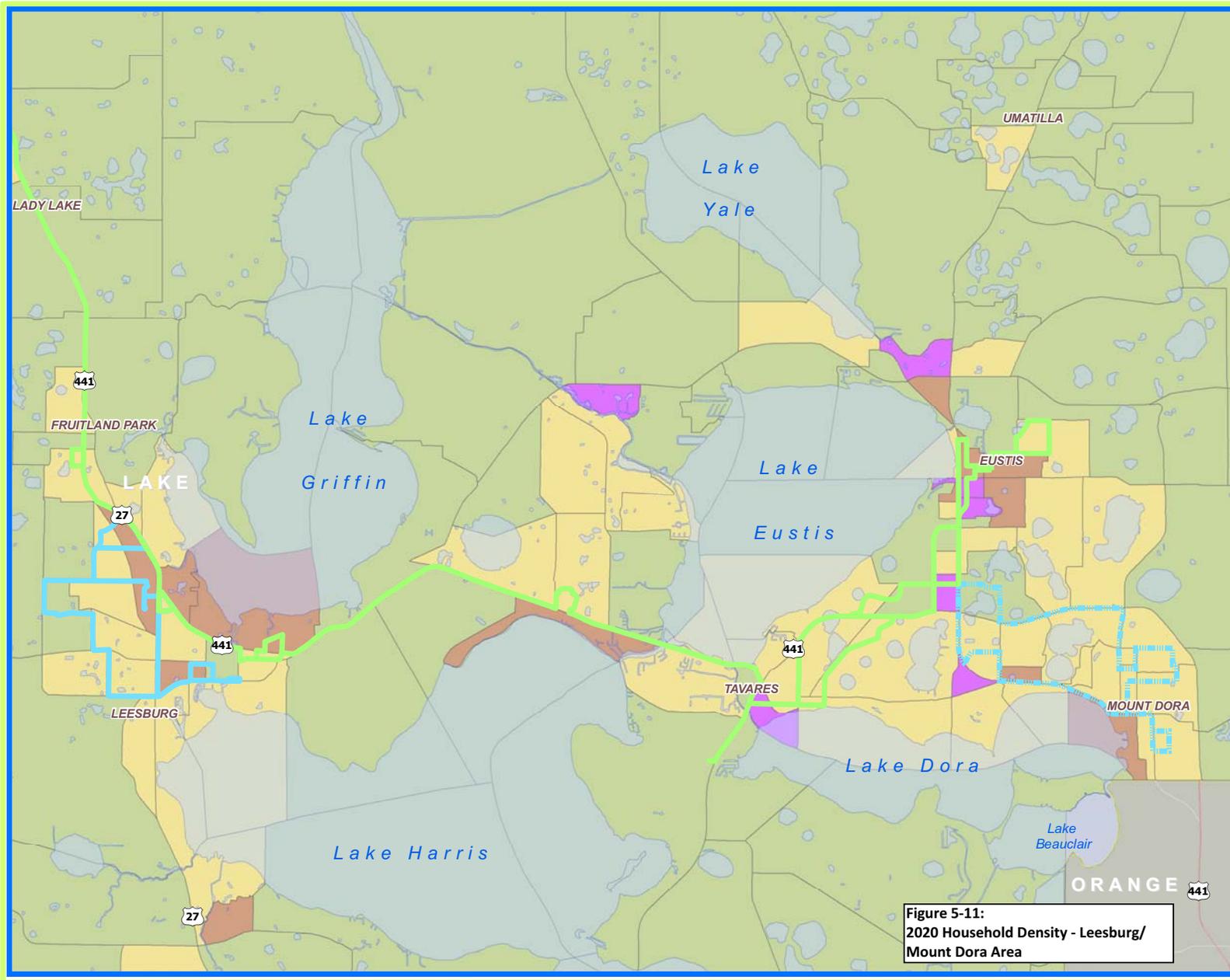


**Legend**

**Household Density (2005)**

- Less than 1 Household/Acre
- 1-2 Households/Acre
- 2-3 Households/Acre
- Over 3 Households/Acre
- Cross County Connector
- Leesburg Circulator
- Mount Dora Circulator

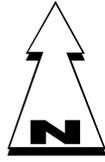




**Figure 5-11:  
2020 Household Density - Leesburg/  
Mount Dora Area**



**LEESBURG/MOUNT DORA  
2020 HOUSEHOLD DENSITY**



**Legend**

**Household Density (2020)**

- Less than 1 Household/Acre
- 1-2 Households/Acre
- 2-3 Households/Acre
- Over 3 Households/Acre
- Cross County Connector
- Leesburg Circulator
- Mount Dora Circulator



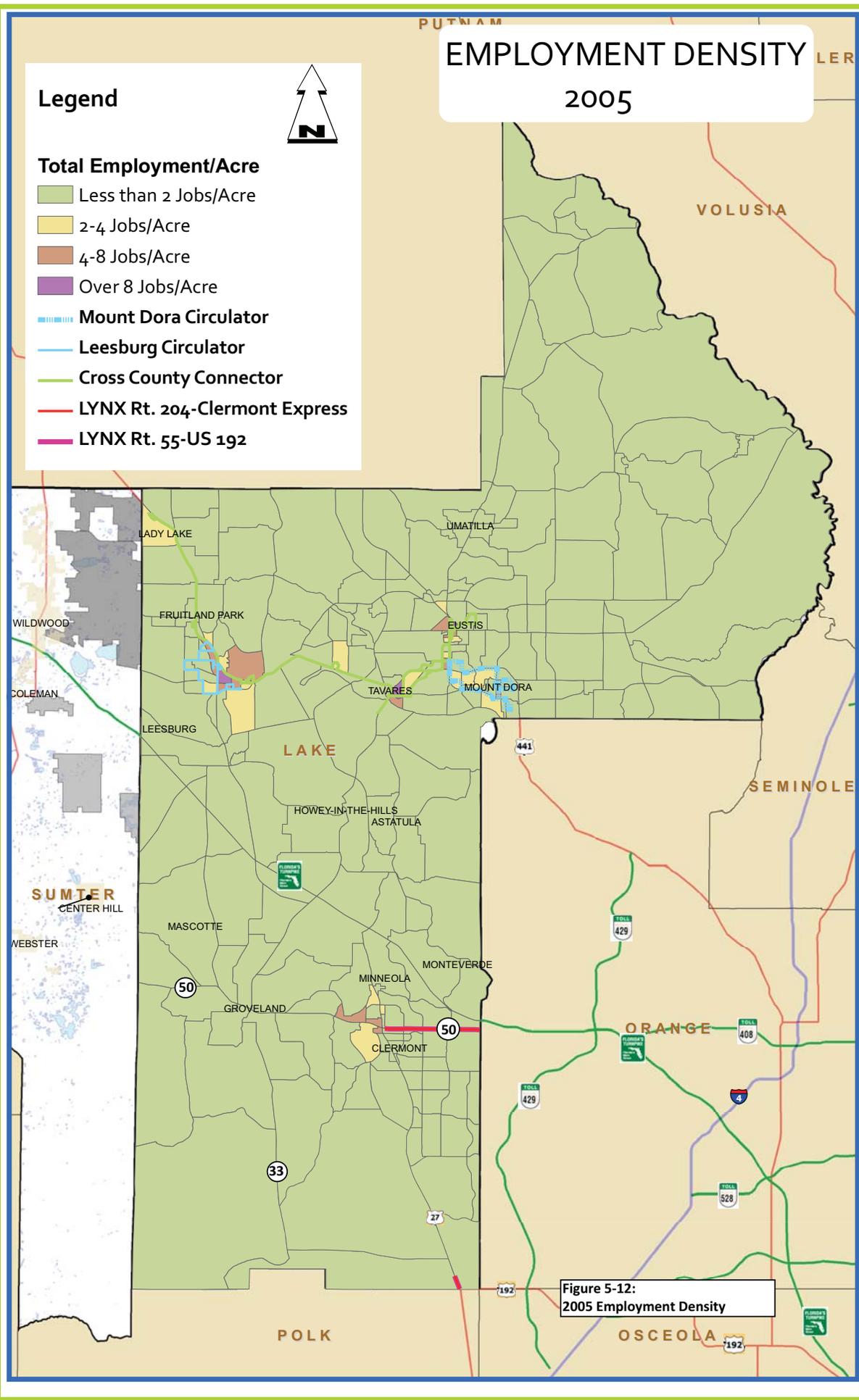
# EMPLOYMENT DENSITY 2005

## Legend



### Total Employment/Acre

- Less than 2 Jobs/Acre
- 2-4 Jobs/Acre
- 4-8 Jobs/Acre
- Over 8 Jobs/Acre
- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192



**Figure 5-12:  
2005 Employment Density**

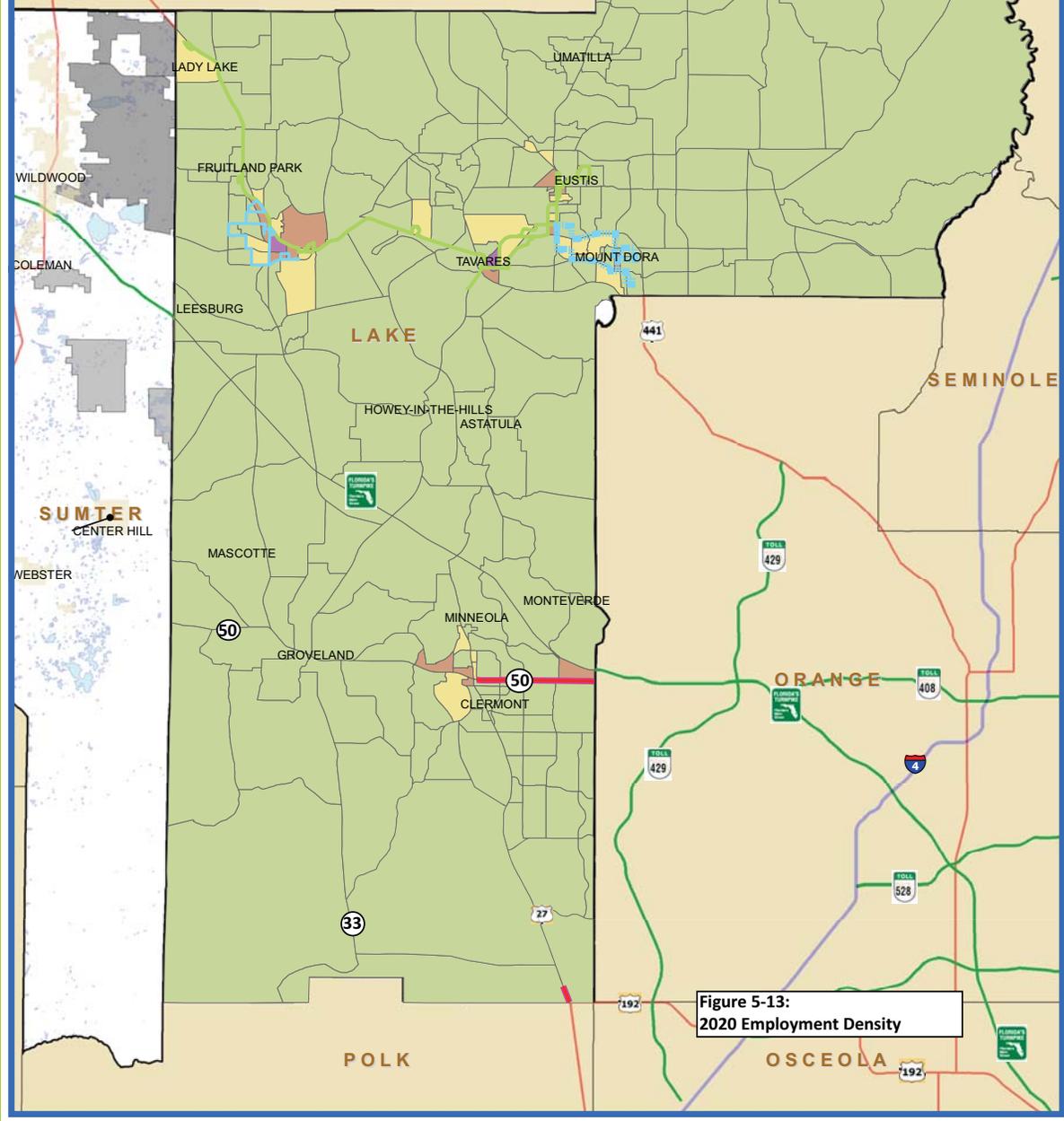
# EMPLOYMENT DENSITY 2020

## Legend

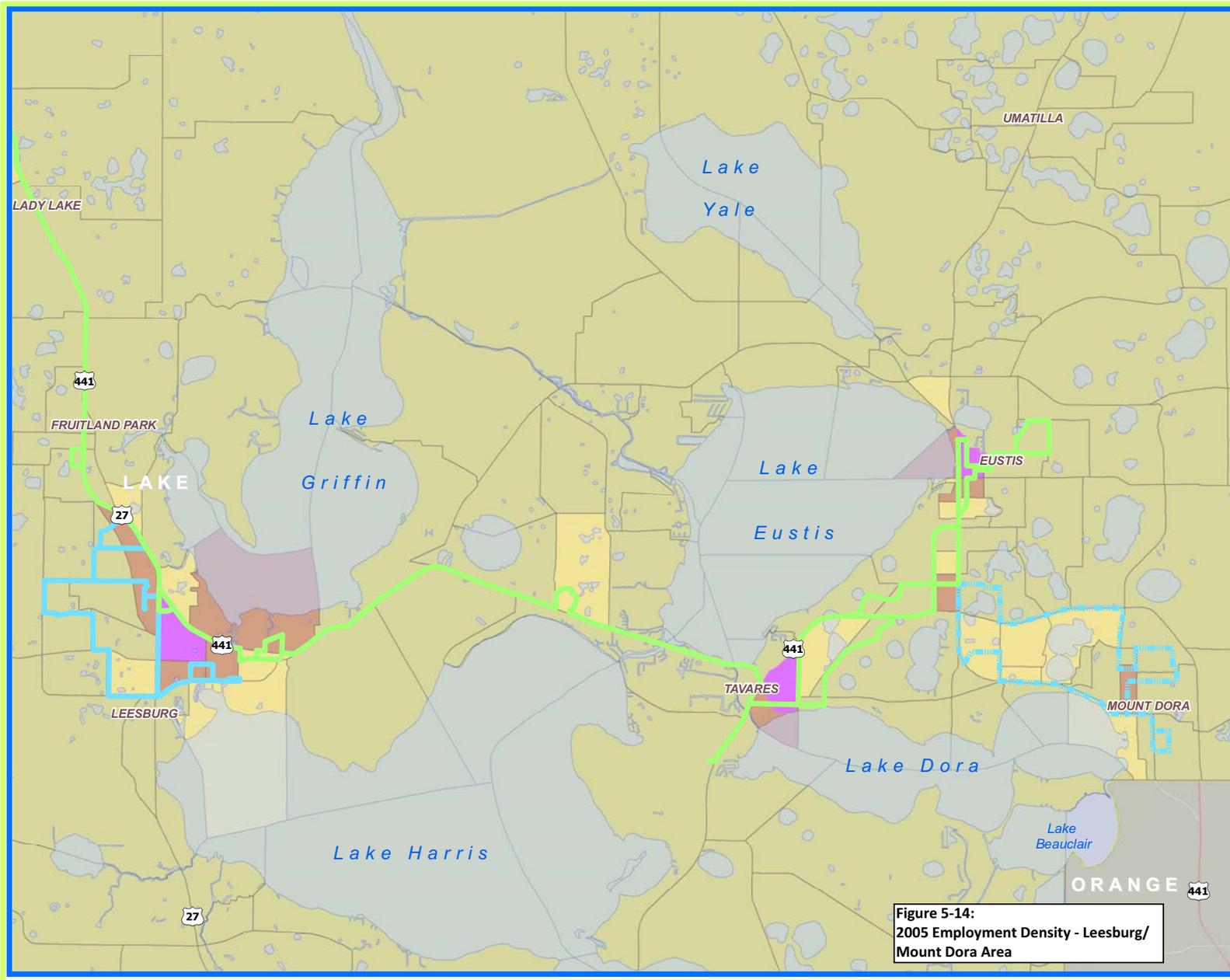


### Total Employment/Acre

- Less than 2 Jobs/Acre
- 2-4 Jobs/Acre
- 4-8 Jobs/Acre
- Over 8 Jobs/Acre
- Mount Dora Circulator
- Leesburg Circulator
- Cross County Connector
- LYNX Rt. 204-Clermont Express
- LYNX Rt. 55-US 192



**Figure 5-13:  
2020 Employment Density**



**Figure 5-14:**  
**2005 Employment Density - Leesburg/  
 Mount Dora Area**



**LEESBURG/MOUNT DORA  
 2005 EMPLOYMENT DENSITY**



**Legend**

**Employment Density (2005)**

- Less than 2 Jobs/Acre
- 2-4 Jobs/Acre
- 4-8 Jobs/Acre
- Over 8 Jobs/Acre

Cross County Connector

Leesburg Circulator

Mount Dora Circulator



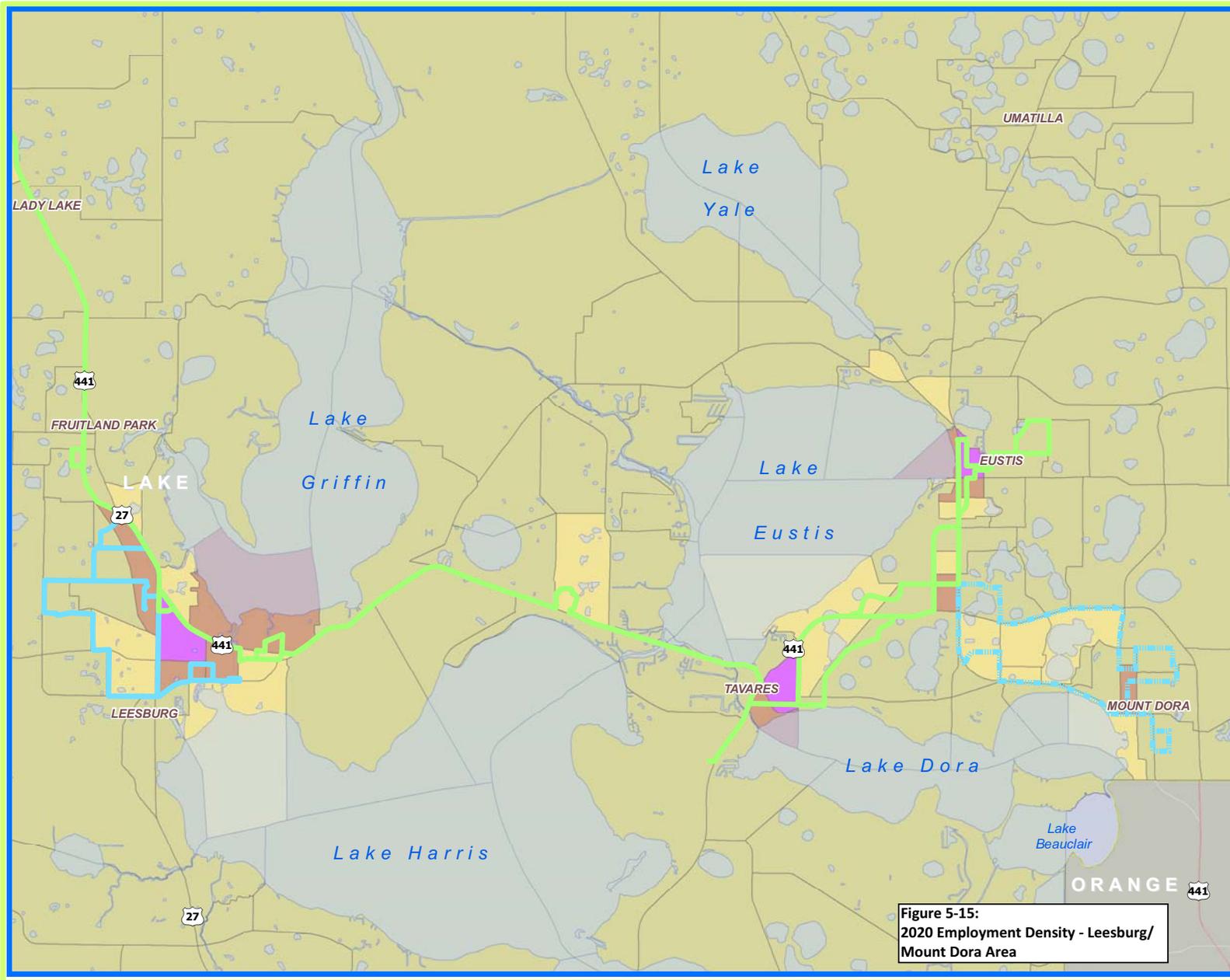


Figure 5-15:  
2020 Employment Density - Leesburg/  
Mount Dora Area



## LEESBURG/MOUNT DORA 2020 EMPLOYMENT DENSITY



**Legend**

**Employment Density (2020)**

- Less than 2 Jobs/Acre
- 2-4 Jobs/Acre
- 4-8 Jobs/Acre
- Over 8 Jobs/Acre
- Cross County Connector
- Leesburg Circulator
- Mount Dora Circulator



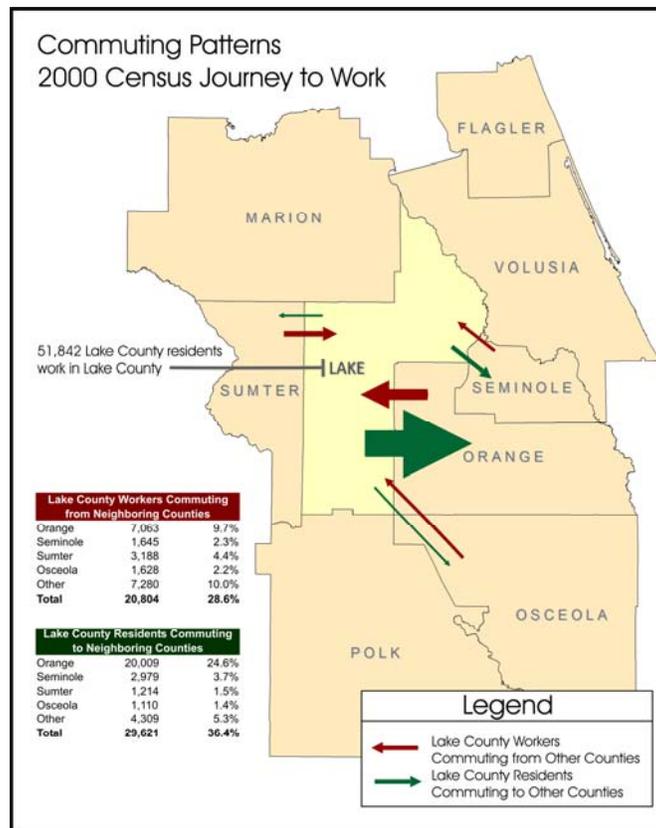
## 5.5 Major Travel Generators

Descriptions of major travel generators in Lake County are listed below to help determine destinations that could support transit now or in the future. Major travel generators include commuting patterns as identified in journey-to-work data, major employers, major activity centers, such as shopping centers, hospitals, schools and central business districts, and DRIs.

### 5.5.1 Journey to Work

According to the 2006 American Community Survey, 80 percent of Lake County commuters drove to work alone in 2006 and 13 percent carpooled. The average trip time for commuters to get to work was 27.4 minutes. According to the 2000 Census, 36.4 percent of Lake County residents travel to other counties for work. 28.6 percent of Lake County workers commute from other counties into Lake County. **Figure 5-16** shows the 2000 Census Commuting Patterns for Lake County.

**Figure 5-16 – Journey to Work**



## 5.5.2 Major Employers

The top employers in Lake County as of 2006 are listed in **Table 5-3**, based on information from the Metro Orlando Economic Development Commission. Additionally, major employers in neighboring counties impact commuting patterns. Among Lake County residents commuting to work, 20,009 or 24.6 percent work in Orange County. The Walt Disney Company is the largest employer in Orange County with 56,800 employees. Seminole County employs 2,979 Lake County residents to various major employers throughout the county. Sumter County employs 1,214 Lake County residents or 1.5 percent of Lake County commuters. Major employers in Sumter County near the Lake County border include Coleman Federal Prison on CR 470 and CR 501, which employs 1,004 employees; The Villages of Lake-Sumter, Inc. employs 700 people in Sumter County; T&D Concrete located at The Villages employs 460 employees; The Villages Regional Medical Center has 367 employees; and SECO Energy employs 300 people. Sumter County major employer data is from Enterprise Florida, Inc.

**Table 5-3 – Major Employers in Lake County**

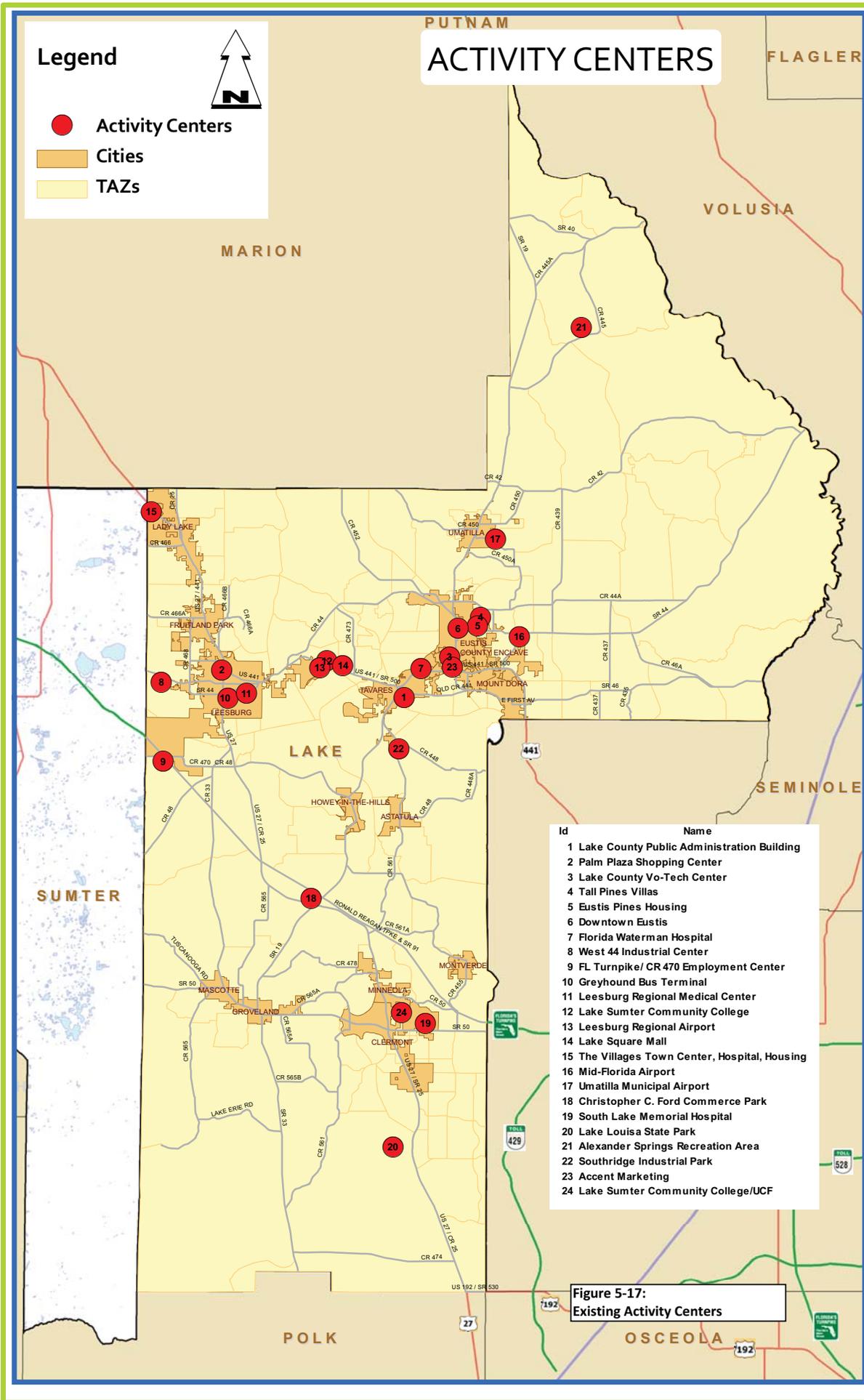
<b>Employer Name</b>	<b>Number of Employees</b>
Lake County Public Schools	4,353
Villages of Lake-Sumter, Inc.	2,220
Leesburg Regional Medical Center	1,870
Florida Hospital/Waterman, Inc.	1,400
Embarq (formerly Sprint)	811
Casmin Incorporated	800
Lake County Government	690
Lake County Sheriff's Department	585
G&T Conveyor Company, Inc.	550
Bailey Industries	509
Accent	500
Lake Port Square	400
Cherry Tree Farm	260

### 5.5.3 Activity Centers

Major travel generators in Lake County include activity centers such as hospitals, schools, shopping centers, employment centers and central business districts. **Figure 5-17** shows major activity centers in Lake County. Most of the major activity centers are located along the US 441 corridor and are served by the existing LakeXpress Routes. However, there are several activity centers along the Florida Turnpike and around Clermont that do not have access to fixed route service, including the Florida Turnpike/CR 470 Employment Center; Christopher C. Ford Commerce Park, Lake-Sumter Community College and South Lake Memorial Hospital. The communities of Clermont, Minneola, Groveland and Mascotte have experienced significant growth since the 2000 census. As a result, new activity centers are emerging south of Leesburg, along the Florida Turnpike, SR 50 and the Four Corners area in the form of DRIs.

### 5.5.4 Developments of Regional Impact (DRIs)

There are several DRIs existing or proposed in and adjacent to Lake County, as shown on **Figure 5-18**, which will have a direct impact on future travel patterns. **Appendix I** provides more detail about each DRI. Most of the DRIs are located long US 27 or within close proximity to the Florida Turnpike. In northwest Lake County, The Villages DRI spans Lake, Sumter and Marion counties and has spurred development in Lady Lake. The Villages DRI is served by the LakeXpress Cross County Connector. Several age restricted communities been approved or built south of Leesburg along US 27 that have expressed a desire to access transit. There are also several large DRIs within close proximity to the Florida Turnpike that have been approved, such as Secret Promise, Renaissance Trails, and the Hills of Minneola. Additionally, SR 50 and US 27 south to Four Corners have existing and proposed DRIs that do not have access to fixed route transit. Renaissance Trails, Plaza Collina, and Plantation at Leesburg have all set aside funds, infrastructure, or facilities to accommodate transit as part of their development. As the corridors along US 27, the Florida Turnpike, and SR 50 develop, it will be important to address the transit needs of the growing population.



# ACTIVITY CENTERS

**Legend**

- Activity Centers
- Cities
- TAZs



Id	Name
1	Lake County Public Administration Building
2	Palm Plaza Shopping Center
3	Lake County Vo-Tech Center
4	Tall Pines Villas
5	Eustis Pines Housing
6	Downtown Eustis
7	Florida Waterman Hospital
8	West 44 Industrial Center
9	FL Turnpike/ CR 470 Employment Center
10	Greyhound Bus Terminal
11	Leesburg Regional Medical Center
12	Lake Sumter Community College
13	Leesburg Regional Airport
14	Lake Square Mall
15	The Villages Town Center, Hospital, Housing
16	Mid-Florida Airport
17	Umatilla Municipal Airport
18	Christopher C. Ford Commerce Park
19	South Lake Memorial Hospital
20	Lake Louisa State Park
21	Alexander Springs Recreation Area
22	Southridge Industrial Park
23	Accent Marketing
24	Lake Sumter Community College/UCF

**Figure 5-17:**  
Existing Activity Centers



## ***5.6 Other Characteristics Affecting Needs***

While it is important for Lake County to meet the transit needs of current residents, future decisions that impact growth will also influence the transit needs of the county. Several other factors that impact the transit needs of the county are the future population centers, roadway capacity, pedestrian access, and environmental resource conservation areas.

### **5.6.1 How Shall We Grow**

As part of a regional visioning effort, the Lake-Sumter MPO created the 2050 Population Centers Map of what the region will look like in 2050. While 2050 is outside of the planning horizon of this TDP, the Population Centers map will guide future development decisions and should be considered. **Figure 5-19** shows the population centers as identified in the study for 2050. As shown on the map, the population of the Lake-Sumter Region grew 74 percent from 2000 to 2006. Cities that experienced more than 50 percent growth include Mascotte, Minneola, Groveland and Clermont. Additionally, The Villages and Four Corners were not population centers in 2000, yet they make up 24 percent of the Lake-Sumter 2006 population. It will be imperative the county is prepared to meet the transit needs of these new residents.

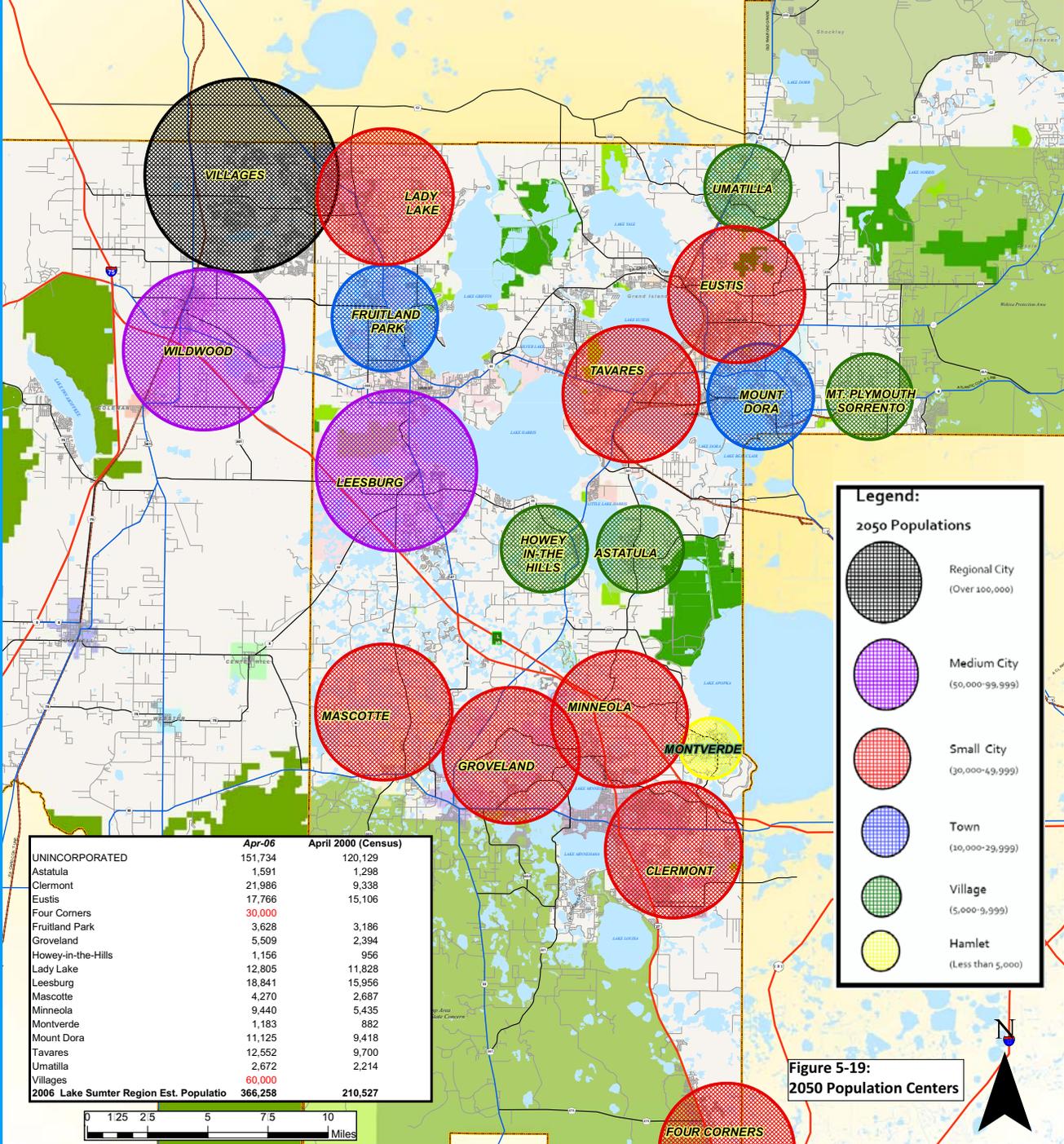
### **5.6.2 Lake-Sumter MPO Corridor Constraint Policy**

In an effort to maintain a cohesive vision throughout the region, the Lake-Sumter MPO released the Corridor Constraint Policy in February 2008 to guide future transportation and land use planning. The policy addresses several goals, one of which is to promote the migration toward additional capacity through mass transit improvements along arterial corridors. To meet the established goals, the policy limits the number of lanes on corridor roadways to two lanes, four lanes and six lanes. **Appendix D** provides a list of the corridor roadways and their maximum lane capacity.



Lake-Sumter Metropolitan Planning Organization  
 1616 South 14th Street  
 Leesburg, Florida 34748  
 Phone: (352) 325-6176 • Fax: (352) 325-6983  
 www.Lake-Sumter-MPO.com

# 2050 POPULATION CENTERS



**Legend:**

**2050 Populations**

- Regional City (Over 100,000)
- Medium City (50,000-99,999)
- Small City (30,000-49,999)
- Town (10,000-29,999)
- Village (5,000-9,999)
- Hamlet (Less than 5,000)

	Apr-06	April 2000 (Census)
UNINCORPORATED	151,734	120,129
Astatula	1,591	1,298
Clermont	21,986	9,338
Eustis	17,766	15,106
Four Corners	30,000	
Fruitland Park	3,628	3,186
Groveland	5,509	2,394
Howey-in-the-Hills	1,156	956
Lady Lake	12,805	11,828
Leesburg	18,841	15,956
Mascotte	4,270	2,687
Minneola	9,440	5,435
Montverde	1,183	882
Mount Dora	11,125	9,418
Tavares	12,552	9,700
Umatilla	2,672	2,214
Villages	60,000	
<b>2006 Lake Sumter Region Est. Populatio</b>	<b>366,258</b>	<b>210,527</b>



Figure 5-19:  
2050 Population Centers



### **5.6.3 Lake County Trails Master Plan and Bicycle Suitability Map**

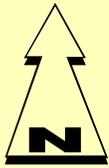
Accessibility has a bearing on transit choice riders and as well as the safety of transit-dependent riders. The Lake County Trails Master Plan, shown on **Figure 5-20**, provides guidance on corridors that have or will have trails and sidewalks and could provide pedestrian benefits to transit riders. This map shows bicycle routes that can connect to transit. Much of the corridor currently served by transit along 441 is designated for multi-use trails.

### **5.6.4 Land Use and Environmental Concerns**

Lake County has several rural areas and environmentally sensitive lands, as shown on **Figure 5-21**. As part of the 2025 Future Land Use, the county has identified the rural regions of the county to the northeast and southwest as environmental protection areas. While these areas may have transit-dependent populations, fixed route service may not be appropriate. Alternative types of transit, such as dial-a-ride, flex route services, or vanpools are successful components of less dense suburban or rural areas. The land use map reveals that the corridors along US 27, portions of SR 50 and the Florida Turnpike will have medium to high density development. In addition to protecting environmentally sensitive lands, this development pattern will help support transit ridership along these major corridors.



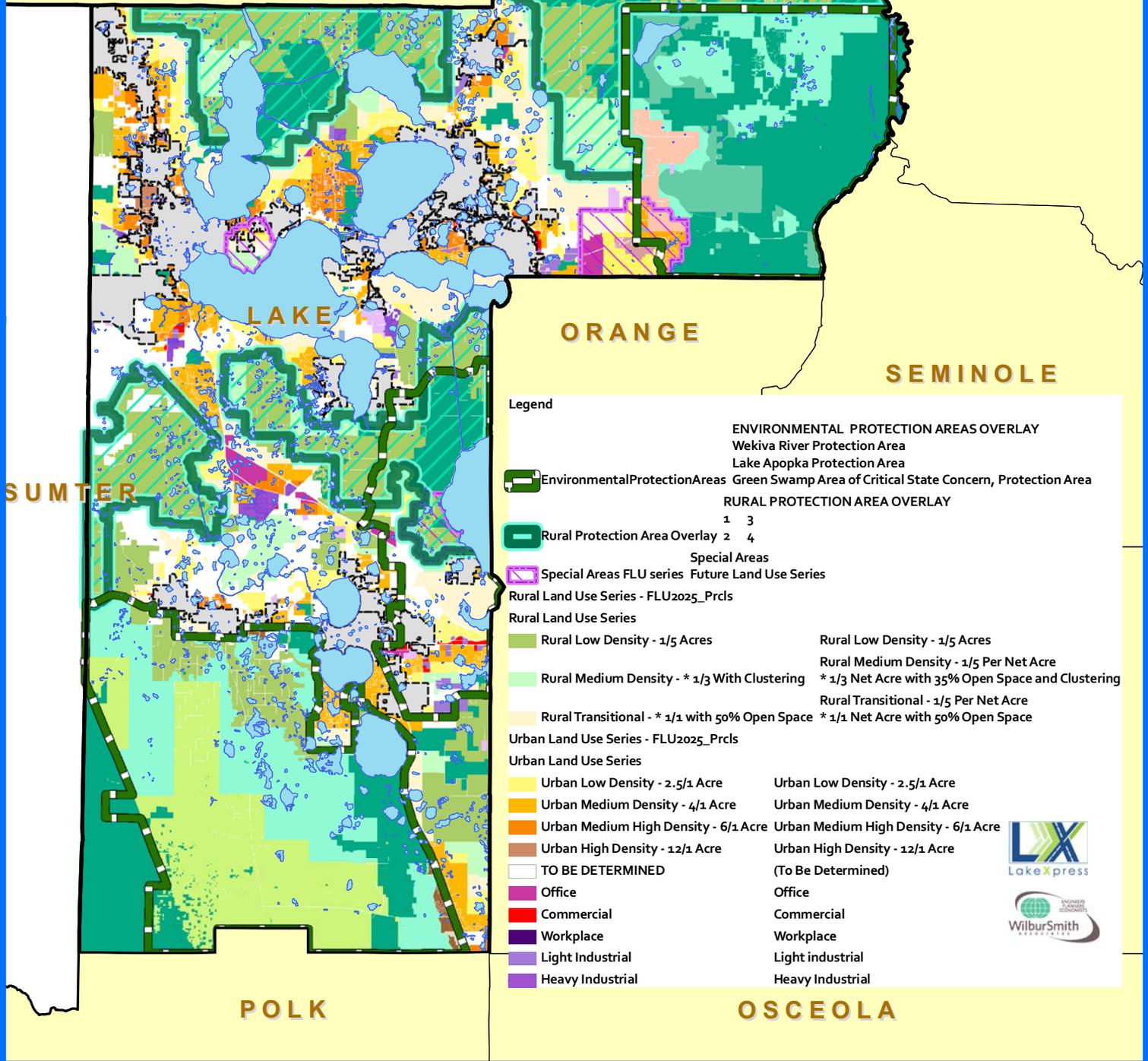
# Lake County 2025 Future Land Use



MARION

VOLUSIA

Figure 5-21:  
2025 Future Land Use



ORANGE

SEMINOLE

SUMTER

POLK

OSCEOLA

**Legend**

**ENVIRONMENTAL PROTECTION AREAS OVERLAY**  
 Wekiva River Protection Area  
 Lake Apopka Protection Area  
 Green Swamp Area of Critical State Concern, Protection Area

**RURAL PROTECTION AREA OVERLAY**  
 1 3  
 2 4

**Special Areas**  
 Special Areas FLU series Future Land Use Series

**Rural Land Use Series - FLU2025\_Prcls**  
 Rural Land Use Series

Rural Low Density - 1/5 Acres  
 Rural Medium Density - \* 1/3 With Clustering  
 Rural Transitional - \* 1/1 with 50% Open Space

**Urban Land Use Series - FLU2025\_Prcls**  
 Urban Land Use Series

Urban Low Density - 2.5/1 Acre  
 Urban Medium Density - 4/1 Acre  
 Urban Medium High Density - 6/1 Acre  
 Urban High Density - 12/1 Acre  
 TO BE DETERMINED  
 Office  
 Commercial  
 Workplace  
 Light Industrial  
 Heavy Industrial

Rural Low Density - 1/5 Acres  
 Rural Medium Density - 1/5 Per Net Acre  
 \* 1/3 Net Acre with 35% Open Space and Clustering  
 Rural Transitional - 1/5 Per Net Acre  
 \* 1/1 Net Acre with 50% Open Space

Urban Low Density - 2.5/1 Acre  
 Urban Medium Density - 4/1 Acre  
 Urban Medium High Density - 6/1 Acre  
 Urban High Density - 12/1 Acre  
 (To Be Determined)  
 Office  
 Commercial  
 Workplace  
 Light industrial  
 Heavy Industrial

## 5.7 Future Needs

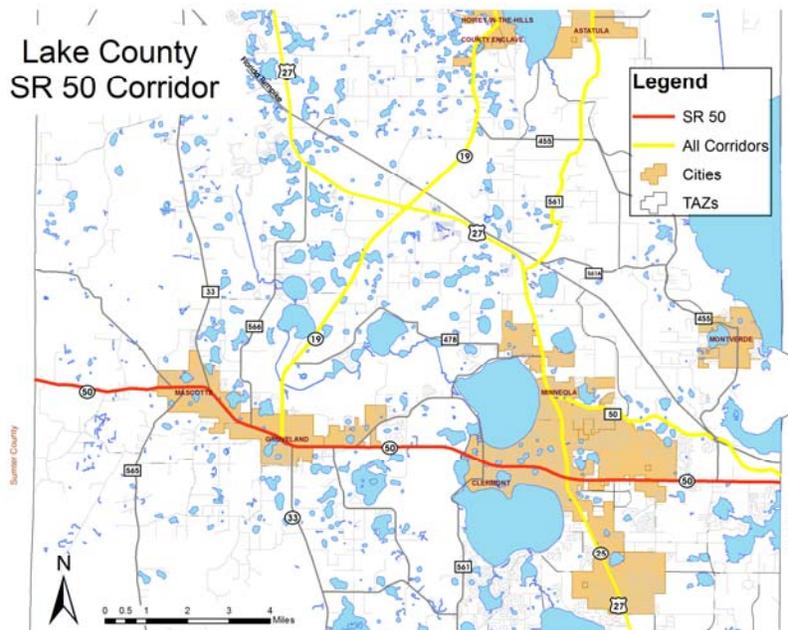
The future needs for Lake County based on corridors, community circulators and regional travel are identified below. Corridor and community needs were identified based on linkages to major population centers, activity centers, employment, existing neighborhoods and future development, as well as the concentration of transit-dependent population. There have been several studies conducted in the past that have identified potential transit service for corridors and communities in Lake County. A table of previous recommendations is provided in **Appendix J**.

### 5.7.1 Corridor Service

The following identifies major and minor road corridors that currently have existing transit or have the potential to support future transit. Some of the corridors are constrained roadways up to six lanes, while others serve as traffic relievers with only two lanes.

#### 5.7.1.1 SR 50 – EW – Mascotte, Groveland, Clermont

State Road 50 is a major east-west roadway in Lake County south of the Florida Turnpike that travels through the communities of Mascotte, Groveland and Clermont and continues into Orange County to Orlando. The maximum number of lanes for SR 50 is six, and the



road experiences traffic congestion from Clermont to Orange County. Although the SR 50 corridor is not conducive to bicycles, it does intersect several bicycle routes and could provide the opportunity for connections to these routes. Currently, LYNX operates the Clermont Express (Route 204) into Orlando from the park and ride at US 27/SR 25. This provides regional service for the 24.6 percent of Lake County residents who travel to Orange County for employment.

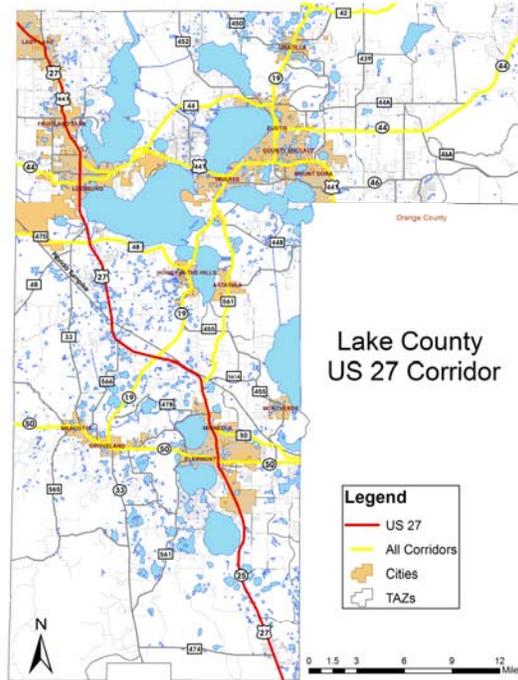
Major activity centers on SR 50 include the central business districts of Mascotte, Groveland and Clermont, and South Lake Memorial Hospital. Plaza Collina is a 142 acre mixed use development identified as an approved DRI located on SR50 at the Orange county line. As part of the DRI, the development has \$100,000 set aside for a transfer facility, bus stop(s), and operating funds.

There are several transit supportive TAZ's along SR 50. TAZ's with two to three households per acre are located in Clermont at US 28/SR 25 and SR 50. Employment densities of four to eight employees per acre are located along SR 50 in Clermont. In 2020, Plaza Collina and its surrounding TAZ is expected to have four to eight employees per acre.

The 2000 Census reveals a transit-dependent population along this corridor with 10 to 30 percent of the population under the age of 16 and less than 50 percent of the population over the age of 59. Twenty to 30 percent of the households along SR50 from Clermont west to the Sumter county line earn an income of \$10,000 or less. At the northwest corner of US 27 and SR 50, 31 to 45 percent of the households earn \$10,000 or less and 31 to 44 percent of the households in this census block have no access to a vehicle. It is important to note that this data is from the 2000 census, and the SR 50 corridor has grown significantly since then. In April 2006, as revealed in the "How Shall We Grow" Population Centers Map, the population of Clermont grew 135 percent from 9,338 residents in April 2000 to 21,986 in April 2006. Groveland's population increased 130 percent from 2,394 to 5,509 and Mascotte grew 59 percent from 2,687 to 4,270. Combined, these three municipalities had 120 percent more residents in 2006 than the 2000 census.

5.7.1.2 US 27 - The Villages, Lady Lake, Fruitland Park, Leesburg, Minneola

US 27 is a major north-south route in Lake County that travels through the northwest corner of the county south to the southwest corner of the county. Major population centers along US 27 include The Villages, Lady Lake, Fruitland Park, Leesburg, Minneola Clermont and Four Corners. US 27 has an interchange at the FL Turnpike in Lake County and I-4 in Orange County. LYNX operates two express routes with park and ride locations departing from US 27. The Clermont Express (Route 204) travels to Orlando via SR 50 from a park and ride location on US 27, just south of the SR50/US 27 interchange. A second LYNX route operates from the Four Corners area to Disney (Route 55) via U.S. 192 with a park and ride location at the Wal-Mart shopping center on US 27. The LakeXpress Cross County Connector operates from The Villages to Leesburg along US 27. The Leesburg Circulator also serves portions of US 27.



Major activity centers along US 27 include The Villages community, town center and hospital, big box retail and shopping centers in Lady Lake, Fruitland Park and Leesburg, the Greyhound Bus Terminal, Christopher C. Ford Commerce Park, Lake Louisa State Park and Four Corners.

There are several DRIs existing or proposed along US 27. The largest is The Villages with 6,538 acres located in Lake, Sumter and Marion Counties. Currently, The Villages are served by a local circulator operated by Sumter County, and the LakeXpress Cross County Connector which travels to Leesburg, Lake Square Mall, Waterman Hospital and Eustis. Highland Lakes and Plantation at Leesburg are age restricted communities that have expressed a desire for transit. The Plantation at Leesburg DRI set aside \$10,000 to conduct a transit study. Secret Promise and Renaissance Trails are two proposed mixed used DRIs that are not directly on US 27; however, they have set aside funds for transit

and want a connection to The Villages and US 27 would be the most likely route. Other DRIs along US 27 that may warrant future transit include Royal Highlands, Lost Lake Reserve, Kings Ridge, Greater Lakes, and Four Corners.

Employment densities for the year 2005 and 2020 do not reveal a heavy demand for choice riders along US 27 in areas not currently served by transit; however, US 27 provides a north-south connection to several key corridors, such as the Florida Turnpike, SR 50 and US 192. This would support regional travel by providing direct access to employment in Orange County.

Household densities along US 27 that support transit can be found in areas not currently served. The community of Hawthorne, located north of CR 48 and east of US 27, has 2.01 to 3.00 households per acre. Other TAZ's with household densities of 2.01 to 3.00 households per acre are located along US 27 in Minneola and at SR 50. In 2020, additional TAZ's with 2.01 to 3.00 households per acre will include Secret Promise and Renaissance Trail, additional TAZ's in Minneola, the vicinity of Kings Ridge, and the area east of US 27 in Four Corners.

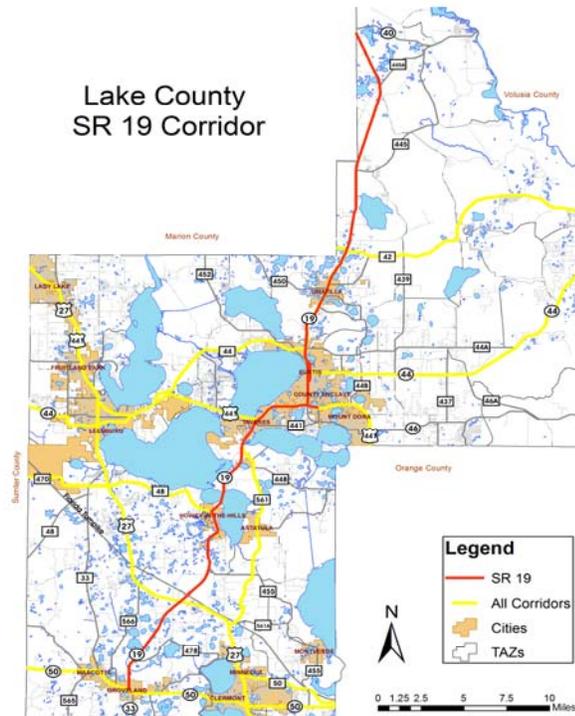
Transit dependent residents without access to fixed route service can be found in census blocks along US 27. Children under the age of 16 make up 21 to 30 percent of the population south of the Florida Turnpike and west of US 27. In the census block around the Hawthorne Community south of Leesburg, 76 to 99 percent of the residents are over the age of 59. North of the Florida Turnpike and south of Leesburg, 50 to 75 percent of the population is over the age of 59 and are not served by fixed route service.

Among the households in the census block located northwest of US 27 and SR 50 in Clermont, 21 to 30 percent have an income of \$10,000 or less, and 31 to 44 percent have no access to a vehicle. As previously mentioned, this data is from the year 2000, and the area has experienced significant growth; therefore, a more accurate picture of transit-dependent population will be revealed in the 2010 census.

5.7.1.3 SR 19 – Umatilla, Eustis, Tavares, Howey-in-the-Hills, US 27, Groveland

State Road 19 is a north south corridor that runs from the northeastern corner of Lake County to SR 50 in Groveland. Portions of SR 19 are constrained to two lanes, while more populated areas are constrained to four and six lanes. Major population centers along SR 19 include Umatilla, Eustis, Mount Dora, Tavares, Howey-in-the-Hills, and Groveland. US 19 has access to the Florida Turnpike at US 27. Currently the LakeXpress Cross County Connector serves portions of SR 19 and the proposed Mount Dora Circulator would also provide a connection to the SR 19 corridor.

Activity centers along SR 19 include downtown Umatilla and the Umatilla Municipal Airport, downtown Eustis, Lake County Rotech Center, Florida Hospital-Waterman, the Lake County Public Administration Building, and the Christopher C. Ford Commerce Park. Cherry Tree Farm is located off of US 19 north of Groveland. In addition to being a top employer for Lake County, it also has a proposed DRI for a 1,088 mixed use development. Additionally, SR 19 travels through Tavares, which is identified in the Northwest Commuter Rail Study as a potential commuter rail stop.

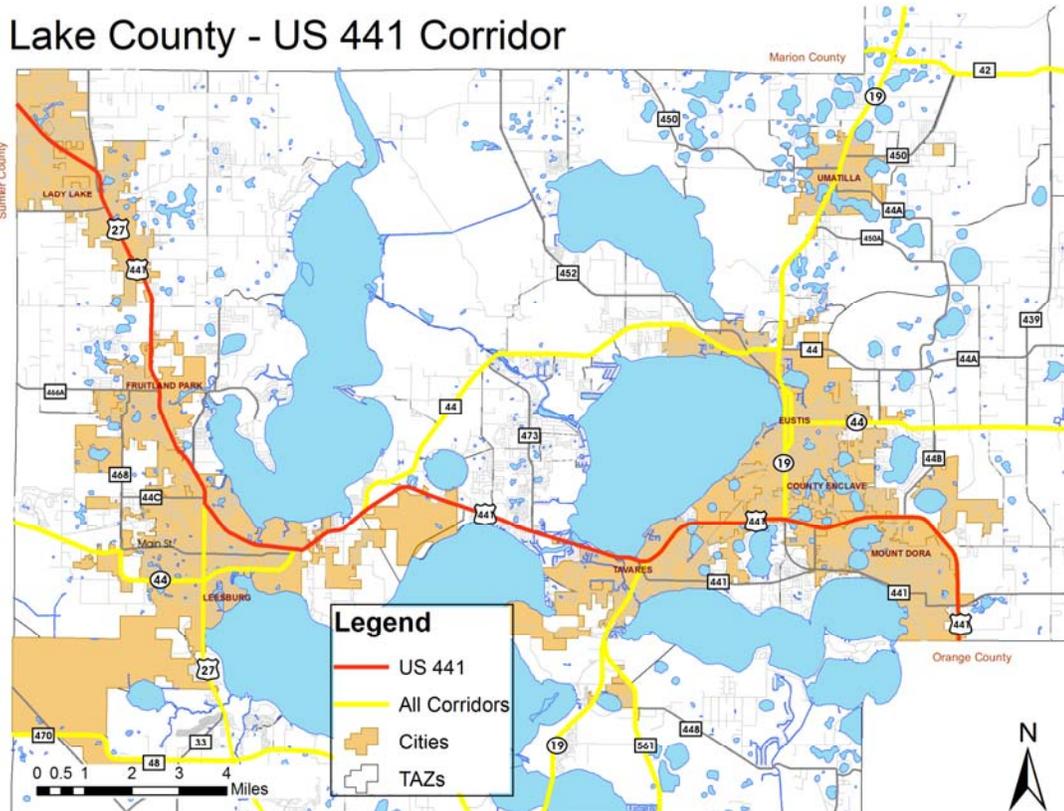


Employment densities along SR 19 that support transit are located along the existing LakeXpress Cross County Connector; however, SR 19 crosses the Florida Turnpike and SR 50, which provide access to employment in Orange County.

The current LakeXpress routes serve the TAZ’s along SR 19 with household densities that support transit with the exception of the area around Fort Mason. This TAZ north of CR 44 and west of SR 19 has a household density of 3.01 to 6.34 households per acre, and the TAZ south of CR 44 on SR 19 has a household density of 2.01 to 3.00 households per acre.

Transit dependent residents are located in census blocks along SR 19. Areas with 21 to 30 percent of the population under the age of 16 are located in the census blocks north of the Florida Turnpike and east of US 19; as well as census blocks north of Eustis to Altoona. 51 to 75 percent of the population in the census block north of the Florida Turnpike, west of US 19 and south of Howey-in-the-Hills are over the age of 59. Households with an income of \$10,000 or less comprise 11 to 20 percent of the census tract south of Tavares, along with census tracts north in Umatilla. In the census tract north of Eustis at CR 44 and west of SR 19, 11 to 20 percent of the households have no access to a vehicle. This data is from 2000 and the population centers along this corridor have experienced significant growth; therefore, the 2010 census will provide a more accurate description of transit-dependent residents along SR 19.

5.7.1.4 US 441 – Lady Lake, Fruitland Park, Leesburg, Tavares, Mt. Dora, Zellwood



The US 441 corridor connects the communities of The Villages, Lady Lake, Fruitland Park, North Leesburg, Tavares and Mount Dora. The current LakeXpress Cross County Connector travels along 441 from The Villages to Mount Dora. The Mount Dora

Circulator and proposed Route 4 to Zellwood would complete coverage of US 441 and create a regional connection to Orange County. Because US 441 is a major corridor with a maximum constraint of six lanes, the need for enhanced bus service may be warranted.

A large number of activity centers are located along US 441 including Leesburg Regional Medical Center, Lake-Sumter Community College, Lake Square Mall, Leesburg Regional Airport, Florida Hospital-Waterman, Accent Marketing and the Lake County Rotech Center. The Villages DRI is also located on US 441.

Transit supportive employment densities are served by current LakeXpress Cross County Connector and proposed Mount Dora Circulator; however, there is no regional service to Orange County employment. The proposed Route 4 to Zellwood would provide a regional connection from US 441 to LYNX in Orange County.

Like employment densities, household densities that support transit along US 441 are served by the existing and proposed LakeXpress Routes. This is also true for transit-dependent populations of residents under the age of 16, over the age of 59, an income of \$10,000 or less and no access to a vehicle. Again this data is from 2000, and 2010 census data may reveal a different transit-dependent population along this corridor.

#### 5.7.1.5 Zellwood to Altoona



The Lake County MPO identified a need for service between Altoona and Zellwood in Orange County via SR 19 and US 441. This service would link the major population centers of Umatilla, Eustis and Mount Dora to Zellwood with connections to LYNX in Orange County. A large transit-dependent population lives along this corridor, with the potential to migrate over to fixed route and/or vanpool or carpool support.

Major Activity centers include downtown Eustis, Lake County Rotech Center, Lake County Health Department in Eustis, and connections to the LakeXpress Cross

County Connector and future Mount Dora Circulator, as well as LYNX bus service to Orlando and the International Airport.

TAZ's with transit supportive household densities along the corridor that are currently not served by transit include the northwest and southwest corners of CR 44 and SR 19. In this same area, 10 to 20 percent of the households have no access to a vehicle or fixed route bus service. Residents over the age of 59 comprise 51 to 75 percent of the population along the corridor north of Eustis and around Umatilla that are not currently served by transit. Additionally, 20 to 30 percent of the residents along this unserved corridor are under the age of 16.

While the segment of the corridor north of Eustis to Altoona does not have high employment densities along the route, service along this corridor would support the 24.6 percent of Lake County residents who travel to Orange County to work, thus promoting regional connections to LakeXpress routes.

5.7.1.6 CR 561 - Tavares, Astatula, Minneola

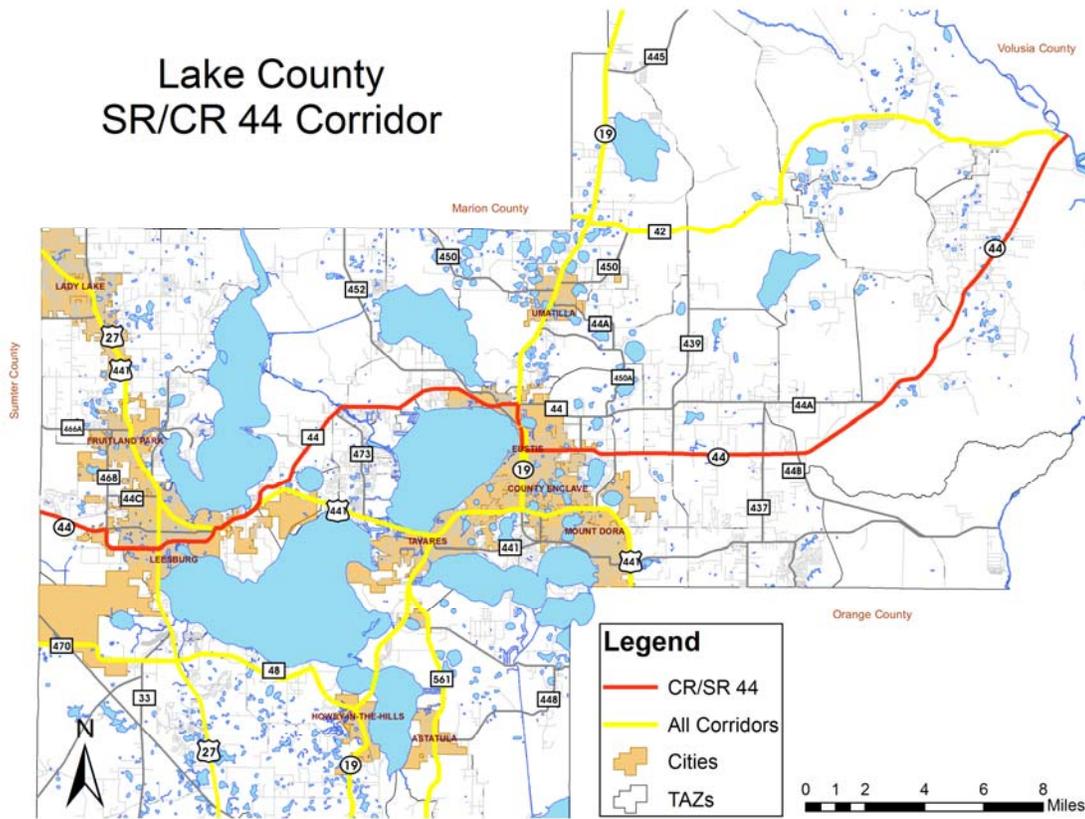


CR 561 is an alternative route to SR 19 from Tavares, and travels through Astatula to the Florida Turnpike where it joins US 27 to Minneola, Clermont, and Four Corners. Southridge Industrial Park is a major activity center along this route. The Hills of Minneola DRI is a mixed use development with access to CR 561 via CR 561A, which is a new Florida Turnpike interchange.

While employment densities do not support transit along this corridor, access to the Florida Turnpike and SR 50 via SR 27 provide regional connections to employment in Orange County. Household

densities are not currently transit supportive; however, the Hills of Minneola DRI may impact the future household density in the corridor. Transit dependent population is not evident along this corridor; although 21 to 30 percent of the population is 15 years old or less.

5.7.1.7 SR/CR 44 – Wildwood, Leesburg, Eustis, DeLand



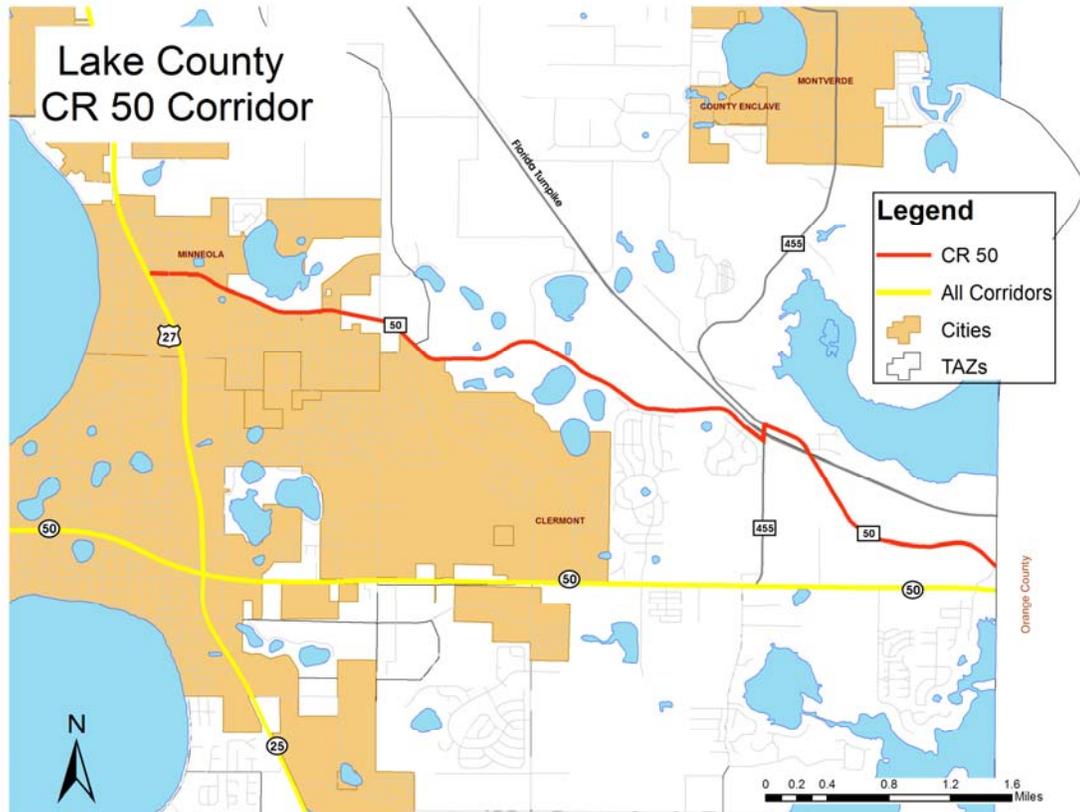
SR/CR 44 is an east-west corridor that serves as a bypass route north of US 441 to Eustis. Major population centers along the corridor include Wildwood in Sumter County, Leesburg, Fort Mason and Eustis in Lake County, as well as DeLand in Volusia County. Currently, service is provided from Paisley to DeLand once a week via CR 42; however no service is provided along SR 44. Major activity centers along this corridor include the West 44 Industrial Center, as well as destinations in DeLand in Volusia County.

The Pennbrook DRI is an approved 566 acre mixed use development on SR 44 south of The Villages at the Sumter county line. Additionally, Southern Oaks DRI is located in Sumter County south of SR 44. Employment densities along the SR/CR 44 corridor are

strongest in Leesburg, where the LakeXpress Cross County Connector provides service; however, north of Eustis at Fort Mason, two TAZ's have 2.01 to 4.00 employees per acre.

The CR 44 has several TAZ's with high household densities, including the TAZ north of CR 44 at Fort Mason with 3.01 to 6.34 households per acre, and the TAZ south of CR 44 at Fort Mason with 2.01 to 3.00 households per acre. An additional TAZ with 3.01 to 6.34 households per acre is located south of CR 44 and east of Haines Creek Road/CR 473 near Lisbon. Along the SR/CR 44 corridor, transit-dependent population occurs north of 441 along CR 44 as well as on SR 44 from Eustis to the Volusia County line. In the census block north of SR 44 near Cassia, 31 to 37 percent of the population is 15 years old or less. Residents over the age of 59 make up 51 to 75 percent of the population along CR 44 near Lisbon and Fort Mason. 11 to 30 percent of the households south of SR 44 and west of the county line have no access to a vehicle. 21 to 30 percent of the households in the census block south of CR 42 and north of SR 44 to the county line earn an income of \$10,000 or less.

5.7.1.8 Old Hwy 50 (CR50) – State Road 50 Bypass to Minneola

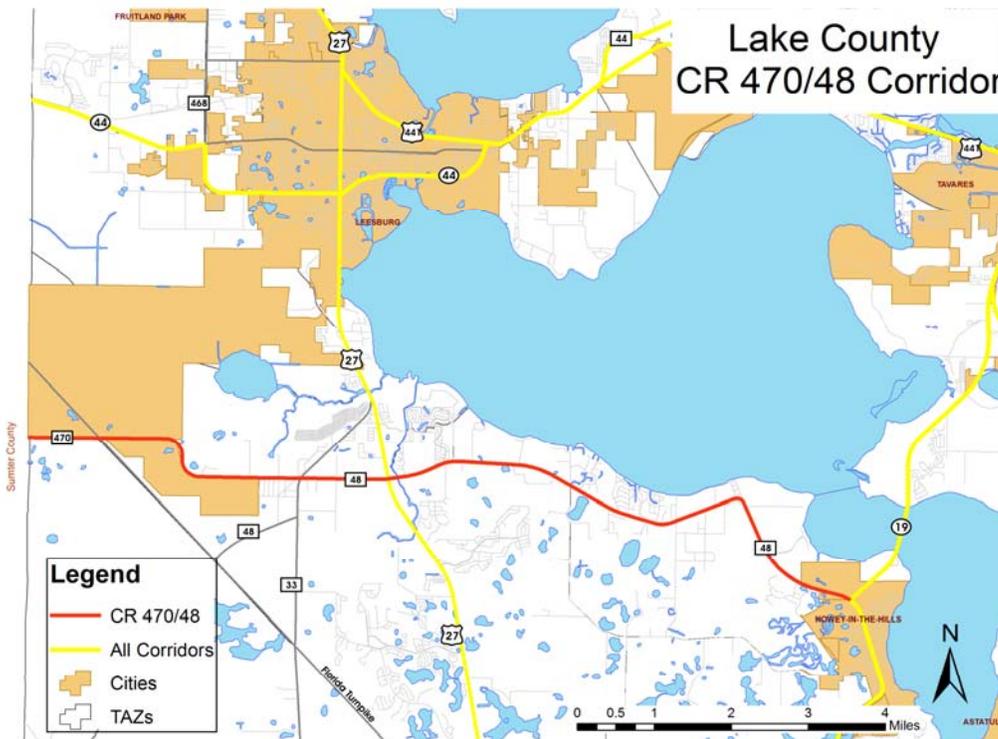


Old Highway 50 (CR 50) joins SR 50 just across the county line in Orange County. The road travels northwest to the Florida Turnpike and continues west to Minneola. CR 50 provides an alternate route to SR 50, and the roadway has paved multi-use trails along much of the route. The Hills of Minneola DRI will have direct access to CR 50, and a new interchange to the Florida Turnpike at Hancock Road will provide access to employment centers in Orlando. CR 50 is north of the Plaza Collina DRI and will provide access to that mixed used development as well.

Employment densities along CR 50 are highest in Minneola with 2.01 to 4.00 employees per acre. In 2020, the TAZ south the Florida Turnpike and north of SR 50 at the Orange county line is projected to have 4.01 to 8.00 employees per acre due to the Plaza Collina development. Household densities north of CR 50 and east of US 27 in Minneola are 2.01 to 3.00 per acre. Additional TAZ’s in Minneola are expected to have 2.01 to 3.00 households per acre in 2020.

As of the 2000 census, the transit-dependent population was not significant along the CR50 corridor for residents over the age of 59, income of \$10,000 or less and no access to vehicles. The entire corridor has 21 to 30 percent of the population under the age of 16. This could be supported in part by the fact that Monte Verde Academy is north of the corridor on CR 455. The 2010 census may reveal a greater transit-dependent population along CR 50, as the area has grown significantly since the 2000 census.

5.7.1.9 CR 470/48 - Florida Turnpike, Okahumpka, US 27, US 19



County Roads 470 and 48 provide a minor east west corridor that joins major employers in Sumter County with the north-south corridors of US 27 and SR 19. Major activity centers along the route include Coleman Federal Prison, SECO, and the Florida Turnpike/CR 470 employment center. While the communities of Okahumpka, Yalaha and Howey-in-the-Hills are not identified as major population centers in the future, several DRIs along this corridor may warrant transit in the future. The Secret Promise DRI is a proposed 3,785 acre mixed use development that joins CR 470. The existing communities of Highland Lakes and Plantation at Leesburg are near the corridor as well.

Employment densities along the corridor are not significant; however access to the Florida Turnpike, US 27 and SR 19 provide access to employment centers in Leesburg, Lady Lake and Eustis, as well as regional access to Orange County.

The community of Hawthorne on CR 48 has 2.01 to 3.00 households per acre with 76 to 99 percent of the residents are over the age of 59. Additionally, with Secret Promise and Renaissance Trails, the TAZ south of CR 470 and west of the Florida Turnpike is expected to have 2.01 to 3.00 households per acre in 2020.

*5.7.1.10 CR 42 – Paisley to DeLand*

The final corridor is CR 42 which runs from Altoona at SR 19 through Paisley to DeLand in Volusia County. Currently, service is provided once a week between Paisley and DeLand. This corridor is primarily a rural corridor, with no major activity centers or DRIs. Much of the northeastern portion of the county is environmentally sensitive land and development is minimal.

Employment densities and household densities are not significant enough to produce choice riders along this corridor. Transit dependent population along this corridor include 31 to 37 percent of the population under the age of 16 south of CR 42 from Paisley to Lake Kathryn, 26 to 50 percent of the population age 60 and above north of CR 42, and 21 to 30 percent of the households making \$10,000 or less south of the corridor from Lake Kathryn to the county line.



## 5.7.2 Community Circulator Service

Currently, there are two community circulators in Lake County. The Villages has a community circulator operated by Sumter County and LakeXpress operates the Leesburg Circulator, with a circulator planned for Mount Dora, but not yet implemented. Additional community circulators may be needed to link communities to the major corridors.

The **Lady Lake** Community has been impacted by The Villages development, and has seen a number of big box retail developments emerge. The LakeXpress Cross County Connector currently serves the corridor.

The Golden Triangle encompasses the three cities of **Tavares, Mount Dora, and Eustis**. With the exception of the LakeXpress Cross County Connector and proposed Mount Dora Circulator, these three communities have no community circulator service. Many activity centers are located in the Golden Triangle and two proposed commuter rail stations. County government buildings and low income housing, as well as educational opportunities and Florida Waterman Hospital generate trips between the three cities. Employment and household densities support transit in these three cities.

Employment densities in Tavares and Eustis reach 8.01 to 17.01 employees per acre, and household densities reach 3.01 to 6.34 households per acre in all three cities. Transit dependent residents are also located in the Golden Triangle, with several TAZ's comprising of 11 to 20 percent of households with no access to vehicles and 11 to 20 percent of households with an income of \$10,000 or less. The elderly population is also prevalent making up 21 to 75 percent of the population in several TAZ's in Mount Dora and Tavares. Eustis has a TAZ with 31 to 37 percent of the population age 15 years or less according to the 2000 census.

The cities of **Groveland, Mascotte and Minneola** have experienced significant growth since the 2000 census, yet do not have any community transit service. Employment densities in these cities do not support transit; however, proximity to SR 50 and access to employment in Orange County may warrant connections to regional service along SR 50. Household densities in Minneola are strongest for transit with 2.01 to 3.00 persons per acre. Because the area has grown tremendously since the 2000 census, the transit-dependent population may be different after the 2010 census.

The city of **Clermont** has seen a dramatic increase in population since the 2000 census, and LYNX operates the Clermont Express service to Orange County. Major Activity centers in Clermont include South Lake Memorial Hospital and Lake Sumter Community College/University of Central Florida. Several approved DRIs in or around Clermont include Lost Lake Reserve, Kings Ridge and Plaza Collina.

Employment densities in Clermont along SR 50 are 4.01 to 8.00 employees per acre. Household densities in several TAZ's in Clermont are 2.01 to 3.00 per acre with the Kings Ridges and Lost Lake Reserve adding another TAZ with 2.01 to 3.00 households per acre in 2020. In 2000, Clermont had a TAZ with 31 to 43 percent of the households making an income of \$10,000 or less and 31 to 44 percent of the households not owning a vehicle. While the percent of population over the age of 59 was not significant, 21 to 30 percent of the population is 15 years old or less.

### **5.7.3 Regional Needs**

As the Lake County Journey-to-Work map reveals, a significant number of Lake County residents commute to other counties for employment. Most notably, 20,009 or 24.6 percent of Lake County residents commute to Orange County. This indicates the need for regional transit service in Lake County.

#### *5.7.3.1 Regional Bus*

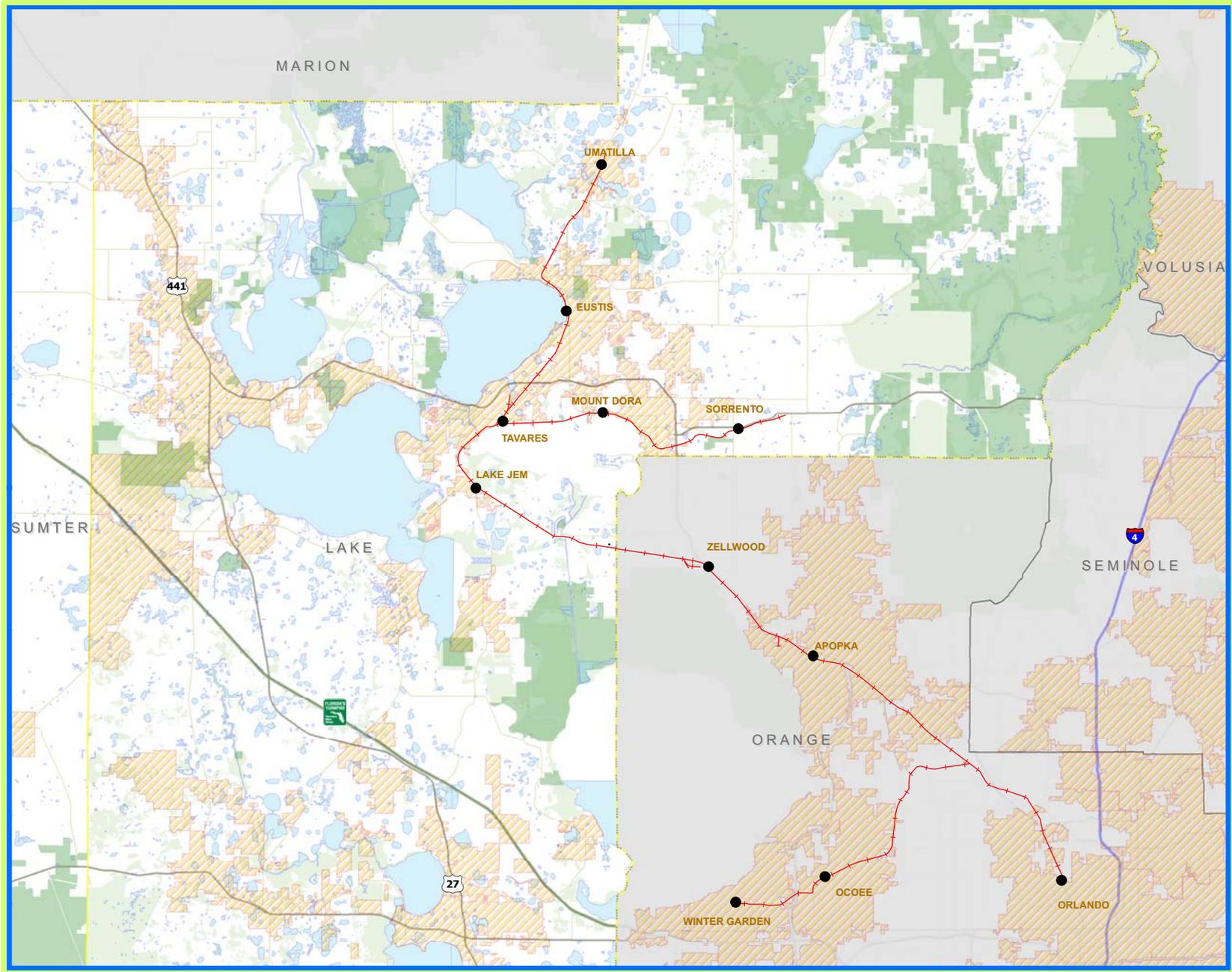
Limited regional bus service is currently offered in Lake County. LYNX operates two routes from the southern portion of Lake County to employment centers in Orange County. Additionally, once weekly service is provided from Paisley to DeLand in Volusia County, and the LakeXpress Cross County Connector provides a connection to Sumter County at The Villages. Other potential corridors that could support regional transit as mentioned in the previous corridor descriptions include Mount Dora to Zellwood in Orange County via 441, and the Florida Turnpike, where several DRIs include new interchanges as part of their development. Additional regional connections to adjacent counties would be Marion and Sumter counties at The Villages, Sumter County via SR 50, CR 470 and SR 44; Polk County at Four Corners, and Volusia County via SR 44/CR 42.

### 5.7.3.2 Commuter Rail

In addition to bus service, the Orlando area has studied commuter rail for the region. In August 2001, a feasibility study was conducted to assess the feasibility of the Northwest Corridor, the proposed commuter rail service along the Florida Central Railroad (FCRR/FCEN) from Eustis and Apopka to downtown Orlando, as shown on **Figure 5-22**. Two stations identified in the study were located in Lake County, including:

- **Eustis:** This station would serve as a major park and ride station with automobile passenger drop off facilities and ancillary bus facilities; and
- **Tavares:** This station would serve as an activity center station with automobile passenger drop off facilities as well as bus drop off facilities.

The 2001 Northwest Commuter Rail study discussed phasing project implementation by temporarily ending the commuter line in Zellwood to maximize opportunities for obtaining federal, state and local funding. Since then, the Federal Transit Administration has created new categories of New Starts Section 5309 grant applications. As one example, there are categories for small capital projects that include Small Starts and Very Small Starts. The Implementation Action Plan will consider which Section 5309 grant applications may be appropriate and identify the necessary steps to pursue additional funds for study as well as potential funding partners. The 2001 study also suggests that the Zellwood Station would adequately serve the Lake County market because one-third of the travel time from Eustis to downtown Orlando via commuter rail occurs over the 13 mile stretch from Zellwood to Eustis. The 2001 study reveals that commuters entering the commuter rail system at the Eustis station, and possibly the Tavares station, would have a faster total travel time if they drove to the Zellwood station. Since 2001, Lake County Public Transportation has submitted a grant application for a Zellwood Connector bus route. The impact of this potential connection will need to be examined further.



# FLORIDA CENTRAL RAIL



**Legend:**

-  Florida Central Rail
-  Cities
-  Interstate
-  Toll Roads

**Figure 5-22:**  
**Florida Central Railroad -**  
**Portions Studied as**  
**Northwest Commuter Rail**

#### **5.7.4 Future Bus Stops and Park and Rides**

The current LakeXpress system is a combination of bus stops and flag stops. A joint effort with the Lake County Public Transportation department and the Lake-Sumter MPO is underway to identify bus stops along the current routes. Two park and ride facilities are located on US 27 to accommodate the LYNX Express routes. One is located at SR 50 and US 27; the other is located at the Wal-Mart at US 27 and US 192. Currently, the Walgreens at Mount Dora is identified as the transfer point between the LakeXpress connector and the Mount Dora Circulator. However, the county has access to 18 acres at Lincoln Avenue and US 441 in Mount Dora for park and ride. As regional service is implemented, the need for additional park and ride facilities will arise.

## Section 6.0 Public Involvement

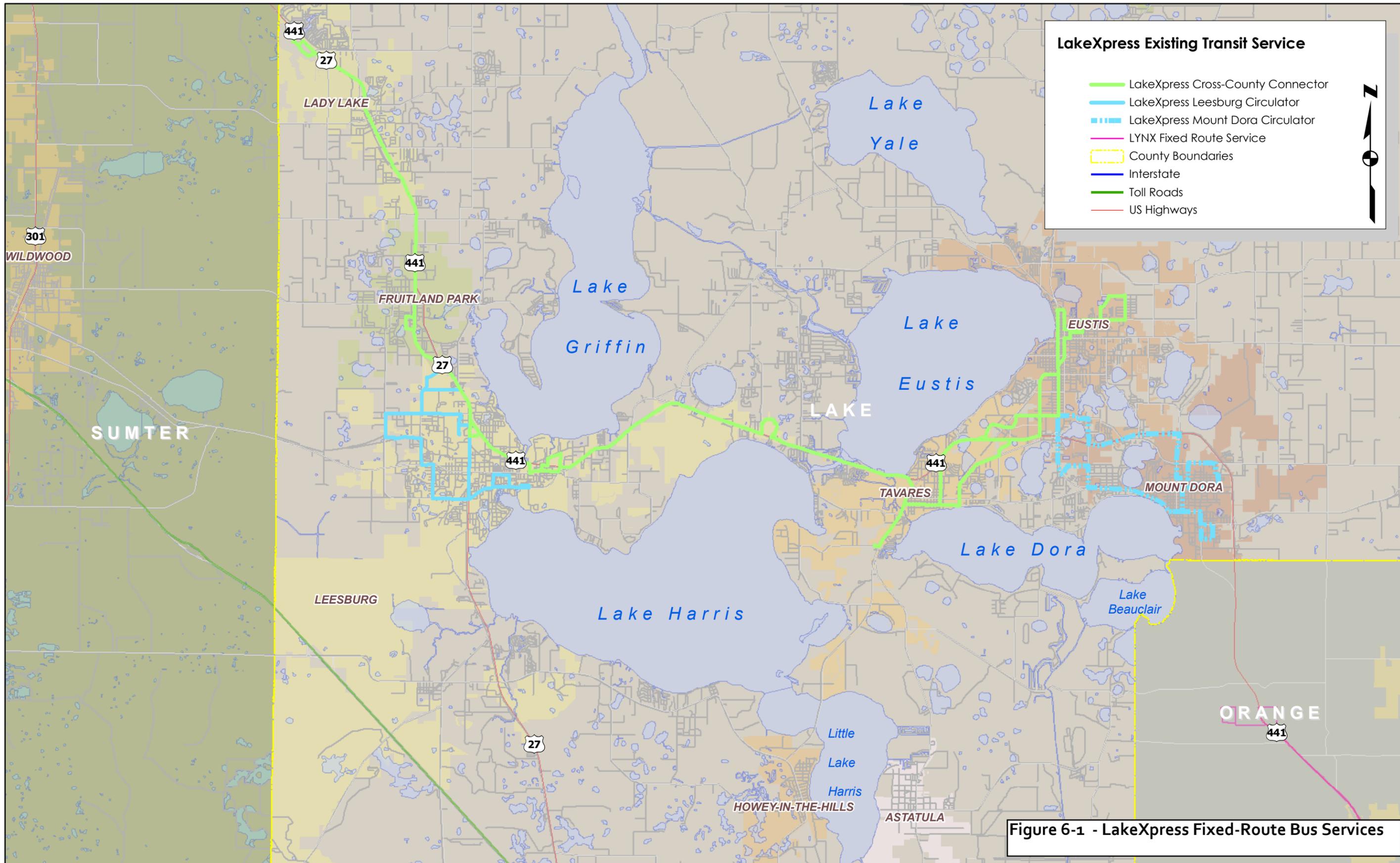
The purpose of this section is to summarize the public involvement techniques developed to discuss transit and paratransit services in Lake County with the community as well as the results of those efforts. An FDOT-approved *Public Involvement Plan* (hereafter referred to as the PIP) was developed specifically for the Lake County TDP update. The PIP is consistent with the *Lake~Sumter MPO Public Involvement Plan* as well as the National Environmental Protection Agency (NEPA) and Council on Environmental Quality (CEQ) regulations for implementing NEPA requirements.

The PIP identified the proposed methods and strategies for offering public involvement opportunities to review the mission goals, objectives, alternatives, and ten-year implementation plan. Meetings were held with the Regional Workforce Development Board and the Lake~Sumter MPO to discuss the TDP, public transportation goals and objectives, alternatives, and its implementation plan. This section describes in detail the public involvement activities and findings of the efforts conducted in conjunction with this TDP update. The FDOT-approved PIP is included in **Appendix A**.

### 6.1 Overview

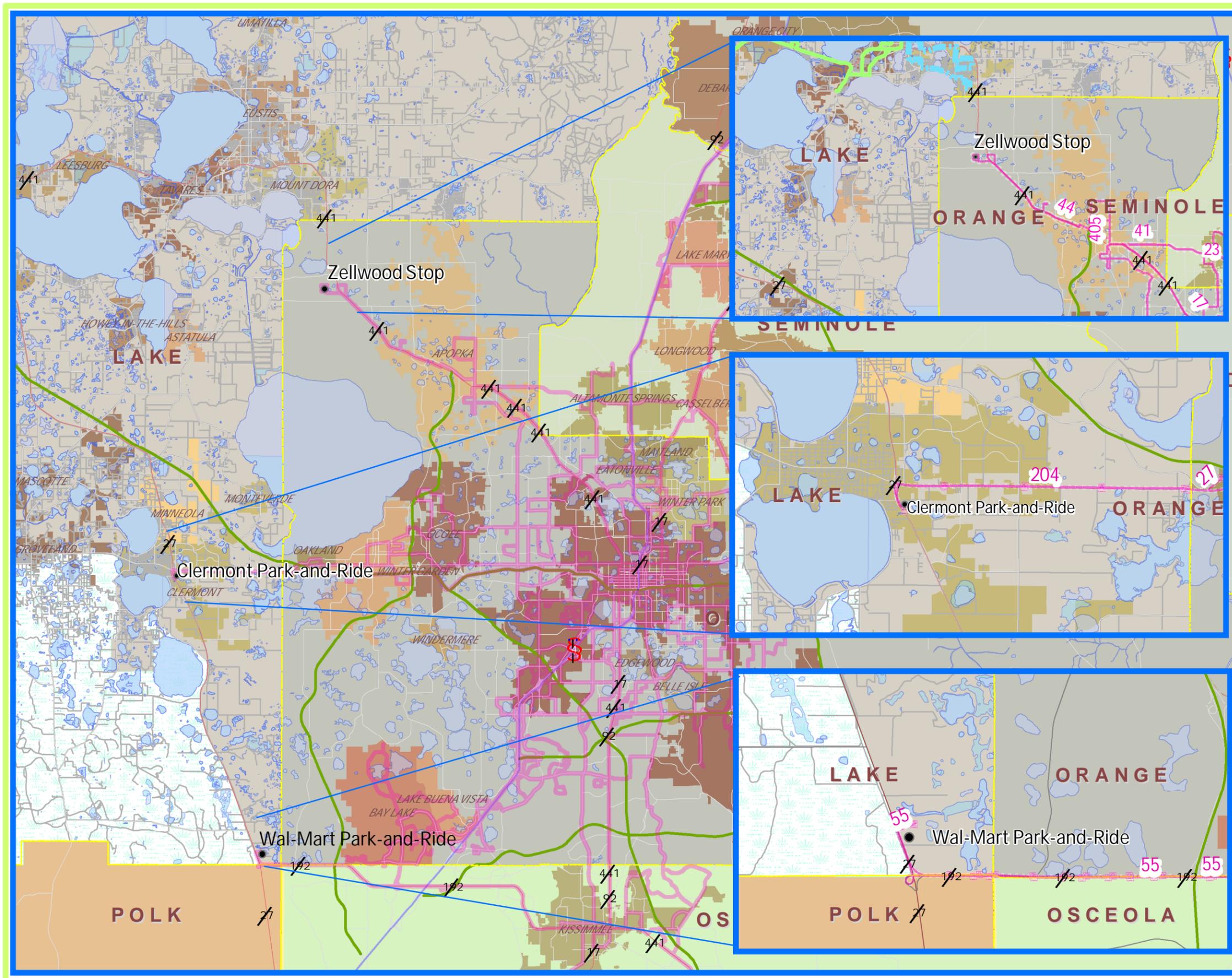
The findings of these public outreach activities indicate that Lake County Public Transportation is performing well. Lake County Public Transportation offers riders three types of services: (1) Lake County Connection paratransit and complementary ADA services; (2) fixed-route bus service through LakeXpress (see **Figure 6.1**); and (3) inter-county bus service through an agreement with LYNX (see **Figure 6.2**). The LYNX services include an express bus between the Clermont Park and Ride as well as fixed-route service along US 192 with a stop on US 27.

Survey responses indicate that Lake County Connection's paratransit services are serving riders needs well. The fixed-route LakeXpress system has less than a year of experience and the public perception of the service is excellent. The overall rating of service is very high with seventy-six (76%) of existing LakeXpress riders rating the service **Very Good**. The results of the survey of existing LakeXpress riders (April 2008) are summarized below in **Table 6-2**. Together with the twenty-two percent (22%) who rate their LakeXpress experience as **Good** and the *overall satisfaction rating is ninety-eight percent (98%)*. Survey responses indicate that the LYNX services are also well-liked. South Lake Express Riders expressed an interest in more service in the midday period and late evening to accommodate leaving work early and returning home from work late.



# LYNX EXISTING TRANSIT SERVICES

# Q



Legend:

LYNX Existing Transit Services

- County Boundaries
- LYNX Fixed Route Service
- Interstate
- Toll Roads
- US Highways
- Water Bodies

Figure 6-2 - LYNX Fixed-Route Bus Services

## 6.2 Public Involvement Strategies

The purpose of the TDP public involvement strategies has been to gather input from citizens within the community regarding current transit services and future transit needs. It is imperative to include citizens early and throughout the planning process so that the public can help to identify mobility needs of Lake County residents and visitors. Strategies were developed to provide forums where citizens were able to review materials and offer their thoughts regarding the goals, objectives, and strategies for future transit service improvements. Opportunities were also provided for the public to review proposed alternatives and offer comments. Public involvement strategies used during the development of the TDP are summarized in Error! Reference source not found. and are consistent with the Lake~Sumter MPO Public Involvement Plan (PIP) and include activities such as stakeholder meetings, transit passenger surveys, operator surveys, public workshops, and discussion groups.

**Table 6-1 – Public Involvement Strategies**

<b>Public Involvement Strategy</b>	<b>Objectives</b>
<i>Stakeholder Interviews</i>	To gather in-depth information from key stakeholders and community leaders regarding a specific topic using a pre-determined set of questions to help guide discussion.
<i>Transit Passenger Surveys</i>	To solicit involvement and participation from transit riders; to distribute pertinent information on public transit and specific project-related information; to receive public input to incorporate into the decision-making process.
<i>Transit Operator Surveys</i>	To utilize transit operator knowledge and daily interaction with passengers to obtain insight into the passenger's experience, verify input received from passengers, and provide important information related to the operation and safety of the bus routes and vehicles.
<i>Public Workshops</i>	Inform the public of ongoing projects, receive public input, and inform the public of additional public involvement opportunities.
<i>Discussion Groups</i>	Gather information regarding the attitudes and opinions of a small group of individuals through both a specific set of questions and open-ended discussion between participants.

## 6.3 Public Involvement Results

### 6.3.1 Stakeholder Interviews

It is imperative that stakeholder interviews are scheduled early on in the development process of the TDP update in order to obtain valuable information from local and regional officials, community leaders, and other individuals who may be involved with the current and potential transit service within the Lake-Sumter urbanized areas. During the initial development of this TDP, stakeholders were identified by Lake~Sumter MPO staff and interviews were conducted with 11 stakeholders (as shown in Error! Reference source not found.), to discuss current transit service, the implementation and funding of new transit projects, and to focus on other transit issues that may be of concern. The feedback received from stakeholders during these 60-minute interviews is used to identify opportunities and constraints with regards to current and future transit services.

**Table 6-2 – Stakeholder Interview Participants**

<b>Name</b>	<b>Affiliation</b>	<b>Date of Interview</b>
Diane Poitras	Florida Department of Transportation	May 1, 2008
Keith Mullins	Mayor, City of Clermont	May 5, 2008
Colleen McGinley	Tavares Chamber of Commerce	May 6, 2008
Sharon Kelly	MPO Board (Fruitland Park) & LakeXpress Taskforce	May 7, 2008
Dick Lastowka	Citizen's Advisory Board (Sumter County/The Villages)	May 7, 2008
Carlina Lindo	Sumter County Transportation Disadvantaged Coordinating Board (Community Action Agency)	May 7, 2008
Ben Biscan	Lake~Sumter MPO Board (Florida Central Railroad)	May 8, 2008
Jim Lowe	Lake County Transportation Disadvantaged Coordinating Board (Florida Association for Community Action)	May 8, 2008
Ed Smyth	Deputy City Manager, City of Leesburg	May 12, 2008
Richard Scott	Lake-Sumter Community College	May 13, 2008
Rick Golab	Florida Waterman Hospital	May 27, 2008

A series of 24 detailed questions were developed to facilitate the discussion and obtain stakeholders' perceptions of four major areas related to public transportation in Lake County, including:

- Existing Conditions;
- Transit Funding Issues;
- Traffic Congestion Issues; and
- The Future of Transit in Lake County.

For a copy of the interview script that was used for all of the interviews, along with the feedback received from stakeholders, refer to the *Lake-Sumter MPO Public Involvement Summary* developed in June 2008.

### **6.3.2 User Surveys**

During the development of this TDP update, two (2) surveys have been conducted in order to obtain feedback from transit passengers and operators. The surveys were designed to focus on passengers using the LakeXpress fixed-route service, commuters utilizing the LYNX South Lake Express service, and LakeXpress operators due to their daily interaction with passengers. For a sample of the surveys and detailed input obtained from passengers and bus operators, refer to the *Lake-Sumter MPO Public Involvement Summary* developed in June 2008.

The two on-board surveys were conducted as part of the public involvement process for the TDP update. A system-wide on-board survey was designed and conducted to obtain input from passengers using the LakeXpress fixed-route service. This survey was conducted on a single mid-week weekday. In addition to the LakeXpress on-board survey, a second survey was administered to commuters who utilize the South Lake Express service that is currently provided by LYNX between Clermont and downtown Orlando along SR 50. Similar to the LakeXpress on-board survey, the commuter survey also was conducted on a single mid-week weekday.

#### *6.3.2.1 LakeXpress On-Board Survey*

As previously mentioned, in order to solicit information from LakeXpress' fixed-route patrons, an on-board survey was conducted on Thursday, April 17, 2008. The survey questions sought demographic, travel behavior, and satisfaction information from the system's users. Error! Reference source not found. summarizes the results of the on-board survey effort.

**Table 6-3 – Summary of On-Board Survey Results**

<b>Question</b>	<b>Possible Responses</b>	<b>Results</b>
What LakeXpress route are you currently riding on?	Route 1 – US 441	68.3%
	Route 2 – Leesburg Circulator	31.7%
How would you rate your bus service experience?	Very Good	76.0%
	Good	22.0%
	Average	2.0%
	Poor	0.0%
What is the purpose of this trip?	Work	51.8%
	School/College	9.9%
	Shopping/Errands	14.9%
	Medical (Doctor, Dentist)	11.3%
	Visiting/Recreation	5.0%
	Other	7.1%
What purpose do you normally use the bus for?	Work	60.2%
	School/College	6.3%
	Shopping/Errands	14.8%
	Medical (Doctor, Dentist)	7.8%
	Visiting/Recreation	3.1%
	Other	7.8%
How do you usually get to the bus?	Walk less than 1 block	45.6%
	Walk 1 to 2 blocks	22.4%
	Walk 2 to 5 blocks	10.9%
	Walk more than 5 blocks	4.1%
	Bicycle	5.4%
	Drive	1.4%
	Get dropped off	6.1%
	Other	4.1%
Did you use a wheelchair to board a bus?	Yes	2.7%
	No	97.3%
How many trips do you make per week using public transportation?	1-2 trips	18.3%
	3-5 trips	19.7%
	5-6 trips	29.3%
	More than 6 trips	32.7%

**Table 6-3 – Summary of On-Board Survey Results**

<b>Question</b>	<b>Possible Responses</b>	<b>Results</b>
Do you have another travel option to make this trip if not by bus?	Yes	20.9%
	No	79.1%
What is the most important reason you ride the bus?	I don't drive	32.8%
	Car is not available	25.4%
	Bus is more economical	10.4%
	Traffic is too bad	0.0%
	Parking is difficult/expensive	0.0%
	Bus is more convenient	6.0%
	Don't have a valid driver's license	20.9%
Other	4.5%	
How long have you been using LakeXpress bus service?	This is the first day	3.9%
	Less than 3 months	22.9%
	3 to 6 months	35.9%
	Longer than 6 months	37.3%
Do you think there is a need for additional transit service in Lake County?	Yes	91.5%
	No	8.5%
If yes, what type of improvement would you most like to see?	More Frequent Service	13.5%
	Weekend Service	56.2%
	Later Evening Service	5.6%
	More Routes/Service	19.1%
	Other	5.6%
How do you usually get information on LakeXpress?	Bus Schedule	34.1%
	Bus Driver	38.7%
	Call LakeXpress	13.2%
	Notices on Buses	5.4%
	Newspapers	1.6%
	Television	0.0%
	Other	7.0%
What fare did you pay for this trip?	\$1.00 (standard fare)	69.7%
	\$0.50 (half fare)	16.6%
	10-Ride Pass	3.4%
	Daily Unlimited Ride Pass (Full or Half)	5.5%
	30-Day Unlimited Ride Pass (Full or Half)	4.8%

**Table 6-3 – Summary of On-Board Survey Results**

<b>Question</b>	<b>Possible Responses</b>	<b>Results</b>
Your age is?	15 years or younger	0.0%
	16 to 24 years	20.9%
	25 to 39 years	33.8%
	40 to 59 years	35.8%
	60 years or older	9.5%
What was the range of your total household income for 2007?	Less than \$10,000	38.5%
	\$10,000 to \$19,999	28.5%
	\$20,000 to \$29,999	17.7%
	\$30,000 to \$39,999	9.2%
	\$40,000 to \$49,999	3.8%
	\$50,000 or greater	2.3%

*6.3.2.2 Commuter Express Survey*

A second survey, similar to the LakeXpress on-board survey, was also administered to commuters who utilize the South Lake Express service that is currently provided by LYNX (the tri-County public transit system serving Orange, Seminole, and Osceola Counties) between Clermont and downtown Orlando along SR 50. The commuter survey was distributed to all riders at the Lake County park-and-ride in Clermont prior to their boarding the commuter express bus for each of its five morning trips. Similar to the on-board survey, the commuter express on-board survey also was distributed on Thursday, April 17, 2008. Error! Reference source not found. summarizes the results of the commuter express on-board survey effort.

**Table 6-4 – Summary of Commuter Express Survey Results**

<b>Question</b>	<b>Possible Responses</b>	<b>Results</b>
What is the purpose of the trip you are about to make?	Work	93.1%
	School/College	2.3%
	Shopping/Errands	2.3%
	Medical (Doctor/Dentist)	2.3%
	Visiting/Recreation	0.0%
	Other	0.0%

**Table 6-4 – Summary of Commuter Express Survey Results**

<b>Question</b>	<b>Possible Responses</b>	<b>Results</b>
Is this your first time riding the LYNX commuter express bus?	Yes	8.9%
	No	91.1%
How long have you been using the commuter express service?	Less than 3 months	22.7%
	3 to 6 months	11.4%
	6 to 12 months	27.3%
	Longer than 1 year	38.6%
How long have you been using the commuter express service?	Less than 3 months	22.7%
	3 to 6 months	11.4%
	6 to 12 months	27.3%
	Longer than 1 year	38.6%
How would you rate your typical express bus service experience?	Very good	65.9%
	Good	31.8%
	Average	2.3%
	Poor	0.0%
How many trips do you make per week using the commuter express?	1-2 trips	6.9%
	3-4 trips	13.6%
	5-6 trips	31.8%
	7-10 trips	47.7%
	More than 10 trips	0.0%
Will you use a wheelchair lift to board the bus for this trip?	Yes	2.2%
	No	97.8%
How did you get to this park-and-ride lot?	Walk less than 1 block	0.0%
	Walk 1 to 2 blocks	0.0%
	Walk more than 2 blocks	2.2%
	Bicycle	68.9%
	Drove and parked	26.7%
	Got dropped off	0.0%
	Other	2.2%
How will you get from the downtown Orlando transfer center to your final destination?	Walk less than 1 block	17.8%
	Walk 1 to 2 blocks	28.9%
	Walk more than 2 blocks	20.0%
	LYNX local bus route	28.9%
	Bicycle	0.0%
	Taxi	0.0%
	Get picked up	0.0%
Other	4.4%	
Do you have another travel option to make this trip if not by bus?	Yes	81.0%
	No	19.0%
What is the most important reason you ride the commuter express bus?	I don't drive	2.2%
	Car is not available	6.7%

**Table 6-4 – Summary of Commuter Express Survey Results**

<b>Question</b>	<b>Possible Responses</b>	<b>Results</b>
	Bus is more economical	71.1%
	Traffic is too bad	4.4%
	Parking is difficult/expensive	0.0%
	Bus is more convenient	8.9%
	Don't have a valid driver's license	2.2%
	Other	4.4%
Are you satisfied with the number of and times of the daily express trips provided?	Yes	58.1%
	No	41.9%
What fare did you pay for the trip you are making right now?	\$1.75 (standard fare)	15.9%
	Single day pass	15.9%
	7-day pass	2.3%
	30-day pass	65.9%
Your age is?	15 years or younger	0.0%
	16 to 24 years	2.2%
	25 to 39 years	17.8%
	40 to 59 years	66.7%
	60 years or older	13.3%
What was the range of your total household income for 2004?	Less than \$10,000	2.3%
	\$10,000 to \$19,999	2.3%
	\$20,000 to \$29,999	4.5%
	\$30,000 to \$39,999	6.8%
	\$40,000 to \$49,999	13.6%
	\$50,000 or greater	70.5%

### 6.3.2.3 LakeXpress Bus Operator Survey

A transit agency's bus operators interact with passengers on a daily basis, so they represent an important source of beneficial information and are often able to provide insight into the passenger's experiences, validate input received from passengers from the on-board survey, and provide key information related to the safety and operations of the bus routes and vehicles. As such, a survey was developed and distributed to all LakeXpress bus operators to obtain their assessment. Lake County's fixed-route service provider, MV Transportation, distributed and collected the transit operator surveys. All nine (9) of LakeXpress' active drivers participated in the survey.

Drivers were asked to rank the five (5) most frequent complaints expressed by passengers. According to the responses received by drivers, the following issues represent most common complaints voiced by the passengers:

- lack of bus stops and amenities;
- need for later evening/night service;
- need for weekend service; and
- need for more service to other counties (e.g., Sumter and Orange).

The drivers also were provided with a list of nine (9) possible improvements to the system and were asked to rank which improvements would be most helpful to the system. Most of the operators who completed a survey indicated that more time is needed in the schedules and that LakeXpress should lower its fares. The majority of the responding operators also agreed with the passengers that later evening service should be provided. The drivers also were asked to identify and discuss potential safety problems on any of the current LakeXpress routes. Following are the specific comments that were received from the drivers who responded to this question.

- Passengers need to know we do not pick up or drop off at red lights, stop signs, or turning lanes. Buses need signs on the back that to alert drivers that frequent stops are made.
- Passengers pass in front of buses to cross the street.
- Parking is bad in downtown Tavares. Large trucks park and wait by the Lake County administration building and they stick out too far. This causes the bus to have to move over to get around them and approaching vehicles do not slow down or stop.
- It is not safe for riders to be flagging down buses at intersections and turn lanes.
- More time is needed [for drivers] to wake up (maybe changing buses more often and turning the four-hour break into two separate two-hour breaks).

Next, the drivers were asked whether there were any run times on routes or route segments that are difficult to maintain. Following are comments regarding specific segments along each route that drivers, who responded to this question, indicated were problematic:

- Route 1:
  - No specific route segment provided.
- Route 2:
  - A lot of wheelchair activity slowing the route down; and
  - Route difficult from 11:00 a.m. to 3:00 p.m.

Finally, the last survey question asked the drivers to provide any other comments that they thought might be useful to LakeXpress helping improve its service. It was suggested that a left-turn arrow is needed at Leesburg Regional Medical Center and a left-turn light is needed at 12<sup>th</sup> Street and Main Street.

### **6.3.3 Public Workshops**

Public workshops provide a forum for obtaining public opinions regarding public transit needs and services. These workshops utilized an “open-house” format and included presentations, maps, surveys, dot polling, visual displays, and other informational materials. These techniques are designed to be informal and educational to the public. Public workshops have been scheduled, in coordination with the LSMPO, throughout the development of the TDP update and have been held at venues and hours in areas that will promote greater public participation.

The first workshop series was scheduled early in the process to gain initial input from the public, while the remaining workshops were scheduled later in the process so that the public has the opportunity to review potential transit improvements and solutions. For details regarding the public involvement activities, please refer to Appendix A. Notices for the public workshops were distributed in accordance with Lake County and the Lake~Sumter MPO public notification requirements, in addition to any other marketing materials used to promote greater public participation at the workshops.

### **6.3.4 Discussion Groups**

Three (3) discussion groups have been conducted to obtain input specifically related to public transit service and covered similar topics such as service quality, service improvements, and transit needs. One of the discussion groups was conducted with current LakeXpress passengers to help represent the “transit user” perspective. In coordination with Lake County and the Lake~Sumter MPO staff, two other group discussions included “non-transit” users from the local chambers of commerce, health, business, commerce, and educational communities.

## **6.4 Conclusions**

For a system with less than a year of experience, the public perception of the service is excellent with only minor concerns identified. While these items are relatively minor, they will require additional funding to remedy in a period of significant fiscal constraints. Most riders LakeXpress and South Lake Express patrons use the service to get to work and are of working age (25-59 years of age). The survey indicates that the LakeXpress is filling a critical local need for those members of the community that are most in need financially. Surveys of South Lake Express riders indicate that they ride transit because it is more economical and convenient. Both groups of riders appreciate the bus service with roughly **98%** of both survey groups rating service as **Good or Very Good**.

Many LakeXpress riders do not have an alternative means of transportation (79%), most are using the bus to get to work (60%), and many have annual household incomes below \$30,000 (85%). The survey indicates that the LakeXpress is filling a critical local need for those members of the community that are most in need financially. LakeXpress is getting people to work who have no other means of transportation. Essentially, this service is reducing unemployment in Lake County.

During the TDP public involvement process, the public has indicated that if transit were convenient, accessible, safe, and efficient they would choose transit. A majority of passengers interviewed also were willing to pay additional taxes for an expanded transit system. The surveys indicate a desire for improving existing services and offering premium transit services. The community is seeking near-term improvements to fixed-route bus service that will provide residents with a viable alternative to riding in a car that is both convenient and gets them where they need to go.

LakeXpress riders and non-riders alike remain hopeful and seek a future where commuter facilities such as park-and-ride lots as well as premium transit services are offered. The surveys indicate a desire for improving existing services and offering premium transit services such as express bus service, light rail, commuter rail, connections to Disney, fast service to Downtown Orlando, and access within the County to social and municipal services. There is some inconsistency in opinions regarding the timeframe for implementing commuter rail and light rail but these transit services are definitely among the community's aspirations.

## Section 7.0 Marketing and Monitoring

The purpose of this section of the Transit Development Plan (TDP) is to discuss the need for and strategies for publicizing the public transportation services provided by the Lake County Public Transportation Division through its contract with M. V. Transportation. In addition, the monitoring section discusses the performance since the last TDP was developed in comparison to identified goals and objectives. The analysis of marketing and monitoring is a necessary guidepost to indicate the progress that has been made toward meeting identified goals and objectives; it is a measure of progress and a commentary on changing conditions.

Based upon the analyses performed for this TDP, the LakeXpress and Lake County Connection services are on-target. The LakeXpress is a very new service and peer comparisons are essential to identify future service needs and capabilities. It should be noted that a number of comparisons are made to other transit providers and to the goals identified in previous planning documents. Before reading these comparisons, it should be noted that they are very limited in their applicability since LakeXpress has only been in operation since May 21, 2007 and fares were not collected until August 2007. Additionally, since service began fuel prices have risen dramatically. These factors should be considered while reading this section.

### 7.1 Marketing Program

Marketing activities are required to let the public know what services are available and who to contact to find out additional information – *visibility increases utilization*. Transit service marketing includes a range of techniques, such as easy to read schedules and route maps, brand imaging on buses and bus stops, direct advertising to target market groups, and fare incentives such as discount passes. For a marketing campaign to be successful, an easily recognizable logo and transit vehicle label is needed. LakeXpress has developed an easily identifiable image and it has been suggested that LakeXpress and Lake County Connection services be branded under a common brand so that the public is aware that the Lake County Public Transportation Division is responsible for both services.

#### 7.1.1 Marketing Goals & Objectives

As stated in **Section 3** of this TDP, the marketing goals and objectives are listed below.

**Goal 4: Increase the visibility and utilization of public transportation services through marketing, education, improvement of existing services, and the development of new services.**

- Objective 4.1:** Conduct a pro-active and ongoing public outreach program to educate citizens and visitors about the availability and characteristics of existing and near-term future public transportation services.
- Objective 4.2:** Develop an on-going public involvement process through surveys, discussion groups, interviews, and public workshops.
- Objective 4.3:** Market existing public transportation services as a travel option to specific market segments based on the characteristics and purpose of various services as they are implemented.
- Objective 4.4:** Pursue marketing opportunities through community associations and clubs, e.g., newsletters, closed-circuit television in The Villages.
- Objective 4.5:** Implement bus, shelter, and bench advertising based on approved contract with a vendor.

### **7.1.2 Public Input Regarding Transit Marketing**

Public involvement efforts for this TDP update in the form of an on-line survey, an on-board rider survey, a bus operator survey, and stakeholder interviews reveal that additional marketing is needed, particularly for targeting choice riders. Results from these efforts regarding marketing of the system can be summarized as follows:

- In the on-line survey, 64 percent of the respondents do not believe that LakeXpress has done an effective job marketing the transit service options;
- On-line survey responses regarding additional steps that should be taken to increase the use of public transit included marketing about the service and additional public outreach;
- Over 90 percent of current LakeXpress riders participating in the on-board survey indicated that the availability of bus information and the user-friendliness of bus information is good or very good;
- As part of the on-board survey results, 39 percent of the riders get information about LakeXpress from the bus drivers, 34 percent from the bus schedule, and 13 percent call LakeXpress directly. While the on-board survey did not include the internet as a response choice for this question, seven percent (7%) of the responses answered “other,” which may include internet research.

- Three of the nine LakeXpress bus operators indicated that they have heard complaints from passengers that the bus schedule is hard to understand;
- Regarding possible improvements to the system, eight bus operators identified the need to provide better route and schedule information;
- Of those that indicated marketing was effective, several responses suggested that additional marketing should be considered to reach new groups of potential riders.

### **7.1.3 Marketing Strategies**

Lake County Public Transportation faces a number of challenges in improving its marketing strategy. Funding transit marketing is an obstacle, as many forms of advertising can be costly, such as radio and television advertising. Additionally, because LakeXpress is a new service, building community awareness of the service is vital for success. Marketing efforts should focus on the new fixed route services, encouraging all who are able to use it to ride.

The LakeXpress website provides a valuable marketing tool for existing and future transit riders to access information about the service. Lake County Public Transportation should continue to promote the service through the website, as well as to riders who may not have access to the internet by placing route maps and schedules at key bus stops and major travel generators. Additional materials could be distributed through a speaker's bureau at various meeting opportunities. Lake County Public Transportation should also continue to brand the LakeXpress service on all marketing collateral, bus stops, and buses.

The previous TDP presented an outline of possible marketing techniques for the new fixed-route transit service. Marketing techniques were categorized into four categories, with the extent of use, evidence of success, and perceived success provided for each technique included based on observations of marketing activities of transit systems throughout the United States. The applicability of the marketing techniques for Lake County was identified, as well.

Since LakeXpress service has been in operation for a year now, the previous TDP strategies are reviewed below and modified to accommodate the goals and objectives for existing and future transit service. One focus of the marketing effort should be to continue to introduce the fixed-route service to residents and employers who are not yet familiar with LakeXpress. In addition to marketing the system specifically, it is also important to raise awareness of transit in general as a transportation option; particularly since additional road widening will be limited.

## Strategy 1: Transit Pricing

**Table 7-1** provides a summary of fare instruments and fare-oriented marketing techniques, as presented in previous TDP efforts. The applicability of each of these techniques for Lake County has been reviewed and updated.

The regular one-way bus fare for LakeXpress fixed-route bus service is \$1.00. During the public involvement efforts, passengers indicated that this fare is perceived as appropriate and fair for the services provided. The \$1.00 is considered to be within the expense range of most transit patrons in Lake County. It is also a fare that can easily be handled by traditional types of fare collection systems. As service matures, Lake County may want to revisit the recommended fare policy and structure in order to account for increasing operating costs and cost of living increases.

One measure for tracking and monitoring the effectiveness of the transit system is the fare box recovery ratio. The fare box recovery represents the percent of total operating costs recovered through fare box collections. National fare box ratios average about 30% and fare box ratios in Florida average about 20%. For the period from August 2007 through May 2008, fare box recovery was roughly five percent of total operating costs. It should be noted that this fare box monitoring period does not include a full year. As the system grows, fare box recovery ratios should be monitored after the first two to three years of fare collection to ensure appropriate fare policies are being implemented by the transit agency.

For systems receiving federal funding, the Federal Transit Administration (FTA) requires the availability of reduced fares during non-peak hours of service for elderly persons (65 years and older) and persons with disabilities. Lake County offers discounts off of the full fare various transit patrons. The Lake County reduced fare is a 50% fare reduction be applied for elderly over 60 years, disabled citizens, and students. To qualify, patrons will have to show an appropriate identification. This identification could be issued through Medicare, school, or the transit system. No fare is charged for children five years old or younger traveling with a chaperone. Patrons who are certified under the ADA program also ride the regular fixed route bus services for free.

Lake County offers two types of passes, both with unlimited rides, but one for daily use (\$3.00) and one good for a 30-day period (\$30.00). In addition, 20-ride passes are available for \$16.00 and 10-ride passes are available for \$8.00. Although fares are an important source of revenue, they make up a relatively small percentage of Lake County Public Transportation's overall budget. Discounted fares and passes are a valuable way to create rider loyalty. It is important to structure pass programs to avoid negative impacts on revenue. The current LakeXpress monthly pass fare structure is 15 times a daily round-trip fare. This multiple is appropriate for an agency of this size, and is sufficient to encourage rider loyalty.

**Table 7-1 – Fare and Pricing Efforts**

<b>Technique</b>	<b>Extent of Use</b>	<b>Evidence of Success</b>	<b>Perceived Success</b>	<b>Applicability to Lake County</b>
Employer Pass Programs	Some	Positive	Very Successful	High - but limited number of large and medium sized employers
University Programs (U-Pass)	Wide	Not Available	Not Available	High – Can be a joint effort with Lake-Sumter Community College
Discounted Passes	Wide	Negative	Quite Successful	High – encourages rider loyalty and discretionary trips
Free Ride Offers	Wide	Positive	Very Successful	Some - provides incentive for trying bus service
Shop and Ride	Some	None	Worthwhile	High - expand grocery bus service concept
Free Ride Days	Wide	Negative	Very Successful	Limited - does not attract many new riders
Peak/Off-Peak Fares	Some	Positive	Worthwhile	None - not applicable for current markets
Free Fare Zones	Some	Positive	Quite Successful	None - service area too small

The previous TDP recommended free ride offers, shop and ride, discounted passes, and employer pass programs. LakeXpress has implemented discounted passes for seniors, students, and passengers with disabilities. Discounts are also provided to persons with a valid Medicare card and veterans with a DD-214. Additional pass efforts should emphasize the following:

- **Employer Pass Program:** Coordinate with large and medium sized employers to develop pass programs for those employers; and
- **University Program (U-Pass):** Implement a U-Pass program with Lake-Sumter Community College via a joint partnership to provide passes and other payment options for students, such as specialty passes, unlimited access, reduced-single fare, or joint transit agency-university fare cards.

### 7.1.4 Strategy 2: Promotional Efforts

**Table 7-2** provides a summary of promotion-oriented marketing techniques, along with recommendations regarding the applicability of the marketing techniques for use in Lake County, as presented in the previous TDP effort and updated for 2008.

**Table 7-2 – Promotional Efforts**

<b>Technique</b>	<b>Extent of Use</b>	<b>Evidence of Success</b>	<b>Perceived Success</b>	<b>Applicability to Lake County</b>
Telephone Info. Service	New	Positive	Quite Successful	High - customer service representatives may be expensive/consider automated information
Direct Contact Marketing/ Speakers Bureau	New	Positive	Quite Successful	High - presentations to community groups/ information booths/transit fairs
Merchant Discounts	New	None	Quite Successful	High - services designed to transport customers to commercial businesses
Promotional Items	Wide	None	Worthwhile	Some - may be expensive/seek donations from community
Anniversary Promotions	Wide	None	Quite Successful	Some - may be expensive/seek donations from community

LakeXpress has the opportunity to expand their promotional efforts by incorporating a telephone information system as a marketing strategy. A telephone information system that includes voice mail or automatic voice message capability could be easy to implement and would give LakeXpress customers another avenue to obtain route, stop, or schedule information.

Another strategy applicable to Lake County residents would be direct marketing efforts to target groups, particularly at hospitals, large employers, large retailers, retail associations, restaurant associations, retirement communities, community colleges, visitor's bureaus, and other locations with high concentrations of potential riders. Additionally, partnering with merchants to provide discounts, such as The Villages or Lake Square Mall, would provide an incentive for riders to use transit to access these travel generators.

### 7.1.5 Strategy 3: Media Outreach and Advertising

**Table 7-3** lists the media outreach and advertising efforts recommended in the previous TDP, with recommendations updated for 2008.

**Table 7-3 – Media Outreach and Advertising Efforts**

<b>Technique</b>	<b>Extent of Use</b>	<b>Evidence of Success</b>	<b>Perceived Success</b>	<b>Applicability to Lake County</b>
System Maps	Wide	Conflicting	Very Successful	High - understanding of routes and schedules
Community Access Channels	Some	None	Worthwhile	High - county wide/communities
Community Education	Wide	None	Quite Successful	High - inexpensive, use with direct marketing
Internet	New	None	Worthwhile	High – inexpensive, can be priced according to results
Newsletters	Some	None	Worthwhile	Some - requires labor commitment but can be inexpensive
Newspaper	Wide	Positive	Quite Successful	Limited - cost may be too high
Radio	Wide	Positive	Quite Successful	Limited - cost may be too high
Television	Some	Positive	Quite Successful	Limited - cost may be too high
Outdoor	Some	None	Worthwhile	Limited - cost may be too high

Among the printed media, route schedules and maps are an invaluable tool for transit riders to learn about the system. LakeXpress is currently working with various city utilities to place information about the fixed route service on utility bills. As a continuing marketing strategy from the previous TDP, LakeXpress should provide customers access to printed route maps and

schedules that are easy to read and understand. As in past years, mass media efforts remain very expensive, but the availability of more targeted media, particularly internet outlets, has increased.

The current LakeXpress service is already linked to the Lake County web pages, and features system maps, schedules, and other relevant information. Additional media outreach and advertising opportunities for Lake County include:

- **Internet Direct Sales:** Lake County Public Transportation should explore the possibility of adding direct sales by a click link from the web page (“Buy your pass now”) on their website; and
- **Community Access Channels:** This medium would provide information about LakeXpress through the use of community access channels, such as city or county sponsored television channels, as well private community access channels; and
- **Utility Statements:** Lake County is also working with cities that have utilities to place transit service information on customer statements.

#### 7.1.6 Strategy 4: Additional Outreach Efforts

**Table 7-4** displays additional potential outreach techniques listed in the prior TDP effort that are still applicable.

**Table 7-4 – Additional Outreach Efforts**

<b>Technique</b>	<b>Extent of Use</b>	<b>Evidence of Success</b>	<b>Perceived Success</b>	<b>Applicability to Lake County</b>
Discussion Groups	Some	Positive	Quite Successful	High - special form of direct contact marketing
General Public Surveys	Some	None	Worthwhile	Some - community perception of transit
On-Board Surveys	Wide	Positive	Worthwhile	Some - inexpensive with driver cooperation

As the fixed-route service matures, on-board surveys will play an important role in helping plan future service improvements. Such surveys can be costly, but costs can be reduced by coordinating with drivers to distribute and collect the surveys. The following section on

performance monitoring provides more discussion about on-board surveys. Surveys of the general public are best included in a more general MPO transportation planning survey effort with specific transit services questions.

## **7.2 Monitoring Program**

A monitoring program is a key instrument for measuring the success of transit service. Performance standards that measure the efficiency and effectiveness of service help to guide future service decisions. Data used to measure performance include Annual Passenger Miles, Annual Vehicle Revenue Miles, Annual Vehicle Revenue Hours, Operating Expenses, and Passenger Trips. Typically, historical data are used to determine these standards; however, LakeXpress is a new system and only has one full year of data collection. The 2005 TDP conducted a peer review analysis to determine performance standards for the LakeXpress system with the understanding that meeting peer standards cannot be attained until the third year of operation.

Because the 2005 TDP provided a comprehensive analysis of peer systems, a complete peer review is not necessary for this update. With the implementation of LakeXpress service and the availability of Fiscal Year (FY) 2006 peer system data, it is beneficial to look at the peers identified in the 2005 TDP to compare recent year data with actual LakeXpress performance.

LakeXpress began service in May 2007. As with most systems, the fiscal year begins in October. Therefore, partial year data are available from May 2007 to September 2007, and October 2007 to May 2008. However, it is important to note that when determining performance, LakeXpress fare boxes were not collected during the first three months of operations. In order to compare an entire year of data for the purpose of this analysis, data from June 2007 to May 2008 were used to determine LakeXpress performance results. The National Transit Database provides the validated source data for a peer analysis, with the most recent year available being FY 2006 (October 2005 to September 2006). It is important to note that these differing time frames do not allow a direct comparison, particularly since outside factors such as rising gas prices have likely affected the recent operating expenses, as well as ridership, for all of the peer transit agencies in this analysis. Additionally, LakeXpress did not collect fares during the first three months of operation; therefore, the data may be skewed.

The 2005 TDP compared five peer systems for the fixed-route peer analysis. These systems are as follows:

- Bay County Council on Aging (Bay Town Trolley);
- Ocala/Marion County MPO (SunTran);
- St. Lucie County Council on Aging (Treasure Coast Connector);

- Winter Haven Area Transit (WHAT); and
- Hernando Express (THE Bus).

The 2005 TDP used FY 2002 data for all of the peers with the exception of THE Bus and Treasure Coast Connector, which were new start-ups in 2002. For these two peers, unvalidated data for FY 2003 was used. It should be noted that St. John's County has recently made a transition from a rural to a small urban transit system. Because it is a new system, data are not available for this analysis. However, future analysis should include St. John's County as a peer system.

### **7.2.1 Performance Measures**

Performance standards help measure the efficiency and effectiveness of the service, as well as cost effectiveness of the system. Four performance standards are analyzed for LakeXpress. Three of these standards are identified in the 2005 TDP, and include Operating Expenses per Revenue Hour, Operating Expenses per Passenger Trip, and Passengers per Revenue Mile. A fourth performance standard is included in this update, Passengers per Revenue Hour.

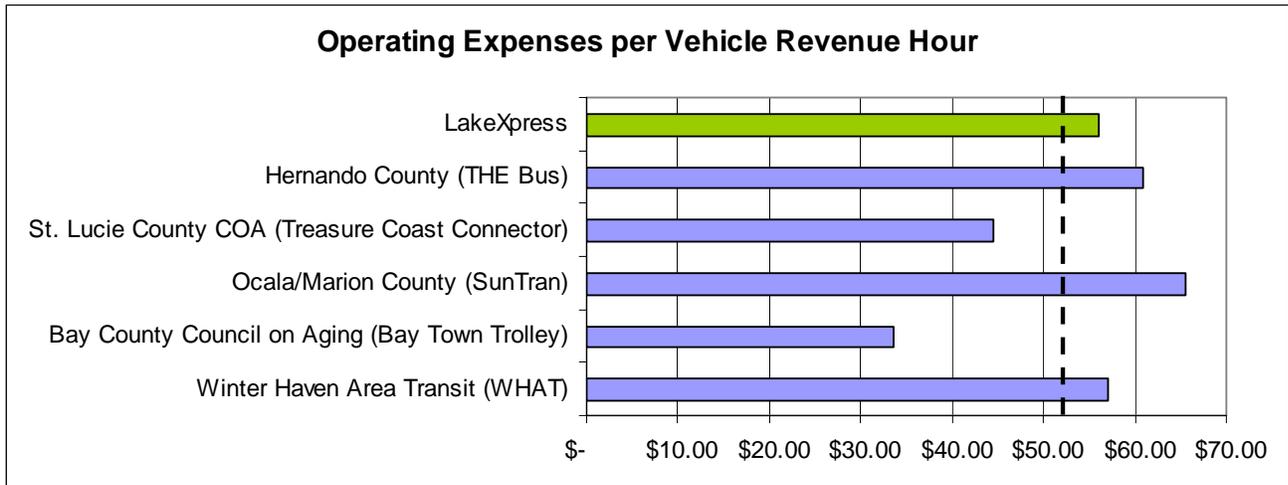
A comparison of the peer systems in FY 2006 and LakeXpress after the first year of operation is provided below. This is followed by graphs of FY 2006 peer system performance, as well as the current LakeXpress average for each performance measure. The vertical dotted line in each graph indicates the FY 2006 average of the peer systems.

For new systems start-ups, such as LakeXpress, two years is typically required for ridership to mature. Therefore, the data provided in this analysis are intended to assess how the system is doing after its first full year of operations relative to the peers. At the end of its second full year, LakeXpress should revisit these performance measures and set standards for the third year of operation. These standards may need adjustment again with the implementation of the Mount Dora Circulator, after two full years of ridership data are collected.

#### **Operating Expenses per Revenue Hour**

This measure determines the efficiency of the transit service. The 2005 TDP used the peer average of \$36.00 for the first three years of service. In FY 2006, the peer average was \$52.33 (see dashed line on **Figure 7-1**); a 47 percent increase from the previous TDP, indicating operating expenses may have increased for all systems. From June 2007 to May 2008, the LakeXpress average cost per revenue hour was \$55.95. This is seven percent (7%) higher than the current peer average, with Bay Town Trolley and Treasure Coast Connector having the lowest costs per revenue hour of service.

**Figure 7-1 - Operating Expenses per Vehicle Revenue Hour Comparison**

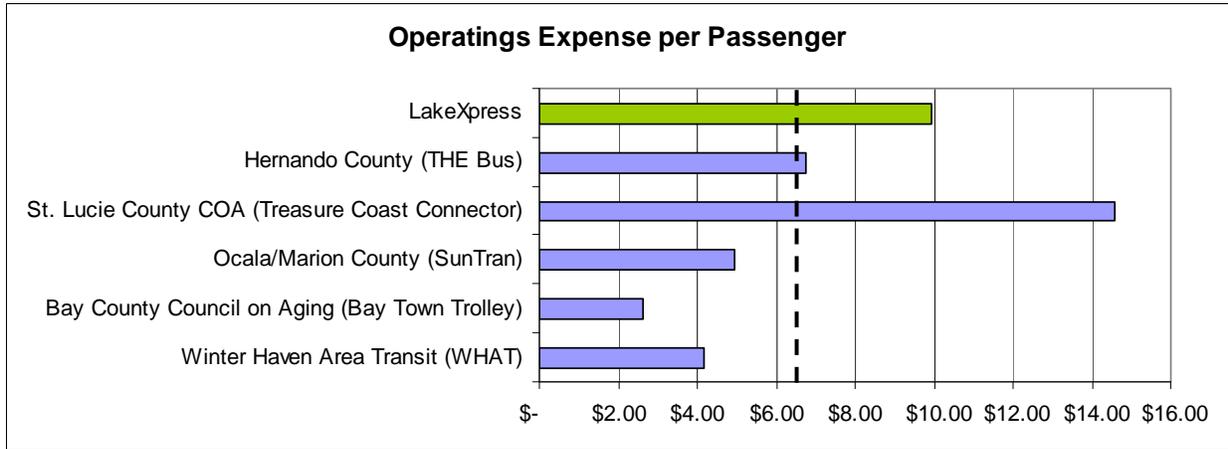


### Operating Expenses per Passenger Trip

This performance measure determines the cost effectiveness of the transit service. The previous TDP recommends setting the standard at \$16.00 for Year 1, \$12.00 in Year 2, and the peer analysis average of \$8.00 beginning in Year 3. The current peer average cost per passenger trip is \$6.62 (see dashed line on **Figure 7-2**), with LakeXpress averaging \$9.92. After a year of service, the LakeXpress operating expense per passenger trip is sixty percent (60%) lower than the target and twenty percent (20%) lower than the target for Year 2. These expenses will likely increase with escalating gas prices and projected wage rate increases.

LakeXpress is performing better than the previously set \$16.00 standard, but the FY 2006 peer system average is lower than the previous TDP average of \$8.00. This indicates the peer agencies are able to operate more cost effectively and have either reduced their cost without reducing the quality of service or more passenger trips are occurring without increasing the operating cost per trip. Since LakeXpress did not collect fares until September, it is not surprising that the operating expense per passenger trip is higher than the peer average.

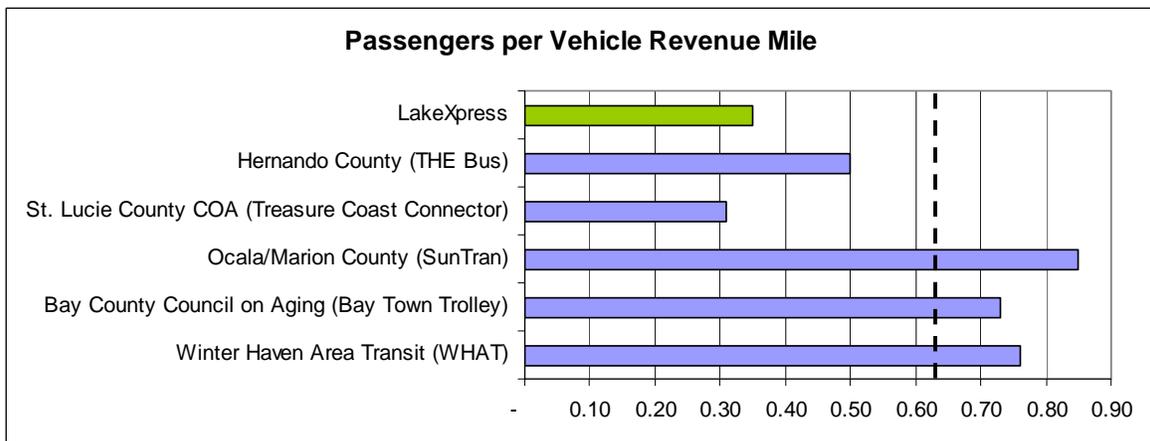
**Figure 7-2 - Operating Expenses per Passenger Comparison**



**Passengers per Vehicle Revenue Mile**

This standard measure relates to the effectiveness of service based on passenger demand versus service supplied. The previous TDP used a reducing scale based on a 0.48 peer average. The recommendation was to set a goal of 0.24 passengers per revenue mile in the First Year and 0.36 passengers per revenue mile in Year 2. The FY 2006 peer average is 0.63 passengers per vehicle revenue mile (see dashed line on **Figure 7-3**). LakeXpress has carried 0.35 passengers per vehicle revenue mile exceeding its Year 1 goal by almost 50 percent and nearly meeting its Year 2 goal. In comparison to its peers, the LakeXpress passengers per vehicle revenue mile will likely increase as the system matures and with increased marketing. In addition, gas prices will certainly have an effect on ridership and costs, as indicated by recent news stories (see **Appendix**). SunTran, Winter Haven Area Transit, and Bay Town Trolley are the leaders in ridership per revenue mile for the peer group.

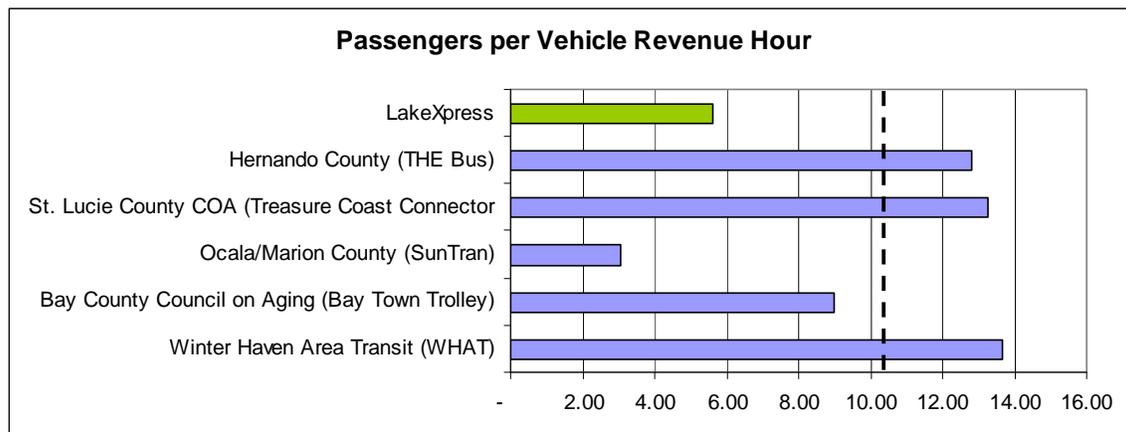
**Figure 7-3 - Passengers per Vehicle Revenue Mile Comparison**



## Passengers per Revenue Hour

The ratio of passengers per revenue hour is one of the most commonly used industry-wide measures of effectiveness. The FY 2002 average passenger per revenue hour for the peer systems was 8.08 and the FY 2006 peer average is 10.36 (shown with a dotted line on **Figure 7-4**). No goal was established previously for this metric; however, LakeXpress currently averages 5.64 passengers per revenue hour, which is higher than SunTran and will likely increase as the system matures and marketing efforts continue to pay off. As noted earlier, increasing gas prices will contribute to ridership as well as costs in the future.

**Figure 7-4 - Passengers per Vehicle Revenue Hour Comparison**



### 7.2.2 Quality of Service

Quality service measures provide valuable input on the customers' perception of the service, as well as the riders' transit experience. As mentioned in the marketing strategy section, on-board surveys provide such insight. On-board surveys ask riders to rate the performance of the service and, as listed in the 2005 TDP, include questions such as:

- Days of Service;
- Hours of Service;
- Frequency of Service;
- Convenience of Routes;
- On-Time Performance;
- Travel Time; and
- Cost of Riding the Bus.

Additional information can be obtained from these surveys, such as destination and origin locations, demographic information, and transfer activity, which can provide a useful database of the transit system's target market. Although the costs can be reduced by coordinating with drivers to distribute and collect surveys, on-board surveys can be expensive. In addition to data collection, entering the data in a concise and useful database format is also required. As Lake County's transit service matures, new information from data collection efforts will be a beneficial tool for future marketing strategies and performance measures. This will ensure that LakeXpress will continue to provide efficient and effective transit service to Lake County residents.

## **Section 8.0 Transit Alternatives Considered**

The purpose of this section is to identify regional transit alternatives to guide transit planning through the Year 2020 in the Lake~Sumter MPO planning area. As ever-burgeoning growth has impacted Lake and Sumter counties, a new regional vision has emerged based upon the *How Shall We Grow Study*. This new regional land use and transportation vision looks to a future where the transportation system offers transportation choices to all residents with transit services that are regional - serving and supported by Lake County, Sumter County, and the 19 municipalities located within the study area. The path from here to there will require long-term commitment, community support, and proactive implementation strategies.

The *2020 Transit Needs Assessment* examined the existing conditions, baseline service, and populations in need of public transportation service in Lake County. This technical memorandum provides a brief review of the characteristics of the County and future transit needs identified in the previous memorandum. Evaluation criteria and methods for comparing alternatives are discussed before the various service alternatives are mapped and described. The alternatives have been designed to address identified needs consistent with community goals and objectives.

### **8.1 Overview of Lake County**

Lake County is a 1,156-square-mile County that lies northwest of the Orlando metropolitan area (see **Figure 8.1**). The County Seat is located in Tavares. It is geographically unique because of unusual elevations for Florida, with its highest point over 300 feet above sea level. Lake County also contains more than 1,400 water bodies. The most well-known lakes are those on the Harris Chain of Lakes which provides access to the Atlantic Ocean through the Ocklawaha River. Earlier this year, the Lake County Board of County Commissioners designated more than 130 miles of “blueways” or paddling trails for canoes and kayaks. Together with the Ocala National Forest, the Wekiva Protection Area, and the Green Swamp, these natural features create a natural home for ecotourism in central Florida. In fact, many tri-athletes train in Lake County. With the abundance of natural features, it is no wonder that more than half of Lake County is undevelopable with approximately 39% of its area covered in water and wetlands and another 28% of undevelopable land. These protected and undevelopable areas create a natural clustering of development within incorporated areas that is conducive to transit. Some of the most densely developed areas are located in Lady Lake, Fruitland Park, Leesburg, Tavares, Mount Dora, and Eustis where LakeXpress already operates.

# STUDY REGION

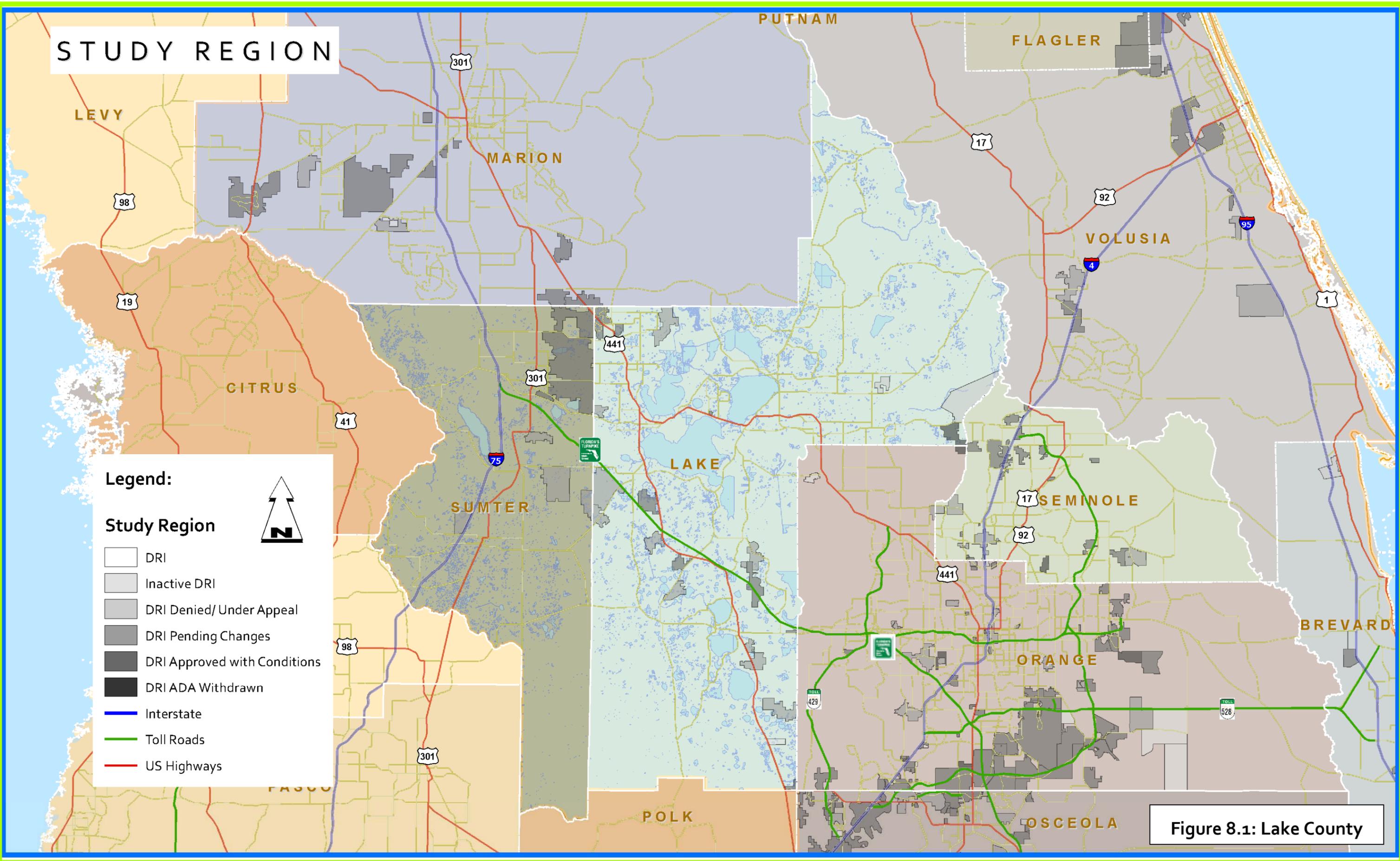


Figure 8.1: Lake County

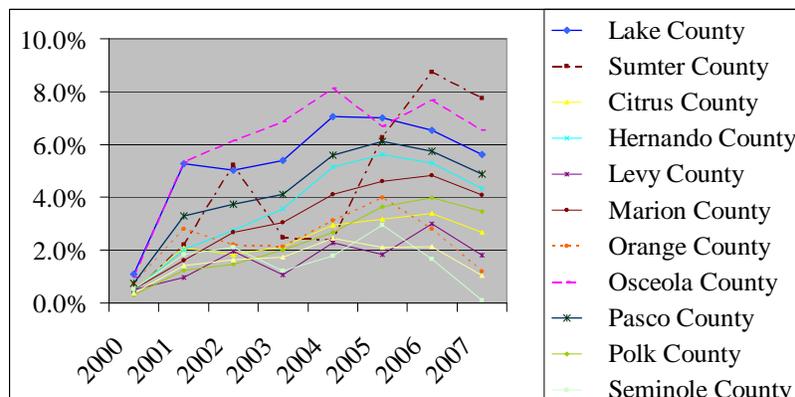
**Table 8-1: Population Estimates Lake County**

Geography	April 1, 2006	April 2000 (Census)
UNINCORPORATED	151,734	120,129
Howey-in-the-Hills	1,156	956
Montverde	1,183	882
Astatula	1,591	1,298
Umatilla	2,672	2,214
Fruitland Park	3,628	3,186
Mascotte	4,270	2,687
Groveland	5,509	2,394
Minneola	9,440	5,435
Mount Dora	11,125	9,418
Tavares	12,552	9,700
Lady Lake	12,805	11,828
Eustis	17,766	15,106
Leesburg	18,841	15,956
Clermont	21,986	9,338
Four Corners	30,000	<i>not available</i>
The Villages	60,000	<i>not available</i>
2006 Lake--Sumter Region Est. Population	366,258	210,527

*Source: How Shall We Grow 2050 Population Centers Map, 2007*

Lake County is traversed by Florida’s Turnpike. In addition, U.S. 27 provides a major north-south arterial and S.R. 50 extends east-west through Lake County. The largest city is Clermont with 21,986 residents. Leesburg and Eustis follow in population size with 18,841 and 17,766 residents, respectively. Lake County continues to grow and is one of the fastest growing counties in the region and state (see **Figure 8.2**). As such, the urbanized area is expected to exceed 200,000 after the next Census.

**Figure 8-2: Comparative County Population Growth 2000 – 2007**



*Source: U.S. Census Population Division, Annual Estimates of the Population for Counties of Florida: 4/1/2000 to 7/1/ 2007*

The heart of Lake County is the Golden Triangle Area. The triangle is made up of the cities of Eustis, Mount Dora, and Tavares. Mount Dora was named by Money magazine as one of three "Best Places to Live" in America. "The Villages" is one of the largest retirement communities in the United States with a population of over 60,000 residents. The Villages is located in Lady Lake and there are approved developments of regional impact (DRI's) in Lake, Sumter, and Marion counties. In addition to The Villages, significant growth has been occurring in South Lake County near the U.S. 27 and U.S. 192 intersection, hereafter referred to as "Four Corners."

Lake County is bordered on the North by the Ocala National Forest. The City of Umatilla, with just over 2,600 residents, is the gateway to the National Forest. The forest covers a total of 383,573 acres of pristine woodlands, ecological sites, trails and natural springs.

Historically, Lake, Osceola, and Sumter counties have experienced slower population growth and low density intensity development patterns; however, more recently growth has been occurring at a faster pace in Lake and Sumter counties than in the rest of the region. The historic population growth rates between 2000 and 2007 are shown for Lake County and the surrounding counties in Error! Reference source not found. below.

**Table 8-2: Annual Estimates of the Population for Counties of Florida April 1, 2000 to July 1, 2007**

Geographic Area	Population Estimates								
	Census	July 1, 2000	July 1, 2001	July 1, 2002	July 1, 2003	July 1, 2004	July 1, 2005	July 1, 2006	July 1, 2007
Lake County	210,528	212,828	223,947	234,548	245,893	260,739	275,468	289,214	301,059
Sumter County	53,345	53,560	54,739	57,526	58,850	60,123	63,458	68,118	72,246
Citrus County	118,085	118,642	121,089	123,263	125,777	129,253	133,008	137,009	140,169
Hernando County	130,802	131,433	134,097	137,692	142,363	149,108	156,462	163,392	169,070
Levy County	34,450	34,620	34,956	35,626	35,994	36,781	37,412	38,443	39,065
Marion County	258,916	260,284	264,441	271,340	279,235	289,904	301,805	314,312	324,857
Orange County	896,344	902,875	928,019	947,667	966,780	994,628	1,030,456	1,055,459	1,066,113
Osceola County	172,493	174,169	183,344	193,929	205,740	219,742	231,280	244,522	255,815
Pasco County	344,765	347,294	358,655	371,558	385,738	405,039	426,107	445,871	462,715
Polk County	483,924	485,369	491,414	498,535	508,244	521,193	538,783	558,023	574,746
Seminole County	365,196	367,052	373,739	381,432	385,894	392,363	403,120	409,152	409,509
Volusia County	443,343	445,041	451,288	458,517	466,190	477,041	486,369	495,813	500,413

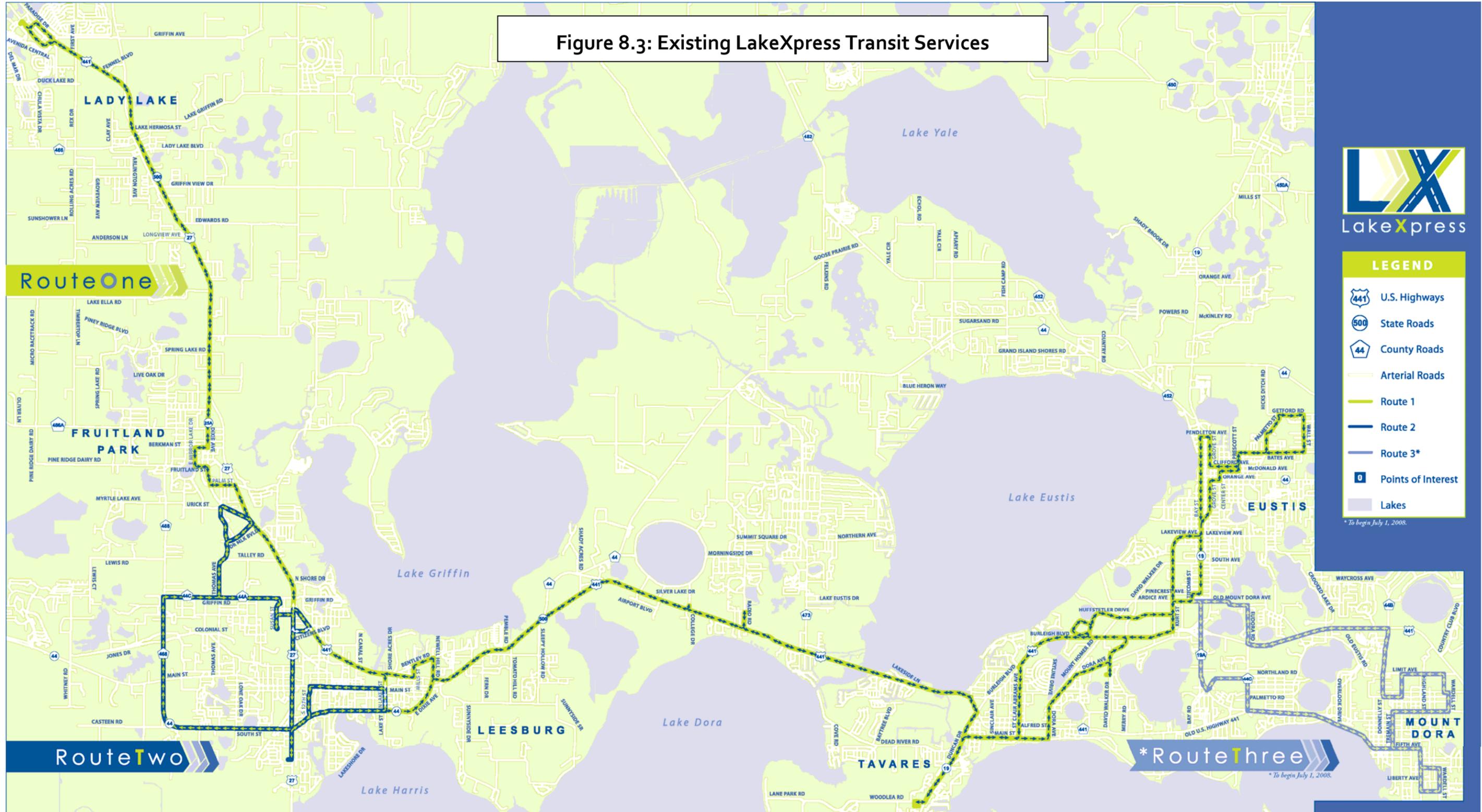
Note: The April 1, 2000 estimates base reflects changes to the Census 2000 population resulting from legal boundary updates as of January 1 of the estimates year, other geographic program changes, and Count Question Resolution actions. All geographic boundaries for the 2007 population estimates series are defined as of January 1, 2007. (X) Not applicable.

Source: U.S. Census Population Division, Table 1: Annual Estimates of the Population for Counties of Florida: April 1, 2000 to July 1, 2007 (CO-EST2007-01-12), Released 3/20/2008

## 8.2 Existing Transit Services

This section summarizes the existing transit services offered in the study area (**Figure 8.3**). A discussion of adjacent transit services is included for the current transit services offered within Lake, Marion, Orange, Sumter, and Volusia counties. The descriptions include areas where there are or could be opportunities to create transfers between transit service providers based upon the identified geographic areas and field observations.

Figure 8.3: Existing LakeXpress Transit Services



### 8.3 LakeXpress

Lake County provides fixed route bus service through LakeXpress, as shown on **Figure 8.3**. LakeXpress is a brokered system provided by M. V. Transportation, under contract to Lake County. Lake County staff in conjunction with the Lake~Sumter MPO, the LakeXpress Task Force, and the Lake County Board of County Commissioners is responsible for planning this service. M. V. Transportation operates the service. Starting in May 2007, two fixed routes began operating in Lake County, Route 1 – the *Cross County Connector* (see the green dashed line on **Figure 8.3**) and Route 2 the *Leesburg Circulator* (see the dark blue dashed line on **Figure 8.3**). Route 3 – the *Mount Dora Circulator* (see the light blue dashed line on **Figure 8.3**) started service in July 2008. A service development grant has been submitted for the fourth route (the “*Zellwood Connector*”) from fixed route service from Altoona to LYNX **Link 44** in Zellwood (see the orange line on **Figure 8.4**). This new service is scheduled to start in July 2009 with a planned completion in June 2011. Each of these four routes was recommended in the *2005 Lake County Transit Development Plan* and being implemented.

**Figure 8-4: LYNX Route #44**



This new route will provide service along the U.S. 441 corridor between the cities of Altoona and Zellwood providing transportation alternatives for the rural, urban and special needs citizens of Lake, Sumter, and Orange counties. Route 4 will provide weekday service connecting to the northernmost point of the LYNX service area in Zellwood. Route 4 will operate on two-hour headways along a 44-mile route that extends from Altoona to Zellwood. LakeXpress passengers traveling from Lady Lake, Fruitland Park, Leesburg, Tavares, Eustis, and Mt Dora would be able to transfer from LakeXpress to the LYNX fixed route system that serves Orange, Osceola, and

Seminole counties. This new service will be available Monday through Friday from approximately 7:00 AM to 7:00 PM with two-hour headways. Route 4 will also provide much needed service to the new Health Department in Eustis. Paratransit service was reduced recently due to funding constraints. This new fixed route service will provide transportation alternatives for many individuals that were denied paratransit transportation as a result of the paratransit reductions.

Ridership data is shown in **Table 8-3** for Routes 1 and 2 from May 2007 through May 2008 but fares were not collected until August 2007. As with most systems, the fiscal year begins in October. Therefore, partial year data is available from May 2007 to September 2007, and October 2007 to May 2008. To compare an entire year of data for the purpose of this analysis, data from June 2007 to May 2008 was used determine LakeXpress performance results. The National Transit Database (NTD) provides the validated source data for a peer analysis, with the most recent year available being FY 2006. It is important to note that these differing time frames do not allow a direct comparison, particularly since outside factors such as rising gas prices have likely affected the recent operating expenses as well as ridership for all of the peer transit agencies in this analysis. Additionally, LakeXpress did not collect fares during the first three months of operation; therefore, the data may be skewed. The assessment in this technical memorandum will examine whether existing LakeXpress service can be modified to better meet the needs of Lake County residents.

**Table 8-3: LakeXpress Ridership (2007-2008)**

<b>Month</b>	<b>Route 1</b>	<b>Route 2</b>	<b>Total</b>
May	1,188	204	1,392
June	5,338	1,923	7,261
July	8,003	2,910	10,913
August	7,253	2,722	9,975
September	3,369	1,181	4,550
October	4,958	1,759	6,717
November	5,575	1,974	7,549
December	5,352	1,932	7,284
January	5,694	1,925	7,619
February	5,286	1,964	7,608
March	5,799	1,858	7,657
April	6,263	2,397	8,660
May	6,366	2,375	8,741

*Source: Lake County Public Transportation Manual Passenger Counts, May 2008.*

### **8.3.1 Lake County Connection**

Paratransit service in Lake County is provided under the Transportation Disadvantaged program as *Lake County Connection*. The Lake County Board of County Commissioners serves as the **Community Transportation Coordinator** for *Lake County Connection* and service is provided through a private entity, MV Transportation. It should be noted that both *LakeXpress* and *Lake County Connection* are managed by the Lake County Public Transportation Division.

*Lake County Connection* services are provided to those individuals who qualify under guidelines identified in the Florida State Statutes 472. Trips on this service are provided on a first-come, first-serve basis and must be reserved 48 hours in advance for prioritization based upon the following criteria: (1) critical care; (2) other medical needs; (3) employment; (4) education; and (5) other factors. An inventory of other Lake County transportation service providers is included in **Appendix L**. An express route from Paisley to DeLand in Volusia County is also offered once a week connecting to VoTran, Volusia County's transit service provider.

### **8.3.2 LYNX**

There are three routes of particular interest to the residents of Lake County (see **Figure 8.5**). As noted earlier, **Link 44** extends the farthest north and west within the LYNX service area to Zellwood. The proposed LakeXpress Route #4 will connect with **Link 44** in Zellwood. In early 2005, LYNX submitted two FDOT service development grant applications with assistance and support from the Lake~Sumter MPO. The FDOT applications were approved for two routes into Lake County that are operated by LYNX. Lake County currently contracts with LYNX to provide the Clermont Express (**Link 204**) to downtown Orlando, and the extension of **Link 55** into Lake County via U.S. 192 from Osceola County. The Clermont Express (**Link 204**) offers passengers a hassle-free commute to downtown Orlando via the Florida Turnpike, SR 50 and SR 408 (East-West Expressway). The service is direct from the park-and-ride on U.S. 27 to LYNX Central Station, where riders can connect to a variety of LYNX routes that serve Orange, Osceola, and Seminole counties.

### **8.3.3 Sumter County Transit**

Sumter County Transit provides both paratransit and deviated fixed-route service Monday through Friday in Sumter County, with extensions into Lake County. The deviated fixed-route service consists of four routes (Red, White, Blue, and Green) operated from 7:00 a.m. until 4:00 p.m. The Green Route extends into Lake County in the Lady Lake area from The Villages.

# LYNX EXISTING TRANSIT SERVICES



## Legend:

### LYNX Existing Transit Services

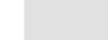
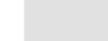
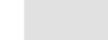
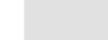
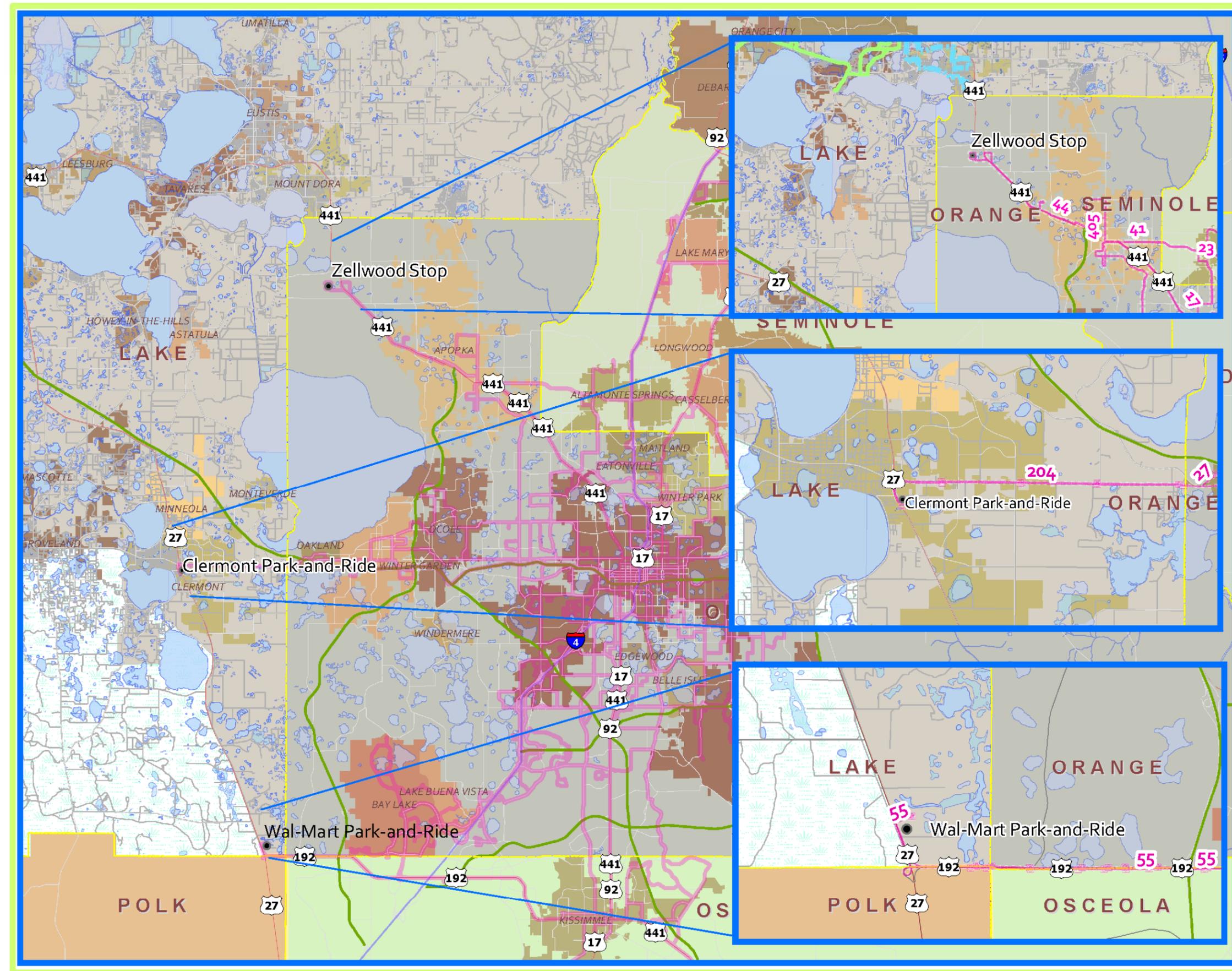
-  County Boundaries
-  LYNX Fixed Route Service
-  Interstate
-  Toll Roads
-  US Highways
-  Water Bodies

Figure 8.5: LYNX Existing  
Transit Services  
(Links affecting Lake County)



### **8.3.4 SunTran**

SunTran is the transit agency for Marion County and is operated through a cooperative effort of the Ocala/Marion County Transportation Planning Organization (TPO), Marion County, and the City of Ocala. It operates six fixed-routes, Monday through Saturday, primarily from 6:00 a.m. to 7:00 p.m. SunTran contracts its paratransit services to Marion Transit Services which operates Monday through Friday. Trips are scheduled based on priority as well. The Ocala/Marion TPO recently completed a major update to the County's *Transit Development Plan*. As part of the update process, an assessment of transit demand and needs has identified a number of potential new routes within the county. Public transportation alternatives recommended for funding as part of the most recent *Marion County Transit Development Plan* focused on the urbanized areas. One "intercity" connector was considered that would extend to The Villages so that SunTran service could connect the LakeXpress and Sumter County transit services. This route was not carried forward in the *Marion County Transit Development Plan*.

### **8.3.5 Adjacent Public Transportation Coordination Opportunities**

As Lake and Sumter counties continue to grow, more opportunities to connect to adjacent public transportation systems will arise. Lake County has already forged a partnership with LYNX regarding service connections in Zellwood, Clermont, and Four Corners as shown on **Figure 8.5**. An FDOT service development grant was submitted for the LakeXpress Zellwood Connector (Route 4). If approved, Route 4 would connect Lake County residents to the northern portions of the LYNX service area. LYNX Routes 204 and 55 extend into south Lake County in the Clermont and Four Corners areas. Route 204 is an express service operating from the Clermont park-and-ride to LYNX Central Station. Route 55 extends from the Wal-Mart park-and-ride on US 27 (see **Figure 8.5**) to US 192 corridor with its numerous retail, restaurant, and entertainment uses. Sumter County Transit operates the Green Route from The Villages in Lake County to the LakeXpress stop at the Spanish Springs Transportation Center (see picture). Marion County did not carry forward the intercity connector from Ocala to Lady Lake that was examined in their transit development plan. In the future, there may be additional opportunities to connect to transit in Volusia (VoTran), Seminole (LYNX), Polk (PCT/WHAT), and Marion (SunTran) counties.

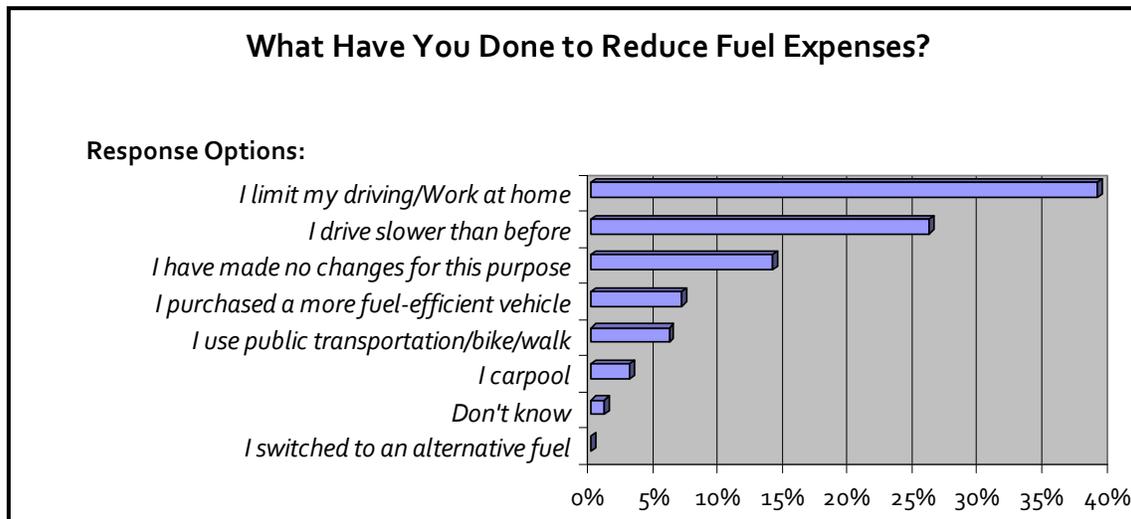


### 8.3.6 Future Travel Patterns

This section discusses future travel patterns and factors affecting transportation choices in Lake and Sumter counties. Fuel prices, highway capacity, commuting patterns, and policies limiting roadway widening all impact future travel patterns as well as potential transit alternatives.

As development continues, roadway congestion will increase and impede travel times. This is evidenced by the use of toll facilities such as SR 408, SR 429, and Florida’s Turnpike for daily trips. In addition, the Orlando-Orange County Expressway Authority has just completed a study of the SR 429 connector which would extend west from the western terminus of SR 429 to US 27 along Hartwood-Marsh Road. Meanwhile, fuel prices have increased from a three-year low of \$2.00 per gallon (2005) to \$4.00 per gallon (2008). Fuel prices are expected to continue to increase. As a result, drivers are modifying their travel behavior to control their own fuel expenses by driving slower, driving less, driving a more fuel efficient car, driving with others, and choosing other modes of travel (see **Figure 8.6**).<sup>i</sup>

**Figure 8.6: Changing Travel Behavior**



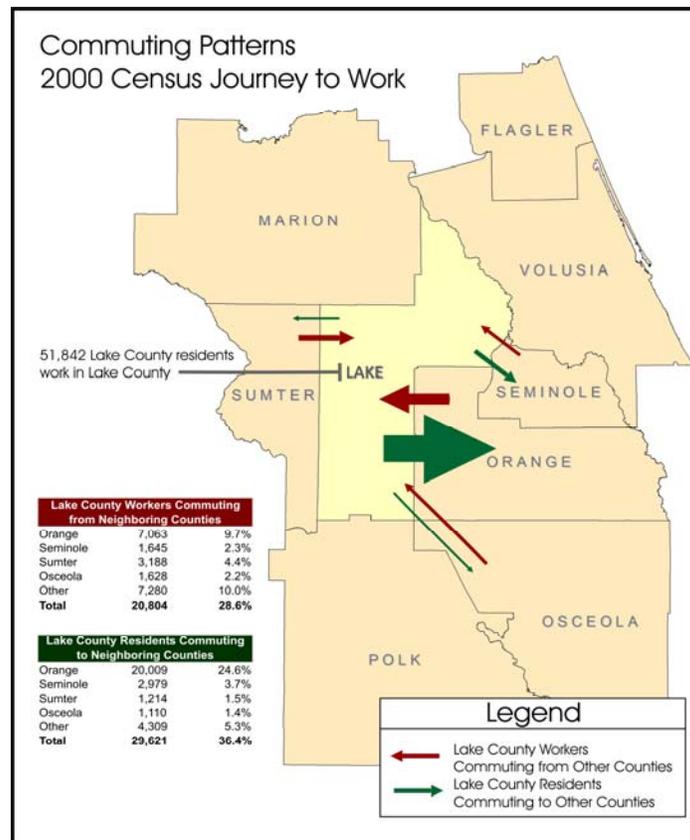
Source: [www.floridagasprices.com](http://www.floridagasprices.com), May 2008.

With Floridians making these types of lifestyle changes in response to fuel prices, we can expect several future trends that will include: (1) telecommuting; (2) working closer to home; (3) making fewer trips; (4) combining multiple trips; (5) using toll roads less to save money; and (6) using transit more often. The Florida Department of Transportation (FDOT) has used population and employment data for the years 2006, 2025, and 2050 to estimate existing and

future travel demand in District 5 and determined that demand will exceed capacity on most major facilities by the 2050 horizon year used for the *How Shall We Grow Visioning Study*.

The *FDOT Highway Capacity Analysis* identified segments of US 19, US 27, US 192, and SR 50 in Lake and Sumter Counties that are already experiencing traffic congestion (2006). The most congested segments during the peak hour provide commuter access to adjacent counties reflecting that many commuters originate in Lake County and work in adjacent communities. Currently, most of these commuters are traveling to Orange County. According to the 2006 American Community Survey, 80 percent of Lake County commuters drove to work alone in 2006 and 13 percent carpooled. The average trip time for commuters to get to work was 27.4 minutes. According to the 2000 Census, 36.4 percent of Lake County residents travel to other counties for work. 28.6 percent of Lake County workers commute from other counties into Lake County. **Figure 8.6** shows the 2000 Census Commuting Patterns for Lake County.

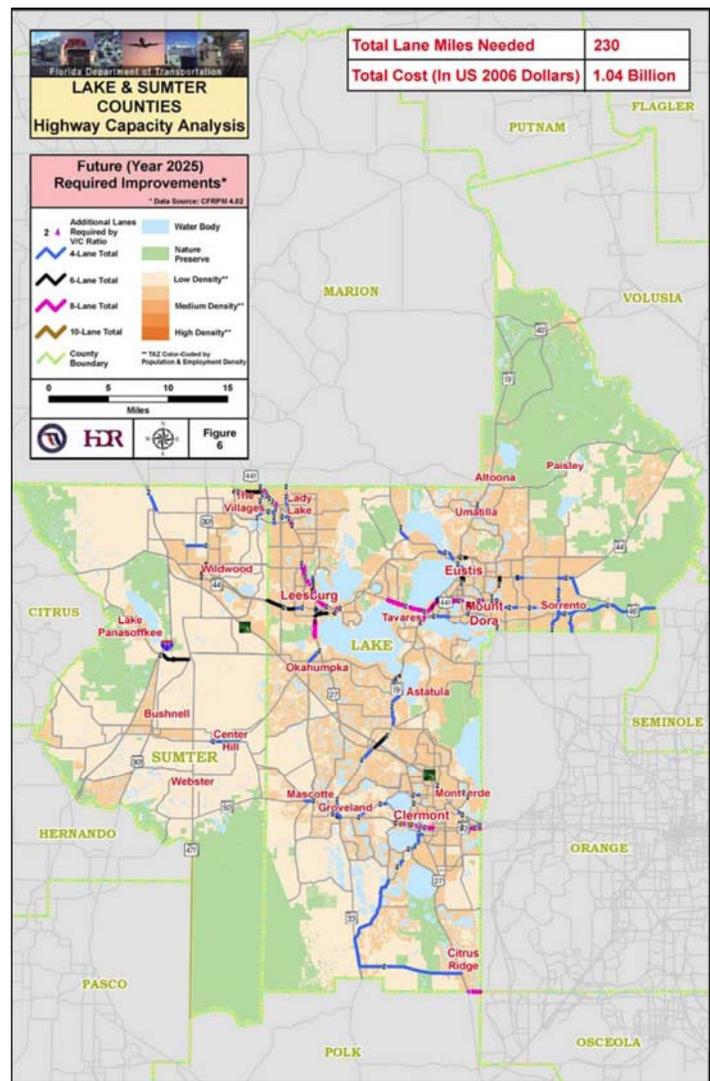
**Figure 8.6 - Journey to Work**



Source: U.S. Census 2000

FDOT has estimated that 230 new lane miles will be required by 2030 in Lake and Sumter counties at a cost of more than a billion dollars. Based upon these two studies, the community is looking for ways to provide transportation choices for all citizens apart from the car which has been the primary way people get to work, healthcare, schools, and stores since World War II.

**Figure 8.7: Lake and Sumter County 2025 Highway Capacity Analysis**



To solidify the community’s new vision and commitment to change, the *Lake~Sumter MPO Roadway Constraint Policy* was adopted to establish a limit on future roadway widening to enhance the quality of life. Instead of more roads, future travel demand will be met by providing a variety of transportation choices for residents that will include transit, walking, bicycling, and

carpools in addition to the choice to drive alone. This approach to transportation is referred to as “multimodal” and it acknowledges that we cannot afford to build our way out of congestion. As noted in the *How Shall We Grow* study, our citizens feel that more and wider roads make our communities less enjoyable, our commutes more stressful, and eliminate beautiful and essential environmental features. As such, we hope to change that the community’s reliance upon cars the next few years by expanding Lake Xpress - the county-sponsored bus system.

#### **8.4 Future Transit Alternatives Considered**

This technical memorandum identifies a wide range of transit alternatives for expanding LakeXpress service in Lake County and the surrounding area. Future transit alternatives identified in previous Lake County transit studies are summarized briefly as they formed the basis for the range of alternatives. For each set of alternatives, corridor and community needs were identified based on linkages to major population centers, activity centers, employment opportunities, existing neighborhoods and future development, as well as the concentration of “transit dependent population” or persons without access to a car by reason of age, infirmity, and income. Riding transit is increasingly a choice that people make because they want to save money (particularly with rising fuel prices), protect the environment, or to simply reduce stress and these riders are called “choice riders.” The needs of both transit dependent and choice riders will be discussed.

##### **8.4.1 Previous Transit Studies and Transit Implementation Progress**

This section describes the status of the recommended transit service plan initiatives for Lake County from the 2005 Transit Development Plan by TOA. Four recommendations for new fixed-route transit service were identified in 2005 as preferred alternatives. **Table 8.4** provides an overview of the recommended new services, along with their projected operating characteristics.

**Table 8-4: Recommended New Public Transportation Services**

New Service	Annual Revenue Miles	Annual Operating Costs <sup>1</sup>	Start-Up Capital Cost <sup>2</sup>	Days of Service	Hours of Service	Headway (minutes)	One-way Cash Fare
<b>Fixed-Route Service with Deviation</b>							
Route 1 - Lake Square Mall to Leesburg	45,326	\$98,811	\$258,015	Mon. - Fri.	6 am to 7 pm	60	\$1.00
Route 2 - Lake Square Mall to Tavares	50,827	\$110,803	\$250,500	Mon. - Fri.	6 am to 7 pm	60	\$1.00
Route 3 - Leesburg Circulator	38,850	\$84,693	\$250,500	Mon. - Fri.	6 am to 7 pm	60	\$1.00
Route 6 - Leesburg/Fruitland Park/Lady Lake	48,342	\$105,386	\$250,500	Mon. - Fri.	6 am to 7 pm	60	\$1.00

(1) Annual operating costs are presented in 2004 dollars and are based on \$2.18 per revenue mile.

**Table 8-5: Previous Transit Study Recommendations**

Compilation of Previous Transit Study Recommendations			
Existing Service			
Description	Location	Details	Source
Lake County Connection Express	From Paisley to Deland	1 x a week	Regional Bus Circ. Assess. 5/2007
LakeXpress	Villages, Leesburg, Mt Dora	3 routes	Lake County TOP 10/2006
LYNX	Clermont Express (Rt 204) & US 192 (Rt. 55)	Park & Rides to Orlando	Regional Bus Circ. Assess. 5/2007
Sumter County	The Villages	Green Route	Regional Bus Circ. Assess. 5/2007
Previous Recommendations			
Description	Location	Details	Source
Zellwood Connector	Altoona/Mt. Dora to Zellwood via SR 19A/US	Service Development Grant - application ready	Unfunded Priority Projects through FY
Paisley Connection	Paisley to Eustis	Service Development Grant	Unfunded Priority Projects through FY
Disney Connection	Clermont to Walt Disney World	Service Development Grant	Unfunded Priority Projects through FY
Clermont Circulator	Clermont	Service Development Grant	Unfunded Priority Projects through FY
Wildwood Connector	Leesburg to Wildwood	Service Development Grant	Unfunded Priority Projects through FY
Groveland Connector	Clermont to Groveland	Service Development Grant	Unfunded Priority Projects through FY
SR 27 Connection	Leesburg to Clermont	Service Development Grant	Unfunded Priority Projects through FY
Mobility Center		Capital Projects	Unfunded Priority Projects through FY
Corridor 2	US 441 from US 27 (Lady Lake) to CR 44	Potential Fixed-Route Primary Corridor	2005 Lake County TDP
Corridor 3	US 441 from Main St. (Leesburg) to SR 44 (Mt Dora)	Potential Fixed-Route Primary Corridor	2005 Lake County TDP
Corridor 4	SR 19 from US 441 (Mt Dora) to CR 450	Potential Fixed-Route Primary Corridor	Lake County TDP 2/2005
Corridor 6	SR 27 from SR 50 (Clermont) to Main St.	Potential Fixed-Route Primary Corridor	Lake County TDP 2/2005
Corridor 1	CR44 from CR 468 (Leesburg) to SR 19	Potential Fixed-Route Secondary Corridor	Lake County TDP 2/2005
Corridor 5	CR50 from CR 565 (Mascotte) to CR 455	Potential Fixed-Route Secondary Corridor	Lake County TDP 2/2005
SunTran Intercity Connector	Downtown Ocala to the Villages	Intercity Connector - Marion Co. TDP	Regional Bus Circ. Assess. 5/2007
Shuttle	DT Clermont from LYNX P&R	Shuttle service for First Friday Festival	Regional Bus Circ. Assess. 5/2007
LYNX Route 55 Frequency/Service	Clermont to Orlando	Increase frequency and service hours	Regional Bus Circ. Assess. 5/2007
Clermont Express Service	On SR192 and 429 to Disney-Lake Buena		Regional Bus Circ. Assess. 5/2007
Community Circulators	Clermont, Groveland & Mascotte	Would join express service at US 27 P&R	Regional Bus Circ. Assess. 5/2007
Park & Ride	Plaza Collina or Winter Garden Village	to service express service	Regional Bus Circ. Assess. 5/2007
Fixed Route Service	City of Clermont to Four Corners via US 27	Proposed by Clermont Staff as next priority	Regional Bus Circ. Assess. 5/2007
Four Corners Community Circulator	Four corners	Until densities/roadway support more intense	Regional Bus Circ. Assess. 5/2007
Four Corners Limited Stop Express	On Major Corridors	To serve major employers & attractions	Regional Bus Circ. Assess. 5/2007
Community Circulators	Cagan Crossings Community and Clermont		Regional Bus Circ. Assess. 5/2007
Villages - Bus Circulator Service	Villages connecting to LakeXpress	Circulator service that connects to LakeXpress	Regional Bus Circ. Assess. 5/2007
Village Circulator	Old Mill Run Road	Proposed road conducive to transit	Regional Bus Circ. Assess. 5/2007
Villages- Shared Use Trolley Service	Villages Community	Share use of existing real estate trolley during	Regional Bus Circ. Assess. 5/2007
Villages - Golf Cart Park & Ride	Villages Community	Proposed at Villages Golf Cart Bridge or	Regional Bus Circ. Assess. 5/2007
Villages-Connection	Villages to Marion County	Connection to Marion County at the Terrace	Regional Bus Circ. Assess. 5/2007
Mount Dora-Apopka Connector Express	Mount Dora to Orlando	Proposed express service via 441 between	Regional Bus Circ. Assess. 5/2007
Extension of Leesburg Route	Leesburg - 4 Corners	Extension of Leesburg route down 420 to serve	Regional Bus Circ. Assess. 5/2007
Lake Minneola Transit Service	Lake Minneola along Lake South Connector	Recommended that service on this road should	Regional Bus Circ. Assess. 5/2007
Local Route Connecting with LYNX	Hook St. & Hartwood Marsh Road	Recommended that local route on this road to	Regional Bus Circ. Assess. 5/2007
LYNX Rt. 203	Mt. Dora-Apopka CBD	US 441/SR 46 Mount Dora via 441 to Apopka	LYNX COA 3/2006
LYNX Rt. 204	Clermont - Oakland CBD	SR 50/27 Clermont via SR 50 to Oakland and	LYNX COA 3/2006
LYNX Rt. 313	Four Corners to Disney	US 27/192 Wal-Mart to DT Disney	LYNX COA 3/2006
LYNX Rt. 314	Kissimmee Intermodal to Four Corners	US 27/192 Wal-Mart to Kissimmee Intermodal	LYNX COA 3/2006
LYNX Rt. 324	Clermont to West Oaks Mall	SR 50 Clermont to West Oaks Mall Transit	LYNX COA 3/2006
Northridge Connector - Circulator Service	US 27 (north of proposed I-4/ US27 Park and	Circulator service along US 27 north of I-4.	Polk Consolidated TDP 2008-2017 Adopted

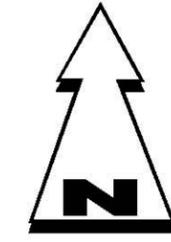
Lake County completed the **2006 Transit Operating Plan** to guide the implementation of fixed-route transit services in the County. The transit operations plan included specific service policies, financial planning elements, and bus route scheduling and routing for the new Lake County fixed-route transit service. Since then, the Lake County Public Transportation Division has implemented three new LakeXpress fixed-route bus services: (Route 1) Cross County Connector; (Route 2) Leesburg Circulator; and (Route 3) Mount Dora Circulator.

The proposed routes identified in the previous TDP have been implemented and are listed in **Table 8-2** and shown on **Figure 8-4**. In addition to the new LakeXpress routes listed above, Lake County is continuing to meet the transportation disadvantaged needs and offer ADA complementary paratransit services through a contract with M.V. Transportation as “Lake County Connection.”



As new fixed-route service has become available, the goal has been to reduce the demand for door-to-door trips by providing the fixed-route bus service. The County is working to convert door-to-door trips to fixed-route service trips through education and coordination with patrons to benefit individual riders and reduce costs. Cost savings and transportation system improvements have resulted from this transition. Success is due in part to having one contractor providing both paratransit and fixed-route service. Since the last TDP, Lake County has been able to implement the recommendations identified in *2006 Transit Development Plan*, the *Transit Operating Plan*, and the *Transportation Disadvantaged Service Plan*, as summarized in **Figure 8-4** and the **Appendix**.

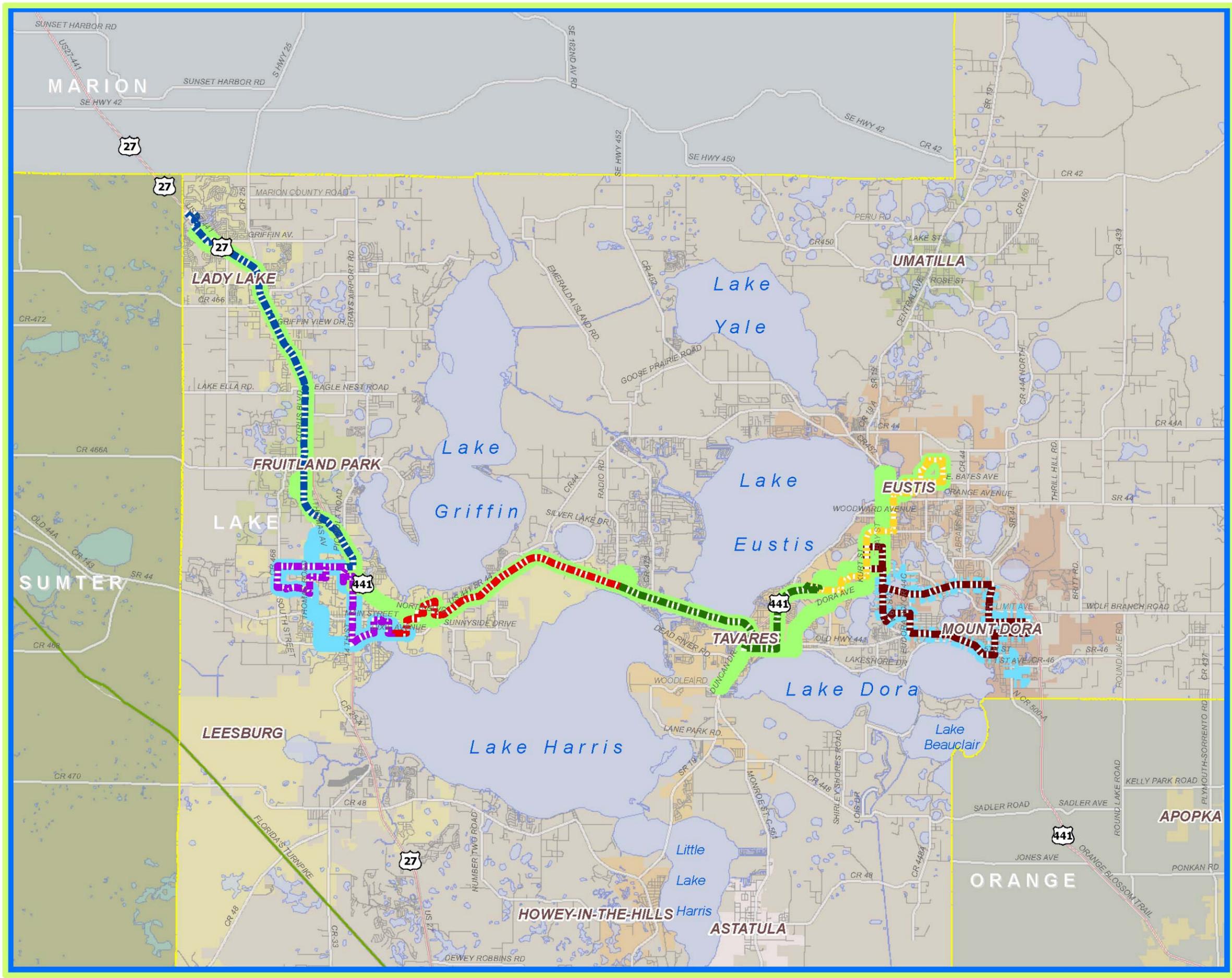
# LAKE XPRESS PREVIOUS TRANSIT RECOMMENDATIONS



**Legend:**

LakeXpress Existing Service Routes  
Compared to Previous Recommendations

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- LakeXpress Cross-County Connector
- LakeXpress Leesburg Circulator
- LakeXpress Mount Dora (Starting 7/1/08)
- County Boundaries
- Interstate
- Toll Roads
- US Highways
- Regional Network
- Local Streets



**Figure 8.4: Progress  
Since Last TDP**

Lake County has continued to manage and update its fleet based upon needs and available funding. As shown in **Table 8.6**, a fleet of vehicles has been acquired for LakeXpress and Lake County Connection. Both fixed-route bus service and paratransit services are provided through a contract with M.V. Transportation.

**Table 8-6: Lake County Public Transportation Division Fleet**

FDOT ID	Year of Vehicle	Age (Years)	Service	Vehicle Type	Manufacturer	Model	Seating Capacity	Standing Capacity	Fuel Type	Cost	Federal Percentage	State Percentage	Local Match	Grant Number	Condition
185848	1996	12	Paratransit	Bus	Ford	E450	26	0	Diesel	\$ 48,000.00	Unknown	Unknown	Unknown	Unknown	Poor
BCC	1996	12	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 9,500.00	0%	0%	100%	N/A	Poor
185859	1998	10	Paratransit	Bus	Ford	E450	25	0	Diesel	\$ 48,951.00	Unknown	Unknown	Unknown	Unknown	Poor
185861	1998	10	Paratransit	Bus	Ford	E450	15	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown	Unknown	Poor
185864	1998	10	Paratransit	Bus	Ford	E450	19	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown	Unknown	Poor
185865	1998	10	Paratransit	Bus	Ford	E450	19	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown	Unknown	Poor
185860	1998	10	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown	Unknown	Poor
185863	1998	10	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown	Unknown	Poor
92550	1999	9	Paratransit	Bus	Ford	E450	19	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown	Unknown	Poor
92553	1999	9	Paratransit	Bus	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown	Unknown	Poor
92549	1999	9	Paratransit	Van	Ford	E450	25	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown	Unknown	Poor
92551	1999	9	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown	Unknown	Poor
92552	1999	9	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown	Unknown	Poor
92554	1999	9	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown	Unknown	Poor
93520	2003	5	Paratransit	Bus	Ford	E350	13	0	Unleaded	\$ 40,429.80	80%	10%	10%	AL863	Good
93519	2003	5	Paratransit	Bus	Ford	E350	13	0	Unleaded	\$ 40,429.80	80%	10%	10%	AL863	Good
CTD-1	2003	5	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 50,910.00	80%	10%	10%	AM166	Good
93518	2003	6	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 53,907.00	80%	10%	10%	AL863	Fair
93525	2003	5	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 54,178.20	80%	10%	10%	AL863	Good
93524	2003	5	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 54,178.20	80%	10%	10%	AL863	Good
93523	2003	5	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 54,178.20	80%	10%	10%	AL863	Good
90502	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%	AL863	Excellent
90503	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%	AL863	Excellent
90504	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%	AL863	Excellent
90505	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%	AL863	Excellent
90506	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%	AL863	Excellent
90507	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,425.00	80%	10%	10%	AL863	Excellent
90508	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,425.00	80%	10%	10%	AL863	Excellent
90509	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,425.00	80%	10%	10%	AL863	Excellent
90510	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%	AL863	Excellent
CTD-2	2005	4	Paratransit	Bus	Ford	E450	15	0	Diesel	\$ 62,538.00	80%	10%	10%	AN934	Good
93574	2005	3	Paratransit	Bus	Ford	E350	12	0	Diesel	\$ 51,878.00	80%	10%	10%	AL863	Excellent
93575	2005	3	Paratransit	Bus	Ford	E350	12	0	Unleaded	\$ 44,774.00	80%	10%	10%	AL863	Excellent
93580	2005	3	Paratransit	Bus	Ford	E350	12	0	Unleaded	\$ 44,774.00	80%	10%	10%	AL863	Excellent
93581	2005	3	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 49,859.00	80%	10%	10%	AL863	Excellent
93582	2005	3	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 49,859.00	80%	10%	10%	AL863	Excellent
90514	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%	AL863	Excellent
90515	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%	AL863	Excellent
90516	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%	AL863	Excellent
90517	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%	AL863	Excellent
90518	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%	AL863	Excellent
90513	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%	AL863	Excellent
FTA-1	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%	FL-90-X900	Excellent
FTA-2	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%	FL-90-X900	Excellent
FTA-3	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%	FL-90-X900	Excellent
FTA-4	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%	FL-90-X900	Excellent
FTA-5	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%	FL-90-X900	Excellent
90539	2006	2	Paratransit	Bus	Chevrolet	3500	9	0	Unleaded	\$ 50,990.00	80%	10%	10%	AL863	Excellent
CTD-3	2006	2	Paratransit	Bus	Ford	E450	18	0	Unleaded	\$ 54,260.00	80%	10%	10%	ANN01	Excellent
90564	2006	2	Fixed Route	Bus	International	VT365	24	16	Diesel	\$ 137,565.00	80%	10%	10%	AL863	Excellent
CTD-4	2007	1	Paratransit	Bus	Chevrolet	E4500	15	0	Diesel	\$ 70,438.00	80%	10%	10%	AO341	Excellent
90561	2007	1	Fixed Route	Bus	Chevrolet	3500	19	0	Diesel	\$ 75,438.00	80%	10%	10%	AL863	Excellent
CTD-5	2007	1	Paratransit	Bus	Chevrolet	E4500	15	0	Diesel	\$ 73,380.00	80%	10%	10%	AOG64	Excellent
90572	2007	1	Paratransit	Bus	Chevrolet	C4500	15	0	Diesel	\$ 72,678.00	80%	10%	10%	AL863	Excellent
90573	2007	1	Paratransit	Bus	Chevrolet	C4500	15	0	Diesel	\$ 72,678.00	80%	10%	10%	AL863	Excellent
90571	2007	1	Paratransit	Bus	Chevrolet	C4500	15	0	Diesel	\$ 72,678.00	80%	10%	10%	AL863	Excellent

Unknown = Vehicles were transferred to Lake County Board of County Commissioners from previous CTC (Lifestream) without documentation; therefore, certain information is not available, such as cost, match, and grant numbers.

## 8.2 *Range of Alternatives*

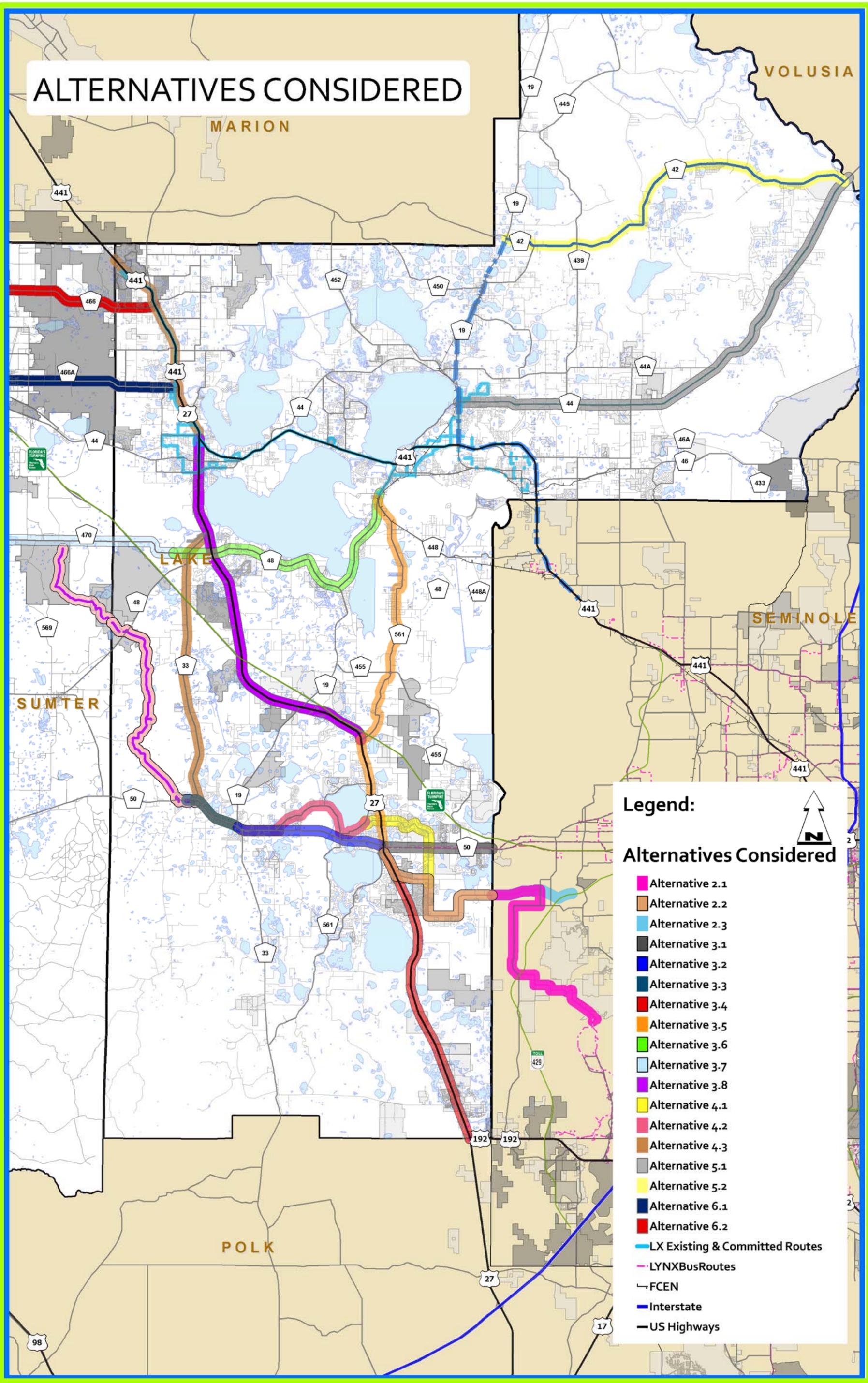
A range of alternatives has been identified for Lake County and they designed to facilitate the development of a comprehensive mobility strategy over a ten-year horizon. These alternatives emanate from the public involvement efforts, technical analyses, and the Lake County Public Transportation goals. The range of alternatives is listed in Table 8-7 and shown on Figure 8-5.

The principle concept guiding the development of transit in Lake County is that additional transit service should provide for the future service needs of Lake County residents and visitors in a safe, efficient, cost effective, and accessible manner. This includes meeting the needs of the transportation disadvantaged due to health, disability, or level of income. Proposed transit service planning efforts should be coordinated with affected local governments and organizations to ensure that the financially feasible mobility needs of the transportation disadvantaged population in Lake County are identified and met. Each alternative study corridor has been evaluated above in terms of socioeconomic characteristics, development patterns, proposed land use changes, travel demand, and travel patterns.

A range of 48 public transportation improvement alternatives have been identified for the Lake County service area, including premium transit options. Premium transit options include bus rapid transit along the SR 50 corridor, light rail transit along the SR 50 corridor, and commuter rail along the Florida Central Railroad extending from Downtown Orlando to Zellwood, Tavares, and Eustis. The first four alternatives are simply to continue to provide the four LakeXpress routes already pursued through FDOT service development grants. The reason for including these four routes as the first four alternatives is because the FDOT grants will expire and future funding for these service routes will need to be identified. Additionally, 16 alternatives have been identified to improve the headways (time between buses arriving at a stop), extending service hours to start one-hour earlier and end one hour later, and adding service on Saturdays and Sundays. The remaining 20 service options are new fixed route service alignments covering new portions of the service area to connect to specific employment opportunities, health and community services, residential areas, shopping, and recreational opportunities.

The 2020 major update of the Lake County Transit Development Plan covers the ten-year planning horizon beginning in FY 2009 (starting October 1, 2008). The plan addresses the requirements of, and is consistent with, applicable FDOT regulations, all requirements of Florida Administrative Code Section 14-73.001 (revised and published in December 2005), and all requirements of Florida Statute 341.052. FDOT requires a Transit Development Plan to maintain eligibility for state Public Transit Block Grant funding, a key part of Lake County Public Transportation Division's annual operating budget.

# ALTERNATIVES CONSIDERED



**Legend:**

↑ N

**Alternatives Considered**

- Alternative 2.1
- Alternative 2.2
- Alternative 2.3
- Alternative 3.1
- Alternative 3.2
- Alternative 3.3
- Alternative 3.4
- Alternative 3.5
- Alternative 3.6
- Alternative 3.7
- Alternative 3.8
- Alternative 4.1
- Alternative 4.2
- Alternative 4.3
- Alternative 5.1
- Alternative 5.2
- Alternative 6.1
- Alternative 6.2
- LX Existing & Committed Routes
- LYNX Bus Routes
- FCEN
- Interstate
- US Highways

**Table 8-7: Lake County Transit Alternatives**

Alternatives	Brief Description	Map Color	Round-Trip (Miles)	Stops
<b>Enhancement of Existing Services - Fixed Route Bus Improvement Alternatives</b>				
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>				
1a - Cross County Enhancement	Add buses to reduce headways by one-half	Light Green	72.1	36
2a - Leesburg Circulator Enhancement	Add buses to reduce headways by one-half	Light Green	15.7	8
3a - Mount Dora Circulator Enhancement	Add buses to reduce headways by one-half	Blue Dash	14.8	7
4a - Zellwood Connector Enhancement	Add buses to reduce headways by one-half	Blue Dash	44.0	22
<b>Enhance Existing Routes - Add two more hours of service (6:00 a.m. to 7:00 a.m.) and (7:00 p.m. to 8:00 p.m.)</b>				
1b - Cross County Early/Late	Add one hour AM and one hour PM	Light Green	72.1	36
2b - Leesburg Circulator Early/Late	Add one hour AM and one hour PM	Light Green	15.7	8
3b - Mount Dora Circulator Early/Late	Add one hour AM and one hour PM	Blue Dash	14.8	7
4b - Zellwood Connector Early/Late	Add one hour AM and one hour PM	Blue Dash	44.0	22
<b>Enhance Existing Routes - Add Saturday Service All Day (7:00 a.m. to 7:00 p.m.)</b>				
1c - Cross County Saturday	Add one hour AM and one hour PM	Light Green	72.1	36
2c - Leesburg Circulator Saturday	Add one hour AM and one hour PM	Light Green	15.7	8
3c - Mount Dora Circulator Saturday	Add one hour AM and one hour PM	Blue Dash	14.8	7
4c - Zellwood Connector Saturday	Add one hour AM and one hour PM	Blue Dash	44.0	22
<b>Enhance Existing Routes - Add Sunday Service Half Day (11:00 a.m. to 5:00 p.m.)</b>				
1d - Cross County Sunday	Add one hour AM and one hour PM	Light Green	72.1	36
2d - Leesburg Circulator Sunday	Add one hour AM and one hour PM	Light Green	15.7	8
3d - Mount Dora Circulator Sunday	Add one hour AM and one hour PM	Blue Dash	14.8	7
4d - Zellwood Connector Sunday	Add one hour AM and one hour PM	Blue Dash	44.0	22
<b>Fixed Route Bus Service Alternatives</b>				
<b>Disney Express Alternatives</b>				
2.1 - Express to Disney/Reams Road (Orange County)	Express to Disney's Employee Entrance on SR 535	Hot Pink	26.2	13
2.2 - Express to Disney/ County Line (Lake County)	Clermont 50 P-N-R/ John's Lake - Hartwood Marsh Rd.	Orange	18.0	9
2.3 - Express to Winter Garden Village (Orange County)	Hartwood Marsh Rd to Stonebrook Parkway	Pale Blue	8.5	4
<b>SR 50 Alternatives</b>				
3.1 - SR 50 Express (P-N-R to County Line)	Clermont P-N-R east to Orange County Line	Dark Grey	10.0	5
3.2 - SR 50 Express (P-N-R to Groveland)	Clermont P-N-R west to Groveland at SR 19/SR 33	Dark Blue	14.6	7
3.3 - SR 50 Express to Mascotte	Groveland (SR 19/SR 33) west to Mascotte at CR 565	Slate Blue	6.2	3
<b>US 27 Alternatives</b>				
3.4 - US 27 South to Four Corners	South from Clermont Park and Ride to Four Corners	Dark Orange	29.6	15
3.5 - US 27/ CR 561 Minneola/Astatula/ Tavares	North along US 27 to CR 561 North to Woodlea Road	Pale Orange	37.0	19
3.6 - SR 19/CR 48 Tavares/ Howey-in-the-Hills/Leesburg	Southwest on SR 19 to North Palm Lake Ave. to CR 48	Green	27.2	14
3.7 - CR 470 Leesburg to US 301 Sumterville	West on CR 470 to DRT's Secret Promise/Landstone	Pale Blue	18.4	9
3.8 - US 27 North from CR 561 to Leesburg	North Along US 27 to Leesburg - Citizen's Blvd.	Magenta	36.8	18
<b>Clermont Minneola Alternatives</b>				
4.1 - Clermont Minneola SR 50 Bypass	Hancock Rd to Citrus Tower to Grand Highway	Yellow	12.0	6
4.2 - Clermont SR 50 Bypass	Main Street to Minneola Avenue to CR 565A	Pink	12.4	6
4.3 - Clermont/ Groveland/ Mascotte to Leesburg	SR 50 West from CR 565A to CR 33 North to US 27 NW along Tuscanoga Rd. to Secret Promise/Landstone/Renaissance Trails/ Southern Oaks to CR 55 to CR 44 and CR 44A to Griffin Road	Brown	65.0	33
4.4 - Mascotte to Sumter County to Leesburg		Orange	63.2	32
<b>Northeast Lake County Alternatives</b>				
5.1 - Eustis to DeLand	SR 44 from Eustis east to Volusia County line	Grey	48.0	24
5.2 - Altona to DeLand	SR 42 from Altona east to Volusia County line	Yellow	37.4	19
5.3 - Mount Dora to Seminole County	SR 46 from Eustis east to Seminole County	Purple	26.2	13
<b>Northwest Lake County/ Sumter County Alternatives</b>				
6.1 - Lady Lake to Wildwood	CR 466 west to Wildwood at US 301	Red	14.4	7
6.2 - Fruitland Park to Wildwood	CR 466A west to Wildwood at US 301	Dark Blue	17.0	9
<b>Premium Transit Service Alternatives</b>				
<b>Bus Rapid Transit</b>				
<b>SR 50 Bus Rapid Transit</b>				
7.1 - SR 50 BRT (P-N-R to County Line)	Clermont P-N-R east to Orange County Line	Dark Grey	10.0	3
7.2 - SR 50 BRT (P-N-R to Groveland)	Clermont P-N-R west to Groveland at SR 19/SR 33	Dark Blue	14.6	4
7.3 - SR 50 BRT to Mascotte	Groveland (SR 19/SR 33) west to Mascotte at CR 565	Slate Blue	6.2	2
<b>Light Rail Transit</b>				
<b>SR 50 Light Rail Transit</b>				
8.1 - SR 50 LRT (P-N-R to County Line)	Clermont P-N-R east to Orange County Line	Dark Grey	10.0	5
8.2 - SR 50 LRT (P-N-R to Groveland)	Clermont P-N-R west to Groveland at SR 19/SR 33	Dark Blue	14.6	7
8.3 - SR 50 LRT to Mascotte	Groveland (SR 19/SR 33) west to Mascotte at CR 565	Slate Blue	6.2	3
<b>Commuter Rail Transit</b>				
<b>Northwest Commuter Rail (Orlando to Tavares/ Eustis)</b>				
9.1 - Phase 1 from Orlando to Zellwood	Along the Florida Central Railroad to Zellwood		43.0	5
9.2 - Phase 2 from Zellwood to Eustis	Along the Florida Central Railroad to Tavares and Eustis		28.0	3

### 8.2.1 East-West Connections along SR 50 – Mascotte, Groveland, Clermont

The range of various transit service alternatives identified in the State Road 50 corridor are highlighted in **Table 8-8** and shown on **Figure 8-6**. These transit alternatives would not all be recommended for implementation simultaneously. As can be seen on the map, the fixed-route bus service, bus rapid transit, and light rail would all occur in the same segments. The rationale for these options along State Road 50 reflects the current strategies recommended by the Federal Transit Administration (FTA) for emerging corridors. FTA suggests that communities seeking premium transit service should develop ridership in a corridor through gradually enhanced transit services building additional ridership at each implementation stage. The SR 50 Express Routes reflect the desire of existing *South Lake Express* patrons for more frequent service on LYNX Route 204. The community has expressed a desire for an extension of existing services to the west represented by *Segments 3.2* and *3.3*. The other alternative considers the advantages of using local roads to bypass the most congested segments of SR 50 while offering Clermont, Minneola, Groveland, and Mascotte residents service closer to their homes.

**Table 8-8: SR 50 Corridor Transit Alternatives**

Alternatives	Brief Description	Map Color	Round-Trip (Miles)	Stops
<b>Fixed Route Bus Service Alternatives</b>				
<b>SR 50 Alternatives</b>				
3.1 - SR 50 Express (P-N-R to County Line)	<i>Clermont P-N-R east to Orange County Line</i>	Dark Grey	10.0	5
3.2 - SR 50 Express (P-N-R to Groveland)	<i>Clermont P-N-R west to Groveland at SR 19/SR 33</i>	Dark Blue	14.6	7
3.3 - SR 50 Express to Mascotte	<i>Groveland (SR 19/SR 33) west to Mascotte at CR 565</i>	Slate Blue	6.2	3
<b>Clermont Minneola Alternatives</b>				
4.1 - Clermont Minneola SR 50 Bypass	<i>Hancock Rd to Citrus Tower to Grand Highway</i>	Yellow	12.0	6
4.2 - Clermont SR 50 Bypass	<i>Main Street to Minneola Avenue to CR 565A</i>	Pink	12.4	6
4.3 - Clermont/ Groveland/ Mascotte to Leesburg	<i>SR 50 West from CR 565A to CR 33 North to US 27</i>	Brown	65.0	33
4.4 - Mascotte to Sumter County to Leesburg	<i>NW along Tuscanooga Rd. to Secret Promise/Landstone/Renaissance Trails/ Southern Oaks to CR 55 to CR 4 4 and CR 44A to Griffin Road</i>	Orange	63.2	32
<b>Premium Transit Service Alternatives</b>				
<b>Bus Rapid Transit</b>				
<b>SR 50 Bus Rapid Transit</b>				
7.1 - SR 50 BRT (P-N-R to County Line)	<i>Clermont P-N-R east to Orange County Line</i>	Dark Grey	10.0	3
7.2 - SR 50 BRT (P-N-R to Groveland)	<i>Clermont P-N-R west to Groveland at SR 19/SR 33</i>	Dark Blue	14.6	4
7.3 - SR 50 BRT to Mascotte	<i>Groveland (SR 19/SR 33) west to Mascotte at CR 565</i>	Slate Blue	6.2	2
<b>Light Rail Transit</b>				
<b>SR 50 Light Rail Transit</b>				
8.1 - SR 50 LRT (P-N-R to County Line)	<i>Clermont P-N-R east to Orange County Line</i>	Dark Grey	10.0	5
8.2 - SR 50 LRT (P-N-R to Groveland)	<i>Clermont P-N-R west to Groveland at SR 19/SR 33</i>	Dark Blue	14.6	7
8.3 - SR 50 LRT to Mascotte	<i>Groveland (SR 19/SR 33) west to Mascotte at CR 565</i>	Slate Blue	6.2	3

Major activity centers located along SR 50 include the central business districts of Mascotte, Groveland, and Clermont. Rapid growth is also occurring along this corridor. The Plaza Collina Development of Regional Impact (DRI) development order includes a requirement to provide \$100,000 for transit, including operating funds, a bus stop, and a transfer facility. Along SR 50, Traffic TAZs with two to three households per acre are located in Clermont at US 27/SR 25 and SR 50. Employment densities of four to eight employees per acre are located along SR 50 in Clermont. In 2020, Plaza Collina and its surrounding TAZ is expected to have four to eight employees per acre. Additionally, the populations along the SR 50 corridor have grown significantly since the completion of the 2000 census. In April 2006, as revealed in the *How Shall We Grow Population Centers Map*, the populations of Clermont grew from 9,338 to 21,986 people (135 percent), Groveland grew from 2,394 to 5,509 people (130 percent), and Mascotte grew from 2,687 to 4,270 people (59 percent). Combined, these three municipalities have added 120 percent more residents by 2006 than estimated for the 2000 census.

Old Highway 50 (CR 50) joins SR 50 just across the county line in Orange County. The road travels northwest to the Florida Turnpike and continues west to Minneola. CR 50 provides an alternate route to SR 50, and the roadway has paved multi-use trails along much of the route. The Hills of Minneola DRI will have direct access to CR 50, and a new interchange to the Florida Turnpike at Hancock Road will provide access to employment centers in Orlando. CR 50 is north of the Plaza Collina DRI and will provide access to that mixed used development as well.

Employment densities along CR 50 are highest in Minneola with 2.01 to 4.00 employees per acre. In 2020, the TAZ south the Florida Turnpike and north of SR 50 at the Orange county line is projected to have 4.01 to 8.00 employees per acre due to the Plaza Collina development. Household densities north of CR 50 and east of US 27 in Minneola are 2.01 to 3.00 per acre. Additional TAZs in Minneola are expected to have 2.01 to 3.00 households per acre in 2020.

As of the 2000 census, the transit dependent population was not significant along the CR50 corridor for residents over the age of 59, income of \$10,000 or less and no access to vehicles. The 2010 census may reveal a greater transit dependent population along CR 50, as the area has grown significantly since the 2000 census.

LYNX operates the Clermont Express (Route 204) into downtown Orlando from the park-and-ride at US 27/SR 25. Development in Sumter County along State Road 50 is still sparse; however, this arterial provides connections west of the study area to US 301, I-75, Suncoast Parkway, and US 19 in Hernando County.

### 8.3 US 27 – The Villages, Lady Lake, Fruitland Park, Leesburg, Minneola

The range of various transit service alternatives identified in the US 27 corridor are highlighted in **Table 8-9** and shown on **Figure 8-6**. These transit alternatives would not all be recommended for implementation simultaneously. The City of Clermont has identified US 27 South transit service connecting to Four Corners and Disney as very high priorities for them. Several of these alternatives were developed to provide access to DRI's in Lake and Sumter Counties, including Plantation at Leesburg, Highland Lakes, Renaissance Trails, Secret Promise, and others.

**Table 8-9: US 27 Corridor Transit Alternatives**

Fixed Route Bus Service Alternatives					
US 27 Alternatives					
3.4 - US 27 South to Four Corners	South from Clermont Park and Ride to Four Corners	Dark Orange	29.6	15	
3.5 - US 27/ CR 561 Minneola/Astatula/ Tavares	North along US 27 to CR 561 North to Woodlea Road	Pale Orange	37.0	19	
3.6 - SR 19/CR 48 Tavares/ Howey-in-the-Hills/Leesburg	Southwest on SR 19 to North Palm Lake Ave. to CR 48	Green	27.2	14	
3.7 - CR 470 Leesburg to US 301 Sumterville	West on CR 470 to DRI's - Secret Promise/Landstone	Pale Blue	18.4	9	
3.8 - US 27 North from CR 561 to Leesburg	North Along US 27 to Leesburg- Citizen's Blvd.	Magenta	36.8	18	

US 27 is a major north-south arterial in Lake County that travels through the northwest corner of the county south to the southwest corner of the county. LYNX operates two express routes with park-and-ride locations departing from US 27. The Clermont Express (Route 204) travels to Orlando via SR 50 from a park-and-ride location on US 27. A second LYNX route operates from the Four Corners area to Disney (Route 55) via U.S. 192 with a park-and-ride location at the Wal-Mart shopping center on US 27. The LakeXpress Cross County Connector (Route 1) operates on US 27 from Lady Lake/The Villages to Fruitland Park and Leesburg before continuing east US 441 to Tavares, Mount Dora, and Eustis. Major activity centers are located along US 27 and include The Villages DRI, town center and hospital, big box retail and shopping centers in Lady Lake, Fruitland Park and Leesburg, the Greyhound Bus Terminal, Christopher C. Ford Commerce Park, Lake Louisa State Park and Four Corners.

Other DRI's, such as the Highland Lakes and Plantation at Leesburg, are age restricted communities that have expressed a desire for transit and show the potential for future ridership. Secret Promise and Renaissance Trails are two proposed mixed used DRIs that have set aside funds for transit and want a connection to The Villages and US 27 would be the most likely route. Other DRIs along US 27 that may warrant future transit include Royal Highlands, Lost Lake Reserve, Kings Ridge, Greater Lakes, and Four Corners. US 27 provides a north-south connection to several key corridors, such as the Florida Turnpike, SR 50 and US 192. This would support regional travel by providing direct access to employment in Orange County. Household densities along US 27 that support transit can be found in areas not currently served. The community of Hawthorne, located north of CR 48 and east of US 27, has 2.01 to 3.00 households

per acre. Other TAZs with household densities of 2.01 to 3.00 households per acre are located along US 27 in Minneola and at SR 50. Transit dependent residents without access to fixed route service can be found in census blocks along US 27.

#### 8.4 Northeast Lake County

The range of various transit service alternatives identified in the Northeast Portion of Lake County are highlighted in **Table 8-10** and shown on **Figure 8-6**. These transit alternatives would not all be recommended for implementation simultaneously. Opportunities to connect to Votran service in Volusia County and LYNX service in Seminole County were identified during the public involvement process and are shown on the map.

**Table 8-10: Northeast Alternatives**

Alternatives	Brief Description	Map Color	Round-Trip (Miles)	Stops
<b>Fixed Route Bus Service Alternatives</b>				
<b>Northeast Lake County Alternatives</b>				
5.1 - Eustis to DeLand	SR 44 from Eustis east to Volusia County line	Grey	48.0	24
5.2 - Altoona to DeLand	SR 42 from Altoona east to Volusia County line	Yellow	37.4	19
5.3 - Mount Dora to Seminole County	SR 46 from Eustis east to Seminole County	Purple	26.2	13

Transit supportive household densities along the corridor that are currently not served by transit include the northwest and southwest corners of CR 44 and SR 19. A large percentage of residents over the age of 59 along the corridor north of Eustis and around Umatilla are currently not served by transit. While the segment of the corridor north of Eustis to Altoona does not have high employment densities along the route, service along this corridor would support the 20,009 (24.6 percent) of Lake County residents who travel to Orange County to work, thus promoting regional connections to LakeXpress routes.

SR/CR 44 is an east-west corridor that serves as a bypass route north of US 441 to Eustis. Major population centers along the corridor include Wildwood in Sumter County, Leesburg, Fort Mason and Eustis in Lake County, as well as DeLand in Volusia County. Currently, service is provided from Paisley to DeLand once a week via CR 42; however, no service is provided along SR 44. Major activity centers along this corridor include the West 44 Industrial Center, as well as activity centers in Leesburg and Eustis. The Pennbrook DRI is an approved mixed use development on SR 44 south of the Villages at the Sumter county line. Additionally, Southern Oaks DRI is located in Sumter County south of SR 44.

Employment densities along the SR/CR 44 corridor are strongest in Leesburg, where the LakeXpress Cross County Connector provides service. The segment of the CR 44 corridor that

travels north to Eustis has a higher population of household densities (e.g. three or more households per acre). Along the SR/CR 44 corridor, transit dependent populations occurs north of 441 along CR 44 as well as on SR 44 from Eustis to the Volusia County line.

CR 42 runs from Altoona at SR 19 through Paisley to DeLand in Volusia County. Currently, service is provided once a week between Paisley and Deland. This corridor is primarily a rural corridor, with no major activity centers or DRIs. Much of the northeastern portion of the county is environmentally sensitive land and development is minimal.

Employment densities and household densities are not significant enough to produce choice riders along this corridor. Transit dependent population along this corridor include 31 to 37 percent of the population under the age of 16 south of CR 43 from Paisley to Lake Kathryn, 26 to 50 percent of the population age 60 and above north of CR 42, and 21 to 30 percent of the households making \$10,000 or less south of the corridor from Lake Kathryn to the county line.

#### **8.5 CR 561 - Tavares, Astatula, Minneola**

CR 561 is an alternative route to SR 19 from Tavares, and travels through Astatula to the Florida Turnpike where it joins US 27 to Minneola, Clermont, and Four Corners. Southridge Industrial Park is a major activity center along this route. As such, *Alternative 3.5* has been identified for this corridor as shown on **Figure 8.6**. The Hills of Minneola DRI is a mixed use development with access to CR 561 via CR 561A, which is a new Florida Turnpike interchange. While employment densities do not support transit along this corridor, access to the Florida Turnpike and SR 50 via SR 27 provide regional connections to employment in Orange County. Household densities are not currently transit supportive; however, the Hills of Minneola DRI may impact the future household density in the corridor. Transit dependent population is not evident along this corridor.

#### **8.6 CR 470/48 - Florida Turnpike, Okahumpka, US 27, US 19**

County Roads 470 and 48 provide a minor east west corridor that joins major employers in Sumter County with the north-south corridors of US 27 and SR 19. Major activity centers along the route include Coleman Federal Prison, SECO, and the Florida Turnpike/CR 470 employment center. As such, *Alternatives 3.6* and *3.7* have been identified for this corridor as shown on **Figure 8.6**. While the communities of Okahumpka, Yalaha and Howey-in-the-Hills are not identified as major population centers in the future, several DRIs along this corridor may warrant transit in the future. The Secret Promise DRI is a proposed mixed use development that joins CR 470. The existing communities of Highland Lakes and Plantation at Leesburg are near the corridor as well.

Employment densities along the corridor are not significant; however access to the Florida Turnpike, US 27 and SR 19 provide access to employment centers in Leesburg, Lady Lake and Eustis, as well as regional access to Orange County. The community of Hawthorne on CR 48 has 2.01 to 3.00 households per acre and supports transit to their community. Additionally, with Secret Promise and Renaissance Trails, the TAZ south of CR 470 and west of the Florida Turnpike is expected to have 2.01 to 3.00 households per acre in 2020.

### **8.7 Community Circulator Service**

Additional community circulators may be needed to link communities to major corridors. For example, the Lady Lake Community has been impacted by the Villages development, and has seen a number of big box retail developments emerge, leading to potential service needs in the area. The LakeXpress Cross County Connector currently serves the corridor.

The three cities of Tavares, Mount Dora, and Eustis, known as the Golden Triangle, have no community circulator service with the exception of the LakeXpress Cross County Connector and proposed Mount Dora Circulator. Many activity centers are located in the Golden Triangle in addition to two proposed commuter rail stations. County government buildings and low income housing, as well as educational opportunities, and Florida Waterman Hospital generate trips between the three cities in the Golden Triangle. Employment and household densities support transit in the Golden Triangle as employment densities in Tavares and Eustis reach 8.01 to 17.01 employees per acre, and household densities reach 3.01 to 6.34 households per acre. Transit dependent residents are also located in the Golden Triangle, with several TAZs comprising of 11 to 20 percent of households with no access to vehicles and 11 to 20 percent of households with an income of \$10,000 or less. The elderly population is also prevalent making up 21 to 75 percent of the population in several TAZs in Mount Dora and Tavares. Eustis has a TAZ with 31 to 37 percent of the population age 15 years or less according to the 2000 census.

The cities of Groveland, Mascotte, and Minneola have experienced significant growth since the 2000 census, yet do not have any community transit service. Employment densities in these cities do not support transit; however, proximity to SR 50 and access to employment in Orange County may warrant connections to regional service along SR 50. Household densities in Minneola are strongest for transit with 2.01 to 3.00 persons per acre. Because the area has grown tremendously since the 2000 census, the transit dependent population may be different after the 2010 census.

The city of Clermont has seen a dramatic increase in population since the 2000 census, and LYNX operates the Clermont Express service to Orange County. Major Activity centers in Clermont include South Lake Memorial Hospital and Lake Sumter Community College/University of Central Florida. Several approved DRIs in or around Clermont include

Lost Lake Reserve, Kings Ridge and Plaza Collina. Employment densities in Clermont along SR 50 are 4.01 to 8.00 employees per acre. Household densities in several TAZs in Clermont are 2.01 to 3.00 per acre with the Kings Ridges and Lost Lake Reserve adding another TAZ with 2.01 to 3.00 households per acre in 2020. In 2000, Clermont had a TAZ with 31 to 43 percent of the households making an income of \$10,000 or less and 31 to 44 percent of the households not owning a vehicle. While the percent of population over the age of 59 was not significant, 21 to 30 percent of the population is 15 years old or less.

### **8.8 Regional Connections**

A significant number of Lake County residents commute to other counties for employment. Most notably, Lake County residents commute to Orange County as noted earlier. This indicates the need for regional transit service in Lake County connecting to adjacent communities. Limited regional bus service is currently offered in Lake County. LYNX operates two express routes from the southern portion of Lake County to employment centers in Orange County. Additionally, once weekly service is provided from Paisley to DeLand in Volusia County, and the LakeXpress Cross County Connector provides a connection to Sumter County at The Villages. Other potential corridors that could support regional transit as mentioned in the previous corridor descriptions include Mount Dora to Zellwood in Orange County via 441, and the Florida Turnpike, where several new DRIs include new interchanges as part of their development. Additional regional connections to adjacent counties would be Marion and Sumter Counties at The Villages, Sumter County via SR 50, CR 470 and SR 44; Polk County at Four Corners, and Volusia County via SR 44/CR 42.

### **8.9 Commuter Rail**

In addition to bus service, the Orlando area has studied commuter rail for the region. In August 2001, the Florida Central Railroad conducted a study to assess the feasibility of the Northwest Corridor, the proposed commuter rail service along the Florida Central Railroad (FCRR) from Eustis and Apopka to downtown Orlando. Two stations identified in the study were located in Lake County, including:

- **Eustis:** This station would serve as a major park and ride station with kiss and ride facilities and ancillary bus facilities; and
- **Tavares:** This station would serve as an activity center station with kiss and ride facilities as well as bus drop off facilities.

The study identified an option of temporarily ending the commuter line in Zellwood to make the project more feasible and attractive to Federal, State and Local parties. The study suggests that

the Zellwood Station would adequately serve the Lake County market because one-third of the travel time from Eustis to downtown Orlando via commuter rail occurs over the 13 mile stretch from Zellwood to Eustis. The study reveals that commuters entering the commuter rail system at the Eustis station, and possibly the Tavares station, would have a faster total travel time if they drove to the Zellwood station.

### ***8.10 Future Bus Stops and Park and Rides***

The current LakeXpress system is a flag stop system. However, the Lake-Sumter MPO began the process of identifying bus stops along the current routes. Two park and ride facilities are located on US 27 to accommodate the LYNX Express routes. One is located at SR 50 and US 27; the other is located at the Wal-Mart at US 27 and US 192. Currently, the Walgreens at Mount Dora is identified as the transfer point between the LakeXpress connector and the Mount Dora Circulator. However, the MPO has access to 18 acres at Lincoln Avenue and US 441 in Mount Dora for park and ride. As regional service is implemented, the need for additional park and ride facilities will arise.

### ***8.11 Presentation of Alternatives***

The various alternatives have been assembled into three service plan alternatives. As discussed earlier, Lake County Public Transportation (LCPT) and Lake~Sumter MPO staff have developed goals and objectives for the Transit Development Plan and incorporated public input to refine those goals and objectives. The identified alternatives reflect public involvement comments provided to date. In the Finance Plan, the initial cost estimates for each alternative have been identified,

**Alternative #1**

Alternative	Rt Num	Q	Start Year (YOE)	Annual Revenue Miles	Actual Number of Veh.	Headway (hours)	Annual Operating Hours	Total O&M Costs	New Vehicles	Stops	Total Capital Costs
Cross County Connector	1	1	FY 2007/08	882,587	4	1	12,241	\$2,300,315.32	\$0.00	\$0.00	\$0.00
Leesburg Circulator	2	1	FY 2007/08	48,047	1	1	3,060	\$575,078.83	\$0.00	\$0.00	\$0.00
Mount Dora Circulator	3	1	FY 2008/09	45,292	1	1	3,060	\$575,078.83	\$0.00	\$0.00	\$0.00
Zellwood Connector	4	1	FY 2009/10	67,326	1	2	1,530	\$383,385.89	\$0.00	\$0.00	\$0.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>											
1a - Cross County Enhancement	1a	1	FY 2012/13	882,587	4	1	12,241	\$1,533,543.55	\$1,040,000.00	\$0.00	\$1,040,000.00
2a - Leesburg Circulator Enhancement	2a	1	FY 2012/13	48,047	1	1	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
3a - Mount Dora Circulator Enhancement	3a	1	FY 2012/13	45,292	1	1	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
4a - Zellwood Connector Enhancement	4a	1	FY 2012/13	67,326	1	2	1,530	\$191,692.94	\$260,000.00	\$0.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>											
1b - Cross County Early/Late	1b	1	FY 2012/13	620,660	7	0.5	8,608	\$1,078,430.66	\$1,820,000.00	\$0.00	\$13,122,200.00
2b - Leesburg Circulator Early/Late	2b	1	FY 2012/13	38,614	2	0.5	2,460	\$308,123.04	\$520,000.00	\$0.00	\$816,400.00
3b - Mount Dora Circulator Early/Late	3b	1	FY 2012/13	36,401	2	0.5	2,460	\$308,123.04	\$520,000.00	\$0.00	\$769,600.00
4b - Zellwood Connector Early/Late	4b	1	FY 2012/13	54,109	2	1	1,230	\$154,061.52	\$520,000.00	\$0.00	\$1,144,000.00
<b>New Fixed Route Bus Service Alternatives</b>											
3.4 - US 27 South to Four Corners	11	1	FY 2012/13	181,152	2	1	6,120	\$766,699.61	\$520,000.00	\$59,200.00	\$579,200.00
3.5 - US 27/CR 561 Minneola/Astatula/Tavares	12	1	FY 2015/16	226,440	2	1	6,120	\$766,699.61	\$520,000.00	\$74,000.00	\$594,000.00
3.6 - SR 19/CR 48 Tavares/Howey-in-the-Hills/Leesburg	13	1	FY 2017/18	166,464	2	1	6,120	\$766,699.61	\$520,000.00	\$54,400.00	\$574,400.00
5.1 - Eustis to DeLand	20	1	FY 2015/16	146,880	2	2	3,060	\$383,349.81	\$520,000.00	\$96,000.00	\$616,000.00
<b>Replacement Vehicles</b>											
International (Spare Vehicles)	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$0.00	\$130,000.00
International (Spare Vehicles)	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$0.00	\$130,000.00
Blue Bird	n/a	2	FY 20015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$0.00	\$520,000.00
El Dorado	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$0.00	\$270,000.00
Blue Bird	n/a	3	FY 20015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$0.00	\$780,000.00
El Dorado	n/a	2	FY 20015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$0.00	\$540,000.00
TOP, New Bus 2010	n/a	1	FY 2010/11	n/a	1	n/a	n/a	n/a	\$260,000.00	\$0.00	\$260,000.00
TOP, Supervisor Vans, 2008	n/a	2	FY 2008/09	n/a	2	n/a	n/a	n/a	\$40,000.00	\$0.00	\$80,000.00
TOP, Displays on Buses, 2011	n/a	2	FY 2010/11	n/a	1	n/a	n/a	n/a	\$1,500.00	\$0.00	\$3,000.00
TOP, New Shelters, Benches, Amenities (2008)	n/a	4	FY 2008/09	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2009)	n/a	4	FY 2009/10	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2010)	n/a	4	FY 2010/11	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2011)	n/a	4	FY 2011/12	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2012)	n/a	4	FY 2012/13	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2013)	n/a	4	FY 2013/14	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2014)	n/a	4	FY 2014/15	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2015)	n/a	4	FY 2015/16	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2016)	n/a	4	FY 2016/17	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2017)	n/a	4	FY 2017/18	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2018)	n/a	4	FY 2018/19	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2019)	n/a	4	FY 2019/20	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
				3,557,225			75,961	\$10,858,054.06	\$9,045,500.00	\$283,600.00	\$23,324,800.00

**Alternative #2**

Alternative	Rt Num	Q	Start Year (YOE)	Annual Revenue Miles	Actual Number of Veh.	Headway (hours)	Annual Operating Hours	Estimated Total Cost	Total O&M Costs	New Vehicles	Total Capital Costs
Cross County Connector	1	1	FY 2007/08	882,587	4	1	12,241	\$766,772	\$2,300,315.32	\$0.00	\$0.00
Leesburg Circulator	2	1	FY 2007/08	48,047	1	1	3,060	\$191,693	\$575,078.83	\$0.00	\$0.00
Mount Dora Circulator	3	1	FY 2008/09	45,292	1	1	3,060	\$191,693	\$575,078.83	\$0.00	\$0.00
Zellwood Connector	4	1	FY 2009/10	67,326	1	2	1,530	\$191,693	\$383,385.89	\$0.00	\$0.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>											
1a - Cross County Enhancement	1a	1	FY 2012/13	882,587	4	1	12,241	\$766,772	\$1,533,543.55	\$1,040,000.00	\$1,040,000.00
2a - Leesburg Circulator Enhancement	2a	1	FY 2012/13	48,047	1	1	3,060	\$191,693	\$383,385.89	\$260,000.00	\$260,000.00
3a - Mount Dora Circulator Enhancement	3a	1	FY 2012/13	45,292	1	1	3,060	\$191,693	\$383,385.89	\$260,000.00	\$260,000.00
4a - Zellwood Connector Enhancement	4a	1	FY 2012/13	67,326	1	2	1,530	\$95,846	\$191,692.94	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>											
1b - Cross County Early/Late	1b	1	FY 2012/13	620,660	7	0.5	8,608	\$539,215	\$1,078,430.66	\$1,820,000.00	\$13,122,200.00
2b - Leesburg Circulator Early/Late	2b	1	FY 2012/13	38,614	2	0.5	2,460	\$154,062	\$308,123.04	\$520,000.00	\$816,400.00
3b - Mount Dora Circulator Early/Late	3b	1	FY 2012/13	36,401	2	0.5	2,460	\$154,062	\$308,123.04	\$520,000.00	\$769,600.00
4b - Zellwood Connector Early/Late	4b	1	FY 2012/13	54,109	2	1	1,230	\$77,031	\$154,061.52	\$520,000.00	\$1,144,000.00
<b>Enhance Existing Routes - Add Saturday Service All Day (7:00 a.m. to 7:00 p.m.)</b>											
1c - Cross County Saturday	1c	1	FY 2012/13	156,982	4	1	2,177	\$136,382	\$272,764.66	\$1,040,000.00	\$1,040,000.00
2c - Leesburg Circulator Saturday	2c	1	FY 2012/13	8,546	1	1	544	\$34,096	\$68,191.17	\$260,000.00	\$260,000.00
3c - Mount Dora Circulator Saturday	3c	1	FY 2012/13	8,056	1	1	544	\$34,096	\$68,191.17	\$260,000.00	\$260,000.00
4c - Zellwood Connector Saturday	4c	1	FY 2012/13	11,975	1	2	272	\$17,048	\$34,095.58	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add Sunday Service Half Day (11:00 a.m. to 5:00 p.m.)</b>											
1d - Cross County Sunday	1d	1	FY 2012/13	66,281	4	1	919	\$57,584	\$115,167.30	\$1,040,000.00	\$1,040,000.00
2d - Leesburg Circulator Sunday	2d	1	FY 2012/13	3,608	1	1	230	\$14,396	\$28,791.83	\$260,000.00	\$260,000.00
3d - Mount Dora Circulator Sunday	3d	1	FY 2012/13	3,401	1	1	230	\$14,396	\$28,791.83	\$260,000.00	\$260,000.00
4d - Zellwood Connector Sunday	4d	1	FY 2012/13	5,056	1	2	115	\$7,198	\$14,395.91	\$260,000.00	\$260,000.00
<b>New Fixed Route Bus Service Alternatives</b>											
2.1 - Express to Disney/Reams Road (Orange County)	5	1	FY 2014/15	40,086	1	2	1,530	\$95,837	\$191,674.90	\$260,000.00	\$286,200.00
2.2 - Express to Disney/County Line (Lake County)	6	1	FY 2014/15	27,540	1	2	1,530	\$95,837	\$191,674.90	\$260,000.00	\$278,000.00
2.3 - Express to Winter Garden Village (Orange County)	7	1	FY 2014/15	13,005	1	2	1,530	\$95,837	\$191,674.90	\$260,000.00	\$268,500.00
3.4 - US 27 South to Four Corners	11	1	FY 2012/13	181,152	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$579,200.00
3.5 - US 27/CR 561 Minneola/Astatula/Tavares	12	1	FY 2015/16	226,440	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$594,000.00
3.6 - SR 19/CR 48 Tavares/Howey-in-the-Hills/Leesburg	13	1	FY 2017/18	166,464	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$574,400.00
3.8 - US 27 North from CR 561 to Leesburg	15	1	FY 2012/13	225,216	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$593,600.00
4.1 - Clermont Minneola SR 50 Bypass	16	1	FY 2012/13	146,880	2	0.5	12,240	\$766,700	\$1,533,399.23	\$520,000.00	\$544,000.00
4.2 - Clermont SR 50 Bypass	17	1	FY 2012/13	151,776	2	0.5	12,240	\$766,700	\$1,533,399.23	\$520,000.00	\$544,800.00
4.3 - Clermont/ Groveland/ Mascotte to Leesburg	18	1	FY 2012/13	198,900	2	2	3,060	\$191,675	\$383,349.81	\$520,000.00	\$650,000.00
4.4 - Mascotte to Sumter County to Leesburg	19	1	FY 2017/18	193,392	2	2	3,060	\$191,675	\$383,349.81	\$520,000.00	\$646,400.00
5.1 - Eustis to DeLand	20	1	FY 2015/16	146,880	2	2	3,060	\$191,675	\$383,349.81	\$520,000.00	\$616,000.00
<b>Replacement Vehicles</b>											
International (Spare Vehicles)	n/a	1	FY 2001/5/16	n/a	1	n/a	n/a	n/a	n/a	\$130,000.00	\$130,000.00
International (Spare Vehicles)	n/a	1	FY 2001/5/16	n/a	1	n/a	n/a	n/a	n/a	\$130,000.00	\$130,000.00
Blue Bird	n/a	2	FY 2001/5/16	n/a	1	n/a	n/a	n/a	n/a	\$260,000.00	\$520,000.00
El Dorado	n/a	1	FY 2001/5/16	n/a	1	n/a	n/a	n/a	n/a	\$270,000.00	\$270,000.00
Blue Bird	n/a	3	FY 2001/5/16	n/a	1	n/a	n/a	n/a	n/a	\$260,000.00	\$780,000.00
El Dorado	n/a	2	FY 2001/5/16	n/a	1	n/a	n/a	n/a	n/a	\$270,000.00	\$540,000.00
TOP, New Bus 2010	n/a	1	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	\$260,000.00	\$260,000.00
TOP, Supervisor Vans, 2008	n/a	2	FY 2008/09	n/a	2	n/a	n/a	n/a	n/a	\$40,000.00	\$80,000.00
TOP, Displays on Buses, 2011	n/a	2	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	\$1,500.00	\$3,000.00
TOP, New Shelters, Benches, Amenities (2008)	n/a	4	FY 2008/09	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2009)	n/a	4	FY 2009/10	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2010)	n/a	4	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2011)	n/a	4	FY 2011/12	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2012)	n/a	4	FY 2012/13	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2013)	n/a	4	FY 2013/14	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2014)	n/a	4	FY 2014/15	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2015)	n/a	4	FY 2015/16	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2016)	n/a	4	FY 2016/17	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2017)	n/a	4	FY 2017/18	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2018)	n/a	4	FY 2018/19	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2019)	n/a	4	FY 2019/20	n/a	1	n/a	n/a	n/a	n/a	\$12,000.00	\$48,000.00
				<b>4,817,926</b>	<b>84</b>		<b>122,303</b>	<b>\$7,756,754.12</b>	<b>\$16,663,665.89</b>	<b>\$16,065,500.00</b>	<b>\$30,776,300.00</b>

**Alternative #3**

Alternative	Rt Num	Q	Start Year (YOE)	Annual Revenue Miles	Actual Number of Veh.	Headway (hours)	Annual Operating Hours	Total O&M Costs	New Vehicles	Total Capital Costs
Cross County Connector	1	1	FY 2007/08	882,587	4	1	12,241	\$2,300,315.32	\$0.00	\$0.00
Leesburg Circulator	2	1	FY 2007/08	48,047	1	1	3,060	\$575,078.83	\$0.00	\$0.00
Mount Dora Circulator	3	1	FY 2008/09	45,292	1	1	3,060	\$575,078.83	\$0.00	\$0.00
Zellwood Connector	4	1	FY 2009/10	67,326	1	2	1,530	\$383,385.89	\$0.00	\$0.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>										
1a - Cross County Enhancement	1a	1	FY 2012/13	882,587	4	1	12,241	\$1,533,543.55	\$1,040,000.00	\$1,040,000.00
2a - Leesburg Circulator Enhancement	2a	1	FY 2012/13	48,047	1	1	3,060	\$383,385.89	\$260,000.00	\$260,000.00
3a - Mount Dora Circulator Enhancement	3a	1	FY 2012/13	45,292	1	1	3,060	\$383,385.89	\$260,000.00	\$260,000.00
4a - Zellwood Connector Enhancement	4a	1	FY 2012/13	67,326	1	2	1,530	\$191,692.94	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>										
1b - Cross County Early/Late	1b	1	FY 2012/13	620,660	7	0.5	8,608	\$1,078,430.66	\$1,820,000.00	\$13,122,200.00
2b - Leesburg Circulator Early/Late	2b	1	FY 2012/13	38,614	2	0.5	2,460	\$308,123.04	\$520,000.00	\$816,400.00
3b - Mount Dora Circulator Early/Late	3b	1	FY 2012/13	36,401	2	0.5	2,460	\$308,123.04	\$520,000.00	\$769,600.00
4b - Zellwood Connector Early/Late	4b	1	FY 2012/13	54,109	2	1	1,230	\$154,061.52	\$520,000.00	\$1,144,000.00
<b>Enhance Existing Routes - Add Saturday Service All Day (7:00 a.m. to 7:00 p.m.)</b>										
1c - Cross County Saturday	1c	1	FY 2012/13	156,982	4	1	2,177	\$272,764.66	\$1,040,000.00	\$1,040,000.00
2c - Leesburg Circulator Saturday	2c	1	FY 2012/13	8,546	1	1	544	\$68,191.17	\$260,000.00	\$260,000.00
3c - Mount Dora Circulator Saturday	3c	1	FY 2012/13	8,056	1	1	544	\$68,191.17	\$260,000.00	\$260,000.00
4c - Zellwood Connector Saturday	4c	1	FY 2012/13	11,975	1	2	272	\$34,095.58	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add Sunday Service Half Day (11:00 a.m. to 5:00 p.m.)</b>										
1d - Cross County Sunday	1d	1	FY 2012/13	66,281	4	1	919	\$115,167.30	\$1,040,000.00	\$1,040,000.00
2d - Leesburg Circulator Sunday	2d	1	FY 2012/13	3,608	1	1	230	\$28,791.83	\$260,000.00	\$260,000.00
3d - Mount Dora Circulator Sunday	3d	1	FY 2012/13	3,401	1	1	230	\$28,791.83	\$260,000.00	\$260,000.00
4d - Zellwood Connector Sunday	4d	1	FY 2012/13	5,056	1	2	115	\$14,395.91	\$260,000.00	\$260,000.00
<b>New Fixed Route Bus Service Alternatives</b>										
2.1 - Express to Disney/Reams Road (Orange County)	5	1	FY 2014/15	40,086	1	2	1,530	\$191,674.90	\$260,000.00	\$286,200.00
2.2 - Express to Disney/ County Line (Lake County)	6	1	FY 2014/15	27,540	1	2	1,530	\$191,674.90	\$260,000.00	\$278,000.00
2.3 - Express to Winter Garden Village (Orange County)	7	1	FY 2014/15	13,005	1	2	1,530	\$191,674.90	\$260,000.00	\$268,500.00
3.4 - US 27 South to Four Corners	11	1	FY 2012/13	181,152	2	1	6,120	\$766,699.61	\$520,000.00	\$599,200.00
3.5 - US 27/ CR 561 Minneola/Astatula/ Tavares	12	1	FY 2015/16	226,440	2	1	6,120	\$766,699.61	\$520,000.00	\$594,000.00
3.6 - SR 19/CR 48 Tavares/ Howey-in-the-Hills/Leesburg	13	1	FY 2017/18	166,464	2	1	6,120	\$766,699.61	\$520,000.00	\$574,400.00
3.7 - CR 470 Leesburg to US 301 Sumterville	14	1	FY 2017/18	56,304	1	1	3,060	\$383,349.81	\$260,000.00	\$296,800.00
3.8 - US 27 North from CR 561 to Leesburg	15	1	FY 2012/13	225,216	2	1	6,120	\$766,699.61	\$520,000.00	\$593,600.00
4.1 - Clermont Minneola SR 50 Bypass	16	1	FY 2012/13	146,880	2	0.5	12,240	\$1,533,399.23	\$520,000.00	\$544,000.00
4.4 - Mascotte to Sumter County to Leesburg	19	1	FY 2017/18	193,392	2	2	3,060	\$383,349.81	\$520,000.00	\$646,400.00
5.1 - Eustis to DeLand	20	1	FY 2015/16	146,880	2	2	3,060	\$383,349.81	\$520,000.00	\$616,000.00
5.2 - Altoona to DeLand	21	1	FY 2019/20	57,222	1	2	1,530	\$191,674.90	\$260,000.00	\$334,800.00
5.3 - Mount Dora to Seminole County	22	1	FY 2019/20	40,086	1	2	1,530	\$191,674.90	\$260,000.00	\$312,400.00
6.2 - Fruitland Park to Wildwood	24	1	FY 2015/16	208,080	2	0.5	12,240	\$1,533,399.23	\$520,000.00	\$554,000.00
<b>Premium Transit Service Alternatives</b>										
<b>Bus Rapid Transit</b>										
7.1 - SR 50 BRT (P-N-R to County Line)	7.1	1	FY 2014/15	204,000	2	0.3	20,400	\$1,897,200.00	\$700,000.00	\$2,700,000.00
7.2 - SR 50 BRT (P-N-R to Groveland)	7.2	1	FY 2014/15	297,840	2	0.3	20,400	\$2,769,912.00	\$700,000.00	\$3,620,000.00
7.3 - SR 50 BRT to Mascotte	7.3	1	FY 2015/16	63,240	1	0.3	10,200	\$588,132.00	\$350,000.00	\$1,590,000.00
<b>Commuter Rail Transit</b>										
9.1 - Phase 1 from Orlando to Zellwood	9.1		FY 2019/20	65,790	1	2	1,530	\$1,006,587.00	\$1,900,000.00	\$45,000,000.00
9.2 - Phase 2 from Zellwood to Eustis	9.2		FY 2019/20	42,840	1	2	1,530	\$655,452.00	\$1,900,000.00	\$27,000,000.00
<b>Replacement Vehicles</b>										
International (Spare Vehicles)	n/a	1	FY 2015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$130,000.00
International (Spare Vehicles)	n/a	1	FY 2015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$130,000.00
Blue Bird	n/a	2	FY 2015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$520,000.00
El Dorado	n/a	1	FY 2015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$270,000.00
Blue Bird	n/a	3	FY 2015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$780,000.00
El Dorado	n/a	2	FY 2015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$540,000.00
TOP, New Bus 2010	n/a	1	FY 2010/11	n/a	1	n/a	n/a	n/a	\$260,000.00	\$260,000.00
TOP, Supervisor Vans, 2008	n/a	2	FY 2008/09	n/a	2	n/a	n/a	n/a	\$40,000.00	\$80,000.00
TOP, Displays on Buses, 2011	n/a	2	FY 2010/11	n/a	1	n/a	n/a	n/a	\$1,500.00	\$3,000.00
TOP, New Shelters, Benches, Amenities (2008)	n/a	4	FY 2008/09	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2009)	n/a	4	FY 2009/10	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2010)	n/a	4	FY 2010/11	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2011)	n/a	4	FY 2011/12	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2012)	n/a	4	FY 2012/13	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2013)	n/a	4	FY 2013/14	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2014)	n/a	4	FY 2014/15	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2015)	n/a	4	FY 2015/16	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2016)	n/a	4	FY 2016/17	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2017)	n/a	4	FY 2017/18	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2018)	n/a	4	FY 2018/19	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2019)	n/a	4	FY 2019/20	n/a	1	n/a	n/a	n/a	\$12,000.00	\$48,000.00
				<b>5,502,652</b>			<b>179,423</b>	<b>\$23,964,298.70</b>	<b>\$21,875,500.00</b>	<b>\$110,989,500.00</b>

## **8.12 Evaluation Measures**

Evaluation measures are grouped generally into measures of performance, effectiveness, and efficiency. Performance measures provide a general measure of the amount of services produced and delivered, and are generally shown in context with other parameters to provide a sense of scale. Effectiveness measures are performance measures scaled, and are generally more directly comparable among transit providers. Efficiency measures show how efficiently or expensively a service is delivered.

### Subjective Demand Projection

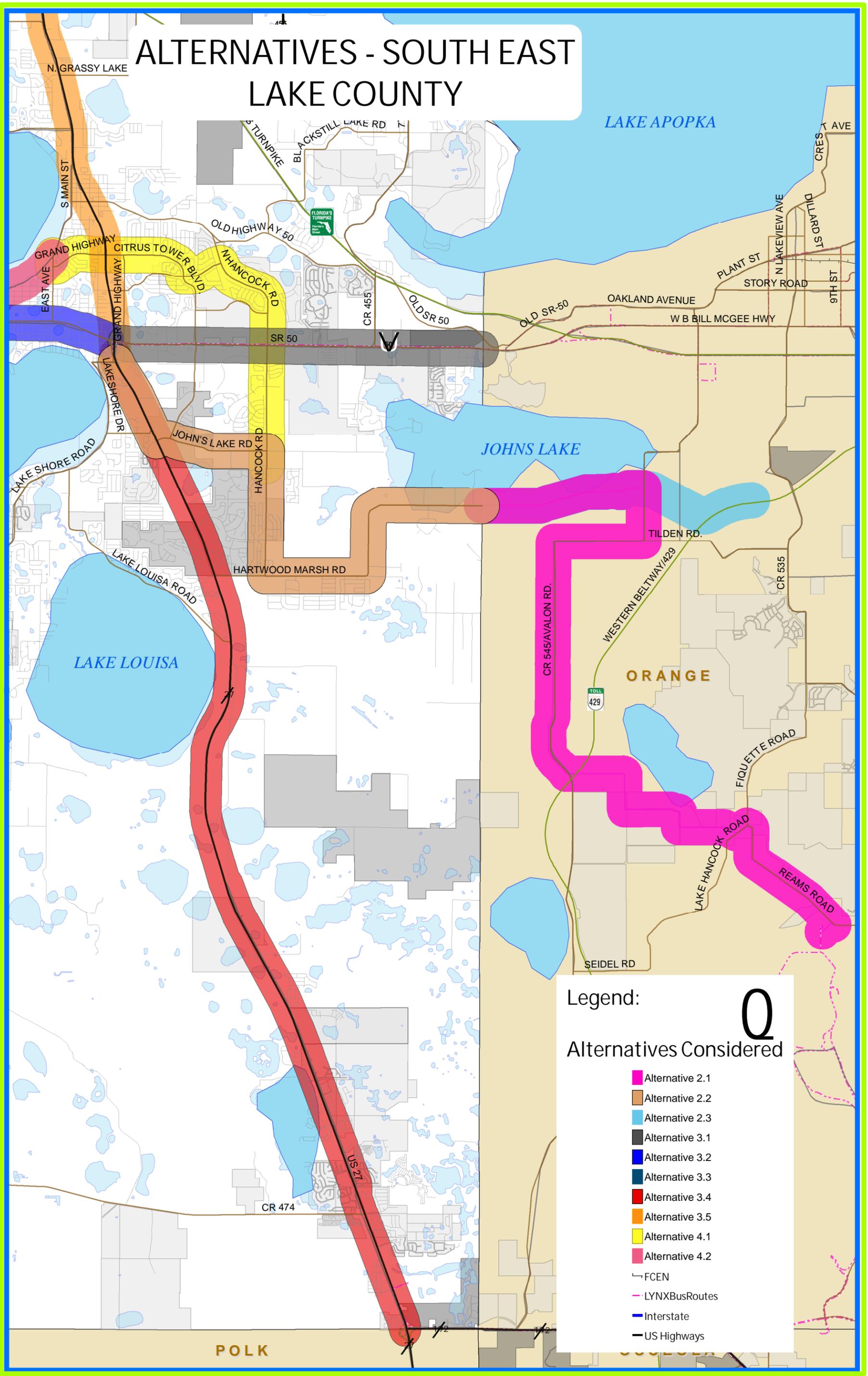
Subjective demand projection techniques can be used to assist in understanding potential demand for public transportation. These methods include user/non-user surveys, discussion groups, public workshops, and other forms of public participation. In Lake County, the public involvement process includes stakeholder interviews, two discussion groups, and two public workshops. Since the public involvement process is ongoing at this time, its results cannot be analyzed for purposes of this draft. However, the results of the public involvement effort will be used to discuss transportation needs and potential subjective demand for inclusion in this section for the final draft document.

### Implications of the Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) of 1990 requires that complementary paratransit services be provided by agencies that operate fixed-route bus service. The paratransit service must “shadow” the fixed-route service area and a comparable level of service must be provided for persons who cannot use the fixed-route service. However, an agency that only provides route-deviated service does not need to provide complementary paratransit services. The definition of route-deviated service is a service in which vehicles operate along a fixed route making scheduled stops along the way, but the vehicle may deviate one or two blocks from the route to pick up and drop off passengers upon request. Route deviation is described as a hybrid configuration with features of fixed-route, fixed-schedule transit service and demand responsive, curb-to-curb service. This service is defined as demand-responsive and, therefore, does not require complementary ADA paratransit service, according to the *ADA Paratransit Handbook: Implementing the Complementary Paratransit Service Requirements of the Americans with Disabilities Act of 1990*, by the Urban Mass Transportation Administration (now the Federal Transit Administration) of the U.S. Department of Transportation.

i According to an online survey of 18,964 respondents located at [www.floridagasprices.com](http://www.floridagasprices.com)

# ALTERNATIVES - SOUTH EAST LAKE COUNTY

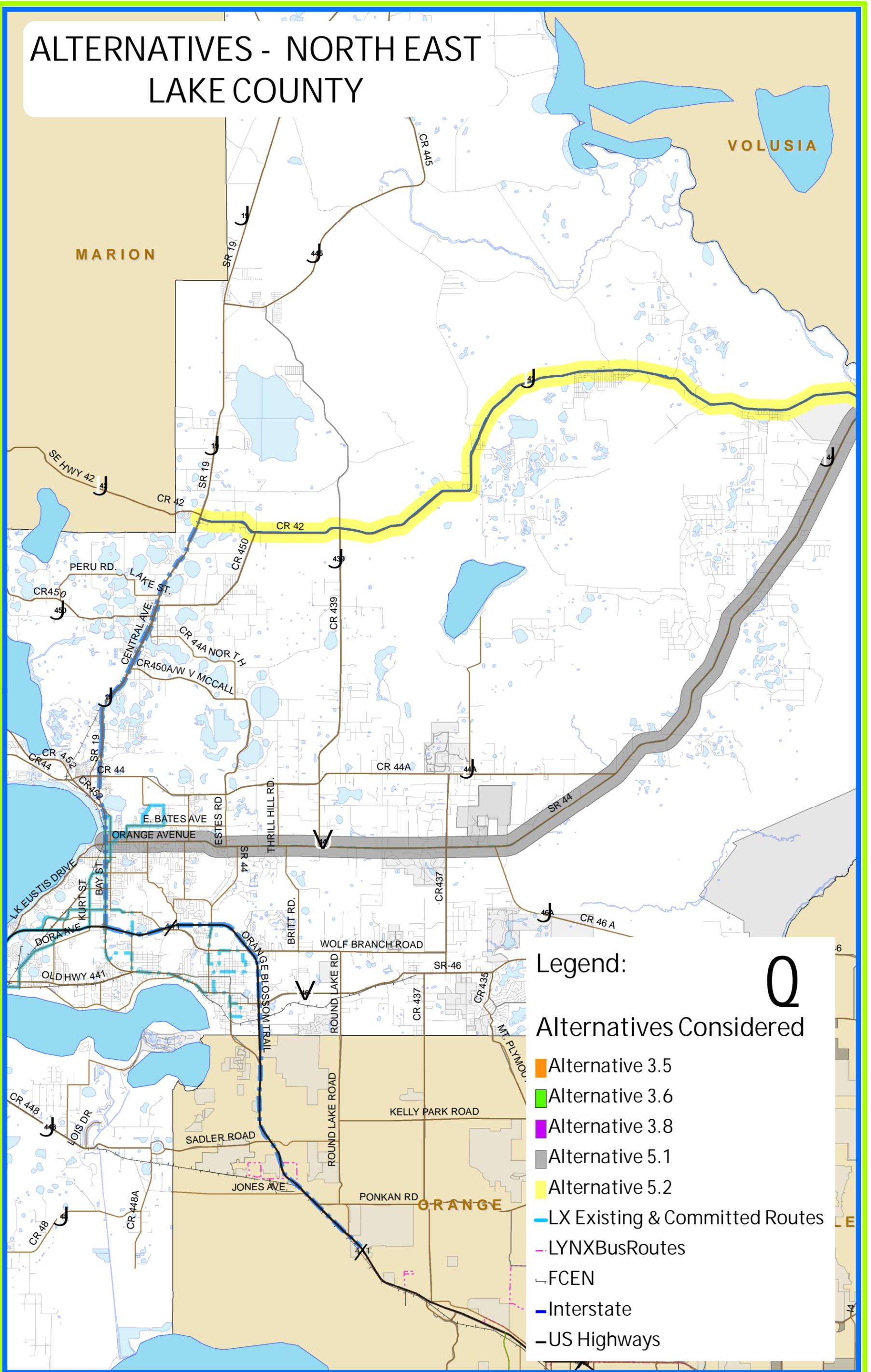


Legend:

**Q**  
Alternatives Considered

- █ Alternative 2.1
- █ Alternative 2.2
- █ Alternative 2.3
- █ Alternative 3.1
- █ Alternative 3.2
- █ Alternative 3.3
- █ Alternative 3.4
- █ Alternative 3.5
- █ Alternative 4.1
- █ Alternative 4.2
- FCEN
- - - LYNX Bus Routes
- Interstate
- US Highways

# ALTERNATIVES - NORTH EAST LAKE COUNTY

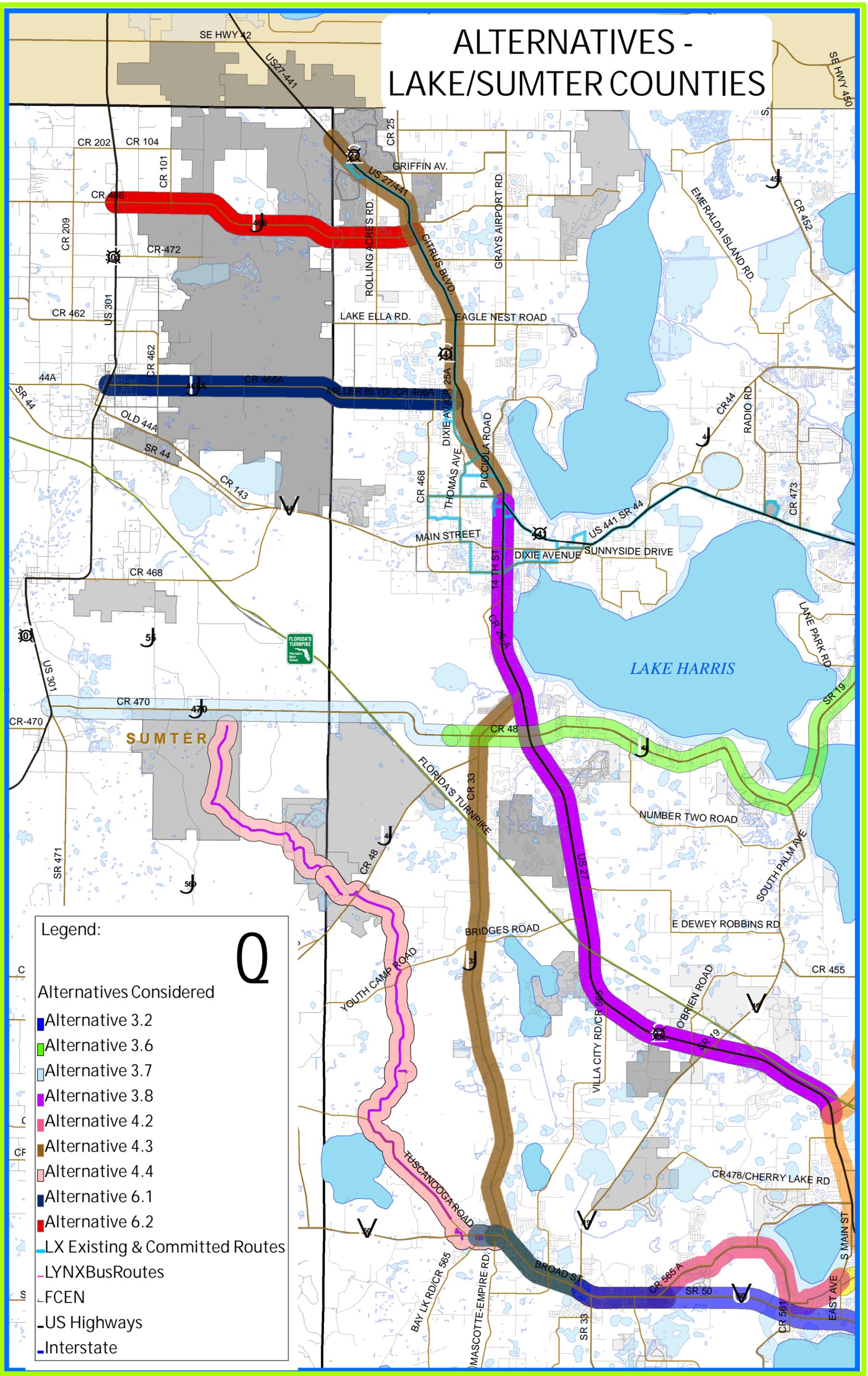


**Legend:**

**Q**  
**Alternatives Considered**

- Alternative 3.5
- Alternative 3.6
- Alternative 3.8
- Alternative 5.1
- Alternative 5.2
- LX Existing & Committed Routes
- LYNX Bus Routes
- FCEN
- Interstate
- US Highways

# ALTERNATIVES - LAKE/SUMTER COUNTIES



**Legend:**

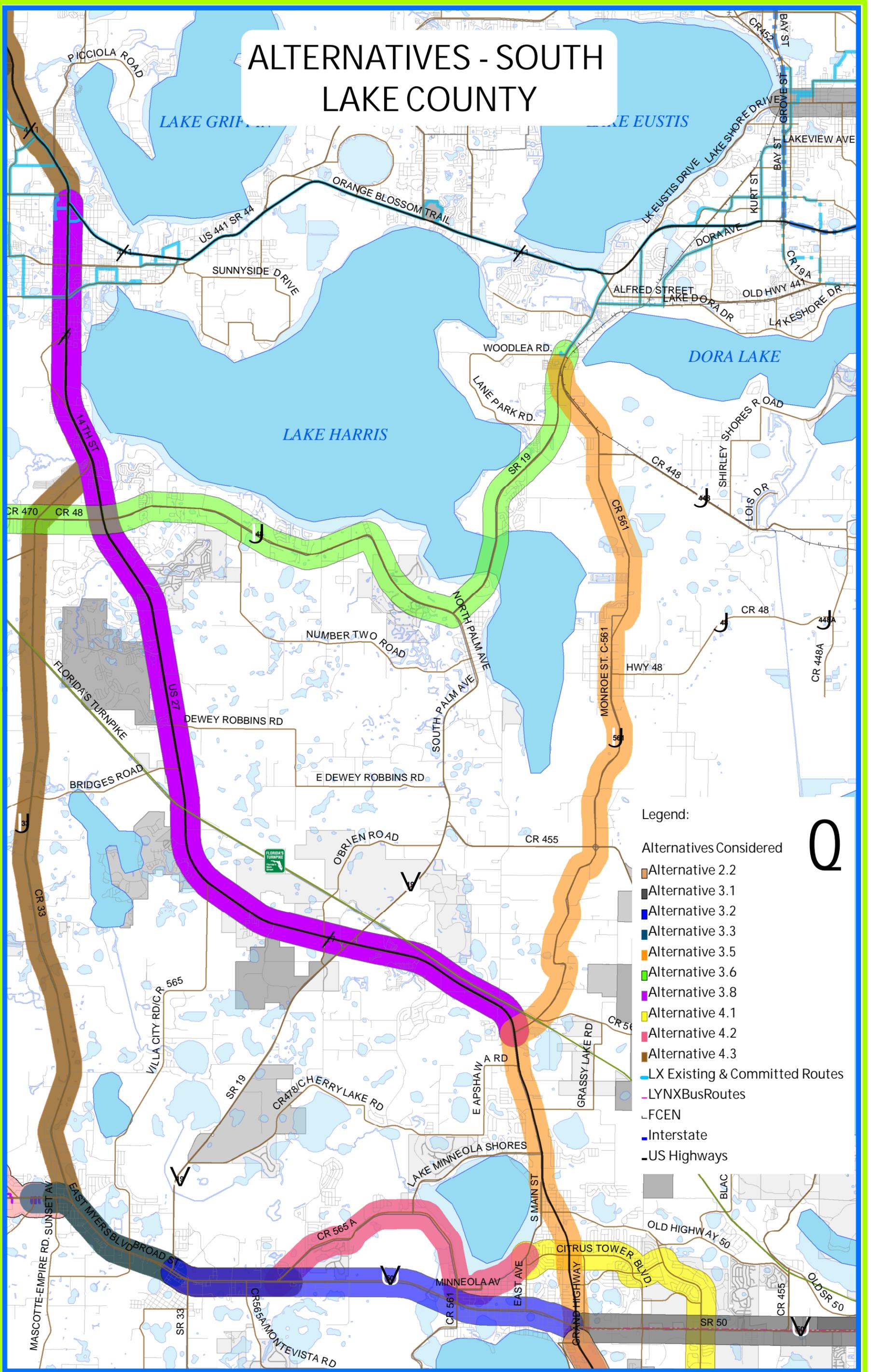
**Q**

Alternatives Considered

- Alternative 3.2
- Alternative 3.6
- Alternative 3.7
- Alternative 3.8
- Alternative 4.2
- Alternative 4.3
- Alternative 4.4
- Alternative 6.1
- Alternative 6.2
- LX Existing & Committed Routes
- LYNX Bus Routes
- FCEN
- US Highways
- Interstate

C  
C  
CF  
S

# ALTERNATIVES - SOUTH LAKE COUNTY



Legend:

Alternatives Considered

- Alternative 2.2
- Alternative 3.1
- Alternative 3.2
- Alternative 3.3
- Alternative 3.5
- Alternative 3.6
- Alternative 3.8
- Alternative 4.1
- Alternative 4.2
- Alternative 4.3
- LX Existing & Committed Routes
- LYNX Bus Routes
- FCEN
- Interstate
- US Highways

Q

## **Section 9.0 Financial Plan**

This section of the Transit Development Plan is incomplete and it should not be finalized until the public involvement process is completed. A detailed financial plan requires agreement regarding the selection of project alternatives. The selection of a preferred alternative will be based upon comments from the community, patrons, paratransit stakeholders, appointed officials, elected officials, and the results of the public involvement efforts. Accordingly, preliminary information regarding financial assumptions and available financial information is presented here so that it may be commented upon before the financial analysis is finalized.

Information in this section was obtained from *the Florida Department of Transportation's Resource Guide for Transit and Transit-Related Programs (2005)*, *the Guidebook for Start-Up Transit Agencies (2006)*, *the Local Government Financial Information Handbook (2006)*, as well as through a desktop analysis of various governmental websites and transportation-related publications. Options to minimize costs and financial management strategies are also included in this section.

### **9.1 Overview**

LakeXpress is a relatively new system with limited historical data on financial operations, including ridership, fare box recovery, revenue sources, and operating costs. As such, financial planning efforts and financial projections through the FY 2020 will require the use of assumptions, projections based on limited experience, as well as benchmark comparisons. Since fixed route service has a short history in Lake County, peer systems will be used as an appropriate transit benchmark to evaluate financial data projections particularly revenue projections from state and federal sources.

Based upon recent growth, it is also anticipated that the population of the urban area may exceed 200,000 by the 2010 U. S. Census. This is relevant for financial planning purposes since some state and federal funding sources currently used to fund Lake County Transit are for designated rural transit systems. For example, the urban areas with populations under 200,000 may use state public transportation operating assistance program (FTA Section 5307) funds for both capital and operating costs; whereas urbanized areas with over 200,000 in population, may use these state public transportation operating assistance program (FTA Section 5307) funds for capital costs only. Additionally, these funds are apportioned and flow directly to a designated recipient, which may require additional staff time and other resources.

## ***9.2 Financial Analysis Methodology***

The purpose of this section is to summarize the available financial data and list the basic financial assumptions that will be used to make projections for approval by Lake County. These assumptions will be used to complete the cash flow analysis that will be presented in the *Final 2020 Lake County TDP*.

### **9.2.1 Available Financial Data**

Lake County Public Transportation Division has provided the following transit service and financial data for use in the financial analysis:

1. Revenue by source (FY 2007/2008 through FY 2009/2010);
2. Revenue by mode and purpose (FY 2007/2008 through FY 2009/2010);
3. Paratransit and fixed-route vehicle fleet inventory;
4. Existing ridership information by route (May 2007 – May 2008), including;
  - a. Actual/Scheduled Revenue Hours per Day;
  - b. Additional Platform Hours;
  - c. Actual/Scheduled Total Platform Hours;
  - d. Actual/Scheduled Revenue Miles;
  - e. Additional Platform Miles;
  - f. Total Platform Miles;
  - g. Ambulatory Passengers;
  - h. Wheelchair Passengers;
  - i. Total Passengers;
  - j. On Time Performance (compared to the 113 time points);
  - k. On Time Performance Percent;
  - l. Average Trips per Day;
  - m. Hourly Rate;
  - n. Service Days;
  - o. Average Trips per Day;
  - p. Average Trips per Revenue Hour;
  - q. Cost per Trip; and
  - r. Total Cost per Month.

Based upon the data collection efforts completed, the forgoing financial information has been made available for completing the 2008-2020 financial plan. Typically, historical data is used to determine these standards; however, LakeXpress is a new system with one full year of data for

fixed-route bus service so comparisons to other systems will be required to supplement available financial data.

### **9.2.2 Peer Systems**

For financial planning purposes, there are two key uses of performance and financial indicators from peer transit systems. First, understanding how a group of peer systems performed provides a benchmark to help us understand how Lake County is performing relative to comparably-sized systems. This comparison is completed for evaluation purposes and tells us how well we are doing. Second, financial data from peer systems provides a reasonable basis for financial projections for relatively inexperienced systems. This cost analysis helps us to determine if the new system is cost-effective and whether future revenues should be used for financial projection purposes. The 2005 TDP developed two lists of peer transit systems to be used for comparison purposes. For fixed route bus service, five (5) peer systems were identified for the peer analysis, as follows:

- Bay County Council on Aging (Bay Town Trolley);
- Ocala/Marion County MPO (SunTran);
- St. Lucie County Council on Aging (Treasure Coast Connector);
- Winter Haven Area Transit (WHAT); and
- Hernando Express (THE Bus).

It should be noted that St. John's County, Florida has recently made a transition from a rural to a small urban transit system. Because LakeXpress is a new system, financial performance data is not available for this analysis. However, future evaluations should consider including St. John's County as a peer system.

For the purposes of evaluating paratransit services and also making financial projections, the following seven (7) peer community transportation coordinators were selected because of their similar operating characteristics. The seven Florida peers CTC's included in the analysis are listed below and were used in the previous Lake County TDP because they were fairly similar to the Lake County Connection in terms of demographics, annual passenger trips, operating environment, organization type, and network type.

- Charlotte County (Charlotte County Transit Department);
- Citrus County (Citrus County Transit);
- Collier County (Collier County Board of County Commissioners);

- Indian River County (Indian River County Council on Aging);
- Marion County (Marion County Senior Services, Inc.);
- Pasco County (Pasco County Public Transportation); and
- St. Lucie County (St. Lucie Board of County Commissioners).

Similarities in these elements have not changed significantly since 2005 so the same systems were employed again; however, the peer comparison may need to change after 2011 based upon the urbanization of the service area and expansion of fixed route bus service.

### 9.2.3 Forecasting Methodology

A combination of approaches will be used for forecasting. For Lake County Connection, a trend projection will be used for revenues and costs based on historic paratransit performance data for the past ten years compiled from the *Florida Commission for the Transportation Disadvantaged Annual Performance Reports* (see **Table 9-1**).

**Table 9-1: Lake County CTC Trend Analysis**

Lake County CTC Trend Analysis Performance Measures										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Passenger Trips	256,162	243,936	304,607	308,829	253,706	234,680	220,958	229,678	247,177	242,314
Vehicle Miles	1,796,789	2,369,733	2,188,706	2,384,390	2,236,095	2,275,338	2,115,811	1,730,652	2,060,641	2,362,523
Revenue Miles	1,424,367	1,589,572	1,507,559	1,606,415	1,705,272	1,735,315	1,649,860	1,283,006	1,937,089	2,022,152
Operating Expenses	\$1,873,883	\$2,038,413	\$2,295,887	\$2,295,887	\$3,297,384	\$2,962,469	\$3,282,757	\$3,761,421	\$4,645,370	\$5,515,813
Operating Revenues	\$1,705,339	\$2,248,688	\$2,248,244	\$2,248,244	\$2,786,544	\$3,581,304	\$3,402,148	\$3,734,931	\$4,347,603	\$5,515,813
Total Fleet	73	70	90	101	79	98	98	87	72	85

Source: Annual Performance Reports from 1998 to 2003, Florida Commission for the Transportation Disadvantaged.

Paratransit ridership will be projected principally based upon a trend analysis; however, modifications will be made to projections to account for efforts to transition paratransit riders, where appropriate, to fixed route service. Currently, the paratransit trip projections are based on the historical trends. Based upon that approach, the growth in paratransit ridership is approximately 5-7percent per year. Instead, future paratransit ridership could be based on an assumed growth rate (tied to population growth but lower than fixed route ridership projections), which would effectively dismiss the historical paratransit ridership data.

For LakeXpress, numerous factors including projected ridership will be difficult to project since this is a new fixed-route transit system. It is common for new fixed-route bus transit service to perform at below-average levels until they become well-known throughout the community for providing dependable service. The *2005 TDP* conducted a peer review analysis to identify

performance standards for the LakeXpress system with the understanding that it would not be reasonable to target meeting peer standards until Year 3 when the system has had a chance to mature. As such, the 2020 TDP will extrapolate data using both a trend and peer review analysis of existing transit services to identify reasonable assumptions to prepare the financial analysis. Some of the necessary information can be derived from the first year of service data provided by Lake County Public Transportation Division, as listed above. Other financial data is still needed and listed at the end of this technical memorandum.

LakeXpress began service in May 2007. As with most systems, the fiscal year begins in October. Therefore, first year data is available from May 2007 to September 2007, and October 2007 to May 2008. In order to compare an entire year of data for the purpose of this analysis, data from May 2007 to May 2008 was used determine LakeXpress performance results. The National Transit Database provides the validated source data for a peer analysis, with the most recent year available being FY 2006 (October 2005 to September 2006). It is important to note that these differing time frames do not allow a direct comparison, particularly since outside factors such as rising gas prices may have affected the recent operating expenses as well as ridership for all of the peer transit agencies in this analysis.

A reasonableness check of the first year LakeXpress data was completed to determine whether the goals set in the 2005 TDP are still attainable given the systems performance after one year and they seem to be reasonably attainable. With the implementation of LakeXpress service and the availability of Fiscal Year (FY) 2006 peer system data, it is beneficial to look at the peer group performance relative to actual LakeXpress performance, with the noted limitations regarding FY 2006 peer data. The LakeXpress data was compared to the norms of peer systems. Data used to compare LakeXpress performance included: (1) Operating Expenses per Revenue Hour; (2) Operating Expenses per Passenger Trip; (3) Passengers per Vehicle Revenue Mile; and (4) Passengers per Revenue Hour. Actual LakeXpress performance is consistent with the established goals; as such the Year 3 targets identified in the 2005 TDP and the 2006 Transit Operations Plan will be utilized for financial planning purposes.

#### **9.2.4 Forecasting Assumptions**

The following assumptions will be used to guide the financial analysis as acceptable transit alternatives are identified by the community and these financial projections will guide transit planning through the Year 2020 in the Lake~Sumter MPO planning area.

1. Population growth will be estimated consistent with the Bureau of Economic and Business Research forecasts (2005-2030).

2. Population growth forecasts will be allocated among traffic analysis zones (TAZ) using the 2006 population forecasts because they most closely reflect the BEBR's total county population growth rates for the planning horizon. This data has already been projected through the Year 2015 and is regionally approved. Forecasts will be completed for the Year 2020 by TAZ and tied to BEBR's population forecasts.
3. Modest adjustments to socioeconomic data by Traffic Analysis Zone (TAZ) have been made to reflect the future population growth within the population control totals set by the Bureau of Business and Economic Research (BEER). These projections have taken into account the *How Shall We Grow Population Centers* and approved Developments of Regional Impact (DRI's). Planned and pending DRI's have been considered but not incorporated into socioeconomic data projections since they are not yet approved.
4. Fixed-route ridership projections will use actual ridership for the current year and forecast future ridership based upon population growth with an adjustment factor for the provision of improved service over time. This 2.5percent annual growth rate adjustment for the first three years (2009-2012) will be added to the base population growth factor (assumed annual growth in transit ridership above and beyond the projected population growth), with a 1.0percent additional adjustment annual growth factor thereafter.
5. Paratransit ridership projections will use actual ridership for the current year and forecast future ridership based upon population growth.
6. An annual inflation rate of 3percent will be used for operating costs.
7. Fare box revenue recovery would be proportional with periodic adjustments to account for inflation. Typically, fare increases relative to operating costs and occur every three years. These assumptions will be used for the financial analysis.
8. Federal fund revenues are difficult to project particularly considering the national budget constraints on the horizon. A conservative trend based upon peer system projected revenue streams will be used.
9. State fund revenues are also difficult to project particularly considering the state budget constraints resulting from reduced gas consumption. A conservative trend based upon peer system projected revenue streams will be used.
10. Past trends for splitting the costs of new service will be utilized for projecting revenues. For example, Section 5309 New Starts projects typically are funded with the federal government providing 50percent of the capital costs and the remaining capital costs split between state and local sources.

11. Assumptions will be made regarding future developer contributions to fund transit. These assumptions will require local government implementation as development orders are approved.
12. Assumptions will be made regarding intermodal centers and their costs.
13. Revenue growth will be proxied and tied to ridership growth and an assumed inflation rate. It is assumed that the fare box revenues, calculated by applying the above-mentioned growth rates, would constitute at least 3.6percent of total operating revenues. If, in applying the growth rates, the fare box revenues are below 3.6percent of total operating costs, those revenues will be upwardly revised to meet the minimum percentage requirement.
14. Revenue growth will be proxied and tied to population growth.
15. Comparisons will be made between actual operating and maintenance costs versus anticipated operating and maintenance costs used for the previous TDP.
16. Administrative and marketing cost assumptions will be employed as proposed from staff, the previous TDP, and will be adjusted for inflation.

### ***9.3 Financial Data***

Based upon the proposed methodology and assumptions listed above, the following additional information has been provided by the Lake County Public Transportation Division to complete the financial analysis. Specifically, existing financial information has been provided regarding operating expenses, revenue sources, and fleet inventory.

#### **9.3.1 Operating Expenses**

The factors included in operating expenses were identified in the previous TDP. Staff has confirmed the factors covered by operating expenses (cost components of the hourly cost) and these costs are shown in **Table 9-2**.

**Table 9-2: LakeXpress Operating Expenses**

<i>Projected M. V. cost per revenue hour</i>	\$53.58
<i>Estimated county maintenance cost per revenue hour</i>	<i>included above</i>
<i>Cost of fuel per revenue hour</i>	\$9.06
<b>Total Operating Cost per Hour</b>	<b>\$62.64</b>
<p><i>(1) The M. V. Cost per revenue hour is an estimated rate based on pending contract changes. The estimated county maintenance cost per hour is based on current county maintenance costs for similar service.</i></p>	
<p><i>(2) The current contract rates and service delivery type (from complete brokerage including maintenance to complete brokerage with county providing maintenance is being finalized). The change should take place 10/1/08. The estimated maintenance cost would be about \$12 per hour per the 2005 TDP estimate. The M.V. hourly rate without maintenance costs is \$38.00.</i></p>	

*Source: Lake County Public Transportation Division, July 2008.*

These breakdowns may be used to adjust for inflation and fuel costs. In addition, paratransit costs will be calculated separately based upon previous reporting for paratransit expenses. Staff has also provided a breakdown of all other operating cost components such as: maintenance schedules; maintenance costs; operators (one operator per 1,500 revenue hours); annual miles traveled per bus; annual fuel consumption (approximately \$ 187,200 per year); and advertising costs. Total operating expenses will be evaluated in terms of passenger trips, vehicle miles, and driver hours. One key aspect of transit operating expenses is fuel. It is important to determine whether Lake County has any special fuel contracts providing fuel at lower or controlled costs.

### **9.3.2 Revenue Sources**

Predicting future federal, state, and local revenue sources is problematic. This is particularly difficult when the transit system is simultaneously adding new fixed route bus service and transitioning from a rural transit system to a small urban system. For example, Lake County Public Transportation staff may have recommendations regarding anticipated funding from FDOT for service enhancements or urban corridor planning as well as other state grants. Additional data and suggestions from staff would be helpful regarding predicted levels and sources of anticipated federal, state, and local revenues devoted to fixed-route and paratransit operations for Lake County.

This section details existing and potential funding options for public transportation in Lake County, and is categorized into federal, state, and local funding mechanisms. Information in this section was obtained from The Florida Department of Transportation's Resource Guide for Transit and Transit-Related Programs (2005), the Guidebook for Start-Up Transit Agencies (2006), the Local Government Financial Information Handbook (2006), as well as through a

desktop analysis of various governmental websites and transportation-related publications. Options to minimize costs and financial management strategies are also included in this section.

A review of population estimates for Lake County over the timeframe of this TDP update indicate that the area is expected to change from a designation of rural to a definition of small urban. This increase in population is expected to impact funding sources currently utilized by the county, and new sources of funding will be needed to address this shortfall. A more detailed discussion of funding sources currently in use as well as potential sources is discussed in the following sections.

#### *9.3.2.1 Federal Funding Sources*

Federal grant programs for highways and transit are authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005, and are managed through the FTA. In most cases these federal grants require matching funds from state and/or local governments, although match requirements vary from program to program. Federal funding programs include:

- Section 5303 – Metropolitan Planning Program Funding for MPO
- Section 5307 – Urbanized Area Formula Grant
- Section 5309 – New Starts Program and Capital Investment Grants
- Section 5310 – Elderly and Disabled Grant Program
- Section 5311 – Non-Urbanized Area Formula Grants\*
- Section 5311 – Intercity Bus Service
- National Highway System Program (NHS) Funds
- Job Access and Reverse Commute Programs
- Livable Communities
- The New Freedom Initiative

#### *9.3.2.2 State Funding Sources*

The FDOT has a number of programs that provide funding and matching grants to applicable MPO's and local governments. State funds are distributed through the Joint Participation Agreement, an agreement that establishes public transit projects and defines the scope, budget, and legal provisions for receiving state funds. Twelve (12) public transit grant programs have been identified and are briefly described below. State funding programs include:

- State Block Grants

- Transit Corridor Program
- Public Transit Service Development Program
- Commuter Assistance Program
- Park-and-Ride Lot Program
- New Starts Transit Program
- Transportation Regional Incentive Program
- Intermodal Development Program
- County Incentive Grant Program
- Toll Revenue Credit Program
- Rural Economic Development Initiative (REDI) Waiver

State Block Grants (Section 341.052, Florida Statutes)

Public Transit Block Grants provide state funding to public transit agencies and Community Transit Coordinators (CTC's) eligible for federal funding through FTA Sections 5307 and 5311 programs. These grants may be used to fund up to fifty percent of applicable public transit service costs, and may be applied to both capital and operating costs. All projects must be consistent with approved comprehensive plans.

Transit Corridor Program (Chapter 341, Florida Statutes)

Projects identified in a TDP, Congestion Management System Plan, or other formal public agency study that help to reduce congestion/address mobility issues within a corridor are eligible for state funding under the Transit Corridor Program. These funds are annually allocated under the discretion of the FDOT Central Office for both capital and operating costs, and priority is given to existing projects and projects determined by the FDOT to be of regional or statewide significance. Projects are generally funded at fifty percent of the non-federal share, meaning that local funding must be available for at least twenty-five percent of the project cost. Additional funding of up to one hundred percent is available for projects of regional or statewide significance.

Public Transit Service Development Program (Chapter 341, Florida Statutes)

Projects or initiatives within the first three (3) years of inception and which are submitted by the applicable FDOT district office in a program of eligible Service Development projects may be eligible for this type of funding. The purpose of this program is to fund projects that may improve current public transit services, and may apply to capital costs for new projects as well as

---

operating costs for enacting new techniques or service. Projects involving the use of new technologies, services, routes or vehicle frequencies as well as initiatives to improve the operations, maintenance and marketing of public transit services may be selected for funding.

*Commuter Assistance Program (Chapter 341, Florida Statutes)*

This program was established to encourage public/private partnerships between governmental agencies and employers or individuals to increase vehicle occupancy. Services that provide carpools, vanpools, bus pools, express bus service, subscription transit service, group taxis, heavy/light rail may be applicable for funding from this program. In addition, activities and strategies that alleviate transportation demand on systems such as employee trip reduction planning, alternative work hour programs (e.g. telecommuting or compressed work weeks), parking management, and bicycle/pedestrian programs may be eligible for funding.

*Park-and-Ride Lot Program*

This program provides funding for the construction of park and ride lots, the promotion of such lots, and the monitoring of their usage, and is an effort to reduce single-occupant vehicular travel. Projects must be consistent with state guidelines for park and ride lot planning, and funds may be requested by filing a project proposal with the appropriate FDOT district office for prioritization and submittal to the FDOT Central Office. Funding is available for up to fifty percent of the non-federal share for capital projects. Depending upon the benefit to the FDOT, the local share may be provided in donated land value or in-kind services as well as through traditional cash provisions.

*New Starts Transit Program (Senate Bill 360, 2005 Growth Management Act Update)*

This program assists local governments in developing and constructing fixed guideway and bus rapid transit projects, and also serves to leverage state funds to secure federal New Starts Program funding. Capital costs that support the state's Strategic Intermodal System (SIS), that are included in local plans, have political support, and that have a dedicated funding commitment may be considered for this type of funding. Projects must adhere to federal funding guidelines (Section 5309), and state funding is limited to fifty percent of the non-federal share of a project. Restrictions for fixed guideway projects as well as projects receiving other state funds are placed on this funding mechanism.

*Transportation Regional Incentive Program (TRIP)*

The purpose of this match funding program is to promote regional transportation planning by providing funding for projects identified and prioritized as regionally significant by regional partners. Regional partners may include two or more contiguous MPO's, one or more MPO's and one or more counties that are not part of an MPO, multi-regional transportation authorities,

or MPO's comprised of three (3) or more counties, and such partners must sign an interlocal agreement in accordance with TRIP guidelines. In addition to being designated regionally significant, eligible projects must be identified in local capital improvement programs or long-term concurrency management systems, be consistent with the SIS, and have a commitment of local, regional or private funds. Funding is available to pay for fifty percent of project costs, or up to fifty percent of the nonfederal share of project costs for public transportation facility projects.

*Intermodal Development Program (Section 341.53, Florida Statutes)*

This program funds capital investments in projects that facilitate the movement of people and goods through intermodal or multimodal means. Eligible entities include cities, counties, transit agencies, ports, airports, seaports, rail authorities, local governments, as well as non-profit agencies recognized by state agencies as intermodal service providers. Projects must be consistent with local comprehensive plans, and may be used for fixed-guideway transportation systems, access to seaports, airports or other transportation terminals, as well as construction of intermodal/multimodal terminals.

*County Incentive Grant Program (Chapter 339.2817, Florida Statutes)*

Improvements to transportation facilities (including transit) that relieve congestion to the State Highway System (SIS) are eligible for funding through this program. Eligible projects are ones that:

- Improve mobility on the SHS;
- Encourage, enhance or create economic benefits;
- Foster innovative public-private partnerships;
- Maintain or protect the environment;
- Enhance intermodalism and safety;
- Implement new technologies to enhance project efficiency; or
- Advance other projects.

Counties as well as municipalities are eligible to receive these funds, and governmental bodies may apply annually to the appropriate FDOT district office for ranking and selection into the FDOT Adopted Work Program.

*Toll Revenue Credit Program (Title 23, U.S.C. 120(j)(1))*

This program allows toll revenue credits to be used as a soft match on eligible federal transit capital projects. Annually, toll revenue credit availability and approval to use toll revenue for public transit capital projects will be determined by the State Public Transportation and Modal Administrator.

*REDI Waiver (Section 288.06561, Florida Statutes)*

This program allows for a waiver or reduction in matching requirements for rural and economically distressed communities. This waiver provision is available for counties and communities that meet the statutory definition of “rural” and which meet three criteria of “economic distress” as defined in Sections 288.0656(2)(a) and 288.0656(2)(b). The approval of this type of waiver does not increase the amount of state funds that will be made available for a project.

*9.3.2.3 Local Funding Options*

Local funding is used for two main purposes in funding transit. First, it is used to meet Federal requirements for local matching where state sources are not available. Secondly, local funding sources are used for operating and maintenance costs because state and federal funding rules often only pay for initial capital costs associated with transit. A number of local funding sources and strategies have been identified for consideration by Lake County in funding public transportation. A list of potential local funding sources has been included in **Table 9-3**.

**Table 9-3 – Local Funding Sources**

<b>Source/Technique</b>	<b>Description</b>
Ad Valorem or Property Taxes	This tax may be used to fund transportation in two ways: either through the general fund or through a dedicated revenue source by a transit authority. In many cases, this is the largest source of local revenue.
Multimodal Transportation Concurrency Districts	Local governments may create a multimodal transportation district in their comprehensive plan and land development code. Concurrency reviews occur during site plan review and fees are paid toward improvements identified in the capital improvements element (CIE) and are not required to be proximate to the development. Impact fees are paid toward CIE projects within the MMTD.
Municipal Service Taxing Unit (MSTU)	This tax may be established to use property taxes specifically for public transportation purpose and area. Service area may include both unincorporated and incorporated municipalities. The millage collected does not count against a county’s general millage cap (10 mills).
Municipal Revenue	Incorporated municipalities may contribute directly to the transit system, usually for specific services within the municipality.
Fare box Revenue	Generated based upon the fare policy undertaken by the transit system.

<b>Source/Technique</b>	<b>Description</b>
Local Option Sales Taxes	Florida counties have the option to levy this tax; however, it requires a county-wide referendum. This is a stable source of funding. Proceeds are reduced as a result of administrative processing costs.
Local Option Gas Tax	Florida counties have the option to levy local option gas taxes to fund transportation. There are three available local option gas taxes: First Local Option (six cents), Second Local Option (five cents), Ninth Cent Fuel Tax (additional one cent per gallon).
Transit Impact Fees	Places a portion of transit costs on to development; fee determined by the impact the development has on an area.
Bus Advertising	Advertising is sold for display on buses
Joint Development of Transit Assets	For capital projects only; options include selling property as an asset for non-transit use (requires return of Federal share), leasing property for a non-interfering use and retaining the proceeds, or building transit-oriented development on a property and retaining the proceeds.
Property Tax Transfer or Swap	Program that allows the transfer of FTA interest from one property to another to allow for private development or other use of property.
Special Tax Districts	Set up when a particular transportation project will benefit a specific area. Tax may be ad-valorem or based upon front footage of the property.
Tax Incremental Financing	May be used when transit improvements raise the property values in an area. Additional property taxes raised are used to fund improvements.
Station Concessions	Revenue generated from concession sales at transit facilities.
Private Contributions/Fees	Funds received from commercial businesses, associations, and/or charitable organizations.
Leasing Right of Way	Leasing right-of-way to a private company such as a utility or telecommunications provider for expansion of network service areas.

### **9.3.3 Vehicle Fleet**

An updated vehicle inventory that specifies the type and age of the fleet has been provided by Lake County. In FY 2007, there were a total of 56 County-owned and 21 M.V. Transportation owned vehicles providing fixed-route and paratransit trips (or 77 vehicles including supervisor vehicles, vans, mini-buses, and buses). Of these, 35 vehicles or 63 percent of the total County-owned vehicles are reported as being in excellent shape. Whereas, 14 vehicles or 25 percent of the total County-owned vehicles are reported as being in poor condition. Two (2) vehicles are over ten years old. A total of 38 vehicles, or 39 percent of the total vehicles, were wheelchair-lift equipped. Five vehicles, or five percent of the total vehicles, were stretcher equipped.

For the purposes of financial planning, vehicle fleet replacement will occur based upon condition, useful life, and funding availability for supervisor vehicles, paratransit vehicles, vans, mini-buses, and buses. Assumptions regarding scheduled vehicle replacement will reflect the additional vehicles identified in the transit portion of the FDOT UPWP as well as projected needs derived from the vehicle fleet inventory reflected in **Table 9-4** and **Table 9-5**.

**Table 9-4: County-Owned Fleet Vehicle Inventory**

FDOT ID	Year of Vehicle	Age (Years)	Service	Vehicle Type	Manufacturer	Model	Seating Capacity	Standing Capacity	Fuel Type	Cost	Federal Percentage	State Percentage	Local Match
185848	1996	12	Paratransit	Bus	Ford	E450	26	0	Diesel	\$ 48,000.00	Unknown	Unknown	Unknown
BCC	1996	12	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 9,500.00	0%	0%	100%
185859	1998	10	Paratransit	Bus	Ford	E450	25	0	Diesel	\$ 48,951.00	Unknown	Unknown	Unknown
185861	1998	10	Paratransit	Bus	Ford	E450	15	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown
185864	1998	10	Paratransit	Bus	Ford	E450	19	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown
185865	1998	10	Paratransit	Bus	Ford	E450	19	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown
185860	1998	10	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown
185863	1998	10	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 44,182.00	Unknown	Unknown	Unknown
92550	1999	9	Paratransit	Bus	Ford	E450	19	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown
92553	1999	9	Paratransit	Bus	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown
92549	1999	9	Paratransit	Van	Ford	E450	25	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown
92551	1999	9	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown
92552	1999	9	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown
92554	1999	9	Paratransit	Van	Ford	E450	15	0	Diesel	\$ 45,397.00	Unknown	Unknown	Unknown
93520	2003	5	Paratransit	Bus	Ford	E350	13	0	Unleaded	\$ 40,429.80	80%	10%	10%
93519	2003	5	Paratransit	Bus	Ford	E350	13	0	Unleaded	\$ 40,429.80	80%	10%	10%
CTD-1	2003	5	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 50,910.00	80%	10%	10%
93518	2003	6	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 53,907.00	80%	10%	10%
93525	2003	5	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 54,178.20	80%	10%	10%
93524	2003	5	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 54,178.20	80%	10%	10%
93523	2003	5	Paratransit	Mini Bus	Ford	E450	15	0	Diesel	\$ 54,178.20	80%	10%	10%
90502	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%
90503	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%
90504	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%
90505	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%
90506	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%
90507	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,425.00	80%	10%	10%
90508	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,425.00	80%	10%	10%
90509	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,425.00	80%	10%	10%
90510	2005	3	Paratransit	Automobile	Chevrolet	Impala	5	0	Unleaded	\$ 14,245.00	80%	10%	10%
CTD-2	2005	4	Paratransit	Bus	Ford	E450	15	0	Diesel	\$ 62,538.00	80%	10%	10%
93574	2005	3	Paratransit	Bus	Ford	E350	12	0	Diesel	\$ 51,878.00	80%	10%	10%
93575	2005	3	Paratransit	Bus	Ford	E350	12	0	Unleaded	\$ 44,774.00	80%	10%	10%
93580	2005	3	Paratransit	Bus	Ford	E350	12	0	Unleaded	\$ 44,774.00	80%	10%	10%
93581	2005	3	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 49,859.00	80%	10%	10%
93582	2005	3	Paratransit	Bus	Ford	E450	15	0	Unleaded	\$ 49,859.00	80%	10%	10%
90514	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%
90515	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%
90516	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%
90517	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%
90518	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%
90513	2005	3	Paratransit	Bus	Ford	E350	9	0	Unleaded	\$ 46,805.00	80%	10%	10%
FTA-1	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%
FTA-2	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%
FTA-3	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%
FTA-4	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%
FTA-5	2006	2	Fixed Route	Bus	Blue Bird	Ultra F	24	16	Diesel	\$ 246,300.00	80%	10%	10%
90539	2006	2	Paratransit	Bus	Chevrolet	3500	9	0	Unleaded	\$ 50,990.00	80%	10%	10%
CTD-3	2006	2	Paratransit	Bus	Ford	E450	18	0	Unleaded	\$ 54,260.00	80%	10%	10%
90564	2006	2	Fixed Route	Bus	International	VT365	24	16	Diesel	\$ 137,565.00	80%	10%	10%
CTD-4	2007	1	Paratransit	Bus	Chevrolet	E4500	15	0	Diesel	\$ 70,438.00	80%	10%	10%

**Table 9-5: Contractor-Owned Fleet Vehicle Inventory**

CTD ID	FDOT ID	Year of Vehicle	Age (Years)	Service	Vehicle Type	Manufacturer	Model	Seating Capacity	Standing Capacity	Acquisition Date	Fuel Type
6702	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6706	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6709	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6712	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6717	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6721	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6722	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6723	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6725	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6726	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
6728	N/A	1997	11	Paratransit	Bus	Eldorado	E450	19	0	N/A	Diesel
31001	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31011	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31017	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31019	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31028	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31033	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31035	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31036	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31135	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas
31139	N/A	2002	6	Paratransit	Bus	Ford	E350	9	0	N/A	Gas

The following vehicle replacement needs will be anticipated in the detailed financial plan:

- The number of replacement of paratransit minivans and minibuses to maintain the current level of paratransit service in Lake County.
- The number of replacement supervisor needed over the ten-year period.
- The number of fixed-route replacement vehicles over the ten year period.
- Methods and assumptions used to project the number of vehicles required to implement new services such as the Zellwood Connector, if different.

### 9.3.4 Labor Costs

Wages rates and staffing requirements are included within the M. V. contract hourly rate. As such, future wage rates will only need to be adjusted for Lake County employees only. Depending on the final contract negotiations, future maintenance staff projections may need to be developed. For administrative County staff, wages will be adjusted to reflect specific cost-of-living trends affecting national economic conditions.

Regarding staffing requirements, staff confirmed specific staffing requirements for the LakeXpress fixed-route bus service and paratransit services that included the estimated number of operators, maintenance, and administrative employees needed to operate the service. Ratios of employees of various types to revenue hours were compared based upon average rates for similar systems with peak vehicle requirements between one and nine vehicles. It has been estimated that one operator per 1,500 revenue hours, one vehicle maintenance position per 8,000 revenue hours, and one administration position per every 20,000 revenue hours would be required. Lake County Public Transportation staff has confirmed that these ratios are appropriate and should be used for future service projections.

### **9.3.5 Additional Capital Costs and Improvements**

Additional capital costs anticipated by staff may include the costs associated with the following transportation improvements:

- Commuter Rail
- Intermodal Center
- Bus stops
- Amenities
- Marketing campaigns
- Office or administrative base requirements

Potential transportation improvements include the Zellwood Connector, Northwest Commuter Rail, the intermodal center, bus stops and amenities, marketing campaigns, and an operations base or administrative office requirements. Details have been provided for the Zellwood Connector and Northwest Commuter Rail. Additional information and updated cost estimates are being developed for others, including:

- Actual versus estimated marketing costs for advertising new service.
- Actual versus estimated costs for the design and acquisition of bus stops.
- Actual versus estimated costs for the placement of concrete pads for amenities.
- Necessary adjustments to the estimated cost for the intermodal center.
- Operating base building program.

Also, any additional capital expenditures anticipated in conjunction with the proposed alternatives will be identified.

### **9.3.6 Alternative Funding Strategies**

In addition to funding from federal, state, and local sources, cost reduction and cash management technique have been utilized by Lake County and were identified in the previous TDP.

#### *In-Kind or Other Soft Match*

In limited circumstances, local governments and other agencies may use contributed services as a soft match for projects. These matches must be approved by the FDOT district financial office, and may include operating costs such as office space, staff services, and contract expenses.

#### *State Infrastructure Bank (SIB) Loan*

Offers zero or low interest loans from the state for all or part of a project.

#### *Pool Purchases*

Allows for the pool purchasing of buses and other capital equipment. In Florida, agencies can decide to use or not use the assistance of the Florida Public Transit Association (FPTA) in such purchases. Benefits of pool purchasing include low unit costs for buying in bulk and less paperwork.

#### *Lease Using FTA Funding*

Transit agencies may use federal funds to lease rather than purchase capital equipment, including county office equipment.

#### *Grant Anticipation Revenue Vehicle (GARVEE) Bonds*

This is a debt financing instrument for transit agencies to issue bonds secured by future federal revenues. This offers a new way to generate up front capital on the basis of future federal funds. Short-term GARVEEs are backed by future obligations of federal-aid funds for a term that expands beyond the current authorization.

#### *Cross Border Leases*

Applicable to large transactions related to capital costs. A cross border lease is a mechanism that permits investors in a foreign country to buy assets used in the United States, then lease them to an American entity, and receive tax benefits under the laws of the home country.

#### *Leveraged Lease, Sale Leaseback, or Similar Domestic Leases*

Involves the sale of sale and lease back of assets belonging to tax-exempt entities that cannot ordinarily benefit from depreciation of capital assets. Sale-lease backs are leveraged leases where equity participation is about twenty-five percent. Equity participants can include foreign investor consortia, U.S. banks, and subsidiaries of foreign banks.

### Taxable Debt

Can be used for capital or operating costs of projects. If federal or state restrictions make GARVEE bonds or tax-exempt COPs unattractive, transit agencies or other governmental entities may issue taxable debt.

### Turnkey Management

Refers to a transit agency contracting with a third-party to design and build (and in some cases operate and maintain) a transit facility. The simplest turnkey contract is called “Build/Transfer” while “Build/Operate/Transfer” is more complex. This is mostly applicable to major capital projects; however, turnkey management of operations is often an option for small transit systems.

### Certificates of Participation

May be issued by state-authorized tax-exempt finance corporations. Proceeds may be used to purchase transit assets, which are then leased to a transit agency. The transit agency makes lease payments using a combination of federal, state, and local revenue, and those lease payments are used by the finance corporation to make the bond payments to bond holders.

### Delayed Local Match

FTA allows local authorities to defer payment of its local share of transit projects. Local governments may draw down 100% of the eligible 80% of a project cost and cover the local share of the costs at the end of the project. The construction period can be financed with private participation and during this time local funds can be banked or pledged as additional security for construction period financing.

## **9.4 Cost of Alternatives**

This section details the initial project cost estimates for all potential alternative options for public transportation in Lake County. Projects have been categorized by type and consistent assumptions were developed across alternatives. Once the alternatives are selected, the finance plan will be developed and include the identification of potential federal, state, and local funding mechanisms. A funding gap will be quantified for the local funding responsibilities not covered by state and federal sources.

Population estimates for Lake County over the timeframe of this TDP update indicate that the area is expected to change from a designation of rural to a small urban area. This increase in population is expected to impact funding sources currently utilized by the county, and new sources of funding will be needed to address this shortfall. This will be an important consideration for the identification of future funding options.

A range of 48 public transportation improvement alternatives have been identified for the Lake County service area, including premium transit options. Premium transit options include bus rapid transit along the SR 50 corridor, light rail transit along the SR 50 corridor, and commuter rail along the Florida Central Railroad extending from Downtown Orlando to Zellwood, Tavares, and Eustis. The first four alternatives are simply to continue to provide the four LakeXpress routes already pursued through FDOT service development grants. The reason for including these four routes as the first four alternatives is because the FDOT grants will expire and future funding for these service routes will need to be identified. Additionally, 16 alternatives have been identified to improve the headways (time between buses arriving at a stop), extending service hours to start one-hour earlier and end one hour later, and adding service on Saturdays and Sundays. The remaining 20 service options are new fixed route service alignments covering new portions of the service area to connect to specific employment opportunities, health and community services, residential areas, shopping, and recreational opportunities. All of these alternatives have been identified along with projected operating, capital, and vehicle costs.

**Table 9-6: Vehicle Costs**

<b>LakeXpress Fixed-Route Bus Service Vehicle Fleet</b>				
<i>Vehicle</i>	<i>Estimated Service Life (Years)</i>	<i>Passenger Capacity, Seated Only</i>	<i>Passenger Capacity, Seated and Standing</i>	<i>Unit Cost</i>
<i>El Dorado</i>	10	29	14	\$270,000.00
<i>Blue Bird</i>	10	24	14	\$2,500,000.00
<i>Light Rail Vehicle</i>	30	150	220	\$1,250,000.00
<i>Commuter Rail Coach (2-level)</i>	30	145	180	\$1,900,000.00

Source: Lake County Public Transit Division, 2008

Fleet replacement requirements have been projected based upon the information shown in **Table 9-6** below. Based upon these assumptions, all alternative costs have been projected and are detailed in **Table 9-7** on the next page.

**Table 9-7: Fleet Replacement 2008 -2020**

<b>LakeXpress Fixed-Route Bus Service Vehicle Fleet Replacement Schedule</b>					
<i>Vehicle</i>	<i>Quantity</i>	<i>Year Purchased</i>	<i>Estimated Service Life (Years)</i>	<i>Replacement Schedule</i>	<i>Unit Cost (2008\$)</i>
<i>International (Spare Vehicles)</i>	1	FY 2005/FY 2006	10	FY 2015/2016	\$130,000.00
<i>International (Spare Vehicles)</i>	1	FY 2006/FY 2007	10	FY 2016/2017	\$130,000.00
<i>Blue Bird</i>	2	FY 2007/FY 2008	10	FY 2017/2018	\$260,000.00
<i>El Dorado</i>	1	FY 2008/FY 2009	10	FY 2018/2019	\$270,000.00
<i>Blue Bird</i>	3	FY 2008/FY 2009	10	FY 2018/2019	\$260,000.00
<i>El Dorado</i>	2	FY 2009/FY 2010	10	FY 2019/2020	\$270,000.00

Source: Lake County Public Transit Division, 2008

**Table 9-8: Public Transportation Service Alternatives Identified**

Alts	Alternative	Rt Num	Start Year (VOE)	Annual Revenue Miles	Actual Number of Veh.	Average Travel Speed	Headway (hours)	Operating Cost Per Hour	Annual Operating Hours	Total O&M Costs	New Vehicles	Stops	Total Capital Costs
1	Cross County Connector	1	FY 2007/08	882,587	4	22	1	\$62.64	12,241	\$2,300,315.32	\$0.00	\$0.00	\$0.00
2	Leesburg Circulator	2	FY 2007/08	48,047	1	22	1	\$62.64	3,060	\$575,078.83	\$0.00	\$0.00	\$0.00
3	Mount Dora Circulator	3	FY 2008/09	45,292	1	22	1	\$62.64	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
4	Zellwood Connector	4	FY 2009/10	67,326	1	22	2	\$62.64	1,530	\$191,692.94	\$260,000.00	\$0.00	\$260,000.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>													
5	1a - Cross County Enhancement	1a	FY 2012/13	882,587	4	22	1	\$62.64	12,241	\$1,533,543.55	\$1,040,000.00	\$0.00	\$1,040,000.00
6	2a - Leesburg Circulator Enhancement	2a	FY 2012/13	48,047	1	22	1	\$62.64	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
7	3a - Mount Dora Circulator Enhancement	3a	FY 2012/13	45,292	1	22	1	\$62.64	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
8	4a - Zellwood Connector Enhancement	4a	FY 2012/13	67,326	1	22	2	\$62.64	1,530	\$191,692.94	\$260,000.00	\$0.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>													
9	1b - Cross County Early/Late	1b	FY 2012/13	620,660	7	22	0.5	\$62.64	8,608	\$1,078,430.66	\$1,820,000.00	\$0.00	\$1,820,000.00
10	2b - Leesburg Circulator Early/Late	2b	FY 2012/13	38,614	2	22	0.5	\$62.64	2,460	\$308,123.04	\$520,000.00	\$0.00	\$520,000.00
11	3b - Mount Dora Circulator Early/Late	3b	FY 2012/13	36,401	2	22	0.5	\$62.64	2,460	\$308,123.04	\$520,000.00	\$0.00	\$520,000.00
12	4b - Zellwood Connector Early/Late	4b	FY 2012/13	54,109	2	22	1	\$62.64	1,230	\$154,061.52	\$520,000.00	\$0.00	\$520,000.00
<b>Enhance Existing Routes - Add Saturday Service All Day (7:00 a.m. to 7:00 p.m.)</b>													
13	1c - Cross County Saturday	1c	FY 2012/13	156,982	4	22	1	\$62.64	2,177	\$272,764.66	\$1,040,000.00	\$0.00	\$1,040,000.00
14	2c - Leesburg Circulator Saturday	2c	FY 2012/13	8,546	1	22	1	\$62.64	544	\$68,191.17	\$260,000.00	\$0.00	\$260,000.00
15	3c - Mount Dora Circulator Saturday	3c	FY 2012/13	8,056	1	22	1	\$62.64	544	\$68,191.17	\$260,000.00	\$0.00	\$260,000.00
16	4c - Zellwood Connector Saturday	4c	FY 2012/13	11,975	1	22	2	\$62.64	272	\$34,095.58	\$260,000.00	\$0.00	\$260,000.00
<b>Enhance Existing Routes - Add Sunday Service Half Day (11:00 a.m. to 5:00 p.m.)</b>													
17	1d - Cross County Sunday	1d	FY 2012/13	66,281	4	22	1	\$62.64	919	\$115,167.30	\$1,040,000.00	\$0.00	\$1,040,000.00
18	2d - Leesburg Circulator Sunday	2d	FY 2012/13	3,608	1	22	1	\$62.64	230	\$28,791.83	\$260,000.00	\$0.00	\$260,000.00
19	3d - Mount Dora Circulator Sunday	3d	FY 2012/13	3,401	1	22	1	\$62.64	230	\$28,791.83	\$260,000.00	\$0.00	\$260,000.00
20	4d - Zellwood Connector Sunday	4d	FY 2012/13	5,056	1	22	2	\$62.64	115	\$14,395.91	\$260,000.00	\$0.00	\$260,000.00
<b>New Fixed Route Bus Service Alternatives</b>													
21	2.1 - Express to Disney/Reams Road (Orange County)	5	FY 2014/15	40,086	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$26,200.00	\$286,200.00
22	2.2 - Express to Disney/ County Line (Lake County)	6	FY 2014/15	27,540	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$18,000.00	\$278,000.00
23	2.3 - Express to Winter Garden Village (Orange County)	7	FY 2014/15	13,005	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$8,500.00	\$268,500.00
24	3.1 - SR 50 Express (P-N-R to County Line)	8	FY 2012/13	15,300	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$10,000.00	\$270,000.00
25	3.2 - SR 50 Express (P-N-R to Groveland)	9	FY 2012/13	22,338	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$14,600.00	\$274,600.00
26	3.3 - SR 50 Express to Mascotte	10	FY 2015/16	9,486	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$6,200.00	\$266,200.00
27	3.4 - US 27 South to Four Corners	11	FY 2012/13	181,152	2	22	1	\$62.64	6,120	\$766,699.61	\$520,000.00	\$89,200.00	\$579,200.00
28	3.5 - US 27 CR 561 Mineda/Astutula/Tavares	12	FY 2015/16	226,440	2	22	1	\$62.64	6,120	\$766,699.61	\$520,000.00	\$74,000.00	\$594,000.00
29	3.6 - SR 19/CR 48 Tavares/Hosey-in-the-Hills/Leesburg	13	FY 2017/18	166,464	2	22	1	\$62.64	6,120	\$766,699.61	\$520,000.00	\$54,400.00	\$574,400.00
30	3.7 - CR 470 Leesburg to US 301 Sumterville	14	FY 2017/18	56,304	1	22	1	\$62.64	3,060	\$383,349.81	\$260,000.00	\$34,800.00	\$296,800.00
31	3.8 - US 27 North from CR 561 to Leesburg	15	FY 2012/13	225,216	2	22	1	\$62.64	6,120	\$766,699.61	\$520,000.00	\$73,600.00	\$593,600.00
32	4.1 - Clermont Mimeo/ SR 50 Bypass	16	FY 2012/13	146,880	2	22	0.5	\$62.64	12,240	\$1,533,399.23	\$520,000.00	\$24,000.00	\$544,000.00
33	4.2 - Clermont SR 50 Bypass	17	FY 2012/13	151,776	2	22	0.5	\$62.64	12,240	\$1,533,399.23	\$520,000.00	\$24,800.00	\$544,800.00
34	4.3 - Clermont/ Groveland/ Mascotte to Leesburg	18	FY 2012/13	198,900	2	22	2	\$62.64	3,060	\$383,349.81	\$520,000.00	\$130,000.00	\$650,000.00
35	4.4 - Mascotte to Sumter County to Leesburg	19	FY 2017/18	193,392	2	22	2	\$62.64	3,060	\$383,349.81	\$520,000.00	\$126,400.00	\$646,400.00
36	5.1 - Eustis to DeLand	20	FY 2015/16	146,880	2	22	2	\$62.64	3,060	\$383,349.81	\$520,000.00	\$96,000.00	\$616,000.00
37	5.2 - Altamonte to DeLand	21	FY 2019/20	57,222	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$74,800.00	\$334,800.00
38	5.3 - Mount Dora to Seminole County	22	FY 2019/20	40,086	1	22	2	\$62.64	1,530	\$191,674.90	\$260,000.00	\$52,400.00	\$312,400.00
39	6.1 - Lady Lake to Wildwood	23	FY 2015/16	176,256	2	22	0.5	\$62.64	12,240	\$1,533,399.23	\$520,000.00	\$28,800.00	\$548,800.00
40	6.2 - Fruitland Park to Wildwood	24	FY 2015/16	208,080	2	22	0.5	\$62.64	12,240	\$1,533,399.23	\$520,000.00	\$34,000.00	\$554,000.00
<b>Premium Transit Service Alternatives</b>													
<b>Bus Rapid Transit</b>													
<b>SR 50 Bus Rapid Transit</b>													
41	7.1 - SR 50 BRT (P-N-R to County Line)	7.1	FY 2014/15	204,000	2	27	0.3	\$75.00	20,400	\$1,897,200.00	\$700,000.00	\$2,000,000.00	\$2,700,000.00
42	7.2 - SR 50 BRT (P-N-R to Groveland)	7.2	FY 2014/15	297,840	2	27	0.3	\$75.00	20,400	\$2,769,912.00	\$700,000.00	\$2,920,000.00	\$3,620,000.00
43	7.3 - SR 50 BRT to Mascotte	7.3	FY 2015/16	63,240	1	27	0.3	\$75.00	10,200	\$888,132.00	\$350,000.00	\$1,240,000.00	\$1,590,000.00
<b>Light Rail Transit</b>													
<b>SR 50 Light Rail Transit</b>													
44	8.1 - SR 50 LRT (P-N-R to County Line)	8.1	FY 2019/20	244,800	2	32	0.25	\$125.00	24,480	\$3,745,440.00	\$2,500,000.00	\$30,000,000.00	\$30,000,000.00
45	8.2 - SR 50 LRT (P-N-R to Groveland)	8.2	FY 2019/20	357,408	2	32	0.25	\$125.00	24,480	\$5,468,342.40	\$2,500,000.00	\$43,800,000.00	\$43,800,000.00
46	8.3 - SR 50 LRT to Mascotte	8.3	FY 2019/20	75,888	1	32	0.25	\$125.00	12,240	\$1,161,086.40	\$1,250,000.00	\$18,600,000.00	\$18,600,000.00
<b>Commuter Rail Transit</b>													
<b>Northwest Commuter Rail (Orlando to Tavares/ Eustis)</b>													
47	9.1 - Phase 1 from Orlando to Zellwood	9.1	FY 2019/20	65,790	1	45	2	\$125.00	1,530	\$1,006,587.00	\$1,900,000.00	\$45,000,000.00	\$45,000,000.00
48	9.2 - Phase 2 from Zellwood to Eustis	9.2	FY 2019/20	42,840	1	45	2	\$125.00	1,530	\$655,452.00	\$1,900,000.00	\$27,000,000.00	\$27,000,000.00
<b>Replacement Vehicles</b>													
1	International (Spare Vehicles)	n/a	FY 20015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$130,000.00	\$0.00	\$130,000.00
1	International (Spare Vehicles)	n/a	FY 20015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$130,000.00	\$0.00	\$130,000.00
1	Blue Bird	n/a	FY 20015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$260,000.00	\$0.00	\$520,000.00
1	El Dorado	n/a	FY 20015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$270,000.00	\$0.00	\$270,000.00
1	Blue Bird	n/a	FY 20015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$260,000.00	\$0.00	\$780,000.00
1	El Dorado	n/a	FY 20015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$270,000.00	\$0.00	\$540,000.00
1	TOP, New Bus 2010	n/a	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	n/a	\$260,000.00	\$0.00	\$260,000.00
1	TOP, Supervisor Vans, 2008	n/a	FY 2008/09	n/a	2	n/a	n/a	n/a	n/a	n/a	\$40,000.00	\$0.00	\$80,000.00
1	TOP, Displays on Buses, 2011	n/a	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	n/a	\$1,500.00	\$0.00	\$3,000.00
1	TOP, New Shelters, Benches, Amenities (2008)	n/a	FY 2008/09	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2009)	n/a	FY 2009/10	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2010)	n/a	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2011)	n/a	FY 2011/12	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2012)	n/a	FY 2012/13	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2013)	n/a	FY 2013/14	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2014)	n/a	FY 2014/15	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2015)	n/a	FY 2015/16	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2016)	n/a	FY 2016/17	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2017)	n/a	FY 2017/18	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2018)	n/a	FY 2018/19	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
1	TOP, New Shelters, Benches, Amenities (2019)	n/a	FY 2019/20	n/a	1	n/a	n/a	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
				<b>6,754,804</b>					<b>272,753</b>	<b>\$38,364,340.47</b>	<b>\$30,465,500.00</b>	<b>\$171,532,700.00</b>	<b>\$205,943,900.00</b>

### 9.4.1 Cost by Alternatives

These 48 public transportation improvement alternatives have been identified organized into three (3) alternatives for Lake County. The following tables summarize the alternatives and projected costs. Alternative #3 includes premium transit options.

**Table 9-9: Alternative #1**

Alternative	Rt Num	Q	Start Year (YOE)	Annual Revenue Miles	Actual Number of Veh.	Headway (hours)	Annual Operating Hours	Total O&M Costs	New Vehicles	Stops	Total Capital Costs
Cross County Connector	1	1	FY 2007/08	882,587	4	1	12,241	\$2,300,315.32	\$0.00	\$0.00	\$0.00
Leesburg Circulator	2	1	FY 2007/08	48,047	1	1	3,060	\$575,078.83	\$0.00	\$0.00	\$0.00
Mount Dora Circulator	3	1	FY 2008/09	45,292	1	1	3,060	\$575,078.83	\$0.00	\$0.00	\$0.00
Zellwood Connector	4	1	FY 2009/10	67,326	1	2	1,530	\$383,385.89	\$0.00	\$0.00	\$0.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>											
1a - Cross County Enhancement	1a	1	FY 2012/13	882,587	4	1	12,241	\$1,533,543.55	\$1,040,000.00	\$0.00	\$1,040,000.00
2a - Leesburg Circulator Enhancement	2a	1	FY 2012/13	48,047	1	1	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
3a - Mount Dora Circulator Enhancement	3a	1	FY 2012/13	45,292	1	1	3,060	\$383,385.89	\$260,000.00	\$0.00	\$260,000.00
4a - Zellwood Connector Enhancement	4a	1	FY 2012/13	67,326	1	2	1,530	\$191,692.94	\$260,000.00	\$0.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>											
1b - Cross County Early/Late	1b	1	FY 2012/13	620,660	7	0.5	8,608	\$1,078,430.66	\$1,820,000.00	\$0.00	\$13,122,200.00
2b - Leesburg Circulator Early/Late	2b	1	FY 2012/13	38,614	2	0.5	2,460	\$308,123.04	\$520,000.00	\$0.00	\$816,400.00
3b - Mount Dora Circulator Early/Late	3b	1	FY 2012/13	36,401	2	0.5	2,460	\$308,123.04	\$520,000.00	\$0.00	\$769,600.00
4b - Zellwood Connector Early/Late	4b	1	FY 2012/13	54,109	2	1	1,230	\$154,061.52	\$520,000.00	\$0.00	\$1,144,000.00
<b>New Fixed Route Bus Service Alternatives</b>											
3.4 - US 27 South to Four Corners	11	1	FY 2012/13	181,152	2	1	6,120	\$766,699.61	\$520,000.00	\$59,200.00	\$579,200.00
3.5 - US 27/ CR 561 Minneola/Astatula/ Tavares	12	1	FY 2015/16	226,440	2	1	6,120	\$766,699.61	\$520,000.00	\$74,000.00	\$594,000.00
3.6 - SR 19/CR 48 Tavares/ Howey-in-the-Hills/Leesburg	13	1	FY 2017/18	166,464	2	1	6,120	\$766,699.61	\$520,000.00	\$54,400.00	\$574,400.00
5.1 - Eustis to DeLand	20	1	FY 2015/16	146,880	2	2	3,060	\$383,349.81	\$520,000.00	\$96,000.00	\$616,000.00
<b>Replacement Vehicles</b>											
International (Spare Vehicles)	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$0.00	\$130,000.00
International (Spare Vehicles)	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$0.00	\$130,000.00
Blue Bird	n/a	2	FY 20015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$0.00	\$520,000.00
El Dorado	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$0.00	\$270,000.00
Blue Bird	n/a	3	FY 20015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$0.00	\$780,000.00
El Dorado	n/a	2	FY 20015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$0.00	\$540,000.00
TOP, New Bus 2010	n/a	1	FY 2010/11	n/a	1	n/a	n/a	n/a	\$260,000.00	\$0.00	\$260,000.00
TOP, Supervisor Vans, 2008	n/a	2	FY 2008/09	n/a	2	n/a	n/a	n/a	\$40,000.00	\$0.00	\$80,000.00
TOP, Displays on Buses, 2011	n/a	2	FY 2010/11	n/a	1	n/a	n/a	n/a	\$1,500.00	\$0.00	\$3,000.00
TOP, New Shelters, Benches, Amenities (2008)	n/a	4	FY 2008/09	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2009)	n/a	4	FY 2009/10	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2010)	n/a	4	FY 2010/11	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2011)	n/a	4	FY 2011/12	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2012)	n/a	4	FY 2012/13	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2013)	n/a	4	FY 2013/14	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2014)	n/a	4	FY 2014/15	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2015)	n/a	4	FY 2015/16	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2016)	n/a	4	FY 2016/17	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2017)	n/a	4	FY 2017/18	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2018)	n/a	4	FY 2018/19	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
TOP, New Shelters, Benches, Amenities (2019)	n/a	4	FY 2019/20	n/a	1	n/a	n/a	n/a	\$12,000.00	\$0.00	\$48,000.00
				<b>3,557,225</b>			<b>75,961</b>	<b>\$10,858,054.06</b>	<b>\$9,045,500.00</b>	<b>\$283,600.00</b>	<b>\$23,324,800.00</b>

**Table 9-10: Alternative #2**

Alternative	Rt Num	Q	Start Year (YOE)	Annual Revenue Miles	Actual Number of Veh.	Headway (hours)	Annual Operating Hours	Estimated Total Cost	Total O&M Costs	New Vehicles	Total Capital Costs
Cross County Connector	1	1	FY 2007/08	882,587	4	1	12,241	\$766,772	\$2,300,315.32	\$0.00	\$0.00
Leesburg Circulator	2	1	FY 2007/08	48,047	1	1	3,060	\$191,693	\$575,078.83	\$0.00	\$0.00
Mount Dora Circulator	3	1	FY 2008/09	45,292	1	1	3,060	\$191,693	\$575,078.83	\$0.00	\$0.00
Zellwood Connector	4	1	FY 2009/10	67,326	1	2	1,530	\$191,693	\$383,385.89	\$0.00	\$0.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>											
1a - Cross County Enhancement	1a	1	FY 2012/13	882,587	4	1	12,241	\$766,772	\$1,533,543.55	\$1,040,000.00	\$1,040,000.00
2a - Leesburg Circulator Enhancement	2a	1	FY 2012/13	48,047	1	1	3,060	\$191,693	\$383,385.89	\$260,000.00	\$260,000.00
3a - Mount Dora Circulator Enhancement	3a	1	FY 2012/13	45,292	1	1	3,060	\$191,693	\$383,385.89	\$260,000.00	\$260,000.00
4a - Zellwood Connector Enhancement	4a	1	FY 2012/13	67,326	1	2	1,530	\$95,846	\$191,692.94	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>											
1b - Cross County Early/Late	1b	1	FY 2012/13	620,660	7	0.5	8,608	\$539,215	\$1,078,430.66	\$1,820,000.00	\$13,122,200.00
2b - Leesburg Circulator Early/Late	2b	1	FY 2012/13	38,614	2	0.5	2,460	\$154,062	\$308,123.04	\$520,000.00	\$816,400.00
3b - Mount Dora Circulator Early/Late	3b	1	FY 2012/13	36,401	2	0.5	2,460	\$154,062	\$308,123.04	\$520,000.00	\$769,600.00
4b - Zellwood Connector Early/Late	4b	1	FY 2012/13	54,109	2	1	1,230	\$77,031	\$154,061.52	\$520,000.00	\$1,144,000.00
<b>Enhance Existing Routes - Add Saturday Service All Day (7:00 a.m. to 7:00 p.m.)</b>											
1c - Cross County Saturday	1c	1	FY 2012/13	156,982	4	1	2,177	\$136,382	\$272,764.66	\$1,040,000.00	\$1,040,000.00
2c - Leesburg Circulator Saturday	2c	1	FY 2012/13	8,546	1	1	544	\$34,096	\$68,191.17	\$260,000.00	\$260,000.00
3c - Mount Dora Circulator Saturday	3c	1	FY 2012/13	8,056	1	1	544	\$34,096	\$68,191.17	\$260,000.00	\$260,000.00
4c - Zellwood Connector Saturday	4c	1	FY 2012/13	11,975	1	2	272	\$17,048	\$34,095.58	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add Sunday Service Half Day (11:00 a.m. to 5:00 p.m.)</b>											
1d - Cross County Sunday	1d	1	FY 2012/13	66,281	4	1	919	\$57,584	\$115,167.30	\$1,040,000.00	\$1,040,000.00
2d - Leesburg Circulator Sunday	2d	1	FY 2012/13	3,608	1	1	230	\$14,396	\$28,791.83	\$260,000.00	\$260,000.00
3d - Mount Dora Circulator Sunday	3d	1	FY 2012/13	3,401	1	1	230	\$14,396	\$28,791.83	\$260,000.00	\$260,000.00
4d - Zellwood Connector Sunday	4d	1	FY 2012/13	5,056	1	2	115	\$7,198	\$14,395.91	\$260,000.00	\$260,000.00
<b>New Fixed Route Bus Service Alternatives</b>											
2.1 - Express to Disney/Reams Road (Orange County)	5	1	FY 2014/15	40,086	1	2	1,530	\$95,837	\$191,674.90	\$260,000.00	\$286,200.00
2.2 - Express to Disney/ County Line (Lake County)	6	1	FY 2014/15	27,540	1	2	1,530	\$95,837	\$191,674.90	\$260,000.00	\$278,000.00
2.3 - Express to Winter Garden Village (Orange County)	7	1	FY 2014/15	13,005	1	2	1,530	\$95,837	\$191,674.90	\$260,000.00	\$268,500.00
3.4 - US 27 South to Four Corners	11	1	FY 2012/13	181,152	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$579,200.00
3.5 - US 27/CR 561 Minneola/Astatula/ Tavares	12	1	FY 2015/16	226,440	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$594,000.00
3.6 - SR 19/CR 48 Tavares/Howey-in-the-Hills/Leesburg	13	1	FY 2017/18	166,464	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$574,400.00
3.8 - US 27 North from CR 561 to Leesburg	15	1	FY 2012/13	225,216	2	1	6,120	\$383,350	\$766,699.61	\$520,000.00	\$593,600.00
4.1 - Clermont Minneola SR 50 Bypass	16	1	FY 2012/13	146,880	2	0.5	12,240	\$766,700	\$1,533,399.23	\$520,000.00	\$544,000.00
4.2 - Clermont SR 50 Bypass	17	1	FY 2012/13	151,776	2	0.5	12,240	\$766,700	\$1,533,399.23	\$520,000.00	\$544,800.00
4.3 - Clermont/ Groveland/ Mascotte to Leesburg	18	1	FY 2012/13	198,900	2	2	3,060	\$191,675	\$383,349.81	\$520,000.00	\$650,000.00
4.4 - Mascotte to Sumter County to Leesburg	19	1	FY 2017/18	193,392	2	2	3,060	\$191,675	\$383,349.81	\$520,000.00	\$646,400.00
5.1 - Eustis to DeLand	20	1	FY 2015/16	146,880	2	2	3,060	\$191,675	\$383,349.81	\$520,000.00	\$616,000.00
<b>Replacement Vehicles</b>											
International (Spare Vehicles)	n/a	1	FY 2001/16	n/a	1	n/a	n/a	n/a	n/a	\$130,000.00	\$130,000.00
International (Spare Vehicles)	n/a	1	FY 2001/16	n/a	1	n/a	n/a	n/a	n/a	\$130,000.00	\$130,000.00
Blue Bird	n/a	2	FY 2001/16	n/a	1	n/a	n/a	n/a	n/a	\$260,000.00	\$520,000.00
El Dorado	n/a	1	FY 2001/16	n/a	1	n/a	n/a	n/a	n/a	\$270,000.00	\$270,000.00
Blue Bird	n/a	3	FY 2001/16	n/a	1	n/a	n/a	n/a	n/a	\$260,000.00	\$780,000.00
El Dorado	n/a	2	FY 2001/16	n/a	1	n/a	n/a	n/a	n/a	\$270,000.00	\$540,000.00
TOP, New Bus 2010	n/a	1	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	\$260,000	\$260,000.00
TOP, Supervisor Vans, 2008	n/a	2	FY 2008/09	n/a	2	n/a	n/a	n/a	n/a	\$40,000	\$80,000.00
TOP, Displays on Buses, 2011	n/a	2	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	\$1,500	\$3,000.00
TOP, New Shelters, Benches, Amenities (2008)	n/a	4	FY 2008/09	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2009)	n/a	4	FY 2009/10	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2010)	n/a	4	FY 2010/11	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2011)	n/a	4	FY 2011/12	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2012)	n/a	4	FY 2012/13	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2013)	n/a	4	FY 2013/14	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2014)	n/a	4	FY 2014/15	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2015)	n/a	4	FY 2015/16	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2016)	n/a	4	FY 2016/17	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2017)	n/a	4	FY 2017/18	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2018)	n/a	4	FY 2018/19	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2019)	n/a	4	FY 2019/20	n/a	1	n/a	n/a	n/a	n/a	\$12,000	\$48,000.00
				<b>4,817,926</b>	<b>84</b>		<b>122,303</b>	<b>\$7,756,754.12</b>	<b>\$16,663,665.89</b>	<b>\$16,065,500.00</b>	<b>\$30,776,300.00</b>

**Table 9-11: Alternative #3**

Alternative	Rt Num	Q	Start Year (YOE)	Annual Revenue Miles	Actual Number of Veh.	Headway (hours)	Annual Operating Hours	Total O&M Costs	New Vehicles	Total Capital Costs
Cross County Connector	1	1	FY 2007/08	882,587	4	1	12,241	\$2,300,315.32	\$0.00	\$0.00
Leesburg Circulator	2	1	FY 2007/08	48,047	1	1	3,060	\$575,078.83	\$0.00	\$0.00
Mount Dora Circulator	3	1	FY 2008/09	45,292	1	1	3,060	\$575,078.83	\$0.00	\$0.00
Zellwood Connector	4	1	FY 2009/10	67,326	1	2	1,530	\$383,385.89	\$0.00	\$0.00
<b>Improve Existing Service - Cut Headways By Doubling the Number of Vehicles</b>										
1a - Cross County Enhancement	1a	1	FY 2012/13	882,587	4	1	12,241	\$1,533,543.55	\$1,040,000.00	\$1,040,000.00
2a - Leesburg Circulator Enhancement	2a	1	FY 2012/13	48,047	1	1	3,060	\$383,385.89	\$260,000.00	\$260,000.00
3a - Mount Dora Circulator Enhancement	3a	1	FY 2012/13	45,292	1	1	3,060	\$383,385.89	\$260,000.00	\$260,000.00
4a - Zellwood Connector Enhancement	4a	1	FY 2012/13	67,326	1	2	1,530	\$191,692.94	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add 2 Hours (6:00 am to 8:00 pm)</b>										
1b - Cross County Early/Late	1b	1	FY 2012/13	620,660	7	0.5	8,608	\$1,078,430.66	\$1,820,000.00	\$13,122,200.00
2b - Leesburg Circulator Early/Late	2b	1	FY 2012/13	38,614	2	0.5	2,460	\$308,123.04	\$520,000.00	\$816,400.00
3b - Mount Dora Circulator Early/Late	3b	1	FY 2012/13	36,401	2	0.5	2,460	\$308,123.04	\$520,000.00	\$769,600.00
4b - Zellwood Connector Early/Late	4b	1	FY 2012/13	54,109	2	1	1,230	\$154,061.52	\$520,000.00	\$1,144,000.00
<b>Enhance Existing Routes - Add Saturday Service All Day (7:00 a.m. to 7:00 p.m.)</b>										
1c - Cross County Saturday	1c	1	FY 2012/13	156,982	4	1	2,177	\$272,764.66	\$1,040,000.00	\$1,040,000.00
2c - Leesburg Circulator Saturday	2c	1	FY 2012/13	8,546	1	1	544	\$68,191.17	\$260,000.00	\$260,000.00
3c - Mount Dora Circulator Saturday	3c	1	FY 2012/13	8,056	1	1	544	\$68,191.17	\$260,000.00	\$260,000.00
4c - Zellwood Connector Saturday	4c	1	FY 2012/13	11,975	1	2	272	\$34,095.58	\$260,000.00	\$260,000.00
<b>Enhance Existing Routes - Add Sunday Service Half Day (11:00 a.m. to 5:00 p.m.)</b>										
1d - Cross County Sunday	1d	1	FY 2012/13	66,281	4	1	919	\$115,167.30	\$1,040,000.00	\$1,040,000.00
2d - Leesburg Circulator Sunday	2d	1	FY 2012/13	3,608	1	1	230	\$28,791.83	\$260,000.00	\$260,000.00
3d - Mount Dora Circulator Sunday	3d	1	FY 2012/13	3,401	1	1	230	\$28,791.83	\$260,000.00	\$260,000.00
4d - Zellwood Connector Sunday	4d	1	FY 2012/13	5,056	1	2	115	\$14,395.91	\$260,000.00	\$260,000.00
<b>New Fixed Route Bus Service Alternatives</b>										
2.1 - Express to Disney/Reams Road (Orange County)	5	1	FY 2014/15	40,086	1	2	1,530	\$191,674.90	\$260,000.00	\$286,200.00
2.2 - Express to Disney/ County Line (Lake County)	6	1	FY 2014/15	27,540	1	2	1,530	\$191,674.90	\$260,000.00	\$278,000.00
2.3 - Express to Winter Garden Village (Orange County)	7	1	FY 2014/15	13,005	1	2	1,530	\$191,674.90	\$260,000.00	\$268,500.00
3.4 - US 27 South to Four Corners	11	1	FY 2012/13	181,152	2	1	6,120	\$766,699.61	\$520,000.00	\$579,200.00
3.5 - US 27/CR 561 Minneola/Astatula/ Tavares	12	1	FY 2015/16	226,440	2	1	6,120	\$766,699.61	\$520,000.00	\$594,000.00
3.6 - SR 19/CR 48 Tavares/Howey-in-the-Hills/Leesburg	13	1	FY 2017/18	166,464	2	1	6,120	\$766,699.61	\$520,000.00	\$574,400.00
3.7 - CR 470 Leesburg to US 301 Sumterville	14	1	FY 2017/18	56,304	1	1	3,060	\$383,349.81	\$260,000.00	\$296,800.00
3.8 - US 27 North from CR 561 to Leesburg	15	1	FY 2012/13	225,216	2	1	6,120	\$766,699.61	\$520,000.00	\$593,600.00
4.1 - Clermont Minneola SR 50 Bypass	16	1	FY 2012/13	146,880	2	0.5	12,240	\$1,533,399.23	\$520,000.00	\$544,000.00
4.4 - Mascotte to Sumter County to Leesburg	19	1	FY 2017/18	193,392	2	2	3,060	\$383,349.81	\$520,000.00	\$646,400.00
5.1 - Eustis to DeLand	20	1	FY 2015/16	146,880	2	2	3,060	\$383,349.81	\$520,000.00	\$616,000.00
5.2 - Altoona to DeLand	21	1	FY 2019/20	57,222	1	2	1,530	\$191,674.90	\$260,000.00	\$334,800.00
5.3 - Mount Dora to Seminole County	22	1	FY 2019/20	40,086	1	2	1,530	\$191,674.90	\$260,000.00	\$312,400.00
6.2 - Fruitland Park to Wildwood	24	1	FY 2015/16	208,080	2	0.5	12,240	\$1,533,399.23	\$520,000.00	\$554,000.00
<b>Premium Transit Service Alternatives</b>										
<b>Bus Rapid Transit</b>										
7.1 - SR 50 BRT (P-N-R to County Line)	7.1	1	FY 2014/15	204,000	2	0.3	20,400	\$1,897,200.00	\$700,000.00	\$2,700,000.00
7.2 - SR 50 BRT (P-N-R to Groveland)	7.2	1	FY 2014/15	297,840	2	0.3	20,400	\$2,769,912.00	\$700,000.00	\$3,620,000.00
7.3 - SR 50 BRT to Mascotte	7.3	1	FY 2015/16	63,240	1	0.3	10,200	\$588,132.00	\$350,000.00	\$1,590,000.00
<b>Commuter Rail Transit</b>										
9.1 - Phase 1 from Orlando to Zellwood	9.1		FY 2019/20	65,790	1	2	1,530	\$1,006,587.00	\$1,900,000.00	\$45,000,000.00
9.2 - Phase 2 from Zellwood to Eustis	9.2		FY 2019/20	42,840	1	2	1,530	\$655,452.00	\$1,900,000.00	\$27,000,000.00
<b>Replacement Vehicles</b>										
International (Spare Vehicles)	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$130,000.00
International (Spare Vehicles)	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$130,000.00	\$130,000.00
Blue Bird	n/a	2	FY 20015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$520,000.00
El Dorado	n/a	1	FY 20015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$270,000.00
Blue Bird	n/a	3	FY 20015/16	n/a	1	n/a	n/a	n/a	\$260,000.00	\$780,000.00
El Dorado	n/a	2	FY 20015/16	n/a	1	n/a	n/a	n/a	\$270,000.00	\$540,000.00
TOP, New Bus 2010	n/a	1	FY 2010/11	n/a	1	n/a	n/a	n/a	\$260,000	\$260,000.00
TOP, Supervisor Vans, 2008	n/a	2	FY 2008/09	n/a	2	n/a	n/a	n/a	\$40,000	\$80,000.00
TOP, Displays on Buses, 2011	n/a	2	FY 2010/11	n/a	1	n/a	n/a	n/a	\$1,500	\$3,000.00
TOP, New Shelters, Benches, Amenities (2008)	n/a	4	FY 2008/09	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2009)	n/a	4	FY 2009/10	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2010)	n/a	4	FY 2010/11	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2011)	n/a	4	FY 2011/12	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2012)	n/a	4	FY 2012/13	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2013)	n/a	4	FY 2013/14	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2014)	n/a	4	FY 2014/15	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2015)	n/a	4	FY 2015/16	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2016)	n/a	4	FY 2016/17	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2017)	n/a	4	FY 2017/18	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2018)	n/a	4	FY 2018/19	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
TOP, New Shelters, Benches, Amenities (2019)	n/a	4	FY 2019/20	n/a	1	n/a	n/a	n/a	\$12,000	\$48,000.00
				<b>5,502,652</b>			<b>179,423</b>	<b>\$23,964,298.70</b>	<b>\$21,875,500.00</b>	<b>\$110,989,500.00</b>

Once an alternative has been selected by the community, the financial plan will be finalized along with a detailed implementation schedule as well as funding options.

## **Section 10.0 Implementation Action Plan**

This section of the Lake County Transit Development Plan (TDP) presents the detailed implementation strategies for achieving the objectives identified earlier in the TDP. This ten-year TDP is a guide for the future development and enhancement of public transportation in Lake County over the next ten years. Earlier sections of the TDP included a review of demographic and travel behavior characteristics of the service area, an evaluation of existing services, a summary of local transit opportunities, the development of proposed transit enhancements, and the preparation of a ten-year financial plan that provides guidance for Lake County Public Transportation (LCPT) during the planning horizon.

### ***10.1 Multimodal Concurrency Management***

Significant population and employment growth will occur over the ten-year planning horizon in Lake County and the surrounding areas. A significant land area will not be developable due to conservation areas, natural lands, wetlands, and water bodies. These areas create a natural concentration of development in a more clustered pattern that is conducive to transit; however, local governments will need to develop transit oriented development strategies to reinforce natural tendencies. In particular, there are future opportunities to create multimodal transportation concurrency systems. In order to pursue these options, local governments need to adopt land development code and comprehensive plan amendments which require new development to be more dense and intense in support of transit. The Lake~Sumter MPO will need to determine whether or not a multimodal transportation concurrency system is appropriate for Lake County and its municipalities. If implemented, a multimodal transportation concurrency district would be established so that developers would be required to fund the highest priority projects from the local capital improvements element for the district, regardless of proximity. These funds could be used for transit, bicycle, pedestrian, and parking improvements that would offset the single-occupant vehicle demand.

### ***10.2 Transit Oriented Development***

To assuage single occupancy vehicle use and land development parking requirements associated with personal vehicle reliance, alternative transportation modes would be promoted through the built environment. The Lake~Sumter MPO could conduct design charrettes with local government planners to develop coordinated land use plans, identify activity centers, coordinate development plans, and discuss future transit improvements in relation to proposed development

---

projects. Personal vehicle reliance could be assuaged through targeted disincentives, while transit and alternative transportation modes could be encouraged by implementing certain commuter incentives. For example, the following strategies have been found to be effective by other jurisdictions pursuing transit oriented development.

Private Vehicle Reliance Disincentives:

- increased relative cost of private vehicle use
  - external factors
    - gasoline prices and fuel taxes
    - private vehicle operating and maintenance costs (i.e., licensing costs, personal property taxes, replacement parts)
    - emissions standards restrictions
  - internal factors
    - roadway usage fees (tolls)
    - parking fees
    - parking restrictions (time of day, time limitations, etc.)
    - distance of parking from destinations

For the private developer, certain capital outlays and/or policies should be implemented that that would accrue overall positive net benefits to both the developer and the end users of the development, including, though not necessarily limited to:

- sufficient parking facilities to accommodate peak demand
- convenient and safe access to retail establishments, either by:
  - pedestrian walkways
  - transit linkages ( “door to door” rather than curbside)
  - direct shuttle services ( “door to door” rather than curbside)
  - provide offsite parking to encourage personal vehicle users to leave their vehicles
  - pertaining to onsite parking:

- 
- differentiate between long term parking and short term parking (with explicitly delineated timeframes for short term)
  - assess parking fees for each
    - impose a higher rate/hour fee for short term parking
    - impose additional fees for breach in short term use
  - and/or provide valet services
  - for employees, differentiate between single occupancy vehicles (SOV) and carpool parking (carpool spaces should be designated only as such, located in closer proximity than SOV spaces and possibly offer monetary incentives)
    - offer reimbursements to employees for parking offsite with connections to the development via alternative transportation modes
  - coordinate with retail developers to promote walking distance shopping facilities

Other strategies may be more effective in Lake County based upon the outcome of a design charrette with local planners. The charrette may yield typical land development code and comprehensive plan amendments that could be used by multiple jurisdictions to limit parking and encourage dense development patterns.

### ***10.3 Development Review***

As development occurs, local jurisdictions will be responsible for ensuring that new development is transit supportive and that anticipated LakeXpress transit improvements are integrated into the review process. This would be particularly important for developments of regional impact, large planned unit developments, and development in or adjacent to activity centers. Necessary improvements may include transit stops, passenger amenities, and bus pullouts. Transit vehicles and operating costs have been included as requirements of recent development orders. Additionally, multimodal considerations such as bicycle, pedestrian, and parking improvements may be required that would offset the single-occupant vehicle demand.

### ***10.4 Year By Year Implementation***

For the purposes of this TDP, specific strategies have been identified to implement this TDP through FY 2020. For each year, one table has been developed. Some implementation efforts are ongoing or annual. As such, some strategies appear in multiple tables below.



**Table 10-1: FY 2009 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Reformat LakeXpress Route Map and Rider's Guide in compliance with Governor's Plan Language Initiative.	Lake~Sumter MPO	
Develop LDC Revisions and TOD for Site Plan Review.	Lake~Sumter MPO	
Rebrand Lake County Connection as part of LakeXpress Service.	LCPT	
Convene Regular Transit Funding Strategy Sessions to Plan for the Transition to a Small Urban System.	LCPT	
Conduct an Inventory of High Ridership Stop Locations.	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT	
Meet with Neighboring Transit Systems to Coordinate Services.	LCPT	
Meet with LYNX to coordinate implementation of new services	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-2: FY 2010 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Add Paratransit Reservations /Trip Planning Software to Website.	Lake~Sumter MPO	
Select Transit Stops to Study for Enhanced Passenger Amenities	Lake~Sumter MPO	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Submit TRIP application with Sumter County Transit for Green Route.	LCPT	
Identify with LYNX TRIP funding opportunities for new services to Disney and/or Fowler Groves Shopping Center, as appropriate	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-3: FY 2011 Implementation Action Plan**

<b>Action Items</b>	<b>Responsible Entity</b>	<b>Checklist</b>
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Prepare for Service Enhancements to LakeXpress Routes 1-4 (Extend Service Hours, Increase Frequency, and Implement Weekend Service).	LCPT	
Review DRI's to Identify and Schedule Transit Improvements	Lake~Sumter MPO	
Lobby State Legislature Regarding Local Transit Funding.	Lake~Sumter MPO	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Implement Paratransit Reservations System and Trip Planning Website Improvements for LakeXpress and Lake County Connection	LCPT, Lake~Sumter MPO	
Support Sumter County Transit service development grants.	LCPT	
Meet with VOTRAN to Discuss Coordination Opportunities	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-4: FY 2012 Implementation Action Plan**

<b>Action Items</b>	<b>Responsible Entity</b>	<b>Checklist</b>
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Develop Building Program Requirements for Intermodal Center	Lake~Sumter MPO	
Start Service Enhancements to LakeXpress Routes 1-4 (Extend Service Hours, Increase Frequency, and Implement Weekend Service).	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Identify List of Development Partnership and TRIP funding opportunities for new transit services.	LCPT	
Identify with LYNX TRIP funding opportunities for enhanced service frequency for Routes 204 and 55, as appropriate	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-5: FY 2013 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Begin New Service Along US 27, SR 50, or in Clermont, Minneola, Groveland, and Mascotte, as appropriate	LCPT	
Rebrand Lake County Connection as part of LakeXpress Service	LCPT	
Identify Transit Center Priority List for Developments	LCPT	
Conduct an Inventory of High Ridership Stop Locations	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Meet with Transit Systems in Neighboring Counties to Coordinate Services as Appropriate.	LCPT	
Conduct Feasibility Study for SR 50 BRT Project with LYNX	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-6: FY 2014 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Work with Plaza Collina Regarding Transit Center Improvements	Lake~Sumter MPO	
Conduct Charrette to Evaluate Transit Development Review Guidelines	Lake~Sumter MPO	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Conduct BRT Alternatives Analysis for SR 50, as appropriate.	LCPT	
Implement Express Bus Service to Disney, as appropriate	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-7: FY 2015 Implementation Action Plan**

<b>Action Items</b>	<b>Responsible Entity</b>	<b>Checklist</b>
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Prepare for Implementation of New Service on North US 27/CR 561, to DeLand, Mascotte, and Groveland, as appropriate.	LCPT	
Reformat and Publish Bus Rider's Guide	LCPT	
Identify Potential Locations for New Operations Base, as appropriate	Lake~Sumter MPO	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Meet with Transit Systems in Neighboring Counties to Coordinate Services as Appropriate.	LCPT	
Meet with VOTRAN to coordinate implementation of new services	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-8: FY 2016 Implementation Action Plan**

<b>Action Items</b>	<b>Responsible Entity</b>	<b>Checklist</b>
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Implement New Service, as appropriate.	LCPT	
Design Intermodal Center	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Identify with Polk County TRIP funding opportunities for new Four Corners services, as appropriate	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-9: FY 2017 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Implement new LakeXpress service in Leesburg, Mascotte, Howey-in-the-Hills, and Sumterville, as appropriate.	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Meet with Transit Systems in Neighboring Counties to Coordinate Services as appropriate.	LCPT	
Develop newspaper advertisement and additional marketing of new LakeXpress services, as appropriate.	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-10: FY 2018 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Coordinate with Central Florida Commuter Rail, METROPLAN Orlando, and LYNX Regarding Re-evaluation of Northwest Commuter Rail – Potential Small Starts Alternatives Analysis	Lake~Sumter MPO	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Submit New Starts application with Central Florida Commuter Rail for Northwest Commuter Rail or Other Services, as appropriate.	Lake~Sumter MPO	
Identify with TRIP funding opportunities for new services to Sanford and DeLand, as appropriate	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-11: FY 2018 Implementation Action Plan**

<b>Action Items</b>	<b>Responsible Entity</b>	<b>Checklist</b>
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Implement new LakeXpress service to DeLand and Sanford, as appropriate.	Lake~Sumter MPO	
Development Conceptual Design for Park-and-Ride Improvements	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Meet with Neighboring Transit to Coordinate Services as appropriate.	LCPT	
Meet with LYNX to coordinate implementation of new services	LCPT	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-12: FY 2019 Implementation Action Plan**

<b>Action Items</b>	<b>Responsible Entity</b>	<b>Checklist</b>
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Implement new LakeXpress service, as appropriate.	LCPT	
Review Staff, Organizational, and Maintenance Requirements	Lake~Sumter MPO	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Investigate new transit funding sources such as dedicated funding.	Lake~Sumter MPO	
Prepare Minor TDP Update.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

**Table 10-13: FY 2020 Implementation Action Plan**

Action Items	Responsible Entity	Checklist
Continue Operating Existing LakeXpress Fixed Bus Routes 1-4.	LCPT	
Operate Paratransit Services.	LCPT	
Submit New Starts Application, as appropriate.	Lake~Sumter MPO	
Update Transit Development Plan	LCPT	
Conduct an Inventory of High Ridership Stop Locations	LCPT	
Continue Vehicle Replacement Program.	LCPT	
Meet Quarterly to Review Status of Implementation Plan.	LCPT, Lake~Sumter MPO	
Prepare Minor TDP Update.	LCPT	
Continue to Develop and Expand Transit Marketing Program.	LCPT	
Continue Performance Monitoring Program for System and all Routes.	LCPT	

### ***10.5 Compliance and Consistency***

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a Ten-Year TDP. TDP updates must be submitted to the Florida Department of Transportation (FDOT). This 2008-2020 TDP is a major update. The TDP is the source for determining the types of projects and their priority in the public transportation component of the Lake~Sumter Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). This plan is also be consistent with the approved local government comprehensive plans and the MPO's Long-Range Transportation Plan. This plan meets the requirements for a major TDP update in accordance with Rule Chapter 14- 73, Florida Administrative Code (FAC).This section Identify a staged implementation plan supporting the cost affordable TIP.

## **Appendix A: Public Involvement Plan**

**Lake-Sumter  
Metropolitan Planning Organization**

**Transit Development Plan Update  
Public Involvement Plan**



***Draft Report***

*Prepared for:*

**Lake-Sumter MPO**  
1616 14<sup>th</sup> Street  
Leesburg, Florida 34748  
*ph (352) 315-0170, fax (352) 315-0993*

**March 2008**

**Tindale-Oliver & Associates, Inc.**  
1000 North Ashley Drive, Suite 100  
Tampa, FL 33602  
*ph (813) 224-8862 fax (813) 226-2106*

# Table of Contents

<b>SECTION 1 – INTRODUCTION.....</b>	<b>1-1</b>
<b>SECTION 2 – PUBLIC INVOLVEMENT PLAN.....</b>	<b>2-1</b>
Stakeholder Interviews .....	2-1
Surveys .....	2-2
Public Workshops.....	2-2
Discussion Groups .....	2-3
Public Presentations.....	2-4
Peer Review and Involvement.....	2-4

## LIST OF TABLES:

Table 1 – Public Involvement Strategies.....	2-1
--	-----

## LIST OF APPENDICES:

- Appendix A – Stakeholder Interview Questions
- Appendix B – Transit On-Board Passenger Survey
- Appendix C – Commuter Express Passenger Survey
- Appendix D – Transit Operator Survey

## SECTION ONE INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) requires that the public have "full and open access" in the development of plans and programs under the metropolitan planning process. Under TEA-21, transportation plans developed for a metropolitan area should reflect the needs of its citizens and enhancement of the community's assets. In 2007, legislation succeeding TEA-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), was enacted. Under SAFETEA-LU, emphasis is placed on broadening public participation activities to include stakeholders that have not been traditionally involved in the transportation planning process. Therefore, the preparation of a Transit Development Plan (TDP) should include efforts to involve the public and integrate public feedback into the decision-making process. To facilitate this effort, the following Public Involvement Plan (PIP) has been developed for the Lake-Sumter Metropolitan Planning Organization (LSMPO) to document the public involvement process specific to the major update of the TDP.

New TDP requirements were adopted by the Florida Department of Transportation (FDOT) on February 20, 2007, which specify that a major update to a TDP must occur every five years. LSMPO is currently undertaking the process for conducting a major TDP update. In addition, the new TDP rule requires that the LSMPO document its public involvement plan specific to the TDP. Pertinent language from the new TDP rule includes the following:

*The TDP preparation process shall include opportunities for public involvement as outlined in a TDP public involvement plan, approved by the Department, or the local Metropolitan Planning Organization's (MPO) Public Involvement Plan, approved by both the Federal Transit Administration and the Federal Highway Administration.*

-- Florida Rule 14-73.001

The LSMPO has chosen to develop a PIP to be used during the development of the 2009-2018 TDP, which is summarized in the remainder of this document. The plan provides numerous opportunities for public involvement as well as involvement on the part of local agencies and organizations. This plan was developed to be consistent with the MPO's PIP. Activities proposed within the PIP include stakeholder interviews, passenger and operator surveys, public workshops, and discussion groups. The results of the public involvement activities will be used in the development of the 10-year transit plan as part of the major TDP update.

**SECTION TWO  
PUBLIC INVOLVEMENT PLAN**

A number of strategies designed to encourage public involvement have been included in the public involvement process for the major TDP update. These public participation strategies are summarized in the following table and described in further detail in this section.

**Table 1  
Public Involvement Strategies**

<b>Public Involvement Strategy</b>	<b>Objective</b>
Stakeholder Interview	To gather in-depth information from key stakeholders and community leaders regarding a specific topic using a pre-determined set of questions to help guide discussion.
Transit Passenger Survey	To solicit involvement and participation from transit riders; to distribute pertinent information on public transit and specific project-related information; to receive public input to incorporate into the decision-making process.
Transit Operator Survey	To utilize transit operator knowledge and daily interaction with passengers to obtain insight into the passenger's experience, verify input received from passengers, and provide important information related to the operation and safety of the bus routes and vehicles.
Public Workshop	Inform the public of ongoing projects, receive public input, and inform the public of additional public involvement opportunities.
Discussion Group	Gather information regarding the attitudes and opinions of a small group of individuals through both a specific set of questions and open-ended discussion between participants.

**Stakeholder Interviews**

The first step in the public involvement process for the major update of the TDP will be to conduct stakeholder interviews. The purpose of conducting stakeholder interviews is to gather in-depth information from key officials, community leaders, and other individuals regarding current and potential future transit service in the Lake-Sumter urbanized area. Interviews are planned to be held with 15 stakeholders and will seek to assess the stakeholder's views on current transit service, implementing and funding new transit projects, as well as identifying transit issues that are of greatest local concern. The list of questions developed for use in guiding the interviews is included in Appendix A.

It is anticipated that each stakeholder interview will be approximately 60 minutes in length. The information gathered from the interviews will be compiled and reviewed to identify consistent answers and common themes that can be used to determine general views of the key topics and issues identified.

## **Surveys**

To gain input from two specific groups, transit passengers and operators, three surveys will be conducted during the TDP update. First, an on-board survey will be designed and conducted to obtain input from passengers using the LakeXpress fixed-route service. The survey sample will include 100 percent of all scheduled trips on a single mid-week weekday. Drivers will assist passengers by distributing and collecting survey questionnaires. Survey questions will be designed to collect information related to demographics, travel behavior, passenger satisfaction, transit needs, and other issues. A copy of the transit passenger survey developed for the TDP update is included in Appendix B.

In addition to the LakeXpress on-board survey, a second survey will be similar to the LakeXpress survey and will be administered to commuters who utilize the South Lake Express service that is currently provided by LYNX between Clermont and downtown Orlando along SR 50. The commuter survey will be distributed to all riders at the Lake County Park-n-Ride facility in Clermont prior to their boarding for each of its five morning trips. Similar to the LakeXpress on-board survey, the commuter survey will be conducted on a single mid-week weekday. A copy of the commuter survey developed for the TDP update is included in Appendix C.

A third survey will be developed and distributed to all LakeXpress operators. Since a transit agency's operators interact with passengers on a daily basis, they represent an important source of beneficial information and are often able to provide insight into the passenger's experiences, validate input received from passengers from the on-board survey, and provide key information related to the safety and operations of the bus routes and vehicles. Lake County's fixed-route service provider will be responsible for distributing and collecting the transit operator survey. A copy of the transit operator survey developed for the TDP update is included in Appendix D.

## **Public Workshops**

Public workshops have proven to be an effective technique for obtaining beneficial public participation in the planning process and will be the primary mechanism to obtain input from the general public regarding the transit needs of Lake County. The public workshops will be held in an "open-house"-style and may employ one or more public participation techniques (presentations, surveys, dot polling, visual displays, other informational materials, etc.). The types of strategies employed will depend on the

workshop topics and venues. This public involvement technique is typically designed to be informal and does not require an invitation to participate. It also may be appropriate to coordinate some the public workshops with other scheduled events to help spur attendance. To ensure that public workshops are held throughout the county in locations convenient for the public to participate, a total of twelve public workshops are scheduled to occur. The public workshops will be scheduled in locations that promote equitable geographic coverage throughout the study area, and will include areas where transit service may or may not currently be provided. In addition, the times and venues of the workshops will be selected in a way to promote public participation, as well. This will provide the opportunities for all interested parties to be actively engaged in the public involvement process for the major TDP update.

It is anticipated that the first six workshops will occur early in the process, during the phase when specific baseline conditions and policy and market factors are being assessed. The second set of workshops is anticipated to occur later in the process once potential transit alternative improvements and solutions have been identified. This will allow the public to provide input on the prioritization of the proposed alternatives in the final TDP implementation plan. The detailed schedule for these meetings will be determined in conjunction with LSMPO staff.

At a minimum, these workshops shall be given public notice in accordance with Lake County and the LSMPO public notification requirements . However, it is anticipated that additional marketing materials will be developed to promote the public workshops and information about the scheduled public workshops and summary agendas will likely be posted in County government buildings, public libraries, municipal governments, recreation centers, community centers, newspapers, and buses within Lake County.

### **Discussion Groups**

To supplement the information collected in the previous public involvement activities, three discussion groups also will be held to support the TDP update process. These discussion groups will be conducted to ascertain more detailed perceptions and experiences as they specifically relate to public transit service (e.g., service quality, service improvements, transit needs, etc.). One of the discussion groups will be conducted with current LakeXpress riders to help represent the “transit user” perspective. Participants for the transit-user discussion group will be recruited through flyers on-board the LakeXpress buses. The other two discussion groups will consist of informed “non-transit” users and include members from the health, business, commerce, and education communities, as well as the local chambers of commerce. LSMPO and Lake County staff will be responsible for identifying and recruiting the non-transit user participants.

The format of the discussion groups will be tailored for getting input related to transit use and/or operation and will follow both a series of specific questions and open-ended discussion.

### **Public Presentations**

The results of the public involvement activities previously described will be summarized and documented in a technical memorandum that will be incorporated into the TDP. Prior to the TDP being finalized and submitted to FDOT, it will be presented to the following groups during the adoption process:

- Lake County Board of County Commissioners;
- LSMPO Board;
- LSMPO's Technical Advisory Committee; and
- LSMPO's Citizen's Advisory Committee.

Additional presentations may also be made to Sumter County or various community councils or commissions in Lake and Sumter Counties.

### **Peer Review and Involvement**

In addition to Lake County and the LSMPO, the public involvement process for the TDP update also will include the involvement of other entities, such as FDOT, the regional workforce board, and other interested parties, as appropriate. These parties will be invited to all public participation events, provided a copy of the public involvement summary for review, and provided an opportunity to review and comment on the draft TDP as well.

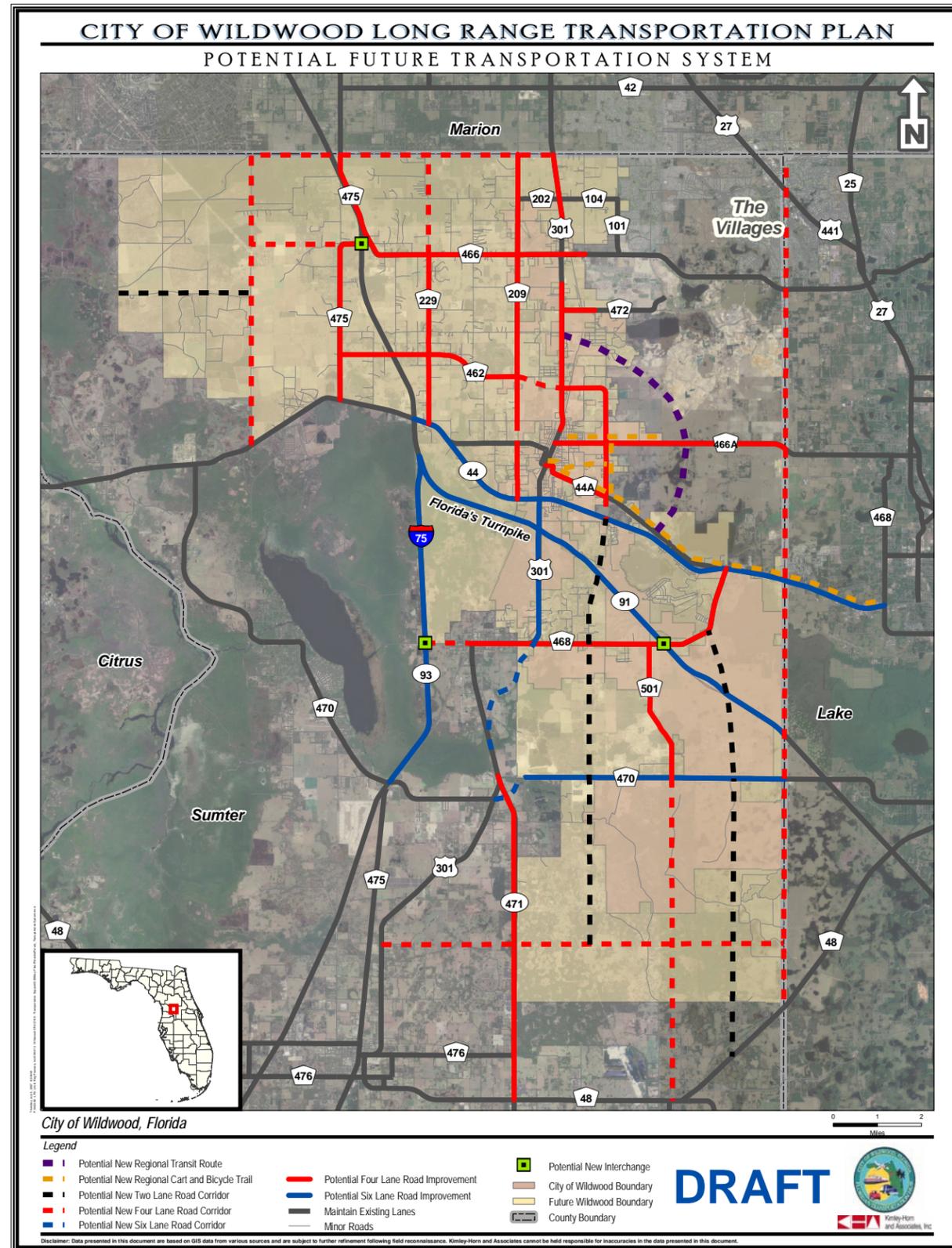
## **Appendix B: Wildwood Long-Range Transportation Plan**



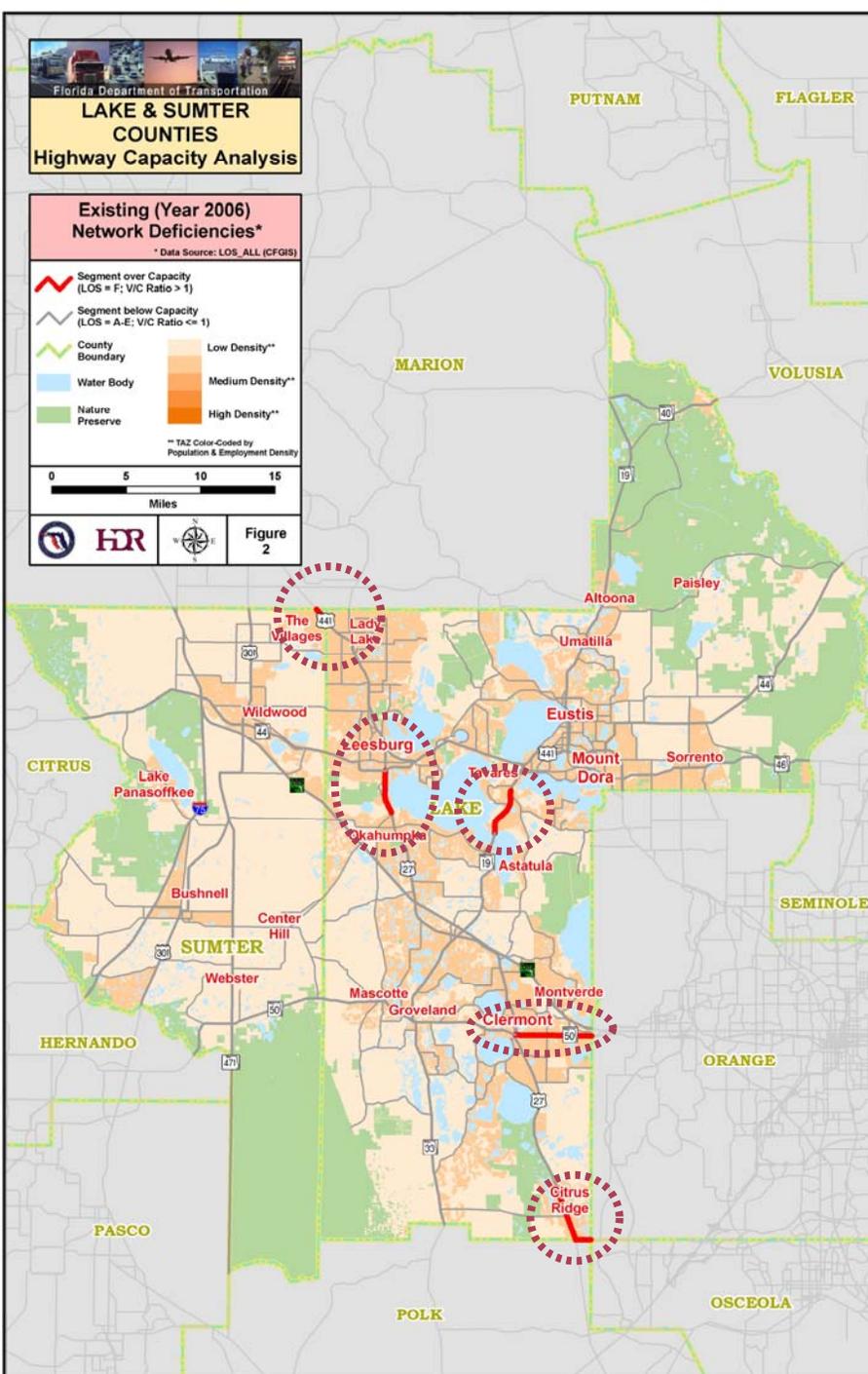
# LONG RANGE TRANSPORTATION PLAN

*A Guide for the Future*

FIGURE 9.

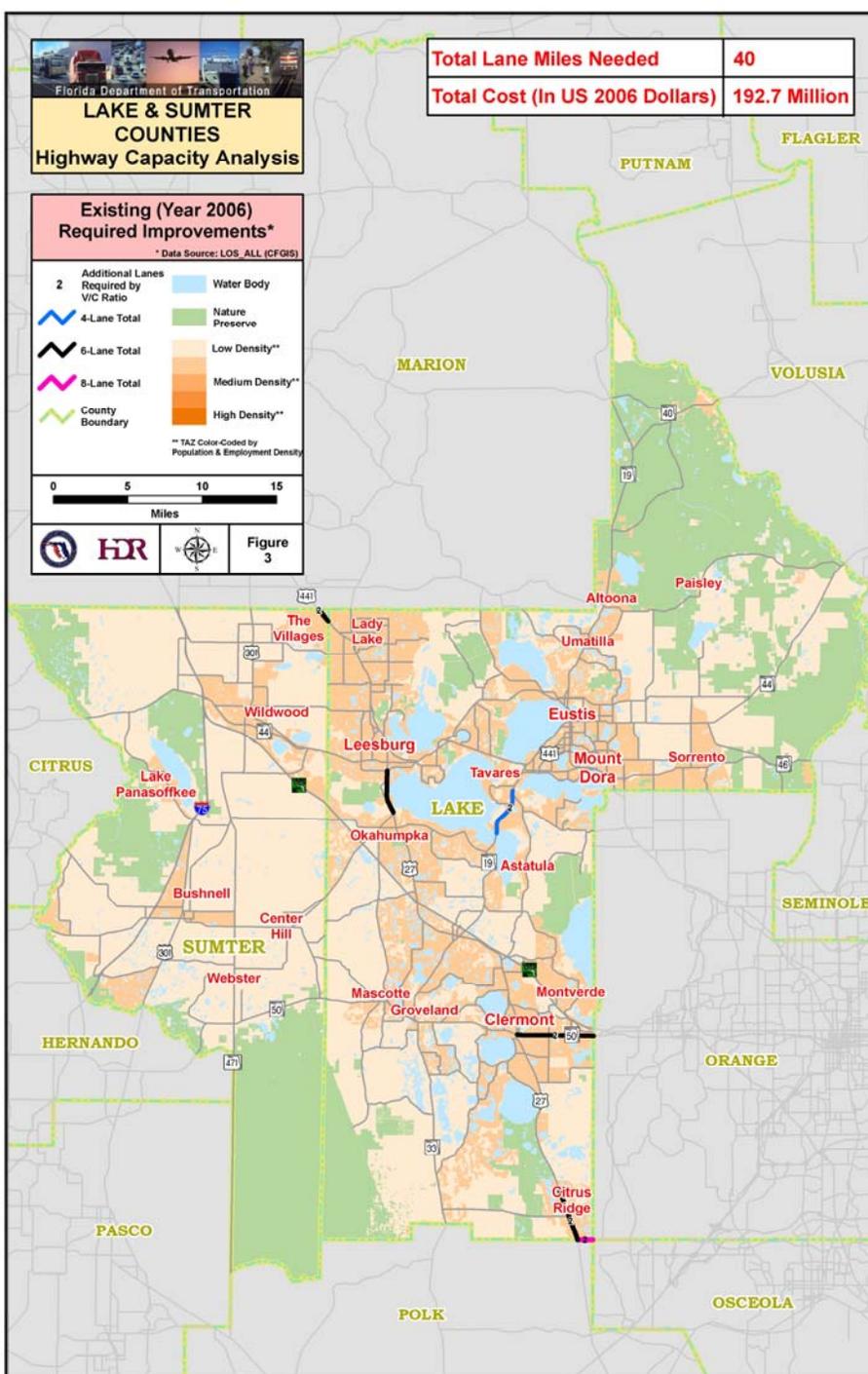


## **Appendix C: How Shall We Grow Highway Capacity**



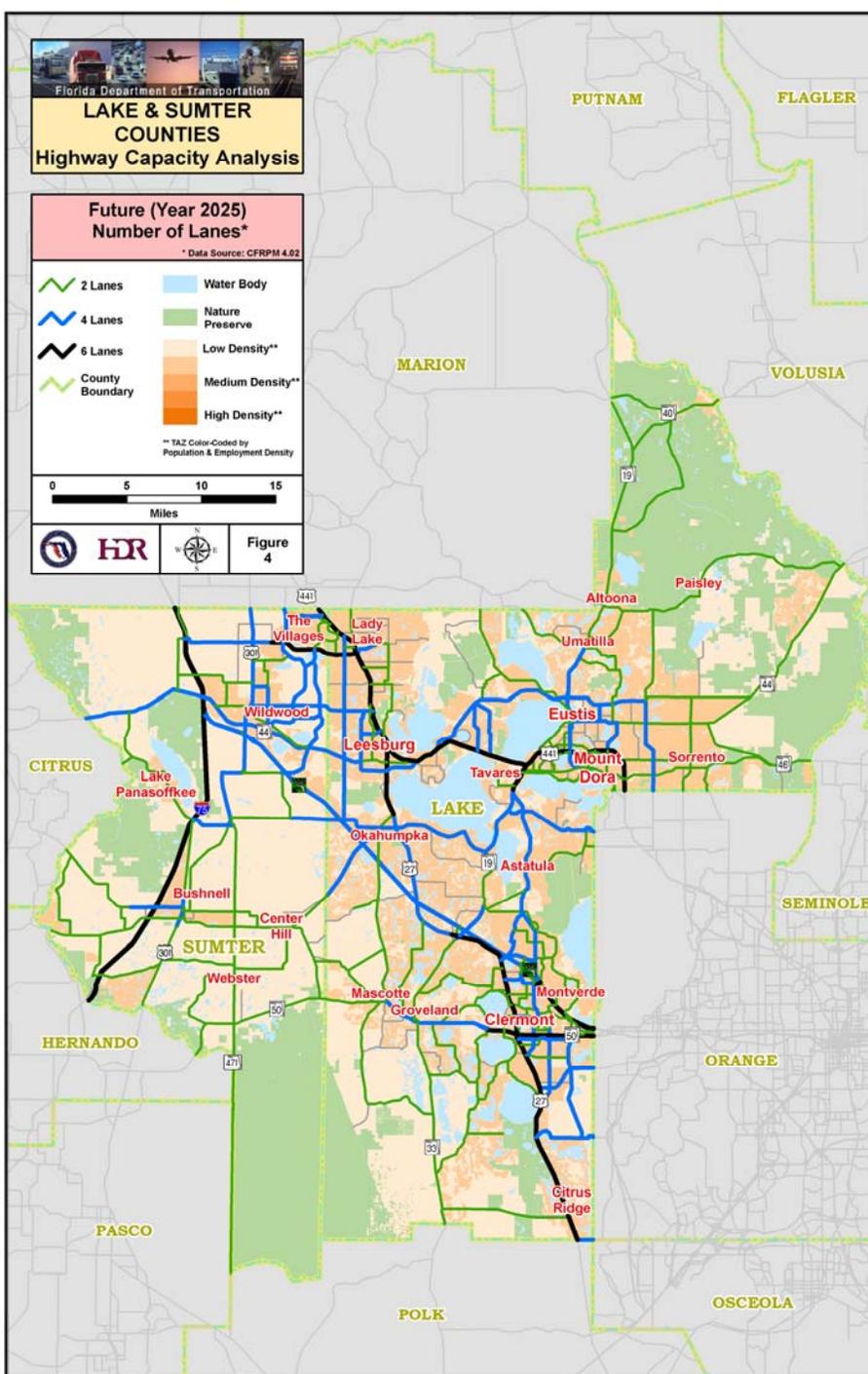
## Existing (2006) Network Deficiencies

- This map shows only the roads that are failing today (in red). These roads are over capacity - (V/C ratio > 1) - LOS "F".
- Our example: US 441 is not red on this map, which means it is not failing today.



## Existing (2006) Required Improvements

- This map shows the additional capacity (number of lanes) needed to meet our demand.
- Note: This is not what FDOT is proposing to build. This is what is needed to operate without congestion.
- The color of the road shows what is ultimately needed, and the digit inside is the number of additional lanes needed to meet the demand. This map also shows the total number of lane miles needed and the cost associated with it.
- Our example: Since US 441 was not on the previous maps (as it was not failing), it will not be on this map.



## Future (2025) Number of Lanes

- For the year 2025, everything is based on the latest adopted MPO LRTP cost feasible plan. This map shows the roadways as planned in the regional travel demand forecasting model.
- Our example: US 441 is still black in the year 2025, which means it is still planned as six (6) lanes. Now let us see if it fails with six lanes.





Total Lane Miles Needed	230
Total Cost (In US 2006 Dollars)	1.04 Billion

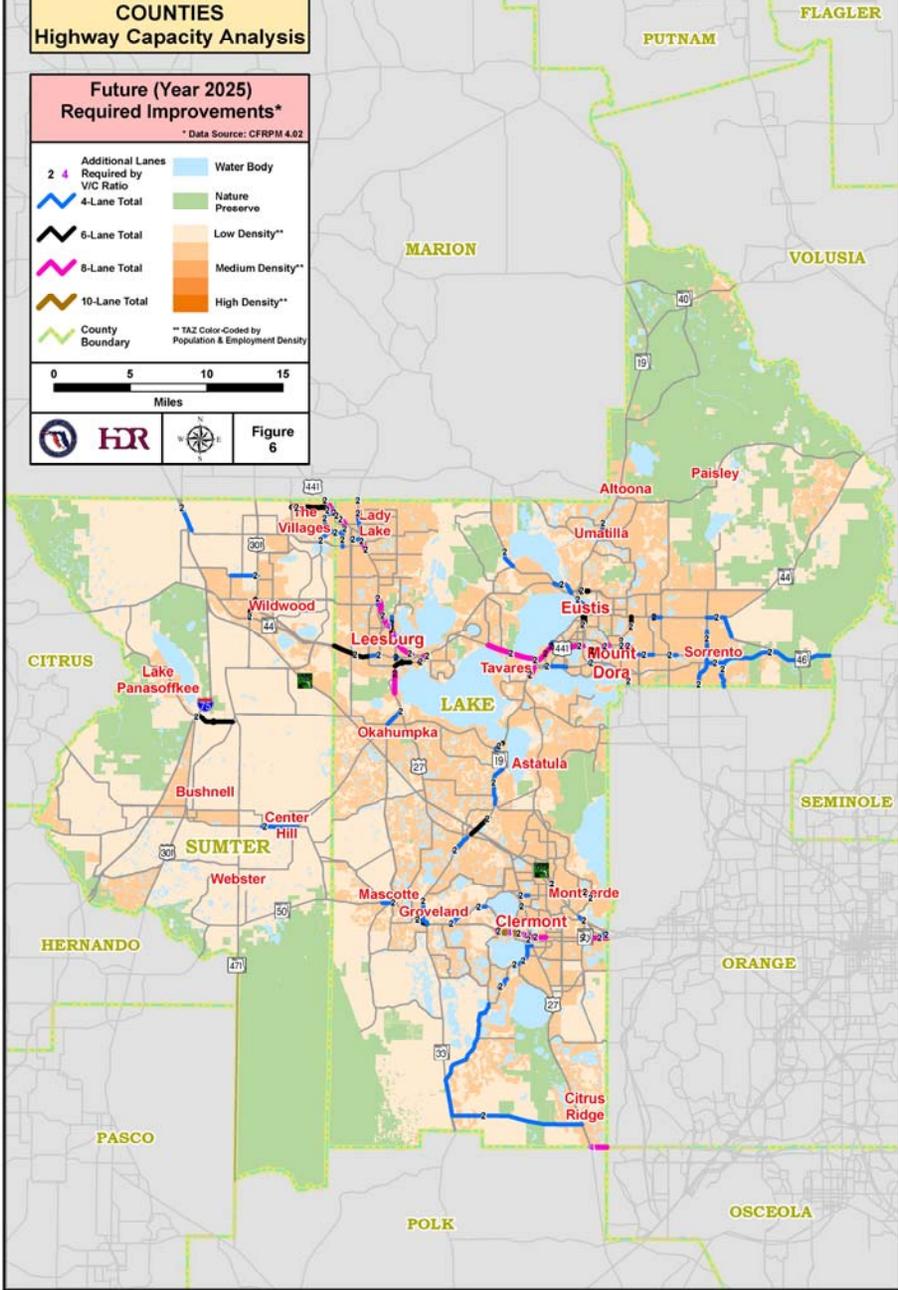
**Future (Year 2025) Required Improvements\***

\* Data Source: CFRPM 4.02

Additional Lanes Required by V/C Ratio	Water Body
4-Lane Total	Nature Preserve
6-Lane Total	Low Density**
8-Lane Total	Medium Density**
10-Lane Total	High Density**
County Boundary	** TAZ Color-Coded by Population & Employment Density

0 5 10 15 Miles

Figure 6



## Future (2025) Required Improvements

- The color of the roads shows the total number of lanes needed, and the digit inside shows the number of additional lanes.
- Our example: Some failing segments of US 441 show a need for eight (8) lanes, which means two (2) additional lanes.
- Again, this is not what we are planning on building. This is only to show what the need is out there.

## **Appendix D: Lake~Sumter MPO Corridor Constraint Policy**



## **Lake~Sumter Metropolitan Planning Organization (MPO) Corridor Constraint Policy**

February 27, 2008

### **Policy 2008-1 Corridor Constraints**

With a goal to unite community planning principles with transportation goals and with an objective to provide guidance in prioritizing transportation needs, the following policy is established.

Within the Lake-Sumter MPO Area, various physical, environmental and local policy constraints influence the transportation planning vision for the region. Land use decisions and transportation planning must be coordinated. To assist in this coordination, some corridors should be designated as appropriate for capacity improvements through the expansion of lanes. Some corridors, based on local visions and comprehensive plans, should not be prioritized for capacity improvements.

Right-of-way acquisition and roadway capacity improvements through additional lanes have become too expensive a venture to be considered the only option when planning for future transportation demand. Less expensive alternative (reliever) corridors should be explored in an effort to enhance the regional transportation network. Further, there is an obvious need for a more regional, multimodal approach to addressing the traffic demand and congestion issues within the Lake-Sumter region.

The list of corridors that follows, addresses the lane constraints for state and county roads, designated collector status and above. Corridors that are constrained by this policy are so designated in an effort to accomplish one or more of the following:

- a) To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- b) To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
- c) To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers
- d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
- e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

*Please note that these lane constraints apply only to through lanes and do not apply to turn lanes, auxiliary lanes and exclusive-transit lanes.*

## Lake~Sumter MPO Corridor Constraint Policy

Through this policy, the following corridors shall be constrained to these maximum laneages:

### Maximum Laneage: Six (6) Lanes

#### *Lake County*

US 27

US 192

US 441

SR 19 (US 441), CR 19A/Bay Street (Eustis) to CR 561 (Tavares)

SR 44, Sumter County to CR 468 (North/Leesburg)

SR 44 (US 441), Former CR 44B (Mount Dora) to Dixie Avenue (Leesburg)

SR 46, US 441 to Wekiva Parkway Project

SR 50, US 27 to Orange County

CR 466

CR 470

CR 561, CR 455 to New Turnpike Interchange

Hancock Road North, SR 50 to New Turnpike Interchange

Hartwood Marsh Road, US 27 to Hartle Road

Shell Pond Road/Schofield Road (SR 429-US 27 Connector)

#### *Sumter County*

US 301, SR 44 to CR 470

US 441, Marion County to Lake County

SR 44, Citrus County to Lake County

CR 466, CR 475 to Lake County

CR 470, I-75 to Lake County

## Lake~Sumter MPO Corridor Constraint Policy

### Maximum Laneage: Four (4) Lanes

#### *Lake County*

SR 19, CR 450 to US 441  
SR 19, CR 455 to SR 50 (Groveland)  
SR 19, CR 561 to CR 48  
SR 33, SR 50 to Lake Erie Road  
SR 40  
SR 44, CR 468/Main Street to US 441  
SR 44, Orange Avenue to CR 46A  
CR 19A, US 441 to CR Old 441/Eudora Road  
CR 33  
CR 44, Orange Ave (Eustis) to US 441 (Leesburg)  
CR 46A  
CR 48  
CR 435  
CR 448 (Tavares)  
CR 452  
CR 455, SR 19 to CR 561  
CR 455, CR Old 50 to SR 50  
CR 466A, Sumter County to US 27/441(Fruitland Park)  
CR 468 (for proposed North-South Reliever), LL, FP, LL  
CR 473  
CR 478/Apshawa  
CR 561, SR 19 to CR 455  
CR 561A, CR 561 to New Turnpike Interchange  
CR Old 50, US 27 (Minneola) to CR 455  
Citrus Tower Boulevard  
Hancock Road, South of SR 50  
Hartle Road  
Hartwood-Marsh Road, Hartle Road to Orange County  
Hooks Street  
MLK Extension (LSB/FP), CR 468 to Thomas Road  
Johns Lake Road  
Mascotte Collector  
Orange Avenue (Eustis)  
Rolling Acres Road, US 441 to CR 466  
South Clermont Connector  
Steves Road

## Lake~Sumter MPO Corridor Constraint Policy

### Maximum Laneage: Four (4) Lanes

#### *Sumter County*

US 301, Marion County to SR 44  
US 301, CR 470 to Hernando County  
SR 48, I-75 to CR 475  
SR 50, Hernando County to Lake County  
SR 471, SR 50 to US 301  
CR 44A, SR 44 to US 301  
CR 44A, US 301 to SR 44  
CR 48, CR 625 to I-75  
CR 48, SR 48 (Bushnell) to Lake County  
CR 139, CR 44A to CR 466A  
CR 202, CR 475 to US 301  
CR 209/213, SR 44 to Marion County  
CR 229, SR 44 to CR 466  
CR 462, CR 466A to US 301  
CR 462, US 301 to CR 475 N  
CR 466A, US 301 to Lake County  
CR 468, US 301 to SR 44  
CR 469, CR 48 to SR 50  
CR 470, SR 44 to I-75  
CR 472, US 301 to Buena Vista Boulevard  
CR 475, SR 44 to Marion County  
CR 475, SR 48 to CR 470  
CR 476, Hernando County to US 301  
CR 501\*, CR 470 to CR 468  
CR 501 (future), CR 48 to CR 470  
Buena Vista Boulevard, CR 466A to Marion County  
El Camino Real, Buena Vista Boulevard to Morse Boulevard  
Morse Boulevard, CR 466A to US 441  
West Warm Springs Avenue, I-75 to US 301

\* CR 501 is constrained at four (4) lanes, contingent upon securing access across the Florida Turnpike for parallel corridor(s), such as Bailey Road. If access cannot be secured for a parallel facility, CR 501 would be constrained at six (6) lanes. Regardless, right-of-way for six (6) lanes (roughly 160 feet) will be required from adjacent development.

## Lake~Sumter MPO Corridor Constraint Policy

### Maximum Laneage: Two (2) Lanes

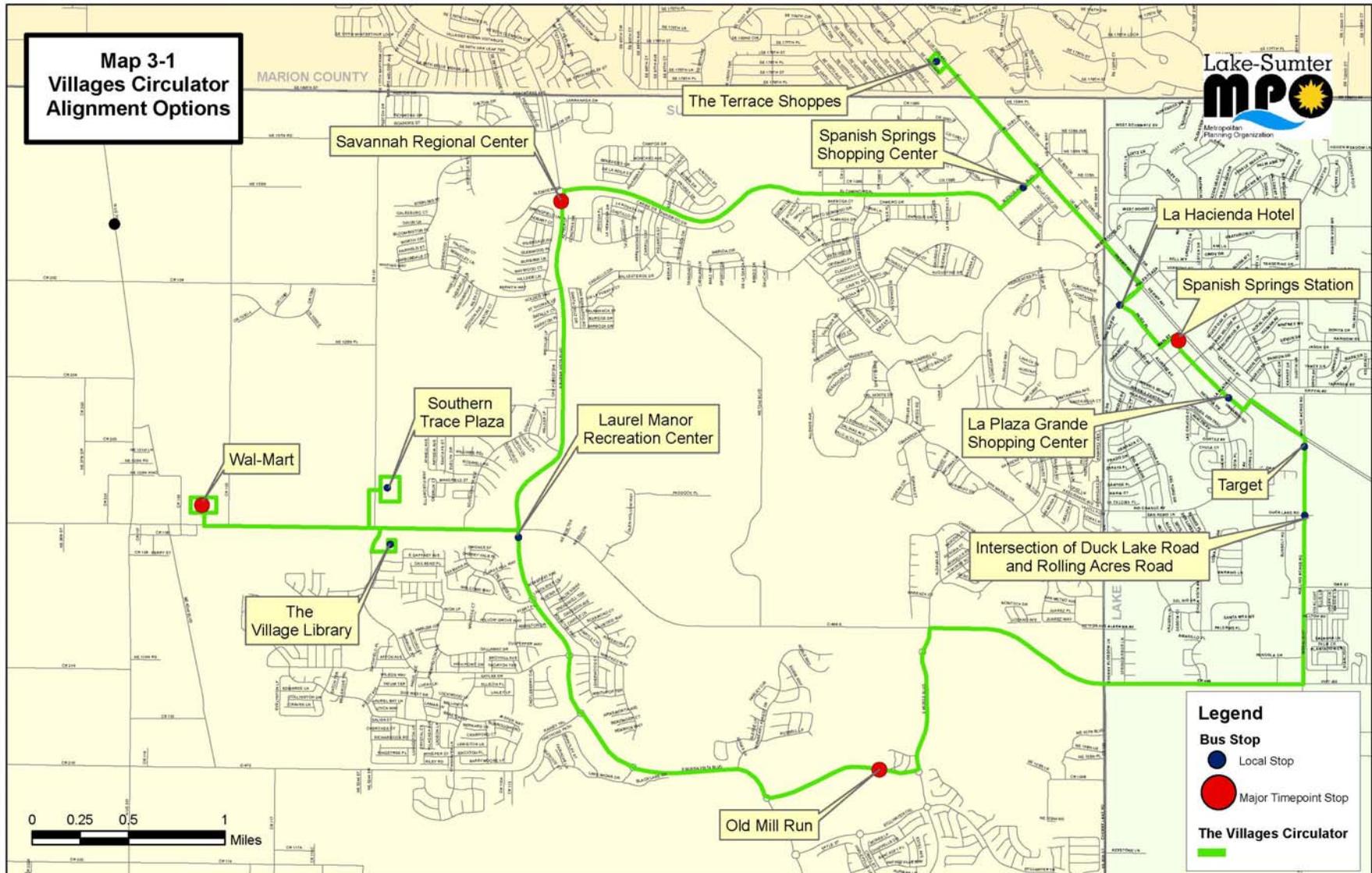
#### *Lake County*

SR 19, CR 48 to CR 455  
SR 46 (Assuming SR 46 By-Pass / Wekiva Parkway in place)  
CR 25 (Lady Lake)  
CR 25A (Fruitland Park)  
CR 42  
CR 44, CR 46A to Volusia County  
CR 44A (Eustis)  
CR 44A (Leesburg)  
CR 44C (Leesburg)  
CR 437  
CR 439  
CR 445  
CR 445A  
CR 450  
CR 455, CR 561 to CR Old 50  
CR 466A, East of US 27/441  
CR 474  
CR 561, US 27 to SR 33  
CR 561A (Groveland)  
CR 561A, New Turnpike Interchange to CR 455  
CR 565  
CR 565A  
CR Old 50, CR 455 to Orange County  
CR Old 441  
Austin Merritt Road/Bridges Road  
Estes Road  
Lake Ella Road  
Main Street (Leesburg), SR 44/CR 468 to US 441  
Wolf Branch Road

#### *Sumter County*

SR 471, Polk County to SR 50  
CR 48, Citrus County to CR 625  
CR 101, CR 202 to CR 466  
CR 103, CR 202 to CR 466  
CR 214, CR 209 to US 301  
CR 216, CR 209 to US 301  
CR 476, US 301 to SR 471  
CR 476B, CR 476 to I-75  
CR 478, US 301 to SR 471  
CR 478, SR 471 to CR 48  
CR 478A, SR 50 to SR 471  
CR 575, CR 476 to CR 48  
CR 673, I-75 to US 301

## **Appendix E: Regional Bus Circulator Assessment Study Excerpt**



**Draft Lake-Sumter MPO Regional Bus Circulator Assessment**

Tindale-Oliver & Associates, Inc.

May 2007

## **Appendix F: Transit Operations Plan Excerpt**



# Lake County Transit Operations Plan (TOP)

## Route 1 - Cross-County Connector

### Legend

#### Major Activity Centers

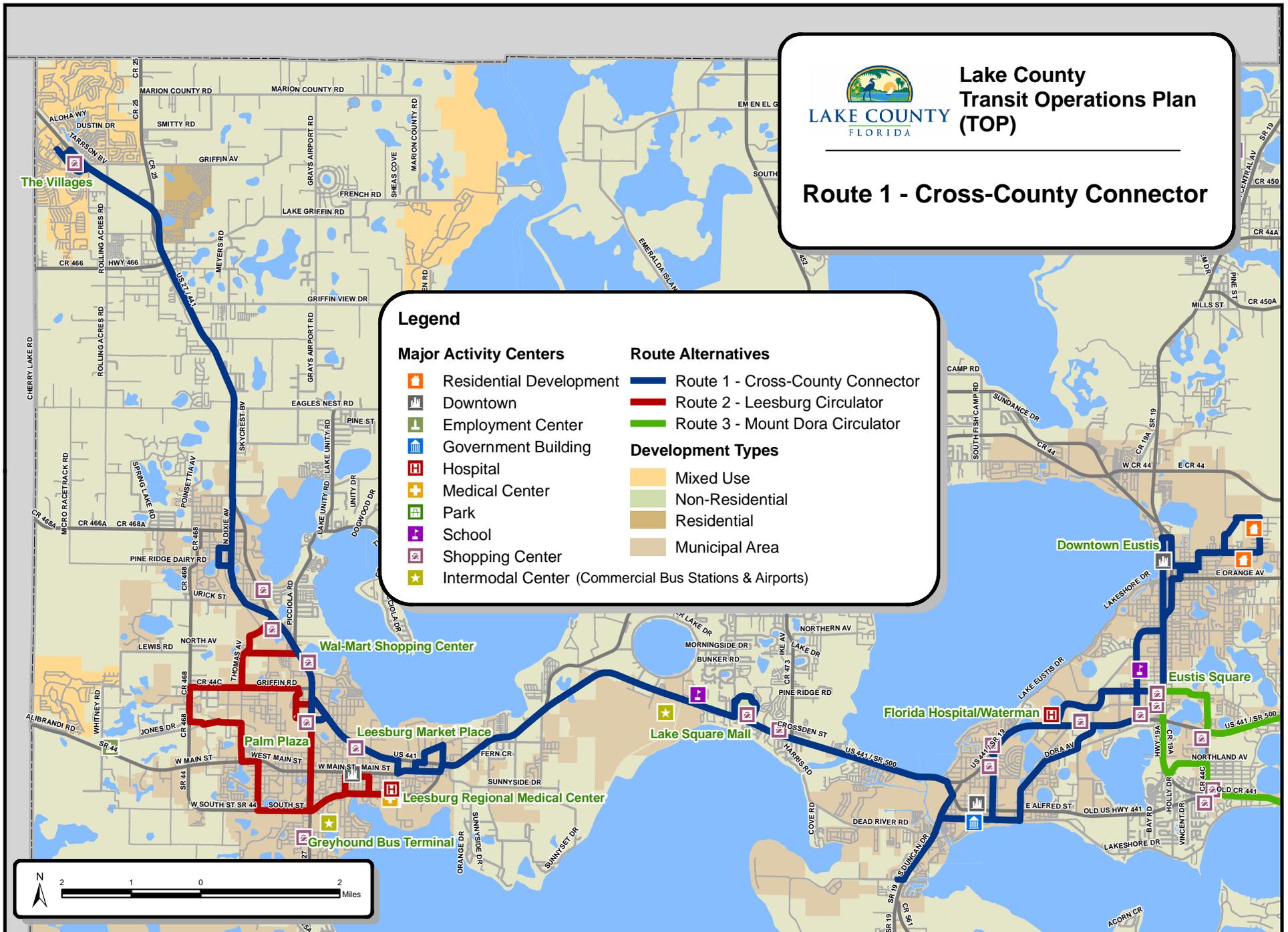
- Residential Development
- Downtown
- Employment Center
- Government Building
- Hospital
- Medical Center
- Park
- School
- Shopping Center
- Intermodal Center (Commercial Bus Stations & Airports)

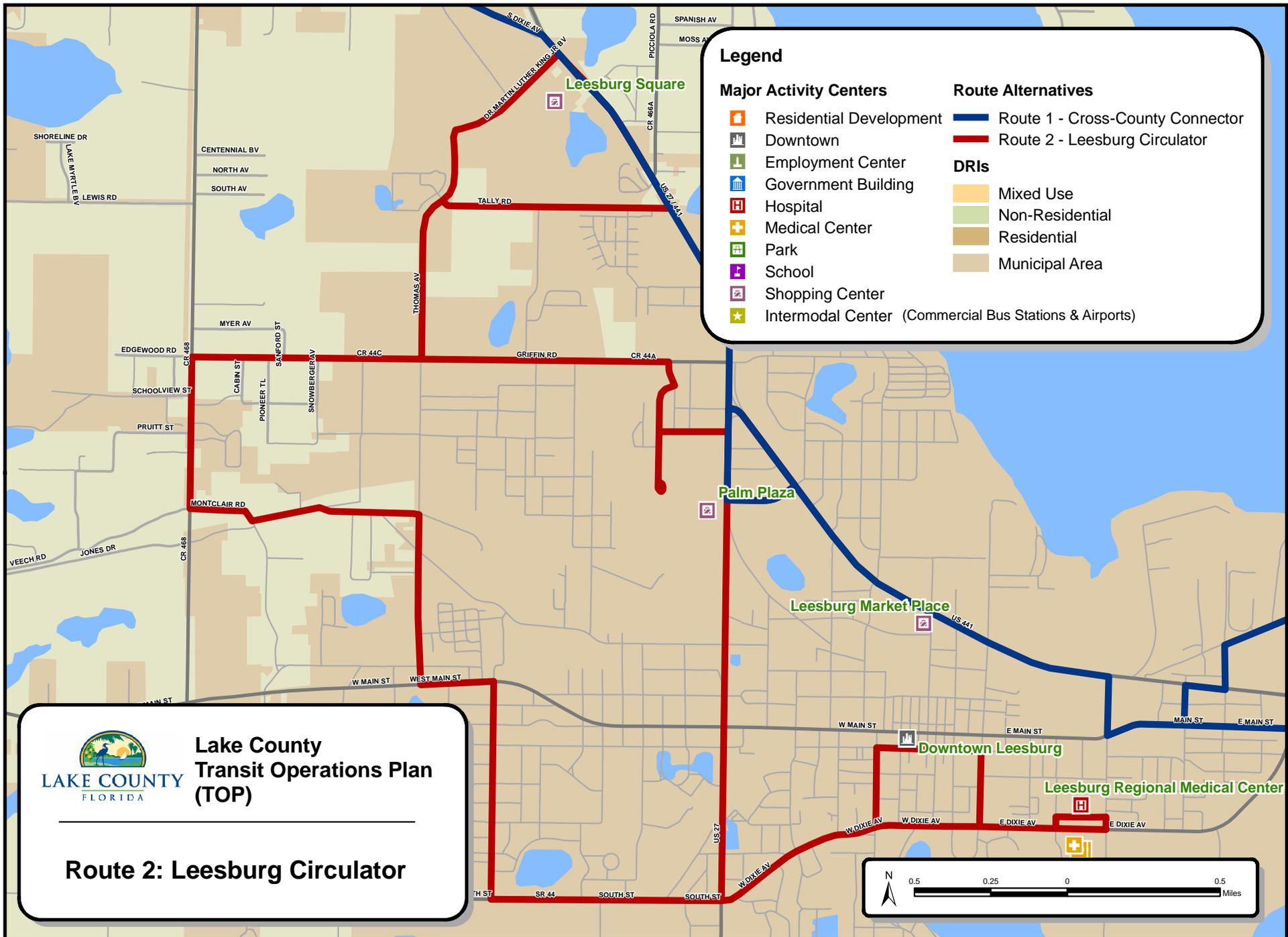
#### Route Alternatives

- Route 1 - Cross-County Connector
- Route 2 - Leesburg Circulator
- Route 3 - Mount Dora Circulator

#### Development Types

- Mixed Use
- Non-Residential
- Residential
- Municipal Area





**Legend**

<b>Major Activity Centers</b>	<b>Route Alternatives</b>
Residential Development	Route 1 - Cross-County Connector
Downtown	Route 2 - Leesburg Circulator
Employment Center	<b>DRIs</b>
Government Building	Mixed Use
Hospital	Non-Residential
Medical Center	Residential
Park	Municipal Area
School	
Shopping Center	
Intermodal Center (Commercial Bus Stations & Airports)	



**Lake County  
Transit Operations Plan  
(TOP)**

---

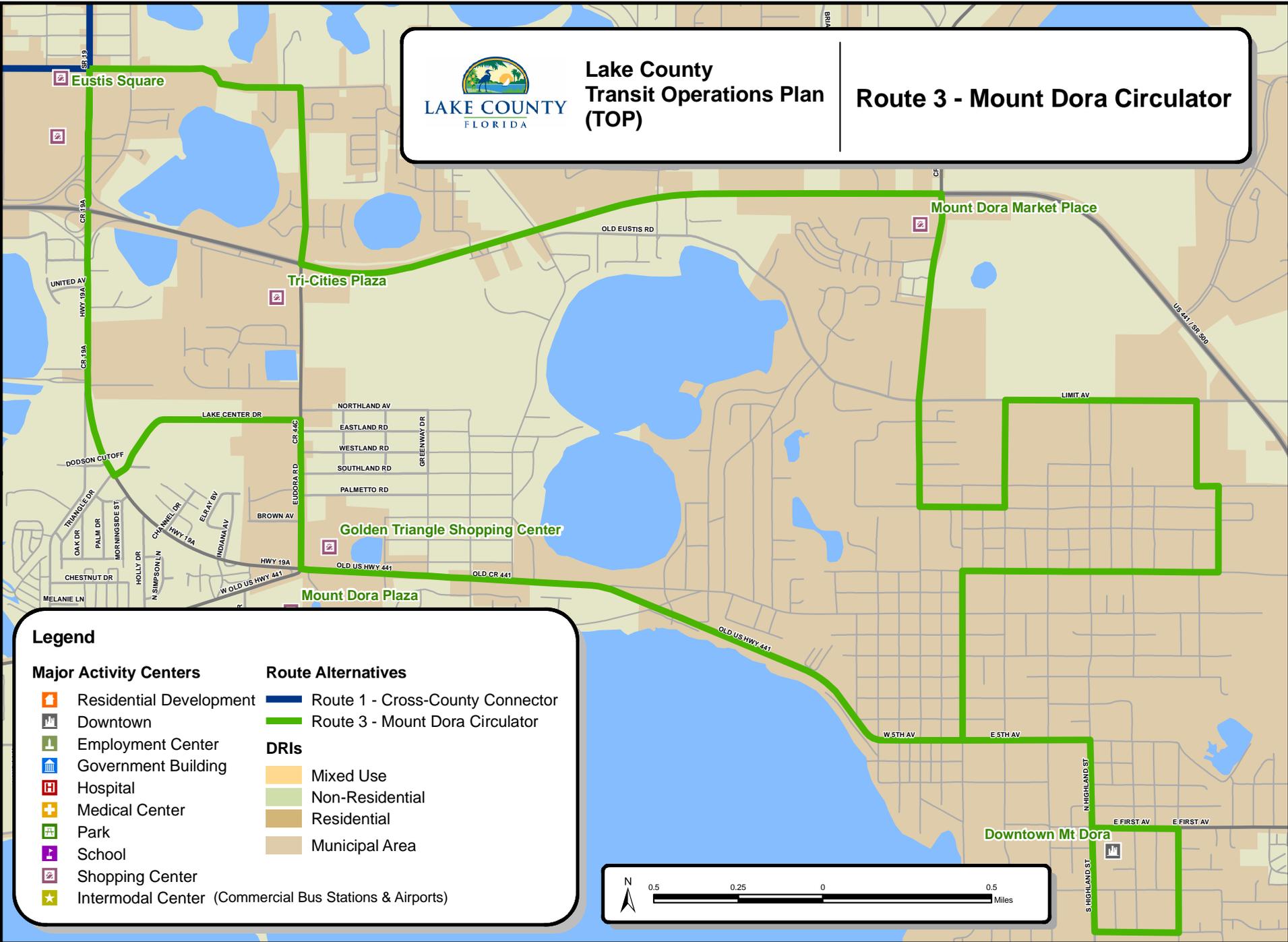
**Route 2: Leesburg Circulator**





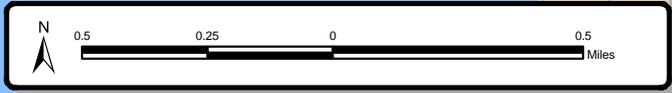
# Lake County Transit Operations Plan (TOP)

## Route 3 - Mount Dora Circulator



### Legend

Major Activity Centers		Route Alternatives	
	Residential Development		Route 1 - Cross-County Connector
	Downtown		Route 3 - Mount Dora Circulator
	Employment Center	DRIs	
	Government Building		Mixed Use
	Hospital		Non-Residential
	Medical Center		Residential
	Park		Municipal Area
	School		
	Shopping Center		
	Intermodal Center (Commercial Bus Stations & Airports)		



## **Appendix G: Transportation Disadvantaged Service Plan Excerpt**

## E. IMPLEMENTATION PLAN

### 3-YEAR TRANSPORTATION DISADVANTAGED PROGRAM

The Three-Year Implementation Plan for the Lake County TDSP is presented in Table I-23. The transportation disadvantaged service recommendations summarized in Table 1-23 are organized in a staged implementation plan over the next three years, including recommendations for Year 1, Year 2, and Year 3. In addition, Table 1-23 indicates the entity, or entities, responsible for ensuring that the service recommendation is implemented.

**Table 1-23  
Staged Three-Year Implementation Plan for the TDSP**

Transit Category	Service Improvement/New Services	Responsible Entity
<b>Year 1 or Ongoing</b>		
<b>Paratransit</b>	Purchase and utilize more advanced scheduling software in order to facilitate multi-loading of trips on the demand responsive service and train schedulers/dispatchers to use the software.	CTC
	Ensure that the on-going performance monitoring program recommended in the last TDP is being maintained and utilized on a regular basis.	CTC (refer to Monitoring Program)
	Replace 10 high-mileage and/or non-wheelchair accessible vehicles.	CTC
	Continue to conduct occasional post-trip rider surveys to help monitor performance and customer satisfaction levels.	CTC
	Continue to distribute schedules and information in public places throughout the county for residents and visitors (e.g., shopping centers, Chamber of Commerce, etc.)	CTC/ Lake-Sumter MPO
	Continue to pursue marketing opportunities through community associations and clubs, i.e., newsletters and closed-circuit television in the Villages.	CTC/ Lake-Sumter MPO
	Develop and maintain an on-going public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.	CTC/ Lake-Sumter MPO
	Continue to encourage marketing assistance from the LCB and the Commission for the Transportation Disadvantaged (CTD) and obtain resources to expand marketing efforts.	CTC/LCB/CTD
	Continue to ensure cooperation between the private sector operators and the CTC.	CTC
	Continue to pursue coordination with transportation providers in other counties (e.g. Sumter, Marion, Orange).	CTC
	Continue to explore opportunities to provide group trips to major employment sites.	CTC
	Improve return trip ride times by coordinating with riders and doctors to schedule appointments during off-peak hours.	CTC
	Decrease requirement for advance reservations from 48 hours to 24 hours.	CTC
	Ensure appropriate levels of regular customer service staffing to handle typical daily demand.	CTC
	Provide customer service representatives and drivers with proper training, including sensitivity training.	CTC
Seek to minimize customer service representative turnover through pay, benefits, work environment, and training improvements.	CTC	

**Table 1-23 (continued)**  
**Staged Implementation Plan for the TDSP**

<b>Transit Category</b>	<b>Service Improvement/New Services</b>	<b>Responsible Entity</b>
<b>Year 2</b>		
<b>Paratransit</b>	Replace 10 high-mileage and/or non-wheelchair accessible vehicles.	CTC
	Investigate the need for an Automatic Vehicle Locator (AVL) system to be used in conjunction with advanced scheduling software.	CTC
	Implement a travel training program, using volunteers, to assist seniors with the utilization of the service routes.	CTC
	Continue monitoring program.	CTC
	Continue implementing marketing plan/program.	CTC
<b>Year 3</b>		
<b>Paratransit</b>	Replace 10 high-mileage and/or non-wheelchair accessible vehicles.	CTC
	Continue to investigate the need for an Automatic Vehicle Locator (AVL) system to be used in conjunction with advance scheduling software.	CTC
	Continue to provide a travel training program, using volunteers, to assist seniors with the utilization of the service routes.	CTC
	Continue monitoring program.	CTC
	Continue implementing marketing plan/program.	CTC/ Lake-Sumter MPO
<b>Year 4</b>		
<b>Paratransit</b>	Replace 5 high-mileage and/or non-wheelchair accessible vehicles.	CTC
	Continue to provide a travel training program, using volunteers, to assist seniors with the utilization of the service routes.	CTC
	Continue monitoring program.	CTC
	Continue implementing marketing plan/program.	CTC/ Lake-Sumter MPO
<b>Year 5</b>		
<b>Paratransit</b>	Replace 5 high-mileage and/or non-wheelchair accessible vehicles.	CTC
	Continue to provide a travel training program, using volunteers, to assist seniors with the utilization of the service routes.	CTC
	Continue monitoring program.	CTC
	Continue implementing marketing plan/program.	CTC/ Lake-Sumter MPO

## **Appendix H: Journey to Work data from 2000 Census**

## **Appendix I: DRI Development Summary Table/Map**

Development of Regional Impact (DRI) Name	Acres	Jurisdiction	Type	DRI Status	Single Family Dwelling Units	Multi Family Dwelling Units	Retail Square Feet	Commercial Square Feet	Office Square Feet	Industrial Square Feet
Cagan Crossings FQD	624	Lake County	Mixed Use	Approved	8,000		700,000			
Christopher C. Ford Central Park	791	Lake County	Non-Residential	Approved				5,000	13,000	8,056,200
D.R. Horton	113	Lake County	Residential	Proposed						
Florida Horseman's Park	535	Sumter County	Mixed Use	Approved				Racetrack		
Greater Lakes PUD	495	Lake County	Residential	Approved	709			120,000		
Harbor Hills	1,974	Lake County	Mixed Use	Approved	1,682	492		30,000		
Highland Lakes	687	Lake County	Mixed Use	Approved	990		60,000		20,000	
Hills of Minneola	1,894	Lake County	Mixed Use	Proposed	3,927		500,000		1,000,000	1,900,000
I.M.G. Development	1,087	Lake County	Mixed Use	Proposed	2,441	867	190,000		150,000	
<del>Kariton</del>	<del>2,530</del>	<del>Lake County</del>	<del>Mixed Use</del>	<del>Withdrawn</del>	<del>1,605</del>	<del>1,110</del>	<del>300,000</del>	<del>150,000</del>		
Kings Ridge	253	City of Clermont	Mixed Use	Approved	4,337		155,000		145,000	
Lake Square Mall	62	Lake County	Non-Residential	Approved			58,000	504,000		
Landstone Communities	4,221	City of Wildwood	Residential	Proposed	3,475		175,000			
Lost Lake Reserve	440	City of Clermont	Mixed Use	Approved	1,216		638,000		135,750	
Pennbrook	567	Lake County	Mixed Use	Approved	2,097		90,000			
Plantation at Leesburg	1,946	Lake County	Mixed Use	Approved	3,050			234,600		
Plaza Collina	158	Lake County	Mixed Use	Approved		200		1,200,000		
Renaissance Trails	2,463	Lake and Sumter Counties	Mixed Use	Proposed	4,700		225,000			
Royal Highlands	520	Lake County	Mixed Use	Approved	1,500		5,000			
Secret Promise	3,753	City of Leesburg	Mixed Use	Proposed	5,732	3,479	1,035,000			2,737,000
Southern Oaks	TBD	City of Wildwood	TBD	Proposed						
Sugarloaf Mountain	1,547	Lake County	Mixed Use	Approved	2,259	175	120,000			
Summer Bay	297	Lake County	Mixed Use	Approved		2,631	250,000			
Tri County Villages	6,539	Lake, Marion, Sumter	Mixed Use	Approved	14,050		2,027,300	1,942,300	120,000	
Villages of Sumter	3,822	Sumter County	Mixed Use	Approved	11,097		1,250,000	784,300	250,000	
Wildwood Springs	1,074	City of Wildwood	Mixed Use	Proposed	3,000		215,000			
<b>Total Planned Development</b>	<b>35,863</b>				<b>74,262</b>	<b>7,844</b>	<b>7,693,300</b>	<b>4,820,200</b>	<b>1,833,750</b>	<b>12,693,200</b>

Source: Central Florida GIS, DRI\_2008\_2Q

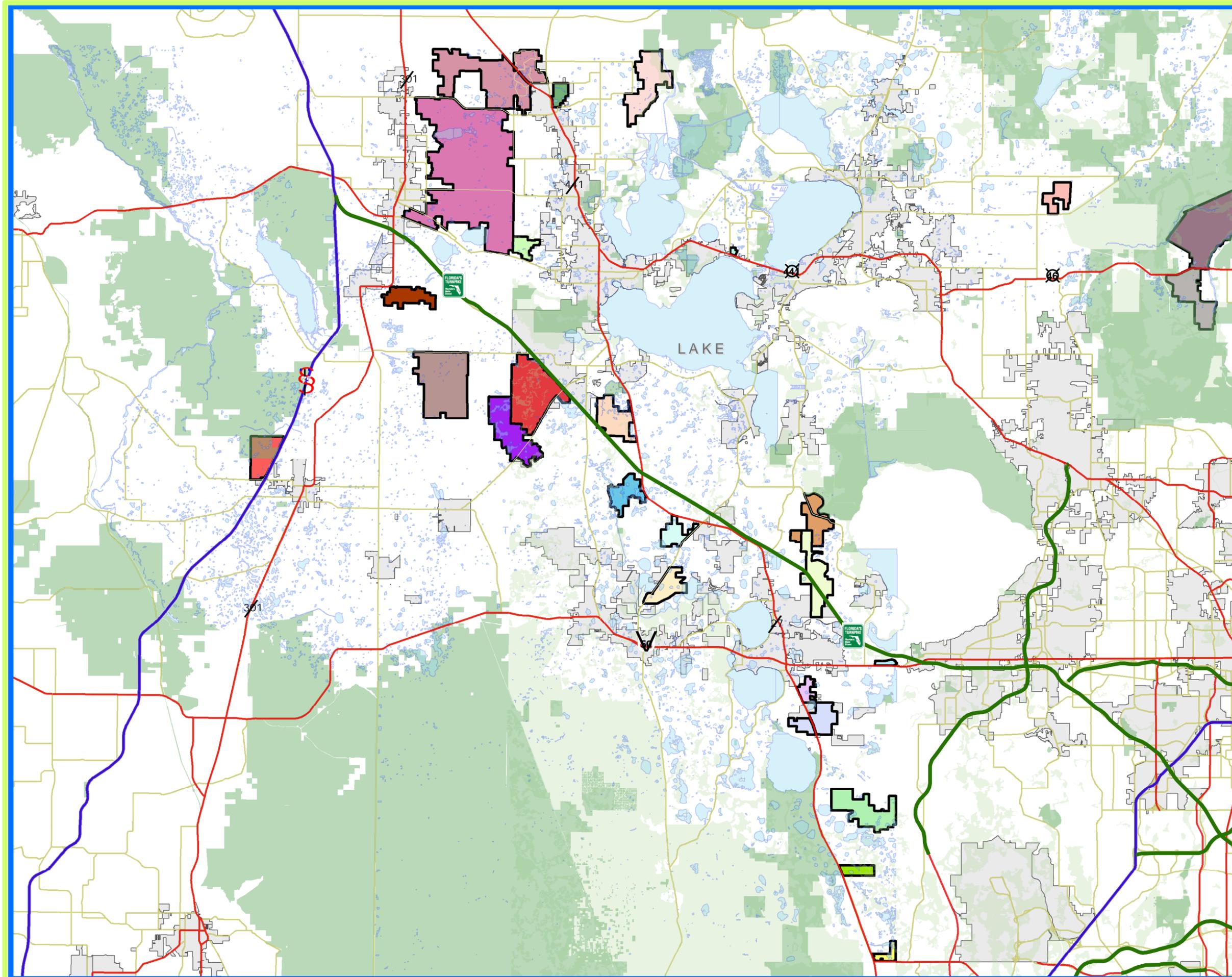
# DEVELOPMENTS OF REGIONAL IMPACT (DRI)

Legend:

DRI's

-  Cities
-  FLORIDA HORSEMAN'S PARK
-  LANDSTONE COMMUNITIES
-  RENAISSANCE TRAILS
-  TRI-COUNTY VILLAGES
-  VILLAGES OF SUMTER
-  WILDWOOD SPRINGS
-  CHRISTOPHER C. FORD PARK
-  HARBOR HILLS
-  HILLS OF MINNEOLA
-  I.M.G.
-  KARLTON
-  KINGS RIDGE AT CLERMONT
-  LAKE COUNTY SHOPPING MALL
-  LOST LAKE RESERVE
-  PENNBROKE FAIRWAYS
-  PLANTATION AT LEESBURG
-  PLAZA COLLINA
-  ROYAL HIGHLANDS
-  SECRET PROMISE
-  SUGARLOAF MOUNTAIN
-  SUMMER BAY
-  SUNCHASE
-  THREE RIVERS
-  VILLERON XIII
-  WATER OAK ESTATES
-  WEKIVA FALLS

# Q



## **Appendix J: Previous Transit Studies Summary**

Compilation of Previous Transit Study Recommendations			
Existing Service			
Description	Location	Details	Source
Lake County Connection Express	From Paisley to Deland	1 x a week	Regional Bus Circ. Assess. 5/2007
LakeXpress	Villages, Leesburg, Mt Dora	3 routes	Lake County TOP 10/2006
LYNX	Clermont Express (Rt 204) & US 192 (Rt. 55)	Park & Rides to Orlando	Regional Bus Circ. Assess. 5/2007
Sumter County	The Villages	Green Route	Regional Bus Circ. Assess. 5/2007
Previous Recommendations			
Description	Location	Details	Source
Zellwood Connector	Altoona/Mt. Dora to Zellwood via SR 19A/US	Service Development Grant - application ready	Unfunded Priority Projects through FY
Paisley Connection	Paisley to Eustis	Service Development Grant	Unfunded Priority Projects through FY
Disney Connection	Clermont to Walt Disney World	Service Development Grant	Unfunded Priority Projects through FY
Clermont Circulator	Clermont	Service Development Grant	Unfunded Priority Projects through FY
Wildwood Connector	Leesburg to Wildwood	Service Development Grant	Unfunded Priority Projects through FY
Groveland Connector	Clermont to Groveland	Service Development Grant	Unfunded Priority Projects through FY
SR 27 Connection	Leesburg to Clermont	Service Development Grant	Unfunded Priority Projects through FY
Mobility Center		Capital Projects	Unfunded Priority Projects through FY
Corridor 2	US 441 from US 27 (Lady Lake) to CR 44	Potential Fixed-Route Primary Corridor	2005 Lake County TDP
Corridor 3	US 441 from Main St. (Leesburg) to SR 44 (Mt	Potential Fixed-Route Primary Corridor	2005 Lake County TDP
Corridor 4	SR 19 from US 441 (Mt Dora) to CR 450	Potential Fixed-Route Primary Corridor	Lake County TDP 2/2005
Corridor 6	SR 27 from SR 50 (Clermont) to Main St.	Potential Fixed-Route Primary Corridor	Lake County TDP 2/2005
Corridor 1	CR44 from CR 468 (Leesburg) to SR 19	Potential Fixed-Route Secondary Corridor	Lake County TDP 2/2005
Corridor 5	CR50 from CR 565 (Mascotte) to CR 455	Potential Fixed-Route Secondary Corridor	Lake County TDP 2/2005
SunTran Intercity Connector	Downtown Ocala to the Villages	Intercity Connector - Marion Co. TDP	Regional Bus Circ. Assess. 5/2007
Shuttle	DT Clermont from LYNX P&R	Shuttle service for First Friday Festival	Regional Bus Circ. Assess. 5/2007
LYNX Route 55 Frequency/Service	Clermont to Orlando	Increase frequency and service hours	Regional Bus Circ. Assess. 5/2007
Clermont Express Service	On SR192 and 429 to Disney-Lake Buena		Regional Bus Circ. Assess. 5/2007
Community Circulators	Clermont, Groveland & Mascotte	Would join express service at US 27 P&R	Regional Bus Circ. Assess. 5/2007
Park & Ride	Plaza Collina or Winter Garden Village	to service express service	Regional Bus Circ. Assess. 5/2007
Fixed Route Service	City of Clermont to Four Corners via US 27	Proposed by Clermont Staff as next priority	Regional Bus Circ. Assess. 5/2007
Four Corners Community Circulator	Four corners	Until densities/roadway support more intense	Regional Bus Circ. Assess. 5/2007
Four Corners Limited Stop Express	On Major Corridors	To serve major employers & attractions	Regional Bus Circ. Assess. 5/2007
Community Circulators	Cagan Crossings Community and Clermont		Regional Bus Circ. Assess. 5/2007
Villages - Bus Circulator Service	Villages connecting to LakeXpress	Circulator service that connects to LakeXpress	Regional Bus Circ. Assess. 5/2007
Village Circulator	Old Mill Run Road	Proposed road conducive to transit	Regional Bus Circ. Assess. 5/2007
Villages- Shared Use Trolley Service	Villages Community	Share use of existing real estate trolley during	Regional Bus Circ. Assess. 5/2007
Villages - Golf Cart Park & Ride	Villages Community	Proposed at Villages Golf Cart Bridge or	Regional Bus Circ. Assess. 5/2007
Villages-Connection	Villages to Marion County	Connection to Marion County at the Terrace	Regional Bus Circ. Assess. 5/2007
Mount Dora-Apopka Connector Express	Mount Dora to Orlando	Proposed express service via 441 between	Regional Bus Circ. Assess. 5/2007
Extension of Leesburg Route	Leesburg - 4 Corners	Extension of Leesburg route down 420 to serve	Regional Bus Circ. Assess. 5/2007
Lake Minneola Transit Service	Lake Minneola along Lake South Connector	Recommended that service on this road should	Regional Bus Circ. Assess. 5/2007
Local Route Connecting with LYNX	Hook St. & Hartwood Marsh Road	Recommended that local route on this road to	Regional Bus Circ. Assess. 5/2007
LYNX Rt. 203	Mt. Dora-Apopka CBD	US 441//SR 46 Mount Dora via 441 to Apopka	LYNX COA 3/2006
LYNX Rt. 204	Clermont - Oakland CBD	SR 50/27 Clermont via SR 50 to Oakland and	LYNX COA 3/2006
LYNX Rt. 313	Four Corners to Disney	US 27/192 Wal-Mart to DT Disney	LYNX COA 3/2006
LYNX Rt. 314	Kissimmee Intermodal to Four Corners	US 27/192 Wal-Mart to Kissimmee Intermodal	LYNX COA 3/2006
LYNX Rt. 324	Clermont to West Oaks Mall	SR 50 Clermont to West Oaks Mall Transit	LYNX COA 3/2006
Northridge Connector - Circulator Service	US 27 (north of proposed I-4/ US27 Park and	Circulator service along US 27 north of I-4.	Polk Consolidated TDP 2008-2017 Adopted

## **Appendix K: Transit-Related News Articles**

orlandosentinel.com/community/news/clermont/orl-lplaza0708may07,0,6260707.story

## OrlandoSentinel.com

### Lake County's tax-district deal could kick-start Plaza Collina project

Robert Sargent

Sentinel Staff Writer

May 7, 2008

TAVARES

The Lake County Commission on Tuesday approved a special tax district that could allow developers of the struggling Plaza Collina shopping center to begin widening a portion of busy State Road 50 next month.

Representatives for Lake County Gateway LLC, which includes Orlando-based Phoenicia Development, said the creation of a community development district is essential to finance the estimated \$8 million road project that they are required to build as part of the initial development approval from the county two years ago. The widening of a mile of S.R. 50 from four to six lanes east of Hancock Road near Clermont has been slow to proceed until last month, when the state Department of Transportation granted Plaza Collina one last 60-day extension.

Gateway has a signed agreement with DOT that set a June 18 deadline for construction to begin. If the developer can meet that schedule, Lake County can use the project as a match for \$7.5 million in grants needed to help the state widen another part of S.R. 50 west of Hancock to U.S. Highway 27.

The developer applauded the county's approval of a development district to make all the work come together.

"Obviously we are very pleased with today's [Tuesday's] vote," said Joe Russo, Phoenicia's director of real estate, who committed to start on S.R. 50 by June 17.

Other problems for the shopping center are not going away. Gateway officials on Tuesday also confirmed their partner, The Goodman Co., was leaving the controversial project -- a split originally reported by the Orlando Sentinel last month. Now Gateway must pay for the road as well as buy Goodman out of the failed partnership.

About the easiest thing for Gateway was getting the development district itself. The three county commissioners present took only a few minutes to reach a 2-1 vote. County Commissioners Debbie

Stivender and Linda Stewart were out. Commissioner Elaine Renick strongly opposed giving Plaza Collina its own tax district to raise money.

"I'm not interested in doing anything that would help this development to proceed," said Renick, who said after the meeting that she may have considered the request more favorably if Plaza Collina had changed some aspects of the development, such as prohibiting 24-hour stores.

However, Renick was outvoted by Commissioner Jennifer Hill and Commission Chairman Welton Cadwell.

Plaza Collina was strongly opposed by area residents who argued against its largest proposed tenant, a nearly 200,000-square-foot Wal-Mart supercenter. Many said the 24-hour supercenter did not meet the developer's original pledge to create an upscale shopping center. Wal-Mart dropped plans to build there in February.

Plaza Collina is approved to build up to 1.2 million square feet of stores, restaurants and offices on 142 acres along S.R. 50 east of Clermont.

Cadwell said Tuesday that he is not opposed to community development districts, which are independent tax districts under Florida law that allow private developers to run their own governments and to issue tax-free revenue bonds to raise money for needed infrastructure such as roads and utilities.

Cadwell said a community development district helps to ensure Plaza Collina will meet its obligation to widen part of S.R. 50: "The only way they can get their portion of the road done is through a CDD." Another option would require Lake County, Clermont and possibly other south Lake governments to contribute \$7.5 million to the road widening.

Gateway has financing available to start the S.R. 50 work next month, officials said. The tax district will be used to float \$14.5 million in public bonds needed to finance several projects and to reimburse Gateway for the widening of S.R. 50.

Gateway officials are optimistic about the future of Plaza Collina despite failed negotiations for tenants including Wal-Mart, a movie theater and J.C. Penney. Goodman also expressed faith in the project despite its departure.

"We have reached a mutual decision that pleases both parties; Lake County Gateway will take over the project and buy out our interest," said John Dowd, Goodman's senior vice president of development. "Plaza Collina is an excellent project, and I know that Gateway will be successful."

*Robert Sargent can be reached at [rsargent@orlandosentinel.com](mailto:rsargent@orlandosentinel.com) or 352-742-5909.*

Copyright © 2008, [Orlando Sentinel](#)

Saturday, June 14, 2008

# Collina to begin work on S.R. 50

**Benjamin Roode**

Saturday, June 14, 2008

CLERMONT - Plaza Collina developers are set to begin widening their portion of State Road 50 on Monday.

The 1-mile stretch runs from Hancock Road to Grand Highway and was the subject of much ire from the Lake-Sumter Metropolitan Planning Organization and other local governmental officials who've argued that delays to the project cost the county money from the state.

Challenges to Plaza Collina's site plan and resulting delays with possible tenants pushed the development's work schedule months behind, said Joe Russo, director of real estate for Phenicia Development, the project's developer.

"Had it not been for those actions, we would have already been done," Russo said.

Any disagreements over the parcel should be water under the bridge, he said.

"We really do think the community ought to be at least pleased we're doing what we said we were going to do," Russo said.

County transportation officials might have liked to see the work sooner. They originally said Collina's delay on the promised widening sank chances for state money to widen the rest of the road from Collina's portion to just east of U.S. Highway 27.

Florida's Legislature cut funding to the grant program that was to fund the widening from U.S. 27 to Hancock Road. Programs whose local matches were not yet solidified, like in Plaza Collina's case, were the first to go, DOT officials said. Even if Collina had started work or completed it on time, the grant still could have been canceled, those officials said.

It's obvious the state did not solely target Plaza Collina's arrangement but was cutting a large swath, Lake-Sumter MPO Executive Director T.J. Fish said. Collina's work would have had to have begun months ago for any chance at avoiding the budgetary axe.

The MPO is happy the project is moving forward, he said. A finished stretch of road puts the county in a better position to argue for state transportation grants once budget funding returns.

"Right now, we're treating Plaza Collina as a partner," Fish said. "We're glad they're commencing and hope they move quickly toward completion."

## Related Links

---

Content © 2008 Daily Commercial  
Software © 1998-2008 **1up! Software**, All Rights Reserved

# Bus System Expansion Planned For Central Areas

By KEVIN WIATROWSKI

The Tampa Tribune

Published: June 15, 2008

WESLEY CHAPEL - It's no accident that nearly every house in this fast-growing subdivision has two cars in the driveway.

In an area that until recently was dominated by cow pastures and country roads, the family car is the primary way people get to work, schools and stores.

County officials hope to change that in the next few years by expanding Pasco County Public Transportation - the county-sponsored bus system - into the sprawling communities of central Pasco.

The bus system, which carried nearly a million riders last year, has its strongest support among residents and workers along the U.S. 19 corridor in west Pasco. The system has also seen recent growth in the Dade City area.

The county's new 10-year transit plan - approved last week by the county's transportation planning agency - calls for adding a cross-county route following State Road 54 in 2011 and a closed-loop circulator in Land O' Lakes four years later.

Routes within Wesley Chapel and between Wesley Chapel and Zephyrhills would follow in 2018 and beyond.

Transit officials see the new routes as a way to connect potential workers in west Pasco with thousands of retail jobs slated to open up in the coming years as three major malls take off in Wesley Chapel.

But transit officials face several hurdles before they can make a bus system work in the center of the county, transit experts said. Those challenges include:

- The spread-out nature of residential development in the area, which is now about half the minimum needed to make transit work.
- An abundance of gated communities and curvy subdivision streets that obstruct effective bus service.
- A population that supports the idea of transit, but shows little interest in using it.

"Some of those that said they wouldn't use transit may change their minds," Volinski said.

Reporter Kevin Wiatrowski can be reached at (813) 948-4201 or [kwiatrowski@tampatrib.com](mailto:kwiatrowski@tampatrib.com).

July 12, 2008

## South Lee Mailbag: Rail is least expensive

Re: Your editorial "Roads need room for mass transit," June 24.

I would like to set the record straight regarding the statement, "Rail is too expensive and inflexible..." That rail is too expensive is just not the case. As a matter of fact rail is the least expensive of any infrastructure transportation cost. Let me explain.

The cost of new railroad cross ties is \$50 per tie and at 3,000 ties to the mile this amounts to \$150,000 in ties per mile of rail track.

Years ago, figures from the Florida Department of Transportation listed 135 pounds per yard rail at \$325,000 per mile with an additional cost of \$10,000 per mile for fresh ballast in between the ties. Amtrak needs a minimum of 115 pounds per yard rail for its long-distance passenger trains traveling up to 79 mph.

If you do the arithmetic, you will note that for an investment of \$500,000 per mile you could upgrade all railroad track from Arcadia to the end of the line just south of Bonita Springs (to Amtrak long distance train standards) for \$39 million.

The new IROX lane mile extension on I-75 is running \$14 million per mile for both north and southbound inside lanes. So for what Florida DOT is spending for widening two miles of I-75 to six lanes, we could rebuild all the railroad track between Arcadia and the Lee/Collier county lines in Bonita Springs.

For another \$5 million we could purchase two self-propelled 96-seat multiple diesel unit commuter rail cars seating a total of 192 persons with a crew of two employees that could run during the daytime on Seminole Gulf Railway track between Arcadia and Bonita Springs several times a day. How is that for saving gas, infrastructure transportation dollars and time since trains have travel priority over cars, trucks, and buses including rapid transit ones.

ALEXANDER P. GRANTT

Bonita Springs

Orlando Business Journal - June 20, 2008

<http://orlando.bizjournals.com/orlando/stories/2008/06/16/daily58.html>

# ORLANDO Business Journal

Friday, June 20, 2008

## Lynx registers 18.7% increase on Dump the Pump day

Orlando Business Journal

**Lynx**, the area's public bus transportation system, has announced that its ridership Thursday jumped 18.7 percent during the third annual national Dump the Pump Day.

A total of 20,562 people used the coupons available to ride the system for free, giving Lynx a new daily all-time record of 101,415 passenger trips on its fixed route system.

Normal average daily ridership is 82,422 passengers. Lynx executives said that even people with monthly passes availed themselves of the coupons.

Dump the Pump Day is designed to encourage people to forego their cars for a day and use public transportation systems.

*All contents of this site © American City Business Journals Inc. All rights reserved.*