LYNX® CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Transit Development Plan

2013–2022

Central Florida Regional Transportation Authority

455 N. Garland Avenue
Orlando, Florida 32801

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Board of Directors

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FDOT District 5 Secretary

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Part 1: Introduction

BACKGROUND

The Transit Development Plan (TDP) is a 10-year plan required by the Florida Department of Transportation (FDOT) and serves as a basis for defining public transportation needs. The TDP is governed by Sections 339.135 and 339.155, Florida Statutes. It is intended to serve as the Central Florida Regional Transportation Authority's (the "Authority") strategic planning, development and operational guidance document, and is a prerequisite for receipt of state funding.

The Florida Legislature enacted the Public Transit Block Grant Program (Chapter 341, Florida Statutes) to provide a stable source of state funding for public transportation. The Program requires public transit service providers such as LYNX to develop and adopt a TDP. Updates are required annually and major updates are required every five years. This is a major update and will cover years 2013 through 2022. The previous major update covered years 2008 through 2017.

The TDP must be consistent with adopted local governmental comprehensive plans and Metroplan's Long Range Transportation Plan (LRTP), and is the primary source of information for determining priority projects in the public transportation component of the Transportation Improvement Plan (TIP).

The TDP will meet the requirements for a major TDP update in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC).

OVERVIEW OF REQUIREMENTS

The purpose of this is to provide a major update to the LYNX TDP thereby defining public transportation needs; soliciting broad input by coordinating with other plans; providing ample opportunity for public and stakeholder participation; exploring community goals; defining alternative courses of action; and developing a systematic transit plan and monitoring program. This update will result in a 10-year plan addressing transit and mobility needs, cost and revenue projections, and community transit goals and objectives for 2013-2022.

KEY REQUIREMENTS

- TDPs are required from all entities who apply for State Transit Block Grant Funds (Section 341.052, F.S.)
- TDPs must be developed, adopted and submitted on or before September 1 of the fiscal year for which funding is being sought. A major update is required every five years and an annual update/progress report is required all other years
- Plans must be submitted to and on file with the appropriate District Office
- Plans must cover the fiscal year for which funds are being sought and the subsequent nine years. Plan submittal is a prerequisite for fund receipt.
- Contents of the TDP will be evaluated by FDOT district staff based on the following major elements:

- Specification of an approved public participation process and documentation of its use
- A Situation Appraisal that includes at least
  - Effects of land use, state and local transportation plans, other governmental actions and policies, socio-economic trends, organizational issues and technology
  - Estimation of the community's demand for transit service using an approved technique
  - Performance evaluation of service provided in the community
- The agency vision, mission and goals
- Consideration of alternative courses of action
- Ten-year implementation plan including:
  - Ten year program of strategies and policies
  - Maps indicating areas to be served and types and levels of service
  - Monitoring program to track performance
  - Ten year financial plan noting sources and expenditures of funds
  - Implementation program noting projects and services
  - Relationships to other plans and policies

- Within 60 days of receipt of a TDP, FDOT will notify the applicant regarding compliance.

REPORT ORGANIZATION

Part 1: Introduction provides the background information relative to the purpose of the Transit Development Plan, as well as the key requirements.

Part 2: LYNX Service Area Characteristics describes the LYNX service area and summarizes demographic characteristics and travel patterns within the service area.

Part 3: Existing Services and Performance Assessment provides an inventory of existing fixed route service as well as an associated fixed route vehicle inventory and description of other capital equipment. Part 3 also includes an overview of LYNX paratransit services and private transportation providers. Part 3 concludes with a performance measurement including an analysis of the Authority's performance over time both for fixed route and demand responsive services, and a comparison to peer agencies.

Part 4: Public and Stakeholder Involvement summarizes LYNX's community and stakeholder engagement strategy and activities for this major update to the Transit Development Plan.

Part 5: Overview of Plans, Studies and Policies reviews transit policies at the local, state, and federal levels of government. Various transportation planning and programming documents as well as certain legislation are summarized, with an emphasis on issues that may have implications for public transportation in the LYNX Service Area.

Part 6: Situation Appraisal outlines regional issues, trends and behaviors that impact demand for and provision of transit service, as well as technologies being explored and implemented to better understand and respond to the issues, trends and behaviors affecting service.

Part 7: Transit Demands and Mobility Needs describes the Transit Boardings Estimation and Simulation Tool (TBEST) used to estimate transit demand and summarizes the associated results.

Part 8: LYNX Mission, Vision and Goals presents the organization's transit goals, objectives and initiatives

Part 9: Future Transit Services summarizes the potential transit improvements needed to meet the demands identified through TBEST modeling projections, growth patterns and demographic trends. The improvements identified in this section are needs-based

Part 10: LYNX Transit Development Plan 2013 – 2022 outlines the projects, improvements and new services needed over the ten-year period covered in the Transit Development Plan, as well as the associated estimated costs.

Part 11: Additional Maps and Figures includes supplemental information relevant to the research conducted, processes undertaken and services mentioned in this TDP.

Part 2: LYNX Service Area Characteristics

Part 2: LYNX Service Area Characteristics begins with a description of the LYNX service area and summarizes demographic characteristics and travel patterns within the service area. Information and data presented reflect the most recent data available from internal studies, our partner local governments, and the United States Census.

SERVICE AREA

The LYNX service area is comprised of Orange, Osceola and Seminole counties, an area of approximately 2,500 square miles. LYNX has one of the largest service areas of transit agencies of comparable size (See the Peer Review included in Part 3 for more information). LYNX serves small portions of Lake, Polk and Volusia counties as well.

POPULATION

Overall
LYNX's core service area (Orange, Osceola and Seminole counties) is home to 1,837,359 residents and boasts more than 50 million visitors annually. 27% of the LYNX service area population is Hispanic or Latino and Spanish is the second-most common language spoken in the LYNX service area. English is the most common language spoken. Approximately one-quarter of the residents within the three-county service area are under age 18 and one in ten are age 65 or older.

Orange County
Of the three counties within the LYNX service area, Orange County boasts the largest population with 1,145,456 persons. This is 62% of the overall service area population. Most residents are white (64%) or African American (21%) and 27% identify themselves as Hispanic or Latino.

86% of Orange County housing units were occupied in 2010, the remainder being vacant (for rent, for sale, or for seasonal/occasional use). This is slightly higher than in the state of Florida as a whole, which reported 83% of housing units occupied in the 2010 United States Census. Half of the total housing units within Orange County were owner-occupied.

Osceola County
Osceola County comprises 15% of the LYNX service area population, or 268,685 persons. 45% of Osceola County residents identify themselves as Hispanic or Latino, significantly more than the three-county average of 27%.

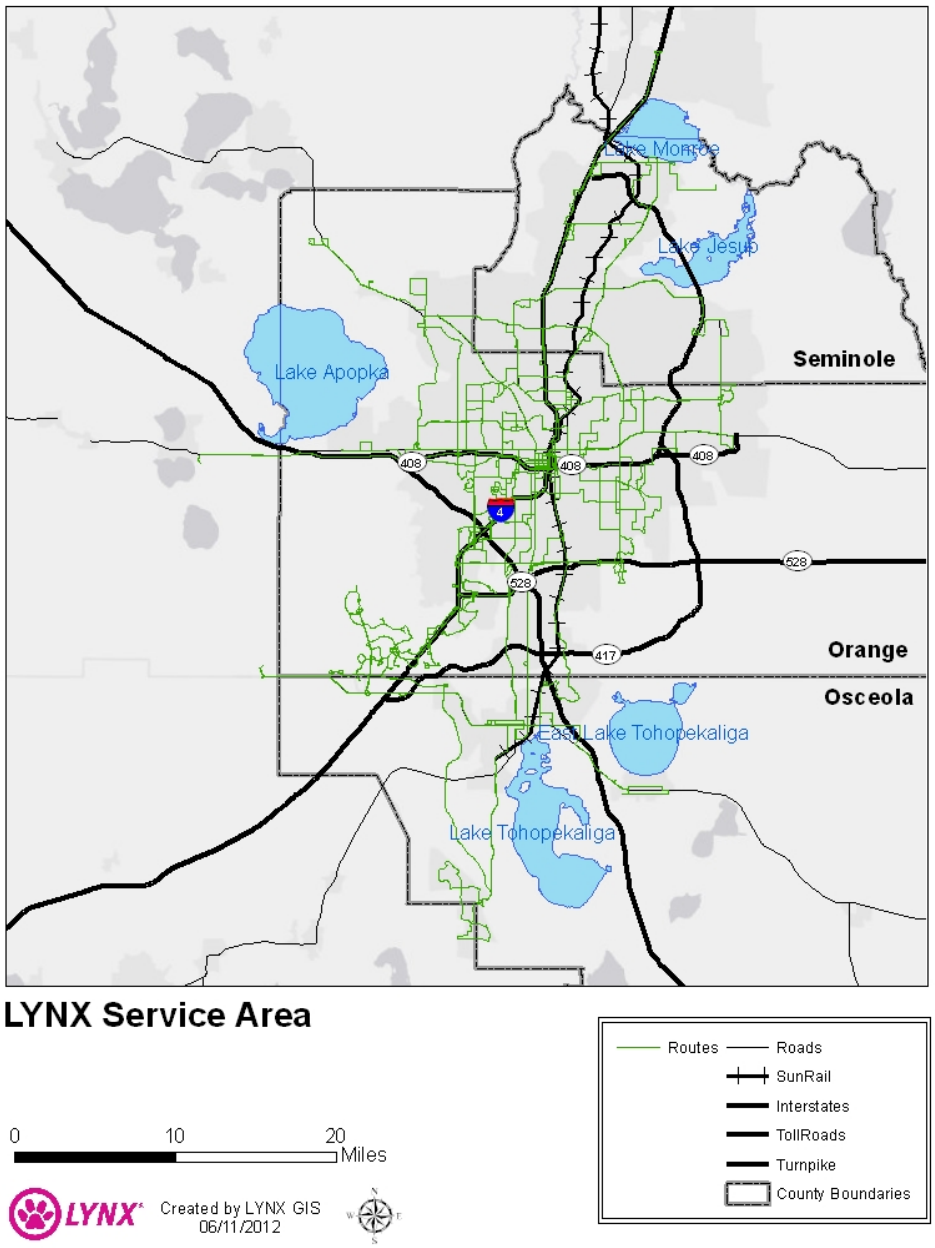
Only 71% of housing units in Osceola County were occupied in 2010, significantly less than reported in Orange and Seminole counties, and in the state of Florida overall. Just below half (46%) of the total units were owner-occupied. 56% of housing units statewide, and 65% nationwide, are owner-occupied.

Seminole County
Seminole County was home to 217,919 persons in 2010: 23% of the LYNX service area population. 17% of the Seminole County population identifies themselves as Hispanic or Latino, a lower percentage than reported in the service area as a whole.

91% of the housing units in Seminole County were occupied in 2010, the highest rate of the three counties in the LYNX service area and higher than the rate of 83% for the state of Florida and the national rate of 89%. Of the total units in Seminole County, 60% were owner-occupied, compared with 56% statewide, and 65% nationwide.

LYNX Service Area

Map 2-1



LYNX Service Area Demographic Summary

Table 2-1

	Orange County		Osceola County		Seminole County		Total Service Area	
	Persons	% of Total Pop.	Persons	% of Total Pop.	Persons	% of Total Pop.	Persons	% of Total Pop.
Total Population	**1,145,456**		**268,685**		**422,718**		**1,837,359**	
Population as a percent of the service area	62%		15%		23%		**100%**	
Female	581,630	51%	137,051	51%	217,919	52%	**936,601**	**51%**
Male	564,326	49%	131,634	49%	204,799	48%	**900,759**	**49%**
Hispanic or Latino	308,244	27%	122,146	45%	72,457	17%	**502,847**	**27%**
Non-Hispanic or Latino	837,712	73%	146,539	55%	350,261	83%	**1,334,512**	**73%**
Under 18 Years Old	270,147	18%	70,416	26%	97,181	23%	**437,744**	**24%**
20 - 24	105,821	9%	18,007	7%	30,888	7%	**154,716**	**8%**
25 - 34	177,117	15%	35,301	13%	54,808	13%	**267,226**	**15%**
35 - 49	249,760	22%	60,070	22%	93,606	22%	**403,436**	**22%**
50 - 64	191,058	17%	47,026	18%	83,779	20%	**321,863**	**18%**
65 and older	110,919	10%	29,656	11%	50,677	12%	**191,252**	**10%**
African American	238,241	21%	30,369	11%	47,107	11%	**315,717**	**17%**
American Indian and Alask Native	4,532	<1%	1,452	1%	1,386	0%	**7,370**	**<1%**
Asian	56,581	5%	7,406	3%	15,692	4%	**79,679**	**4%**
Native Hawaiian and Pacific Islander	1,266	<1%	294	<1%	258	<1%	**1,818**	**<1%**
White	728,795	64%	190,641	71%	330,664	78%	**1,250,100**	**68%**
Other	77,216	7%	27,623	10%	15,421	4%	**120,260**	**7%**
Identified by Two or More	39,325	3%	10,900	4%	12,190	3%	**62,415**	**3%**
	Housing Units	**% of Total Units**	**Housing Units**	**% of Total Units**	**Housing Units**	**% of Total Units**	**Housing Units**	**% of Total Units**
Total Units	487,839		128,170		181,307		**797,316**	
Occupied Units	421,847	86%	90,603	71%	164,706	91%	**677,156**	**85%**
Owner-Occupied Units	243,950	50%	58,541	46%	109,499	60%	**411,990**	**52%**
Renter-Occupied Units	177,897	36%	32,062	25%	55,207	30%	**265,166**	**33%**

Note: Demographic and housing information is reported "as is" from the 2010 United States Census. Some percentages may not total 100% due to rounding or unreported data.

DEMOGRAPHIC PROJECTIONS

According to the Bureau of Economic and Business Research (BEBR)[1], housed in the Warrington College of Business Administration at the University of Florida, Florida is one of the fastest-growth states in the nation, adding approximately 3 million people each decade between 1970 and 2000. The growth rate increased between 2000 and 2006 when an expanding economy and booming housing market lured an average 395,000 people per year.

The state's population growth slowed with the economy in 2007 and actually declined between 2008 and 2009. Dramatic changes in state and county population trends in recent years demonstrate the uncertain nature of population projections. This is why BEBR publishes three series of population projections with the medium scenario being the most likely given existing data and trends, and the high and low projections providing reasonable alternative scenarios.

For county projections, BEBR started with county population estimates for 2009 and extrapolated forward to 2010, and then beyond for every five year period between 2010 and 2050 using five different techniques (linear, exponential, share-of-growth, shift-share, and constant population) and three historical base periods (2005-2010, 2000-2010, and 1995-2010). More detail on the methodology can be found in "Projections of Florida Population by County, 2009-2035" by Stanley K. Smith and Stefan Rayer in *Florida Populations Studies*, Volume 43, Bulletin 156 (March 2010).

Population Projections (BEBR Medium Series)

Table 2-2

	Census		% Change between 2000 and 2010	Projected					% Change between 2010 and 2035
County	**2000**	**2010**		**2015**	**2020**	**2025**	**2030**	**2035**	
Orange	896,344	1,145,456	28%	1,199,600	1,312,500	1,423,000	1,527,300	1,623,200	42%
Osceola	172,493	268,685	56%	315,700	366,200	415,600	462,500	506,400	88%
Seminole	365,199	422,718	16%	445,700	473,700	500,800	526,000	548,900	30%
Total	**1,434,036**	**1,836,859**	**28%**	**1,961,000**	**2,152,400**	**2,339,400**	**2,515,800**	**2,678,500**	**46%**

United States Census

Smith, Stanley K. and Rayer, Stefan. Projections of Florida Population by County 2009 – 2035. Bureau of Economic and Business Research Volume 43, Bulletin 156. March 2010.

[1] The 2010 United States Census provides population projections for states but not for smaller areas such as cities and counties. For more detailed population projections at the county level, LYNX chose data provided by the Bureau of Economic and Business Research (BEBR), a scholarly and respected source of information used by government entities and researches throughout the state.

Population growth in both Orange and Seminole counties was greater than projected in 2010, as census-reported figures of these two counties are between the low- and medium-series projections for 2015. In all scenarios, the LYNX service area is projected to grow in population over the next 25 years, a modest seven percent in the low series, but a more sizeable 46 percent in the medium series and a dramatic 84 percent in the high series projection. The medium or high series population forecasts along with trends in higher gasoline prices, are likely to result in a significant growth in demand for transit.

LABOR FORCE AND EMPLOYMENT

Central Florida has suffered high rates of unemployment, shrinking public revenues and a greater strain on public resources as a result of the recent recession. LYNX experienced a dip in ridership numbers at the height of the recession (FY 2009) reflecting a lower demand for transportation to work and leisure trips. However, recent data indicates that the labor market may be improving. Unemployment rates for the Orlando-Kissimmee-Sanford metropolitan area have fallen by 1.7% year over year, according to the Bureau of Labor Statistics. Despite the temporary dip in 2009, ridership has passed pre-recession rates and LYNX anticipates setting another ridership record in 2012.

Civilian Labor Force and Unemployment (February 2012)

Table 2-3

Area	Civilian Labor Force	Number Unemployed	Unemployment Rate
Orlando-Kissimmee-Sanford Metropolitan Area	1,110,100	101,100	9.1
State of Florida	9,223,300	839,400	9.1

Source: Bureau of Labor Statistics, Civilian labor force and unemployment by state and metropolitan area (not seasonally adjusted)

LYNX Annual Ridership

Table 2-4

Year	Total Trips
2007	26,090,320
2008	27,240,886
2009	24,616,439
2010	27,719,897
2011	28,023,786
2012 (Estimated)	30,041,499

COMMUTING PATTERNS

A snapshot of commuting patterns is provided by data found in the 2010 American Community Survey, which is based on a sample of the total population in the LYNX service area. Table 5 summarizes relevant journey to work characteristics for Orange, Osceola and Seminole counties.

Mean travel to work time within the service area ranges between 24 and 28 minutes. Those who use public transportation report mean travel to work times over 80% longer than the overall mean. Most (98%) of the population within the LYNX service area had one or more vehicles available with which to travel to work.

Commuting Patterns
Table 2-5

	Orange County				Osceola County				Seminole County			
	Total	Drove Alone	Carpooled	Used Public Transportation	Total	Drove Alone	Carpooled	Used Public Transportation	Total	Drove Alone	Carpooled	Used Public Transportation
Travel Time to Work												
Less than 10 minutes	6%	6%	4%	2%	11%	10%	14%	7%	9%	9%	14%	0%
10 to 14 minutes	10%	10%	9%	1%	15%	15%	9%	0%	15%	15%	15%	0%
15 to 19 minutes	15%	16%	14%	13%	13%	13%	15%	5%	18%	19%	13%	18%
20 to 24 minutes	16%	17%	15%	8%	17%	17%	12%	24%	15%	15%	15%	17%
25 to 29 minutes	7%	8%	10%	0%	6%	6%	3%	0%	7%	7%	5%	0%
30 to 34 minutes	19%	19%	19%	14%	17%	17%	16%	15%	14%	15%	13%	13%
35 to 44 minutes	9%	9%	8%	4%	6%	7%	8%	0%	7%	7%	8%	7%
45 to 59 minutes	11%	10%	12%	18%	10%	11%	8%	33%	10%	10%	13%	22%
60 or more minutes	7%	6%	10%	41%	6%	5%	13%	17%	5%	4%	5%	24%
Mean travel time to work	28.3 min.	27.4 min.	29.7 min.	51.6 min.	25.3 min.	24.7 min.	29.0 min.	46.8 min.	24.3 min.	24.3 min.	24.1 min.	45.1 min.
Vehicles Available												
No vehicles available	2%	1%	5%	41%	2%	1%	5%	5%	2%	2%	1%	16%
1 vehicle available	23%	22%	29%	34%	23%	23%	27%	43%	21%	20%	26%	25%
2 vehicles available	47%	48%	40%	17%	46%	46%	41%	29%	46%	47%	47%	47%
3 or more vehicles available	28%	29%	27%	9%	29%	30%	27%	23%	31%	32%	26%	12%
Arrival Time at Work												
12:00 a.m. to 4:59 a.m.	3%	3%	3%	1%	3%	3%	1%	0%	2%	2%	2%	0%
5:00 a.m. to 5:59 a.m.	5%	5%	5%	6%	5%	5%	2%	19%	4%	4%	4%	0%
6:00 a.m. to 6:59 a.m.	13%	13%	18%	17%	18%	17%	23%	26%	11%	11%	10%	8%
7:00 a.m. to 7:59 a.m.	24%	24%	23%	26%	24%	24%	25%	0%	27%	27%	26%	29%
8:00 a.m. to 8:59 a.m.	24%	25%	16%	17%	20%	20%	19%	14%	28%	28%	17%	0%
9:00 a.m. or later	31%	30%	34%	33%	30%	30%	30%	41%	29%	28%	41%	63%

MAJOR EMPLOYERS

The tourism, business, healthcare, education and transportation activity centers within the LYNX service area largely reflect the region's major employers. It is worth noting that tourism, a key economic driver in Central Florida, is well-represented in the top 20 companies in terms of employment by the Walt Disney Company, Comcast Corporation (Universal Orlando), Marriott International, Hilton Hotels, and SeaWorld Parks & Entertainment. Together, these companies employed over 100,000 people in 2011. Healthcare is also well-represented within the top 20 companies in terms of employers: Adventist Health System (Florida Hospital), Orlando Health, and Health First together employ over 40,000 people.

Central Florida's Top 20 Companies Based on Employment

Table 2-6

Rank	Company (Local Subsidiary)	Total Employees
1	Walt Disney Co.	64,000
2	Adventist Health System (Florida Hospital)	21,589
3	Publix Super Markets, Inc.	18,500
4	Comcast Corp. (Universal Orlando)	16,000
5	Orlando Health	13,101
6	McDonald's Corp.	10,272
7	Best Buy Co. Inc.	8,513
8	Marriott International Inc.	7,522
9	Lockheed Martin Corp.	7,393
10	Hilton Hotels Corp.	7,133
11	Darden Restaurants Inc.	6,960
12	Harris Corp.	6,500
13	Winn Dixie Stores Inc.	5,780
14	SeaWorld Parks and Entertainment Inc.	5,660
15	Health First Inc.	5,645
16	Target Corp.	4,629
17	Walgreen Co.	4,559
18	Siemens AG	4,475
19	Lowes Companies Inc.	3,947
20	JPMorgan Chase & Co.	3,750

Source: "Central Florida's Top 100 companies for 2011" The Orlando Sentinel, November 20, 2011

DEVELOPMENT ACTIVITIES

While development activities throughout the region have slowed in recent years, there are several notable efforts moving forward. The following is not intended to be an exhaustive list of individual activities in the LYNX service area, but rather a highlight of major efforts in each county.

Medical City and Lake Nona (Orange County)

Just east of the Orlando International Airport in the City of Orlando is the community of Lake Nona and its emerging Medical City, a conglomeration of healthcare, biomedical research, biomedical technology and health education uses. Together, Lake Nona and its Medical City component is comprised of as many as 9,000 homes, retail and commercial uses, the University of Central Florida Medical School, Veterans Medical Center, Nemours Children's hospital, the Sanford-Burnham Medical Research Institute and other medical and research facilities.

Redevelopment along Highway 17/92 (Seminole County)
The East Central Florida Regional Planning Council (ECFRPC) has completed a study of the US 17-92 corridor as it travels through five Community Redevelopment Areas (CRAs) in Seminole County: Fern Park, Historic Sanford, Lake Mary/Sanford, Casselberry, and Winter Springs/Casselberry. The goal of the study is to analyze land use, identify underutilized parcels, and to define opportunities for development and redevelopment. Because of this study and incentives that the relevant jurisdictions may offer, it is anticipated that this will be a target corridor for development activities in Seminole County over the coming decade.

Osceola County Community Redevelopment Areas (CRAs) (Osceola County)
The Community Redevelopment Act of 1969, Chapter 163 Part III, Florida Statutes, authorizes local governments to establish Community Redevelopment Agencies (CRAs) to improve blighted areas within their jurisdictional boundaries. CRAs are a commonly used tool to revitalize downtowns, preserve historic structures, and otherwise enhance communities. The concentration of CRAs in Osceola County is notable in that it demonstrates the area's commitment to redevelopment and improvement of quality of life. The East 192 CRA, SR 441 CRA, West 192 CRA and the Downtown Kissimmee CRA are independent quasi-governmental agencies charged with levying taxes and improving infrastructure within the CRA district as an economic development initiative. They each have an adopted long range plan and implementation strategies to drive infrastructure improvements (including transportation) within its district. Additional CRAs including Kissimmee/Vine Street and St. Cloud are under consideration.

SunRail Stations
Studies conducted in metropolitan areas around the world have shown that commercial property values rise according to proximity to transit. It is generally recognized throughout the region that development and redevelopment opportunities will accompany the establishment of many, if not all 17 of the SunRail commuter rail stations. Many of the municipalities housing stations have begun to update or develop plans, policies and codes in anticipation of new development. In addition, the East Central Florida Regional Planning Council was awarded a $2.4 million Housing and Urban Development (HUD) Sustainable Communities Regional Planning grant. The grant funding will support detailed station area planning for six of the 12 Phase I SunRail stations, and affordable housing assessments for all 12 station areas in Phase I. More information on SunRail can be found in the next section.

REGIONAL TRENDS IN TRANSIT

SunRail
SunRail (formerly Central Florida Commuter Rail) is a planned commuter rail system currently under construction. The system will link cities along the existing CSX railroad tracks through four major central Florida counties: Volusia, Seminole, Orange, and Osceola. It will be constructed in two phases, the first of which includes one station in Volusia County and extends through Seminole and Orange counties. Phase one will be completed in 2014. Phase two will extend further north into Volusia and south to Osceola and be completed in 2016. SunRail is anticipated to run on 30 minute intervals during the A.M. and P.M. peak periods.

LYNX has collaborated with the Florida Department of Transportation on the SunRail Feeder Plan, which generally outlines how certain existing routes will change to serve SunRail stations within the LYNX service area,

how schedules will likely change, how operating costs will be affected, and how many additional buses will be necessary to meet the needs as outlined in the plan.

Significant increase in ridership

Ridership has increased dramatically over the past five years. In 2007, LYNX recorded 26,090,320 individual passenger trips. By 2012 the number of individual passenger trips is expected to be 30,041,499, an increase of 15% in just six years. The table below shows TBEST ridership projections based on service needs 2013-2022. Based on these projections, LYNX can expect a 23% increase in passenger trips over the base year of 2011. Despite the significant increase in ridership, LYNX faces a challenge going forward to provide adequate service. The increase in fare box revenue only partially offsets the resulting demands for additional vehicles and drivers, more frequent service, and more amenities such as shelters, benches, signage and access to customer information and customer service.

Projected Ridership 2013-2022

Table 2-7

Year	Passenger Trips
2013	120,058
2014	110,006
2015	106,006
2016	104,294
2017	107,379
2018	111,532
2019	113,417
2020	114,295
2021	116,103
2022	116,727

Rising fuel costs

According to the U.S. Energy Information Association (EIA),projections show world oil prices continuing to increase over the long-term (through 2035) amid uncertain economic conditions around the globe, increasing wealth (and therefore demand for oil) in developing countries, and growing unrest in oil-supplying nations in the Middle East, Africa and South America. While in the short term prices tend to be volatile, the upward trend in fuel costs must be considered as LYNX develops its annual budget and makes service adjustments.

Transit-Dependency and Choice Riders

A demographic analysis of the region shows that the highest concentrations of transit-dependent populations are within Osceola County, based on traditional indicators such as low-income populations, elderly people, minorities and populations with little or no access to a vehicle. Osceola County is also host to millions of tourists annually, a captive population with a high propensity to use transit. Demand for transit throughout the service area, but particularly in Osceola County, is anticipated to grow in the coming ten years.

Studies show that cities with highly functioning, integrated transit systems, particularly those with rail, have higher per capital transit ridership, lower per capital auto ownership and vehicle miles traveled, less traffic congestion, lower traffic-related fatalities, lower consume expenditures on transportation, and higher service cost recovery. As these are desirable benefits, many metropolitan areas are seeking opportunities to not only serve existing riders and transit-dependent populations more effectively, but to also attract "choice riders,"

(labeled as such because they have access to multiple modes of transportation, most typically transit and a personal automobile) to increase ridership. Increased demands on a transit system coupled with rising fuel costs can affect the agency's budget in myriad ways and the nuances must be carefully considered on an annual basis.

Part 3: Existing Services and Performance Assessment

Part 3: Existing Services and Performance Assessment provides an inventory of existing fixed route service as well as an associated fixed route vehicle inventory and description of other capital equipment. Part 3 also includes an overview of LYNX paratransit services and private transportation providers. Part 3 concludes with a performance measurement including an analysis of the Authority's performance over time both for fixed route and demand responsive services, and a comparison to peer agencies.

INVENTORY OF EXISTING FIXED ROUTE SERVICE

LYNX provides fixed-route and demand response services in Orange, Osceola and Seminole counties. This section focuses on fixed-route and NeighborLink (a demand response service that is not a part of the LYNX paratransit family of services) services only. LYNX has a total of 55 traditional fixed routes in the 3-county area. LYNX also operates 13 express/limited stop routes. NeighborLink service (formerly known as PickUpLine) was started in 2008 to offset impacts of reduced funding when traditional low performing fixed-routes were eliminated or reduced in area of coverage. LYNX operates 9 NeighborLink routes at this time. The NeighborLink service is provided by a 15-passenger vehicle that operates on a route or as a demand response type service.

LYNX provides the bulk of its service in Orange County; all but 12 of the 77 total routes operate within Orange County. Of those, 50 operate exclusively within Orange County, five share services with Osceola County, eight share services in Seminole County and two also operate in Lake County. Link 200, jointly funded by LYNX, Volusia County and the Florida Department of Transportation and operated by LYNX, provides express commuter service between West Volusia County and downtown Orlando. Link 204, funded by Lake County, Florida Department of Transportation, and operated by LYNX, provides express commuter service between Lake County and downtown Orlando. Osceola County is served by a total of 11 Links, six of which operate exclusively within the county. In Seminole County 14 Links provide service, including six that operate only in the county. There are no Links that serve all three counties; rather, customers must transfer between existing Links. Table 3-1 presents additional information on the span and frequency of LYNX fixed-route, express and limited stop and NeighborLink services.

Transit Service Operating Characteristics

Table 3-1

Link #	Description	Weekday Frequency	Saturday Frequency	Sunday Frequency	Service Span
	REGULAR FIXED ROUTE				
1	Winter Park/Altamonte Springs	60 minutes	60 minutes	no service	5:10am - 9:30pm
3	Lake Margaret	60 minutes	60 minutes	60 minutes	4:30am - 9:50pm
4	S. US 441/Kissimmee	30 minutes	30 minutes	30 minutes	4:15am - 2:05am
6	Dixie Belle Drive	60 minutes	60 minutes	60 minutes	4:21am - 9:11pm
7	S Orange Ave/Florida Mall	60 minutes	60 minutes	60 minute	4:15am - 12:50am
8	W. Oak Ridge Road/International Drive	15 minutes	30 minutes	30 minutes	4:45am - 3:10am
9	Winter Park/Rosemont	60 minutes	60 minutes	60 minutes	5:40am - 12:29am
10	E. US 192/St Cloud	60 minutes	60 minutes	no service	4:00am - 11:06pm
11	S. Orange Ave/International Airport	30 minutes	30 minutes	60 minutes	5:00am - 12:35am
13	University of Central Florida	60 minutes	60 minutes	60 minutes	4:30am - 12:05am
14	Calvary Towers	60 minutes	60 minutes	60 minutes	6:15am - 8:35pm
15	Curry Ford Road/Valencia Community College	30 minutes	30 minutes	60 minutes	4:45am - 1:12am
17	N. US 441/Apopka	30 minutes	30 minutes	30 minutes	4:45am - 1:25am
18	S. Orange Avenue/Kissimmee	60 minutes	60 minutes	no service	4:52am - 11:30pm
20	Malibu Street/Pine Hills	60 minutes	60 minutes	60 minutes	4:51am - 10:14pm
21	Universal Studios	30 minutes	30 minutes	60 minutes	4:10am - 1:50am
23	Winter Park/Springs Village	60 minutes	60 minutes	60 minutes	5:15am - 8:44pm
24	Millenia	30 minutes	60 minutes	60 minutes	6:05am - 6:26pm
25	Mercy Drive/Shader Road	30 minutes	30 minutes	60 minutes	5:00am - 9:38pm
26	Pleasant Hill Road/Poinciana	60 minutes	60 minutes	no service	5:30am - 9:49pm
28	E. Colonial Drive/Azalea Park	30 minutes	60 minutes	60 minutes	4:15am - 1:05am
29	E. Colonial Drive/Goldenrod Road	30 minutes	60 minutes	60 minutes	4:30am - 1:35am
31	LYMMO	5 minutes	10 minutes	20 minutes	6:00am - 12:00am
34	Sanford/Goldsborro	60 minutes	60 minutes	no service	5:15am - 9:05pm
36	Lake Richmond	30 minutes	30 minutes	60 minutes	4:45am - 12:20am
37	Park Promenade Plaza/Florida Mall	30 minutes	30 minutes	60 minutes	4:45am - 11:29pm
38	Downtown Orlando/International Drive	15 min peak	15 min peak	30 min peak	6:00am - 5:50pm
40	Americana Boulevard/Universal Orlando	60 minutes	60 minutes	60 minutes	4:00am - 1:35am
41	SR 436 Crosstown	30 minutes	30 minutes	60 minutes	4:15am - 12:49am
42	International Drive/Orlando International Airport	30 minutes	30 minutes	60 minutes	4:44am - 12:30am
44	Hiawassee Road/Zellwood	60 minutes	60 minutes	no service	5:07am - 9:10pm
45	Lake Mary	60 minutes	60 minutes	no service	5:06am - 7:57pm
46W	W. SR 46/Seminole Towne Center	60 minutes	60 minutes	60 minutes	5:57am - 9:22pm
46E	Central Florida Regional Hospital/Downtown Sanford	60 minutes	60 minutes	60 minutes	7:01am - 7:56pm
48	W. Colonial Drive/Park Promenade Plaza	30 minutes	60 minutes	60 minutes	4:15am - 12:16am
49	W. Colonial Drive/Pine Hills Road	30 minutes	60 minutes	60 minutes	4:30am - 12:45am
50	Downtown Orlando/Magic Kingdom	30 minutes	30 minutes	30 minutes	5:15am - 1:05am
51	Conway Road/Orlando International Airport	30 minutes	30 minutes	60 minutes	5:15am - 10:20pm
54	Old Winter Garden Road	60 minutes	60 minutes	no service	5:25am - 8:22pm
55	W. US 192/Four Corners	30 minutes	30 minutes	30 minutes	5:30am - 10:10pm
56	W. U.S. 192/Magic Kingdom	30 minutes	30 minutes	30 minutes	5:45am - 11:30pm
57	John Young Parkway	60 minutes	60 minutes	no service	5:00am - 8:51pm
58	Shingle Creek Circulator	30 minutes	30 minutes	no service	6:29am - 11:43pm
102	Orange Avenue/South 17-92	15 min peak	30 minutes	30 minutes	4:30am - 12:35am
103	North 17/92 Sanford	15 minutes	30 minutes	60 minutes	5:10am - 9:00pm
104	East Colonial	30 minutes	30 minutes	60 minutes	4:42am - 11:21pm
105	West Colonial	30 minutes	30 minutes	60 minutes	4:43am - 12:06am
111	OIA/Disney	30 minutes	30 minutes	30 minutes	5:00am - 11:50pm
125	Silver Star Road Crosstown	20 minutes	30 minutes	60 minutes	4:23am - 1:23am
313	VA Clinic	60 minutes	60 minutes	no service	5:48am - 7:35pm
319	Richmond Heights	20 minutes	20 minutes	60 minutes	4:20am - 1:05am
405	Apopka Circulator	60 minutes	60 minutes	60 minutes	4:45am - 12:51am
426	Poinciana Circulator	60 minutes	60 minutes	no service	5:15am - 10:05pm
434	SR 434 Crosstown	30 minutes	30 minutes	60 minutes	5:30am - 9:51am
443	Lee Road Crosstown	60 minutes	60 minutes	60 minutes	4:57am - 8:18pm

	EXPRESS AND LIMITED STOP SERVICE				
200	Volusia County/Downtown Orlando	30 min peak	no service	no service	AM & PM Peak Service 6:00am - 6:35pm
204	Clermont Express: Lake County Park N	30 min peak	no service	no service	5:30am - 6:50pm
FL 441	Kissimmee/Downtown Orlando	30 min peak	no service	no service	5:25am - 6:50pm
FL 1792	Sanford/Downtown Orlando	30 min peak	no service	no service	6:00am - 6:44pm
210	KnightLYNX Blue Line	20 minutes	20 minutes	no service	FRI. & SAT.
211	KnightLYNX Green Line	20 min peak	20 min peak	no service	FRI. & SAT.
300	Downtown/Hotel Plaza Blvd	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM & PM Peak
301	Pine Hills/Animal Kingdom	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM & PM Peak
302	Rosemont/Magic Kingdom	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM & PM Peak
303	Washington Shores/Disney's Hollywood Studios	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM & PM Peak
304	Rio Grande Avenue/Vistana Resort	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM & PM Peak
305	Metrowest	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM Service ONLY
306	Poinciana/Downtown Disney Westside Transfer	1 Trip am&pm	1 Trip am&pm	1 Trip am&pm	AM & PM Peak
	NEIGHBORLINK SERVICE **FLEX SERVICE**				
PL601	Poinciana	60 minutes	60 minutes	no service	6:00am - 7:15pm
PL603	Southwest Poinciana	60 minutes	60 minutes	no service	6:05am - 6:15pm
PL611	Ocoee	60 minutes	60 minutes	no service	5:40am - 7:50pm
PL612	Winter Garden	60 minutes	60 minutes	no service	5:45am - 7:25pm
PL613	Pine Hills	60 minutes	60 minutes	no service	6:15am - 7:25pm
PL621	Bithlo	60 minutes	60 minutes	no service	5:40am - 7:40pm
PL622	Oviedo	90 minutes	90 minutes	no service	6:20am - 7:30pm
PL631	Buena Ventura Lakes	60 minutes	no service	no service	6:20am - 7:22pm
PL641	Williamsburg	60 minutes	60 minutes	no service	6:05am - 7:15pm

Table 3-2 summarizes route level performance statistics for FY 2011. Based on the performance statistics, the table displays the route-level and overall passengers per mile, passengers per hour, and cost per passenger. The total operating costs for FY 2011 were, $110,614,030 and fare box revenues for that same period were $26,098,044.

Summary of Fixed-Route Performance Statistics (FY 2011)

Table 3-2

Link #	Description	Total Passengers	Total Revenue	Total Miles	Total Hours	Total Cost
	REGULAR FIXED ROUTE					
1	Winter Park/Altamonte Springs	92,785	62,018	79,784	5,975	325,647
3	Lake Margaret	282,656	180,694	196,744	15,254	831,351
4	S. US 441/Kissimmee	1,919,355	1,205,847	707,431	53,454	2,913,220
6	Dixie Belle Drive	48,457	29,965	77,831	5,526	301,167
7	S Orange Ave/Florida Mall	338,271	186,969	141,195	12,383	674,846
8	W. Oak Ridge Road/International Drive	2,353,273	1,544,679	974,009	71,284	3,884,971
9	Winter Park/Rosemont	249,701	147,803	141,382	9,914	540,336
10	E. US 192/St Cloud	353,539	318,468	200,194	14,137	770,486
11	S. Orange Ave/International Airport	349,358	160,802	275,661	19,537	1,064,744
13	University of Central Florida	321,927	182,561	262,952	18,673	1,017,659
14	Calvary Towers	22,217	10,985	22,330	2,364	128,847
15	Curry Ford Road/Valencia Community College	600,425	349,982	315,372	25,482	1,388,774
17	N. US 441/Apopka	718,314	344,632	317,910	22,773	1,241,135
18	S. Orange Avenue/Kissimmee	461,861	337,717	313,804	20,886	1,138,313
20	Malibu Street/Pine Hills	257,267	143,372	126,051	11,013	600,187
21	Universal Studios	981,411	578,692	462,313	34,486	1,879,474
23	Winter Park/Springs Village	166,088	108,051	148,296	9,978	543,819
24	Millenia	81,162	61,688	56,574	4,390	239,252
25	Mercy Drive/Shader Road	386,800	168,117	188,504	17,920	976,642
26	Pleasant Hill Road/Poinciana	240,184	176,004	141,039	7,755	422,658
28	E. Colonial Drive/Azalea Park	525,111	230,402	185,278	18,320	998,440
29	E. Colonial Drive/Goldenrod Road	478,164	224,562	212,715	18,152	989,289
31	LYMMO	1,016,207	658	175,790	29,146	1,588,482
34	Sanford/Goldsborro	49,982	36,438	95,914	5,648	307,799
36	Lake Richmond	246,696	125,759	162,751	13,959	760,784
37	Park Promenade Plaza/Florida Mall	1,076,565	720,738	529,094	41,500	2,261,770
38	Downtown Orlando/International Drive	178,523	64,746	219,887	9,706	528,982
40	Americana Boulevard/Universal Orlando	497,008	340,896	244,839	18,999	1,035,428
41	SR 436 Crosstown	1,829,884	1,352,626	759,211	55,370	3,017,650
42	International Drive/Orlando International Airport	988,619	824,759	621,359	39,572	2,156,689
44	Hiawassee Road/Zellwood	224,601	154,172	207,820	9,968	543,248
45	Lake Mary	68,763	53,361	89,025	5,519	300,781
46W	W. SR 46/Seminole Towne Center	55,452	49,876	104,467	7,822	426,302
46E	Central Florida Regional Hospital/Downtown Sanford	37,307	31,791	117,167	7,281	396,805
48	W. Colonial Drive/Park Promenade Plaza	662,982	330,384	176,899	16,305	888,625
49	W. Colonial Drive/Pine Hills Road	573,525	318,031	188,064	16,182	881,905
50	Downtown Orlando/Magic Kingdom	713,355	428,800	708,119	33,394	1,819,978
51	Conway Road/Orlando International Airport	275,131	182,959	188,133	13,915	758,368
54	Old Winter Garden Road	161,152	88,955	112,199	7,097	386,777
55	W. US 192/Four Corners	612,911	623,537	401,749	21,112	1,150,611
56	W. U.S. 192/Magic Kingdom	626,541	552,809	463,358	24,036	1,309,988
57	John Young Parkway	283,363	218,198	198,583	10,397	566,640
58	Shingle Creek Circulator	35,211	14,550	81,884	4,818	262,581
102	Orange Avenue/South 17-92	818,159	269,495	412,476	36,721	2,001,291
103	North 17/92 Sanford	512,047	340,345	411,757	26,828	1,462,145
104	East Colonial	-	-	403,588	25,497	1,389,588
105	West Colonial	-	-	331,441	25,396	1,384,086
111	OIA/Disney	564,151	450,753	1,020,053	45,423	2,475,532
125	Silver Star Road Crosstown	824,966	457,756	523,512	35,281	1,922,830
313	VA Clinic	154,380	31,882	87,454	7,501	408,813
319	Richmond Heights	544,348	273,365	241,068	26,185	1,427,067
405	Apopka Circulator	97,469	62,231	83,569	6,582	358,717
426	Poinciana Circulator	127,421	123,431	104,398	5,550	302,466
434	SR 434 Crosstown	142,981	118,364	285,031	14,895	811,757
443	Lee Road Crosstown	296,015	182,071	157,689	11,112	605,584

	EXPRESS AND LIMITED STOP SERVICE					
200	Volusia County/Downtown Orlando	20,037	15,049	94,501	2,913	158,740
204	Clermont Express: Lake County Park N Ride/Downtown Orlando	34,841	22,979	131,751	4,605	250,950
441	Kissimmee/Downtown Orlando	8,196	-	73,798	3,752	204,495
1792	Sanford/Downtown Orlando	2,680	-	56,311	3,350	182,551
210	KnightLYNX Blue Line	6,485	-	82,221	3,718	202,626
211	KnightLYNX Green Line	6,485	-	66,100	4,649	253,379
300	Downtown/Hotel Plaza Blvd	21,503	3,745	32,401	1,247	67,966
301	Pine Hills/Animal Kingdom	48,859	31,986	51,797	2,518	137,212
302	Rosemont/Magic Kingdom	48,402	29,547	55,776	2,658	144,884
303	Washington Shores/Disney's Hollywood Studios	33,723	19,771	39,165	2,068	112,724
304	Rio Grande Avenue/Vistana Resort	55,755	34,177	41,260	2,397	130,627
305	Metrowest	21,300	15,049	21,203	791	43,100
306	Poinciana/Downtown Disney Westside Transfer Center	16,572	7,079	37,803	1,703	92,832

Table 3-3 provides ridership figures for FY 2011 fixed-route service. Total annual ridership during this period was almost than 27.0 million passengers. Between FY 2010 and FY 2011 LYNX fixed-route ridership has increased by n 8.8% from 24,780,704 in FY 2010 to 26,958,922 in FY 2011.

Ridership Data by Month (FY 2011)

Table 3-3

Month	Ridership
October	2,300,865
November	2,163,282
December	2,083,680
January	2,160,886
February	2,138,723
March	2,282,030
April	2,318,784
May	2,282,171
June	2,237,665
July	2,236,232
August	2,381,055
September	2,373,549
Total	26,958,922

FIXED ROUTE VEHICLE INVENTORY

Table 3-4 provides a summary of the fixed-route transit vehicles operated by LYNX. The entire fixed-route fleet consists of a total of XXX vehicles. Nine of the vehicles operate using hybrid-electric technology. All of the fixed-route vehicles also us B-20, Bio-Diesel blended at the LYNX Bio-Diesel blending facility at the LYNX Operations Center (LOC).

Fixed-Route Vehicles

Table 3-4

Bus No.	Status 30-Sep-11	End Oct-11	Active Miles Bus/year	Model	Bus No.	Status 30-Sep-11	End Oct-11	Active Miles Bus/ year	Model
347	Inactive	710,160	Awaiting Disposal	#N/A	624	Active	308,856	70,558	40' LF BRT - G27D102N4
348	Inactive	653,039	Awaiting Disposal	#N/A	625	Active	288,243	68,076	40' LF BRT - G27D102N4
349	Inactive		Awaiting Disposal	#N/A	626	Active	293,887	68,537	40' LF BRT - G27D102N4
350	Inactive	834,522	34,767	#N/A	627	Active	304,658	68,306	40' LF BRT - G27D102N4
351	Inactive	800,082	19,435	#N/A	628	Active	309,615	62,090	40' LF BRT - G27D102N4
352	Inactive	775,269	38,915	PHANTOM-C21D096N4- M-11	629	Active	253,686	70,467	40' LF BRT - G27D102N4
353	Active	755,269	40,467	PHANTOM-C21D096N4- M-11	630	Active	287,156	64,766	40' LF BRT - G27D102N4
354	Inactive	907,130	30,825	#N/A	631	Active	315,207	70,058	40' LF BRT - G27D102N4
355	Inactive	885,442	38,441	#N/A	632	Active	276,994	67,879	40' LF BRT - G27D102N4
356	Inactive	835,936	38,933	#N/A	633	Active	280,906	46,284	40' LF BRT - G27D102N4
357	Inactive	800,924	39,837	#N/A	634	Active	264,399	54,749	40' LF BRT - G27D102N4
358	Inactive	802,053	34,308	#N/A	635	Active	286,800	67,404	40' LF BRT - G27D102N4
359	Inactive	849,152	45,163	#N/A	636	Active	265,581	62,964	40' LF BRT - G27D102N4
360	Inactive	785,066	43,658	#N/A	637	Active	285,316	59,937	40' LF BRT - G27D102N4
361	Active	908,538	41,393	PHANTOM-C21D096N4- M-11	638	Active	256,722	59,600	40' LF BRT - G27D102N4
362	Active	928,855	37,407	PHANTOM-C21D096N4- M-11	639	Active	264,041	62,590	40' LF BRT - G27D102N4
363	Inactive	634,523	31,221	#N/A	640	Active	281,366	57,457	40' LF BRT - G27D102N4
364	Inactive	763,600	32,767	#N/A	641	Active	296,483	67,579	40' LF BRT - G27D102N4
366	Inactive	713,702	29,102	#N/A	642	Active	288,201	63,848	40' LF BRT - G27D102N4
367	Inactive	696,534	24,581	#N/A	643	Active	307,325	66,258	40' LF BRT - G27D102N4
368	Active	738,821	46,341	#N/A	644	Active	227,531	65,034	40'x102-SSTL-LF-G27D102N4
369	Active	741,667	48,238	#N/A	645	Active	220,833	64,391	40'x102-SSTL-LF-G27D102N4

370	Inactive			#N/A	646	Active	216,388	67,516	40'x102-SSTL-LF-G27D102N4
371	Inactive	739,782	44,046	#N/A	647	Active	220,159	62,261	40'x102-SSTL-LF-G27D102N4
372	Inactive	685,597	25,005	#N/A	648	Active	256,499	69,382	40'x102-SSTL-LF-G27D102N4
373	Inactive	740,796	37,537	#N/A	649	Active	238,172	66,328	40'x102-SSTL-LF-G27D102N4
375	Inactive	655,092	139	#N/A	650	Active	252,202	75,923	40'x102-SSTL-LF-G27D102N4
377	Inactive	706,599	18,810	#N/A	651	Active	259,077	79,193	40'x102-SSTL-LF-G27D102N4
379	Inactive	708,625	3,986	#N/A	652	Active	238,609	70,869	40'x102-SSTL-LF-G27D102N4
380	Inactive	748,521	1,822	#N/A	653	Active	240,045	72,480	40'x102-SSTL-LF-G27D102N4
501	Active	562,480	40,049	PHANTOM-C27D096N4	654	Active	228,118	74,132	40'x102-SSTL-LF-G27D102N4
502	Active	587,325	43,186	PHANTOM-C27D096N4	655	Active	218,856	65,862	40'x102-SSTL-LF-G27D102N4
503	Active	548,407	46,187	PHANTOM-C27D096N4	656	Active	228,384	73,748	40'x102-SSTL-LF-G27D102N4
504	Active	599,659	41,942	PHANTOM-C27D096N4	657	Active	242,546	72,607	40'x102-SSTL-LF-G27D102N4
505	Active	594,685	43,503	PHANTOM-C27D096N4	658	Active	200,844	74,117	40'x102-SSTL-LF-G27D102N4
506	Active	563,543	42,387	PHANTOM-C27D096N4	659	Active	235,984	67,243	40'x102-SSTL-LF-G27D102N4
507	Active	584,544	48,449	PHANTOM-C27D096N4	660	Active	236,322	64,127	40'x102-SSTL-LF-G27D102N4
508	Active	541,684	23,895	PHANTOM-C27D096N4	661	Active	237,021	69,152	40'x102-SSTL-LF-G27D102N4
509	Active	576,142	39,375	PHANTOM-C27D096N4	662	Active	230,918	69,533	40'x102-SSTL-LF-G27D102N4
510	Active	661,135	48,729	PHANTOM-C27D096N4	663	Active	232,793	66,037	40'x102-SSTL-LF-G27D102N4
511	Active	479,006	45,888	PHANTOM-C27D096N4	664	Active	218,178	61,948	40'x102-SSTL-LF-G27D102N4
512	Active	605,086	41,028	PHANTOM-C27D096N4	665	Active	208,726	41,771	40'x102-SSTL-LF-G27D102N4
513	Active	599,814	50,085	PHANTOM-C27D096N4	701	Active	356,031	51,901	29' LF- C29E102R2
514	Active	528,235	38,833	PHANTOM-C27D096N4	702	Active	291,382	33,315	29' LF- C29E102R2
515	Active	516,001	43,706	PHANTOM-C27D096N4	703	Active	324,795	43,063	29' LF- C29E102R2
516	Active	591,103	54,242	PHANTOM-C27D096N4	704	Active	276,486	39,808	29' LF- C29E102R2
517	Active	589,043	53,765	PHANTOM-C27D096N4	705	Active	324,666	44,931	29' LF- C29E102R2
518	Active	403,585	53,966	PHANTOM-C29D102N4	706	Active	224,444	56,351	35' LF BRT- G29B102N4
519	Active	411,050	55,129	PHANTOM-C29D102N4	707	Active	261,481	65,708	35' LF BRT- G29B102N4
520	Active	405,939	46,337	PHANTOM-C29D102N4	708	Active	245,354	56,199	35' LF BRT- G29B102N4
521	Active	395,740	41,631	PHANTOM-C29D102N4	709	Active	269,391	64,148	35' LF BRT- G29B102N4
522	Active	409,459	46,841	PHANTOM-C29D102N4	710	Active	247,172	68,121	35' LF BRT- G29B102N4

523	Active	416,151	56,164	PHANTOM-C29D102N4	711	Active	198,783	48,796	29' LF BRT- G29E102R2
524	Active	404,265	55,515	PHANTOM-C29D102N4	712	Active	210,104	44,222	29' LF BRT- G29E102R2
525	Active	382,013	51,346	PHANTOM-C29D102N4	713	Active	198,730	42,885	29' LF BRT- G29E102R2
526	Active	394,321	56,119	PHANTOM-C29D102N4	714	Active	272,353	63,248	35' LF BRT- G29B102N4
527	Active	330,728	44,724	PHANTOM-C29D102N4	715	Active	240,546	54,007	35' LF BRT- G29B102N4
528	Active	397,996	61,427	PHANTOM-C29D102N4	716	Active	279,626	74,976	35' LF BRT- G27B102N4
529	Active	425,412	55,810	PHANTOM-C29D102N4	717	Active	248,187	57,257	35' LF BRT- G27B102N4
530	Active	383,366	58,100	PHANTOM-C29D102N4	718	Active	269,218	68,869	35' LF BRT- G27B102N4
531	Active	415,162	58,516	PHANTOM-C29D102N4	719	Active	188,198	64,728	35' LF BRT- G27B102N4
532	Active	403,481	57,435	PHANTOM-C29D102N4	720	Active	170,674	71,817	35' LF BRT- G27B102N4
533	Active	414,389	53,394	PHANTOM-C29D102N4	721	Active	228,857	54,587	29' LF BRT -G27E102N2
534	Active	350,019	55,799	PHANTOM-C29D102N4	722	Active	216,643	51,026	29' LF BRT -G27E102N2
535	Active	415,640	41,015	PHANTOM-C29D102N4	723	Active	227,943	58,146	29' LF BRT -G27E102N2
536	Active	418,945	48,762	PHANTOM-C29D102N4	724	Active	242,700	57,945	29' LF BRT -G27E102N2
537	Active	442,973	55,583	PHANTOM-C29D102N4	725	Active	225,686	57,361	29' LF BRT -G27E102N2
538	Active	432,876	54,430	PHANTOM-C29D102N4	726	Active	203,521	48,374	29' LF BRT -G27E102N2
539	Active	354,559	41,589	PHANTOM-C29D102N4	727	Active	186,050	52,703	29' LF BRT -G27E102N2
540	Active	385,658	52,798	PHANTOM-C29D102N4	728	Active	216,402	65,721	29' LF BRT -G27E102N2
541	Active	358,312	43,501	PHANTOM-C29D102N4	729	Active	97,485	48,790	29' LF BRT -G27E102N2
542	Active	372,849	46,718	PHANTOM-C29D102N4	730	Active	115,218	62,367	29' LF BRT -G27E102N2
543	Active	384,786	60,185	PHANTOM-C29D102N4	731	Active	224,307	69,629	35' LF BRT-G27B102N2
544	Active	344,562	31,400	PHANTOM-C29D102N4	732	Active	206,523	58,103	35' LF BRT-G27B102N2
545	Active	351,080	39,316	PHANTOM-C29D102N4	733	Active	213,354	65,752	35' LF BRT-G27B102N2
546	Active	406,913	53,256	PHANTOM-C29D102N4	734	Active	222,043	72,967	35' LF BRT-G27B102N2
547	Active	384,066	60,164	PHANTOM-C29D102N4	735	Active	180,659	50,713	35' LF BRT-G27B102N2
548	Active	381,217	58,850	PHANTOM-C29D102N4	736	Active	198,446	61,435	35' LF BRT-G27B102N2
549	Active	442,026	62,890	PHANTOM-C29D102N4	737	Active	257,715	84,407	35' LF BRT-G27B102N2
550	Active	381,409	59,599	PHANTOM-C29D102N4	738	Active	212,486	65,692	35' LF BRT-G27B102N2
551	Active	400,035	60,873	PHANTOM-C29D102N4	739	Active	199,253	65,204	35' LF BRT-G27B102N2
552	Active	357,185	34,038	PHANTOM-C29D102N4	801	Active	397,341	88,784	40'LF BRT-Suburban-G29D102N4

553	Active	380,838	56,347	PHANTOM-C29D102N4	802	Active	320,584	80,559	40'LF BRT-Suburban-G29D102N4
555	Active	410,143	66,338	PHANTOM-C29D102N4	803	Active	304,692	75,101	40'LF BRT-Suburban-G29D102N4
556	Active	380,237	43,294	PHANTOM-C29D102N4	804	Inactive	295,532	34,667	40'LF BRT-Suburban-G29D102N4
557	Active	357,629	47,995	PHANTOM-C29D102N4	805	Active	238,634	57,666	40' LF BRT Suburban G27D102N4
558	Active	325,275	42,514	PHANTOM-C29D102N4	806	Active	256,639	57,780	40' LF BRT Suburban G27D102N4
559	Active	364,944	54,675	PHANTOM-C29D102N4	807	Active	240,139	58,033	40' LF BRT Suburban G27D102N4
560	Active	385,475	61,385	PHANTOM-C29D102N4	808	Active	320,187	80,667	40' LF BRT Suburban G27D102N4
561	Active	379,800	50,606	PHANTOM-C29D102N4	809	Inactive	246,807	34,764	40' LF BRT Suburban G27D102N4
562	Active	387,041	55,374	PHANTOM-C29D102N4	810	Active	291,831	59,881	40' LF BRT Suburban G27D102N4
563	Active	353,546	45,911	PHANTOM-C29D102N4	811	Active	303,064	76,438	40' LF BRT Suburban G27D102N4
564	Active	393,572	54,752	PHANTOM-C29D102N4	812	Active	304,530	73,886	40' LF BRT Suburban G27D102N4
565	Active	395,939	60,408	PHANTOM-C29D102N4	813	Active	380,976	102,207	40' LF BRT Suburban G27D102N4
566	Active	371,606	27,229	PHANTOM-C29D102N4	814	Active	364,220	81,512	40' LF BRT Suburban G27D102N4
567	Active	352,595	60,128	PHANTOM-C29D102N4	815	Active	341,255	90,557	40' LF BRT Suburban G27D102N4
568	Active	363,454	57,818	PHANTOM-C29D102N4	1-409	Active	160,917	73,955	40' LF BRT G27D102N4
569	Active	371,750	42,926	PHANTOM-C29D102N4	2-409	Active	148,268	57,580	40' LF BRT G27D102N4
570	Active	342,662	57,941	40' BRT - G29D102N4	3-409	Active	167,405	74,523	40' LF BRT G27D102N4
571	Active	408,898	71,698	40' BRT - G29D102N4	4-409	Active	162,991	74,895	40' LF BRT G27D102N4
572	Active	404,886	56,501	40' BRT - G29D102N4	5-409	Active	171,774	66,584	40' LF BRT G27D102N4
573	Active	358,725	64,421	40' BRT - G29D102N4	6-309	Active	177,752	94,325	35' LF BRT- G27B102N4
574	Active	394,658	80,542	40' BRT - G29D102N4	7-309	Active	128,162	43,265	35' LF BRT- G27B102N4
575	Active	332,271	77,698	40' BRT - G29D102N4	8-309	Active	152,567	69,352	35' LF BRT- G27B102N4
576	Active	318,733	47,595	40' BRT - G29D102N4	9-309	Active	159,161	74,801	35' LF BRT- G27B102N4
577	Active	346,961	67,239	40' BRT - G29D102N4	10-309	Active	136,791	69,528	35' LF BRT- G27B102N4
578	Active	331,554	68,145	40' BRT - G29D102N4	11-309	Active	151,225	63,340	35' LF BRT- G27B102N4
579	Inactive	323,921	57,271	40' BRT - G29D102N4	12-309	Active	144,350	66,958	35' LF BRT- G27B102N4
580	Active	331,996	64,230	40' BRT - G29D102N4	13-309	Active	128,066	55,176	35' LF BRT- G27B102N4
581	Active	346,794	72,950	40' BRT - G29D102N4	14-309	Active	152,719	76,475	35' LF BRT- G27B102N4
582	Active	320,224	56,373	40' BRT - G29D102N4	15-309	Active	160,546	73,587	35' LF BRT- G27B102N4

583	Active	289,108	47,102	40' BRT - G29D102N4	16-309	Active	180,832	90,027	35' LF BRT- G27B102N4
584	Active	350,564	70,311	40' BRT - G29D102N4	17-309	Active	195,042	101,093	35' LF BRT- G27B102N4
585	Active	328,104	63,350	40' BRT - G29D102N4	18-309	Active	182,134	88,808	35' LF BRT- G27B102N4
586	Active	332,837	69,633	40' BRT - G29D102N4	19-309	Active	165,109	81,647	35' LF BRT- G27B102N4
587	Active	334,906	85,111	40' BRT - G29D102N4	20-309	Active	166,590	81,265	35' LF BRT- G27B102N4
588	Active	323,589	61,880	40' BRT - G29D102N4	21-309	Active	159,600	75,101	35' LF BRT- G27B102N4
589	Active	336,145	79,694	40' BRT - G29D102N4	22-309	Active	150,645	72,296	35' LF BRT- G27B102N4
590	Active	377,105	72,419	40' BRT - G29D102N4	23-309	Active	153,035	77,554	35' LF BRT- G27B102N4
591	Active	304,062	75,414	40' BRT - G29D102N4	24-309	Active	151,834	75,398	35' LF BRT- G27B102N4
592	Active	308,441	68,779	40' BRT - G29D102N4	25-309	Active	138,566	79,123	35' LF BRT- G27B102N4
593	Active	315,112	66,373	40' BRT - G29D102N4	26-610	Active	48,685	48,685	60' BRT-12 Hybrid
594	Active	311,673	75,500	40' BRT - G29D102N4	27-610	Active	47,417	47,417	60' BRT-12 Hybrid
595	Active	322,715	56,587	40' BRT - G29D102N4	28-310	Active	19,528	19,227	35' LF BRT-Hybrid-G30B102N4
596	Active	337,577	72,011	40' BRT - G29D102N4	29-310	Active	21,166	20,858	35' LF BRT-Hybrid-G30B102N4
597	Active	338,405	73,902	40' BRT - G29D102N4	30-310	Active	18,188	18,103	35' LF BRT-Hybrid-G30B102N4
598	Active	315,839	73,013	40' BRT - G29D102N4	31-310	Active	19,700	19,380	35' LF BRT-Hybrid-G30B102N4
599	Active	391,902	87,078	40' BRT - G29D102N4	32-310	Active	17,355	17,084	35' LF BRT-Hybrid-G30B102N4
601	Active	312,349	69,499	40' LF BRT - G27D102N4	33-310	Active	13,471	13,224	35' LF BRT-Hybrid-G30B102N4
602	Active	316,170	69,578	40' LF BRT - G27D102N4	34-310	Active	11,747	11,475	35' LF BRT-Hybrid-G30B102N4
603	Active	306,951	79,194	40' LF BRT - G27D102N4	35-310	Active	17,299	16,965	35' LF BRT-Hybrid-G30B102N4
604	Active	289,195	77,501	40' LF BRT - G27D102N4	36-310	Active	15,197	14,948	35' LF BRT-Hybrid-G30B102N4
605	Active	297,615	67,592	40' LF BRT - G27D102N4	37-410	Active	65,788	65,788	40' LF BRT G27D102N4
606	Active	259,951	73,994	40' LF BRT - G27D102N4	38-410	Active	57,392	57,392	40' LF BRT G27D102N4
607	Active	272,578	71,391	40' LF BRT - G27D102N4	39-410	Active	71,934	71,934	40' LF BRT G27D102N4
608	Active	295,197	59,850	40' LF BRT - G27D102N4	40-410	Active	63,105	63,105	40' LF BRT G27D102N4
609	Active	285,078	65,933	40' LF BRT - G27D102N4	41-410	Active	75,218	75,218	40' LF BRT G27D102N4
610	Active	276,202	57,093	40' LF BRT - G27D102N4	42-410	Active	67,557	67,557	40' LF BRT G27D102N4
611	Active	295,372	70,665	40' LF BRT - G27D102N4	43-410	Active	76,989	76,989	40' LF BRT G27D102N4
612	Active	285,245	62,143	40' LF BRT - G27D102N4	44-410	Active	68,781	68,781	40' LF BRT G27D102N4
613	Active	279,359	64,326	40' LF BRT - G27D102N4	45-410	Active	62,023	62,023	40' LF BRT G27D102N4

614	Active	291,372	63,455	40' LF BRT - G27D102N4	46-410	Active	41,702	41,702	40' LF BRT G27D102N4
615	Active	294,969	70,345	40' LF BRT - G27D102N4	47-410	Active	56,289	56,289	40' LF BRT G27D102N4
616	Active	280,773	67,479	40' LF BRT - G27D102N4	48-410	Active	50,179	50,179	40' LF BRT G27D102N4
617	Active	299,456	67,486	40' LF BRT - G27D102N4	49-410	Active	54,232	54,232	40' LF BRT G27D102N4
618	Active	278,504	54,051	40' LF BRT - G27D102N4	50-410	Active	56,725	56,725	40' LF BRT G27D102N4
619	Active	315,177	65,410	40' LF BRT - G27D102N4	51-410	Active	49,850	49,850	40' LF BRT G27D102N4
620	Active	283,002	63,695	40' LF BRT - G27D102N4	52-410	Active	58,036	58,036	40' LF BRT G27D102N4
621	Active	304,484	73,919	40' LF BRT - G27D102N4	53-410	Active	40,628	40,628	40' LF BRT G27D102N4
622	Active	325,041	70,880	40' LF BRT - G27D102N4	54-410	Active	54,697	54,697	40' LF BRT G27D102N4
623	Active	296,689	68,583	40' LF BRT - G27D102N4	55-410	Active	57,040	57,040	40' LF BRT G27D102N4

OTHER CAPTIAL EQUIPMENT

Beginning in November 2004, LYNX fixed route buses began pulling into a brand new common terminal in downtown Orlando between Livingston and Amelia Streets, the "LYNX Central Station (LCS)" and administration staff moved into the adjoining LYNX administrative office building. The LCS features 23 useable sawtooth design bays for easy bus bay ingress/egress; a staffed customer service office providing route and schedule information, pass and ticket sales, lost and found, bicycle locker rental and a deli. The LCS adds many other new amenities like an 18,000 square foot terminal with an air-conditioned waiting area, direct access to the downtown LYMMO route, and improved safety and security measures. The LCS has been designed to allow for additional routes and expansion and is located along the SunRail commuter rail line.

The LYNX Operations Center (LOC) includes an operations base and a maintenance facility on 24.1 acres of land located at the northeast corner of Princeton and John Young Parkway. The LOC contains the bio-diesel fuel blending station, supplying fuel for the LYNX bus fleet. LYNX is the first transit property in the country to blend its own bio-diesel. LYNX also has a facility located at the northeast corner of US 441 and Anderson that is leased to MV Transportation, the contractor to LYNX that provides paratransit service in the three-county area.

In December of 2010, LYNX, through an interlocal agreement with the City of Kissimmee in Osceola County, began operating routes based from a temporary facility within the county. This is a 5-year lease during which time LYNX is looking to secure a permanent site in the southern portion of the service area from which to operate certain routes.

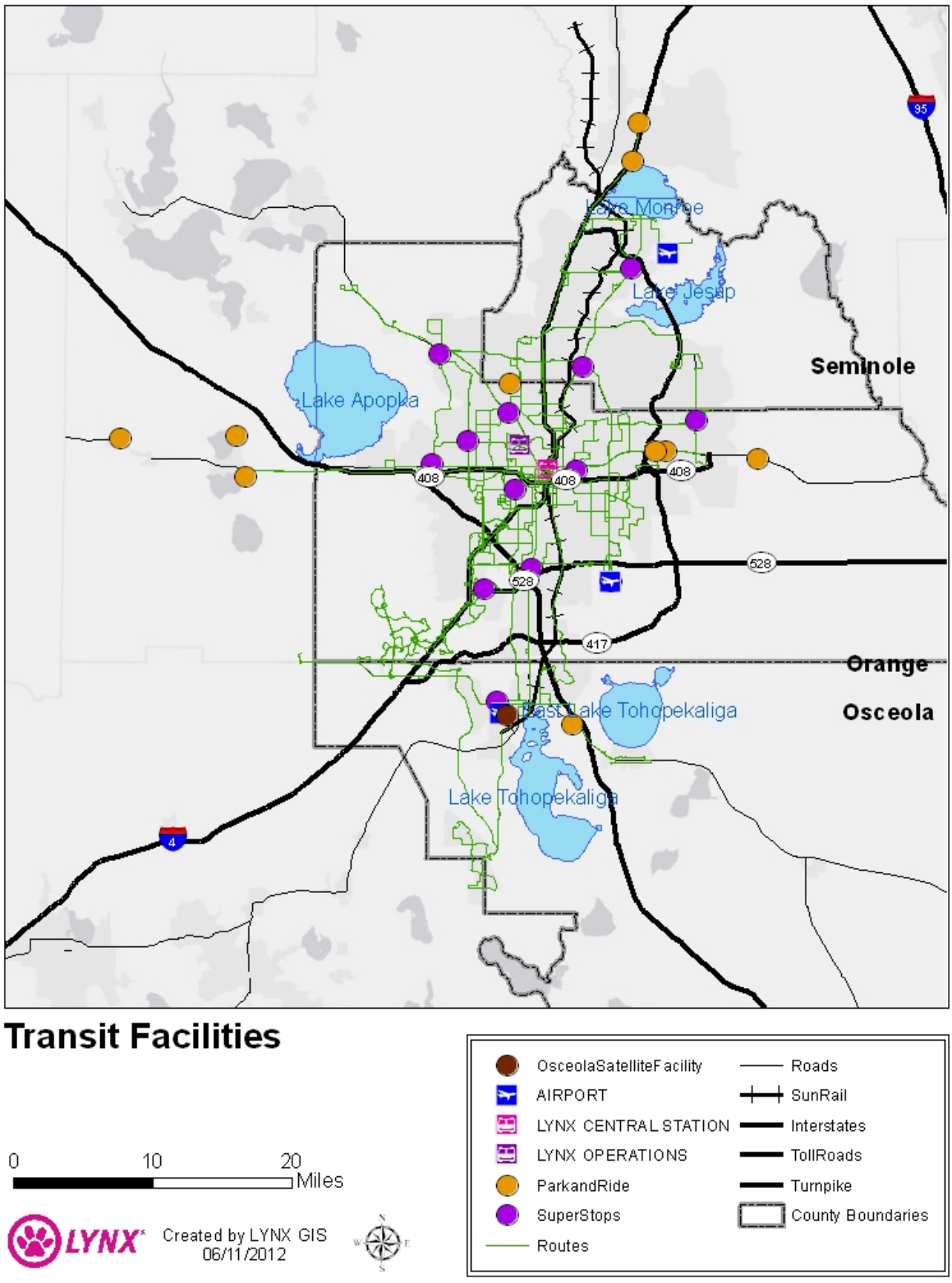
LYNX Transfer Facilities

A complementary aspect of the service planning process is the location and placement of transit facilities. Facilities such as Superstops, Transfer Centers, and Park and Ride Lots serve as the common location for transfers between routes (Links) or between modes (such as between a personal vehicle and a bus) and offer passengers additional amenities to those found at a standard stop. Potential sites for improvements are ranked

based on the number of passengers using the facility, surrounding land use, and potential for regional connectivity. A map of current locations is included in Map 3-1.

Transit Facilities

Map 3-1



Transfer points are stops where two or more Links intersect. Superstops and Transfer Centers are the most frequently used transfer points and serve as access points to transit for neighborhoods and community centers. They are located near activity centers, schools, shopping centers, major businesses, and residential complexes with a focus on community and commercial conveniences. These facilities, while they may vary depending upon site considerations, typically contain the following: several bus bays, passenger shelters, benches, lighting, an information kiosk, secure bicycle racks, and trash receptacles. A current inventory of Superstops appears below:

• *Colonial Plaza Superstop* – Located near the corner of Livingston Street and Primrose Drive, this Superstop is located within a busy shopping complex and provides for transfers between Links serving the east side of Orlando, east Orange County, and Winter Park.
• *Florida Mall Superstop* – The stop provides connections to Edgewood, south Orlando, south Orange County, the Orlando International Airport, the International Drive resort area, and to the Osceola Square Mall in Osceola County.
• *Sanford Wal-Mart (Seminole Center) Superstop* – Located within the shopping complex, this Superstop connects Links serving Casselberry, Lake Mary, Longwood, Maitland, Orlando, north Orange County, Sanford, Seminole County, Winter Park, and the Orlando Sanford International Airport.
• *Rosemont Superstop* – Located within the Rosemont neighborhood, this stop was built as part of a development plan requested by the residents. Links serving the stop connect Apopka, Eatonville, Maitland, Orlando, northwest Orange County, and Winter Park.
• *Washington Shores Superstop* – LYNX worked with neighborhood leaders, residents, and city officials to develop an attractive Superstop located in Washington Shores, west of the City of Orlando. This facility is convenient to the neighborhood and provides access to Links serving the west side of Orlando, west Orange County, the International Drive and Disney resort areas, and connects to the Osceola Square Mall serving Osceola County.
• *West Oaks Mall Transfer Center* – This stop connects Links serving Oakland, Ocoee, west Orlando, west Orange County, Winter Garden, and the Park Promenade Superstop.
• *University of Central Florida (UCF) Superstop* – Located centrally on campus, adjacent to the parking structure at the College of Education, the Superstop serves as the transfer point between LYNX fixed route service and UCF-provided circulators serving the campus, surrounding apartments and businesses. Links at the stop serve east Orange County, Oviedo, service along Colonial Drive to west Orange County, and the West Oaks Mall Superstop.
• *Apopka Superstop* – During April 2005, the City of Apopka and LYNX entered into a Transit Station License Agreement for the construction and operation of a Superstop facility to be located at 7th Street and Central Avenue in Apopka. The Superstop accommodates up to six buses and the site includes parking for up to six automobiles. The Superstop has sheltered passenger seating and is shaped like a horseshoe to allow the buses to turn around. The Apopka Superstop became operational in the fall of 2005.

Other Transfer Facilities
Although not "*official"* Superstops or Transit Centers, a number of important connecting sites exist throughout the LYNX service area. Some of these sites may be candidates for a Superstop facility as LYNX expands service. These locations include: Osceola Square Mall, Fern Park, Orlando International Airport, Oviedo Crossings, Lee Vista, Universal Studios, Walt Disney World, Winter Park Village, and the Seminole Town Center Mall.

With the addition of Commuter Rail to the Central Florida area, transfer centers will become an integral part of moving Central Floridians and visitors to their desired destinations.

PARATRANSIT SERVICE

ACCESS LYNX is a shared ride door-to-door transportation service provided by MV Transportation under the supervision of LYNX. The ACCESS LYNX program provides complementary service for eligible individuals who are not able to use the regular fixed route bus service because of a disability or other limitations.

Currently the ACCESS LYNX paratransit program provides more than 2,100 scheduled passenger trips each weekday, using a variety of vehicles equipped for individuals with various disabilities. Because the demand for these special transit services is high, it is very important that each customer carefully follow the program guidelines.

ACCESS LYNX provides transportation under various programs. Individuals who are interested in using ACCESS LYNX paratransit services must apply through a mail-in application process. Eligibility requirements vary by program. Program determination is based on verification of the written application and may also include professional verification and an in-person functional assessment. Programs include:

ADA Paratransit Services: The Americans with Disabilities Act (ADA) of 1990 requires any public transportation system operating fixed route bus service to provide accessible transportation for disabled individuals by making all fixed route vehicles accessible to persons with disabilities and providing complementary ADA paratransit services for persons who are prevented from using the accessible fixed route service due to a disability. LYNX provides ADA paratransit services in accordance with the Code of Federal Regulations, Title 49, Part 37. ADA services are an unfunded federal mandate paid for by our local funding partners. Federal regulations require ACCESS LYNX to provide service when both the origin and destination of each trip is within three-quarters of a mile of a fixed route bus alignment. Our local jurisdictions have agreed to provide the additional funding required to provide ADA services to all origins and destinations within the three county service area of Orange, Osceola, and Seminole counties. No trips are provided to origins or destinations outside of Orange, Osceola, and Seminole counties. Trips where both the origin and destination fall within three-quarters of a mile of a fixed route bus alignment will have a fare of $4 per one-way passenger trip. Trips where either the origin, destination, or both are outside of three-quarters of a mile of a fixed route bus alignment will have a fare of $7 per one-way passenger trip.

Medicaid Non-Emergency Services: The Florida Agency for Health Care Administration (AHCA) purchases Medicaid Non-Emergency Transportation services for its beneficiaries who are eligible for transportation benefits when they are traveling to or from a Medicaid compensable service and have no other means to access the Medicaid compensable service. Not all Medicaid beneficiaries are eligible for transportation benefits. Medicaid Non-Emergency Transportation is provided to the closest medical facility within Orange, Osceola, or Seminole counties that is able to accommodate the customer's medical needs, with some defined special exceptions. Medicaid trip fares are $1 for each one-way trip, unless the eligible Medicaid beneficiary is under 21 years of age, under approved institutionalized care, or under a maternity related program and traveling related to the pregnancy.

Transportation Disadvantaged (TD) Services: Transportation Disadvantaged (TD) customers are those who cannot access a fixed route bus service or obtain their own transportation due to disability, age, or income. It is a coordinated statewide effort to group customers together for a shared ride service. The state Transportation Disadvantaged grant that pays for trips in this category is funded by a $1.50 vehicle registration fee and voluntary donations. Transportation Disadvantaged service is provided to

customers whose origin address and/or destination address is further than three-quarters of a mile from a fixed route bus alignment. No service is provided if both the origin and destination are within three-quarters of a mile of a fixed route bus alignment. No trips are provided to origins or destinations outside of Orange, Osceola, and Seminole counties. Fares for the Transportation Disadvantaged program are based on how far the customer is traveling: Less than 5 miles totals $2.50 each way; 5 miles but less than 10 miles totals $3.50 each way; 10 miles or more totals $4.50 each way.

PRIVATE TRANSPORTATION PROVIDERS

LYNX currently contracts with two private transportation providers for NeighborLink demand response service and paratransit services.

PERFORMANCE MEASUREMENT: FIXED ROUTE AND DEMAND RESPONSIVE TREND ANALYSIS & PEER REVIEW

Performance measurement is a valuable tool for transit agencies to not only meet regulatory and reporting requirements, but also to assess the progress of the organization in meeting their service, managerial, and financial objectives. A performance report is not the desired end product, but is a decision-support tool that should be used to provide insights and to help identify areas where LYNX is performing well, and where there are opportunities for improvement.

Performance measures are rather data intensive, and need to be evaluated in context to discern whether the agency's performance is acceptable, is improving over time, and is favorably similar to peer agencies. This contextual reference is provided through the use of a peer comparison analysis at a single point in time, and over five-year trends analysis.

Assessing the performance of LYNX relative to ten other agencies of similar operating characteristics, the peer analysis addresses the question: *How are we performing relative to comparable agencies?* The peer analysis is based on year 2010 National Transit Database (NTD) data. The five-year trends analysis using the latest reported NTD data (2006 through 2010) addresses the question: *Are we performing better than last year?*

Peer and trends analyses were provided for LYNX's fixed route system and for its demand responsive services. Twenty-nine performance measures were assessed for the fixed route services, and fourteen for demand responsive services. To provide an overview of the analysis results, Tables 8 and 9 provide the peer ranking and the five-year analysis period percentage change for each performance measure.

The results indicate that LYNX performs above the average of its peer agencies in the majority of performance assessment areas. The large size of the service area coupled with the relatively low density of the population negatively impacts several of the effectiveness performance measures (i.e. passenger trips per capita or per revenue mile). LYNX performs well in the area of operating efficiency, as reported by the measure of operating expenses per trip, revenue mile, or revenue mile. Similarly, the revenue hours per employee and the administrative hours and maintenance hours per revenue hours illustrates the efficiency of LYNX's current operations.

Fixed Route Performance Evaluation Summary

Table 3-5

Performance Measure	Peer Rank	5-Year Change	Interpretation
Service			
Service Area Size	1	0	+
Service Area Population	2	17.5%	+
Service Area Density	11	17.5%	—
Vehicle Miles	2	12.5%	+
Passenger Trips	3	0.6%	+
Passenger Miles	3	(11.1%)	+
Revenue Miles	2	7.5%	+
Revenue Hours	2	6.7%	+
Vehicle			
Vehicles Available in Maximum Service	5	7.2%	+
Vehicles Operated in Maximum Service	5	12.1%	+
Revenue Hours per Vehicle in Max. Service	1	(4.8%)	+
Labor			
Revenue Hours per Employee FTE	2	0	+
Passenger Trips per Employee FTE	5	(5.7%)	—
Effectiveness			
Passenger Trips per Capita	7	(14.4%)	—
Passenger Trips per Revenue Hour	8	(6.1%)	—
Passenger Trips per Revenue Mile	7	(5.7%)	—
Passenger Trips per Vehicles in Max. Service	4	(10.2%)	—
Revenue Hours per Capita	8	(9.2%)	—
Revenue Miles per Capita	6	(8.5%)	—
Revenue Miles per Vehicles in Max. Service	6	(4.1%)	—
Vehicle Hours / Revenue Hours	6	0.8%	—
Admin. Hours / Revenue Hours	11	(8.0%)	+
Maintenance Hours / Revenue Hours	9	(2.4%)	+
Expenses and Revenue			
Operating Expenses	3	16.5%	+
Maintenance Expenses	6	(10.5%)	+
Fare Box Recovery Rate	2	(0.7%)	+
Efficiency			
Operating Expenses per Passenger Trip	8	15.6%	+
Operating Expenses per Revenue Mile	11	8.4%	+
Operating Expenses per Revenue Hour	9	9.2%	+

The vast majority of the fixed route performance measures have positive implications for LYNX in terms of their rank relative to the peer agencies as well as the five-year trend analysis. The effectiveness measures based on passenger trips and revenue miles reflect potential performance areas of concern for LYNX which may have several underlying causes (low density population, large service area, "dead-head" vehicle hours, etc.). The expenses and revenue measures as well as the labor and efficiency measures reflect the strength of LYNX's operations in providing quality service in an efficient manner. Specifically, the low ranking of LYNX for the two

effectiveness measures of administration hours per revenue hours, and maintenance hours per revenue hours, illustrates the cost-efficient delivery of service given the number of employees.

Demand Responsive Service Performance Evaluation Summary

Table 3-6

Performance Measure	Peer Rank	5-Year Change	Interpretation
Service			
Passenger Trips	4	42.9%	+
Passenger Miles	2	16.7%	+
Average Passenger Trip Length	1	(18.3%)	+
Revenue Miles	2	19.0%	+
Revenue Hours	2	19.3%	+
Vehicle			
Vehicles Available in Maximum Service	3	13.1%	+
Vehicles Operated in Maximum Service	3	16.8%	+
Revenue Miles per Vehicle in Max. Service	3	1.9%	+
Effectiveness			
Passenger Trips per Vehicles in Max. Service	7	22.4%	—
Passenger Trips per Revenue Hour	11	20.1%	—
Passenger Trips per Revenue Mile	8	25.0%	—
Efficiency			
Operating Expenses per Passenger Trip	3	3.9%	+
Operating Expenses per Revenue Mile	8	24.4%	+
Operating Expenses per Revenue Hour	6	24.6%	+

The majority of the demand responsive service performance measures have positive implications for LYNX in terms of their rank relative to the peer agencies as well as the five-year trend analysis. The effectiveness measures based on passenger trips reflect potential performance areas of concern for LYNX which may have several underlying causes (long trip lengths serving areas on the periphery of the service area, etc.). The efficiency measures reflect the cost-effective delivery of demand responsive services based on the number of passenger trips as well as the revenue mile and hour statistics.

PERFORMANCE EVALUATION

The performance evaluation consists of two primary components: the comparison of LYNX's performance with other transit systems which have similar characteristics (peer review analysis) and the analysis of LYNX over a five-year period (trends analysis). The trends analysis for LYNX assesses the most recently reported five-year period from 2006 through 2010.

The peer review analysis compares selected operational and performance measures of a transit agency with those of other agencies having similar service area characteristics and system characteristics. The aspects of these characteristics are assessed for a static point in time, in this case annual data for 2010. Information from the National Transit Database, obtained from the Integrated National Transit Database Analysis System (INTDAS) data access tool through the FDOT's Florida Transit Information System (FTIS) online program was utilized. The INTDAS tool supports the selection of a transit agency's peers through a simple query function. In the case of LYNX, the top ten peer agencies are as follows:

- Rhode Island Public Transit Authority (Providence, RI)
- Transportation District Commission of Hampton Roads (Hampton, VA)
- Transit Authority of River City (Louisville, KY)
- Pinellas Suncoast Transit Authority (St. Petersburg, FL)
- Broward County Transportation Department (Pompano Beach, FL)
- Suburban Mobility Authority for Regional Transportation (Detroit, MI)
- VIA Metropolitan Transit (San Antonio, TX)
- Capital Metropolitan Transportation Authority (Austin, TX)
- Kansas City Area Transportation Authority (Kansas City, MO)
- Omnitrans (San Bernardino, CA)

Table 10 on the following page provides a summary overview of the peer analysis for LYNX using 2010 NTD data.

Table 3-7 –Peer Agencies Summary Table – 2010 NTD Information

Company Name	Rhode Island Public Transit Authority	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	Transit Authority of River City	Pinellas Suncoast Transit Authority	Broward County Transportation Department	Suburban Mobility Authority for Regional Transportation	VIA Metropolitan Transit	Capital Metropolitan Transportation Authority	Kansas City Area Transportation Authority	Omnitrans	**PEER AVERAGE**	**LYNX - Central Florida Regional Transportation Authority**	**DIFFERENCE FROM PEER AVG.**
Location	Providence, RI	Hampton, VA	Louisville, KY	St. Petersburg, FL	Pompano Beach, FL	Detroit, MI	San Antonio, TX	Austin, TX	Kansas City, MO	San Bernardino, CA		Orlando, FL	
General Information													
Service Area Size (square miles)	1,436	369	283	238	410	1,074	1,213	522	919	456	**692**	2,538	266.8%
Service Area Population	1,048,319	1,210,588	754,756	871,480	1,766,476	3,167,075	1,555,963	935,595	1,445,584	1,450,000	**1,420,584**	1,805,921	27.1%
Service Area Population Density	730	3281	2667	3662	4308	2949	1283	1792	1573	3180	**2,542**	712	-72.0%
Vehicle Supply and Service Provision													
Vehicles Operated in Maximum Service	196	227	196	158	249	229	349	200	208	139	**215**	223	3.7%
Vehicle Hours	682,537	809,525	615,298	647,304	1,093,711	706,154	1,584,458	764,409	630,880	666,799	**820,108**	1,111,073	35.5%
Vehicle Miles	9,897,179	11,016,365	8,274,129	9,902,260	15,836,921	13,226,831	22,039,081	9,782,268	8,940,312	8,900,858	**11,781,620**	16,570,711	40.6%
Revenue Hours	628,890	802,708	566,108	603,191	1,024,606	617,081	1,505,095	679,591	580,551	638,338	**764,616**	1,030,195	34.7%
Revenue Miles	8,352,120	10,975,170	7,328,408	8,701,346	14,049,190	10,397,504	19,930,654	8,295,428	7,754,839	8,273,891	**10,405,855**	14,612,279	40.4%
Revenue Miles per Service Area	5,816	29,743	25,895	36,560	34,266	9,681	16,431	15,892	8,438	18,144	**20,087**	5,757	-71.3%
Passenger Trips	19,543,988	15,048,107	15,718,539	12,541,125	36,585,348	11,206,140	41,323,057	22,655,438	14,610,848	14,306,566	**20,353,916**	24,780,704	21.7%
Passenger Miles	73,886,379	98,754,062	60,731,815	66,144,989	172,113,497	79,990,578	173,370,403	99,719,138	50,083,960	66,789,651	**94,158,447**	133,309,552	41.6%
Revenue Miles per VMOS	42,613	48,349	37,390	55,072	56,422	45,404	57,108	41,477	37,283	59,524	**48,064**	65,526	36.3%
Service Effectiveness & Efficiency													
Total Operating Expense	$80,881,429	$62,173,616	$52,231,551	$49,811,888	$98,323,289	$77,230,679	$118,521,857	$76,179,798	$65,402,523	$55,748,645	**$73,650,528**	$82,539,264	12.1%
Operating Expense Per Revenue Mile	$9.68	$5.66	$7.13	$5.72	$7.00	$7.43	$5.95	$9.18	$8.43	$6.74	**$7.29**	$5.65	-22.5%
Admin Hours/Revenue Hours	0.24	0.47	0.18	0.22	0.17	0.22	0.21	0.28	0.28	0.17	**0.24**	0.17	-32.0%
Maintenance Expense Per Revenue Mile	$1.81	$1.36	$1.42	$0.86	$1.42	$1.71	$1.36	$2.33	$2.21	$1.56	**$1.60**	$1.15	-28.3%
Farebox Recovery (%)	22.32	21.93	17.95	21.77	26.86	16.39	17.55	9.51	16.27	23.24	**19.38**	25.37	30.9%

FIXED ROUTE SERVICE

Performance Evaluation
The performance measures assessed for the peer and the trends analyses for fixed-route motorbus service are shown in Table 11. These measures are consistent with the recommended performance measures identified in FDOT's Guidelines for Transit Development Plans.

Fixed Route Performance Evaluation Measures
Table 3-8

Operational Measures	Financial Measures
Service	***Expenses and Revenue***
Service Area Size	Operating Expenses
Service Area Population	Maintenance Expenses
Service Area Density	Fare Box Recovery Rate
Vehicle Miles	
Passenger Trips	***Efficiency***
Passenger Miles	Operating Expenses per Passenger Trip
Revenue Miles	Operating Expenses per Revenue Mile
Revenue Hours	Operating Expenses per Revenue Hour
Vehicle	
Vehicles Available in Maximum Service	
Vehicles Operated in Maximum Service	
Revenue Hours per Vehicle in Max. Service	
Labor	
Revenue Hours per Employee FTE	
Passenger Trips per Employee FTE	
Effectiveness	
Passenger Trips per Capita	
Passenger Trips per Revenue Hour	
Passenger Trips per Revenue Mile	
Passenger Trips per Vehicles in Max. Service	
Revenue Hours per Capita	
Revenue Miles per Capita	
Revenue Miles per Vehicles in Max. Service	
Vehicle Hours / Revenue Hours	
Admin. Hours / Revenue Hours	
Maintenance Hours / Revenue Hours	

General Service Measures

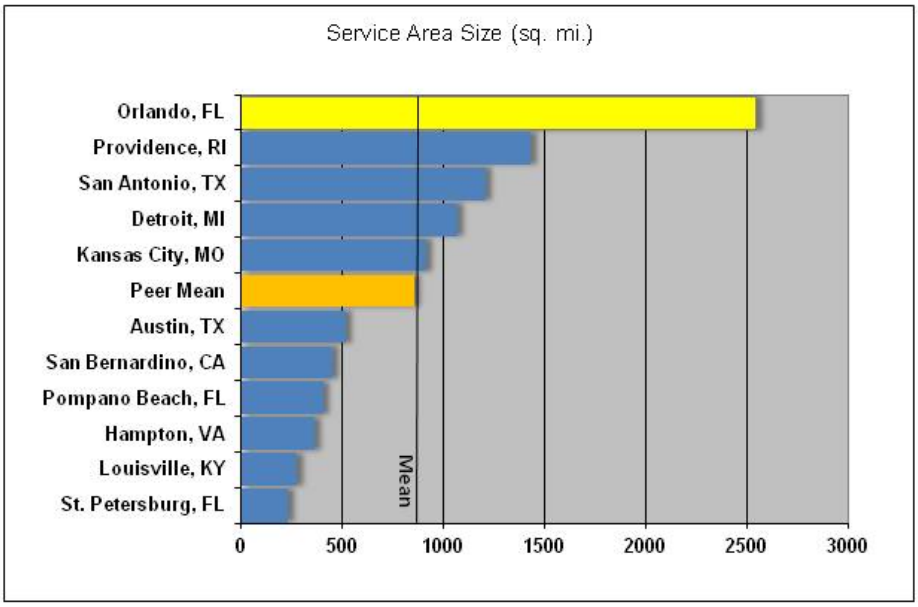
The general service measures provide the first tier of agency characteristics and service provision benchmarks, including population and service area size, gross number of trips, miles, and hours of operation. These measures provide the context for the overall agency in relation to its peer agencies, and present an overall assessment of the level of transit service provided. The analyses in this section indicate that LYNX is near the top of its peers in most of these measures, and has seen a positive growth in service operations over the past five years. One exception is the total passenger miles, which has decreased by eleven percent during the analysis period, reflecting service reductions (especially in 2008), due to funding constraints by the regional funding partners in reaction to the challenging economic conditions in the region.

Service Area Size

The LYNX service area of over 2,500 square miles is over 2.6 times the size of the average service area for the ten peer agencies. This geographic fact has obvious ramifications for the number of vehicle miles operated annually as well as passenger miles. There is no trend data for this measure as there has been no change in service area over the past five years.

LYNX Service Area Size

Figure 3-1

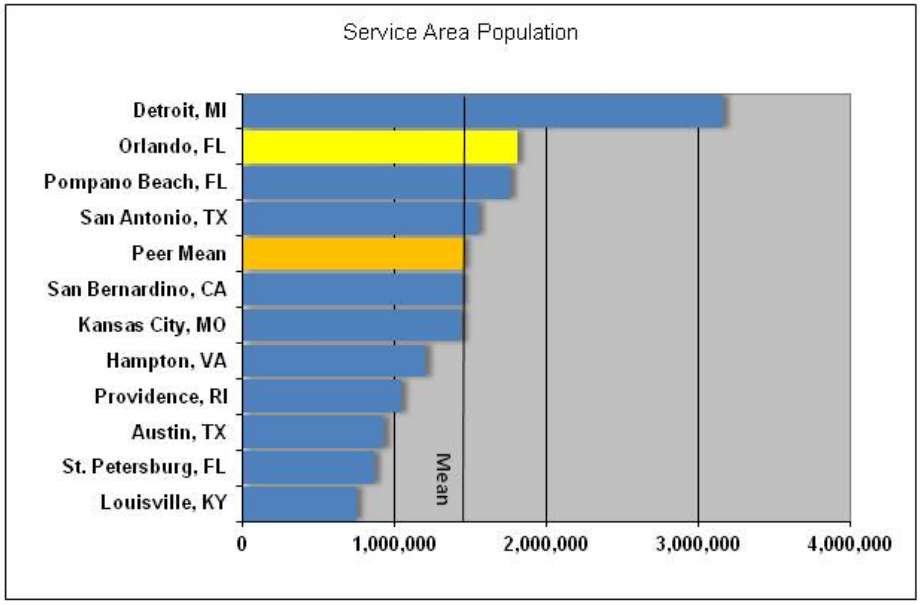


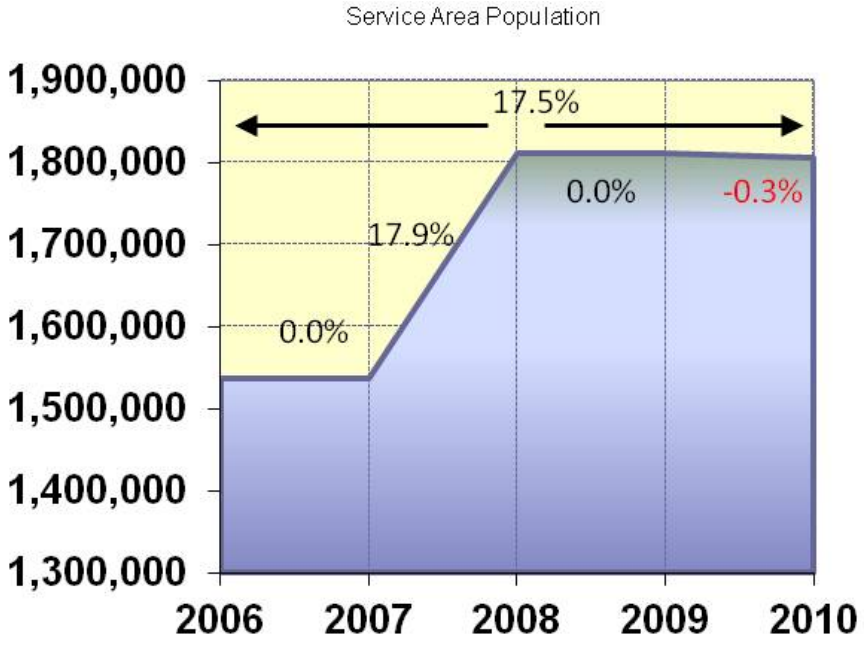
Service Area Population

Orlando ranks second among its peers in service population, with over 1.8 million residents within the service area. The average population for the peer group is 1.42 million persons. The trend data shows a strong growth between years 2007 and 2008. The data used for this analysis from the NTD did not provide for annual changes between 2006 and 2007, as well as for 2008 to 2009. The overall five-year growth change was 17.5% (an annual simple growth rate of 3.5%). This is a relatively high population growth rate, reflecting the continuing attractiveness of Central Florida as a residential and employment region despite challenging economic conditions.

LYNX Service Area Population

Figure 3-2



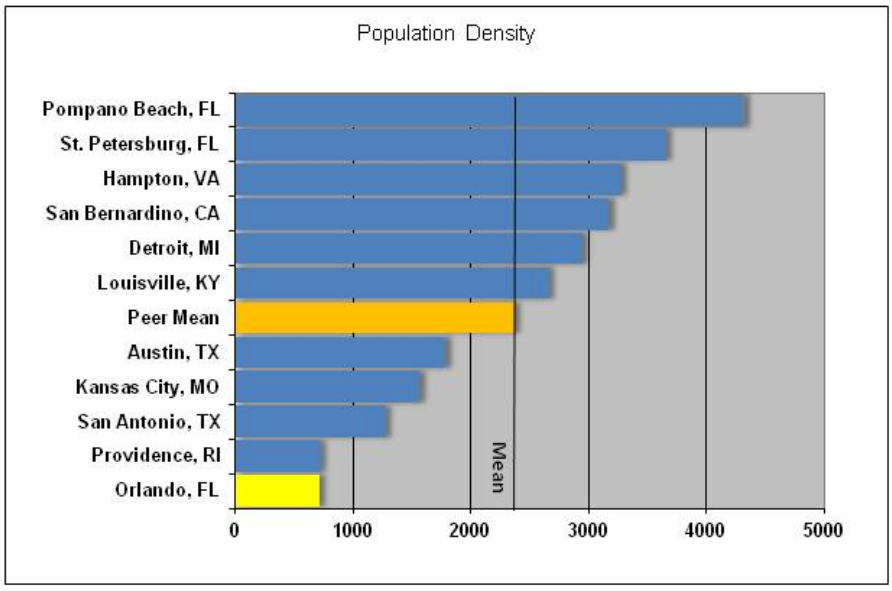


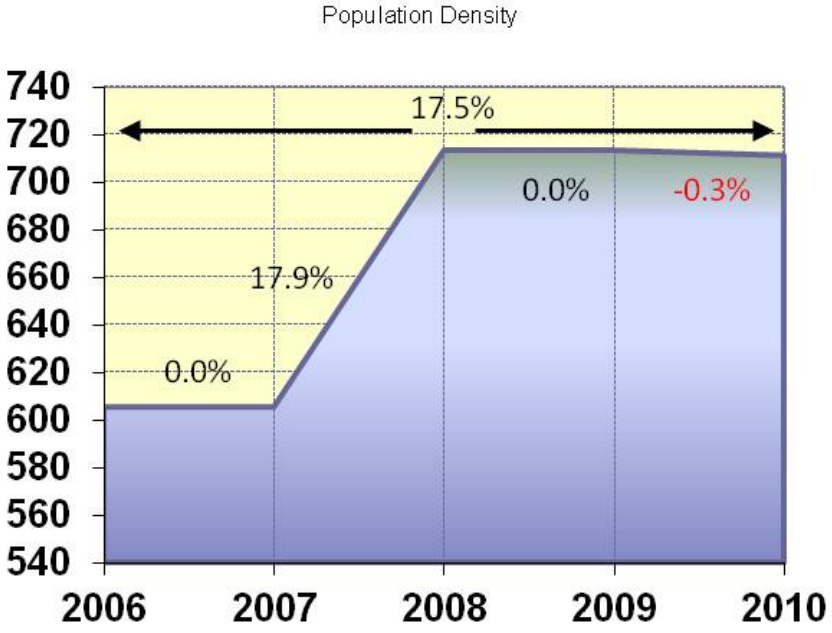
Service Area Population Density

The large size of the LYNX service area results in a relatively low population density. LYNX places last in the peer group ranking for density. The Orlando area's density of 712 persons per square mile is 72 percent lower than the peer average of 2,542 persons per square mile. This is an anticipated statistic given the pattern of development within the service area, largely representative of urban sprawl resulting from the real estate market preferences as well as to the State's growth management legislation and the requirement for transportation concurrency. The population density trend parallels the population trend, as the geographic service area remains unchanged during the analysis period.

Service Area Population Density

Figure 3-3



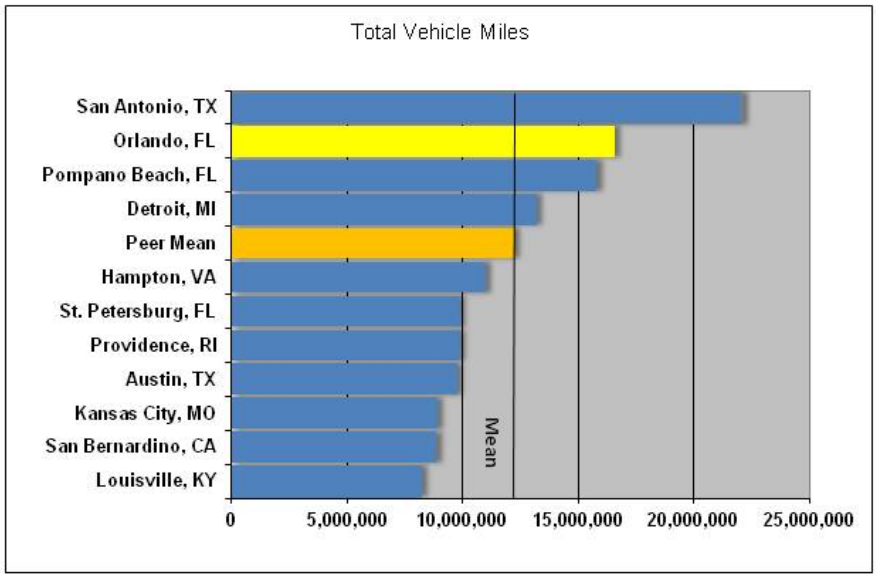


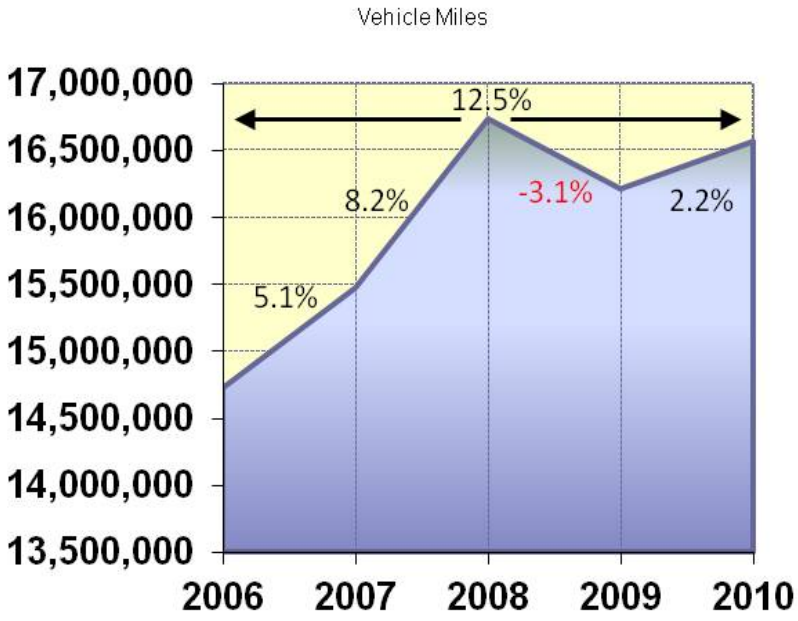
Vehicle Miles

Total annual vehicles miles travelled for the LYNX fixed route buses ranks second among the peer group, with over 16.5 million miles. The peer group average is almost 11.8 million miles annually. LYNX's annual miles traveled have increased by 12.5 percent over the recent five-year period. This statistic is resultant from the size of the service area combined with service enhancement to areas located on the periphery of the service area. Examples include service to Poinciana, Clermont, and Orange City in Volusia County.

Total Vehicle Miles

Figure 3-4



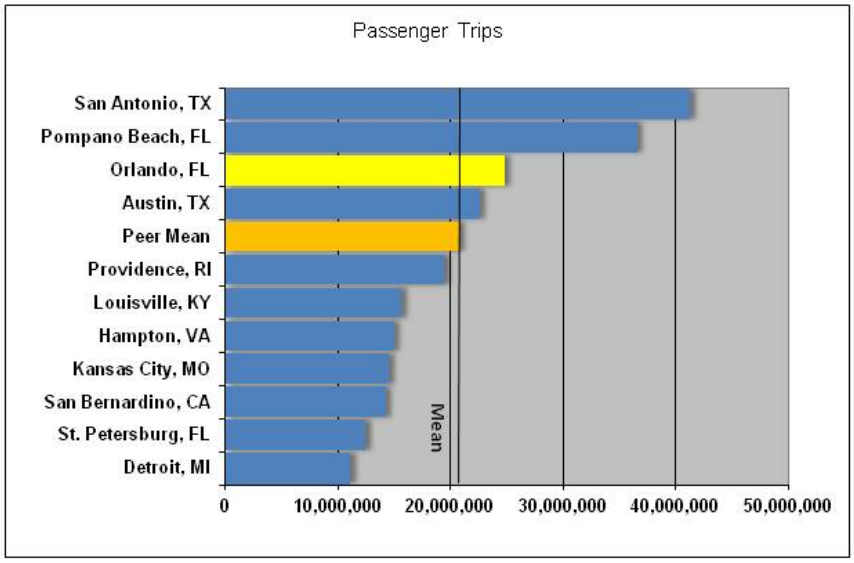


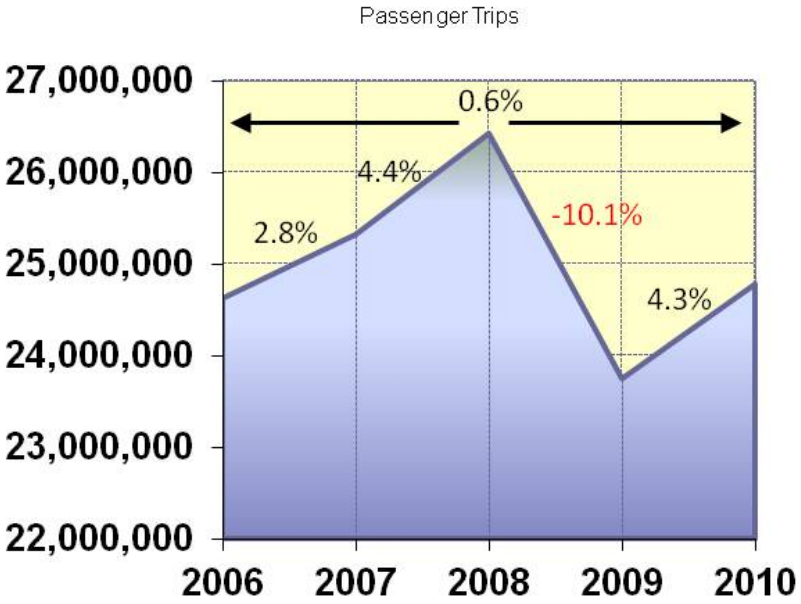
Passenger Trips

LYNX ranks third in annual passenger trips, but the trend over the five-year period has been relatively flat, with an average growth of less than one percent. This is the result of the 10 percent reduction in passenger trips in year 2009. Significant service reduction in 2008 reduced the number of passenger trips significantly in that year, a decrease of ten percent from 2007 levels. LYNX ridership has recovered from that low of nearly 24 million trips despite service reductions, and continues to experience a positive growth in passenger trips. Reasons may include the high cost of personal auto ownership and operation (fuel costs), stagnate or decreasing payrolls within the region and the continued investment by LYNX in improved vehicles and shelters at bus stops which make transit a more attractive option.

Total Passenger Trips

Figure 3-5



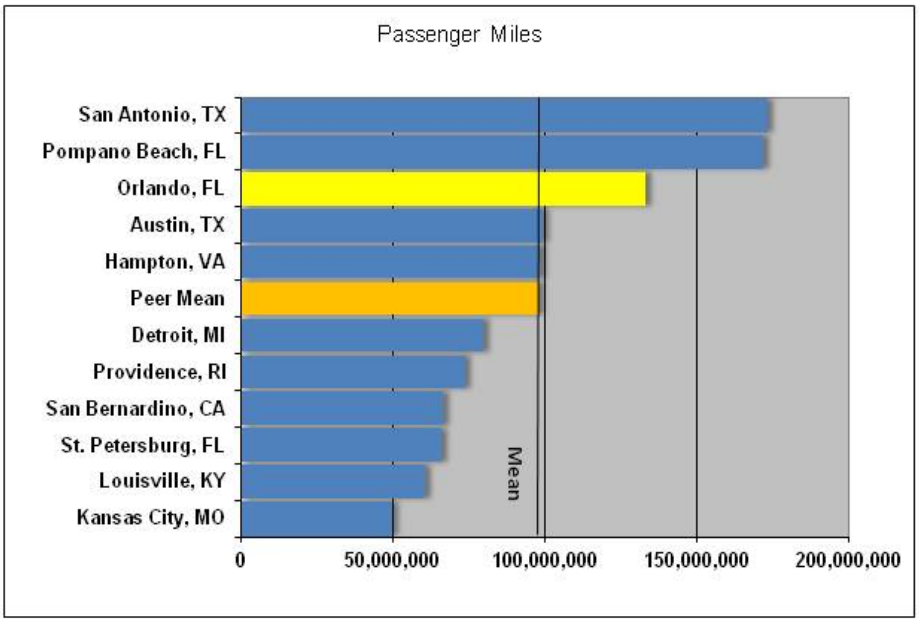


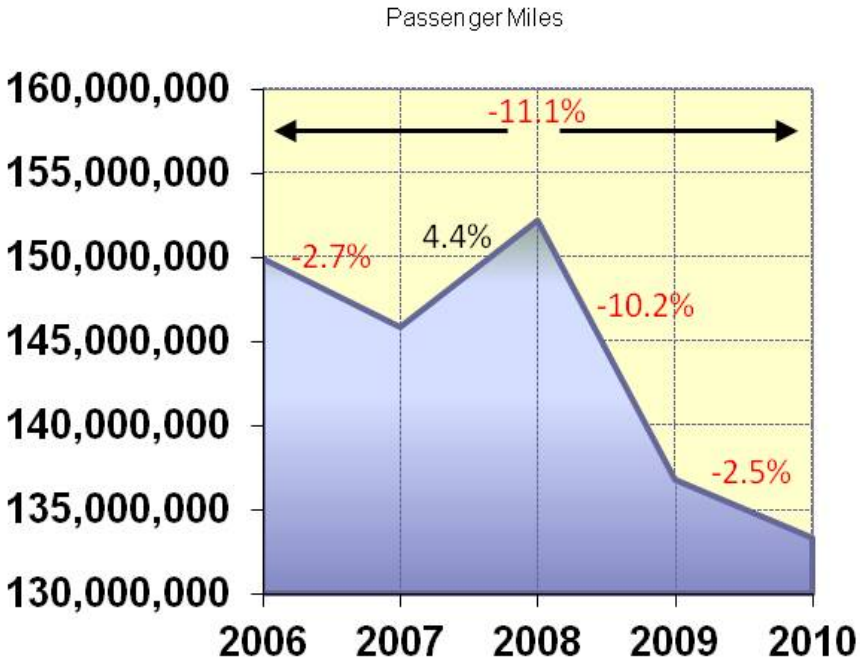
Passenger Miles

While vehicle miles have increased over the five year analysis period, the annual passenger miles for LYNX have decreased by 11 percent. The total annual passenger miles of 133.3 million miles places LYNX in third position of the peer agencies, and is approximately 39 million passenger miles more than the peer average. The drop in passenger miles reflects the service reductions implemented by LYNX during the analysis period.

Total Passenger Miles

Figure 3-6



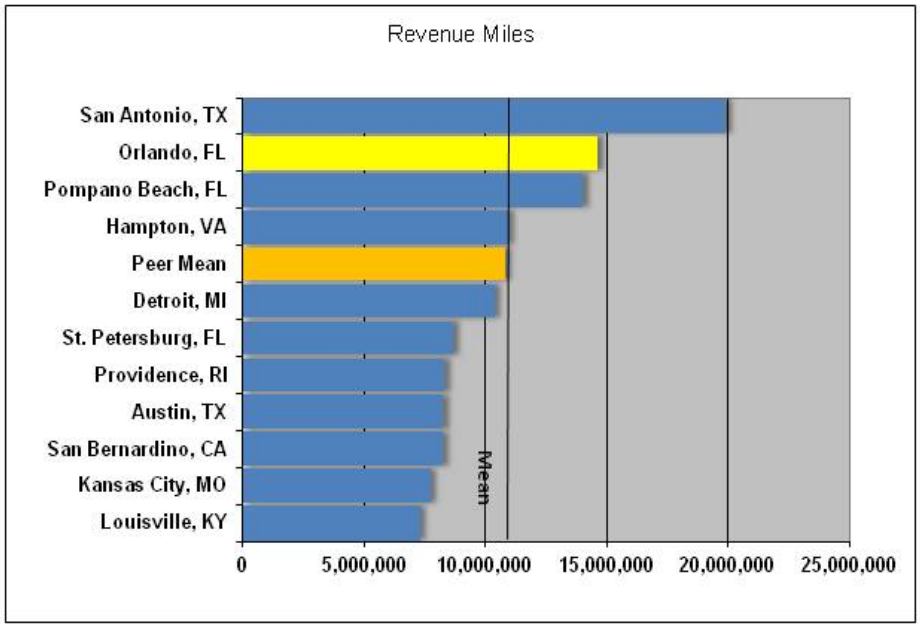


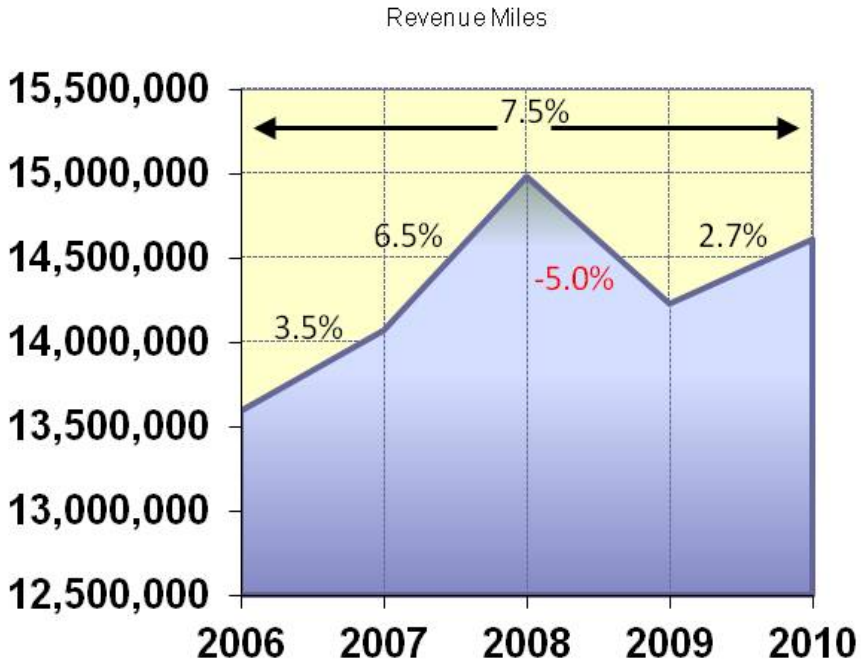
Revenue Miles

The number of revenue miles operated by LYNX's fixed route system has increased by 7.5% over the five-year period, and ranks second among its peer group agencies. This very positive result is an indication of the minimization of "dead-head" miles experienced when vehicles are out of service and returning to the maintenance facility.

Total Revenue Miles

Figure 3-7



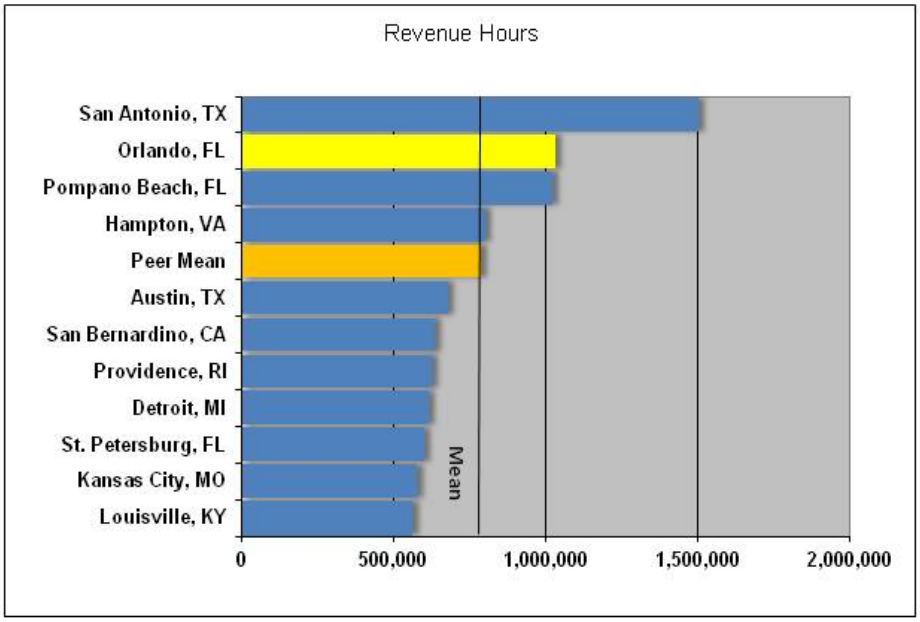


Revenue Hours

Paralleling revenue miles, the annual revenue hours of fixed route bus operation by LYNX ranks second among the peer group, and has grown by 6.7 percent over the five-year period. Similar to the positive result of the revenue miles analysis, LYNX has performed well against its peers as well as throughout the five-year analysis period in the increase of revenue operations relative to total vehicle miles and hours operations.

Total Revenue Hours

Figure 3-8



FIXED ROUTE VEHICLE

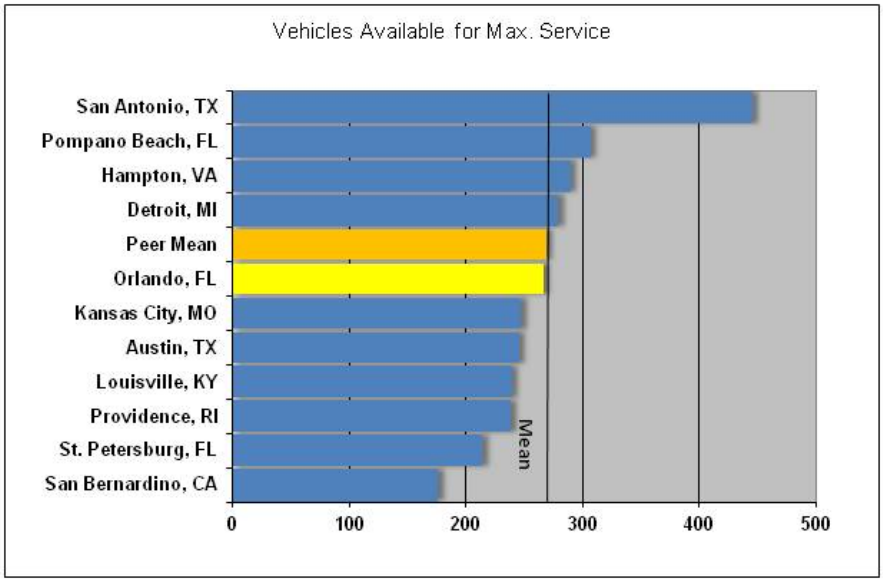
The vehicles performance measures exhibit the investments made by LYNX in vehicles, which is another measure of transit service provision to the community. LYNX has succeeded in purchasing hybrid vehicles and in converting to biodiesel fuel for its fleet. In fact, LYNX is the only transit agency to have built its own biodiesel blending facility, capturing cost savings through vertical integration of its operating expenses.

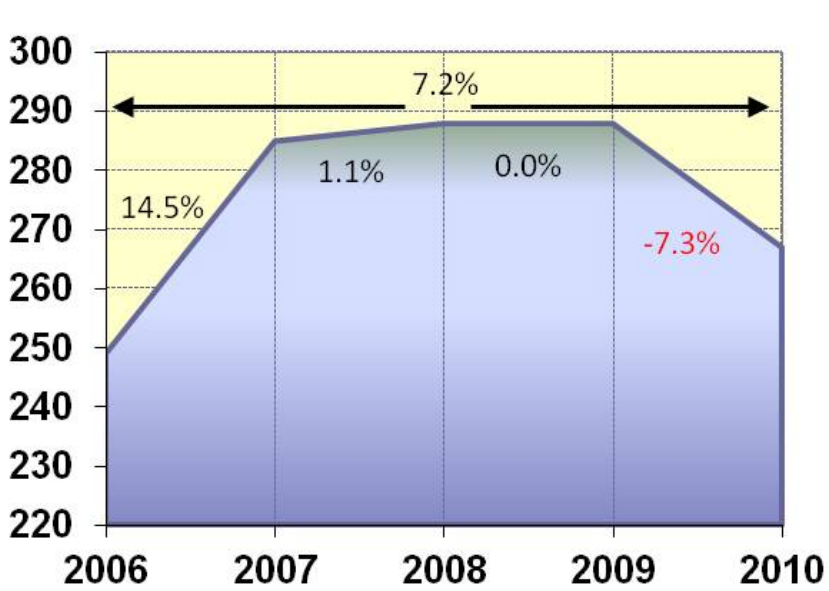
Vehicles Available in Maximum Service

LYNX is at the peer group mean for the number of buses available for maximum service at 267 units as of 2010. LYNX's trend shows a significant increase in buses in 2007, which resulted in a five-year trend of a 7.2 percent increase.

Vehicles Available in Maximum Service

Figure 3-9



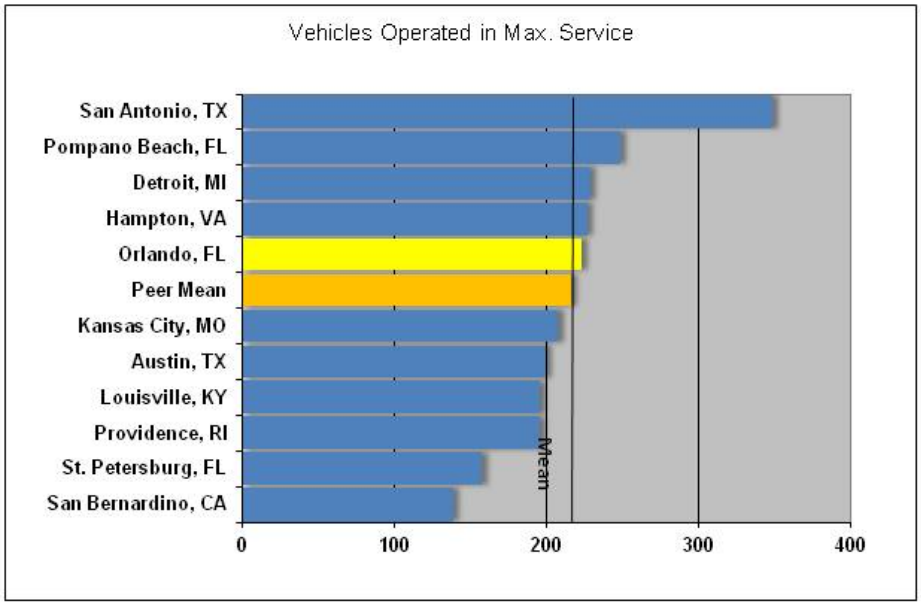


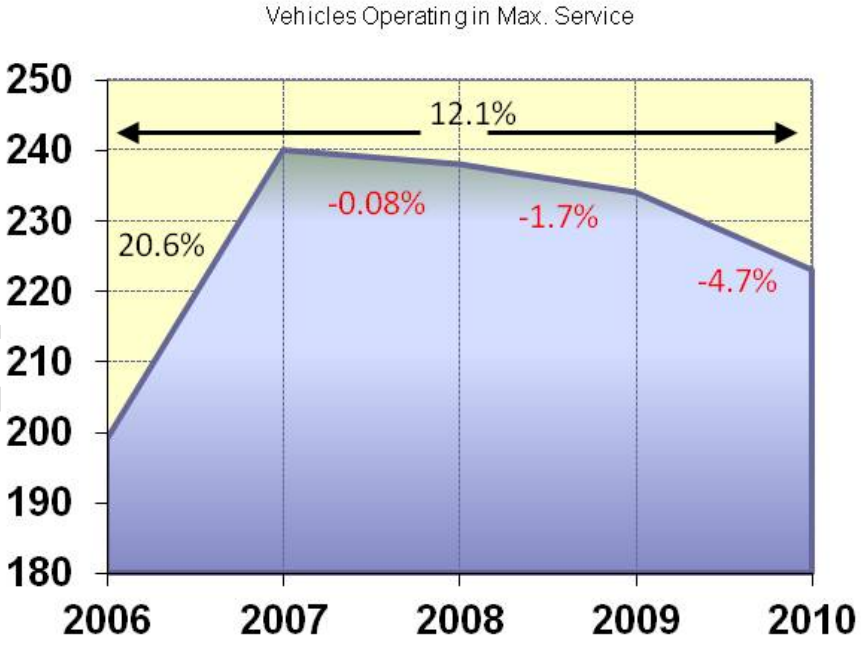
Vehicles Operated in Maximum Service

Similar to available vehicles, the number of LYNX vehicles operated in maximum service increased significantly in 2007, and provided a five-year trend of 12.1 percent increase. LYNX ranked fifth among the peer group, just above the peer average with 223 units in 2010.

Vehicles Operated in Maximum Service

Figure 3-10



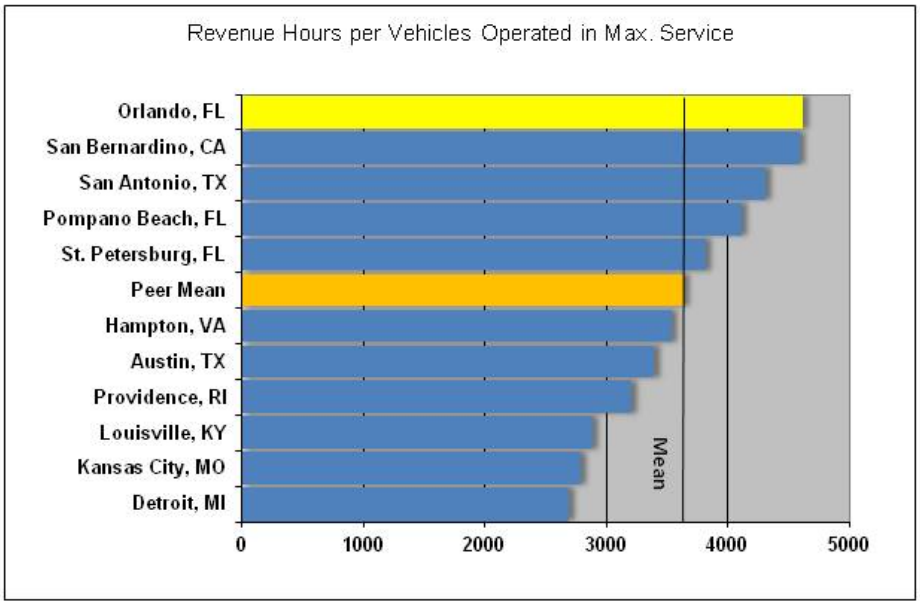


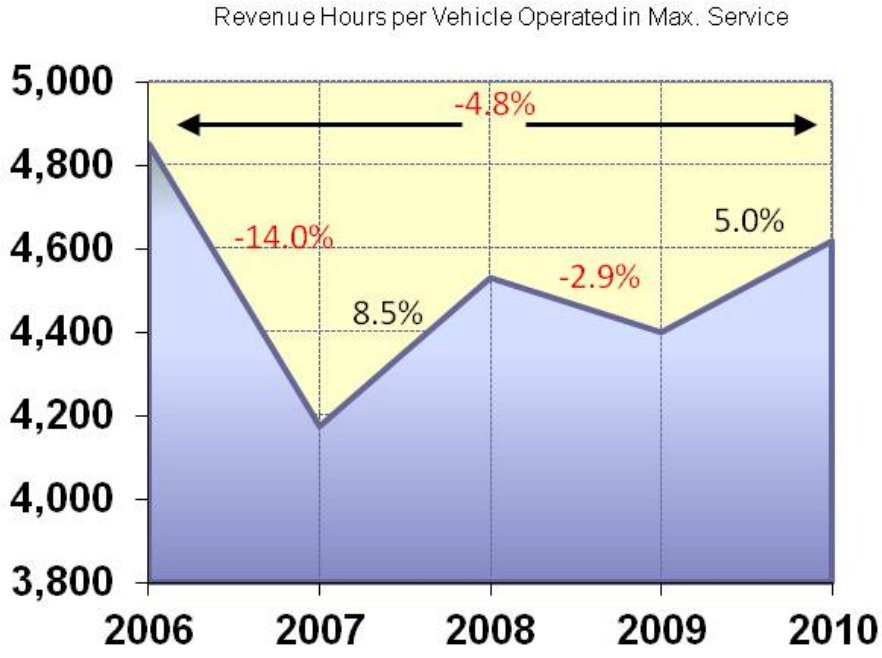
Revenue Hours per Vehicle Operated in Maximum Service

Revenue hours per vehicle operated in maximum service is a measure of vehicle utilization, and LYNX ranks first among the peer group. The five-year trend has resulted in a decrease of 4.8 percent, the majority realized in 2007. This statistic portrays the effectiveness of the vehicles operated during the peak periods, resulting in a high number of revenue hours relative to the peer agencies.

Revenue Hours per Vehicles Operated in Maximum Service

Figure 3-11





LABOR

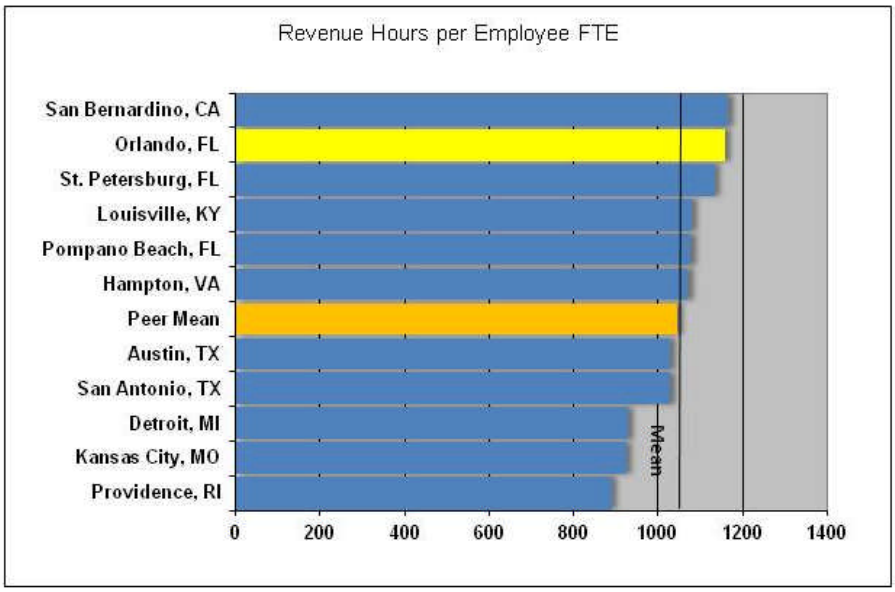
Labor measures based on total agency employment provide indications of labor productivity, especially when reviewing the peer analyses. LYNX ranks above the peer mean on both revenue hours per Employee FTE (full-time equivalents) and on Passenger Trips per FTE.

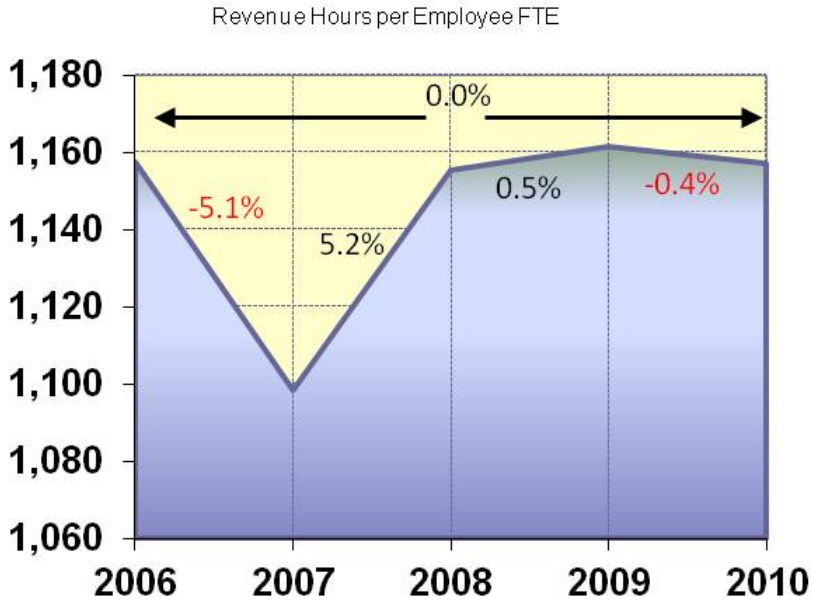
Revenue Hours per Employee FTE

Full time equivalents (FTEs) are a useful unit of measure of productivity and service effectiveness. LYNX ranks second among the peer group in this labor productivity measure, and has experienced no change over the five-year analysis period. There was some variability in this measure in 2007 and 2008.

Revenue Hours per Employee FTE

Figure 3-12



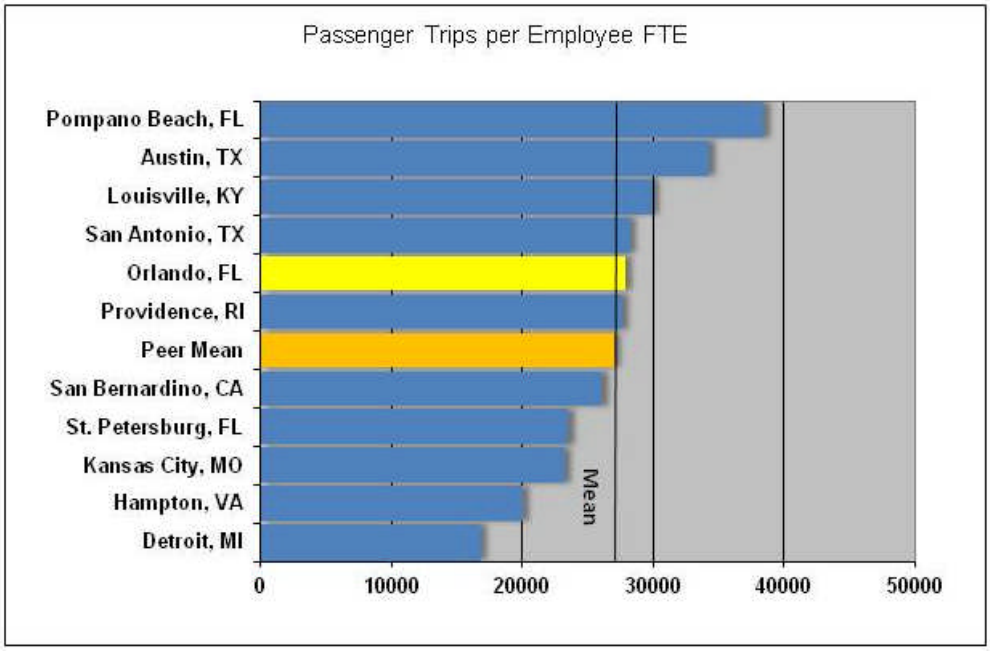


Passenger Trips per Employee FTE

LYNX experienced a decrease in passenger trips per FTE over the five-year period of 5.7 percent. This is related to the relatively flat five-year growth in total passenger trips during the review period. Orlando ranks fifth among the peer group for 2010.

Passenger Trips per Employee FTE

Figure 3-13



FIXED ROTUE EFFECTIVENESS

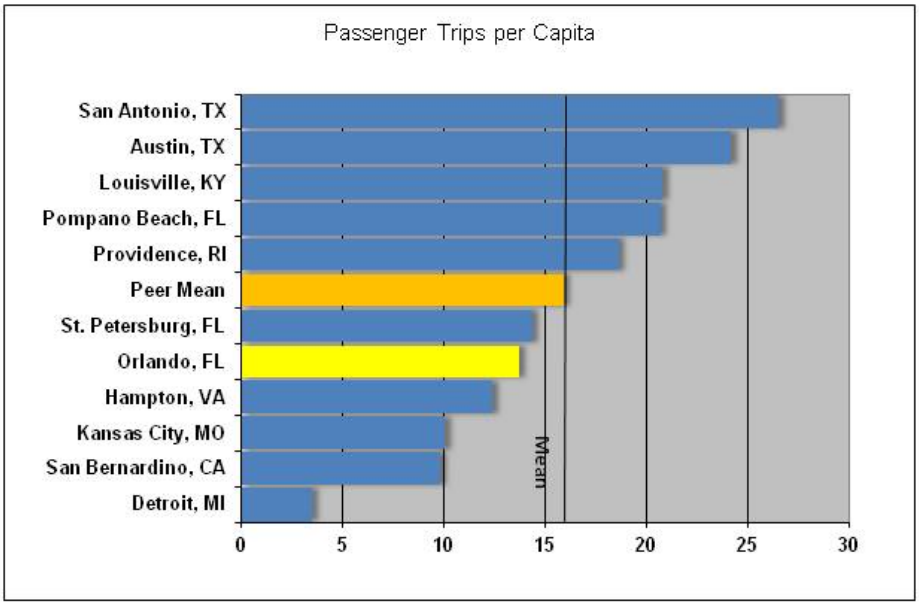
Service effectiveness performance measures provide management with statistics on how well the agency is providing transit service. Based on trips provided, revenue hours and revenue miles, these measures indicate reductions in the number passenger trips provided relative to revenue hours and miles and vehicles in maximum operating service. A positive trend and peer review assessment, however, is in the ratio of administrative hours to revenue hours, and in the ratio of maintenance hours to revenue hours. LYNX ranks as one of the most efficient agencies among the peer group on these measures, indicating that the high level of service provided is produced with a relatively low amount of administrative and maintenance hours.

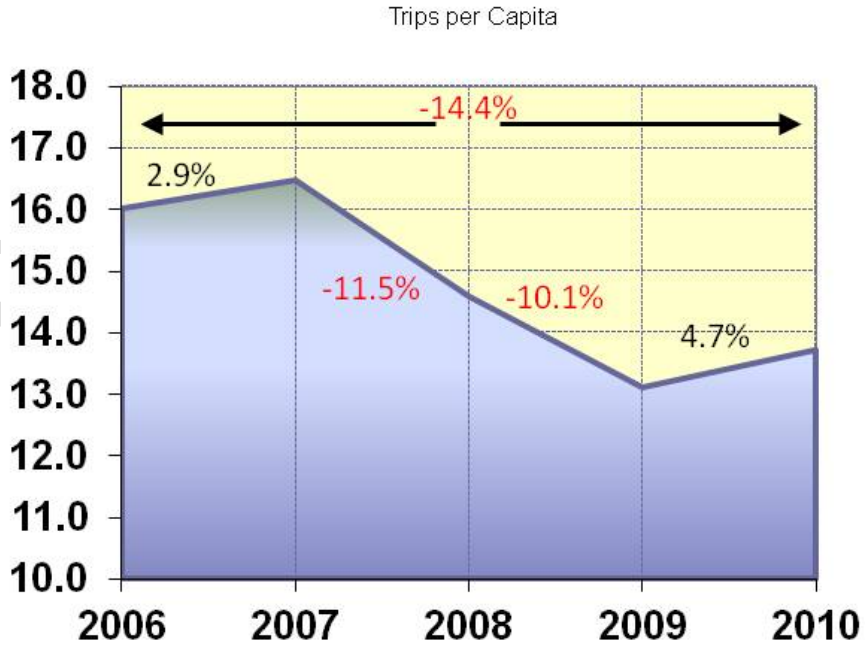
Passenger Trips per Capita

LYNX ranked below the mean for passenger trips per capita, and experienced a related decrease in this measure of 14.4 percent over the five year analysis period. This is associated with the relatively flat passenger trip growth over the five year period while the service area population increased.

Passenger Trips per Capita

Figure 3-14

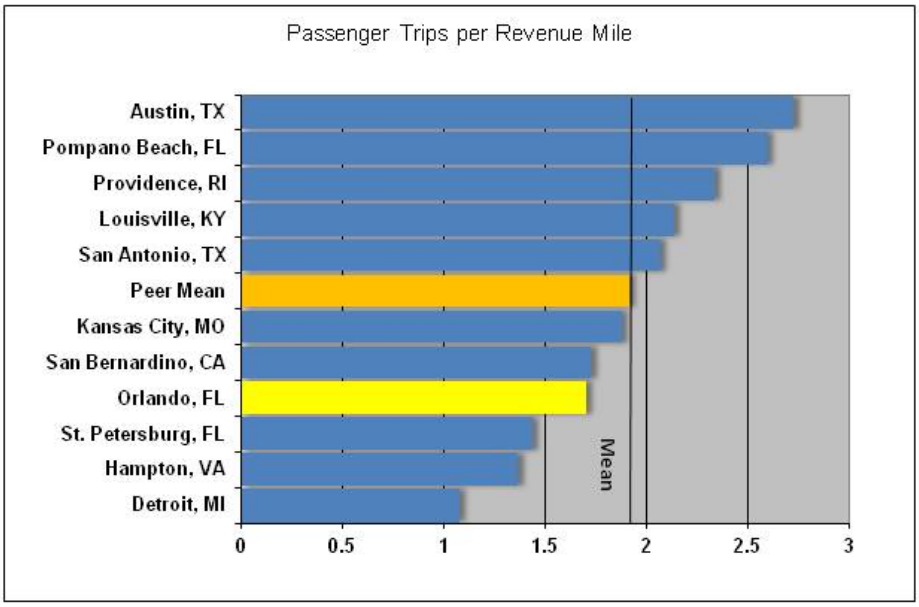




Passenger Trips per Revenue Mile

The trend of relatively flat passenger trips growth for the five-year period combined with additional revenue miles to serve new routes on the service area periphery is reflected in the trips per revenue mile. LYNX ranked eighth among its peers, and below the group average, and has experienced a six percent decrease in this measure.

Passenger Trips per Revenue Mile
Figure 3-15

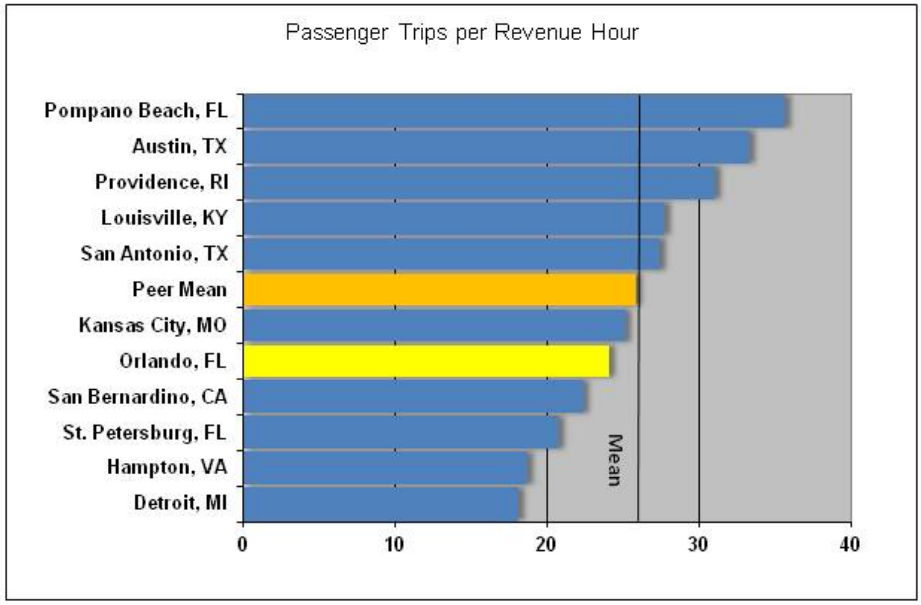


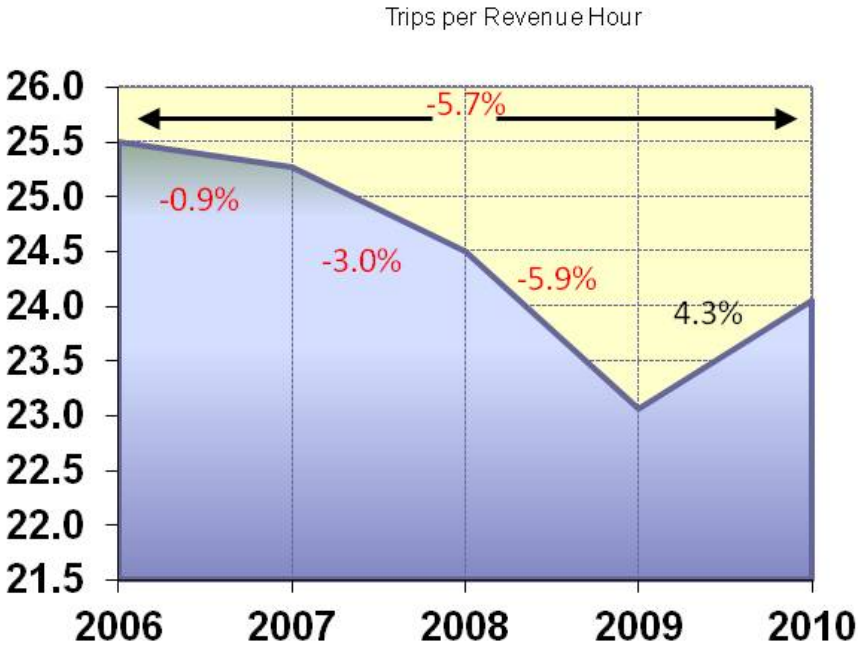
Passenger Trips per Revenue Hour

LYNX passenger trips per revenue hour decreased by 5.7 percent over the review period, and ranked below the peer average for 2010. These results are similar to the results for passenger trips per revenue mile, and are resultant from the same factors.

Passenger Trips per Revenue Hour

Figure 3-16



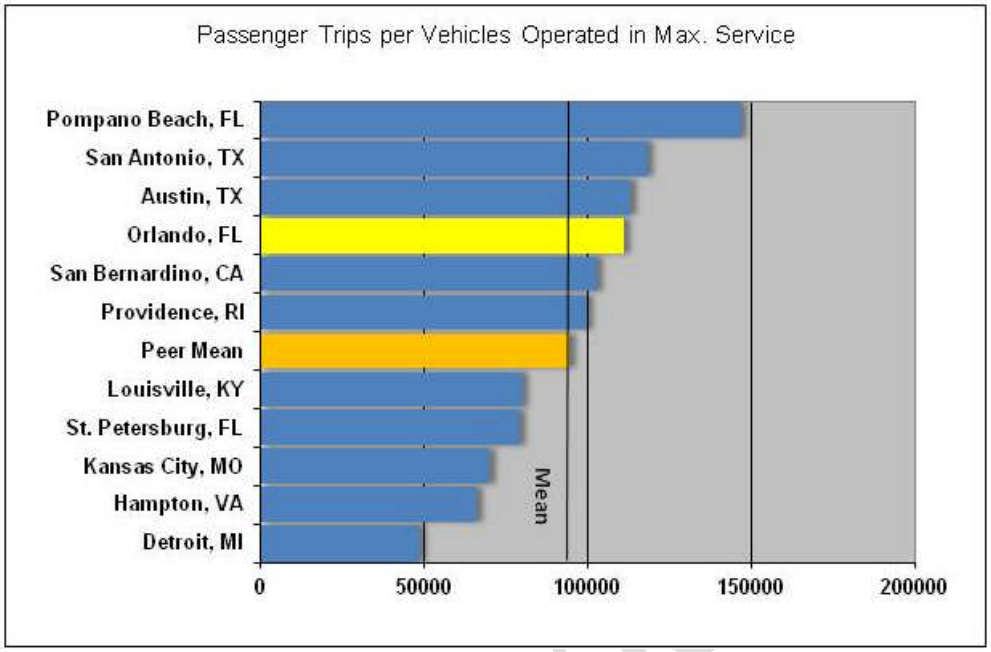


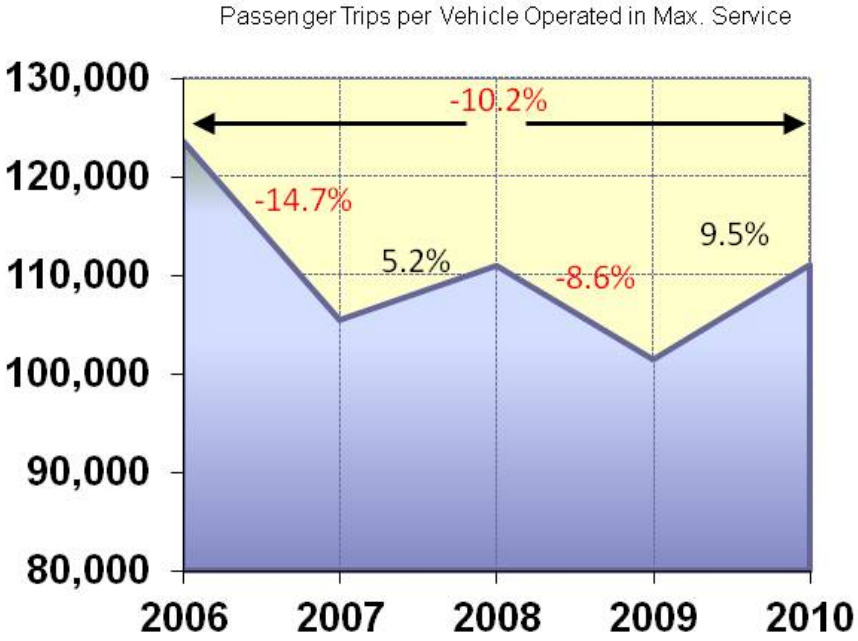
Passenger Trips per Vehicle Operated in Maximum Service

LYNX ranked fourth in the total number of passenger trips per vehicle operated in maximum service, however, experienced a 10.2 percent decrease in this service effectiveness measure over the analysis period.

Passenger Trips per Vehicle Operated in Maximum Service

Figure 3-17



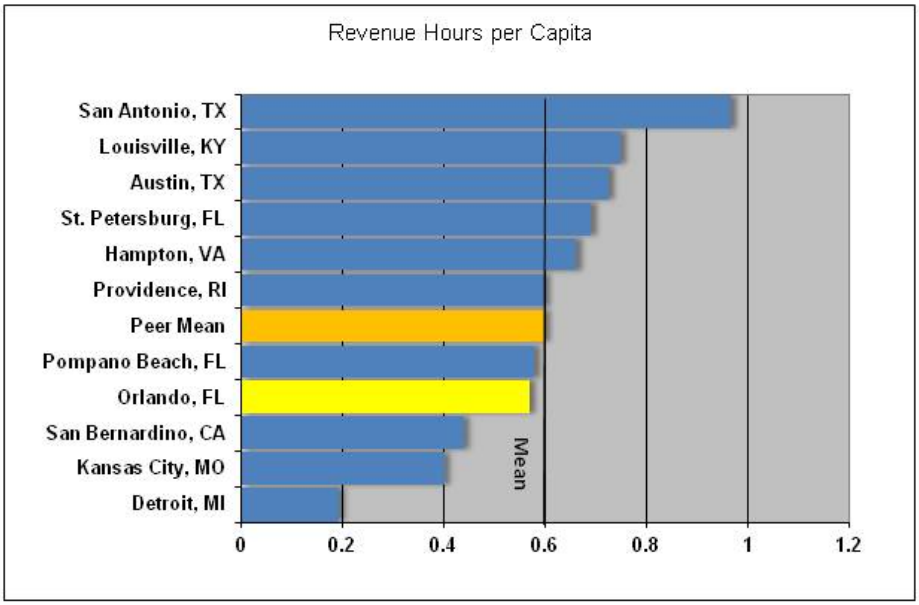


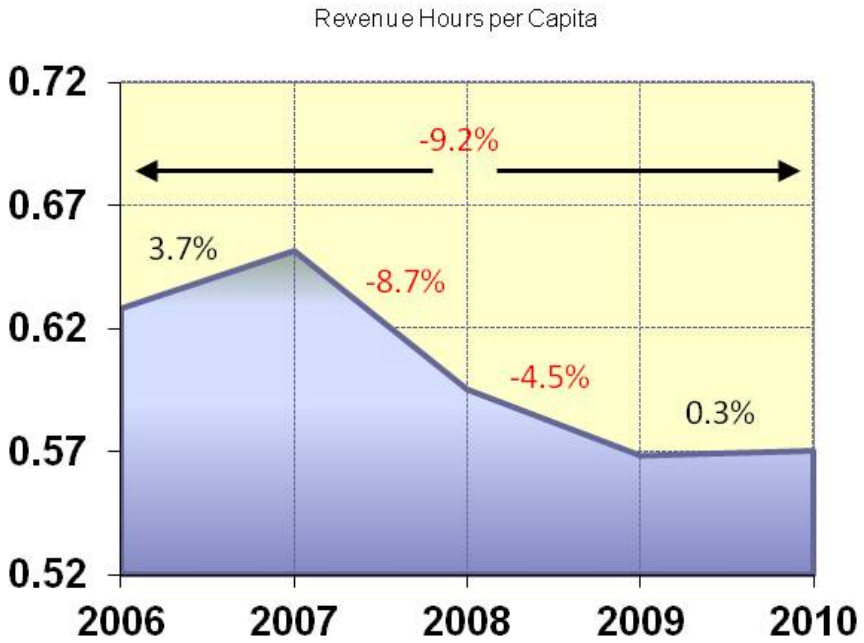
Revenue Hours per Capita

Reflecting the Orlando area's large population base, the number of revenue hours per capita reflects a 9.2 percent decrease over the five-year analysis period, and ranks LYNX at eighth among the peer group. The five-year trend reflects the decrease in revenue hours in 2008 associated with the relatively significant service reductions implemented that year.

Revenue Hours per Capita

Figure 3-18



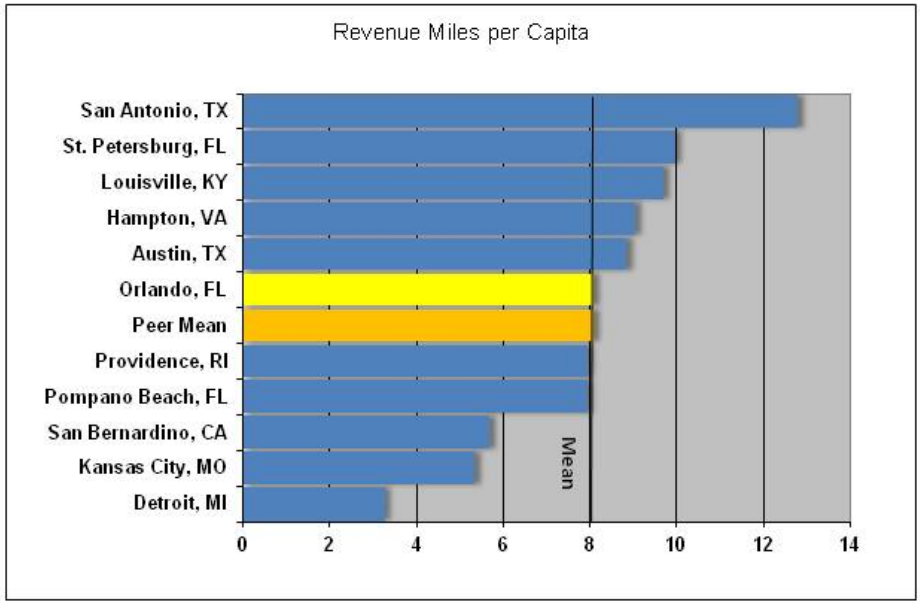


Revenue Miles per Capita

The number of revenue miles per capita decreased by 8.5 percent over the analysis period, and LYNX ranked sixed among its peer group, near the group average. This measure parallels the revenue hours per capita assessment, with the same underlying issue of the impact of service reductions.

Revenue Miles per Capita

Figure 3-19

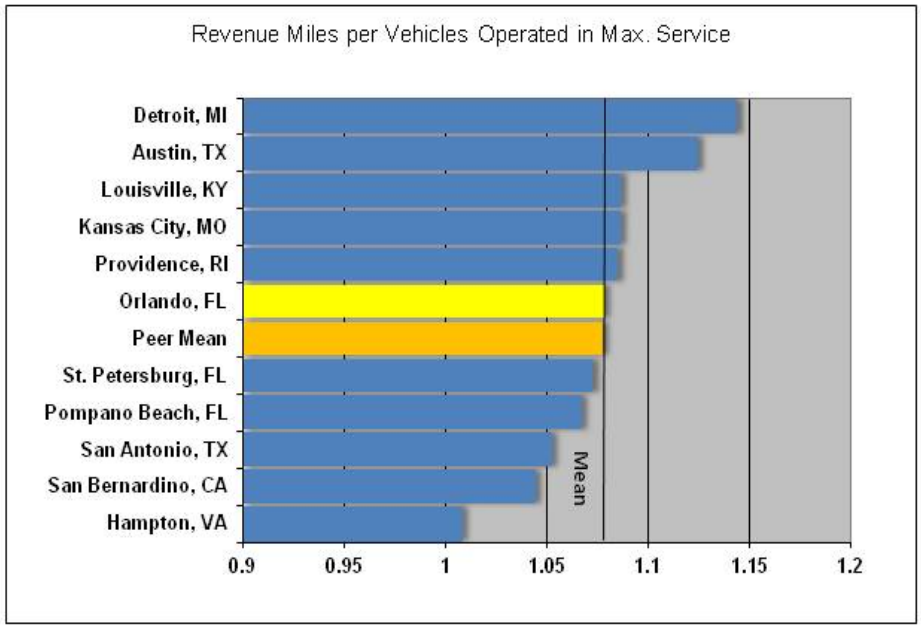


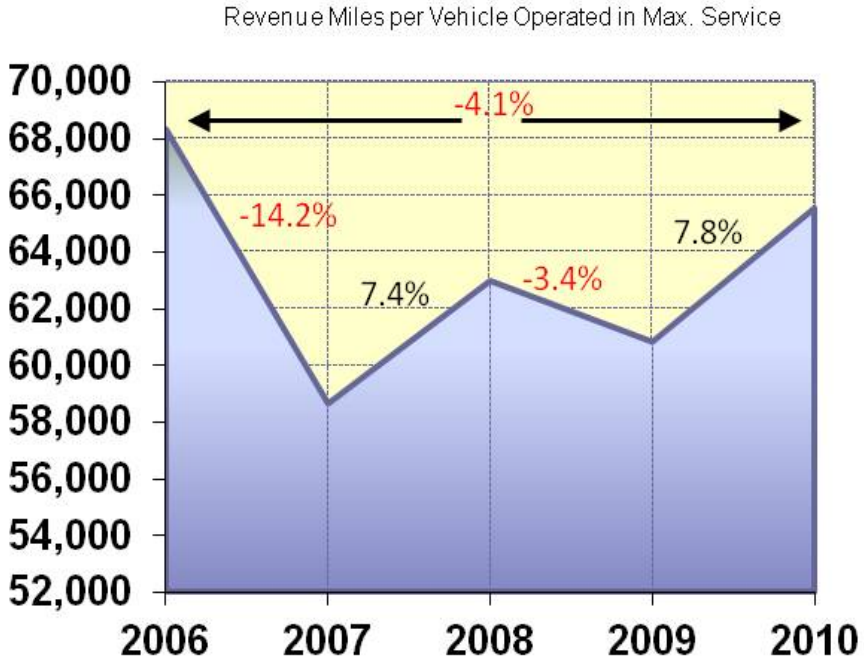
Revenue Miles per Vehicle Operated in Maximum Service

LYNX ranked just above the peer group mean in the measure of revenue miles per vehicle operated in maximum service. The five-year trend for LYNX is a decrease of 4.1 percent, with variability exhibited in all years.

Revenue Miles per Vehicle Operated in Maximum Service

Figure 3-20



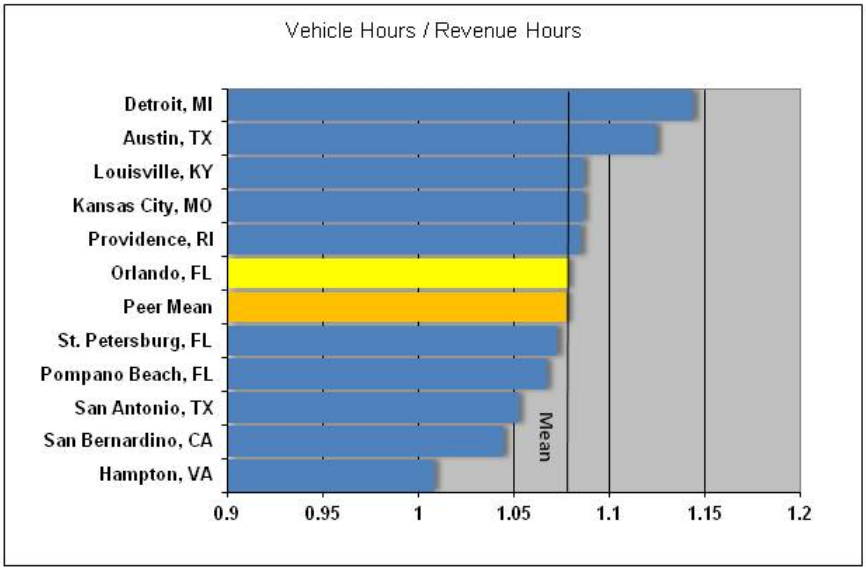


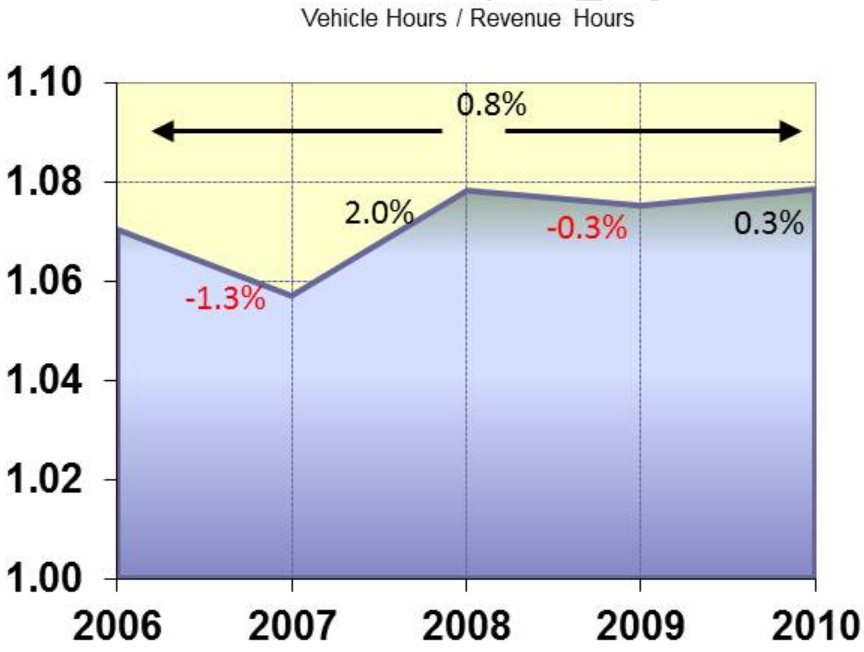
Vehicle Hours / Revenue Hours

This measure assesses the ratio of revenue hours the agency recognizes for each hour of vehicle operation. The closer to 1.0 the statistic, the greater the efficiency of the agency's fixed routes, minimizing "dead-head" hours. LYNX ranks just above the peer mean, and the statistic has held relatively constant over the analysis period.

Vehicle Hours/Revenue Hours

Figure 3-21



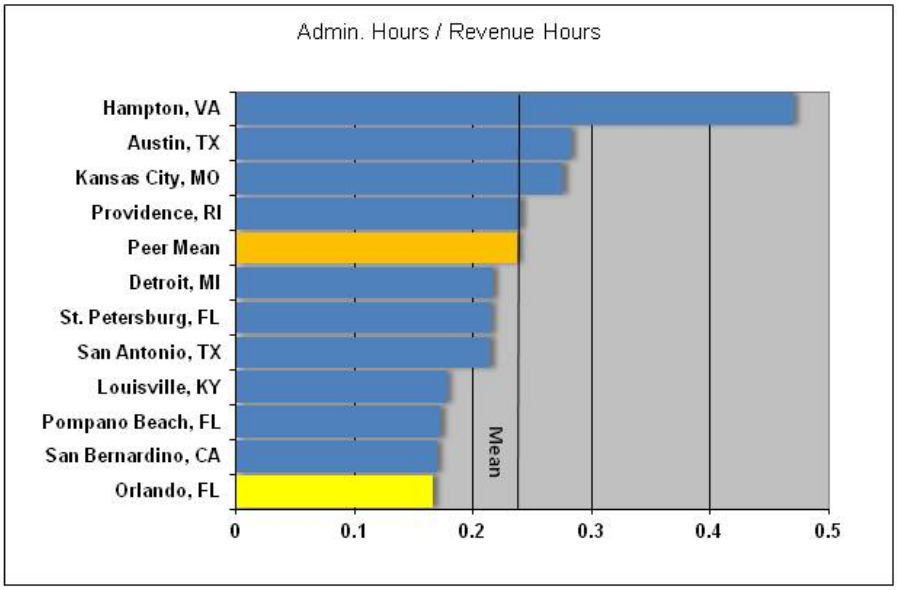


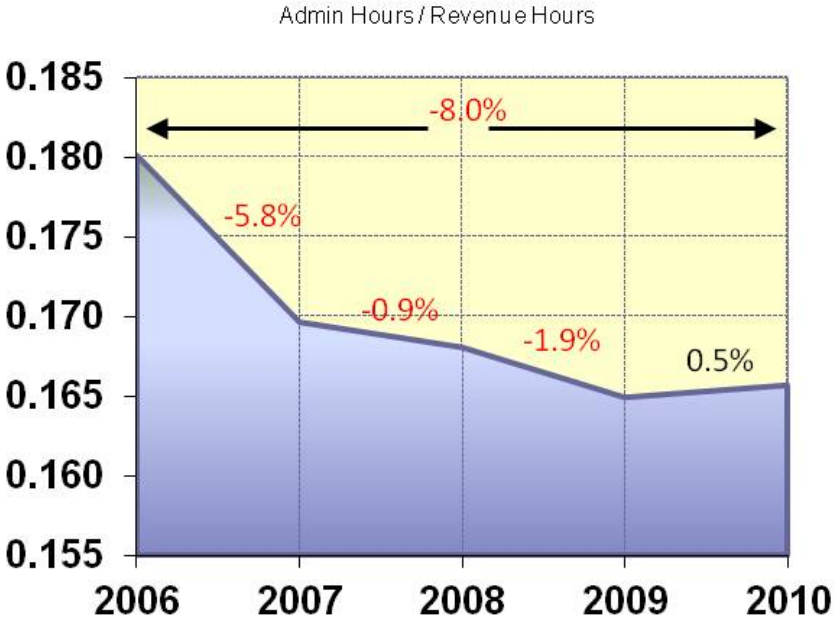
Administration Hours / Revenue Hours

LYNX has the most efficient ratio of administration hours to revenue hours of any of the peer agencies, and the five-year trend continues to decrease. This result illustrates the minimal number of administrative hours that have been required to support the provision of services. While this is an extremely positive assessment, LYNX should consider this measure as an indication that additional administrative personnel may be required to maintain the high level of service provision expected by the service area, especially as new services and service expansions are currently being implemented.

Ratio of Administrative Hours to Revenue Hours

Figure 3-22



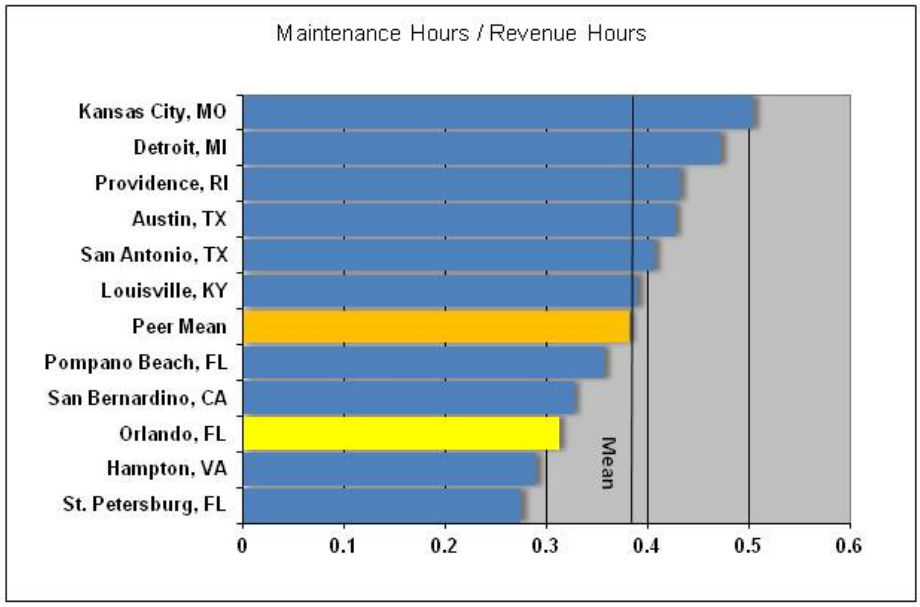


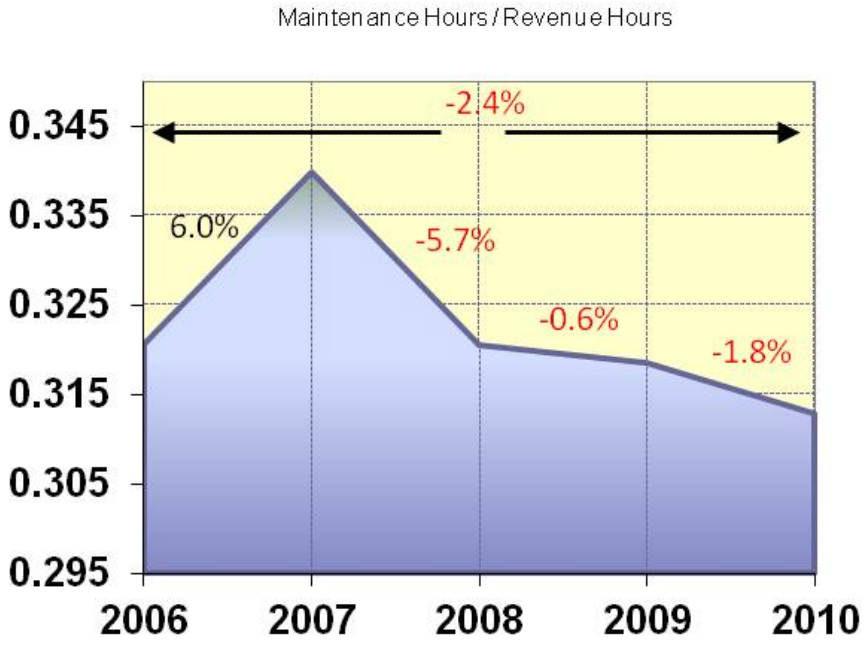
Maintenance Hours / Revenue Hours

LYNX has also experienced excellent operational efficiency results upon review of the maintenance hours required per Revenue Hour. LYNX has one of the lowest ratios of the peer agencies, and the ratio continues to decline over the analysis period. This is a testament to the LYNX maintenance personnel efficiently keeping the vehicles in operation.

Ratio of Maintenance Hours to Revenue Hours

Figure 3-23





EXPENSES AND REVENUE

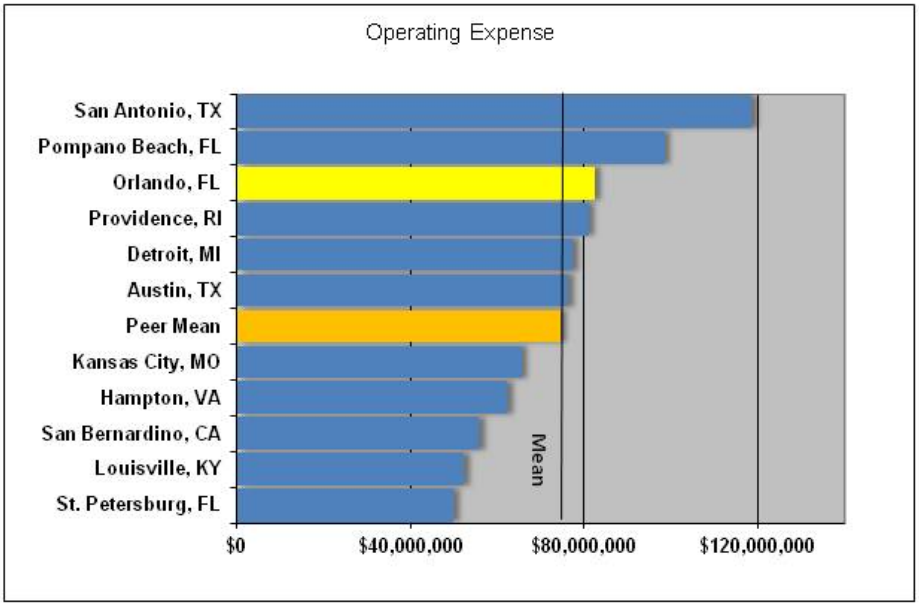
The assessment of expenses and revenues provide both an overview of the agency's financial operating condition as well as an analysis of the cost effectiveness in providing services. While not to the detail of a financial assessment, the assessment of expenses and revenues will provide LYNX management with a view of relative financial performance as well as a trends review. Red flag statistics may be further investigated through a more detailed financial analysis.

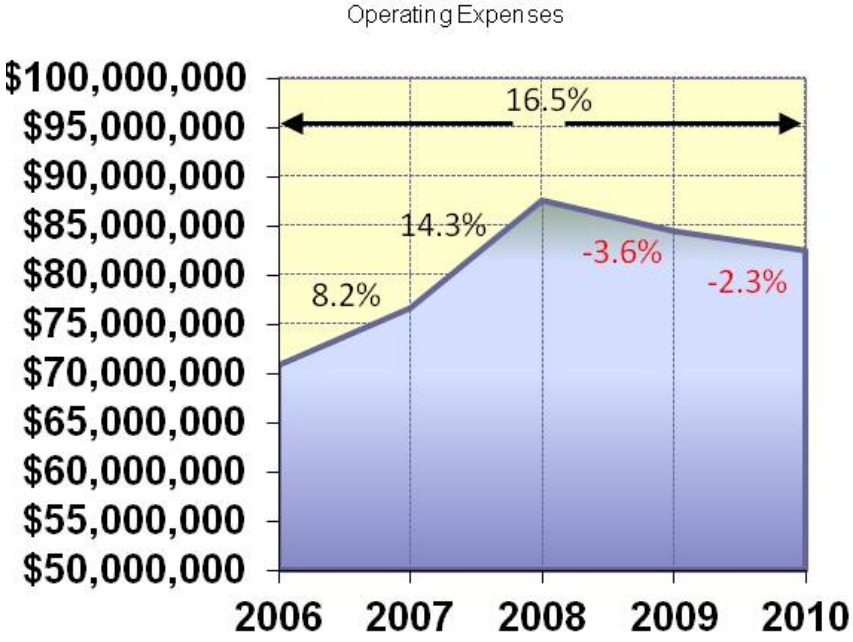
Operating Expenses

LYNX operating expenses are ranked third among the peer agencies, and have seen a five-year increase of over sixteen percent. This is consistent with the increase in the number of vehicles in operation, the increase in the vehicle miles traveled, and increased service to areas on the periphery of the service area.

Operating Expenses

Figure 3-24



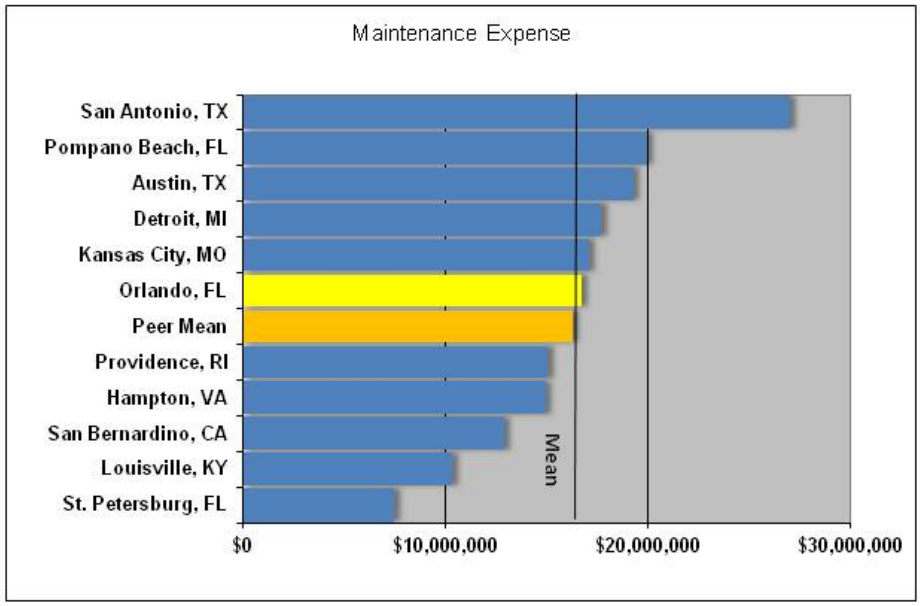


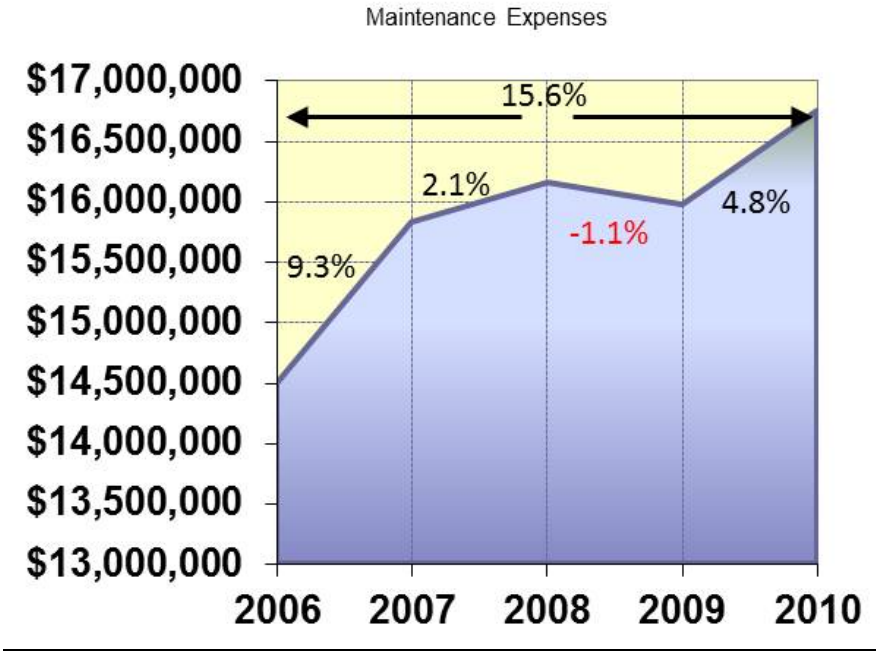
Maintenance Expenses

LYNX maintenance expenses are at the mean of the peer group, and have seen an increase of over fifteen percent during the five-year analysis period. This is consistent with the fact that LYNX has the same number of vehicles in service as the peer mean, but is inconsistent with the total vehicle miles traveled – which ranks LYNX as second among the peer group. So despite having one of the highest number of vehicles miles and revenue miles operated among the peers, LYNX's overall maintenance expenses is only at the peer group mean.

Maintenance Expenses

Figure 3-25

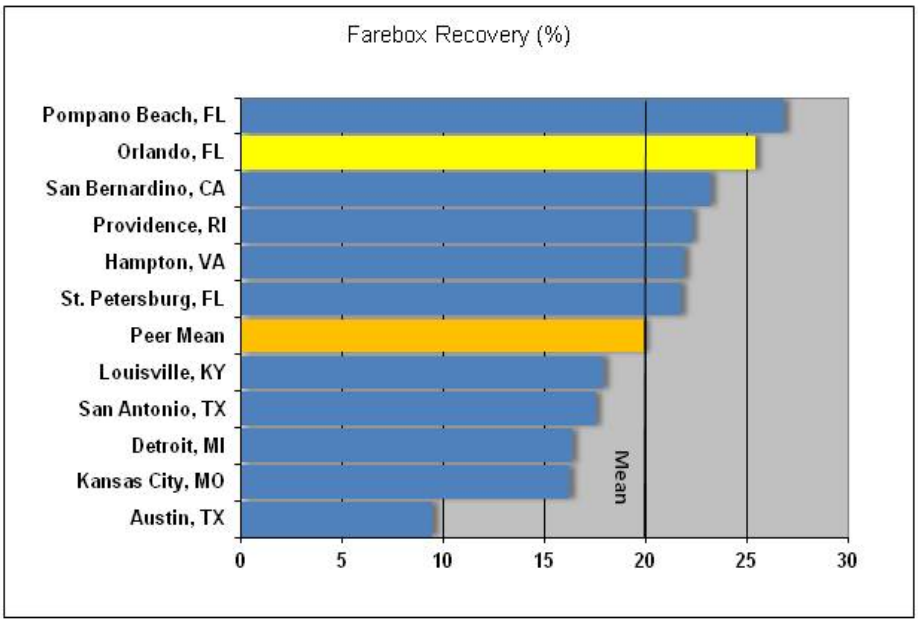


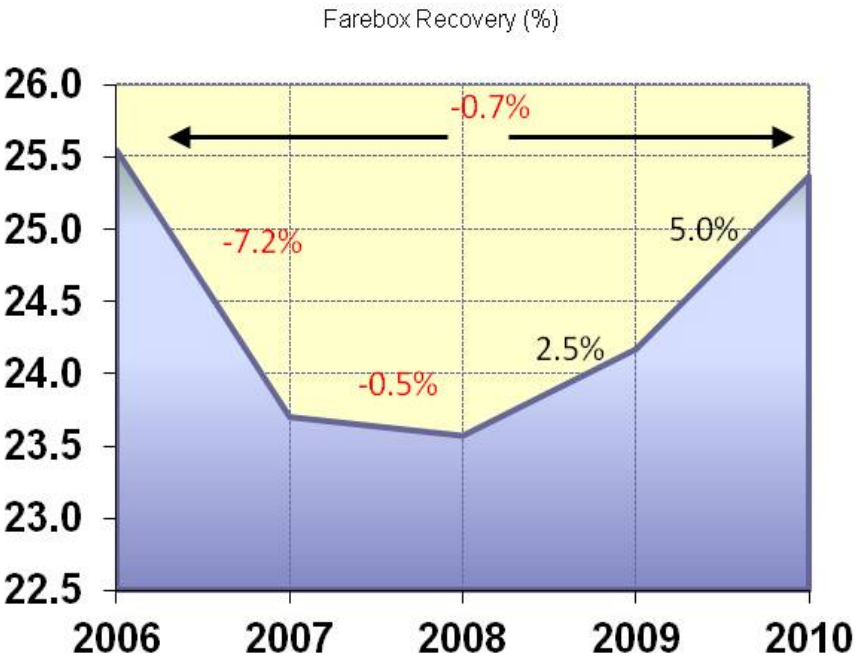


Fare Box Recovery

LYNX experiences one of the highest fare box recovery rates of the peer group at over twenty-five percent. This rate has held relatively constant over the five-year period. This may indicate a higher capture of the choice market rider, one who is willing to pay for a trip.

Fare Box Recovery
Figure 3-26





FIXED ROUTE **EFFICIENCY**

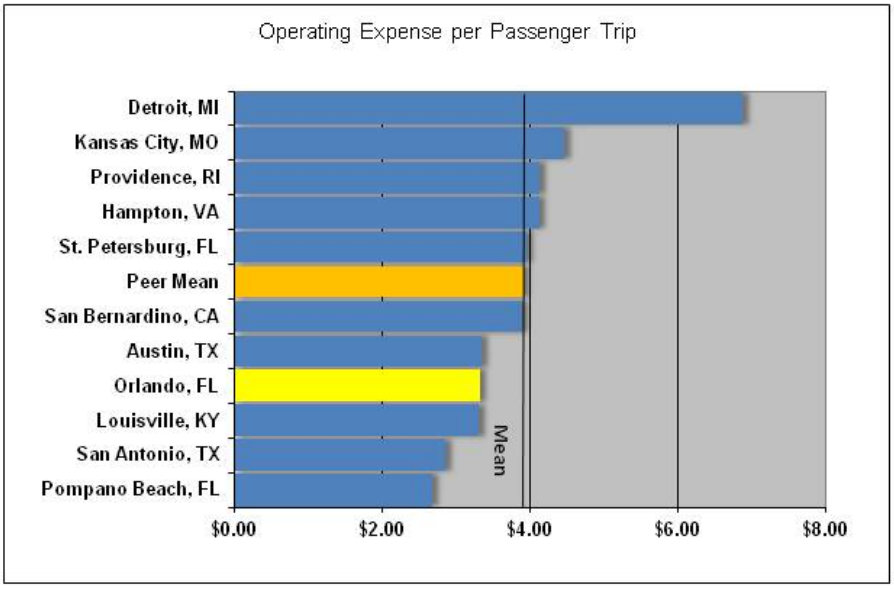
Cost efficiency measures provide an assessment of an agency's ability to provide quality service within the constraints of financial resources, vehicles, and facilities. These financial measures relate the cost of service provision to the number of passenger trips and the amount of revenue hours and miles generated.

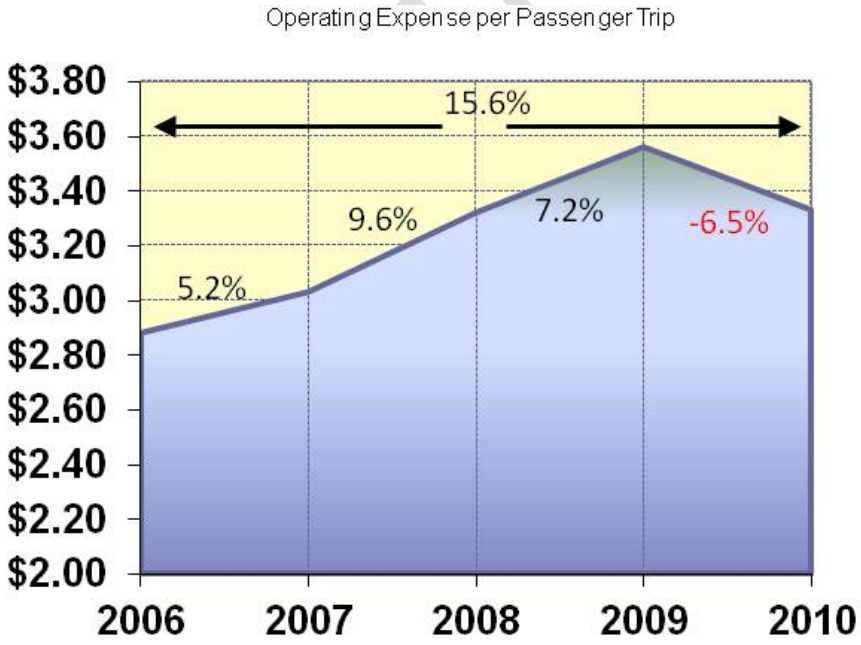
Operating Expense per Passenger Trip

As the number of passenger trips has varied over the five-year period, operating expenses have steadily increased. The result is that LYNX ranks eighth among the peer group in operating expense per passenger trip, and has experienced a fifteen percent increase in this measure over the five-year analysis period. As the number of annual passenger trips continues to rise, we may expect the trend to continue to decrease, as it did in 2010.

Operating Expense per Passenger Trip

Figure 3-27

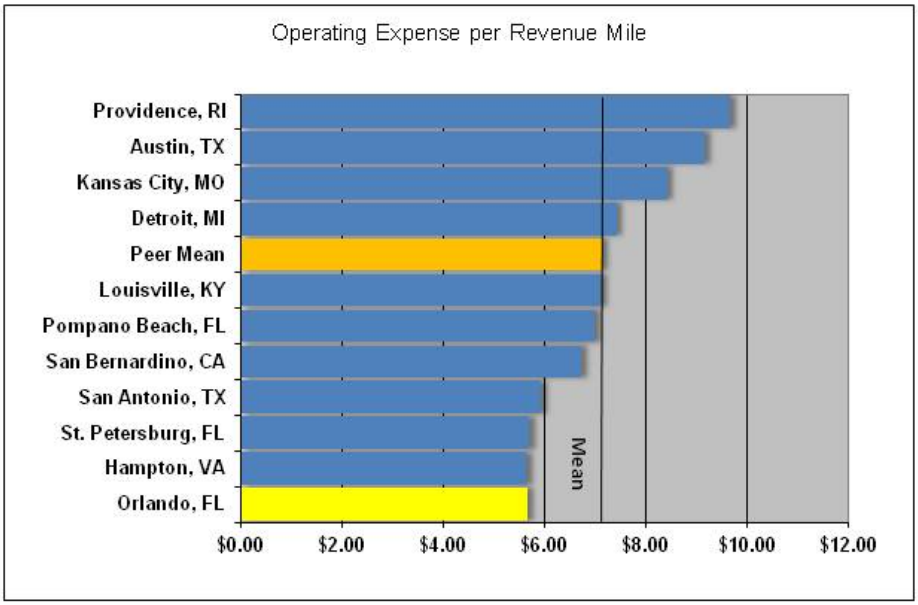




Operating Expense per Revenue Mile

LYNX has the lowest operating expense per revenue mile of the peer group, reflecting the modest level of operating costs coupled with the relatively high number of revenue miles operated. This is a very positive result for LYNX, recognizing efficient service provision throughout the large service area.

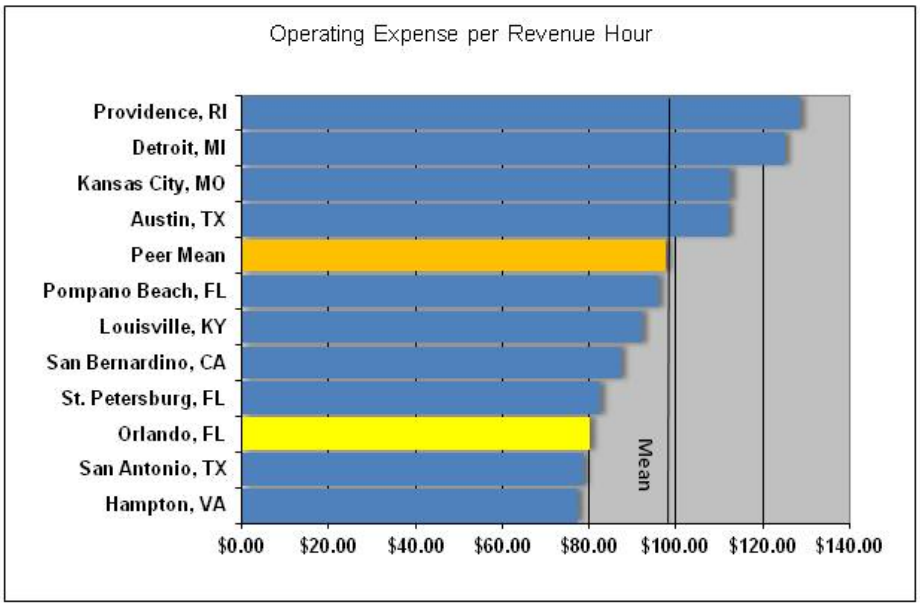
Operating Expense per Revenue Mile
Figure 3-28



Operating Expense per Revenue Hour

Similar to the assessment by revenue miles, LYNX experiences one of the lowest operating expenses per revenue hour measures among the peer group, a positive statistic for LYNX operational efficiency.

Operating Expense per Revenue Hour
Figure 3-29



DEMAND RESPONSIVE SERVICE

Performance Evaluation

The performance measures assessed for the peer and the trends analyses for demand responsive service are shown in Table 3. These measures are consistent with the recommended performance measures identified in FDOT's Guidelines for Transit Development Plans. Demand responsive service includes Americans with Disabilities Act (ADA) demand response (includes Medicaid trips), transportation disadvantaged, and NeighborLink trips.

Demand Responsive Service Performance Evaluation Measures

Table 3-9

Operational Measures	**Financial Measures**
Service	***Efficiency***
Passenger Trips	Operating Expenses per Passenger Trip
Passenger Miles	Operating Expenses per Revenue Hour
Average Passenger Trip Length	Operating Expenses per Revenue Mile
Revenue Miles	
Revenue Hours	
Vehicle	
Vehicles Available in Maximum Service	
Vehicles Operated in Maximum Service	
Revenue Miles per Vehicle in Max. Service	
Effectiveness	
Passenger Trips per Vehicles in Max. Service	
Passenger Trips per Revenue Hour	
Passenger Trips per Revenue Mile	

General Measures

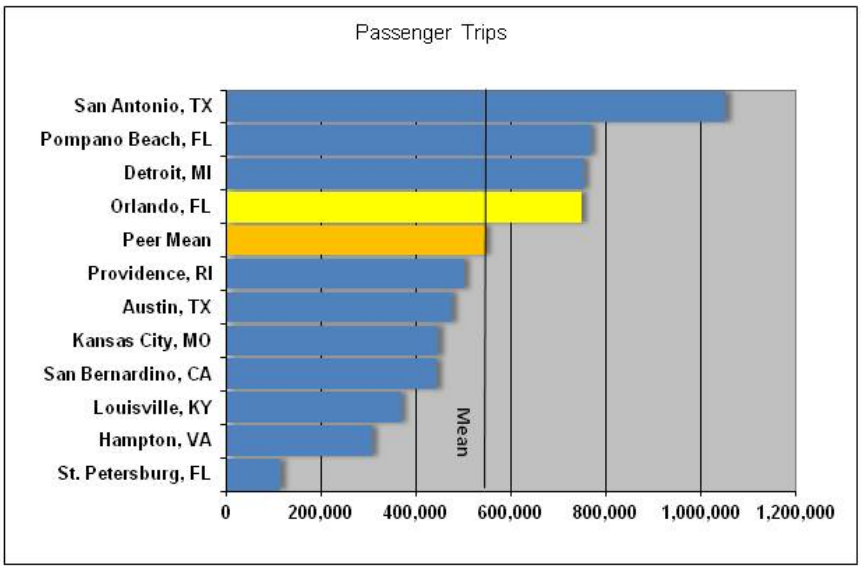
The general service measures for demand responsive service provide the first tier of service provision benchmarks, including number of trips, average trip length, miles, and hours of operation. These measures provide the context for the overall agency in relation to its peer agencies, and present an overall assessment of the level of transit service provided. The analyses in this section indicate that LYNX is near the top of its peers in most of these demand responsive service measures, and has seen a positive growth in service operations over the past five years. One exception is the average passenger trip length, which has decreased by 18 percent during the analysis period.

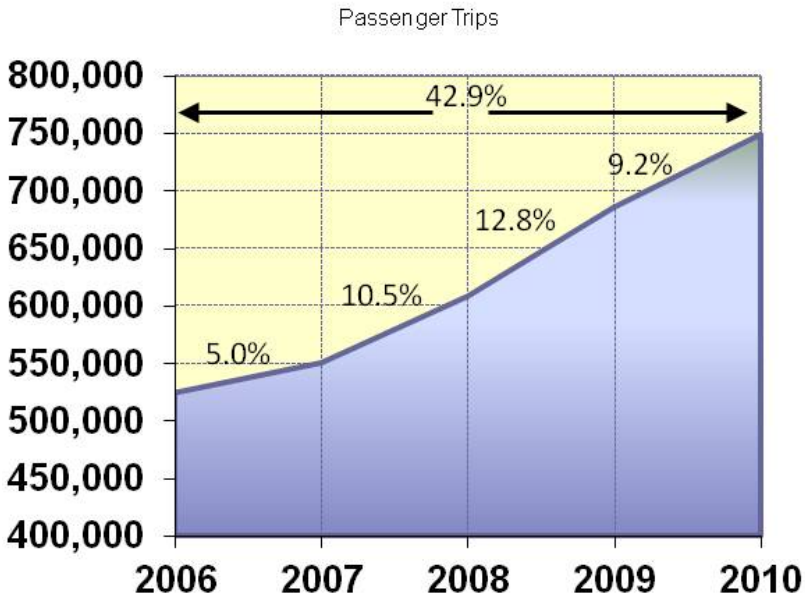
Passenger Trips

Orlando ranks fourth among its peers in the number of passenger trips, and has seen a significant growth of almost forty-three percent over the five-year analysis period. A significant component of this growth is the increasing demand for Medicaid service, and the increase in services provided through the NeighborLink demand responsive service.

Demand Responsive Service Passenger Trips

Figure 3-30



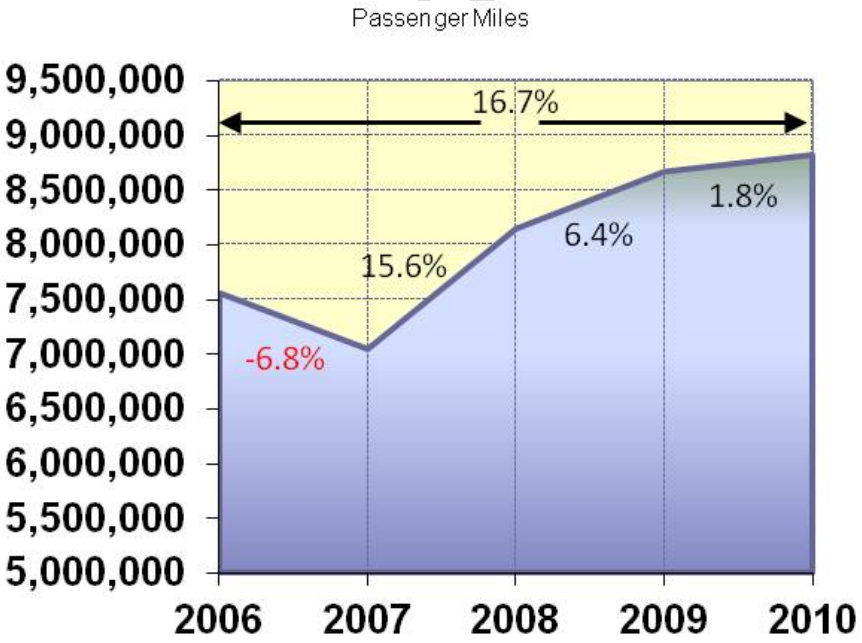


Demand Responsive Service Passenger Miles

Passenger miles for LYNX demand responsive service has increased over sixteen percent during the analysis period, ranking LYNX as the second highest transit agency in this measure against its peers. The reasons are similar to the increase in passenger trips – expanded flex service and significant increases in Medicaid trips.

Demand Responsive Service Passenger Miles

Figure 3-31

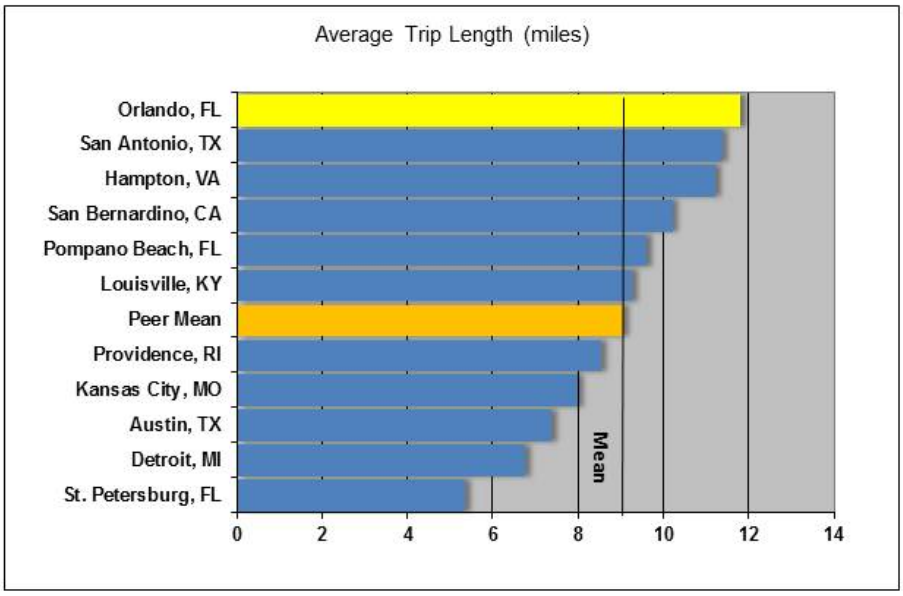


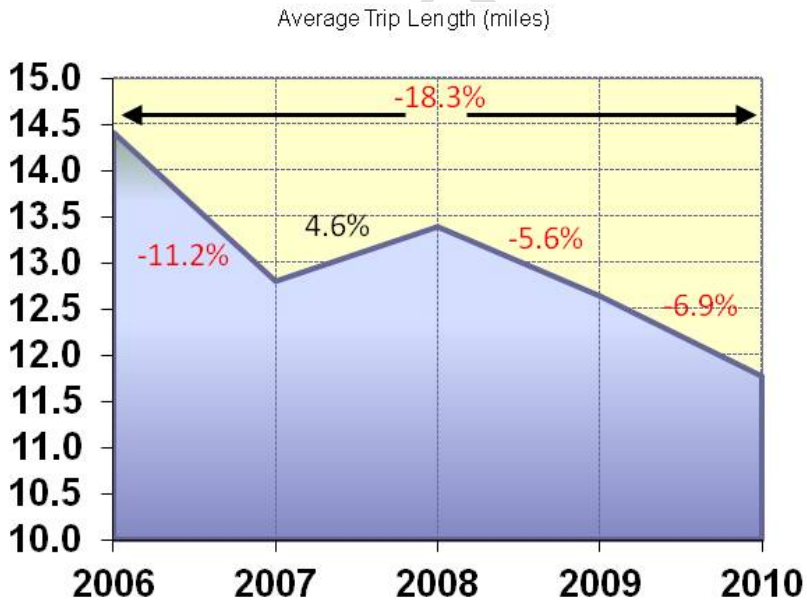
Average Passenger Trip Length

Attributable to the large size of the service area and specifically to the location of the NeighborLink and other demand responsive service boundaries that are found on the area's periphery, the average passenger trip length for LYNX is the highest among the peer groups. This average distance, however, has decreased by 18 percent over the past five years.

Demand Responsive Service Average Trip Length

Figure 3-32



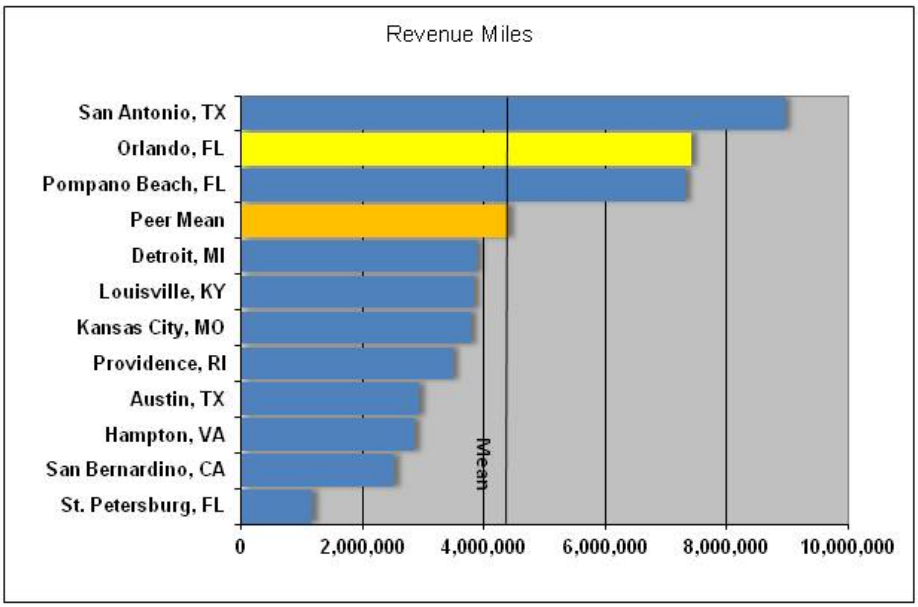


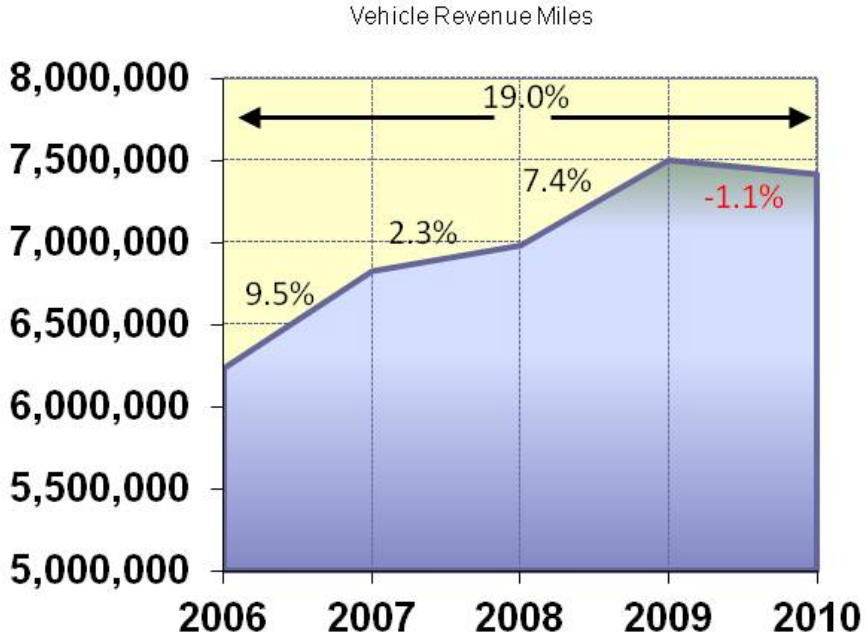
Vehicle Revenue Miles

Similar to the passenger miles performance measure, LYNX is ranked number two among its peers on the number of revenue miles, and has experienced a 19 percent increase over the analysis period.

Demand Responsive Service Vehicle Revenue Miles

Figure 3-33



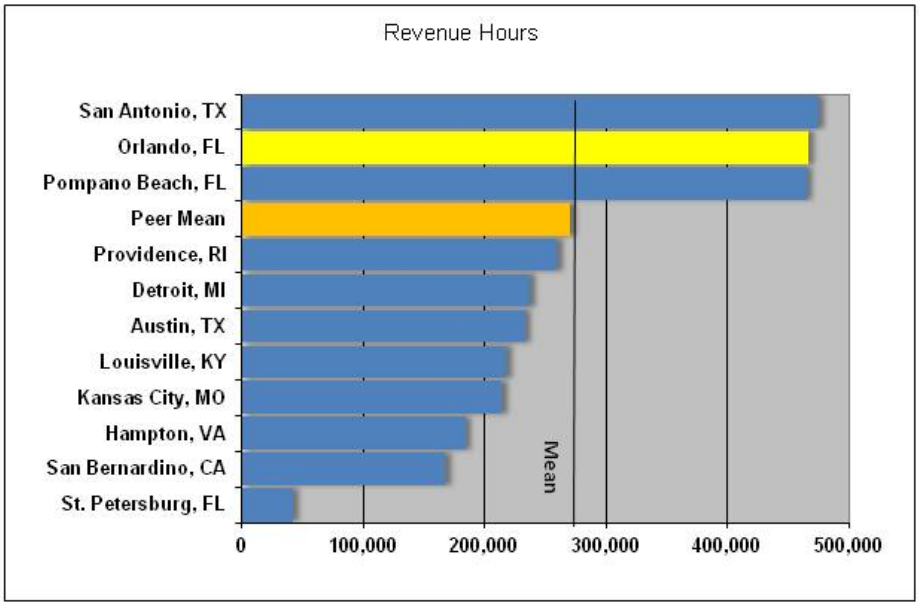


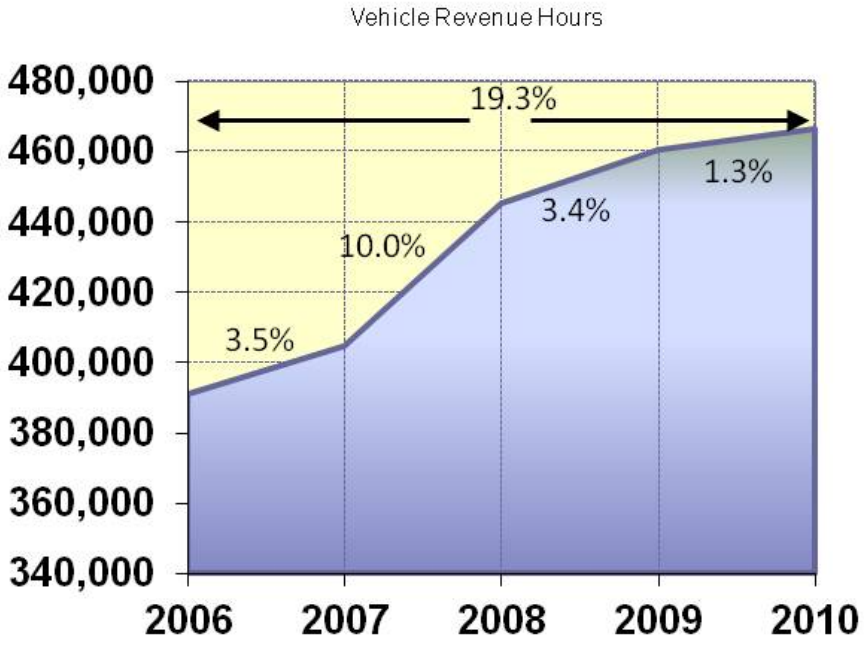
Vehicle Revenue Hours

Similar to the previous measures, LYNX ranks highly in the number of vehicle revenue hours, experiencing a 19 percent increase over the five-year period. These performance measures illustrate the increasing popularity of demand responsive service, and illustrate the positive performance of these services in terms of revenue-producing miles and hours.

Demand Responsive Service Vehicle Revenue Hours

Figure 3-34





VEHICLE

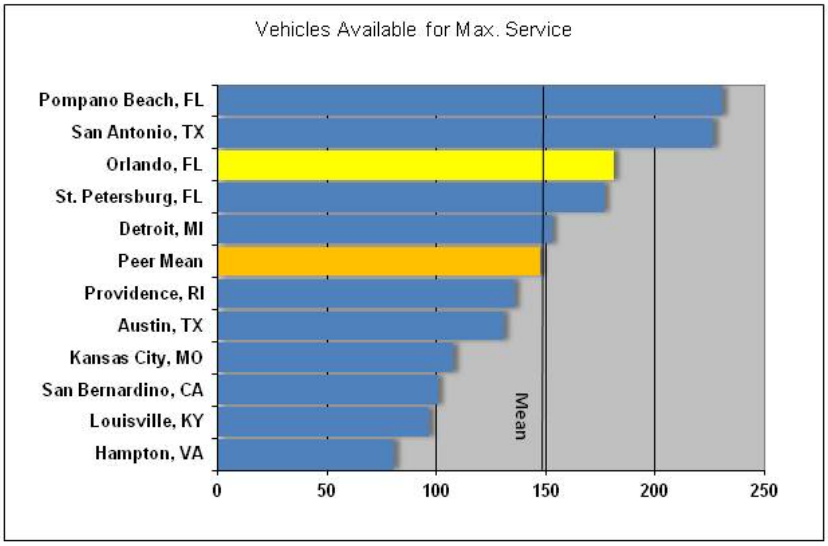
The Vehicles performance measures exhibit the investments in the smaller demand responsive service vehicles that are required to accommodate the service area. As more customers request this type of service, LYNX anticipates the need for additional vehicles to maintain the current level of service.

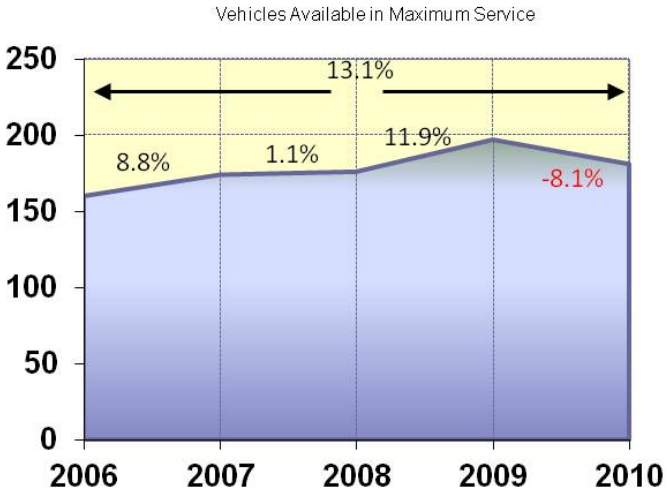
Vehicles Available in Maximum Service

The popularity and usage of LYNX's demand responsive service has necessitated additional vehicles, positioning LYNX has the third highest peer agency in terms of the number of vehicles available in maximum service. The five-year growth in the number of available vehicles has been thirteen percent. This statistic further illustrates the popularity and the demand for non-fixed routes services within the service area.

Demand Responsive Service Vehicles Available in Maximum Service

Figure 3-35



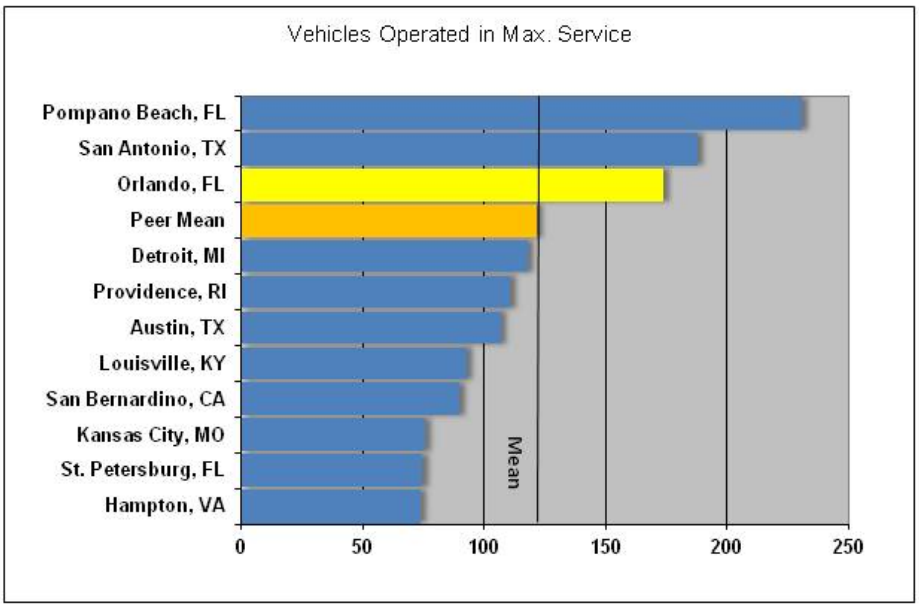


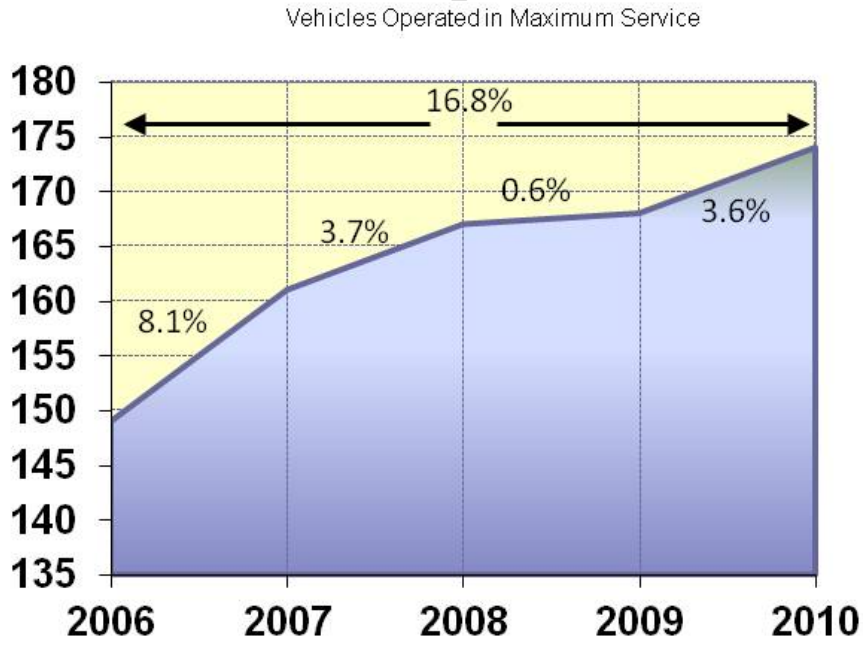
Vehicles Operated in Maximum Service

Paralleling the available demand responsive vehicles statistic, LYNX places third among its peer agencies for the number of vehicles operated in maximum service, experiencing a 16 percent growth over the five-year analysis period.

Demand Responsive Service Vehicles Operated in Maximum Service

Figure 3-36



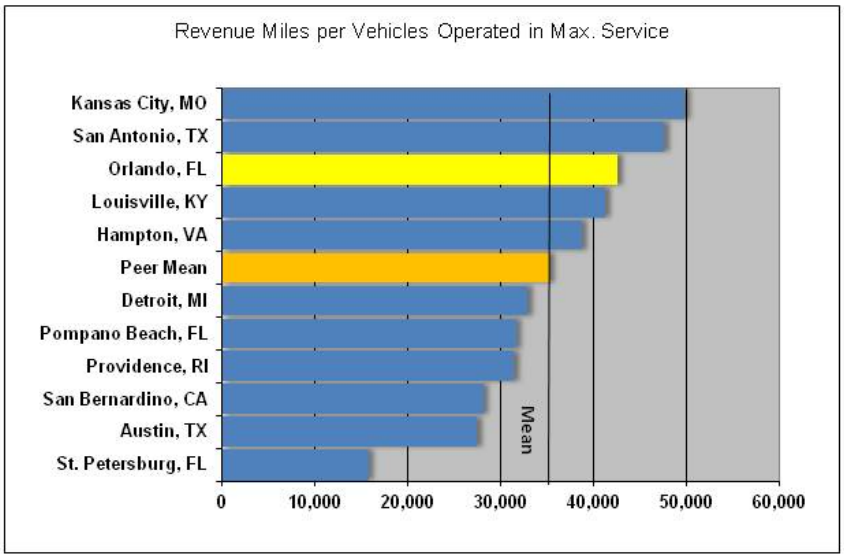


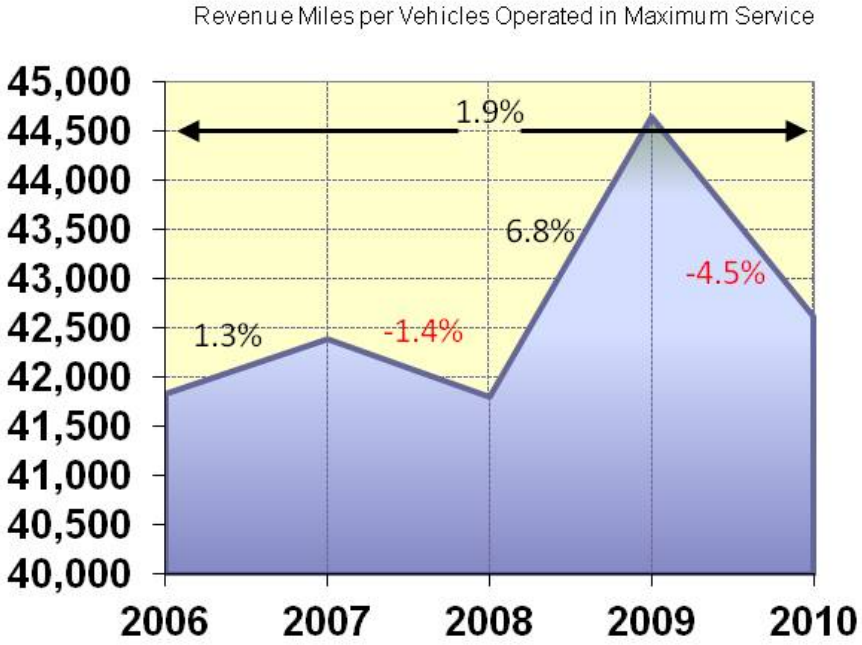
Revenue Miles per Vehicle Operated in Maximum Service

Revenue miles per vehicle operated is a measure of vehicle utilization, and LYNX ranks highly relative to its peer agencies. The five-year trend shows a modest two percent increase in this measure, reflecting the revenue-producing effectiveness of the vehicles operated in maximum service.

Demand Responsive Service Revenue Miles per Vehicle Operated in Maximum Service

Figure 3-37





DEMAND RESPONSE EFFECTIVENESS

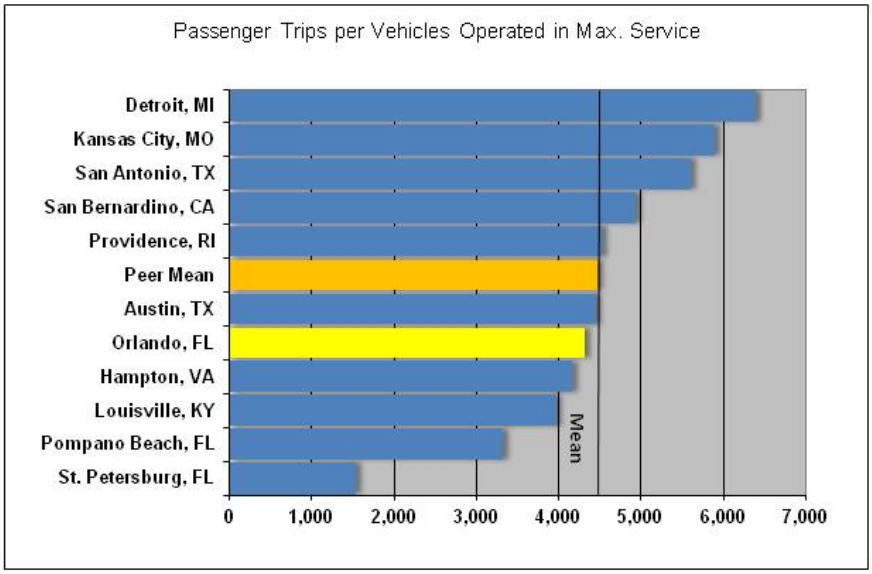
Service effectiveness performance measures for demand responsive service provide management with statistics on how well the agency and its private transportation providers are providing this service. Passenger trips performance measures of effectiveness provide LYNX management with the necessary information on the effectiveness of the demand responsive service program, and provide insight into the success of the private contracts which provide much of this service. LYNX's demand responsive service effectiveness measures are ranked below the peer mean; however, significant growth in each measure has been realized over the analysis period.

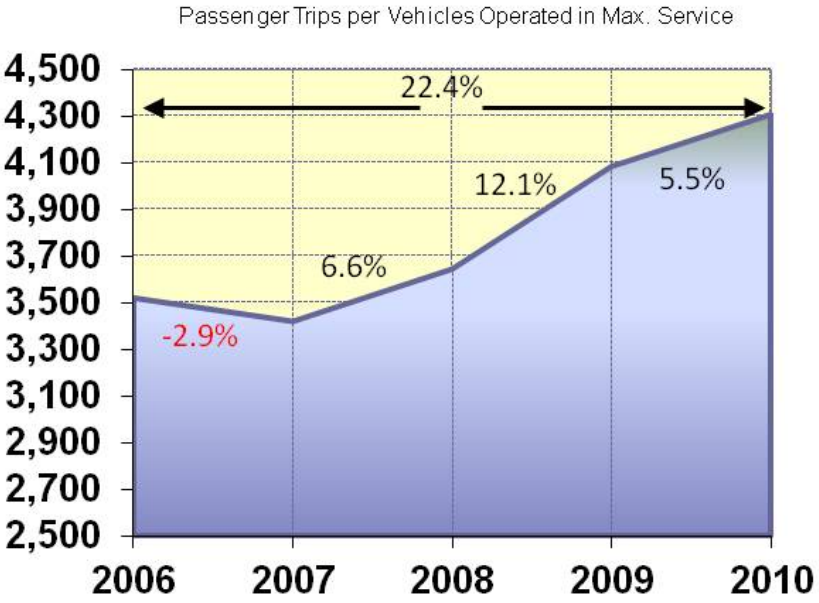
Passenger Trips per Vehicle Operated in Maximum Service

LYNX is ranked seventh among its peers in this performance measure, but has experienced a twenty-two percent growth over the five-year analysis period. Clearly, LYNX is becoming more efficient in providing increasing numbers of passenger trips per each vehicle operated.

Demand Responsive Service Passenger Trips per Vehicle Operated in Maximum Service

Figure 3-38



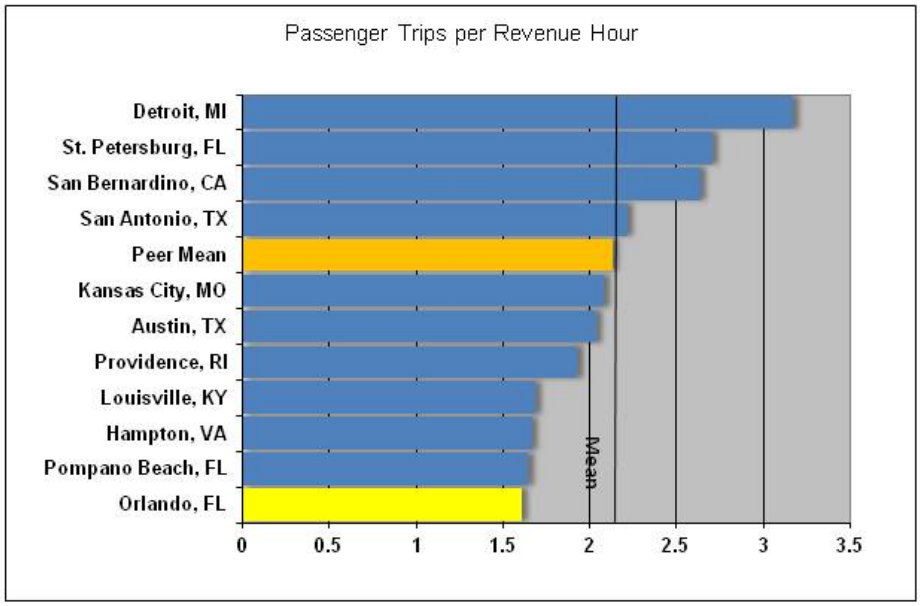


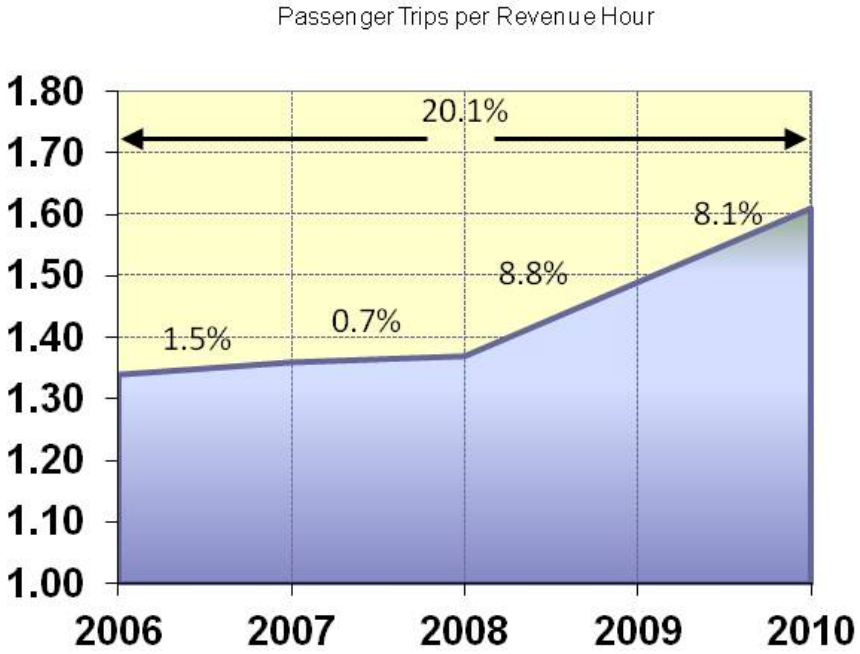
Passenger Trips per Revenue Hour

LYNX ranks last among its peers in the number of passenger trips per revenue hour. This may predominately be the result of the length of each passenger trip, which also is reflected in the length of time for each trip based on traffic congestion levels, and thus the relatively higher number of revenue hours. The five-year growth is at twenty percent, again illustrating a positive trend in effectiveness.

Demand Responsive Service Passenger Trips per Revenue Hour

Figure 3-39



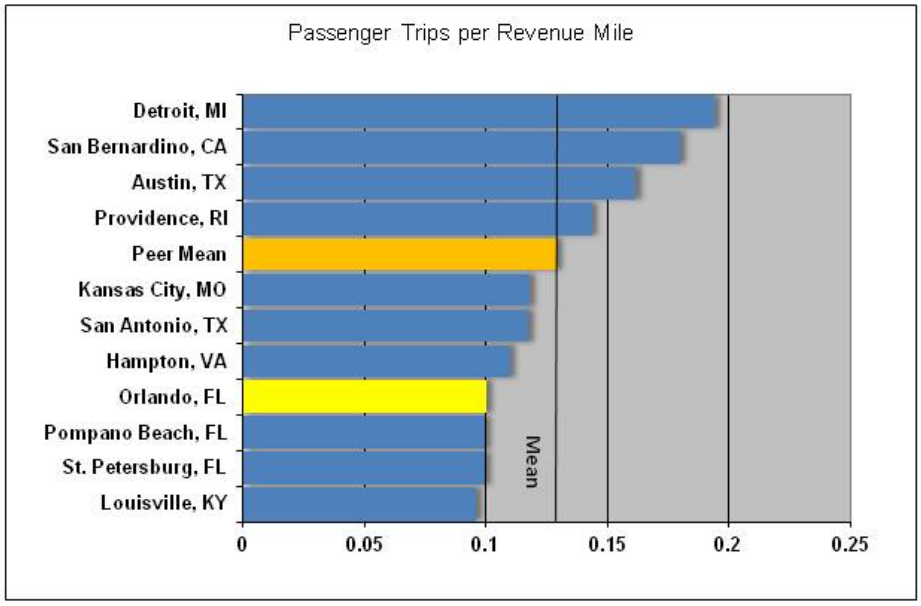


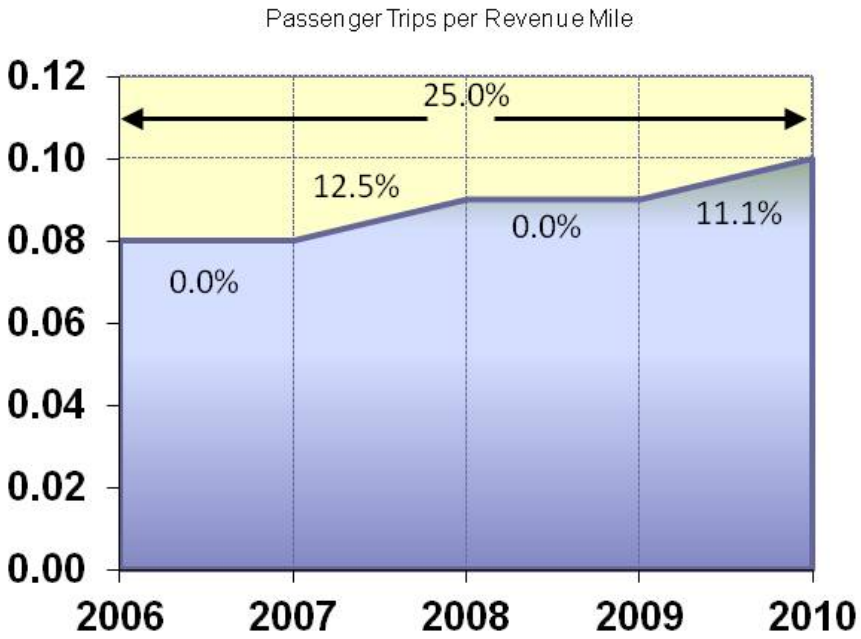
Passenger Trips per Revenue Mile

This measure parallels the trips per revenue hour statistic, which ranks LYNX toward the bottom of the peer agencies, but experiencing positive growth in effectiveness.

Demand Responsive Service Passenger Trips Per Revenue Mile

Figure 3-40





DEMAND RESPONSE EFFICIENCY

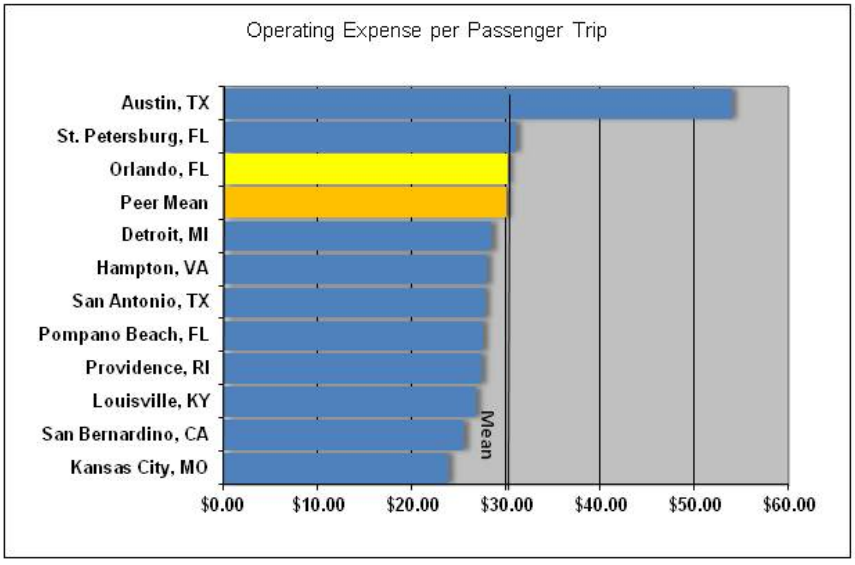
Cost efficiency measures provide an assessment of an agency's ability to provide quality service within the constraints of financial resources, vehicles, and facilities. These financial measures relate the cost of service provision to the number of passenger trips and the amount of revenue hours and miles generated.

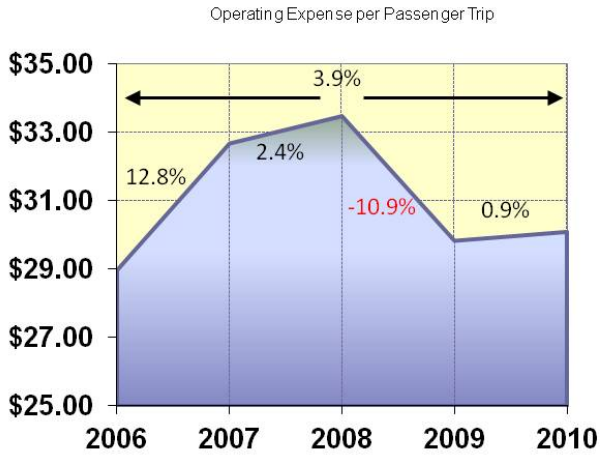
Operating Expenses per Passenger Trip

The operating expense per passenger trip has increased over the five-year analysis period by almost four percent, ranking LYNX as third among its peers. This measure is similar to the peer statistic, which indicates that the demand responsive operating expenses realized by LYNX are appropriate based on a peer agency comparison.

Demand Responsive Service Operating Expense per Passenger Trip

Figure 3-41



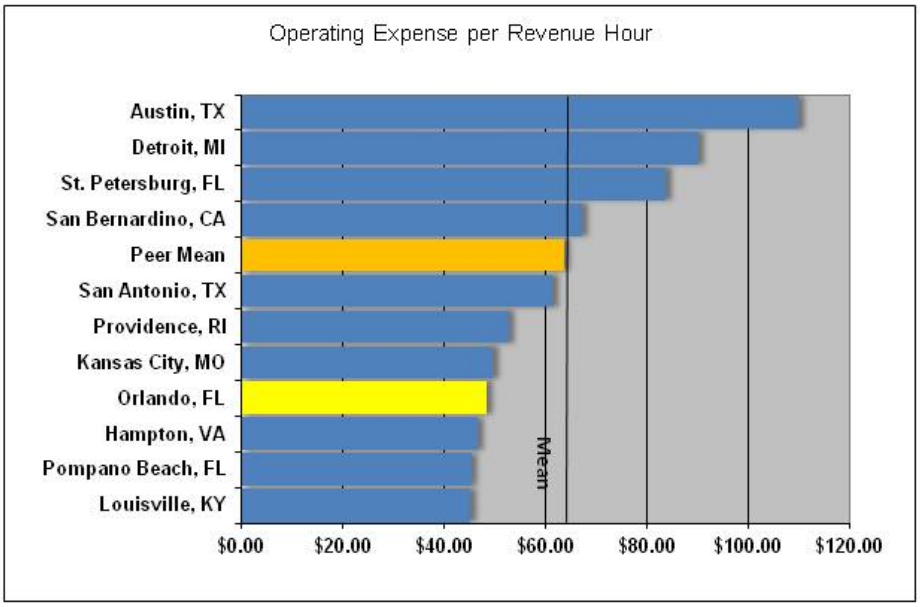


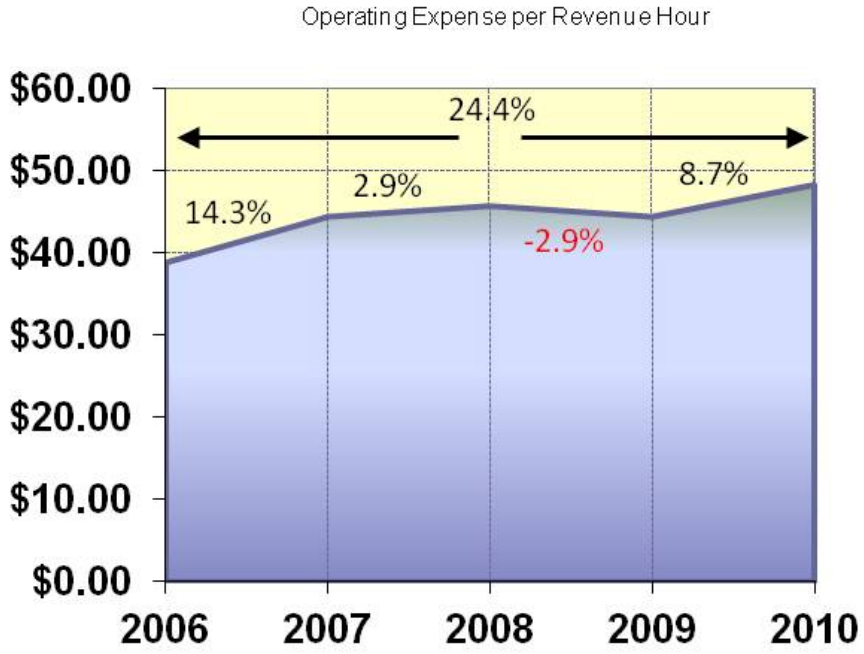
Operating Expenses per Revenue Hour

LYNX has a relatively low operating expense per revenue hour, a positive finding. The five-year trend, however, shows an increase in this performance measure of twenty-four percent, which may be the result of additional fleet vehicles and growth in the miles traveled.

Demand Responsive Service Operating Expenses per Revenue Hour

Figure 3-42



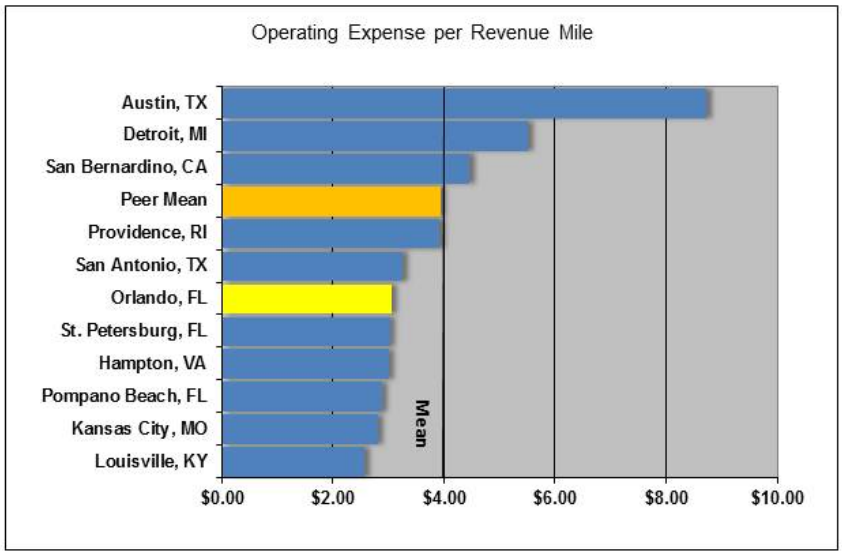


Operating Expenses per Revenue Mile

Paralleling the operating expenses per revenue hour, the measure of expenses by revenue mile show LYNX has a relatively low expense ratio compared to its peers. The reason for the five-year growth rate of twenty-four percent is similar to the previous performance measure.

Demand Responsive Service Operating Expenses per Revenue Mile

Figure 3-43



Part 4: Public and Stakeholder Involvement

OVERVIEW OF PUBLIC PARTICIPATION

The Transportation Equity Act for the 21st Century (TEA-21) requires that the public have "full and open access" in the development of transportation plans and projects. The more recent Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) specifically intends to broaden public participation to include populations not traditionally well-represented during the transportation planning process. It is LYNX's goal to ensure that its customers, local government partners and residents from throughout the LYNX service area have multiple opportunities to learn about the Transit Development Plan, ask questions, and provide feedback. To this end LYNX chose to utilize the approved local MPO (Metroplan Orlando) public involvement plan as a framework and guide for educating the public on transportation issues and disseminating information relative to the Transit Development Plan; and for soliciting public input through varied means.

Public involvement activities related to the Transit Development Plan are detailed in the following table. It includes publicly noticed workshops held throughout the LYNX service area; individual meetings with local government staff throughout the LYNX service area; presentations to Metroplan Orlando committees (including Bicycle and Pedestrian Advisory Committee, Transportation Technical Committee, Citizens Advisory Committee, and Municipal Advisory Committee) and Board; meetings with specific interest groups including, but not limited to, Workforce Central Florida and the Seminole County SunRail Working Group; and presentations to the LYNX Board of Directors.

A table outlining the stakeholder engagement and public involvement strategy LYNX utilized during this process can be found in Part 11.

ADDITIONAL MEANS OF SOLICITING INPUT

Website
LYNX posted materials pertinent to the Transit Development Plan as well as a draft of the final plan on its website for review and comment. In addition, a comment form was available on the LYNX website to comment on the plan. Comments were sent directly to the LYNX project manager for recording.

Facebook
LYNX advertised public meetings and input opportunities for the Transit Development Plan on its Facebook wall periodically through the spring of 2012.

Example Facebook posting from March 8, 2012:

> *Thank you to the crowd who attended the Osceola County TDP. Your input last night was valuable. Don't forget tonight's public workshop in Seminole County 5:30 p.m. in the County Commission Chambers. How can LYNX better serve you?*
>
> *http://www.golynx.com/news-events/article_detail.stml?portalProcess_dd_0_1_1=showPublicPosting&calendar_entry_id=683*

Email
LYNX accepted and recorded input relative to the Transit Development Plan by email and phone throughout the spring of 2012.

Onboard Survey

A Ridership Survey was conducted in February and March 2012. The survey focused on the customer satisfaction of LYNX riders and included 4,463 respondents. A similar survey was conducted in 2010. The 2012 survey can be summarized as follows.

LYNX A little more than three-fourths of the LYNX bus riders have a favorable opinion of LYNX. About half report a "very/somewhat" positive opinion, the rest are "neutral". The bad news is that the ratings of LYNX are considerably lower now than they were in 2010, when nine in ten gave LYNX a favorable rating and more than two-thirds reported that they were "very/somewhat" positive.

Despite the decline in the overall rating, ratings for safety are much higher now than in 2010. About seven in ten say that LYNX is "very/somewhat safe" now as compared to four in ten two years ago.

Ratings for cleanliness are also down from 2012, a little over five in ten vs. a little over six n ten giving LYNX positive ratings for cleanliness. Cleanliness is very important as it is the attribute most closely associated with positive overall ratings.

Only about one-fourth feel that LYNX fares are "very/somewhat" low, the same proportion as in 2010. About four in ten feel that the cost is "neutral", and a similar proportion rate the cost as very/somewhat" high. However, perceptions on fares have improved in that the proportion rating them high has declined somewhat.

About six in ten LYNX riders report that they see one to ten buses a day. The number of buses seen is a little higher in 2012 compared to 2010.

LYMMO About three-fourths of LYNX riders are aware of LYMMO, just slightly higher than the level of awareness reported in 2010.

LYMMO users among LYNX bus riders are often regular riders of LYMMO—close to six in ten ride at least once a week. Among LYNX riders aware of LYMMO, about half ride at LYMMO at least once a week. Among LYNX riders who ride LYMMO, close to two-thirds ride at least once a week.

The proportion of LYNX riders who ride LYMMO is unchanged from 2010. However, the frequency of riding LYNX is up compared to 2010—among LYMMO riders, a little more than six in ten ride once a week or more compared to a little more than five in ten in 2010.

There is a high level of interest in expanded LYMMO service among LYNX riders—about nine in ten in both 2012 and 2010 report an interest in expanded service.

The most important things that could be done to attract more usage of LYMMO is extending hours, improving service frequency, and making more information available. At least three-fourths of LYNX riders rated these benefits as "very/somewhat" important. The least desired changes are adding amenities and using other vehicles like trolley cars.

The level of interest in the various improvements is similar in 2012 and 2010. The exceptions are a little more interest more interest in improved service frequency and less interest in other vehicles in 2012.

The most important destination is downtown—selected by about half of the LYNX riders. Other popular destinations are Amway Arena/Church Street, Florida Hospital, and Amtrak Station—each selected by about a third of the LYNX rides. Loch Haven is the least popular destination, selected by only about one in ten.

Most of the destinations show a higher level of interest this year compared to 2010. The exception is Loch Haven which was among the least interesting choices in both years, but generated more interest in 2010 than in 2012.

About nine in ten LYNX riders said that they would use LYMMO to connect to SunRail, a slightly higher proportion than observed in 2010. About eight in ten would be willing to pay a fare for this service. One in five would go as high as $2.00. Willingness to pay a fare is a little higher in 2012, as is willingness to pay as much as $2.00.

SUMMARY OF INPUT RECEIVED

The bulk of comments received during public workshops, through the website and email related to improvement of existing services and routes and expanding service to areas or specific destinations LYNX does not currently serve. Comments were also received relative to the LYNX mission and goals, amenities, and customer service. In general, comments could be summarized as follows:

- *Increase frequency on hourly routes*
- *Provide more service, particularly in Osceola County and in east Orlando*
- *Correct overcrowded buses with additional buses on busy routes*
- *Break up long routes*
- *Provide earlier and later service for workers in the tourism industry (i.e. Disney, I-Drive and Universal)*
- *Improve on-time performance*
- *Offer more "FastLink" or express services*
- *Increase shelters throughout the service area*
- *Offer wi-fi on buses*

Comments and concerns from local government staff, Metroplan Orlando committees, and specific interest groups can be summarized as follows:

- *LYNX and jurisdictions within the service area should continue to coordinate on the construction and implementation of SunRail as well as on development activities surrounding the SunRail stations.*
- *LYNX and Osceola County should continue to coordinate and share information on development and redevelopment activities happening within the county in order to plan for service adjustments and/or increases.*
- *LYNX should be aware of new and proposed Community Redevelopment Areas within Osceola County.*
- *More extensive coordination between LYNX and transit agencies serving areas adjacent to the LYNX service area should be explored to better meet regional transit needs.*
- *LYNX should coordinate with Orange County and the City of Orlando on transit lanes proposed for International Drive and Universal Boulevard.*
- *FlexBus is an important project to the cities of Altamonte Springs, Casselberry, Maitland and Longwood*
- *Additional ADA- compliance amenities are desired*
- *LYNX should continue to coordinate with FDOT on studies underway. In particular this includes alternative analyses.*

Part 5: Overview of Plans, Studies and Policies

Part 5: Overview of Plans, Studies and Policies reviews transit policies at the local, state, and federal levels of government. Various transportation planning and programming documents as well as certain legislation are summarized, with an emphasis on issues that may have implications for public transportation in the LYNX Service Area. A number of institutional plans were also studied, but they contained no goals or objectives linked to transportation or land use. The plans reviewed were *South Florida Water Management District Strategic Plan*, *South Florida Water Management District Land Use*, *South Florida Water Management District Management Plan*, *School District of Osceola Strategic Plan, Seminole County Public Schools Strategic Plan, Orange County Public Schools Strategic Plan, University of Central Florida Strategic Plan, Valencia Community College Strategic Plan 2008-2013.* A review of several other institutions revealed that they did not have strategic plans or comprehensive plans. These institutions were St. Johns Water Management District, Rollins College, Orlando Regional Medical Center/Orlando Health and Florida Hospital.

Another purpose of this section of the TDP is to identify local goals, objectives and policies of those communities within the LYNX service area and review them for synchronicity with the *LYNX 2030 Vision Plan* and the TDP itself. The Comprehensive Plans created by these entities are meant to provide a plan for development in the form of future land use designations, resource allocations and transportation options which are available or may become available at a future time. The primary goal of this section is to compare and contrast the community visions, growth management provisions and transit aspirations of all municipalities and counties included within the LYNX service area, as well as regional policy plans. In addition, this document is meant to highlight areas where the goals, objectives and policies of the local comprehensive plans conflict or coincide with the future and current transportation services offered by LYNX. Specifically, this appraisal is meant to highlight consistencies and inconsistencies between the comprehensive plans of the region, municipalities and counties in the LYNX service area, in order to provide the most efficient and viable transportation network possible.

FEDERAL POLICIES AND PROGRAMS

SAFETEA-LU

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) addresses required planning processes that must be undertaken when applying federal and state funds to transportation projects. SAFETEA-LU addresses the many challenges facing our transportation system today, such as improving safety, reducing traffic congestion, improving efficiency, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision-makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues and/or establishes numerous funding programs for transit. A reauthorization of SAFETEA-LU or a new multi-year transportation bill is being developed by Congress. A variety of proposals have been introduced in both houses of Congress over the years that affect funding sources, funding allocations and funding amounts as well as policies and priorities for surface transportation. As of this writing of this document, SAFETEA-LU is under its eighth continuing resolution. At this time it is unlikely that any new surface transportation legislation will be passed until after the election of November, 2012.

CLEAN AIR ACT OF 1990

The Clean Air Act of 1990 and subsequent amendments determine the National Ambient Air Quality Standards (NAAQS). NAAQS are standards based on the amount of particulate matter in the air, measured in parts per million for the following pollutants: Carbon Monoxide (CO), Nitrogen Dioxide (NO2), Ozone (O3), Sulfur Dioxide (SO2), Lead (Pb) and Particulate Matter (PM).

On January 6, 2010, the Environmental Protection Agency (EPA) proposed revisions to the NAAQS for ground-level ozone. The revisions are based on scientific evidence about ozone and its effects on people, sensitive trees, and plants. The proposed revisions would affect two types of ozone standards. The first standard affected deals with protection of public health, including the health of at-risk populations such as children, people with asthma, and older adults. The secondary standard affected by revisions deals with protection of public welfare and the environment, including sensitive vegetation and ecosystems. Specifically, the EPA proposes to revise the existing ozone standards and update the Air Quality Index (AQI) for ozone.

An area meeting NAAQS standards is classified as an "attainment area." At this time the LYNX service area is an "attainment area". EPA's reconsideration of the Clean Air Act health standard for ground level ozone is currently going through interagency review led by OMB. Following completion of this final step, EPA will finalize its reconsideration. Due to the current state of the economy, and the financial burden that higher environmental standards are expected to place on corporations, President Obama announced September 2, 2011 that the EPA's tighter standards would not be implemented. However, should the tighter standards be implemented at some point in the future, the LYNX service area would likely be classified as non-attainment area. This would have significant implications for transportation funding in the region.

U.S. DEPARTMENT OF TRANSPORTATION LIVABILITY INITIATIVE AND FEDERAL SUSTAINABLE COMMUNITIES PROGRAM

All of FTA's programs work to enhance the livability of communities by providing transportation options for people and communities across the country. FTA's grant programs provide flexibility for communities to make investments in transit as part of multimodal transportation networks, with connections to improved facilities for walking and bicycling, and encouragement of transit-oriented developments. The programs below represent highlights of the policies and provisions specifically intended to help communities improve their quality of life by identifying investments in transit. Some of these policies/provisions do not have designated funding sources associated with them. Rather, these elements are eligible for Federal transit funds under appropriate FTA grant programs.

Transit Oriented Development: FTA encourages Transit Oriented Developments (TODs) through its grants, programs, research, technical assistance, and various partnerships. TOD is defined as compact, mixed-use development near transit facilities and high-quality walking environments. Transit elements of TOD are eligible for FTA funding.

Joint Development: Joint development is a specific form of transit-oriented development that is often project-specific, taking place on, above, or adjacent to transit agency property that was acquired (in whole or in part) with Federal transit funds. Joint development activities are subject to FTA review for eligibility of transit funding.

Transit Enhancements: The term "transit enhancement" (TE) means projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities. FTA's Urbanized Area Formula Grant Program requires at least one percent of money to be used for transit enhancement. Other transit enhancement funding is also available under the Surface Transportation Program (STP).

Bike and Pedestrian: Funding from FTA grant programs can be used for bicycle facilities and access, and pedestrian-related enhancements connected to transit facilities.

Art in Transit: Art in Transit is an example of the quality of life initiatives that FTA supports through the Urbanized Area Formula Grant Program, STP, and other funding sources. FTA program funds may be used for the costs of design, fabrication, and installation of art that is part of a transit facility.

Livability Initiative: The FTA works with other DOT agencies to craft details, identify gaps in existing programs and examine new legislative concepts to further the Livability Initiative. The DOT Livability Initiative is intended to enhance the economic and social well-being of all Americans by creating and maintaining a safe, reliable, integrated and accessible transportation network that enhances choices for transportation users, provides easy access to employment opportunities and other destinations, and promotes positive effects on the surrounding community. DOT builds on innovative ways of doing business that promote mobility and enhance the unique characteristics of neighborhoods, communities and regions. DOT has already taken significant strides to improve livability through numerous programs. Under the Livability Initiative, Federal policy enables communities to: better integrate transportation and land use planning; foster multimodal transportation systems and effective multimodal connections; and provide more transportation options to improve access to housing, jobs, businesses, services and social activities. The Livability Initiative also enables communities to increase public participation and enhance coordination of transportation, housing and healthy communities. The Livability Initiative is supportive of other federal programs and initiatives that are sponsored by other federal agencies. An example of one of these initiatives is the sustainable Communities Grants administered by the Office of Sustainable Housing and Communities.

Federal Sustainable Communities Grants: Sustainable communities, as defined by the U.S. Department of Housing and Urban Development (HUD), are places that have a variety of housing and transportation choices, with destinations close to home. As a result, they tend to have lower transportation costs, reduce air pollution and stormwater runoff, decrease infrastructure costs, preserve historic properties and sensitive lands, save people time in traffic, are more economically resilient and meet market demand for different types of housing at different price points. The mission of the HUD Office of Sustainable Housing and Communities is to create strong, sustainable communities by connecting housing to jobs, fostering local innovation, and helping to build a clean energy economy. In order to better connect housing to jobs, the Office works to coordinate federal housing and transportation investments with local land use decisions in order to reduce transportation costs for families, improve housing affordability, save energy, and increase access to housing and employment opportunities. By ensuring that housing is located near job centers and affordable, accessible transportation, the Office of Sustainable Housing and Communities nurtures healthier, more inclusive communities which provide opportunities for people of all ages, incomes, races, and ethnicities to live, work, and learn together.

TIGER GRANTS

The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The grant allows communities to move forward with critical, job-creating infrastructure projects including road and bridge improvements; transit upgrades; freight, port and rail expansions; and new options for bicyclists and pedestrians.

Livability and Sustainability are at the heart of TIGER's selection criteria. Livability projects improve economic competitiveness by connecting neighborhoods with the city's major employers and principle destinations, while sustainability criteria enable DOT to utilize the program's competitive review process to choose projects that will improve energy efficiency and make significant investments in expanding transportation connections and choices for communities across the Nation.

The TIGER program's broad, multi-modal scope has enabled DOT to fund projects that strengthen local and regional economies, support communities by expanding transportation choices and foster connections to places people work, play and live. An example of this successful program is the Parramore BRT portion of the LYMMO Expansion Project. LYNX received a $13 million TIGER II grant with the local match provided by the City of Orlando. Project funds will be used to purchases buses and construct a 2.1 mile Bus Rapid Transit (BRT) system

west of I-4 to serve the Parramore area of the City of Orlando as well as the Creative Village development. The Memorandum of Understanding signed by LYNX, the City of Orlando and the United States Department of Transportation lays out the parameters for the project, including preliminary budgets, funding sources, alignment and preliminary schedule. The project is scheduled to be placed into service in 2014, in order to serve as one of the feeder routes for SunRail.

During the first three rounds of Tiger Grant Funding, Congress has dedicated $2.6 billion to fund projects that have a significant impact on the Nation, a region or a metropolitan area. TIGER's highly competitive process, galvanized by tremendous applicant interest, has allowed DOT to fund 139 capital projects as well as 33 planning projects. On November 18, 2011, President Barack Obama signed the FY 2012 Appropriations Act which provided $500 million for Department of Transportation infrastructure investments. Although the funds have not yet been awarded, TIGER 2012 grants will be for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis. While the TIGER program has been successful to date, its continuance is dependent on future Congressional appropriations.

AMERICAN RECOVERY AND REINVESTMENT ACT GRANT (ARRA)

LYNX received over $31.5 million in a 2009 American Recovery and Reinvestment Act Grant (ARRA). $1,951,270 was a pass-through Rural grant and the remaining $29,574,615 funded 19 projects as defined by Federal Transit Administration (FTA) Activity Line Items (ALIs). These projects are wide-ranging and include procurement of rolling stock (buses), design and engineering of shelters and transfer facilities, installation and rehabilitation of shelters and transfer facilities, security and surveillance projects, procurement of mobile fare collection equipment, energy efficiency improvements, construction and upgrades at the LYNX Operations Center, preventive maintenance and project administration. LYNX has been able to complete several projects under budget, thereby positioning itself to reallocate ARRA funds to new projects or expand existing projects. All reallocations are contingent upon FTA approval. All ARRA funds will be expended prior to September 30, 2013.

STATE OF FLORIDA PLANS AND POLICIES

STATE GROWTH MANAGEMENT LEGISLATION (House Bill 7207)

House Bill (HB) 7207, named the Community Planning Act, was signed into law on June 2, 2011. That bill is intended to stimulate Florida's economic development and economic recovery by taking state government out of the development business and giving the responsibility of community planning back to local communities. This landmark legislation is the biggest change to Florida growth management laws in many years---repealing most of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975. As of June 3, 2011, the role of state and regional agencies in the review of comprehensive plan amendments and the time needed to process the majority of plan amendments has been significantly reduced, and many development and plan amendment hurdles have been modified throughout the state, transportation concurrency being one of the main hurdles. State-mandated concurrency requirements have been repealed and, consequently, a large share of growth management responsibility has shifted to cities and counties. The new legislation also supersedes Senate Bill (SB) 360, the Community Renewal Act, which required the preparation of mobility plans within dense urban land areas (DULAs) and Transportation Concurrency Exemption Areas (TCEAs). Instead, a local jurisdiction interested in implementing its own concurrency ordinance or mobility plan can still do so, but will have limitations on how to implement and enforce the ordinance. HB 7207 strengthens legislative language that supports multi-modal approaches to transportation by stating that Comprehensive Plan Transportation Elements "shall provide for a safe, convenient multi-modal transportation system" (F.S. Section 163.3177 [6b]). It is important to note that mobility fees developed through a Mobility Plan will not generate significant additional revenue for a community with an existing road impact fee program, nor will implementation of mobility fees solve

transportation funding in any community. Instead, mobility fee revenue will provide the flexibility to spend revenues on more than just roads. Each community may determine which multi-modal travel options local revenues may be spent on--- transit buses, infrastructure or the construction of additional bicycle and pedestrian facilities. As of this writing, communities are experimenting with a number of strategies intended to generate greater income for multimodal facilities. These strategies include tiered impact fees that channel growth to certain areas and proportionate fair share programs as well as traditional impact fees.

STRATEGIC INTERMODAL SYSTEM

FDOT has developed a transportation system designed to enhance Florida's economic competitiveness. This system, known as the Strategic Intermodal System, or SIS, was designated through the work of statewide transportation partners in 2003 under the Omnibus Transportation Bill and is composed of transportation facilities and services of statewide and inter-regional significance. The SIS was a fundamental shift in the way Florida views the development of and makes investments in its transportation system. It represents an effort to link Florida's transportation policies and investments to the state's economic development strategy and continue diversifying Florida's economy. Development of the SIS focuses on complete end-to-end trips, rather than individual modes or facilities. In 2012, SunRail was identified as a major component of the SIS, and a top funding priority.

The Legislature recommended partners and enacted objective criteria and thresholds, based on quantitative measures of transportation and economic activity. Two types of facilities were established, including: SIS Facilities – facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida; and Emerging SIS Facilities – facilities that do not currently meet adopted SIS criteria but are experiencing growing levels of activity.

FDOT WORK PROGRAM

FDOT annually develops a Five-Year Work Program. The Work Program is a project-specific list of transportation activities and improvements developed in cooperation with the MPO and local transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans.

The Tentative Work Program is presented to the Legislature at the beginning of each legislative session. It identifies transportation projects and programmed funding by year and is adopted by July 1 each year. Once adopted, the Work Program is used by FDOT to develop the State Transportation Improvement Program (STIP) that is used at the federal level to ensure that planning efforts are consistent with federal guidelines. All transit funding coming through FTA must be included in the STIP before a grant award can be finalized and approved. Close coordination with FDOT on the programming of federal funds is required in the development of the Tentative Work Program, as well as throughout the year as federal adjustments and allocations are announced. State transit planning and programs encourage the growth of public transportation services, as well as support the increasing local investment in transit systems.

FLORIDA TRANSPORTATION PLAN (FTP)

In 2010, the Federal Department of Transportation (FDOT) completed *the 2060 Florida Transportation Plan Update*, which looks at a 50-year horizon. The 2060 FTP calls for a fundamental change in how and where Florida invests in transportation. The FTP defines transportation goals, objectives, and strategies to make Florida's economy more competitive, communities more livable, and the environment more sustainable for future generations. Florida is committed to providing livable communities and mobility for people and freight through greater connectivity and meeting the rising needs of businesses and households for safety, security,

efficiency, and reliability. The FTP provides goals and objectives for Florida's transportation system. Pertinent long range goals and objectives are:

Goal: Invest in transportation systems to support a prosperous, globally competitive economy.
Objective: Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas.
Objective: Invest in transportation capacity improvements to meet future demand for moving people and freight.

Goal: Make transportation decisions to promote responsible environmental stewardship.
Objective: Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts.
Objective: Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.

Goal: Maintain and operate Florida's transportation system proactively.
Objective: Achieve and maintain a state of good repair for transportation assets for all modes.
Objective: Minimize damage to infrastructure from transportation vehicles.
Objective: Optimize the efficiency of the transportation system for all modes.

Goal: Improve mobility and connectivity for people and freight.
Objective: Expand transportation options for residents, visitors, and businesses.
Objective: Reinforce and transform Florida's Strategic Intermodal System facilities to provide multi-modal options for moving people and freight.
Objective: Expand and integrate regional public transit systems in Florida's urban areas.
Objective: Increase the efficiency and reliability of travel for people and freight.
Objective: Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

In summary, the FTP supports the development of state, regional, and local transit services. The growth in Florida requires new and innovative approaches by all modes to meet the needs today and in the future.

STATE OF FLORIDA TRANSPORTATION DISADVANTAGED FIVE-YEAR/TWENTY-YEAR PLAN

Developed by the Commission for the Transportation Disadvantaged (CTD), this plan is required under the Florida Statutes and includes the following elements: Explanation of the Florida Coordinated Transportation System; Five-Year Report Card; Florida Office of Program Policy Analysis and Government Accountability Review; Strategic Vision and Goals, Objectives, and Measures.

The Long-Range and Five-Year strategic visions were reviewed and used for guidance and are indicated below:

Long-Range Strategic Vision
Create a strategy for the Florida CTD to support the development of a universal transportation system with the following features: A coordinated, cost-effective multi-modal transportation system delivered through public-private partnerships; a single, uniform funding system with a single eligibility determination process; a sliding scale of fare payment based on a person's ability to pay; use of electronic fare media for all passengers; services that are designed and implemented regionally (both inter-county and inter-city) throughout the state.

Five-Year Strategic Vision

Develop and field-test a model community transportation system for persons who are TD incorporating the following features: statewide coordination of community transportation services using Advanced Public Transportation Systems including Smart Traveler Technology, Smart Vehicle Technology, and Smart Intermodal Systems; statewide coordination and consolidation of community transportation funding sources; a statewide information management system for tracking passenger eligibility determination; integration of Smart Vehicle Technology on a statewide multi-modal basis to improve vehicle and fleet planning, scheduling, and operations; and development of a multi-modal transportation network to optimize the transportation system as a whole, using Smart Intermodal Systems..

LOCAL AND REGIONAL PLANS AND DOCUMENTS

LYNX VISION 2030 PLAN

The *LYNX Vision 2030* study is a joint venture between LYNX and MetroPlan Orlando to undertake a comprehensive examination of 22 corridors in Orange, Osceola, and Seminole Counties. The purpose of the study is to determine potential transit modal improvements along these corridors. In addition to primary modal improvements along the corridors, improvements to the supporting network that provide connectivity and circulation between these corridors and activity centers, residences, and employment locations are considered. The final step of the study involves determining a cost for these improvements as well as identifying potential revenue resources to help realize the vision.

A key goal of the plan is to significantly increase the level of transit usage in the region by creating a seamless, linked transit network using a variety of mobility services including local bus, express bus, BRT, streetcar, light rail, commuter rail, and high speed rail. Other important study objectives are as follows:

- Serve as a bridge between the Five-Year Service Plan and the METROPLAN Orlando 2030 LRTP;
- Provide a blueprint for the growth and expansion of LYNX public transportation services through 2030;
- Clearly define and establish a hierarchy of transit services that refines and builds upon the high-capacity transit corridors and the initial work completed as part of the five-year service plan;
- Help drive economic development and redevelopment throughout the region;
- Reflect priorities for flexible and incremental implementation of transit improvements on high-capacity transit corridors, as well as the supporting transit services that feed into these corridors and SunRail.

LYNX TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)

The purpose of the Transportation Disadvantaged Program is to ensure the availability of efficient, cost-effective, and quality transportation services for the transportation disadvantaged population throughout the State of Florida. The Transportation Disadvantaged Service Plan (TDSP) reflects LYNX' commitment to maintain and improve transportation services for the transportation disadvantaged and serves as a framework for performance evaluation. As the Community Transportation Coordinator (CTC) for Orange, Osceola, and Seminole counties, LYNX is responsible for accomplishment of certain requirements regarding the arrangement of cost-effective, efficient, unduplicated, and unfragmented transportation disadvantaged services within its service area. The TDSP lays out a strategy for meeting these requirements through development, service, and quality assurance components. The TDSP is required by the State of Florida Commission for the Transportation Disadvantaged (CTD) and approved by the Local Coordinating Board (LCB).

Need among all segments of the Transportation Disadvantaged is constantly growing and usually at a much higher rate than the growth of funding for services. For these reasons, LYNX has established trip priorities for customers under the TD program and has a written eligibility process for screening customers. As needs grow, LYNX will continue efforts to eliminate misuse of the system, and transition customers off the more costly paratransit service to fixed-route bus service when appropriate. This is accomplished through incentive programs, needs assessments, and travel training

LYNX 5 YEAR SERVICE PLAN

The *LYNX 5-Year Service Plan* is a strategic analysis that assesses the development of premium transit services. The four elements of the 5-Year Service Plan are the Service Classifications, the Primary Corridors, the Financial Model, and the Recommended Plan Targets.

To deliver effective and cost efficient transit services throughout the region, LYNX designs their system based on various attributes that meet the needs of the community within the funding constraints. An initial task within the *LYNX 5-Year Service Plan* was the service classification definition. Factors considered in the evaluation included passengers per hour, residential population served, employment centers served, and transit-dependent riders.

One of the plan objectives was to evaluate the Functional Core of the LYNX fixed route system. A major component of this core service system includes the Primary Corridors, which serve a majority of daily riders along the area's major roadways. The Primary Corridors link the highest trip generating locations with the highest employment of commercial trip attraction locations.

A crucial component of the *LYNX 5-Year Service Plan* was the development of a comprehensive financial analysis tool which allows LYNX service staff to assess the impact of potential service changes. The model reflects the level of financial detail LYNX provides to the National Transit Database (NTB) on an annual basis and has been organized to allow for simple updates to incorporate changes reflecting future year data and changes in annual growth rate assumptions for costs and revenues.

The Final element of the Plan was to build upon the review of current services and financial performance, and identify potential regional service modifications. The recommended modifications were based on a revised strategic approach toward transit service provision---high frequency premium service along the area's major roadways, served by community and neighborhood-based feeder transit. This Enhanced System represents a short-term, five-year target for LYNX.

LYNX AND FDOT SUNRAIL AGREEMENT

The Central Florida Regional Transportation Authority's (LYNX) member agencies, Seminole, Orange and Osceola Counties and the City of Orlando, partnered with Volusia County and the Florida Department of Transportation for the planning, design, construction and operation of the Central Florida Commuter Rail (CFCRT), also known as SunRail. SunRail is a 60.5 mile system that extends from the DeLand station in Volusia County to the Poinciana station in Osceola County. Phase I, a 32.5-mile segment from Fort Florida station in Volusia County to the Sand Lake station in Orange County, will be operational in 2014.

The LYNX SunRail Letter of Understanding indicates that LYNX will be responsible for the provision of fixed route feeder bus service and complementary paratransit service to stations from Sanford to Kissimmee, while FDOT while assist in funding additional fleet buses as well as providing an incremental operating subsidy for the first seven years of service. FDOT, working cooperatively with LYNX, has developed preliminary feeder bus plans for the opening year of operations (2014) and the design year of (2030). These feeder bus plans have been developed using LYNX' existing route information and the *LYNX 2008-2017 Transit Development Plan*. Details of the financial commitment by FDOT are being negotiated at this time.

SUNRAIL STATION AND LYNX-ORLANDO TRAIL

The existing LYNX Central Station (LCS), centrally located in downtown Orlando, at the intersection of Amelia Street and Garland Avenue, will be used as the downtown Orlando station for SunRAil. The facility is multimodal and features bicycle facilities. A north-south pedestrian walkway (LYNX-Orlando Trail) currently linking Church Street to Washington Street will be extended in 2013 adjacent to the east of and north of the LCS. The LCS provides connectivity among modes and the addition of SunRail will enhance this connectivity. The Orange County and Federal courthouses, the Amway Arena, Florida Agricultural and Mechanical University (FAMU) College of Law, and downtown business activities are within easy walking distance, as are all of downtown Orlando's shopping, entertainment and recreational venues. Potential development nearby includes the Creative Village development, at the site of the old Amway Arena, and a mixed-use transit-oriented development just east of the station.

***HOW SHALL WE GROW?* (CENTRAL FLORIDA REGIONAL GROWTH VISION)**

The "How Shall We Grow? Initiative" was an 18-month (March, 2006–August, 2007) campaign to create a shared growth vision for Central Florida. Nearly 20,000 Central Florida residents were involved in creating a shared vision for how the region could grow between 2006 and 2050, when the population is expected to double from 3.5 million to 7.2 million people, and when it is estimated that the amount of developed land in Central Florida will double to more than 5,200 square miles. Realizing that the rate of growth was unsustainable, a vision was created of a region that consumes less land, preserves more precious environmental resources and natural countryside, and creates more distinctive places to live.

After the vision was created, sixteen elected officials representing city and county governments and school boards of the seven Central Florida counties in the region, spent a year developing a regional compact and policy framework that takes the shared vision and identifies specific policies that can be implemented to ensure the region moves toward achieving the vision. Four key themes were identified, known as the "4 C's": conservation, countryside, centers and corridors.

To achieve the four themes, citizens and leaders identified six principles that should guide future growth decisions region-wide: preserve open space, recreational areas, farmland, water resources and regionally significant natural areas; provide a variety of transportation choices; foster distinct, attractive and safe places to live; encourage a diverse, globally competitive economy; create a range of obtainable housing opportunities and choices; and build communities with educational, health care, and cultural amenities.

The Central Florida Regional Compact resulted from the How shall We Grow? Initiative, and was signed by sixteen elected officials. The Central Florida Regional Compact is the pledge of these elected officials from throughout Central Florida that they will continue working together to address the key regional issues facing Central Florida.

EAST CENTRAL FLORIDA REGIONAL 2060 PLAN (STRATEGIC REGIONAL POLICY PLAN)

The Transportation Element of the *East Central Florida 2060 Plan* identifies future growth centers connected by corridors of higher density mixed uses served by multimodal transportation. The plan emphasizes several major concerns to efficient and functional planning which have been historically problematic for the region:

- Streets are generally not safe for pedestrians or bicyclists because they are designed for cars and many streets have neither sidewalks nor bike lanes;
- The region has a disconnected local street system, which does not distribute movement in all directions, resulting in local streets failing to connect with consequent traffic overloads of collectors and arterials;
- Unrestricted strip commercial driveways along arterials increase conflicting turning movements, resulting in accidents and reduced capacity;

- Overloaded arterials are widened in response to traffic, which attracts more traffic;
- Because wide arterials utilize multiple left turn lanes, each widening makes the delays at signals worse, prompting "red light runners" and causing accidents.

The Transportation Element draws on a number of safety reports and assessments done in the region and offers a number of solutions to the transportation inadequacies of East Central Florida. These solutions include traffic calming street designs, modern roundabouts, complete streets, safe routes to school programs, walkable neighborhoods, transportation demand management and transit-oriented development.

FDOT: DISTRICT 5 PROJECTS

As of April 23, 2012, The Florida Department of Transportation (FDOT) has listed a number of roadways and highways which are in need of improvements. Within District 5 there are nine counties: Lake County, Brevard County, Flagler County, Marion County, Sumter County, Volusia County, Orange County, Seminole County and Osceola County. The latter three are serviced by LYNX. A number of the highways and roadways within these counties are either in progress or slated for future construction or modification. Improvements range from Project Development & Environmental Studies (PD&E's) to interchange projects and road widening. Some of the programmed roadway improvements and projects are:

- Orange County: the construction of a Western Beltway from SR 50 and the SR 429 to east of the West Oaks Mall, construction of the Wekiva Parkway and widening of SR 50 from Dean Road to East of Old Cheney Highway
- Seminole County: widening of Seminole Expressway from County Line to SR 434 and construction of Interchange at SR 436 and US 17/92
- Osceola County: construction of braided ramp from Eastbound I-4 to West Osceola Parkway and widening of US 192 from Eastern Avenue to Nova Road.

METROPLAN 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)

The *2030 Long Range Transportation Plan* envisions a system that safely and efficiently moves people and goods through a variety of transportation options that preserve natural lands, create community centers, conserve energy, and maintain a strong economy. In order to achieve this vision, the MetroPlan Orlando LRTP recommends the implementation of a number of goals, objectives and policies. The Plan foresees implementation of these goals, objectives and policies by a number of agencies such as LYNX and FDOT over the next two decades.

In order to plan such a transportation network, MetroPlan Orlando has partnered with myregion.org, which is comprised of numerous public, private and civic community organizations including the City of Orlando, Canaveral Port Authority, East Central Florida Regional Planning Council, and the Orlando-Orange County Expressway Authority among others. The partners participated in creating a vision called *How Shall We Grow?,* which demonstrates how the future of Central Florida can be different if future policies and practices are based on the 4 C's: Conservation, Countryside, Centers and Corridors. The purpose of this initiative has been to solicit input from members of the community on their expectations of a regional transportation network and their desire to change the current path of development. Upon the conclusion of this process a number of strategies were developed in reaction to public requests and applied to the MetroPlan Orlando LRTP. These strategies include supporting the economic vitality of the metropolitan area, increasing the safety of the transportation system, increasing the security of the transportation system, increasing the accessibility and mobility of people and freight, enhancing the integration and connectivity of the transportation system, promoting efficient system management and operation, and emphasizing the preservation of the existing system.

Rather than solely develop a traditional land use scenario, MetroPlan also developed an alternative land use scenario, which is a new approach designed to formulate a realistic land use forecast that demonstrates the effects of lower vehicle miles traveled, reduced urban sprawl, and use of commuter rail. To achieve these goals, the alternative land use scenario envisions the region's future land use pattern as having jobs and housing located closer together to make the most of multi-modal transportation options. The alternative land use scenario also incorporates other land use techniques to improve efficient use of new and existing road networks. The approach seeks to arrange land uses to improve the efficiency of the transportation networks and mobility options for the public. Subsequent data and analysis of the alternative land use approach showed significant improvements, including fewer vehicle miles traveled, fewer vehicle hours traveled and significant air quality benefits. The alternative land use approach also supported a stronger commitment to transit by concentrating growth along key transit corridors. When the METROPLAN ORLANDO Board adopted the *2030 Long Range Transportation Plan*, it did so with the alternative land use---spotlighting land use as an essential element of the LRTP for the first time. As a result, the plan provides significant future transit projects, including an expanded bus system, bus rapid transit, and passenger rail. Additional elements, including a congestion management process, freight movement strategies, and bicycle and pedestrian components, are also included to further support a balanced transportation system.

A central component of the MetroPlan alternative land use scenario, as well as a *LYNX Vision 2030* strategy for improving service, is the decision to improve transit efficiency by concentrating growth along key transit corridors, also known as Primary Corridors. Other strategies such as developing an expanded bus system, developing bus rapid transit and passenger rail, developing congestion management processes and freight movement are also intended to achieve the vision outlined by the *MetroPlan 2030 Long Range Transportation Plan.* The *Metroplan 2030 Long Range Transportation Plan* strongly correlates with the *LYNX Transportation Development Plan* and the *LYNX Vision 2030* Plan by supporting the plans of LYNX to improve service and to focus on concentrating service along high-volume primary corridors. Both organizations are also emphasizing the need to both develop new forms of transit as well as redeveloping and expanding transit options which already exist.

METROPLAN ORLANDO TRANSPORTATION IMPROVEMENT PROGRAM

The purpose of MetroPlan Orlando's Transportation Improvement Program (TIP) is to identify all Federal and state funded transportation projects that have been scheduled for implementation in the Orlando Urban Area (Orange, Seminole and Osceola Counties). There are a number of major roadways being prepared for improvements listed within the TIP including: Interstate 4, State Road 50, State Road 15, State Road 434, US 192, John Young Parkway, County Road 15, Hoagland Boulevard, State Road 46, US 17-92, State Road 415, State Road 426, State Road 417 and State Road 436. The types of improvements to these roads include intersection improve- ments, addition of traffic signals/traffic control systems, retiming of signals, additional lighting, road resurfacing, bridge repair, additional drainage, lane-widening and the creation of flyovers for greater pedestrian and cyclist integration into the transit network.

OSCEOLA COUNTY COMPREHENSIVE PLAN 2025

As expressed in the *Osceola County Comprehensive Plan*, the County is actively pursuing a more compact, diverse land use pattern by setting forth goals, objectives and policies which utilize the principles of sustainable development and smart growth planning practices. The heart of the plan consists of the development of an Urban Growth Boundary (UGB) which will, upon its completion, serve as an urban core. The UGB is fundamental to the County's long-term growth strategy for achieving a compact urban area where a quality of life superior to that provided by a conventional suburban development pattern can be achieved.

The UGB is divided into two development areas, an Urban Infill Area and an Urban Expansion Area. To encourage development that can be efficiently served with public facilities and services, while discouraging the

proliferation of urban sprawl, new residential development within these areas shall meet the following densities: Urban Infill Area: 3.0 dwelling units per acre; Urban Expansion Area: 5.0 dwelling units per acre. The Urban Infill area is a continuation of existing planning practices and development patterns. The form is conventional suburban development designed around an automobile-oriented transportation network. The Urban Expansion Area (UEA), on the other hand, is designed to offer a more urban form of development that is pedestrian-oriented, multi-modal and provides a concentrated mix of uses with a distinct sense of place. The UEA is also divided into nine Mixed-Use Planning Districts. These Mixed-Use Planning Districts will consist of a range of housing types, an appropriate mix of public/civic, retail/office, schools, parks and community centers. The street pattern will be a network of interconnected streets that supports the needs of all users including pedestrians, bicyclists and motor vehicles as well as offering multiple routes to a destination and reducing reliance on arterial roadways.

Non-residential development within the Mixed-Use Planning Districts will consist of a hierarchy of Activity Centers based upon their function, size, and relationship to residential development. Urban Centers will be included in the Urban Expansion Area and will serve the purpose of centralizing urban-scale commercial, office, and employment centers. Urban Centers will be the highest density of all Centers and, as such, will require adequate traffic circulation and roadway access. For this reason, the City outlines specific right-of-way specifications and emphasizes the need for the Urban and other Centers to be constructed adjacent to main interchanges. Employment Centers will be less dense than Urban Centers but will feature higher densities and intensities than Community Centers. Employment Centers are meant to provide a land use designation dedicated to professional offices such as hospitals, research firms, national headquarters and medical offices. Community Centers will also be included in the mixed land use category within the Urban Expansion Area. These Community Centers are designed to provide retail and office developments that are generally less intense than Urban and Employment Centers and will not be permitted within a 1.5 mile radius of one another. Community Centers will only be developed when adjacent to collector or arterial roadways or primary corridors. In addition, Community Centers will serve as development areas for workforce housing and secondary educational facilities including colleges and universities. These Centers are required to be located near or adjacent to major expressways or arterial roadways to provide accessibility required for higher intensity uses.

Within the Urban Infill Area of the UGB the County is encouraging Traditional Neighborhood Design (TND) which is meant to develop the County in the form of coherent and interconnected neighborhoods with a diverse mix of activities. The Urban Infill Area is generally designed to utilize village centers as a means of serving residential areas by developing low-intensity neighborhood, urban and community commercial establishments. The Urban Infill Area is predominantly used to accommodate county residents within a suburban setting.

One of the goals stated in the Transportation Element of the *Osceola County Comprehensive Plan* calls for the establishment of a multimodal transportation system that promotes the values of sustainable development articulated in the Future Land Use Element, increases mobility options and promotes accessibility to economic, educational, cultural, and recreational opportunities for residents and visitors alike. To this end, the County has highlighted a number of transit improvements and developments that need to be made. For example, the County is cooperating with FDOT and MetroPlan Orlando to identify areas where commuter and light rail will be made accessible for residents. The County is coordinating with public transit providers to determine the sites of future transit stops and stations, including Transit Centers and Superstops (convergences of multiple transit routes), and may include Park and Ride facilities. Future stops and stations will be required to ensure accessibility and mobility, as well as pedestrian safety.

The *Osceola County Comprehensive Plan* complements the *LYNX Vision 2030 Plan* by pointing out the need to develop adequate transit service for the developing Urban Growth Boundary. The UGB is intended to become the economic and urban center of the County and will likely require adequate inter-county and intra-county transportation via a variety of transit options. Both the Urban Infill and Urban Expansion Areas will contribute significantly to stimulating growth and concentrating goods and services in close proximity to residential

dwellings as well as Community, Urban and Employee Centers where commuters can access multimodal facilities with ease. The County also identifies the need to improve Level of Service (LOS) standards on Primary Corridors in order to support efficient traffic circulation near these Centers and throughout the County. In terms of LYNX and the Transportation Development Plan, the Transportation Element broadly discusses new transit options which may become available in the area but does not cite specific transit projects. It is intended that the creation of a multi-modal corridor will meet the transportation and land use needs of the County and will complement the Activity Centers and land use planning approach the County has chosen,.

OSCEOLA COUNTY LONG RANGE TRANSIT PLAN (OCLRTP)

The *Osceola County Long Range Transit Plan* (OCLRTP) is an all-inclusive overview of the plans and studies of nearly 50 cities and counties within the Central Florida Region. This document assesses the city and county plans of the region in terms of their future land use and transportation projections. They are assessed in such a way as to highlight the long term land use and transit goals of Osceola County while also identifying relevant projects which will have a significant impact across the region including: the construction of SunRail from Volusia County through Seminole and Orange Counties and ending in Osceola County; Light Rail from International Drive to Medical City/Innovation Way; LYNX Express and Fast Link services to reduce headways on a number of Primary Corridors to 10 minutes; the creation of the Northwest Corridor Commuter Rail from downtown Orlando to Eustis in Lake County; and the addition of Bus Rapid Transit inclusive of the existing downtown bus circulator and north to Florida Hospital and Orlando Health among other destinations.

Among the plans analyzed by the OCLRTP, the *LYNX Transit Development Plan 2008 (TDP)* was assessed with emphasis on the policies which concern Osceola County. Specifically, the OCLRTP evaluates the *LYNX Transit Development Plan* and Comprehensive Operations Analysis (COA) based on level of funding types and sources, existing transit conditions, new service classifications, performance of transit emphasis corridor routes in Osceola County, and propositions for new service areas. Essentially, the OCLRTP came to several conclusions: LYNX has strong ridership growth, very good system performance, and is making progress on the advancement of commuter rail transit. However, the OCLRTP also makes note of some of LYNX' shortcomings such as poor on-time performance, inadequate service levels, and limited number of park-and-rides. Nevertheless, a number of areas of opportunity have been identified including capitalizing on already strong transit markets with Disney, International Drive and Interstate 4, marketing public transit as a strong alternative to paying high fuel prices, and taking appropriate measures to use the reconstruction of portions of Interstate 4 as a tool for improving transit. By and large, the OCLRTP has a positive assessment of LYNX and is coordinating its goals and strategies for development with the major projects outlined in the LYNX TDP and COA.

THE OSCEOLA COUNTY 2010 EXITING ROADWAY NETWORK CAPACITY REPORT

The *Osceola County 2010 Existing Roadway Network Capacity Report* is a document which gives detailed analysis of all existing roadways in Osceola County. These roadways are analyzed in terms of things such as number of lanes, service volumes, whether it is a city or county road, and in which area it is located. This document also identifies the current LOS standard of each road and measures Peak Hour performance of these roadways. The County currently has 115 roadways operating at LOS standard "B", 52 roadways operating at LOS standard "C", 18 roadways operating at LOS standard "D", and 19 roadways operating at LOS standard "F". The Report also identifies roadway improvements such as lane modifications, Information Technology Systems (ITS), resurfacing and bridge repairs for a number of roadways.

THE OSCEOLA COUNTY TRANSIT CENTERS REPORT (OCTCR)

The *Osceola County Transit Centers Report* (OCTCR) focuses on what Osceola considers to be the County's engine for future economic development, Urban Centers. Urban Centers are designed to offer the opportunity for mixed land uses such as employment, retail, housing and entertainment all in close proximity to one another and to mass transit. The Report describes urban centers as developments which feature increases in

density/intensity and also utilize limited real estate to its maximum potential by providing many land uses in one concentrated area. In addition, the County is in the process of making better use of roadways via construction plans to accommodate transit modes other than single-occupancy vehicles. Specifically, there are a number of Osceola County Roadways which are currently operating below LOS standards and are being prepared or are under construction to improve capacity, rights-of-way issues, and other issues contributing to poor traffic circulation. In particular, the County intends to widen US 192 and purchase rights-of-way along the margins of the road in the near future in order to address safety issues and to compensate for higher traffic volumes along the roadway.

The OCTCR identifies Urban, Community and Employment Centers as an integral part of the County's plan to take a new approach to land use and transportation planning. These Centers are collectively meant to create areas which merge land use designations and are able to be served by multiple transportation services with ease. The Centers vary in density/intensity and are aimed at serving the needs of workers and visitors of Osceola County. The OCTCR defines Urban Centers as being primarily intended for urban-scale commercial, office and retail activity and designed to facilitate higher levels of intensity than other Centers. These Centers are not permitted to be built within 4 miles of each other and are also required to include residential development. Unlike Urban Centers, Employment Centers are meant to provide intense workplaces for Osceola County residents. Rather than permit mixed land use development here, they have established "preferred types of land use" which include research firms, national headquarters, medical offices, hospitals and other professional offices. Employment Centers will also require close proximity to major expressways or arterial roadways to provide the accessibility required for higher intensity uses.

The County has a number of existing Urban and Employment Centers including Poinciana (in and around the Wal-Mart Shopping Center), Downtown Kissimmee, Orlando Regional Medical Center (ORMC) and the Loop. These areas are poised for expansion and the County is encouraging the integration of these Centers into the future SunRail passenger station by improving sidewalks, including bike lanes and rights-of-way, and by promoting the construction of more walkable communities. In addition, the County plans to create intermodal centers in areas with appropriate intensity such as Downtown Kissimmee and ORMC. The OCTCR also contains a list of Proposed Centers including South Lake Toho-West, South Lake Toho-East, Edgewater, Toho Preserve, and the North-East District. These areas have not yet been constructed; however, upon completion they will adhere to the same land use designations as existing Centers but will be located surrounding Lake Toho. Centers, as utilized by Osceola County, are developments which have spatial and density requirements which can best be served by the accessibility provided by transit, major interchanges and arterial roadways. Urban, Community and Employment Centers are developments which are designed to maximize land use efficiency by condensing work, play, home and shopping into three specific land use designations.

OSCEOLA COUNTY SOUTH LAKE TOHO CONCEPTUAL MASTER PLAN

The *Osceola County South Lake Toho Conceptual Master Plan* provides policy guidance for the future development of the areas south of Lake Tohopekaliga, from Canoe Creek Road in the east to the unincorporated town of Poinciana near the western boundary, and south to the Urban Growth Boundary (UGB). The County is using smart growth techniques to establish districts within the South Lake Toho area with the intention of expanding the area and complementing the existing residential character while developing an accompanying transit network to accommodate the growing need for mass transportation and sustainable future land use development.

The *Osceola County South Lake Toho Conceptual Master Plan* also outlines the creation of a multimodal corridor focused on access to key destinations, such as Urban Centers, Community Centers and Activity Centers. This multimodal corridor is intended to provide transit for commuters between Centers, Districts and throughout Osceola County as a whole. The multimodal corridor as envisioned would stretch through the central planning area connecting Poinciana to the area east of the Lake Toho planning area and Kissimmee. A number of transit

services have been identified within the South Lake Toho Plan including Bus Rapid Transit, Light Rail Transit, streetcar and bus. The long term goal of the plan is to develop a system which uses streetcars and buses to operate along boulevards and avenues with routes feeding into Light Rail (LRT). Bus Rapid Transit (BRT) stops near neighborhood centers will transport commuters to and from the LRT which will then transport commuters throughout the East, South or North Toho planning districts. Essentially, the transportation plan outlined here emphasizes the need to use Community and Urban centers as growth management tools to concentrate commuters in an area for more efficient travel from local transportation nodes to regional nodes.

THE ORANGE COUNTY 2030 COMPREHENSIVE PLAN

The Orange County Comprehensive Plan outlines the goals, objectives and policies intended to enhance the region's character and act as a blueprint for progress and growth management over the next 18 years. Orange County is in the process of making the region a more attractive setting for prospective business complexes, improving local and regional road network access, developing/redeveloping infill and residential areas so as to concentrate high density near efficient mass transit alternatives, and striving to successfully integrate residential, mixed use and commercial properties in a way which will promote pedestrian, bicycle, and public transit throughout the County.

In order to guide the distribution, extent, and location of urban land uses, and to encourage compatibility with existing neighborhoods, the County has adopted land designations such as Village Centers, Lifestyle Centers and Neighborhood Activity Nodes. Village Centers are designed to act as commercial and residential centers which will serve employees, visitors and residents of the community (within three to five miles). Lifestyle Centers are open-air shopping centers with a mix of national retailers and local boutiques and housing choices. These locations emphasize convenience and a mix of uses and choices. Neighborhood Activity Nodes are commercial centers which are designed to serve the needs of nearby employees, residents, visitors and businesses (within two to three miles). Growth Centers are a Future Land Use designation implemented through Joint Planning Area agreements with other jurisdictions. These agreements provide, at a minimum, that the County will not incur initial capital costs for utilities. Orange County has two Growth Centers---one in the northwest, referred to as the Northwest Growth Center and one in the southeast referred to as Growth Center. These land use designations have been created in order to complement Orange County's urban strategies such as infill development, coordinated land use, transportation planning, and mixed-use development, which have been employed to promote efficient use of infrastructure and compact development .

Orange County has also established a land use designation of Traditional Neighborhood Development (TND) which allows for development alternatives that will alleviate the pressure of urban sprawl, reinforce a more efficient pattern of development, provide interconnected wildlife corridors, reduce excessive travel demands, link road and transit networks, provide affordable housing and create a stronger sense of place. TND uses include mixed use communities with "towns and villages" designed to be within walking distance of central commercial uses and transit stops. TNDs include a town center, public facilities and open space designed to integrate with the residential development.

In terms of its Transportation Element, Orange County has adopted a transit initiative consisting of offering a safe, accessible, convenient, efficient and financially feasible multimodal transportation system which minimizes environmental impacts and helps assuage the ill effects of urban sprawl. In creating the Transportation Element of the Comprehensive Plan the County utilized a modeling tool consistent with the official MPO model that accurately reflects projected transportation network conditions.

In order to offer significant improvements in land usability and mass transportation alternatives, Orange County is positioning itself to redevelop the county and is using an assortment of sustainable planning practices to enhance and redevelop the existing network. In order to successfully mesh the land use development pattern

and transportation network that the County envisions, a number of improvements and adjustments are in the process of being made, including: on-site pedestrian circulation plan, including connecting the public sidewalk to the primary building entrance and direct cross access connections to all adjacent parcels; bicycle circulation from adjacent public streets and off-street bike trails to bicycle parking areas; connection of established transit stops to the sidewalk network; improvements to existing transit routes including increased service levels; improvements to increase the capacity of the commuter rail system; new transit fixed routes, and transit circulator routes. Other improvements include new transit fixed facilities such as Bus Rapid Transit (BRT), incorporation of established transit stops into a site's building placement and design, bus stop amenities, traffic calming measures, transportation System Management (TSM) improvements and Intelligent Transportation Systems (ITS) improvements. The *Orange County Comprehensive Plan* is in harmony with LYNX and MetroPlan Orlando's plans for improving transportation in Central Florida. Particularly, the creation of mid to high density Villages, Activity Centers and Mixed-Use developments strongly complement the proposed transportation network outlined in the *LYNX 2030 Vision Plan.* This is due to the fact that the Orange County Plan emphasizes the need to concentrate users of all modes in one large area, or several smaller areas which are in close proximity to transit and one another. This is intended to accomplish high-levels of transit efficiency and availability.

SEMINOLE COUNTY COMPREHENSIVE PLAN

Within the Future Land Use and Transportation Elements of the *Seminole County Comprehensive Plan* the County outlines its effort to incorporate alternative land use planning principles and land use designations into an urban design which will use transit and concentrated growth as tools to curb urban sprawl, create greater cohesion and increase ease of inter-county and intra-county travel.

The *Seminole County Comprehensive Plan*, specifically the Future land Use and Transportation Elements, contain the long-term goals, policies and standards which the County has adopted with the intent of redeveloping and redesigning the region. The intent of these strategies is identified in the "*How Shall We Grow?"* initiative which was an 18-month campaign to create a Shared Growth Vision for Central Florida where nearly 20,000 Central Florida residents were involved in creating a shared vision for how the region can grow between 2006 and 2050. Four key themes emerged from the How *Shall We Grow?* Campaign, demonstrating how the future of Central Florida can be different if future policies and practices are based on the 4 C's: Conservation, Countryside, Centers and Corridors. The 4 C's are described as Conservation---establish a "Green Areas" conservation footprint, Countryside---preserve countryside outside of centers, Centers---promote growth in current city, town or village centers and encourage the development of additional population centers to counter the current pattern of sprawling development, and Corridors---connect centers with a balance of roads, light rail, streetcars and buses planned by county transportation planners cooperating regionally.

The *Seminole County Comprehensive Plan* documents the County's intention to use the US 17-92 corridor as a main area for infill development in the form of mixed use structures and high density planned developments. The US 17-92 Corridor is a primary corridor which spans a number of cities and counties and services a high volume of commuters within the area. As such, proper traffic circulation of this roadway is crucial to successful infill and mixed-use development.

The County has also added several new Land Use Designations which are meant to offer a variety of land uses throughout the county. These Land Use Designations include: Mixed Development (MXD), High Intensity Planned Development (HIP), High Intensity Planned Development-Target Industry (HIP-TI). These new land uses are designed to encourage variety and sustainability in land use planning. US 17-92, the Orlando Sanford International Airport and the North I-4 Corridor are the main focal points of the County's effort to improve its image and efficiency. The County's decision to establish US 17-92 as a Mixed Development Corridor, in addition to designating parts of it as HIP-TI, reflects their intent to substantially increase density and intensity along this roadway. These designations will result in a need to increase the transit resources and variety of services

offered to residents and employees in this area. LYNX will also play an integral role in servicing the North I-4 HIP-TI Corridor because the County has established areas along the Interstate where they intend to engage in heavy infill development along these margins of the I-4 roadway. Previously undeveloped parcels along the margins of the Interstate will now be the location of retail stores, small industrial companies and a number of commercial entities.

SEMINOLE WAY INDUSTRY AND FACILITY ANALYSIS

The Seminole County Regional Chamber of Commerce led the initiative that resulted in the *Seminole Way Industry and Facility Analysis*. This document is a very general Economic Development Plan covering the area along the SR 417 Corridor from the Orange County line to I-4. The plan notes that there are approximately 3,300 acres considered "ripe" for redevelopment. However the plan also points out that the majority are underutilized, rather than vacant parcels, and that 75% of the parcels are on small tracts under many owners. The land use discussion is limited to general information regarding several areas planned for industrial, commercial or Planned Development along SR 417 and recommends clustering redevelopment near key interchanges. There are no specifics as to density, intensity or transit-oriented development. Should this area redevelop it could have implications for LYNX in terms of increased need for employees to get to work. However, given the political climate in Florida with its reluctance to engage in land assembly, and the need for a number of jurisdictions to adopt the plan, it is doubtful that this vision will be realized within the study period.

THE CITY OF ALTAMONTE SPRINGS COMPREHENSIVE PLAN 2030

The Future Land Use and Multi-Modal Transportation Elements contained within the *City of Altamonte Springs Comprehensive Plan* reflect a development pattern consisting of a combination of urban and suburban residential areas connected by high-density activity centers. These activity centers will be used to concentrate higher densities in areas where multimodal connections or facilities will be available.

Within the City's Future Land Use Element, Activity Centers are one of the principal growth management tools because as new development/redevelopment occurs, the identified Activity Centers will receive priority in receiving new or improved public services and facilities. The design of the Activity Centers is meant to accommodate varying density ranges and is meant to achieve compact development in walkable neighborhoods, increase the jobs-to-housing balance, provide transit-oriented development and vertical and horizontal mix of uses.

The Multi-Modal Transportation Element outlines Altamonte Springs' approach to designing multi-use land developments which are sufficiently integrated into a regional transportation system. The Multi-Modal Transportation Element describes a "3-Tier System" as follows:

Tier 1 (Primary) features Activity Centers focused on redevelopment and offers the greatest opportunities for increased densities and intensities. This development pattern is compact and includes vertically and horizontally mixed uses that are designed to increase connectivity, walkability, and access through connections to local and regional transit, and the adjacent sidewalk and bicycle network.

Tier 2 (Secondary) features areas generally at the edge or fringe of the Activity Centers and typically located along or in close proximity to collector and arterial roadways.

Tier 3 (Tertiary) This tier is predominantly single family residential with pockets of multifamily residential and institutional.

CITY OF APOPKA COMPREHENSIVE PLAN

Within the Future Land Use and Transportation Elements of the *City of Apopka Comprehensive Plan* there are a number of goals, objectives and policies relating to the City's intent to reduce urban sprawl and improve public transit efficiency. For example, the City has established a Mixed-Use land use designation which will ensure that neighborhoods contain a mixture of land uses that reflect the desired character of the community, promote

realistic housing-job balance, offer varied housing opportunities, are served by adequate transportation, protect environmentally sensitive lands, incorporate parks/open space and use traditional community building practices. The primary intent of the Mixed Use land use category is to allow a mixture of residential, office, commercial, industrial, recreational and institutional uses and public facilities to serve the residential and non-residential needs of special areas of the City. This mix of land uses may occur on a single parcel or multiple parcels in the form of a permitted single use, a vertical combination of different permitted uses, or a horizontal mix of different permitted uses. The intensity of development within the mixed-use land use categories will vary depending on location and surrounding uses. Transit-oriented design elements will be used to promote multiple modes of transportation in the mixed use categories

The Transportation Element addresses existing and anticipated transportation conditions in the Apopka area. LYNX provides four routes presently servicing Apopka (Routes 17, 41, 44 and 405). LYNX also provides a transit Superstop on West Central Avenue in downtown Apopka. This transfer station has additional bus bays for future expansion. Apopka's roadways are generally operating below LOS standards and the City is in the process of improving these roadways in order to improve traffic circulation. The most significant planned improvements are the proposed Wekiva Parkway and the extension of SR 414 John Land Apopka Expressway from Ocoee-Apopka Road to US 441. The first phase of this roadway was constructed by the Orlando-Orange County Expressway Authority (OOCEA). Situated on the south side of Apopka, it serves as an alternative route for drivers utilizing US 441 that are not destined for Apopka. The expressway has only been open for a short time, so traffic volumes and changes in traffic patterns are not available.

CITY OF BELLE ISLE COMPREHENSIVE PLAN

The Future Land Use and Transportation Elements within the *City of Belle Isle Comprehensive Plan* outline the city's long-term goal of achieving energy efficient land use patterns coordinated with the development of an efficient, safe, mass transit alternative which will integrate various land use designations and will encourage effective use of infrastructure. At the heart of the City's Comprehensive Plan is the vision that the application of urbanism and sustainable development principles will spur construction and redevelopment in the form of urban villages, pedestrian-friendly environments, and transit-oriented-developments as well as decreasing urban sprawl by promoting the use of multi-modal transit alternatives.

In order to achieve this vision, the City has set forth a number of goals, objectives and policies which will help focus their efforts to enhance the City's character, quality of life and accessibility. The City of Belle Isle has listed several main and minor roadways which are operating at or below minimum LOS standards including: Gondola Drive, Conway/Judge Road, Seminole Drive, Orange/Hansel Avenue and Hoffner Avenue. The plan cites a number of public works projects and infrastructure enhancements which have the potential to improve traffic circulation in problem areas. The City of Belle Isle is still in the process of framing their future land use policies around the creation of a multi-modal transportation system. When combined, these land use and transit policies will provide efficient travel throughout the City, practical and serviceable land use patterns, and increased interconnectivity between the City of Belle Isle and the greater Central Florida region.

THE CITY OF CASSELBERRY COMPREHENSIVE PLAN

Within the Future Land Use and Traffic Circulation Elements of the *City of Casselberry Comprehensive Plan* there are many policies and strategies aimed at improving infrastructure such as constrained roadways, sidewalks, rights-of-way and a number of other transportation-related deficiencies throughout the City. In reference to the City's future development plans, they have added a "Major Thoroughfare Mixed-Use" category to their Future Land Use Element. This new designation refers to the City's intent to provide opportunities for mid-to-high density and intensity mixed use development along major transportation corridors within the City. Two such developments will be the future "Concord Center" and the "City Center".

The City of Casselberry also intends to continue planning efforts with LYNX to improve transit headways in areas where more concentrated development will be located, focusing in particular upon the US 17-92 Community Redevelopment Area. This dovetails with the *LYNX 2030 Vision Plan*, which has identified 17-92 as a Primary Service Corridor. In close partnership with LYNX, the City also plans to continue to incorporate Transit Emphasis Corridor passenger amenities within the City such as sidewalks leading to and from bus stops, lighted passenger shelters at high volume stop locations, pull out lanes at selected stops, real time passenger information at selected stops and at transit centers, as well as traffic signal prioritization and bus queue bypass lanes at selected intersections. The City also plans to work with LYNX towards a long range vision of implementing higher capacity transit modes within the City, such as BRT or streetcar service.

The Traffic Circulation Element identifies a number of constrained roadways including US 17-92, SR 436, Lake Howell Road, Howell Branch Road and Red Bug Lake Road. These constrained roadways are of importance to LYNX because US 17-92 and SR 436 are identified as Transit Emphasis Corridors in the *LYNX 2030 Vision Plan,* and the others are arterial roadways which feed traffic to the Transit Emphasis Corridors.

In order to develop a more efficient and integrated transportation network the City has established a Transportation Concurrency Exception Area (TCEA) throughout Casselberry in its entirety. The City plans to do enact the following mobility strategies in order to promote mass transit: transportation demand management; transportation system management; revised parking standards and regulations; parking facilities; pedestrian and bicycle facilities enhancements; and transit facility enhancements.

The City intends to implement a "Complete Streets" policy. "Complete Streets" is a policy established by the Federal Highway Administration to develop a comprehensive, integrated, multi-modal street network by coordinating transportation planning strategies such as providing safe and convenient on-site pedestrian circulation (sidewalks and crosswalks), providing cross-access connections/easements or joint driveways as well as construction of sidewalks, bus turn-out facilities, and bus shelters.

CITY OF KISSIMMEE COMPREHENSIVE PLAN

Within the *City of Kissimmee Comprehensive Plan,* the Future Land Use and Transportation Elements contain policies and strategies to ensure that the character and location of land uses is efficient, incorporate best management practices, maintain the principles of resource conservation and compact development, and promote orderly land-use transitions. The City encourages a mix of land uses, and increases in land use density and intensity to support transit use in the vicinity of rail transit and premium transit stations and stops. The Transit-Oriented Development (TOD) areas include lands near Kissimmee Multimodal Center, along the Vine Street Corridor, and near the planned SunRail station. Within a half-mile of the downtown Multimodal Center and future premium transit station areas, the City also limits land uses in order to encourage a more walkable and connected, transit-oriented environment. For example, within a half-mile of the Kissimmee Multimodal Center certain industrial and commercial businesses will not be permitted because they are not conducive to the mixed-use development approach the City is taking. The City is supportive of retail and residential uses near the Multimodal Center, accompanied by appropriate transit facilities and amenities. One of the principal goals of the City is to promote a multimodal-supportive land development pattern to increase mobility within the City.

The City of Kissimmee has designated the focal point of their TOD plan as the Multi-Modal Transportation District (MMTD). The primary development areas within the MMTD include the Community Development Center, the Vine Street Corridor, and along Lakeshore Boulevard. The City identifies these areas as locations which are on or adjacent to existing or proposed transit routes and have significant potential to support transit related development and non-motorized modes of transportation. For example, the Vine Street Overlay District (MU-V) is a designation within the Future land Use Element which is intended to transform existing strip-style, highway commercial development into a connected series of mixed-use, urban scale neighborhoods and villages connected to downtown and to other community focal points. The City will be implementing a multimodal

transportation strategy which will promote walking, biking and shorter auto trips. Within the MMTD the City requires pedestrian-oriented site design and pedestrian-oriented building design. These pedestrian-oriented designs include providing internal sidewalks for connections from public sidewalks to building entrances, bus stops and adjacent developments.

The City plans to reduce the effects of urban sprawl by creating districts such as the Vine Street Overlay District and the Multi-Modal Transportation District in order to maximize the benefits of Transit-Oriented Development. Specifically, these Districts will foster growth in areas where there is sufficient accessibility and mobility to complement the surrounding commercial, residential and office establishments The *City of Kissimmee Comprehensive Plan* complements the *LYNX 2030 Vision Plan* because both seek to reduce vehicle miles traveled, and to create both a local and regional transportation network. Both the regional transportation network and the Multi-Modal Transportation District will mitigate the need for a car and will demonstrate the positive qualities of life within communities where mass-transit and sustainable development strategies are practiced.

CITY OF LAKE MARY COMPREHENSIVE PLAN

Within the Future Land Use and Transportation Elements of the *City of Lake Mary Comprehensive Plan* there are a number of adopted policies and development projects which highlight the City's movement towards enhancing the efficacy of transportation and improving land use patterns. The City plans to improve transportation and land use patterns with more flexible land use designations, more efficient utilization of interchanges, and by focusing efforts on coordinating the development of an urban core and thriving commercial infill area in union with the creation of a multi-modal transportation network. High-intensity/density areas will be located near interchanges such as SR 417 and Interstate 4 because these areas will provide adequate accessibility for patrons, employees and visitors as well as maintain better traffic circulation than arterial or collector roadways. Specifically, the City has established a Downtown Development District (DDD) as the focal point of development within the community. The DDD will be central to the City's development because this is where the SunRail Commuter Station will be located. Consequently, the City is in the process of developing the District as a mixed use area where visitors and residents can enjoy the benefits of access to office, commercial, retail and residential uses within close proximity to a number of transportation options via the SunRail Station. The main purpose of the DDD is to create an urban core which will act as a catalyst for future redevelopment of the area and will function so as to ensure efficient and functional growth that will complement and support SunRail.

In addition to the establishment of a Downtown Development District, the *City of Lake Mary Comprehensive Plan* identifies several Primary Corridors with prime areas for future development which are complementary to the *LYNX Vision 2030 Plan* including Interstate-4 (from South of Lake Mary Boulevard. to CR 46A) and Lake Mary Boulevard (from Interstate 4 to Country Club road). Both of these roadways are operating at LOS standard of F. To address these failing roadways, the City is in the process of making planned access improvements to Lake Mary Boulevard and expanding it to a 6-lane roadway. The Interstate-4 Corridor is essential in the development of Lake Mary because of its significance to the overall development of Seminole County. Specifically, the County has established the North Interstate 4 Corridor High Intensity Development—Target Industry (HIP-TI) for the purpose of developing vacant lots in infill areas along the margins of I-4.

The City of Lake Mary has established five transportation districts which are comprised of assorted transportation facilities and act in various ways as to enhance the City's character. These Districts include: High-Tech Rinehart Road Gateway, Lake Mary Boulevard District, Downtown/TOD District, Southwest Gateway and Residential/Other District. The High Tech District is located within the north-central and western sector of the City. The major roadways are Lake Emma Road, Lake Mary Boulevard, International Parkway, CR 46A, Primera Boulevard and Rinehart Road. Major commercial, retail and restaurant uses are generally found along Lake Mary Boulevard. The Lake Mary Boulevard District is the major gateway into the City of Lake Mary. Transit users enter

the gateway from I-4 or Markham Woods Road to the west, and US 17/92 from the east. The land uses along this corridor are a mixture of commercial and office, as well as a portion of the Downtown and residential lands along Big Lake Mary. There are also multiple employment opportunities within the District. The Southwest Gateway is located within the vicinity of US 17/92 and consists of low to medium density residential developments, as well as commercial retail centers. The Residential/Other District predominantly consists of residential and other developments such as city parks, which are not part of the other four districts.

In regard to the *LYNX Vision 2030 Plan,* the developments outlined in the *City of Lake Mary Comprehensive Plan* highlight the need for increased transit service throughout the City in areas including: near the major interchanges of CR 46 and Interstate 4, near and within the numerous Gateway Districts and Developments of Regional Impact, within the Lake Mary SunRail Commuter Station, and along the US 17/92 Primary Corridor. In addition, the areas serviced by Link 45 will need significantly increased service because of the increased density which will result from build-out of surrounding DRIs and gateway districts.

THE CITY OF LONGWOOD COMPREHENSIVE PLAN

Within the Future Land Use and Multi-Modal Elements of the *City of Longwood Comprehensive Plan* there is a general movement towards developing a city-wide multi-modal transportation system that provides for and supports the transportation needs of the area while maintaining the City's residential character. A main goal of the City's Comprehensive Plan is reinforcing the City's suburban image by supporting the "Traditional Residential" development character, while at the same time providing sustainable mixed use infill development which will complement and support multi-modal transportation and the future SunRail Station. Specifically, the City is dedicated to providing and maintaining safe transportation options for cyclists and pedestrians. Throughout their comprehensive plan the City references the importance of creating mixed use areas which will complement all varieties of transportation, including non-motorized commuters.

The SunRail Commuter Station will be essential to the City of Longwood's development plans because it will be the heart of the City's transportation network, including mass transit, as well as being the focal point of the Heritage Village Planning District. This area will incorporate state-of-the-art planning concepts and development regulations to direct development in and around the Heritage Village Planning District. This will advance the vision enunciated in the comprehensive plan which emphasizes redevelopment, mobility alternatives, high density and intensity, green design, mixed-use development, and economic vitality in a manner that will complement and support the SunRail Commuter Rail Station. The vision focuses on those properties and land uses located within a one quarter mile walk and a three mile bike ride of the station. These concepts strongly support the *LYNX Vision 2030 Plan.*

Also significant within the development plans of the City of Longwood are South Seminole Hospital and the Florida Central Commerce Park which are near the Heritage Park Village. These three major local employment centers offer the City and LYNX the opportunity to explore alternative local transit connections to the SunRail Commuter Station.

A unique feature of the *City of Longwood Comprehensive Plan* is the two-pronged development approach which encourages mixed land use, commercial and other forms of high-density development along main corridors such as I-4 and S.R. 17-92, but also strongly supports the residential development of arterial roadways and suburban land areas. Pedestrian and cyclist transportation considerations are important here because of the City's emphasis on maintaining safe conditions for residents. Specifically, the City has formally requested that all public transportation vehicles and modes be equipped with bicycle racks and lifts to accommodate non-motorized commuters.

THE CITY OF OCOEE COMPREHENSIVE PLAN

Within the *City of Ocoee Comprehensive Plan,* the Future Land Use and Transportation Elements identify the City's intent to spur development/redevelopment of infill areas throughout the city. Essentially, the City's primary future land use goal is to preserve the predominantly residential character of the area while at the same time developing activity centers and other forms of community meeting places in order to create areas of sufficient density to support mass transit. The City's establishment of Special Overlay Areas which contain three different types of special development designations is part of a movement towards discouraging urban sprawl and inefficient land uses and replacing them with mixed and multi-use activity centers.

Special Overlay Area designations include the Downtown Redevelopment Area, Interchange Impact Areas and Activity Centers. Interchange Impact Areas will include a mix of retail, general commercial, light industrial and residential uses. These areas are predominantly aimed at promoting the development of regional headquarters, commerce and office parks. These Interchange Impact Areas will be built at the following locations: interchange of the Western Expressway and Ocoee Clarcona Road, the Western Expressway and SR 438, the Western Expressway and SR 50. The Downtown Development Area will be designed in an effort to attract reinvestment in the downtown area of Ocoee through flexible land developments, on-street parking, pedestrian rights-of-way and innovative designs. Proposed development in this area will include construction of visible landmarks and quality pedestrian areas, mixed land uses and various forms of residential uses. Activity Centers will occupy areas within the impact zone of major intersections. These developments mainly consist of low-medium density areas, mainly along the SR 50 Corridor, which will be developed with the intent of fostering distinctive development while maintaining Ocoee's small town character. In addition, these Activity Centers will be developed with several distinctive goals: ensure distinctive, quality, integrated development along the corridor; mitigate the impacts of development by setting strict site criteria; emphasize mixed use projects which encourage synergy between a variety of land uses; and promote flexibility and unique development which will further integrate the area with the larger local and regional transportation network.

The Future Land Use and Transportation Elements contained within the City of Ocoee Comprehensive Plan hold particular significance to LYNX because the Special Overlay Areas contain a number of Primary Corridors and roadways which will be serving various density ranges. Specifically, the *Ocoee Comprehensive Plan* corresponds with the *LYNX 2030 Vision Plan* in terms of the Special Overlay Areas which will be built with appropriate facilities and amenities that will stimulate infill mixed-use development and attract commuters, shoppers and residents alike.

THE CITY OF ORLANDO GROWTH MANAGEMENT PLAN (GMP)

The City of Orlando Growth Management Plan establishes an agenda for Orlando that will ensure the preservation of its natural and man-made environments, reduce urban sprawl, promote the efficient use of transportation and financial resources and nurture its human assets. However, this plan is not a radical departure from the growth management policies established in the early 1980's. Rather the policies and actions established in this plan further refine and expand on the planning efforts adopted by the Orlando City Council in 1980 and 1985. The Goals, Objectives and Policies outlined in the Future Land Use and Transportation Elements collectively serve as a framework for the implementation of the GMP.

The Future Land Use Element is focused on achieving a superior urban form, conducive to the most effective provision of services, promoting sustainable community development, promoting conscientious economic development, promoting quality infill development, protecting sensitive natural areas by directing growth to environmentally appropriate areas, and allowing Traditional Neighborhood Development. This Element also indicates that the City is committed to protecting the established character of neighborhoods, preserving the existing pattern of the Traditional City and allowing for the efficient, orderly and economic growth of newer urbanizing areas. Orlando intends to accomplish this by including in the Land Development Code districts whose

standards encourage the redevelopment and renewal of blighted areas, including Activity Center districts, Mixed Use Corridor districts and other districts permitting medium or high intensity land use, as well as by providing for an efficient transportation system featuring improved transportation accessibility, improved transit service, and the development of a multimodal transportation system.

Another important goal is to promote an intensive mixture of employment, goods and services, and residential uses in Activity Centers; to link high intensity Activity Centers and promote use of mass transportation along Mixed Use Corridors; to promote a wide variety of residential and employment alternatives both inside and outside Activity Centers; and to achieve the highest standards of quality in the urban environment. This goal will be accomplished by utilizing the Transit 2 Future Land Use Overlay to further encourage the intensification of uses in close proximity to the Amtrak/Orlando Health transit station, which allows a maximum density of 100 dwelling units per acre and/or a maximum intensity of 3.0 F.A.R. In other areas of the City, the Transit 2 Zoning Overlay may also allow residential, hotel, eating and drinking, office and retail uses when approved as part of a Planned Development, subject to the certain criteria, including building sites that accommodate mass transit.

The Future Land Use Element also calls for the City to plan a route to accomplish fixed guideway mass transit within the Downtown area and to identify appropriate locations for transit terminals and transit stops, as well as to continue to operate a Downtown circulator transit service to afford accessibility throughout the Downtown core.

The Transportation Element of the GMP sets forth the framework to develop a balanced transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques. The City intends to do this by designation of exclusive high-occupancy vehicle (HOV) lanes on limited access facilities and by supporting Intelligent Transportation Systems (ITS) for Downtown Orlando to encourage the most efficient use of its transportation infrastructure.

The Transportation Element also states a goal that by 2020, 5 percent (5%) of work trips shall be accommodated by public transit. This goal will be accomplished by the City continuing to provide annual contributions to the Central Florida Regional Transportation Authority (d/b/a LYNX) to fund transit service improvements, by requiring that site and building design for new developments within the transit service area as well as for Developments of Regional Impact must be coordinated with public transit, bicycle, and pedestrian systems, and by implementing Land Development Code requirements which improve pedestrian access to the transit system.

In this Element, the City states that it shall support provisions for transit passenger convenience such as information programs which acquaint travelers with transit routes and available services; weather protection at selected stops along transit routes; clear signage which identifies transit stops; lighting and emergency call boxes at selected stops; route map signs at designated transit stops; and more direct bus routing in order to extend service to major residential areas and traffic generators. The City shall also support LYNX in the improvement and expansion of special services for the elderly and handicapped through the enforcement of applicable requirements.

The City will also support transit by requiring that that transit facilities, such as turn-out bays, pre-emptive signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations be included in roadway design proposals, as well as by prioritizing transit headway improvements along designated transit service corridors. The City also plans to develop roadway projects based on the need to improve transportation system efficiency balanced with quality urban design. Where appropriate, roadways will be designed to ease the flow of buses by using turn-out bays, pre-emptive signals, high-occupancy vehicle lanes, and bus-only lanes.

CITY OF OVIEDO COMPREHENSIVE PLAN 2025

Overall, The City of Oviedo's Future Land Use and Multi-Modal Transportation Elements show plans to integrate the City with neighboring Longwood and Winter Springs through the "How Shall We Grow?" and "Seminole Way" initiatives and through the development of Gateway Districts which will serve as community centers and places where the City character is made manifest through inviting urban design and a balance of pedestrian, cyclist and motorist-friendly transportation options. The land use category designated "Gateway Districts" generally describes commercial, retail and office development projects which will be activity centers and mixed use sites. These will also be locations where mass transit is concentrated because these districts will be high density areas which may serve a number of surrounding residential neighborhoods in addition to being a thriving marketplace for shoppers, tourists and the like.

The Future Land Use and Multi-Modal Transportation Elements also reflect the City of Oviedo's support of the regional "How Shall We Grow?" initiative which channels growth into and fosters the redevelopment of developed lands as compact mixed-use centers with multi-modal transportation options. The City's approach supports the *LYNX 2030 Vision Plan* by expressing the intention of working with neighboring cities in an effort to create the most efficient land use development patterns and transit system possible, resulting in a more practical commute.

CITY OF OVIEDO TRANSPORTATION MASTER PLAN

The *City of Oviedo Transportation Master Plan* addresses roadways, intersections, transit, bicycle and pedestrian facilities. The City of Oviedo is embarking on a new path for transportation services and infrastructure that will more fully link different transportation modes to each other, and will also better connect existing and planned land use patterns.

The City's Development Corridors, identified in the 2025 Multimodal Mobility Areas Map, extend into the Joint Planning Area agreed upon between the City and Seminole County, and include State Road 434 from Vistawilla Drive south to Beasley Road, State Road 426/East Broadway Street from Slavia Road to the Econlockhatchee River, and Red Bug Lake Road/Mitchell Hammock Road from Dover Garden Lane to Lockwood Boulevard. It is intended that Parcels within the identified Development Corridors shall contribute to the City's enhanced multimodal mobility and accessibility through required dedications of easements to LYNX for public transit use. The dedicated easement areas shall be of sufficient size to allow for ADA access to transit and for future shelter placement.

CITY OF ST. CLOUD COMPREHENSIVE PLAN

Within the *City of St. Cloud Comprehensive Plan* the Future Land Use and Transportation Elements stipulate current and future policies which will be used to effectively manage the land use pattern in the City in order to enhance the quality of life for residents, to promote economic vitality and to accommodate population and development growth in an environmentally acceptable manner. The City intends to provide a safe, efficient and convenient transportation system for motorized and non-motorized users of the St. Cloud transportation network.

In order to achieve the goals mentioned above, the City is adopting policies and strategies which will stipulate that all major roadways are designed as complete transportation corridors incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system. In order to provide a locally and regionally integrated transit system, the City is also undertaking measures designed to assist in the free flow of traffic along major roads and is striving to maintain and improve the LOS on constrained roads such as US 192/13th street, Kissimmee Park Road and Neptune Road.

The main roadways of the City of St. Cloud are located in the area north of 13th street. These roadways include the Florida Turnpike, U.S. 192 (13th street), C.R. 423 and C.R. 15. These roadways as well as others located north of 13th Street were developed according to a grid system. Impractical annexation practices in the recent past resulted in erratic growth in the area south of 13th Street, with the City eventually encircling a large section of predominantly vacant and unincorporated residential land-holdings of approximately 1,100 acres. This area is characterized by many cul de sacs, narrow rights-of-way and a development pattern that neglects the inter-connectivity needs of the City. In addition, the largely agricultural and residential character of the City of St. Cloud may require a unique form of multi-modal transportation.

CITY OF SANFORD COMPREHENSIVE PLAN

The Future Land Use and Transportation Elements of the *City of Sanford Comprehensive Plan* outline the objectives, strategies and policies the City plans to use in order to promote an orderly distribution of land uses in an economically, socially, and environmentally acceptable manner while ensuring the timely provision of services and facilities to meet the needs of current and future populations. Moreover, the City of Sanford intends to develop and maintain an integrated multi-modal transportation system which promotes mobility and accessibility to move people and goods in a manner consistent with proposed developments and current and future land uses.

Within the Transportation Element the City of Sanford outlines its plan to establish a Transportation Concurrency Exception Area (TCEA) and splitting it into two districts: Zone A, North US 17-92 and Zone B, South US 17-92. Zone A will be developed/redeveloped by creating a complete sidewalk network, developing a management plan for shared driveway access and reorientation of buildings to be closer to the street. Also, the City plans to work with LYNX to conduct a feasibility study for a transit shuttle service or BRT service that can serve the Central Business District which is in the heart of Zone A. This service would be called the "Downtown Transit Service". Within Zone B the city plans to create streets parallel to US 17-92 in order to provide alternatives for local trips. The City also plans to promote urban mixed use developments on larger parcels, provide connections from commercial/mixed-use destinations to residential neighborhoods and to develop a continuous and well-connected sidewalk network with access to transit within Zone B.

Within Zones A and B the City of Sanford intends to promote high density/intensity development of mixed-use Activity Centers which will serve the purposes of facilitating mixed use development, encouraging mass transit, reducing the need for automobile travel, providing incentives for quality development and giving definition to urban form through clustering of uses rather than strip-type development. In addition, the City plans to coordinate with LYNX to create a Transit Shuttle Service on US 17-92. The City also intends to partner with LYNX in providing Transit Emphasis Corridor passenger amenities along US 17-92, including sidewalks leading to and from stops, lighted passenger shelters, pull-out lanes, real-time passenger information and signal prioritization. The City plans to cooperate with LYNX on implementation of the long range vision for higher capacity transit service such as BRT or streetcar service.

Another important component of the *City of Sanford Comprehensive Plan* is the City's intent to provide adequate transportation services to the Orlando Sanford Airport. The policies and regulations consistent with this plan include coordinating aviation facilities with surface transportation plans, integrating the airport with regional transit and integrating bus transit facilities with future airport expansions.

The City is also enacting policies which will require pedestrian and transit-friendly site design. These policies are intended to result in developments that are designed to promote pedestrian, bicycle and transit modes. The design standards include direct pedestrian pathways from building entryways to public sidewalks and bus stops, building orientation towards public streets, transit easements on private property, bicycle parking facilities and pedestrian lighting.

CITY OF WINTER PARK COMPREHENSIVE PLAN

Winter Park's Comprehensive Plan is the foundation for the City's planning and development process. Through the Transportation and Future Land Use Elements, Winter Park intends to continue to integrate its community-wide land use and urban design with its transportation goals and objectives.

The Future Land Use Element of the Winter Park Comprehensive Plan outlines goals, objectives and policies concerning the city's strategy to encourage the elimination or reduction of uses inconsistent with the City's character and future land uses, to discourage the proliferation of urban sprawl, and to ensure the protection of natural resources. The City of Winter Park intends to achieve these goals, objectives and policies by maintaining the "Village Character" of the City by continuing its low-density development pattern, accommodating the redevelopment of institutional facilities such as Rollins College and the Winter Park Hospital Campus, maintaining the character and scale of the Central Business District, including the Park Avenue Corridor and by creating two planned development districts that include transportation connections to transit and bike trails as well as sidewalk and streetscape enhancement.

The Transportation Element is intended to strengthen the City's policy framework and to ensure that Winter Park can continue to define its transportation system's design and function so that it can continue to contribute to the community's quality of life. The City of Winter Park has created a sustainable village development pattern where pedestrians, cyclists, transit riders and motorists are all partners in mobility. This pattern is designed to accommodate multiple land uses in high-density areas and to provide activity centers which will efficiently facilitate mass transit. Within the Transportation Element a number of constrained roadways were named, including Lee Road (SR 423) west of SR 400/I-4, Fairbanks Avenue/Aloma Avenue and Orange Avenue (SR 527). These constrained roadways are relevant to *LYNX 2030 Vision Plan* because they are Primary Corridors which are currently operating below standards.

The City of Winter Park is also undertaking a before and after study of the Central Florida Commuter Rail Transit project. The before and after study analyzes five key project characteristics: project scope, transit service levels, capital costs, operating and maintenance costs, and ridership patterns and revenues. The City has established numerical indicators with which they will measure the achievement of mobility goals. They will collect on an annual basis bus transit ridership (boardings and alightings), revenue hours, revenue miles for routes that serve Winter Park and commuter rail transit ridership, and revenue miles.

CITY OF WINTER SPRINGS COMPREHENSIVE PLAN

Within the Future Land Use and Transportation Elements of the *Comprehensive Plan of the City of Winter Springs* there are development plans pertaining to future LYNX transportation services in the City and throughout Seminole County. The City is undertaking the development of high density mixed use areas and town centers which will serve as community centers and will require increased public transportation.

The City is actively researching compatible uses for adjacent lands within Seminole County and the neighboring cities of Longwood, Casselberry and Oviedo. The land uses of these adjacent lands will be determined through intergovernmental coordination through associated technical committees with neighboring jurisdictions, such as METROPLAN ORLANDO, the Council of Local Governments (CALNO), Seminole Way Initiative and the City of Winter Springs Planning Technical Advisory Committee (PTAC).

The City plans to construct a Greenway Interchange District (GID) which will be a land development project in the vicinity of SR 417 and SR 434. The GID will primarily be a commercial complex which seeks to attract high-paying, technical and financial service jobs. In addition, the GID will be a project constructed as part of the "Seminole Way" urban development program which spans the Cities of Winter Springs, Longwood and Oviedo. The Seminole Way initiative is significant within the context of *LYNX 2030 Vision Plan* because it provides the potential for extending service along several primary corridors which will become economic hubs in each city. With its close proximity to SR 417, the GID has the potential to be a candidate for a number of LYNX transportation services including amenities that provide intermodal access for pedestrians, bicyclists and

potential transit riders as well as intermodal transfer facilities in close proximity to GID and the SR 417-SR 434 convergence.

The principal goal of the Transportation Element is to develop a safe, convenient, efficient and coordinated system of motorized and non-motorized transportation facilities which ensure adequate movement of people and goods through and within the City. The central features of the Future Land Use Policy relating to LYNX include Construction of the Greenway Exchange, which is a multi-use, high density development project which will require effective multi-modal transportation options, and higher density along SR 417.

THE TOWN OF EATONVILLE COMPREHENSIVE PLAN

Within the Future Land Use and Transportation Elements of the *Town of Eatonville Comprehensive Plan* there are a number of goals, objectives and policies which have been adopted to preserve the historical character of the Town while also promoting more efficient land use patterns and improving traffic circulation. In order to promote land use efficiency the Town has decided to discourage continuous stretches of similar types and densities of units and encourage a diverse mix of land uses, housing types and densities. The Town of Eatonville has adopted Land Development Regulations which allow for a mix of residential, retail, office, green space and public use on a scale which is attractive to pedestrian and cycling activity as well as an intensity which makes it a viable alternative to the automobile. Future public buildings and facilities will be built in areas where they are in close proximity to high density residential uses in order to encourage multi-purpose trips. Kennedy Boulevard is the Primary Corridor serving the City of Eatonville, and as such, the Town has decided to locate retail and commercial uses along it. Kennedy Boulevard is also important to the Town because it is the main roadway serving the Town Center. Although Kennedy Boulevard is the main roadway serving Eatonville, the City has decided to prohibit it from being expanded beyond the already existing 4 lanes in order to support the goals of preserving historical character and attracting pedestrian and cycling activity.

The Town of Eatonville is also in the process of making improvements to roadways which are operating below LOS standards. Specifically, the Principal Arterial roadways which are operating at a "D" rating, Minor Arterial Roads operating at "D" rating and Collector Roads operating at a "C" rating. Also included within the Town's plan to improve circulation are a number of strategies such as efficient coordination between transportation planning and future development patterns, properly constructed road improvements designed to avoid severing or fragmenting existing neighborhoods, and the inclusion of more sidewalks and bikeways.

THE TOWN OF OAKLAND COMPREHENSIVE PLAN

Within the Future Land Use and Transportation Elements in the *Town of Oakland Comprehensive Plan* there are a number of development plans which are designed to ensure that new development is consistent with the existing residential Town character and is built in a sustainable fashion. The Town is developing a transportation system which emphasizes increased connectivity by ensuring sufficient transportation connections, not only within the Town, but to regional connectors, and to neighboring areas as well. The Town is also improving accessibility by ensuring that the Future Land Use Element is carefully coordinated with the future transportation network and that a proper mix of land uses leads to fewer and shorter trips as well as improved availability of transportation options. Three of the main goals of the Town of Oakland's Comprehensive Plan are to channel development into vacant parcels in already developed areas (infill parcels), to create the Tubb Street/Oakland Avenue Overlay District and to establish a Mixed-Use District land use designation.

Six blocks of the original Town Plat are mostly vacant. These parcels are an excellent opportunity for innovative infill or civic uses. With the exception of a few parcels along SR 50 and a few along Oakland Avenue, all vacant parcels have a designated future land use of low density residential. A number of these parcels are a part of the Town's vision for the Tubb Street/Oakland Avenue Overlay District. The Tubb Street/Oakland Avenue Overlay District will establish a Town Center/civic node along Tubb Street between West Orange Trail and Henshen

Avenue. This Town Center will create a lively and functional commercial, retail and civic focus for the community.

The newly created Mixed-Use District is a land use designation where Mixed-Use Commercial and Mixed-Use Residential uses are aimed at accommodating multifamily dwellings, duplexes, professional offices and local service/retail within a walkable, urban-scale environment. Essentially, the Mixed-Use District and the Tubb Street-Oakland Avenue Overlay District are areas where new development and redevelopment will be focused because they provide access to main collectors and primary corridors. The Town also intends to focus new development along the undeveloped portions of the SR 50 Corridor.

The Town of Oakland Comprehensive Plan also discusses several Developments of Regional Impact (DRIs), which are medium-high density commercial, mixed-use developments which will play a central role in the Town's growth. These DRIs are Lost Lake Preserve, Winter Garden Village at Fowler Grove, Sugarloaf Mountain, Plaza Collina, Bella Collina, Hills of Minneola and Oakland Park (Winter Garden). Rather than heavily encroach on residential districts, the Town has decided to encourage low-density mixed use developments in some residential districts and has emphasized the construction of higher density developments, such as those mentioned above, near main corridors. These higher density developments will concentrate commuters and will support mass transit in the area. The Town will also be constructing a Town Center within the historic Tubb Street/Oakland Avenue Overlay District, which will host a variety of small personal/professional business services.

The *Town of Oakland Comprehensive Plan* outlines the township's plan to use several DRIs and Primary Corridors as tools to concentrate growth and development. This plan complements the *LYNX Vision 2030 Plan* because increasing service frequency and variety of services along Primary Corridors, including the east-west Primary Corridor of SR 50, is an important goal within both plans. Moreover, the Town's decision to use primary corridors and, to a much lesser extent, arterial roadways, as focal points for commercial and mixed-use development will likely create a smaller and more centralized area for public transit services as opposed to the unorganized development caused by urban sprawl.

REEDY CREEK IMPROVEMENT DISTRICT 2020 PLAN

The *Reedy Creek Improvement District (RCID)2020 Plan* is intended to provide the basis for future decisions regarding land use, development, conservation and infrastructure. It serves as the District's official policy for the use of both private and public lands, as well as the Comprehensive Plan for the Cities of Celebration, Bay Lake and Lake Buena Vista. The district strives to develop a safe, convenient, efficient, and balanced transportation system to meet the multi-modal capacity requirements of existing and future development and to facilitate the provision of an adequate and affordable supply of housing that will accommodate all current and future permanent residents of the District.

The District has adopted a number of planning strategies which are intended to discourage sprawl and encourage the maximum use of all land designations, especially mixed use areas. In order to enhance the District's appeal to visitors and residents, vertical mixing of land uses, such as hotel, retail and entertainment establishments, has been approved. The land use designations which will contain the highest densities and likely the most transit riders are the Mixed Use/Hotel and the Mixed Use Commercial land use designations.

The RCID is home to a number of resorts and theme parks. As such, it has assumed a unique character which reflects its reputation as a tourist destination and has heavily influenced the planning strategies included in the comprehensive plan. In fact, there are seven resort areas which greatly contribute to the District's layout and the plans for its future development including: the Magic Kingdom Resort Area, the Fort Wilderness Resort Area, the Epcot Resort Area, the Downtown Disney Resort Area, the Animal Kingdom Resort Area, the ESPN Wide World of Sports Resort Area and the Flamingo Crossings/429 Resort Area.

The *RCID 2020 Plan* discusses a number of roadways which are crucial to the future development of the district including: Interstate 4, US 192, State Road 535, County Road 535, State Road 536, Apopka-Vineland Road, and Reams Road. These roadways are currently operating below LOS standards and are scheduled for improvement in order to facilitate high speed rail, commuter rail, and bus rapid transit services requested by the District. Essentially, the Future Land Use and Transportation Elements within the *RCID 2020 Plan* highlight the District's intent to expand and enhance the areas around the theme parks and resorts in the area by allowing more mixed land uses, especially vertically mixed, in combination with improvements upon sub-standard roadways as well as establishing multi-modal public transit facilities. In relation to LYNX, the *RCID 2020 Plan* illustrates that the area will need intense public transit options and facilities to serve a growing area containing the cities of Lake Buena Vista, Bay Lake and Celebration. The key aspect which will likely influence future land use development and transportation advancements is that this area is frequented by visitors to the Disney World theme park. In essence, development in the RCID is aimed at dedicating more land area to housing visitors and creating a more efficient transit system to allow them more ease of travel around the District.

SUMMARY

This section reviewed vital local, state, and federal transportation plans, policies and programs and their relationship to LYNX documents. The review of state and federal transportation policies indicates that no conflicts are expected with regard to consistency with LYNX plans and programs; however, since LYNX has no dedicated funding, any decrease in existing program budgets has critical implications for LYNX. It should be noted that most of the state, regional and local plans are very supportive of transit and that a study of them indicates that the goals, objectives and policies in these plans are consistent with both the *LYNX 2030 Vision Plan* and the TDP.

Part 6: Situation Appraisal

REGIONAL TRANSPORTATION ISSUES

SunRail

SunRail is a 61-mile commuter rail service with 17 stations/stops between Deland and Poinciana. The line traverses Volusia, Seminole, Orange and Osceola counties. Phase 1 is 31 miles and will connect Debary (in Volusia County) to Sand Lake Road (in Orange County) and is planned to begin operations in 2014. FDOT is in charge of the planning, design, construction, and – for the first seven years – operation of SunRail. LYNX has been engaged throughout the multi-stage process and views SunRail as both a complement and enhancement to the existing transportation network in Central Florida.

Coordination with transit agencies adjacent to the LYNX service area

The LYNX service area includes Orange, Osceola and Seminole counties. The reality is, however, that the region within which central Floridians live, work, learn and play is larger in geographic scope. LYNX coordinates with FDOT, Votran (Volusia County), Lake County and the Lake-Sumter MPO to connect transit services, facilitate study and analysis of issues of common concern, and to extend service beyond the three-county boundary where feasible and practical. Examples of such services include the Link 200 West Volusia Xpress and the Link 204 Clermont Xpress. VOTRAN and FDOT have contracted LYNX to provide the Link 200 Xpress bus service from Orange City to Orlando. The service targets 20,000 commuters who travel daily from Volusia County to Orlando. For the 204, Lake County and FDOT have partnered with LYNX to offer express service from a Park N Ride location on U.S. 27 approximately ¼ mile south of Highway 50. There are more than 80 parking spots available for passengers wanting to leave their car in a secure lot. Fares for these routes are somewhat higher ($3.50 per trip) than the standard one-way fare for fixed route service ($2.00 per trip) within the tri-county service area. The extra cost covers the additional operating costs associated with longer-distance travel and additional park-and-ride facilities operated by FDOT. Additionally, LYNX partners with Polk County to provide NeighborLink services in Poinciana.

SOCIOECONOMIC TRENDS

Urbanized Area Designation

The State of Florida has 30 urbanized areas as of the 2010 U.S. Census. Urbanized areas (UZAs) are defined based upon population (small UZAs have less than 200,000 persons, large UZAs have greater than 200,000 persons). For large UZAs federal formula funds for transit are calculated based on the service provision. The LYNX service area contains two large urbanized areas: Orlando, ranked 3 out of 30, and Kissimmee, ranked 11 out of 30. The establishment of Kissimmee as a new large UZA (as opposed to a small UZA) will affect the current level of 5307 Urbanized Area Formula funding that LYNX receives and will likely lead to modifications to plans and budget documents. As changes in funds allocation will not take place until 2014, LYNX will work with Kissimmee in the near term to determine the best method for disbursement and use of funds.

Changing Demographics

Demographics are projected to change dramatically across the nation in the coming years as over 77 million baby boomers retire and over 80 million so-called Gen-Y's enter and progress in the workforce and start families. In Central Florida, it is estimated that between ⅔ and ¾ of the population will fall within these two age groups. Surveys suggest that retiring baby boomers desire to "age in place" though many will need alternative transportation options to do so as the costs associated with driving may not be tenable with a fixed income and many people become less comfortable driving as they age. Surveys suggest that those in Generation Y also seek alternative transportation options beyond the automobile. They would rather spend their money on other

things and their commute time in ways other than driving. LYNX anticipates technology, convenience and cost to continue to dominate consumer preferences with regard to transit.

TRAVEL BEHAVIOR

A number of factors influence travel behavior within the three-county LYNX service area.

Local Economic Conditions
Central Florida is emerging from a national recession which resulted in depressed home values and business prospects generally in the five years preceding this TDP. However, unemployment numbers, housing starts, and surveys indicate that the economic outlook for the region is brightening. The state's unemployment rate is down from 9.4 percent to 8.7 percent in the past six months, and most counties are also seeing employers adding jobs. The Federal Reserve released its state-by-state index of leading economic indicators, and the report showed Florida's economy was likely to grow by more than 1 percent through October[2]. Through the recession and into the recovery there are notable differences in how local residents have fared depending on location in the service area. For example, residents in the northern portion of the LYNX service area generally had higher incomes and rates of homeownership previous to the recession and do currently, as compared to residents in the southern portion of the LYNX service area. This in part explains the higher numbers of transit-dependent riders in the southern portion of the service area.

Fuel Prices and Mode Options
An increase in fuel prices often results in an increase in public transportation ridership. This can be a double-edged sword for transit agencies that are faced with higher operating costs as a result of increasing gasoline prices and greater demand for capacity and service as more people desire to use transit. In the past, LYNX has, with some success, reduced the burden of these additional costs by hedging, or making advanced purchases of fuel at a fixed priced for future delivery to protect against the shock of anticipated rises in price. LYNX will consider this strategy under appropriate conditions for future purchases. In addition, LYNX is on the cutting edge of fuel technology as the first public transit agency in the nation to own and operate a biodiesel mixing station. Use of American biofuels reduces the agency's dependence on foreign oil and decreases the impact of price fluctuations resulting from political instabilities. Cleaner-burning fuel also extends engine life, thus reducing maintenance costs in the long term.

In most of the LYNX service area, LYNX is the only public transportation provider. However, in 2014, the regional transportation network will change dramatically with the introduction of SunRail and the commencement of construction on Interstate 4. SunRail commuter rail will begin serving customers on a north/south route in 2014 from DeBary (in Volusia County) through Seminole County, to Sand Lake Road (in Orange County). In Phase 2, the line will stretch north to Deland and south to Poinciana in Osceola County. LYNX considers SunRail to be both a compliment and an enhancement to existing service and is planning to serve all SunRail stations. Further, SunRail is expected to attract rider that do not currently use transit. Many of these riders will begin to use LYNX on a regular basis to go the "last mile" from the SunRail station to their ultimate destination.

Improvements associated with the I-4 Ultimate project will span LYNX's entire service area and stretch into Volusia County to the north. Construction is anticipated to begin as early as 2014 and last at least until 2021. I-4 is central Florida's busiest corridor and this major construction project could potentially have a dramatic affect on travel patterns through the region. More people may choose to "try" SunRail than might were I-4 not under construction. This in turn could lead to additional passengers for LYNX and greater demand for express or enhanced service from the outer parts of the service area to the urban centers.

[2] Hanks, Douglas. "Consumer Confidence Rebounds in Florida," The Miami Herald. May 30, 2012.

LAND USE

Pattern of land use is one of the most influential factors affecting efficiency of transit service. Higher density, mixed use development is much more supportive of transit than lower density, single use development. As opposed to their suburban and rural counterparts, more urban areas combine density with walkable street patterns, access to transit, neighborhood amenities and an adequate mix of nearby retail and jobs, effectively maximizing access to daily needs and allowing transit providers to serve more people and more destinations with fewer resources.

LYNX's service area is characterized by one major urban center (downtown Orlando) and many other general urban centers (including but not limited to Kissimmee, Winter Park, Maitland, Altamonte Springs, and Sanford) in addition to suburban, entertainment, rural, agricultural and environmental land uses. This result is diverse demands and expectations of a transit system. As a result of this, LYNX identified 22 transit emphasis corridors in its VISION 2030 plan, effectively highlighting where demand is greatest and where additional resources, as they become available, will be distributed. LYNX is also focusing increasingly on services that are more tailored to suburban and rural land use patterns. See *Flexible Transit* in the following section.

TECHNOLOGY

Electronic Fare Payment Systems
LYNX currently utilizes magnetic stripe card stock for electronic fare payment on fixed route services. Customers can obtain a transfer for completion of a trip or purchase an all-day pass, 7-day pass, or 30-day pass. Transfers and passes are electronically read by inserting into or swiping through the fare box on buses or are honored as "flash passes" on demand response (PickUpLine/NeighborLink) vehicles.

Paratransit (ACCESS LYNX) accepts cash payment or pre-paid non-electronic tickets for fare payment. Mobile data terminals have been installed in each vehicle which can be enabled to accept magnetic stripe electronic payments. ACCESS LYNX plans to upgrade the software and implement a stored value magnetic stripe plastic payment card in the near future. Customers would be able to "pre-pay" fares into an account with the value deducted each time the card is used to pay the fare. This option not only provides the convenience of not having to carry the exact cash value of the fare, but also assist customers with physical or cognitive impairments that may make cash handling more difficult. LYNX is alternately considering the use of a smart card based system compatible with SunRail and fixed route.

SunRail commuter rail service is scheduled to begin revenue service in 2014. This new mode of transit will allow commuters to complete a single trip that potentially utilizes LYNX, SunRail (operated by the Florida Department of Transportation), and VOTRAN services. The three agencies are working together to procure a smart card based system that will allow for seamless travel on any one or combination of these agencies' services. LYNX' current fixed route fare boxes are capable of upgrade to accept this new form of payment. It is anticipated that smart card payments would become available as SunRail services become operational.

Automatic Vehicle Location
All revenue service and support vehicles currently have automatic vehicle location equipment installed. This includes all fixed route and demand response vehicles. The equipment obtains Global Positioning Satellite (GPS) locations and transmits the locations back to the base station. Dispatch supervisors are able to use this information to locate any vehicle in the system and to play back historic locations. The information can be used

to answer customer inquiries on the bus location, research incidents, and determine the nearest supervisor or support vehicle to an incident.

Computer Aided Dispatch

LYNX has implemented Computer Aided Dispatch (CAD) on all fixed route and demand response vehicles. CAD provides automated monitoring of the operation of vehicles within the system including adherence to schedule. Vehicles operating outside of normal service parameters are brought to the attention of the dispatch supervisors allowing them to concentrate on only those services requiring attention.

CAD also enables more efficient communications between vehicles operators in the field and the dispatch supervisors. Standard communications can be sent at the push of a button and receive a reply or acknowledgement without the need to use the voice radios. Voice communications can be also be initiated at the push of a button allowing the request to be answered in priority rather than chronological order. This enables all communications to occur in a faster and more efficient fashion while reducing radio congestion.

LYNX plans to utilize the CAD system and the resulting data to further improve the operation of the system and information available to customers. The location of the vehicles combined with the deviation from the schedule enables the ability to provide the near real time status of the bus service on a stop by stop basis. The generation of customer itineraries can take into account the actual operation of the services rather than the scheduled operations providing the most optimal solution for travel plans. Historical data will assist in the adjustment and development of routes and schedules to account for patterns of delay, areas with light or heavy boarding trends, and portions of bus routes requiring changes. Systems on the vehicles can be monitored by the CAD equipment to detect deviations from normal operating parameters and bring them to the attention of maintenance personnel prior to an expensive equipment failure or a breakdown affecting the service provided to customers.

Automatic Passenger Counters

LYNX has Automatic Passenger Counters (APC) installed on approximately one quarter of the fixed route fleet. These units consist of dual infrared beams located at the front and rear door of the bus. An interruption of the beams determines a boarding or alighting depending on the direction of travel. APC buses are rotated throughout the system to provide data on transit usage for reporting and for determining stop by stop boarding and alighting for use in route planning.

LYNX intends to order APC units on all future transit bus procurements resulting in a gradual increase to an eventual one hundred percent of the fleet having APC units.

Transit Scheduling/Operations Software

LYNX utilizes advanced industry software for creating and managing schedules and daily operations.

System schedules are updated three times each year with most minor updates and adjustments occurring in May and August and larger updates and adjustments occurring in December of each year. Scheduling software allows staff to create multiple scenarios to determine how various changes affect the operation and the associated costs of the system. The software also allows staff to optimize the scheduling of vehicles and operators while considering parameters such as labor agreements and regulations.

Related software imports this schedule data to allow for the ongoing management of the operations. Drivers and vehicles assigned to specific routes and runs can be updated as needed. This software interfaces with the CAD software, supplying the data on the work assignments to the system.

Electronic Traveler Information
Schedules for each fixed route are available on the LYNX website. Trip itineraries can also be created through an interface with Google's transit website. Paratransit trips can be scheduled, monitored, or canceled through the ACCESS LYNX pages on the LYNX website.

LYNX provides real time information on displays at Orlando International Airport and at the Destination Parkway Superstop. Displays provide the departure time for bus routes from the stop, updated with the estimated time should the bus fall behind schedule. Buses on Link 111 have video displays providing customer information on the operation of the buses along the route along with informational videos. Each of these displays are part of a demonstration project providing near real time information to customers but using data communicated between various systems using industry developed standards.

Near real time information on the performance of buses on routes is planned to be implemented to provide stop level information. Customers will be able to access information through text messaging or on mobile devices at individual bus stops with kiosks providing information at major transfer centers. LYNX has demonstrated this technology on selected routes during the fall of 2011 and the spring of 2012 to test the feasibility of providing the information with existing data and to gauge customer interest.

Geographic Information Systems
LYNX staff updates and maintains the in house Geographic Information Systems (GIS) databases and applications. Transit and other related transportation information is collected and analyzed in relation to its geographic distribution. This allows an understanding of the interrelation of data from varying sources and how changes from one or more data source can influence the operation of the overall system. Data from GIS assists LYNX in producing schedules that match the current and predicted future travel patterns of existing and future customers.

LYNX supports regional data sharing. GIS data is made available on the LYNX website and is distributed through local public data clearinghouses. LYNX, in partnership with sixteen counties in Central Florida, completed a collection and consolidation of regional data in 2011 for use in emergency planning and operations. This effort brought together stakeholders representing approximately one third of the State of Florida.

Transit Safety and Security
The Authority places a high priority for the safety and security of its customers, employees, facilities, and assets. LYNX continues to upgrade its systems to improve the quality of the data collected and to increase the availability and use of the data by authorized staff. Safety and security information and data are considered sensitive and confidential in nature with access restricted to authorized personnel with a clearly identified need for access.

LYNX Central Station in downtown Orlando is monitored by both police officers and private security officers. These highly visible security personnel maintain a presence in the public areas and are supplemented by video surveillance monitored by security personnel. The high resolution digital video allows simultaneous monitoring of all areas, and enables security personnel monitoring the system able to notify personnel in the station of potential or active security concerns. Video is also recorded and archived for use in investigating and prosecuting incidents when necessary. LYNX is working to expand video coverage during 2012 and 2013 to include major transfer facilities and fixed guideway bus stations.

Security personnel and video coverage are also present at the LYNX Central Station, LYNX Operations Center, and the LYNX Osceola Satellite Facility. The public has access to reception and limited public areas at each facility. The non-public areas require an active LYNX identification card that interacts wirelessly with readers to authorize access and unlock security doors.

All fixed route buses, demand response and paratransit vehicles are equipped with high resolution digital cameras. Exterior and interior views are continuously recorded at all times during which the vehicle is in revenue service, including an extended period after the ignition is turned off. Both video and audio is recorded from the internal cameras. The cameras are positioned to eliminate "blind spots" within the vehicle. Recorded video can be accessed for up to two weeks from the time it was recorded with the ability for the system to automatically "flag" and protect video from deletion when an incident such as unusual acceleration, deceleration, or manual pushing of an incident button by the operator.

Driver Training Simulators
LYNX currently utilizes video recording of bus routes from the vantage point of the operator to assist operators-in-training in gaining familiarity with the routes prior to being deployed in the field.
The Operations Division is planning to install bus operator driving simulators to assist in training. Individuals react better to situations that are similar to experiences they have encountered than to those they have heard about through traditional training. Simulators allow training personnel to control the training environment (sunny, dark, rain, limited visibility) to focus on specific skill sets. They also allow bus operators to experience and learn how to react to situation too dangerous to create in actual field training (loss of control, potential collisions, and sudden reduction in visibility).

Transit Signal Priority
Transit Signal Priority (TSP) allows equipment on the transit vehicle to request a longer green or shorter red phase in order to reduce the delay caused by stopping at signalized intersections. Conditional TSP limits these requests to only the times the transit vehicle is running behind schedule. TSP can assist transit vehicles that experience delays due to incidents, traffic, or heavy passenger usage by keeping the vehicle on-time, predictable, and ensuring transfer connections with other transit vehicles.

LYNX worked with the City of Orlando in 2011 to demonstrate TSP on International Drive. Units were installed on buses operating on Link 8 to receive priority at 6 intersections. The CAD system has been built with the functionality to provide a signal to the TSP equipment indicating whether the bus is operating behind schedule. This will allow for conditional TSP, with the equipment only requesting priority when the bus is delayed more than a specific number of minutes. LYNX and the City of Orlando intend to expand the system to additional traffic signals on Orange Avenue in 2012. LYNX also intends to work with the other jurisdictions in the service area to deploy TSP on routes experiencing delay or unpredictable travel times.

Interactive Voice Response Telephone
An Interactive Voice Response (IVR) telephone system has been designed and will enter service in 2012. The IVR system allows customers to choose phone menu options to obtain basic information on LYNX services, estimated departure times for specific stops, or to schedule paratransit trips without waiting in queue to connect to a customer service representative. The system allows customers the option to speak with a representative if they choose, but the more that people are able to obtain answers from the automated system the less people that will be in queue resulting in faster access to information for all callers.

FlexBus – On Demand Transit
LYNX is working with the Cities of Altamonte Springs, Casselberry, Longwood, and Maitland to deploy a demand response service that directly responds to customer needs. Customers will use the internet, cell phone applications, kiosks, or interactive voice response telephone to directly interact with the scheduling system to

reserve a trip. Trips can be requested anywhere from an immediate request to a request up to seven days in advance. The system will determine the optimum solution balancing a quick response to the customer with the needs of other customers travel needs. The service is designed to adjust to a customer's travel needs, rather than the traditional model of the customer adjusting their needs to the operation of the transit service. The initial design completed in 2007 will be updated with a goal of deploying the service in the cities in late 2013 or approximately 6 months ahead of SunRail service.

Model Orlando Regionally Efficient Travel Management Coordination Center

The Model Orlando Regionally Efficient Travel Management Coordination Center (MORETMCC) was designed by LYNX, the Lakeland Area Mass Transit District, and Polk County Transit Services as a "one stop shop" for human service transportation. The overall design will provide a transportation system in which customers will call a single number to obtain trips for all their needs with the center matching trips to vehicles and funding sources.

Each of the agencies is now working to deploy components of the plan as funding becomes available. LYNX was able to obtain additional funding to develop and deploy internet based access in 2011 for paratransit customers or their representatives to automatically reserve, monitor, or cancel their trips as part of the MORETMCC design.

Veterans Transportation and Community Living Initiative

LYNX has been awarded grant funding to improve transportation choices and job access for military families through a Veterans Transportation and Community Living Initiative (VTCLI. The grant will allow LYNX in partnership with the Department of Veteran Affairs, AMVETS, United Way and other local support agencies to create a region-wide web based One-Call One-Click center for connecting veterans with the services available to them. The project was proposed under the name LYNX TRACS (Transportation Resources and Community Services).

The LYNX TRACS program has one goal: to improve the quality of life for veterans and their families through customer communication. Various organizations offer services to assist veterans and their families, but information on the services is not always easy to obtain and often does not include information on the transportation services available to access the services. This project will consolidate existing information sources and transportation options into an internet-based single source for information. This will be available to the general public and will also be accessible through mobile field units with customer workstations along with kiosks located in agencies that serve Veterans and other members of the public. Trained social workers would be available in the field units and at the agencies to assist with specific questions the customers may have. LYNX anticipates deployment in 2013.

SERVICE AND OPERATIONAL TRENDS

Flexible Transit

Flexible transit options are becoming more popular with transit agencies across the country as transit demands increase in suburban and rural areas and capital and operating costs of conventional fixed-route service continues to rise. One example of a flexible transit option is NeighborLink (formerly known as PickUpLine), a demand-response system that has provided services over the past several years. LYNX anticipates the flexible options trend will continue over the ten years covered in this plan.

Another example of flexible transit is the FlexBus project. LYNX, Altamonte Springs, Casselberry, Longwood and Maitland are working this more robust flexible transit concept which was first studied in detail in a feasibility study entitled "North Orange/South Seminole ITS Enhanced Circulator Project." Since its final report was issued in March 2002, the concept and funding commitments have evolved over the past 10 years. The current

concept includes dynamically routed station-to-station service using modern ITS technology. Trips can be pre-booked or the system responds to user requests in real time (estimated at an average of seven minutes with a 12 minutes maximum response time). Fare payment happens electronically prior to boarding resulting in shorter boarding times and quicker service. Stations are located at activity centers and trips stay within a determined service area or connect with local fixed route service or commuter rail for longer trips. Flexible transit itself has no fixed routes or fixed schedules but operates only on demand according to trip reservations. FlexBus is unique from other systems in that its cutting edge technology provides a high level of service to an expanded service area, linking neighborhoods, major employers and employment centers, activity centers, schools, hospitals, and other transit services, including fixed route and SunRail, FlexBus technology operates by adjusting directly to customer needs for service, rather than the customer adjusting their needs to when service is provided – a key difference that will make it an attractive option for both choice and dependent transit riders.

Implementation of this enhanced FlexBus technology will begin with Phase 1 that will last approximately one year to test the operation of the technology in order to verify the concept works as expected. Once proven, subsequent phases are planned to implement and expand the service area. While a source of both capital and operating funding for the long-term implementation of this project has not been identified, LYNX is committed to working with its partners to meet mobility needs by working together to secure capital funding for this technology and to identify potential sources of operating funding.

Neighborlink with enhanced FlexBus technology is included in the financial model used in Part 10.

Overcrowding and On-Time Performance
LYNX has identified several routes on which overcrowding and on-time performance is a consistent challenge. LYNX completed a system-wide analysis in the spring of 2012 to determine which routes are experiencing capacity and/or on-time performance issues. Sixteen routes were identified for possible service improvements and the five routes most in need of additional resources were presented to the LYNX Board of Directors in May 2012. Of these five, three routes have undergone service improvements using LYNX reserves in the short term to fund the improvements. These three routes include Links 55, 56, and 26 and are all located in Osceola County.

TRENDS IN REVENUE AND POLICY

Federal Budget Constraints
Due to the economy and federal discord on policy and funding, a new transportation bill has not been authorized. Congress has approved continuing resolutions to the SAFETEA-LU legislation to appropriate funding for transit service. It is unknown when a long-term transportation bill will be approved and what the funding levels might be under a new bill.

Local Budget Constraints
LYNX is a stand alone, governmental unit with an operating budget of $116,200,174 for FY12. The majority (38.9 percent) of the agency's funding comes from four local funding partners: Orange, Osceola and Seminole counties, plus the City of Orlando. LYNX system generated funds (fares, advertising, contract services, interest and other income, and fund balance) account for 33.8 percent with federal (18 percent) and state (9.3 percent) funding completing the operating budget. LYNX does not have a dedicated funding source.

Fare Box Recovery
LYNX achieves one of the highest fare box recovery rates of its peers, averaging above 25% consistently during the period 2006-2010 (the five most recent years for which comparison data is available through NTD). Fare box revenues increased dramatically over the past five years (2007-2011) as is shown in the table below. The

increase in revenue over the past five years overall, and in particular between 2010 and 2011 is associated with an equally dramatic increase in ridership.

LYNX Fare Box Revenues 2007 – 2011

Table 6-1

2007	$19,127,408
2008	$21,661,100
2009	$21,454,544
2010	$22,363,088
2011	$26,098,044

ORGANIZATIONAL ISSUES

Service Area Size

LYNX serves three counties that together total over 2,500 square miles. As cited previously in the TDP, the LYNX service area is 2.6 times the size that of the peer agency average. This presents certain challenges in service provision. Longer distances between origins and destinations translate into longer routes, longer travel times, and more fuel, maintenance and operating expenses per passenger. Two ways in which LYNX mitigates the challenges of its service area size include interlining (where one bus services two or more routes) and offering more economical service alternatives to conventional fixed route service such as NeighborLink.

Funding and Resources

LYNX ridership has grown dramatically over the last several years, however funding constraints continue to threaten the Authority's ability to simply to maintain existing service levels. The challenge is amplified by increasing demands for service to un- and underserved areas and more frequent service on existing routes. LYNX is one of the largest transit systems in the nation and certainly the state without a dedicated source of funding. Currently LYNX revenues come from fares, advertising, federal grants, state formula funds, and local funding partners including Orange County, Seminole County, Osceola County and the City of Orlando. LYNX must request local funds from its partners each year, and because the partners use funds primarily from property tax revenues (which have been steadily declining over the past five years), the partners' capacity to sustain current levels or increase funding levels to meet demands is uncertain.

Part 7: Transit Demands and Mobility Needs

An understanding of the amount of travel that can be served by and attracted to transit is important in prioritizing project elements of the Transit Development Plan and helps LYNX and its local government partners to understand to what extent the system is meeting local mobility needs. The ridership forecasts are a measure of the future role of transit in the Central Florida community and provide a basis for estimating fare revenue expectations and capital and operating needs for LYNX.

TBEST MODELLING RIDERSHIP FORECASTING

LYNX created a route network for each year from 2013-2022. The scenarios were run through the FDOT approved transit forecasting tool, Transit Boardings Estimation and Simulation Tool (TBEST). TBEST is a modeling software used to forecast transit ridership at the stop level. LYNX used 2012 as the base network from which to build. TBEST is made up of transit systems. Each Transit System can contain multiple scenarios. However, each year was digitized (drawn in digital format) in its own Transit System in order to keep performance on each year at the highest possible level. When a Transit System contains more than one scenario, efficiency decreases slightly. Since LYNX operates on a fairly large scale, it made sense to take this approach. Once the model digitization was complete for each year, a growth factor was entered in for each scenario, and then projected to the appropriate year. The growth factor was obtained by calculating the average percent of population growth per year between the total population of the LYNX service area from Census 2000 to Census 2010. Once projected, the models were run, and ridership reports were obtained for each model.

There are limitations to any modeling software. TBEST is designed to project ridership based on population and employment socioeconomic data (SE data). The SE data is Census 2000 and InfoUSA 2010 datasets. The software works best when it has route collections into which to put routes. Route collections are a collection of patterns in TBEST that may represent a single route. These collections contain modifiable coefficients that allow the user to calibrate the model manually, or by using observed ridership data. In LYNX' case, observed ridership data was used to calibrate the models. However, when new routes are created that do not fit into a route collection, there is no calibration on which to base those routes. In some cases, these routes will show extremely high or extremely low ridership (outside of the range that would be considered reasonable) and need to be adjusted manually using the knowledge from those who plan the routes.

The introduction of SunRail commuter rail into the central Florida transportation network is an additional factor against which all model outputs had to be evaluated.

While TBEST produces ridership estimates at a stop and route level, these estimates are a model and should not be taken as fact. It would be more accurate to use these estimates as a comparison to current ridership conditions in order to evaluate potential network modifications.

TBEST Ridership Growth Summary

Table 7-1

Route	2013 Total Ridership	2017 Total Ridership	2022 Total Ridership	Ridership Change (2013-2022)	Growth Rate (2013-2022)
Route 01	402	426	350	-52	-15
Route 03	1146	1222	1217	71	6
Route 04	2521	2025	2042	-479	-23
Route 06	228	243	243	15	6
Route 07	1122	187	186	-936	-503
Route 08	8054	3696	3706	-4348	-117
Route 09	921	955	914	-7	-1
Route 10	652	531	583	-69	-12
Route 100	2198	2017	2052	-146	-7
Route 101	3118	3241	3184	66	2
Route 102	2936	3318	4173	1237	30
Route 103	1682	406	405	-1277	-315
Route 104	2397	Removed	Removed	-	-
Route 105	2038	Removed	Removed	-	-
Route 11	1198	819	812	-386	-48
Route 111	1847	448	454	-1393	-307
Route 125	3054	3080	3078	24	1
Route 13	1175	1181	1180	5	0
Route 14	70	101	96	26	27
Route 15	2126	947	944	-1182	-125
Route 17	2529	2533	2604	75	3
Route 1792	627	612	583	-44	-8
Route 18	2777	1707	1705	-1072	-63
Route 20	931	934	932	1	0
Route 200	153	158	153	0	0
Route 204	350	344	343	-7	-2
Route 206	81	75	75	-6	-8
Route 21	3069	3056	3083	14	0
Route 210	182	178	163	-19	-12
Route 211	300	301	300	0	0
Route 212	299	300	296	-3	-1
Route 213	234	234	231	-3	-1
Route 214	228	229	226	-2	-1
Route 23	618	1505	1498	880	59
Route 24	308	302	302	-6	-2
Route 25	1428	1421	1419	-9	-1
Route 26	215	150	150	-65	-43

Route 28	1897	1892	1882	-15	-1
Route 29	2081	2022	2011	-70	-3
Route 300	62	63	63	1	2
Route 301	162	154	160	-2	-1
Route 302	153	154	155	2	1
Route 303	118	118	118	0	0
Route 304	169	171	172	3	2
Route 305	77	78	80	3	4
Route 306	543	605	605	62	10
Route 31	3074	3388	3387	313	9
Route 313	364	363	363	-1	0
Route 319	2208	2202	2200	-8	0
Route 34	290	394	394	104	26
Route 36	951	953	950	-1	0
Route 37	3690	3674	4103	413	10
Route 38	792	777	783	-9	-1
Route 40	1915	1557	1556	-359	-23
Route 405	288	303	304	16	5
Route 42	2709	1797	1825	-884	-48
Route 426	584	601	601	17	3
Route 434	660	845	849	189	22
Route 44	783	786	782	-1	0
Route 441	312	897	891	579	65
Route 443	905	1919	1881	976	52
Route 45	344	917	971	627	65
Route 46E	169	Removed	Removed	-	-
Route 46W	179	Removed	Removed	-	-
Route 48	2242	2216	2243	1	0
Route 49	2418	2354	2357	-61	-3
Route 50	2075	2137	2126	51	2
Route 51	1100	1108	1104	4	0
Route 54	577	580	614	37	6
Route 55	3044	2908	3079	35	1
Route 56	2503	2376	2946	443	15
Route 57	1198	1119	1122	-76	-7
Route 58	156	157	159	3	2
Route 60	30	28	28	-2	-7
Route 289	1411	1699	1699	288	17
Route 489	636	761	773	137	18
Bithlo Circulator	37	37	37	0	0
Bithlo Fixed Route	126	116	117	-9	-8
LYMMO East West	1810	1855	1853	43	2
LYMMO Parramore	232	248	246	14	6

Osceola Express 1	20	20	21	1	5
Osceola Express 2	18	18	18	0	0
Altamonte OIA	Future Route	1742	1734	-	-
Downtown UCF	Future Route	538	534	-	-
Goldenrod	Future Route	537	537	-	-
JYP Fastlink	Future Route	391	427	-	-
Kirkman Fastlink	Future Route	290	296	-	-
MedCity Circ	Future Route	6	6	-	-
OIA Disney	Future Route	3	3	-	-
Orange/ Sand Lake	Future Route	1035	1031	-	-
Route 30	Future Route	2216	2211	-	-
Route 46	Future Route	537	537	-	-
Route 445	Future Route	458	458	-	-
Sanford Oviedo	Future Route	819	804	-	-
South Orange	Future Route	1370	1371	-	-
South Orange Extension	Future Route	74	74	-	-
West Oaks Downtown	Future Route	633	628	-	-
WP to Oviedo	Future Route	144	144	-	-
WP to LCS	Future Route	Future Route	761	-	-
441BRT	Future Route	Future Route	626	-	-
APKFern	Future Route	Future Route	1450	-	-
APKLCS	Future Route	Future Route	2212	-	-
Disney Kissimmee	Future Route	Future Route	808	-	-
Innovation Way	Future Route	Future Route	1879	-	-
Kirkman Colonial	Future Route	Future Route	635	-	-
Kissimmee St Cloud	Future Route	Future Route	334	-	-
Lake Kissimmee	Future Route	Future Route	682	-	-
Orlovista	Future Route	Future Route	220	-	-
Total	98326	96042	107712	9386	9

STATUS OF FY 12 IMPLEMENTATION PROGRAM AS LISTED IN FY 12 TRANSIT DEVELOPMENT PLAN

Over the past year, LYNX has examined the FY 12 Implementation Program as described in the most recent approved Transit Development Plan. Several projects, including improving service efficiencies and implementing Express Service have been completed or are ongoing. However, upon closer examination of cost and benefit, and changing funding availability and fiscal priorities, several projects will not be implemented as described in the FY 12 TDP and will be removed from the program list. In some cases projects will be removed entirely and in other cases alternative solutions have been proposed to address demands.

STATUS OF FY 12 IMPLEMENTATION PROGRAM AS LISTED IN FY 12 TRANSIT DEVELOPMENT PLAN

Table 7-2

FY 12 TDP Program	Current Status
Implement service efficiencies on various routes to address running time concerns through interlining & reducing excessive non-revenue service hours	Ongoing activity. For example, service efficiencies have recently been implemented on Links 55, 56, and 26.
Add new PickUp Line service in St. Cloud North	This improvement has not been implemented and will be removed from the program list.
Add new PickUp Line service in St. Cloud South	This improvement has not been implemented and will be removed from the program list.
Replace Link 405 (Apopka) with PickUp Line service	This improvement has not been implemented and will be removed from the program list.
Add new PickUp Line service in Geneva/East Sanford	This improvement has not been implemented and will be removed from the program list.
Add new PickUp Line service in Zellwood	This improvement will not be implemented as a result of a detailed review of demand for service.
Add Sunday service on Link 10	Not yet completed.
Add Sunday service on Link 26	Not yet completed.
Improve existing Link 55 – West U.S. Highway 192 – Four Corners – add late evening service Monday through Saturday	Not yet completed pending COA.
Implement Express service from Kissimmee to Orlando International Airport	Not yet completed.
Implement Express service from Kissimmee to Lake Nona	Not yet completed.
OIA Service Improvements: Extended service hours on Links 7, 11, 41, 51 & 111	Not anticipated to be completed pending funding availability.
Implement Express service from Bithlo/Waterford Lakes to downtown Orlando via Highway 408	Not yet completed.
Implement Express service from Kissimmee to downtown Orlando via US 192, SR 535 & Interstate 4	Not yet completed.
Implement Express service from Sanford to downtown Orlando via US 17/92	Completed. FastLink 17/92 began operating in August 2011.
Implement Express service from Hunter's Creek to downtown Orlando via US 441/Orange Blossom Trail.	Completed. FastLink 441 began operating in August 2011.

Part 8: LYNX Mission, Vision & Goals

The foundation of the TDP is the Authority's purpose and its vision for the mobility services delivered to its local service area. **Part 8: LYNX Mission, Vision & Goals** presents the organization's transit goals, objectives and initiatives for the next 10 years. A clear statement of mission, vision and goals is necessary to guide policy and decision making for the coming years. LYNX has not revised its existing vision or mission statements for the purposes of this TDP. Rather, LYNX chooses to retain them to encourage further progress towards their ends.

LYNX PUBLIC TRANSIT VISION

> *Our Vision is to be recognized as a world-class leader for providing and coordinating a full array of mobility and community services.*

LYNX PUBLIC TRANSIT MISSION

> *The LYNX Mission is to link our community by providing quality mobility options with innovation, integrity and teamwork.*

LYNX CORE VALUES

> ***Safety*** *– Safety is everyone's business and our first priority at LYNX*
> ***Courtesy*** *– We present ourselves in a professional manner and treat everyone with the utmost respect*
> ***Efficiency*** *– We take pride in knowing our jobs and doing things right the first time*
> ***Cleanliness*** *– We take pride in our personal appearance and work environment*

LYNX PUBLIC TRANSIT GOALS, OBJECTIVES & INITIATIVES

LYNX' goals can be broadly categorized into the following categories: service provision, funding, and communication. Each goal is equally important.

Goal: Provide high quality mobility options with effective and efficient service

Objective 1: Monitor transit demand and improve span and/or frequency of service where needed.

> Initiative: Conduct a comprehensive operational analysis (COA) by December 2013 to identify service efficiencies, inefficiencies and opportunities for improvement. Lead department: Service Planning
>
> Initiative: Complete a performance assessment on an annual basis based on performance standards for fixed-route and paratransit services. Lead department: Service Planning
>
> Initiative: Pursue funding opportunities to expand service to underserved areas and increase frequency on deserving routes. Lead department: Strategic Planning
>
> Initiative: Complete Phase 1/One-year pilot for FlexBus as a pre-requisite to completing a broader service strategy for NeighborLink transit offerings and a Strategic Plan for Flexible Services. Lead department: Strategic Planning

Objective 2: Right-size the fleet to better match capital resources with service demand.

Initiative: Update Vehicle Capacity Analysis on an annual basis. Lead department: Service Planning

Initiative: Extend useful life of 40-foot buses as available and transfer to routes suffering from overcrowding; transition small body on chasis vehicles from overcrowded routes to emerging NeighborLink service at appropriate time. Lead department: Operations. Supporting departments: Service Planning, Maintenance

Objective 3: Locate and establish permanent satellite facilities in Osceola and Seminole counties from which to more efficiently distribute service and provide minor maintenance.

Initiative: Continue search for and evaluation of potential sites for a permanent satellite facility in Osceola County. Lead department: Strategic planning. Supporting departments: Operations, Capital Planning

Initiative: Initiate search for and evaluation of potential sites for a permanent satellite facility in Seminole County. Lead department: Strategic planning. Supporting departments: Operations, Capital Planning

Objective 4: Transition from a hub-and-spoke approach to planning service (where most routes originate and/or terminate in downtown Orlando) to a network approach.

Initiative: Conduct a comprehensive operational analysis (COA) by December 2013 to identify service efficiencies, inefficiencies and opportunities for improvement. The COA should specifically include an on-board survey to update origin and destination patterns of existing riders and monitor changes in user demographics and travel behavior. The on-board survey should be updated every three-to-five years. Lead departments: Strategic Planning and Service Planning. Supporting departments: Communications

Initiative: Update Five Year Service Plan. Lead department: Service Planning. Supporting departments: Strategic Planning, Operations

Goal: Secure a dedicated source of funding to allow LYNX to better meet varying transportation and infrastructure needs.

Objective 1: Collaborate with regional partners to build support for a dedicated source of transit funding with which to most effectively and reliably serve the region's residents, businesses and visitors.

Initiative: Provide input and support for funding studies and related efforts of the Authority's regional partners. Lead departments: Finance and Strategic Planning. Supporting department: Executive Office and Office of Government Affairs

Initiative: Participate in the Transportation Funding Task Force, a subcommittee of the MetroPlan Orlando Board of Directors. Lead department: Office of the CEO. Supporting departments: Finance, Strategic Planning, Office of Government Affairs

Objective 2: Secure complementary and/or supplementary sources of funding for both capital and operating expenses to reduce the overall financial burden on resource-limited local government partners.

Initiative: Identify and pursue grant funding opportunities from a variety of sources including FTA, DOT, HUD, state and local programs. Lead department: Strategic Planning. Supporting department: Grants

Initiative: Identify public-private partnership (P3) opportunities to share costs for projects, programs and initiatives that will be of joint benefit to LYNX and another entity, such as another agency, investor or private developer. Lead department: Strategic Planning. Supporting department: Office of Government Affairs.

Goal: Improve internal and external communication to improve organizational efficiency and meet the evolving needs of the community.

Objective 1: Provide real-time information to customers.

Initiative: Develop a real-time customer information plan that identifies appropriate technology and internal staffing and maintenance requirements. Lead department: Strategic Planning. Support departments: Information Technology, Communications, Operations

Objective 2: Utilize social media to provide and share up-to-date information and to receive input from customers and partners.

Initiative: Dedicate one staff person to manage all social media including Facebook and Twitter and other types. This person will be responsible for releasing communications via social media on behalf of LYNX, monitoring comments related to LYNX and its services, and responding to customer issues and inquiries Lead department: Communications

Initiative: Update informational signage at key stops and transfer points to include schedule information and steps to accessing real-time customer information. Lead department: Communications

Part 9: Future Transit Services

Part 9: Future Transit Services summarizes the potential transit improvements needed to meet the demands identified through TBEST modeling projections, growth patterns and demographic trends. The improvements identified in this section are needs-based and do not represent a financial commitment on the part of LYNX for implementation. In fact, based on the total estimated costs, it is most likely that the majority of these improvements will not be funded. Beyond this TDP, LYNX will continue to evaluate and re-evaluate priorities based on demands, funding availability and partnership opportunities.

10 YEAR TDP PRIORITIES

Transit Alternatives for LYNX for 2013 – 2022 have been developed using existing and adopted plans by both LYNX and agencies within the LYNX service area; public input; stakeholder input (i.e. funding partners and community organizations such as Workforce Central Florida); discussions with LYNX staff; demand and ridership projections; population, visitor and overall demographic trends; and an overall consideration of the political environment, regional economy, and regional development pattern.

Capital and Infrastructure Priorities

Capital and infrastructure priorities refer to improvements that generally qualify as capital investments such as studies, construction, and fleet adjustments.

1. **Locate, secure and construct satellite facilities in Osceola and Seminole counties** – Satellite facilities in the north and south of the LYNX service area from which to dispatch buses will provide for more efficient provision of service (because vehicles will travel fewer "deadhead" miles from downtown Orlando), and more efficient use of resources (due to reduced staff time, reduced fuel use, and reduced maintenance costs).
2. **Complete planning, design and construction of a regional system of Bus Rapid Transit (BRT) corridors to link key destinations and provide regional east/west connectivity complimenting SunRail** – Key projects and corridors include Parramore BRT and local BRT, both of which are located in downtown Orlando and are currently in the design phase; North/South BRT, which is located within the City of Orlando, and recently completed an Alternatives Analysis study; US 192, which is located primarily within Osceola County and is currently undergoing study; and SR 50, which is primarily located in Orange County and is currently undergoing study.
3. **Continue to right-size the fleet based on recommendations in the 2011 Vehicle Capacity Analysis report** – Because ridership has drastically increased over the last five years putting increasing pressure on the LYNX fleet, aligning capacity needs with appropriately sized vehicles is a resource-effective way to meet increasing demands. This includes replacing conventional 40-foot vehicles with smaller vehicles where demand for capacity is lower, as well as acquiring additional articulated vehicles to serve routes experiencing overcrowding.

Operations Priorities

Operations priorities refer to provision and funding of transit service.

1. **Utilize the LYNX Regional Funding Model to allocate expenses for transit service amongst existing funding partners, including Orange County, Osceola County, and Seminole County –** First implemented in 2007, the LYNX Regional Funding Model was deviated from in subsequent years due to exceedingly challenging economic circumstances across the region. Re-commitment to the Regional Funding Model will facilitate a more equitable match of costs of service to the benefiting jurisdiction.

2. **Secure a source of dedicated funding** – A source of dedicated funding is the most effective way in which to reliably plan for, fund, and provide services to meet demands.
3. **Improve existing service to meet current capacity demands and on-time performance standards** – A number of improvements are recommended for existing services to accommodate current demand, including increasing frequency on some routes, replacing 40-foot buses with articulated buses on overcrowded routes, and extending service earlier in the morning or later in the evening.
4. **Increase implementation of enhanced express and/or BRT service on priority corridors** – Enhanced express and BRT service on priority corridors will provide strong east/west connectivity within the region and will compliment and connect to the north/south service of SunRail.
5. **Expand flexible demand responsive services** – Expansion of flexible services such as NeighborLink and potential implementation of NeighborLink with FlexBus technology enhancements will allow LYNX to meet increasing demands for service in suburban and rural areas in a more cost-effective manner.

Planning and Policy Priorities

Planning and policy priorities refer to the development and implementation of long range studies and plans and to the development and implementation of guidance documents for the execution of the business of the Authority.

1. **Secure funding for and complete alternatives analyses for priority corridors identified in the Vision 2030 study** – Corridors within the Vision 2030 study have been prioritized for mobility improvements including the transition from fixed route to premium service. Alternatives analysis studies are the next step in the project implementation process.
2. **Implement the GIS Strategic Plan** – When utilized effectively, Geographic Information Systems can assist each department within the organization to access and analyze common data and to link current and planned ITS technologies to individual projects.
3. **Continue to implement the ITS Strategic Plan** – The Authority increasingly relies on information technology and programs to collect and report data for internal purposes, to provide relevant information to customers, to provide customer service and facilitate more efficient provision of transit service. Evaluation and integration of these technologies, as well as training for staff, is important for the effective utilization of these resources and the advancement of the Authority toward achieving its goals.

Part 10: LYNX Transit Development Plan 2013 – 2022

Part 10: LYNX Transit Development Plan 2013 – 2022 presents projected costs and revenues based on continuing existing service and adding service improvements and new service over the course of the ten years identified. The Transit Development Plan is a "needs-based" plan and therefore is not financially constrained. It is important to note that many traditional sources of revenue have steadily declined in recent years, all the while ridership and demand has increased significantly. LYNX will update this TDP annually, and in doing so will re-evaluate, reprioritize and add new projects to the plan, based on need and available funding.

ASSUMPTIONS

Costs, revenues, as well as demand for service is based on various assumptions. LYNX has strived to use the best data available and common sense to guide assumptions used to develop the overall cost and revenue estimates in this section.

Cost Assumptions

- An inflation rate of 2.43% was used in all operating cost projections. This rate is based on the Consumer Price Index.
- Annual operating cost for fixed-route service is estimated by multiplying total hours for each route by total cost per hour.
- All costs used are consistent with the LYNX Regional Funding Model and/or vendor contract where noted.
- Fixed-route operating cost per revenue hour is $89.92.
- Fixed-route operating cost per revenue mile is $6.32.
- NeighborLink operating cost per revenue hour, based on vendor contract, is $32.07.
- ADA paratransit operating cost per trip is $27.14.
- TD and Medicaid operating cost per trip is $32.33.

Revenue Assumptions

Revenue assumptions are based on FY 2013 preliminary operating budget and on anticipated capital funding. Growth factors were applied where appropriate.

FINANCIAL PLAN

LYNX's preliminary FY 2013 operating budget is $113,862,952. Service improvements and new services listed in this plan are based on demand projected. Demand is based on the dramatic increase in ridership over the last few years, increasing rates of overcrowded buses, population and tourism projections, socioeconomic trends and land use patterns. Based on estimations of costs and revenues over the ten years covered in this Transit Development Plan, LYNX will not have the funds to implement all of the services identified. More strikingly, LYNX will not have the funds to maintain existing (2012) levels of service in nine of the 10 years covered in the plan.

LYNX seeks to mitigate some of these financial challenges by using its existing resources more efficiently. For example, as mentioned in Parts 8 and 9, LYNX is continually assessing ridership demand and fleet resources to match larger vehicles with those routes that experience the highest passenger volumes. LYNX is also seeking additional capital funding in the form of grants and cost sharing with local government partners or in the form of public-private partnerships.

However successful, these efforts will likely not achieve the level of funding security that a dedicated funding source would provide for the Authority. A combination of the following potential sources of revenue will be necessary for LYNX to maintain existing services as they are at 2013 levels and implement any or all of the service improvements and new services LYNX has identified based on future need. These sources include various grants, an ad valorem increase, a dedicated portion of the gas tax, advertising revenue, and multi-modal programs such as a bike share or zip car program.

Transit Development Plan Cost Summary 2013 - 2022 *(in dollars)*

Table 10-1

Alternatives	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Maintain Existing Service	134,005,448	123,516,603	134,101,555	147,322,460	161,375,858	171,567,097	170,749,357	151,366,099	151,847,615	159,439,391	1,505,291,484
New Service and Service Improvements	33,119,740	37,073,078	51,269,188	53,374,973	57,098,702	62,009,024	69,235,645	71,306,398	72,763,888	77,563,145	584,813,781
TOTAL EXPENSES	**167,125,188**	**160,589,681**	**185,370,743**	**200,697,433**	**218,474,560**	**233,576,121**	**239,985,002**	**222,672,497**	**224,611,503**	**237,002,536**	**2,090,105,265**

Transit Development Plan Detail Cost Summary 2013 - 2022 *(in dollars)*

Table 10-2

Alternatives	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Maintain Existing Service*	134,005,448	123,516,603	134,101,555	147,322,460	161,375,858	171,567,097	170,749,357	151,366,099	151,847,615	159,439,391	1,505,291,484
Lake Nona /OIA	1,972,136	1,075,787	1,101,929	1,624,066	1,156,133	1,184,227	1,213,004	1,242,480	1,272,672	1,303,598	13,146,031
Lake Nona Downtown Xpress	1,632,243	255,499	261,708	268,068	274,582	281,254	820,445	295,089	302,260	309,605	4,700,752
Bithlo Circulator	792,200	339,315	347,560	356,006	364,657	373,518	382,595	391,892	401,415	411,169	4,160,327
Bithlo Fixed Route	836,369	384,557	393,902	403,474	413,278	423,321	433,607	444,144	454,937	465,992	4,653,580
Osceola Express Route	3,833,929	2,982,822	3,055,305	3,129,549	3,205,597	3,283,493	3,363,282	3,445,009	3,528,723	3,614,471	33,442,180
LYMMO Expansion	3,081,239	795,434	814,763	834,562	854,842	875,614	896,892	918,686	941,010	963,877	10,976,918
Express Link 212	708,345	253,422	259,581	265,888	272,350	278,968	285,747	292,690	299,803	307,088	3,223,881
Express Link 213	675,097	219,367	224,697	230,157	235,750	241,479	247,347	253,357	259,514	265,820	2,852,586
Express Link 214	715,454	260,703	267,038	273,527	280,174	286,982	293,956	301,099	308,416	315,910	3,303,261
Link 28 Circulator	921,870	(5,253)	(5,381)	(5,511)	(5,645)	(5,782)	(5,923)	(6,067)	(6,214)	(6,365)	869,728
Link 29 Circulator	921,870	(107,174)	(109,778)	(112,446)	(115,178)	(117,977)	(120,844)	(123,780)	(126,788)	(129,869)	(141,966)
Link 48 Circulator	921,870	212,931	218,106	223,406	228,834	234,395	240,091	245,925	251,901	258,022	3,035,481
Link 49 Circulator	921,870	16,748	17,155	17,572	17,999	18,437	18,885	19,344	19,814	20,295	1,088,119
Link 100	1,843,740	2,515,410	2,576,535	2,639,145	2,703,276	2,768,965	2,836,251	2,905,172	2,975,768	3,048,079	26,812,341
Link 101	2,304,675	1,608,105	1,647,181	1,687,208	1,728,207	1,770,203	1,813,219	1,857,280	1,902,412	1,948,640	18,267,129
Link 18L Kissimmee Sunrail Connector	-	1,249,600	312,748	320,348	328,132	336,106	344,273	352,639	361,208	369,985	3,975,037
St.Cloud Neighborlink	-	868,003	405,487	415,340	425,433	435,771	446,360	457,207	468,317	479,697	4,401,617

S Orange Ave Fixed Route Circulator	-	2,085,545	1,169,007	1,197,414	1,226,511	1,256,315	1,286,843	1,318,114	1,350,144	1,382,952	12,272,844
Link 10 Extension	-	1,789,166	865,425	886,455	907,996	930,060	952,661	975,810	999,523	1,023,811	9,330,908
Link 26 Extension	-	588,146	1,569,655	617,077	632,072	647,432	663,164	679,279	695,786	712,693	6,805,304
Link 102	-	641,240	656,822	672,783	689,132	705,877	723,030	740,600	758,596	777,030	6,365,111
Link 443	-	381,635	390,909	400,408	410,138	420,104	430,313	440,769	451,480	462,451	3,788,207
Link 103	-	394,625	404,214	414,037	424,098	434,403	444,959	455,772	466,847	478,191	3,917,145
Link 46E	-	570,318	584,176	598,372	612,912	627,806	643,062	658,688	674,694	691,089	5,661,117
Lake Nona Circulator	-	2,473,313	1,082,588	1,108,895	1,135,841	1,163,442	1,191,714	1,220,673	1,250,335	1,280,718	11,907,520
Link 45 Extension to greenwood	-	145,539	149,075	152,698	156,409	160,209	164,102	168,090	172,175	176,359	1,444,656
Link 200	-	(305,325)	(312,744)	(320,344)	(328,128)	(336,102)	(344,269)	(352,635)	(361,204)	(369,981)	(3,030,733)
Link 445 extension	-	2,349,188	955,448	978,665	1,002,447	1,026,806	1,051,757	1,077,315	1,103,494	1,130,309	10,675,429
Link 46E &46W Sunrail	-	-	-	-	-	-	-	-	-	-	-
Link 40 Modification	-	-	-	-	-	-	-	-	-	-	-
Link 104	4,148,415	1,243,262	1,273,473	1,304,418	1,336,116	1,368,583	1,401,840	1,435,905	1,470,797	1,506,538	16,489,347
Link 105	4,609,350	1,430,393	1,465,151	1,500,754	1,537,223	1,574,577	1,612,840	1,652,032	1,692,176	1,733,296	18,807,791
Link 7	-	944,271	-	-	-	-	-	-	-	-	944,271
Link 11	-	1,888,543	-	-	-	-	-	-	-	-	1,888,543
Link 18	-	2,832,814	-	-	-	-	-	-	-	-	2,832,814
Kirkman Fastlink	-	-	1,890,659	1,441,241	1,476,264	1,512,137	1,548,882	1,586,520	1,625,072	1,664,561	12,745,335
Aloma Ave. Route	-	-	1,895,420	1,446,119	1,481,259	1,517,254	1,554,123	1,591,888	1,630,571	1,670,194	12,786,829
Goldenrod	-	-	3,263,710	1,856,937	1,902,061	1,948,281	1,995,624	2,044,118	2,093,790	2,144,669	17,249,191
Link 45 Extension to Sunrail	-	-	1,265,296	1,296,043	1,327,537	1,359,796	1,392,839	1,426,685	1,461,354	1,496,864	11,026,415
Link 103 Sunrail	-	-	2,399,714	2,458,027	2,517,757	2,578,939	2,641,607	2,705,798	2,771,549	2,838,898	20,912,291
Link 10 Extension	-	944,271	3,268,388	3,347,810	3,429,162	3,512,491	3,597,844	3,685,272	3,774,824	3,866,552	29,426,614
Link 26 Extension	-	-	3,304,481	1,898,699	1,944,838	1,992,097	2,040,505	2,090,089	2,140,879	2,192,902	17,604,490
Link 10	-	-	2,014,651	577,526	591,560	605,935	620,659	635,741	651,190	667,014	6,364,276
Link 26	-	-	306,427	313,873	321,500	329,312	337,315	345,512	353,907	362,507	2,670,353
Link 18	-	-	354,124	362,729	371,543	380,572	389,819	399,292	408,995	418,933	3,086,006
Link 3	-	-	2,031,985	595,281	609,747	624,563	639,740	655,286	671,210	687,520	6,515,332
Link 1	-	-	1,575,072	622,625	637,755	653,253	669,127	685,386	702,041	719,101	6,264,360
Link 15	-	-	2,514,068	98,359	100,749	103,197	105,705	108,273	110,904	113,599	3,254,855
Link 29	-	-	967,217	-	-	-	-	-	-	-	967,217

SR 528 Disney to OIA	-	-	-	2,673,634	1,216,410	1,245,969	1,276,246	1,307,259	1,339,025	1,371,564	10,430,108
SR 50 Downtown to UCF	-	-	-	2,592,871	1,133,685	1,161,233	1,189,451	1,218,355	1,247,961	1,278,287	9,821,844
SR 50 Downtown to West Oaks Mall	-	-	-	2,159,024	1,196,694	1,225,773	1,255,560	1,286,070	1,317,321	1,349,332	9,789,773
Conway Circulator	-	-	-	1,424,299	951,512	974,634	998,317	1,022,576	1,047,425	1,072,877	7,491,640
Meadow Woods Circulator	-	-	-	910,707	763,704	782,262	801,271	820,742	840,686	861,115	5,780,489
Link 426 - Poinciana Sunrail	-	-	-	495,360	-	-	-	-	-	-	495,360
FastLink 441	-	-	-	1,639,519	157,167	160,986	164,898	168,905	173,009	177,213	2,641,697
Link 18L Kissimmee Sunrail Connector	-	1,416,407	-	-	-	-	-	-	-	-	1,416,407
Link 104 & 105 Join	-	-	-	1,275,268	1,306,257	1,337,999	1,370,513	1,403,816	1,437,929	1,472,870	9,604,652
Ronald Reagan/Red Bug	-	-	-	1,696,950	723,391	740,969	758,975	777,418	796,309	815,660	6,309,672
JYP FastLink	-	-	1,934,434	-	1,066,176	1,092,085	1,118,622	1,145,805	1,173,648	1,202,167	8,732,937
Kissimmee Circulator	-	-	-	-	1,218,247	728,123	745,817	763,940	782,504	801,519	5,040,149
SR 436 Altamonte Sunrail	-	-	-	-	4,946,921	1,948,767	1,996,122	2,044,628	2,094,313	2,145,204	15,175,956
Orange Ave to Sand Lake (EE)	-	-	-	-	1,803,881	288,534	295,545	302,727	310,083	317,618	3,318,388
Link 7 Circulator (Belle Isle Area)	-	-	-	-	(392,955)	(402,504)	(412,285)	(422,303)	(432,565)	(443,077)	(2,505,689)
FL 441 to Kissimmee	-	-	-	-	2,071,940	563,106	576,790	590,806	605,162	619,868	5,027,671
US 192 Lake County-Kissimmee (BRT)	-	-	-	-	-	2,369,286	2,426,859	2,485,832	2,546,238	2,608,111	12,436,326
US 192 Disney to Kissimmee (BRT)	-	-	-	-	-	5,547,632	2,488,299	2,548,764	2,610,699	2,674,139	15,869,533
U 441 Apopka to LCS	-	-	-	-	-	891,972	913,647	935,849	958,590	981,884	4,681,943
JYP Circulator	-	-	-	-	-	1,470,389	973,763	997,425	1,021,663	1,046,489	5,509,728
UCF to SR 528 (EE)	-	-	-	-	-	-	2,052,396	2,102,270	2,153,355	2,205,681	8,513,702
17/92 Winter Park - LCS	-	-	-	-	-	-	5,456,923	1,227,183	1,257,003	1,287,549	9,228,658
Orlovista Circulator	-	-	-	-	-	-	1,156,285	639,090	654,620	670,527	3,120,522
Link 102	-	-	-	-	-	-	248,337	254,371	260,553	266,884	1,030,145
Kirkman (Clonial-I-Drive) BRT	-	-	-	-	-	-	-	5,841,256	1,514,850	1,551,661	8,907,768
SR 436 Apopka -Altamonte Sun rail Station (EE)	-	-	-	-	-	-	-	-	1,758,926	657,435	2,416,361
US 192 Kissimmee -St. Cloud (EE)	-	-	-	-	-	-	-	-	2,434,167	776,969	3,211,136
OBT Florida Mall -Kissimmee (BRT)	-	-	-	-	-	-	-	-	-	5,891,676	5,891,676
Articulated Buses a(Links 4 and 17: and future)	2,048,600	2,098,381	-	-	-	-	-	-	-	-	4,146,981
Vans/Trucks for New Service	230,468	236,068	241,804	110,080	112,755	115,495	118,301	121,176	124,121	127,137	1,537,405
		-	-	-	-	-	-	-	-	-	
TOTAL EXPENSES*	**167,125,188**	**160,589,681**	**185,370,743**	**200,697,433**	**218,474,560**	**233,576,121**	**239,985,002**	**222,672,497**	**224,611,503**	**237,002,537**	**2,090,105,265**

Transit Development Plan Detail Revenue Summary 2013 - 2022 *(in dollars)*

Table 10-3

Revenue Sources	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Federal	-	-	-	-	-	-	-	-	-	-	
5307	21,000,500	21,001,500	21,001,500	21,001,500	21,001,500	21,001,500	21,001,500	21,001,500	21,001,500	21,001,500	210,014,000
5308	37,000	111,000	111,000	111,000	111,000	111,000	13,500	13,500	13,500	16,500	649,000
5309	2,037,000	2,111,000	2,111,000	2,111,000	2,111,000	2,111,000	2,013,500	2,013,500	2,013,500	2,016,500	20,649,000
5310	1,000,080	500,080	500,080	500,080	525,000	550,000	575,000	600,000	625,000	650,000	6,025,320
5311	599,841	675,841	675,841	675,841	675,841	675,841	578,341	578,341	578,341	581,341	6,295,410
STP Transfer	6,334,975	6,533,886	6,661,500	7,058,500	7,266,925	7,481,603	7,605,221	7,832,972	8,067,557	8,312,178	73,155,317
Federal DHS	454,556	454,556	454,556	454,556	454,556	454,556	454,556	454,556	454,556	454,556	4,545,560
Fixed Guideway Modernization	240,000	250,000	300,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	3,240,000
5303 + TD Planning	110,683	110,683	110,683	110,683	110,683	110,683	110,683	110,683	110,683	110,683	1,106,830
5316 Orlando - JARC	707,426	707,426	707,426	707,426	707,426	707,426	707,426	707,426	707,426	707,426	7,074,260
5316 Kissimmee - JARC	178,312	178,312	178,312	178,312	178,312	178,312	178,312	178,312	178,312	178,312	1,783,120
5316 Rural - JARC	80,923	80,923	80,923	80,923	80,923	80,923	80,923	80,923	80,923	80,923	809,230
5317 Orlando - NFP	-	-	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-	-	-
5317 Kissimmee - NFP	-	-	-	-	-	-	-	-	-	-	-
5317 Rural - NFP	-	-	-	-	-	-	-	-	-	-	-
FDOT Intermodal	-	-	-	-	-	-	-	-	-	-	-
FDOT Road Rangers	1,191,000	1,191,000	1,191,000	1,191,000	1,191,000	1,191,000	1,191,000	1,191,000	1,191,000	1,191,000	11,910,000
FDOT Block Grant	9,349,670	9,392,276	9,495,647	9,763,770	9,484,520	9,769,056	10,062,127	10,363,991	10,674,911	10,995,158	99,351,126
FDOT Safety	-	-	-	-	-	-	-	-	-	-	-
FDOT Service Development	-	-	-	495,360	578,067	592,114	606,502	621,240	636,336	651,799	4,181,417
FDOT Urban Transit Capital	500	1,500	1,500	1,500	290,533	297,557	304,751	312,120	319,668	327,400	1,857,029
TD Commission	-	-	-	-	289,033	296,057	303,251	310,620	318,168	325,900	1,843,029
Other State 1	-	-	-	-	-	-	-	-	-	-	-
Other State 2	-	-	-	-	-	-	-	-	-	-	-
Other State 3	-	-	-	-	-	-	-	-	151,130	154,802	305,932
Local	-	-	-	-	-	-	-	-	-	-	-
Fare Box Revenue	26,098,045	27,402,947	28,773,094	30,211,749	31,722,336	33,308,453	34,973,876	36,722,570	38,634,264	40,564,035	328,411,369

Directly-Generated (non-fare)	13,843,041	13,843,041	13,843,041	13,843,041	13,843,041	13,843,041	13,843,041	13,843,041	13,918,606	13,920,442	138,583,376
Gas Tax	36,500	109,500	109,500	109,500	109,500	109,500	12,000	12,000	12,000	15,000	635,000
Sales Tax	-	-	-	-	-	-	-	-	-	-	-
Property Tax	500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	14,000
Local General Revenue	45,751,232	45,752,232	45,752,232	45,752,232	45,752,232	45,752,232	45,752,232	45,752,232	45,752,232	45,752,232	457,521,320
Other Local 1	500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	14,000
Other Local 2	1,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	28,000
Other Local 3	500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	14,000
Private	500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	14,000
TOTAL REVENUE	**132,417,995**	**130,416,703**	**132,067,835**	**134,716,973**	**136,842,428**	**138,980,853**	**140,726,742**	**143,059,527**	**145,798,613**	**148,366,687**	**1,383,394,355**
TOTAL COST*	**167,125,188**	**160,589,681**	**185,370,743**	**200,697,433**	**218,474,560**	**233,576,121**	**239,985,002**	**222,672,497**	**224,611,503**	**237,002,537**	**2,090,105,265**
TOTAL UNFUNDED NEEDS*	**(34,707,193)**	**(30,172,978)**	**(53,302,908)**	**(65,980,460)**	**(81,632,132)**	**(94,595,268)**	**(99,258,260)**	**(79,612,970)**	**(78,812,890)**	**(88,635,850)**	**(706,710,909)**

*LYNX and the cities of Altamonte Springs, Longwood, Casselberry and Maitland are currently evaluating, in partnership, an enhanced demand-response technology called FlexBus. This technology may be used to enhance the existing NeighborLink demand-response service offered by LYNX. Branding considerations are a part of this evaluation. While this technology has been under consideration in various forms for a number of years, a current program of services has not been developed at the time of this writing, nor have projected capital and operating expenses. For this reason, this TDP's total projected expenses, and therefore total unfunded needs, do not include an estimate for the capital and operating costs associated with the implementation of enhanced FlexBus technology on new NeighborLink service areas under consideration in Altamonte Springs, Longwood, Casselberry and Maitland, nor are estimated costs included for expansion of enhanced FlexBus technology on NeighborLinks system wide. These operating and capital costs are anticipated to be available in late 2012 and will be included in the next annual update to the LYNX Transit Development Plan. The cost of the study, as well as the ITS component, are included in the "Maintain Existing Service" calculations and total $3,363,711.

Implementation Plan Summary
Table 10-4

Alternatives		Implementation Plan Summary		
Service Type/Mode	**Description**	**Proposed Implementation Year**	**10-Year Costs of Service**	**Funding Status**
Maintain Existing Service			**1,505,291,484**	
Local Bus/30 min frequency	Lake Nona /OIA	2013	13,246,031	Not Funded
Express Bus/30 min frequency	Lake Nona Downtown Xpress	2013	4,700,752	Not Funded
Local Bus/60 min frequency	Bithlo Circulator	2013	4,160,327	Not Funded
Local Bus/60 min frequency	Bithlo Fixed Route	2013	4,653,580	Not Funded
Express Bus/60 min frequency	Osceola Express Route	2013	33,442,180	Not Funded
BRT/10 min frequency	LYMMO Expansion	2013	10,976,918	Funded
Express Bus/30 min frequency	Express Link 212	2013	3,223,881	Not Funded
Express Bus/30 min frequency	Express Link 213	2013	2,852,586	Not Funded
Express Bus/30 min frequency	Express Link 214	2013	3,303,261	Not Funded
Local Bus/30 min frequency	Link 28 Circulator	2014	869,728	Not Funded
Local Bus/30 min frequency	Link 29 Circulator	2014	(141,966)	Not Funded
Local Bus/30 min frequency	Link 48 Circulator	2014	3,035,481	Not Funded
Local Bus/30 min frequency	Link 49 Circulator	2014	1,088,119	Not Funded
Local Bus/30 min frequency	Link 100*	2014	26,812,341	Funded
Local Bus/30 min frequency	Link 101*	2014	18,267,129	Funded
Local Bus/30 min frequency	Link 18L Kissimmee Sunrail Connector*	2014	3,975,037	Funded
NeighborLink/60 min frequeny	St.Cloud Neighborlink	2014	4,401,617	Not Funded
Local Bus/15 min frequency	S Orange Ave Fixed Route Circulator	2014	12,272,844	Not Funded
Local Bus/60 min frequency	Link 10 Extension	2014	9,330,908	Not Funded
Local Bus/30 min frequency	Link 26 Extension	2014	6,805,304	Not Funded
Local Bus/15 min frequency	Link 102*	2014	6,365,111	Funded
Local Bus/60 min frequency	Link 443*	2014	3,788,207	Funded
Local Bus/15 min frequency	Link 103*	2014	3,917,145	Funded
Local Bus/60 min frequency	Link 46E*	2014	5,661,117	Funded
Local Bus/15 min frequency	Lake Nona Circulator	2014	11,907,520	Not Funded
Local Bus/60 min frequency	Link 45 Extension to Greenwood*	2014	1,444,656	Funded
Express Bus/30 min frequency	Link 200*	2014	(3,030,733)	Funded
Local Bus/60 min frequency	Link 445 extension	2014	10,675,429	Not Funded
Local Bus/30 min frequency	Link 46E &46W Sunrail*	2014	-	Funded
Local Bus/60 min frequency	Link 40 Modification*	2014	-	Funded
Local Bus/30 min frequency	Link 104	2014	16,489,347	Not Funded
Local Bus/30 min frequency	Link 105	2014	18,807,791	Not Funded

Local Bus/60 min frequency	Link 7	2014	944,271	Funded
Local Bus/30 min frequency	Link 11	2014	1,888,543	Funded
Local Bus/60 min frequency	Link 18	2014	2,832,814	Funded
FastLink/30 min frequency	Kirkman Fastlink	2015	12,745,335	Not Funded
Local Bus/60 min frequency	Aloma Ave. Route	2015	12,786,829	Not Funded
Local Bus/60 min frequency	Goldenrod	2015	17,249,191	Not Funded
Local Bus/60 min frequency	Link 45 Extension to Sunrail	2015	11,026,415	Not Funded
Local Bus/15 min frequency	Link 103 Sunrail	2015	20,912,291	Not Funded
Local Bus/60 min frequency	Link 10 Extension	2015	29,426,614	Not Funded
Local Bus/30 min frequency	Link 26 Extension	2015	17,604,490	Not Funded
Local Bus/60 min frequency	Link 10	2015	6,364,276	Not Funded
Local Bus/30 min frequency	Link 26	2015	2,670,353	Not Funded
Local Bus/60 min frequency	Link 18	2015	3,086,006	Not Funded
Local Bus/60 min frequency	Link 3	2015	6,515,332	Not Funded
Local Bus/60 min frequency	Link 1	2015	6,264,360	Not Funded
Local Bus/30 min frequency	Link 15	2015	3,254,855	Not Funded
Local Bus/30 min frequency	Link 29	2015	967,217	Funded
Express Bus/30 min frequency	SR 528 Disney to OIA	2016	10,430,108	Not Funded
Express Bus/30 min frequency	SR 50 Downtown to UCF	2016	9,821,844	Not Funded
Express Bus/30 min frequency	SR 50 Downtown to West Oaks Mall	2016	9,789,773	Not Funded
Local Bus/60 min frequency	Conway Circulator	2016	7,491,640	Not Funded
Local Bus/30 min frequency	Meadow Woods Circulator	2016	5,780,489	Not Funded
Local Bus/60 min frequency	Link 426 - Poinciana Sunrail	2016	495,360	Funded
FastLink/30 min frequency	FastLink 441	2016	2,641,697	Not Funded
Local Bus/30 min frequency	Link 18L Kissimmee Sunrail Connector	2016	1,416,407	Funded
Local Bus/30 min frequency	Link 104 & 105 Join	2016	9,604,652	Funded
Local Bus/60 min frequency	Ronald Reagan/Red Bug	2016	6,309,672	Not Funded
FastLink/30 min frequency	JYP FastLink	2017	8,732,937	Not Funded
Local Bus/60 min frequency	Kissimmee Circulator	2017	5,040,149	Not Funded
FastLink/30 min frequency	SR 436 Altamonte Sunrail	2017	15,175,956	Not Funded
FastLink/30 min frequency	Orange Ave to Sand Lake (EE)	2017	3,318,388	Not Funded
Local Bus/60 min frequency	Link 7 Circulator (Belle Isle Area)	2017	(2,505,689)	Funded
FastLink/30 min frequency	FL 441 to Kissimmee	2017	5,027,671	Not Funded
BRT/15 min frequency	US 192 Lake County-Kissimmee (BRT)	2018	12,436,326	Not Funded
BRT/15 min frequency	US 192 Disney to Kissimmee (BRT)	2018	15,869,533	Not Funded
FastLink/30 min frequency	U 441 Apopka to LCS	2018	4,681,943	Not Funded
Local Bus/30 min frequency	JYP Circulator	2018	5,509,728	Not Funded
FastLink/30 min frequency	UCF to SR 528 (EE)	2019	8,513,702	Not Funded

BRT/15 min frequency	17/92 Winter Park - LCS	2019	9,228,658	Not Funded
Local Bus/60 min frequency	Orlovista Circulator	2019	3,120,522	Not Funded
Local Bus/30 min frequency	Link 102	2019	1,030,145	Not Funded
BRT/15 min frequency	Kirkman (Clonial-I-Drive) BRT	2020	8,907,768	Not Funded
FastLink/30 min frequency	SR 436 Apopka - Altamonte Sun rail Station (EE)	2021	2,416,361	Not Funded
FastLink/30 min frequency	US 192 Kissimmee - St. Cloud (EE)	2021	3,211,136	Not Funded
BRT/15 min frequency	OBT Florida Mall - Kissimmee (BRT)	2022	5,891,676	Not Funded

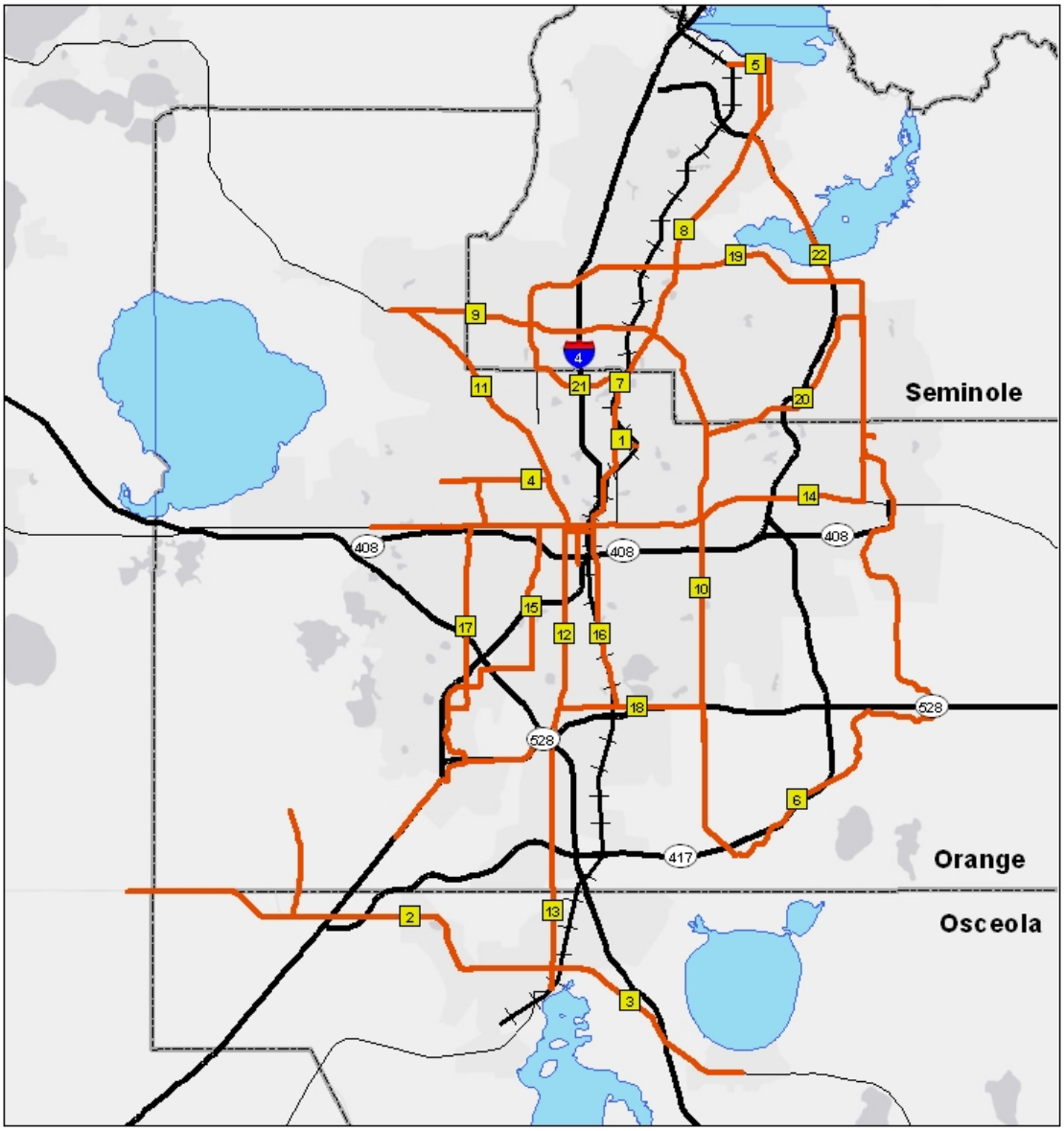
* *Part of SunRail Feeder Plan*

Part 11: Additional Maps & Tables

List of Maps **Page**

List of Tables

Map 11-1


Seminole
Orange
Osceola
408
528
417
4
LYNX Vision 2030 Transit Emphasis Corridors
Corridors
Roads
Corridor Labels
SunRail
Interstates
TollRoads
Turnpike
County Boundaries
0
5
10
Miles
LYNX
Created by LYNX GIS
06/11/2012

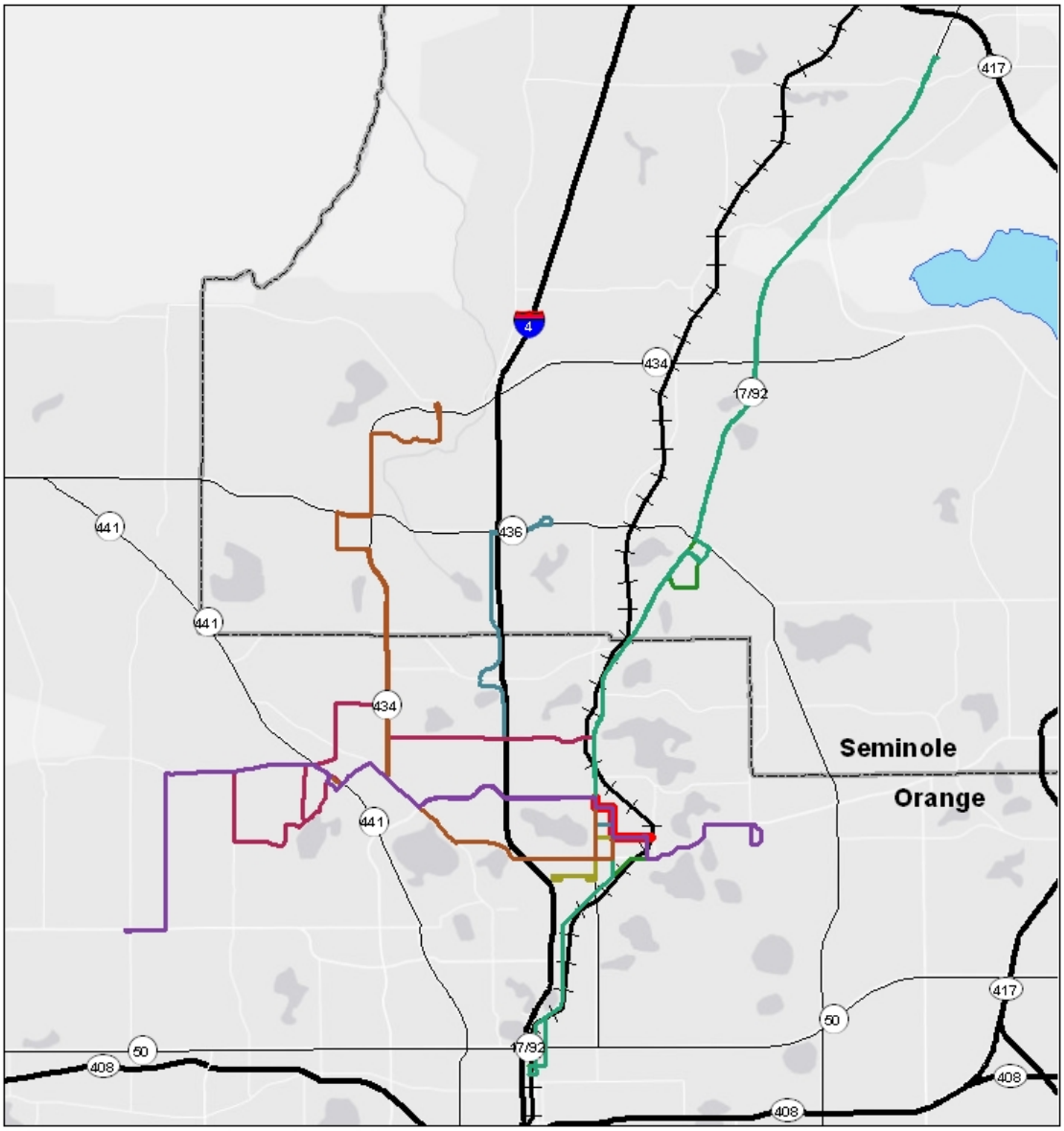
The LYNX 2030 Vision study was a joint venture between LYNX and MetroPlan Orlando to undertake a comprehensive examination of 22 high intensity corridors in within the LYNX service area for the purpose of estimating future transit demands, determining improvements, and outlining priorities. The Vision 2030 document served as a guiding document in determining the projects and priorities outlined in the Transit Development Plan 2013 – 2022.

Maps 11-2 through 11-23 on the following pages show the relationship between existing routes and each corridor listed in the 2030 Vision study.

2030 VISION CORRIDORS

1. Winter Park SunRail Connector
2. US 192: Disney to Kissimmee
3. US 192: Lake County to St. Cloud
4. Silver Star Road to Parramore
5. Sanford SunRail Connector
6. Innovation Way: OIA to UCF
7. US 17-92: Fern Park to Downtown
8. US 17-92: Sanford to Fern Park
9. SR 436 Apopka to Fern Park
10. SR 436: Fern Park to OIA
11. US 441: Apopka to Downtown
12. US 441/17-92: Downtown to Florida Mall
13. US 441/17-92: Florida Mall to Kissimmee
14. SR 50: West Oaks Mall to UCF
15. John Young Parkway: Downtown to International Drive
16. Orange Avenue: Downtown to Sand Lake Road
17. Kirkman Road: Park Promenade to International Drive
18. SR 528: Disney to OIA
19. SR 434: Maitland Boulevard to UCF
20. Aloma Avenue: Winter Park to Oviedo
21. Maitland Boulevard: SR 434 to US 17/92
22. Seminole Way: Sanford to UCF

Map 11-2



Corridor 1: Winter Park SunRail Connector

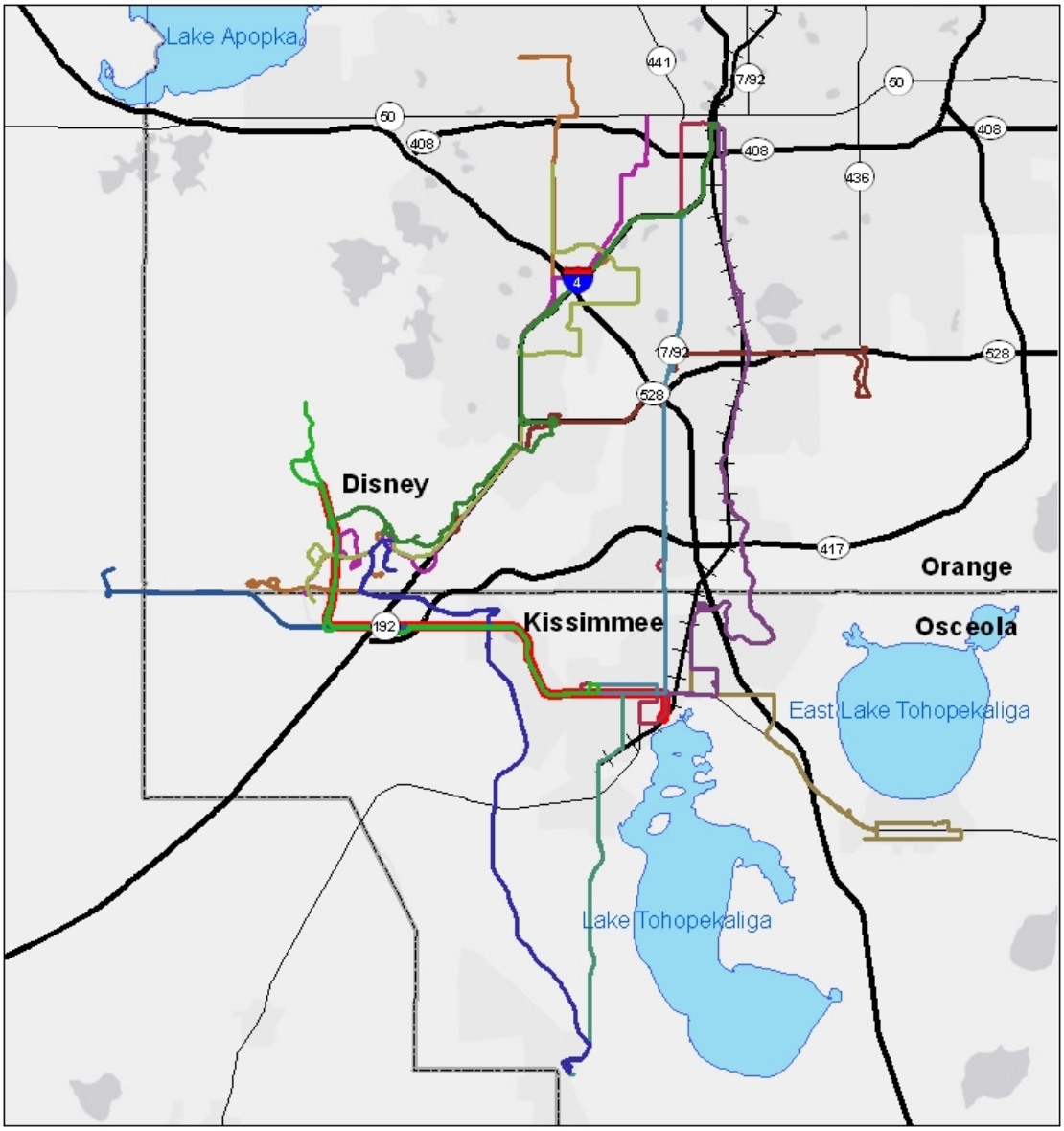
Related Links: 1, 9, 14, 23, 102, 443, 1792

0 3 6 Miles

LYNX Created by LYNX GIS 06/11/2012

01	Winter Park SunRail Connector
09	Roads
14	SunRail
23	Interstates
102	TollRoads
443	Turnpike
1792	County Boundaries

Map 11-3



Corridor 2: US 192: Disney to Kissimmee

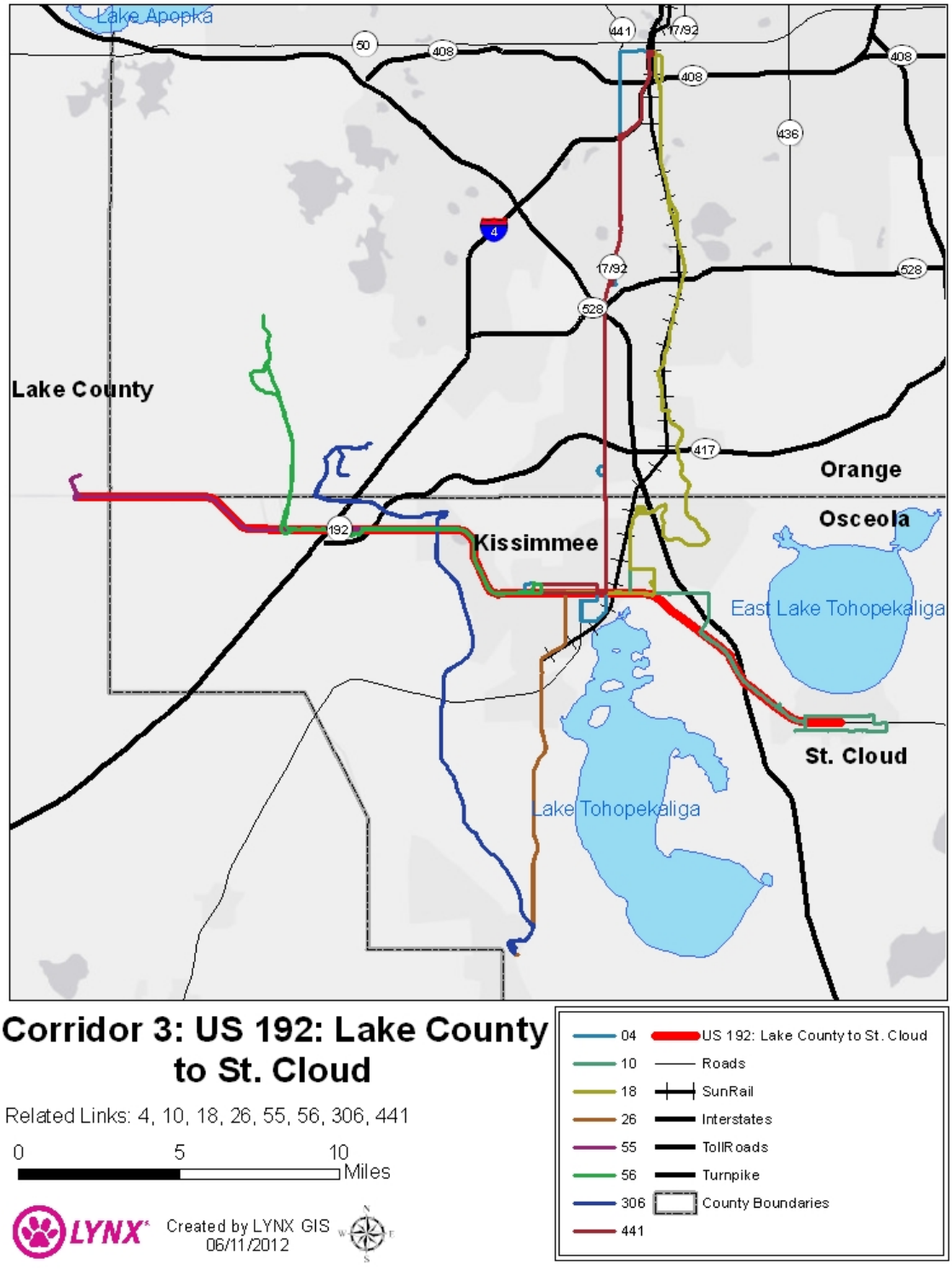
Related Links: 4, 10, 18, 26, 50, 55, 56, 111, 301, 303, 305, 306, 441

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

04	111	US 192: Disney to Kissimmee
10	301	Roads
18	303	SunRail
26	305	Interstates
50	306	TollRoads
55	441	Turnpike
56		County Boundaries

Map 11-4



Corridor 3: US 192: Lake County to St. Cloud

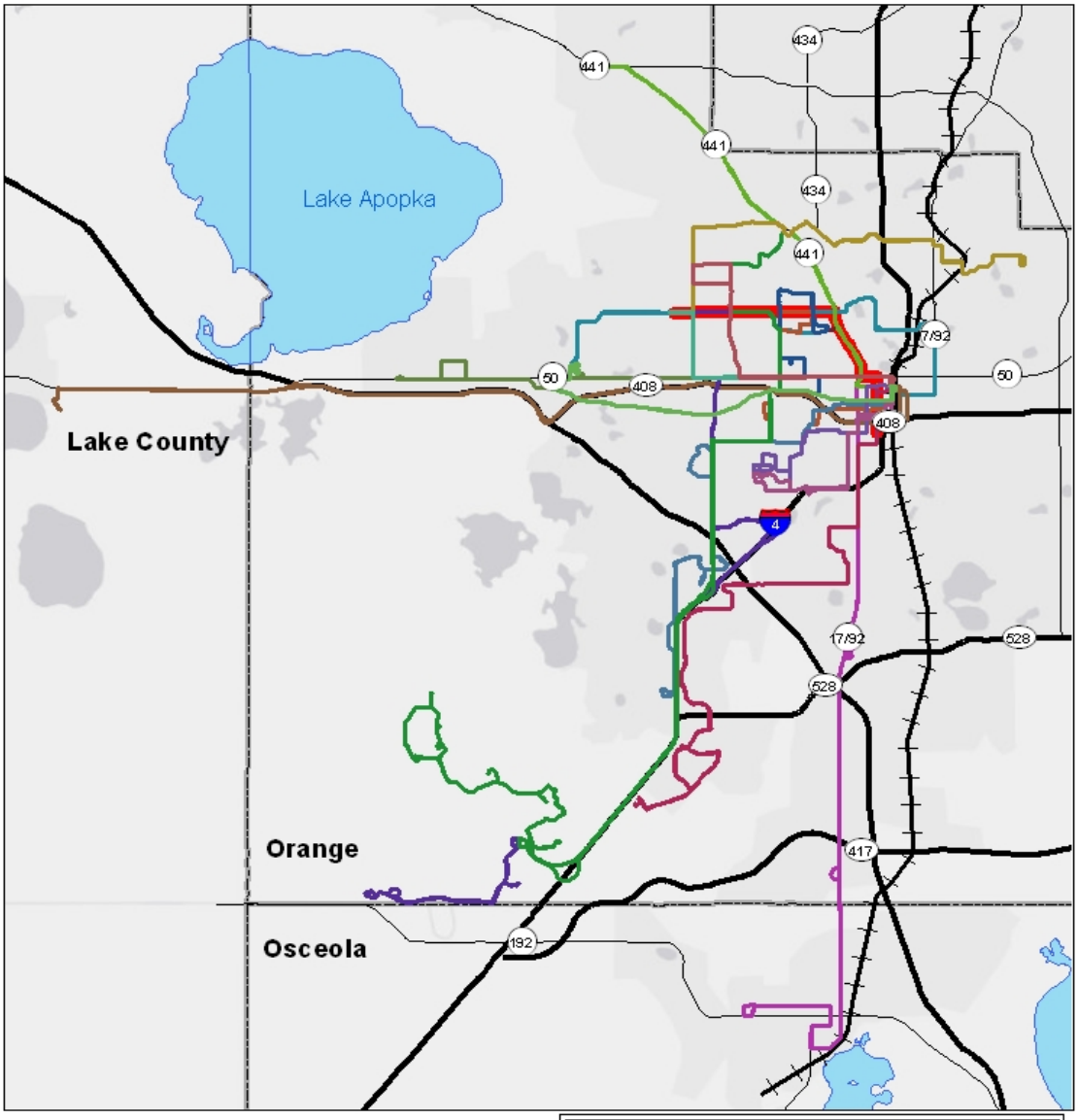
Related Links: 4, 10, 18, 26, 55, 56, 306, 441

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

04 US 192: Lake County to St. Cloud
10 Roads
18 SunRail
26 Interstates
55 TollRoads
56 Turnpike
306 County Boundaries
441

Map 11-5



Corridor 4: Silver Star Road to Parramore

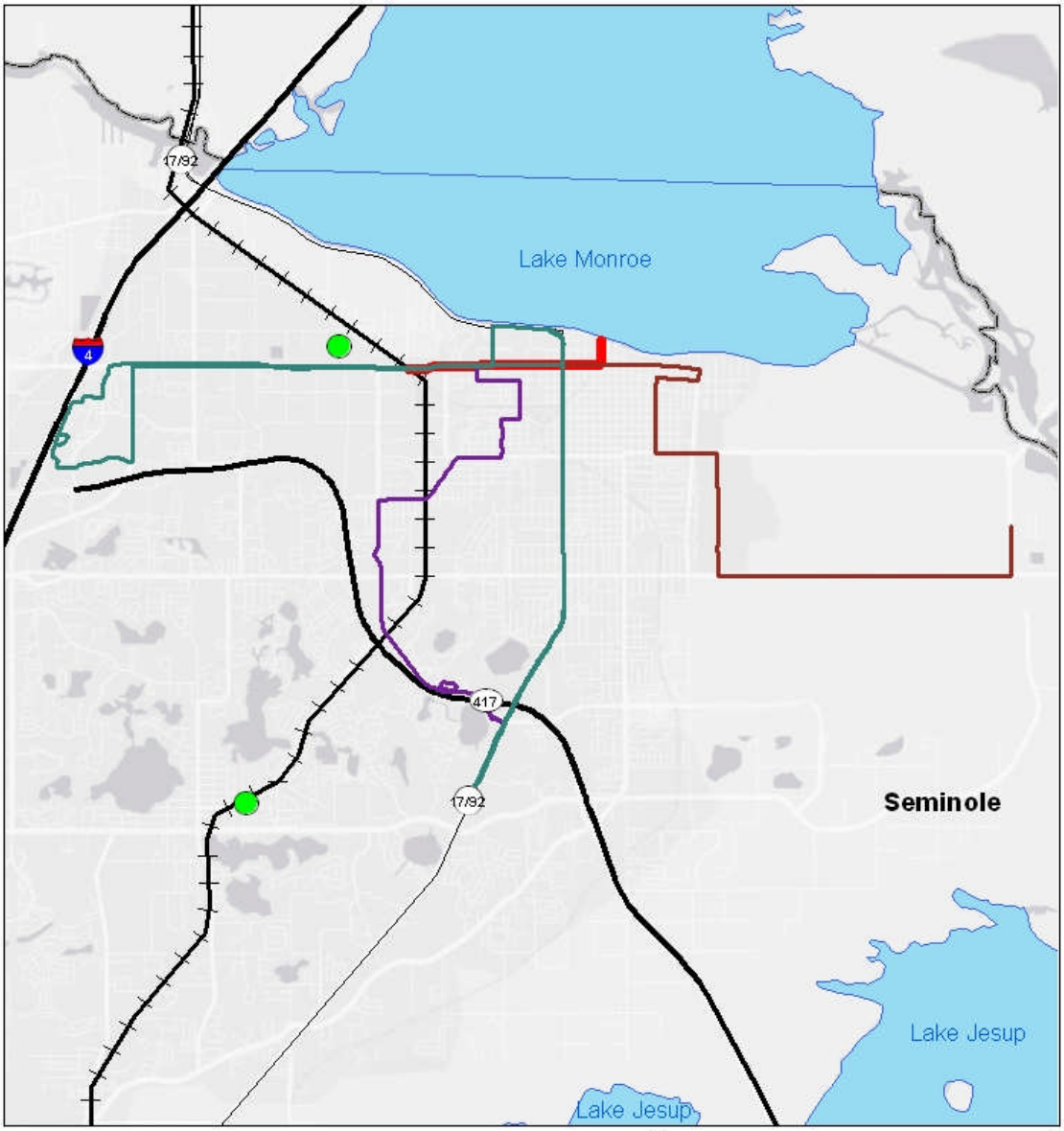
Related Links: 4, 8, 17, 20, 21, 25, 36, 48, 49, 54, 89, 105, 125, 204, 301, 302, 319, 443

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

04	54	Silver Star Road to Parramore
08	89	Roads
17	105	SunRail
20	125	Interstates
21	204	TollRoads
25	301	Turnpike
36	302	County Boundaries
48	319	
49	443	

Map 11-6



Corridor 5: Sanford SunRail Connector

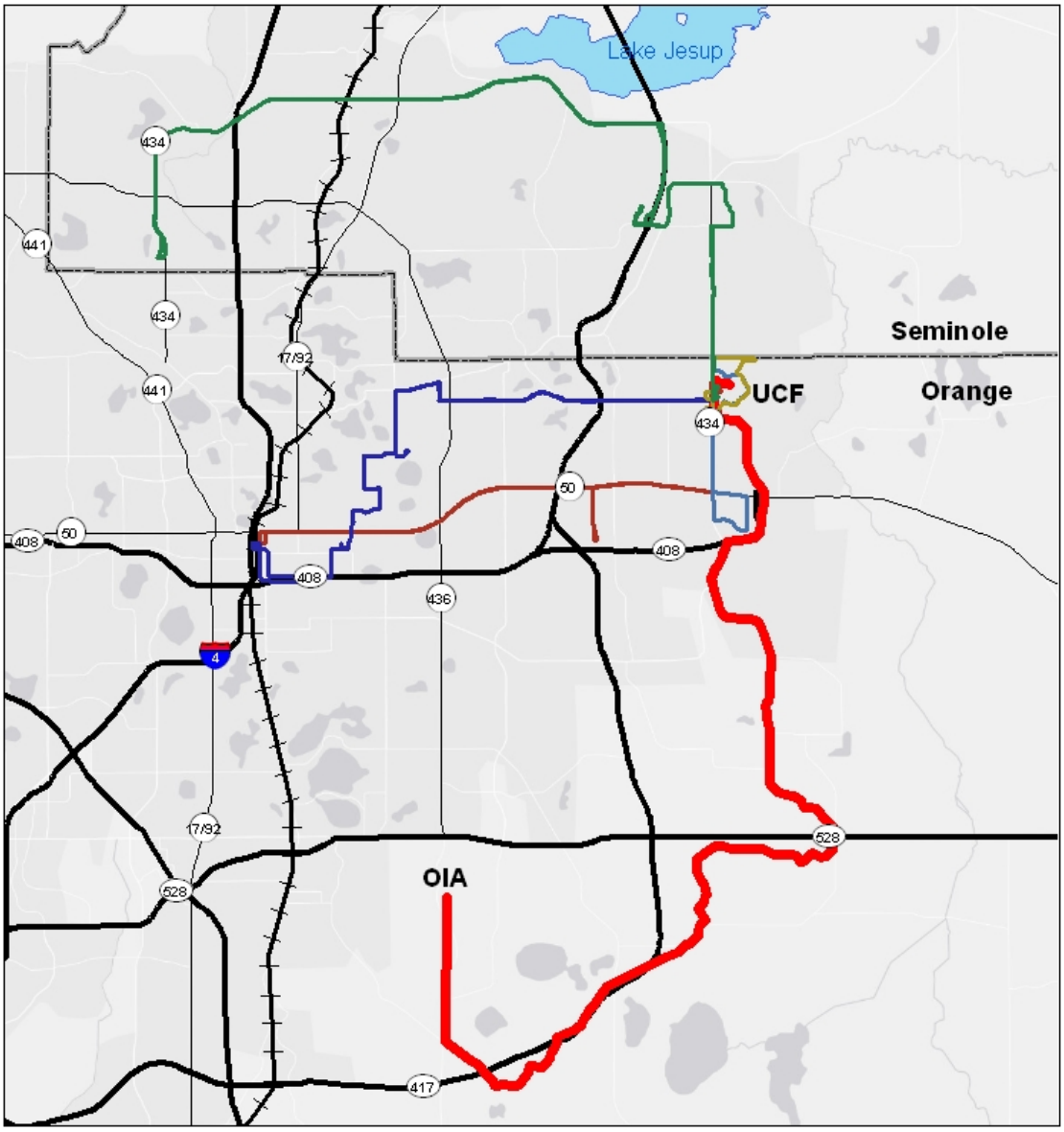
Related Links: 34, 46E, 46W

0 2 4 Miles

LYNX Created by LYNX GIS 06/11/2012

34
46E
46W
Sanford SunRail Connector
Roads
SunRailStations
SunRail
Interstates
TollRoads
Turnpike
County Boundaries

Map 11-7



Corridor 6: Innovation Way: OIA to UCF

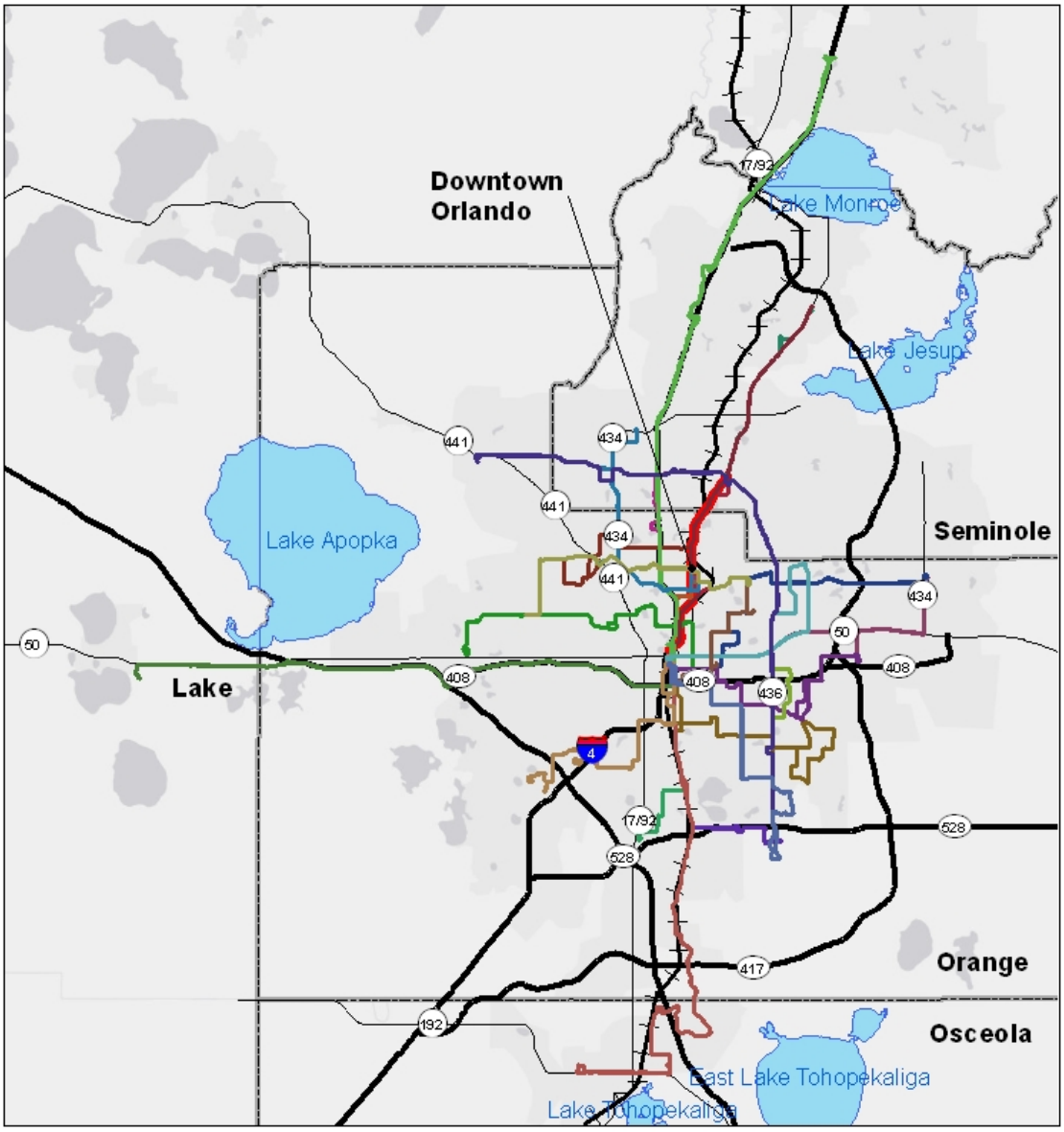
Related Links: 13, 104, 210, 211, 434

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

13 Innovation Way: OIA to UCF
104 Roads
210 SunRail
211 Interstates
434 TollRoads
Turnpike
County Boundaries

Map 11-8



Corridor 7: US 17/92: Fern Park to Downtown

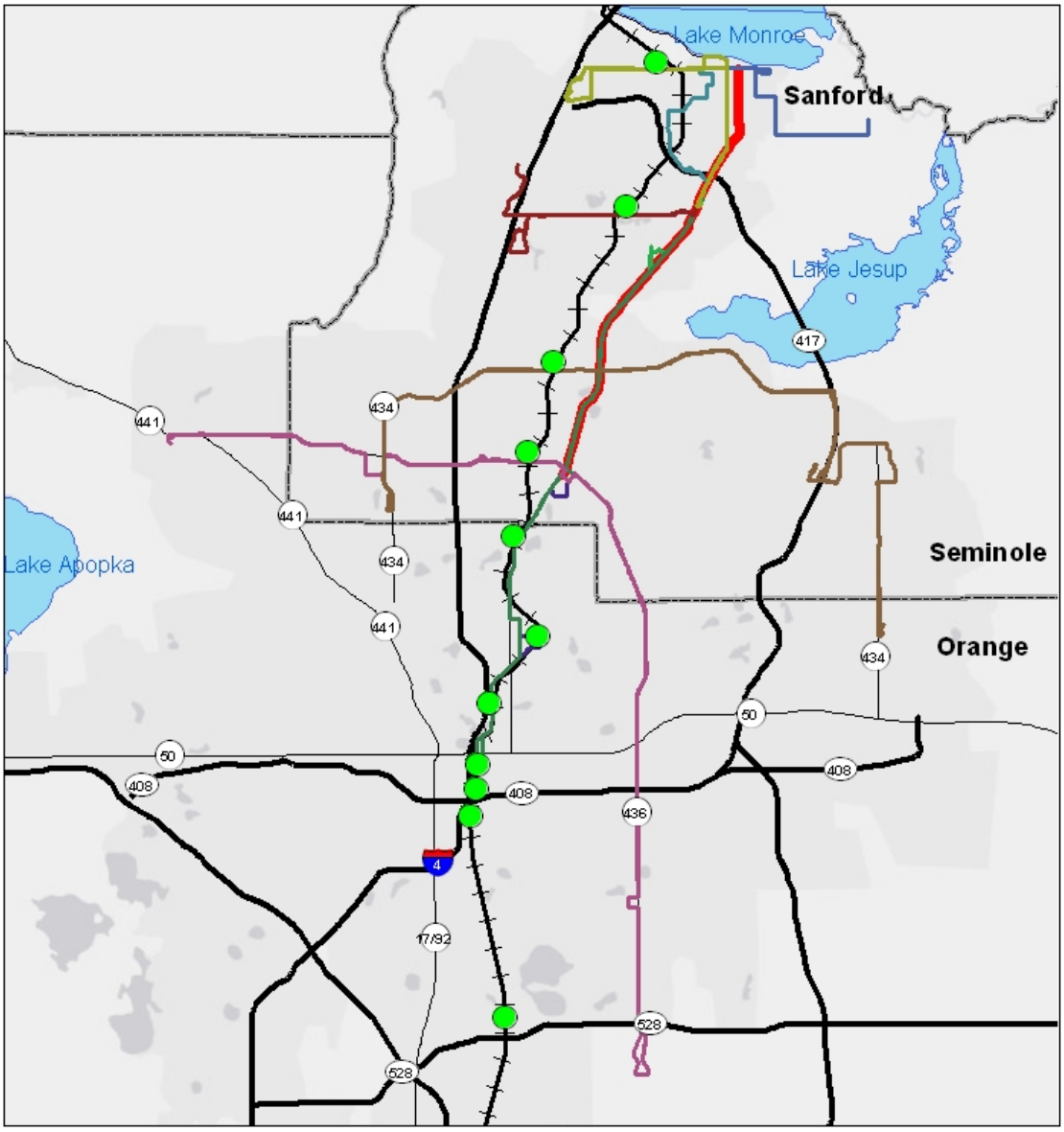
Related Links: 1, 3, 7, 9, 11, 13, 14, 15, 18, 23, 28, 29, 40, 41, 51, 102, 103, 104, 125, 200, 204, 313, 443, 1792

0 8 16 Miles

LYNX Created by LYNX GIS 06/11/2012

01	18	103	US 17/92: Fern Park to Downtown
03	23	104	Roads
07	28	125	SunRail
09	29	200	Interstates
11	40	204	TollRoads
13	41	313	Turnpike
14	51	443	County Boundaries
15	102	1792	

Map 11-9



Corridor 8: US 17/92: Sanford to Fern Park

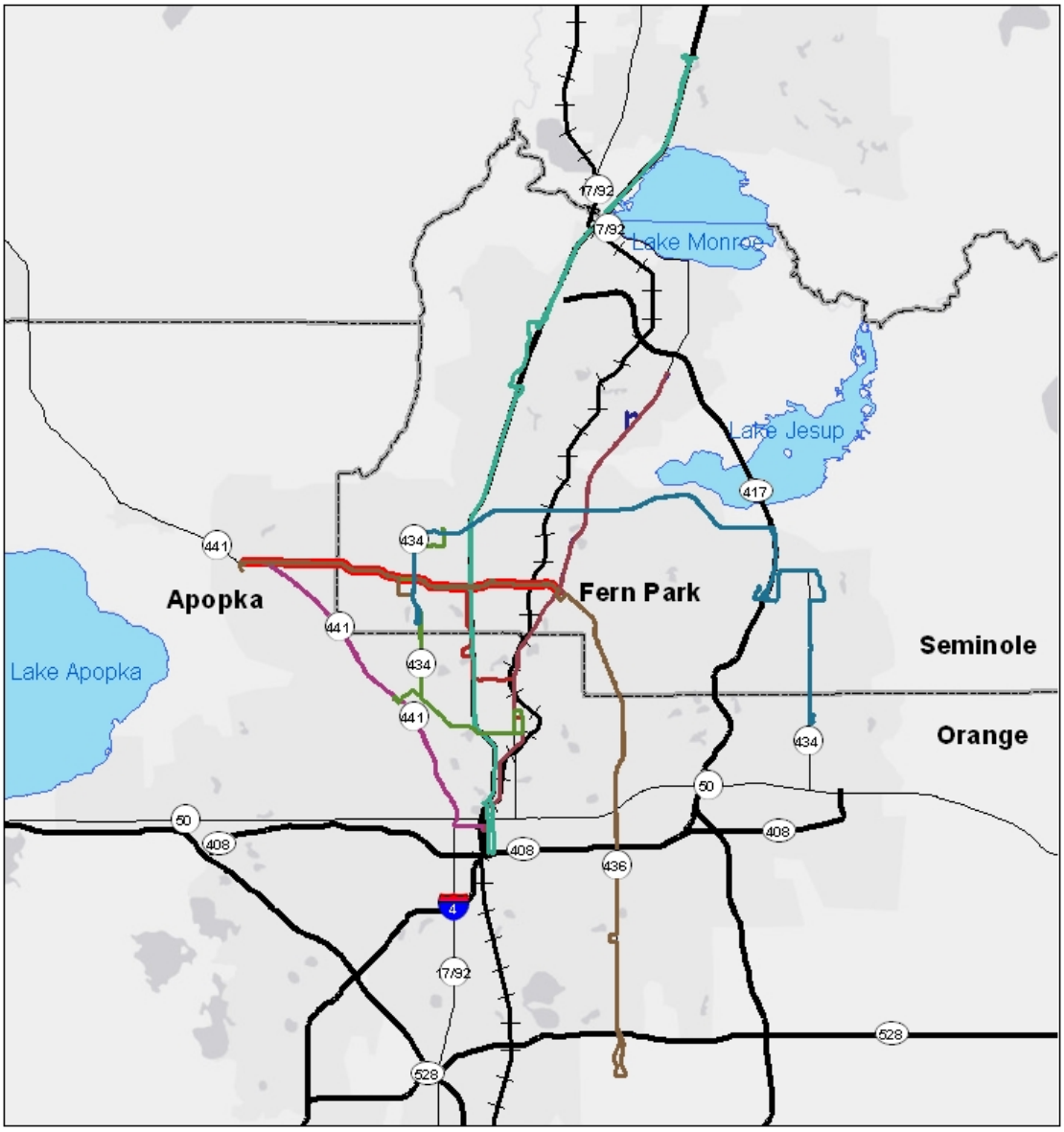
Related Links: 34, 41, 45, 46E, 46W, 102, 103, 434, 1792

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

34, 41, 45, 46E, 46W, 102, 103, 434, 1792, US 17/92: Sanford to Fern Park, Roads, SunRailStations, SunRail, Interstates, TollRoads, Turnpike, County Boundaries

Map 11-10



Corridor 9: SR 436: Apopka to Fern Park

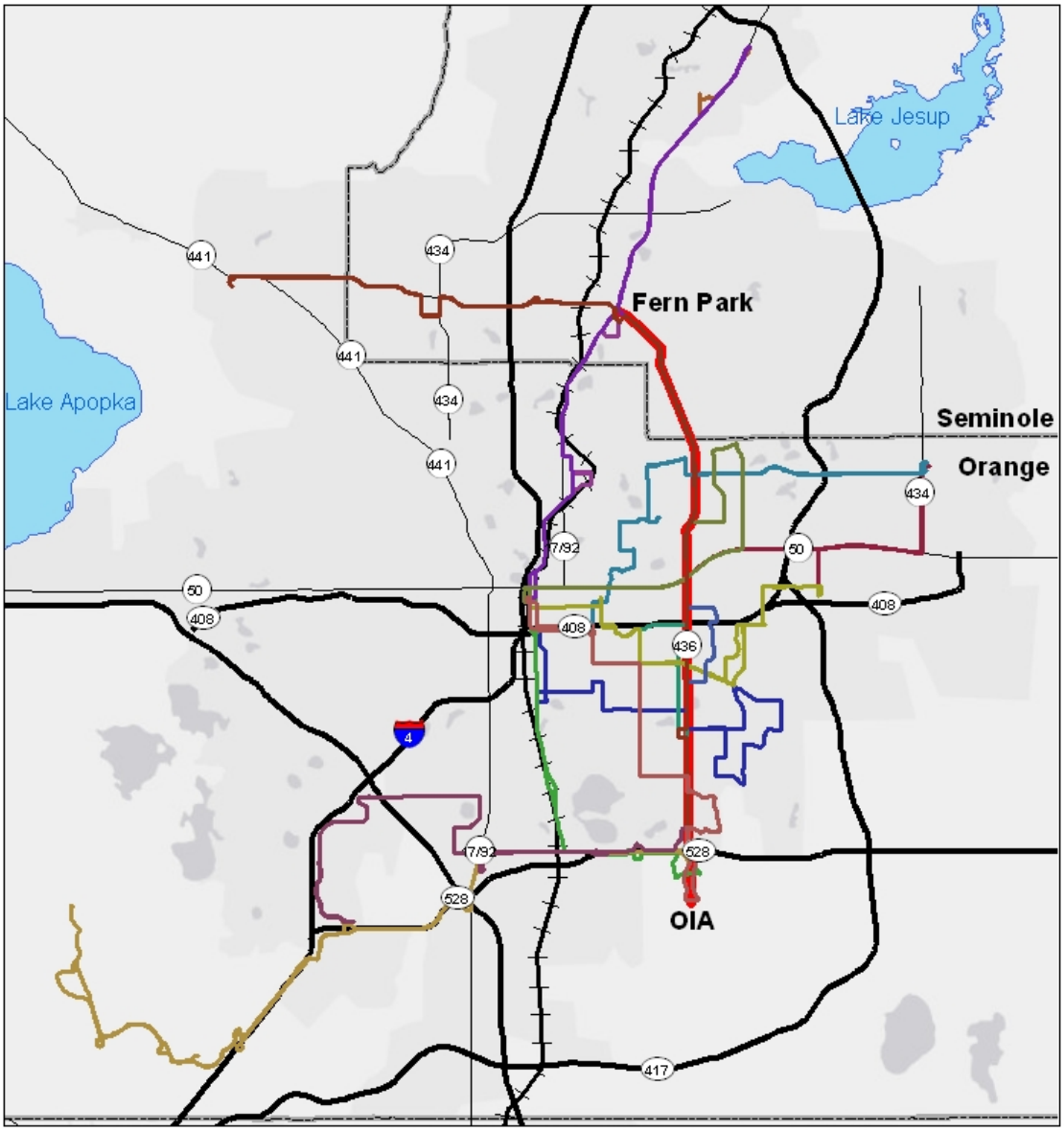
Related Links: 1, 17, 23, 41, 103, 200, 434, 1792

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

01	SR 436: Apopka to Fern Park
17	Roads
23	SunRail
41	Interstates
103	TollRoads
200	Turnpike
434	County Boundaries
1792	

Map 11-11



Corridor 10: SR 436: Fern Park to OIA

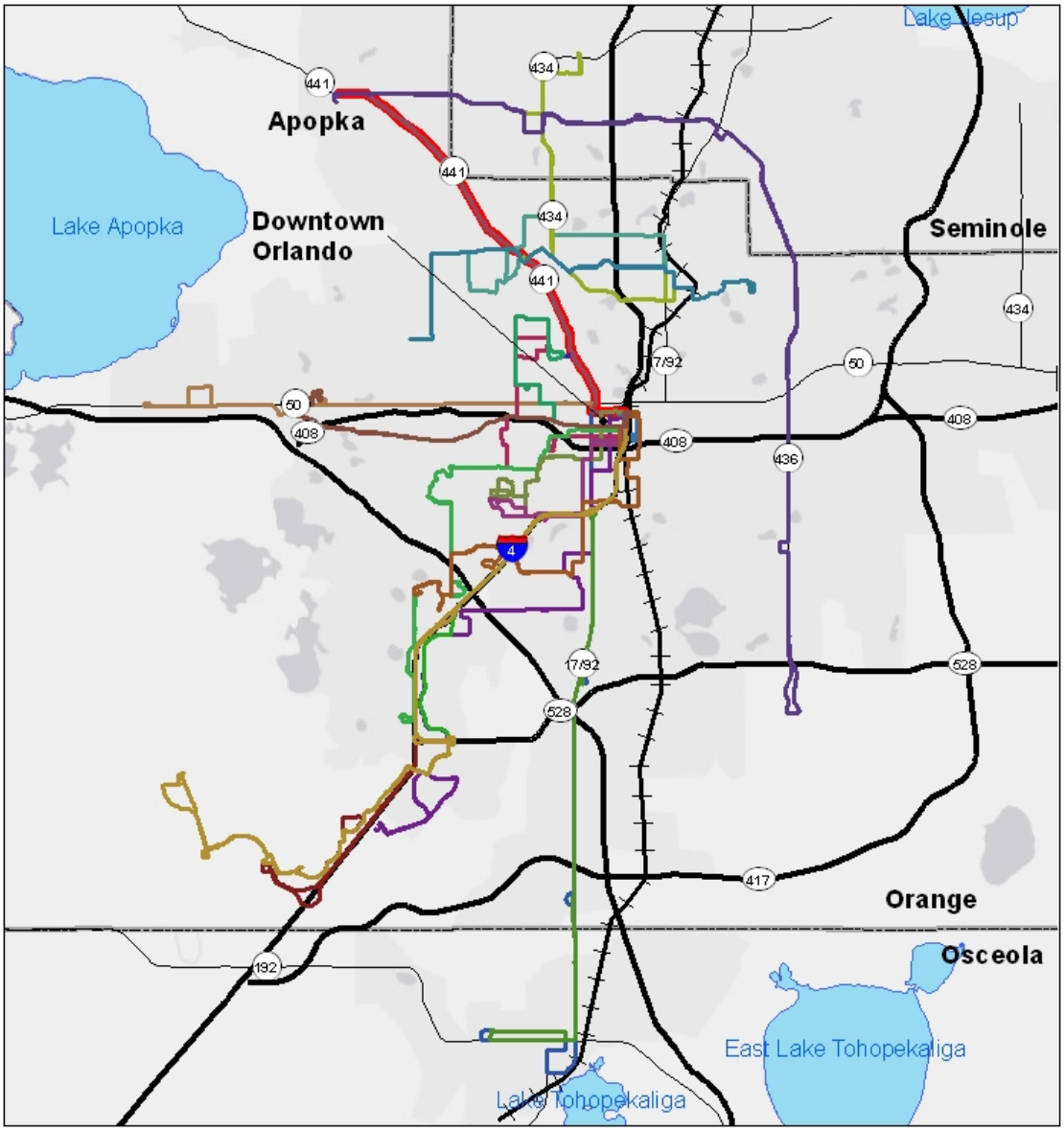
Related Links: 3, 6, 11, 13, 15, 28, 29, 41, 42, 51, 102, 103, 104, 111, 1792

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

03	42	SR 436: Fern Park to OIA
06	102	Roads
11	103	SunRail
13	104	Interstates
15	111	TollRoads
28	1792	Turnpike
29	51	County Boundaries
41		

Map 11-12



Corridor 11: US 441: Apopka to Downtown

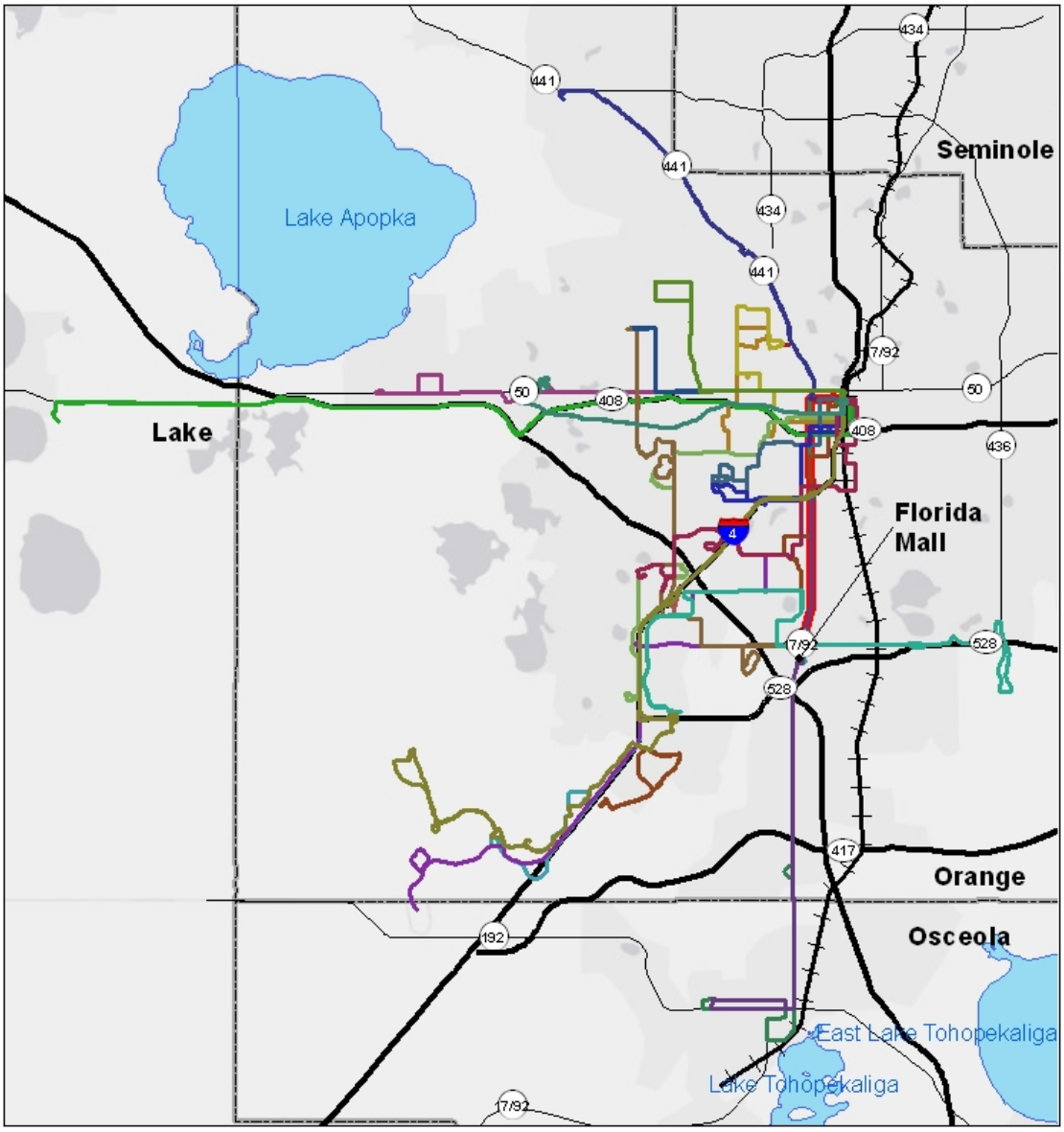
Related Links: 4, 8, 9, 17, 20, 21, 23, 25, 31, 36, 38, 40, 41, 50, 54, 89, 105, 300, 319, 441, 443

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

04 25 54 US 441: Apopka to Downtown
08 31 89 Roads
09 36 105 SunRail
17 38 300 Interstates
20 40 319 TollRoads
21 41 441 Turnpike
23 50 443 County Boundaries

Map 11-13



Corridor 12: US 441/1792: Downtown to Florida Mall

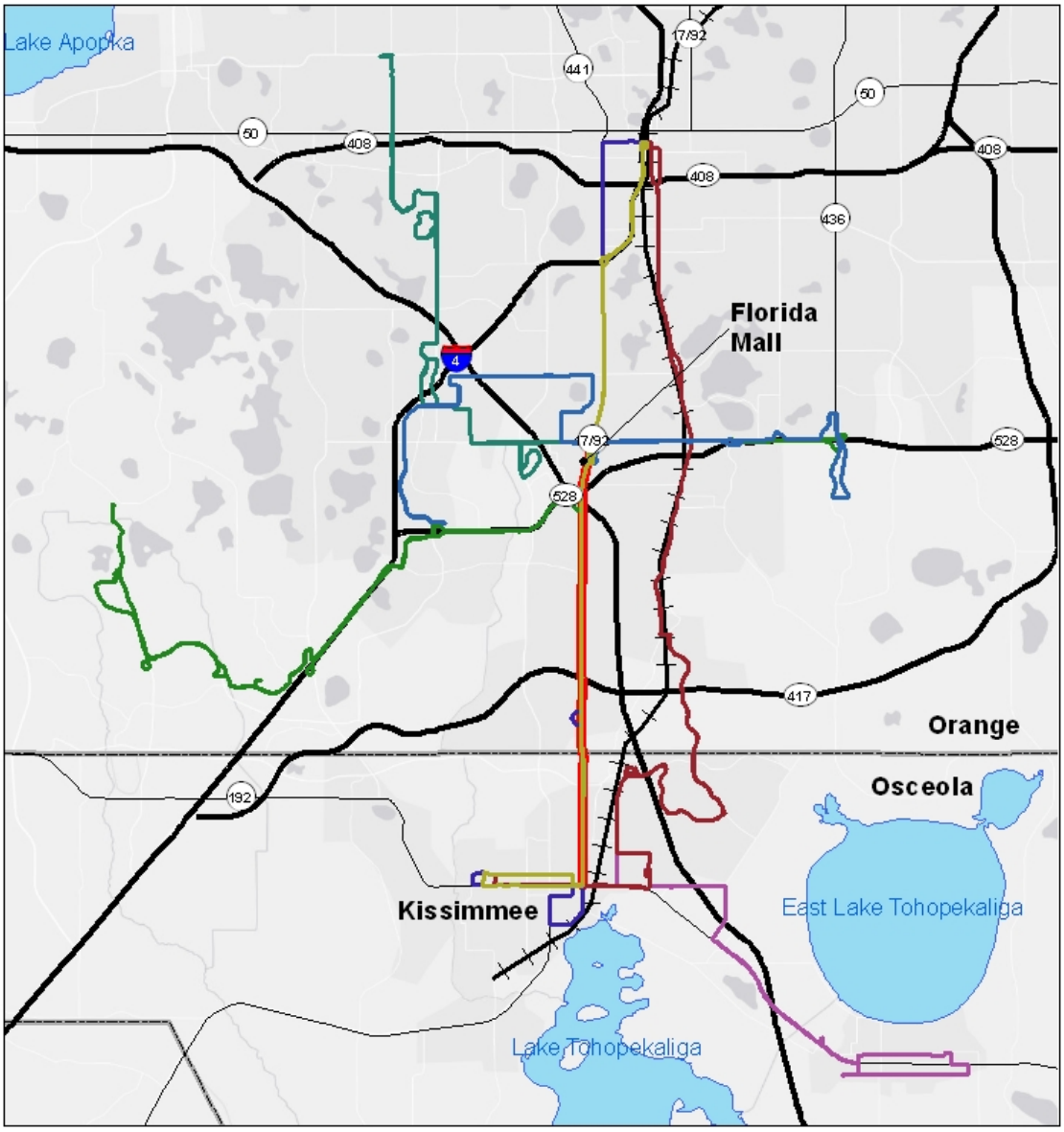
Related Links: 4, 8, 17, 20, 21, 25, 31, 36, 37, 38, 40, 42, 48, 49, 50, 54, 89, 105, 204, 300, 304, 319, 441

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

04	37	89	US 441/1792: Downtown to Florida Mall
08	38	105	Roads
17	40	204	SunRail
20	42	300	Interstates
21	48	305	TollRoads
25	49	319	Turnpike
31	50	441	County Boundaries
36	54		

Map 11-14



Corridor 13: US 441-1792: Florida Mall to Kissimmee

Related Links: 4, 10, 18, 37, 42, 111, 441

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

04	US 441-1792: Florida Mall to Kissimmee
10	Roads
18	SunRail
37	Interstates
42	TollRoads
111	Turnpike
441	County Boundaries

Map 11-15

Corridor 14: SR 50: West Oaks Mall to UCF

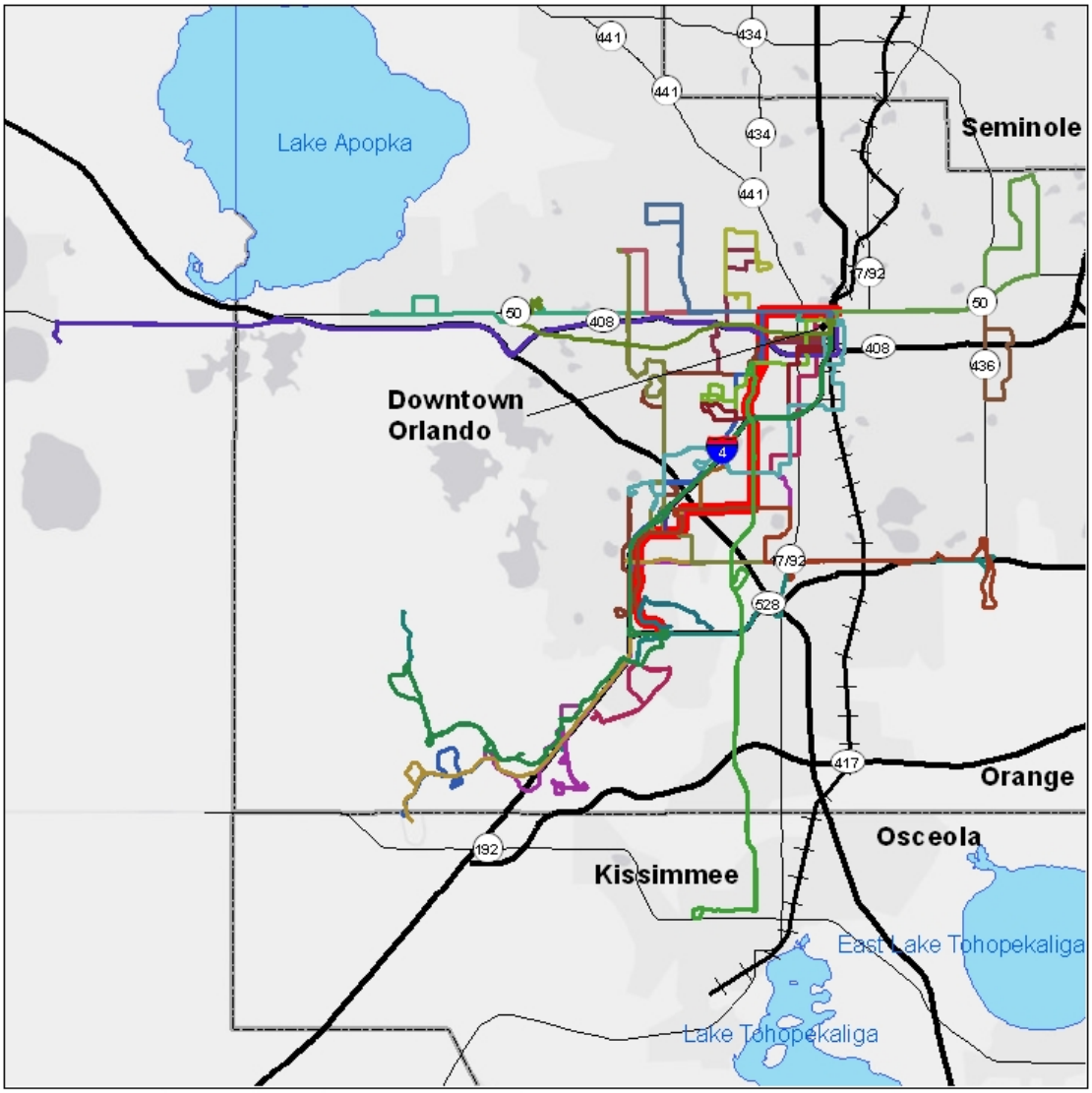
Related Links: 13, 17, 20, 25, 28, 29, 37, 41, 48, 49, 89, 102, 104, 105, 125, 200, 210, 211, 301, 302, 313, 434, 1792

0 8 16 Miles

LYNX Created by LYNX GIS 06/11/2012

13	48	210	SR 50: West Oaks Mall to UCF
17	49	211	Roads
20	89	301	SunRail
25	102	302	Interstates
28	104	313	TollRoads
29	105	434	Turnpike
37	125	1792	County Boundaries
41	200		

Map 11-16



Corridor 15: John Young Parkway: Downtown to International Drive

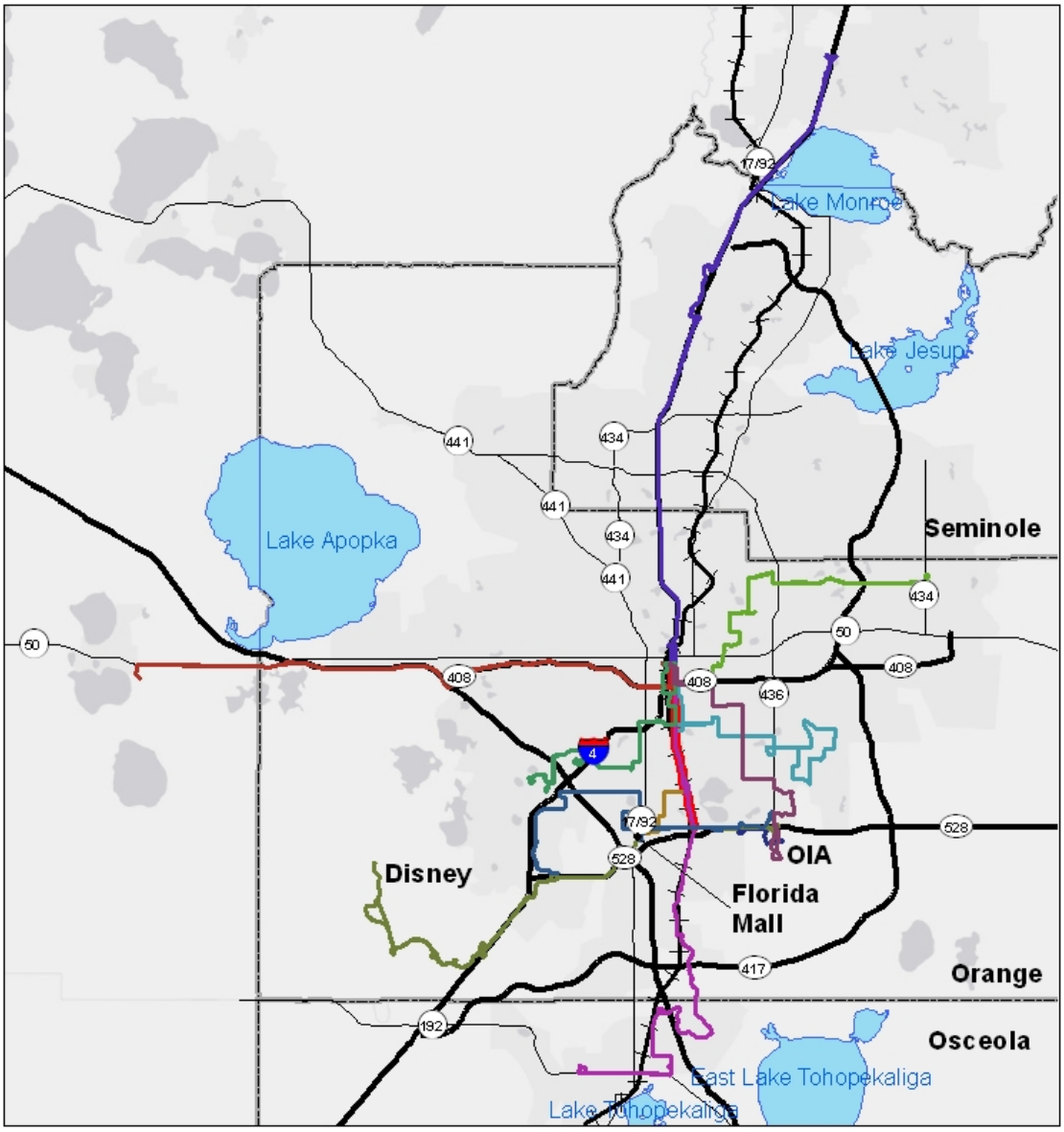
Related Links: 8, 20, 21, 24, 25, 28, 29, 36, 37, 38, 40, 42, 48, 49, 50, 54, 57, 58, 105, 111, 204, 300, 303, 304, 305, 319

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

08 38 105 John Young Parkway: Downtown to International Drive
20 40 111 Roads
21 42 204 SunRail
24 48 300 Interstates
25 49 303 TollRoads
28 50 304 Turnpike
29 54 305 County Boundaries
36 57 319
37 58

Map 11-17



Corridor 16: Orange Avenue: Downtown to Sand Lake Road

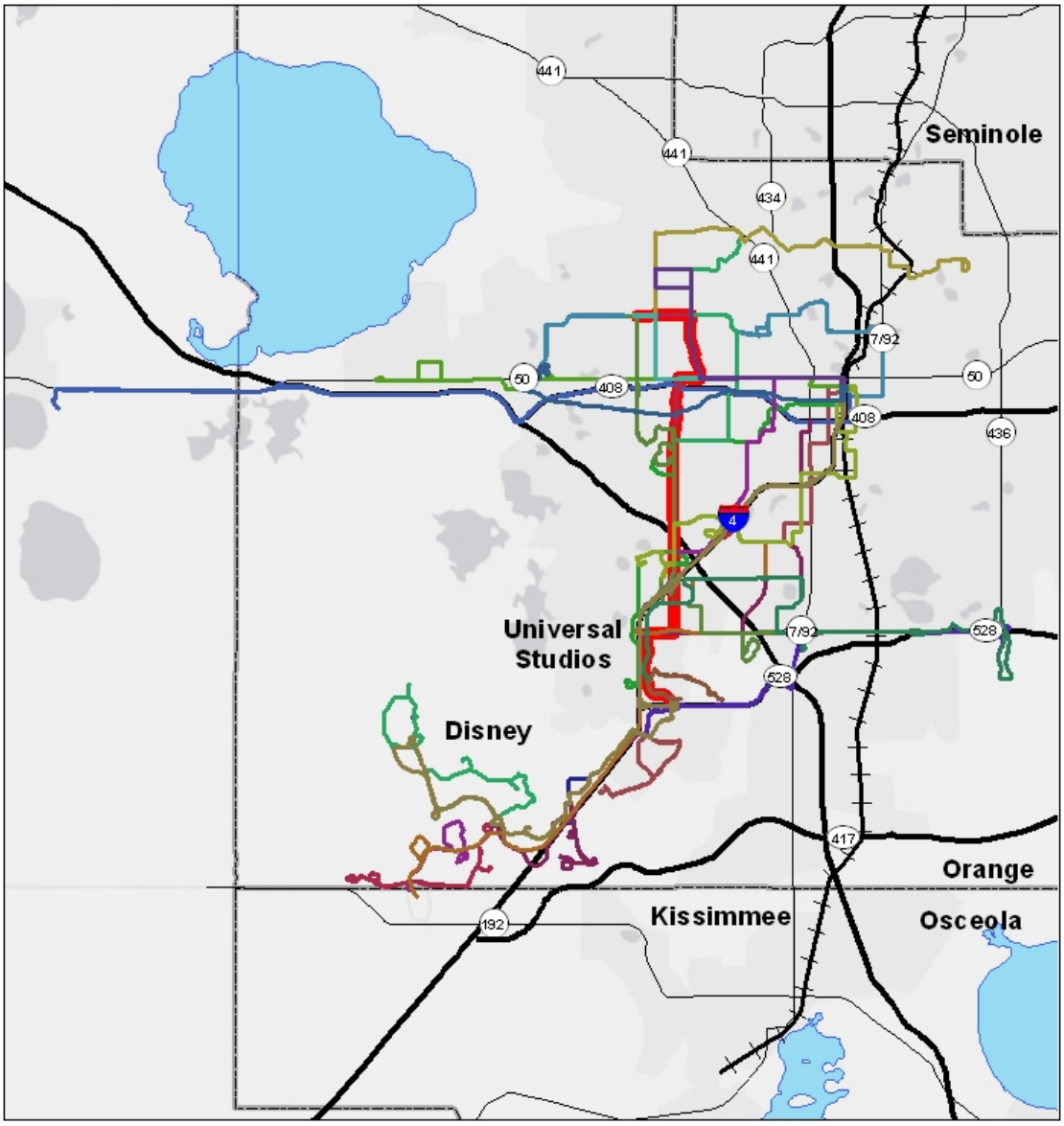
Related Links: 3, 7, 11, 13, 18, 31, 40, 42, 51, 111, 200, 204

0 8 16 Miles

LYNX Created by LYNX GIS 06/11/2012

03 40 Orange Avenue: Downtown to Sand Lake Road
07 42 Roads
11 51 SunRail
13 111 Interstates
18 200 TollRoads
31 204 Turnpike
County Boundaries

Map 11-18



Corridor 17: Kirkman Road: Park Promenade to International Drive

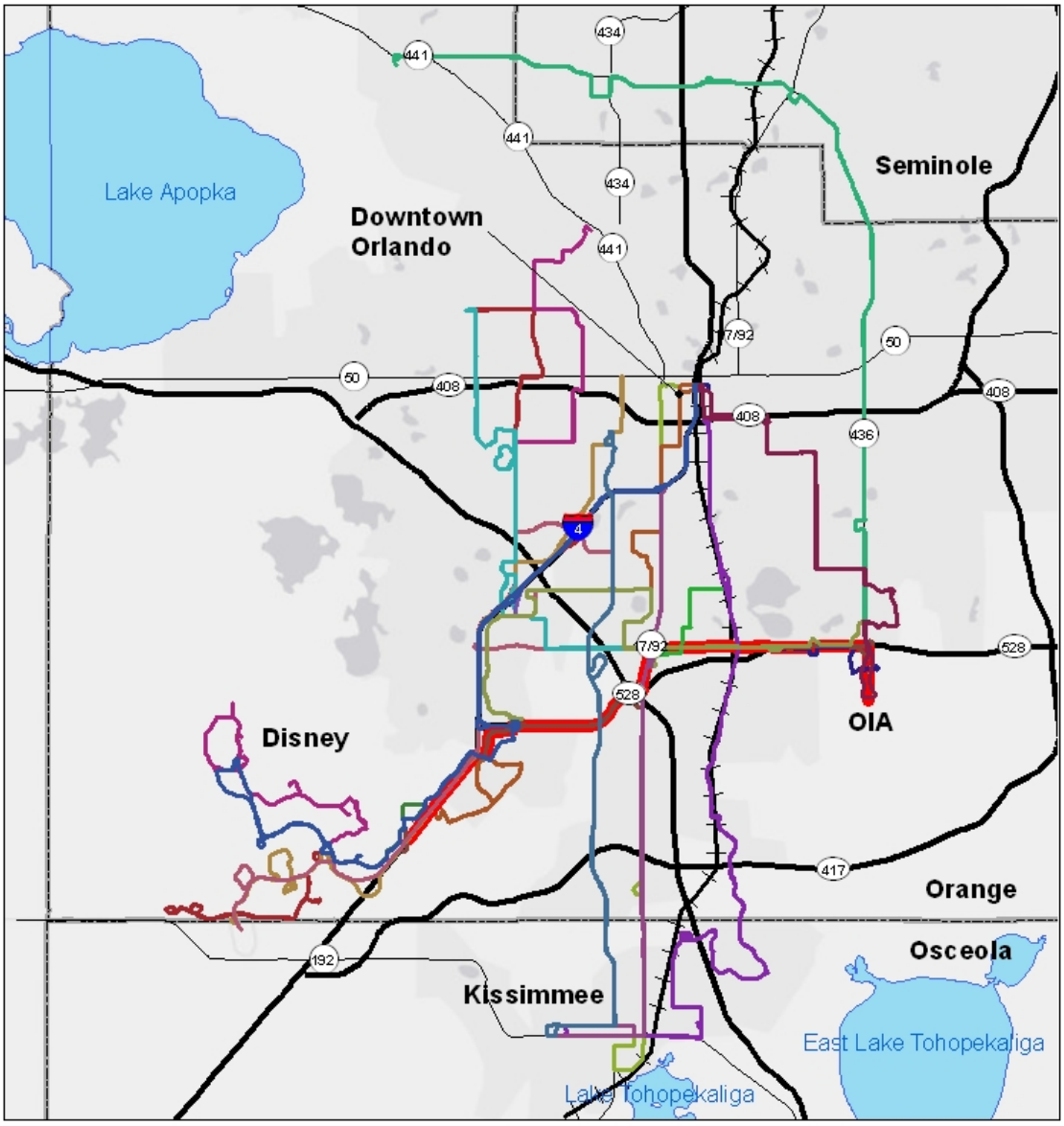
Related Links: 8, 21, 37, 38, 40, 42, 49, 50, 54, 58, 105, 111, 125, 204, 300, 301, 302, 303, 304, 305, 443

0 3 6 Miles

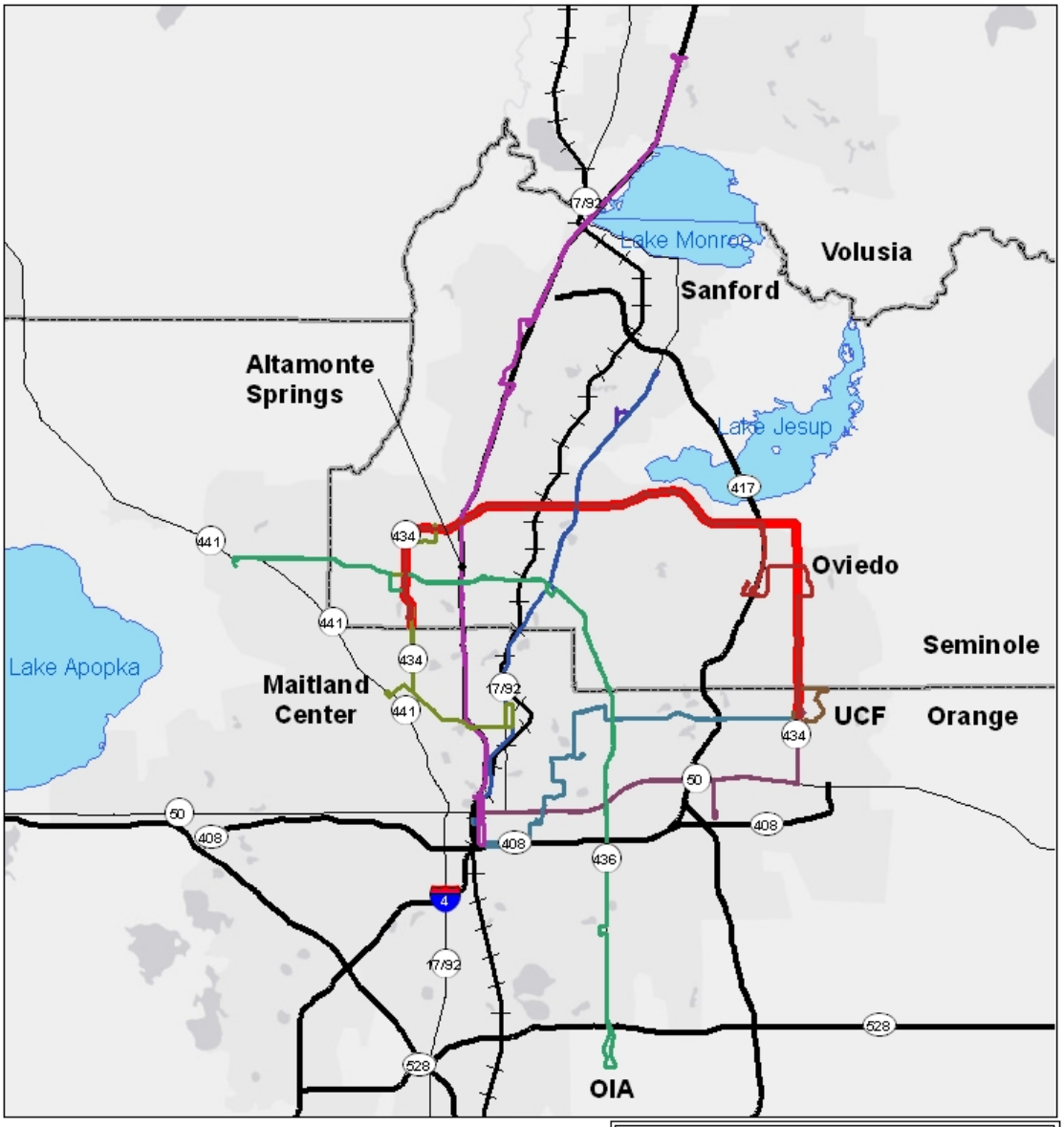
LYNX Created by LYNX GIS 06/11/2012

08 50 301 Kirkman Road: Park Promenade to International Drive
21 54 302 Roads
37 58 303 SunRail
38 105 304 Interstates
40 111 305 TollRoads
42 125 443 Turnpike
48 204 County Boundaries
49 300

Map 11-19


Lake Apopka
Downtown Orlando
Seminole
Disney
OIA
Orange
Osceola
Kissimmee
East Lake Tohopekaliga
Lake Tohopekaliga
434
441
50
408
436
4
528
417
192
Corridor 18: SR 528: Disney to OIA
Related Links: 4, 7, 8, 11, 18, 37, 38, 41, 42, 50, 51, 57, 111, 300, 301, 302, 303, 304, 441
0
5
10
Miles
LYNX
Created by LYNX GIS
06/11/2012
04
07
08
11
18
37
38
41
42
50
51
57
111
300
301
302
303
305
441
SR 528: Disney to OIA
Roads
SunRail
Interstates
TollRoads
Turnpike
County Boundaries

Map 11-20



Corridor 19: SR 434: Maitland Boulevard to UCF

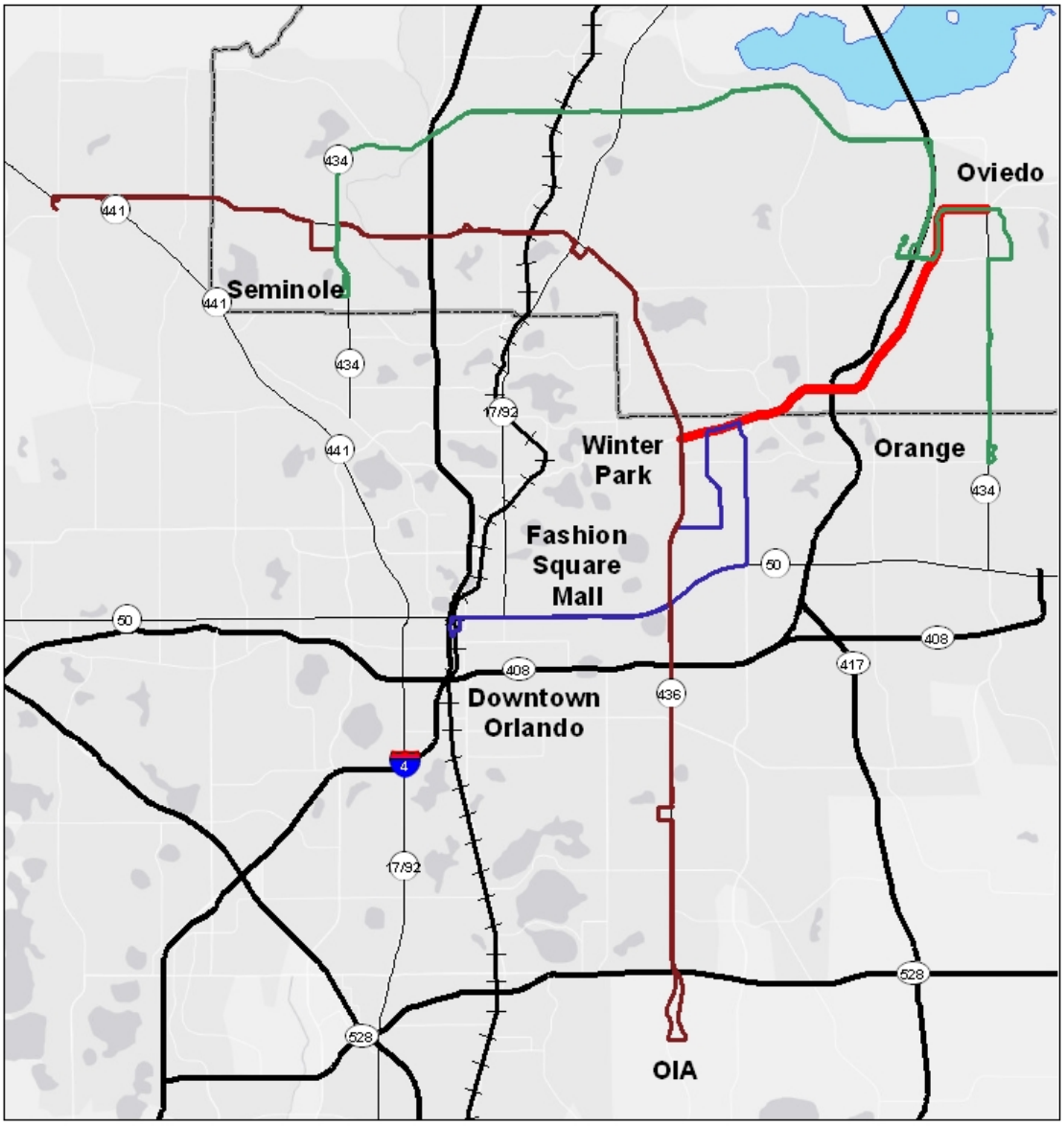
Related Links: 13, 23, 41, 103, 104, 200, 211, 434, 1792

0 8 16 Miles

LYNX Created by LYNX GIS 06/11/2012

13
23
41
103
104
200
211
434
1792
SR 434: Maitland Boulevard to UCF
Roads
SunRail
Interstates
TollRoads
Turnpike
County Boundaries

Map 11-21



Corridor 20: Aloma Avenue: Winter Park to Oviedo

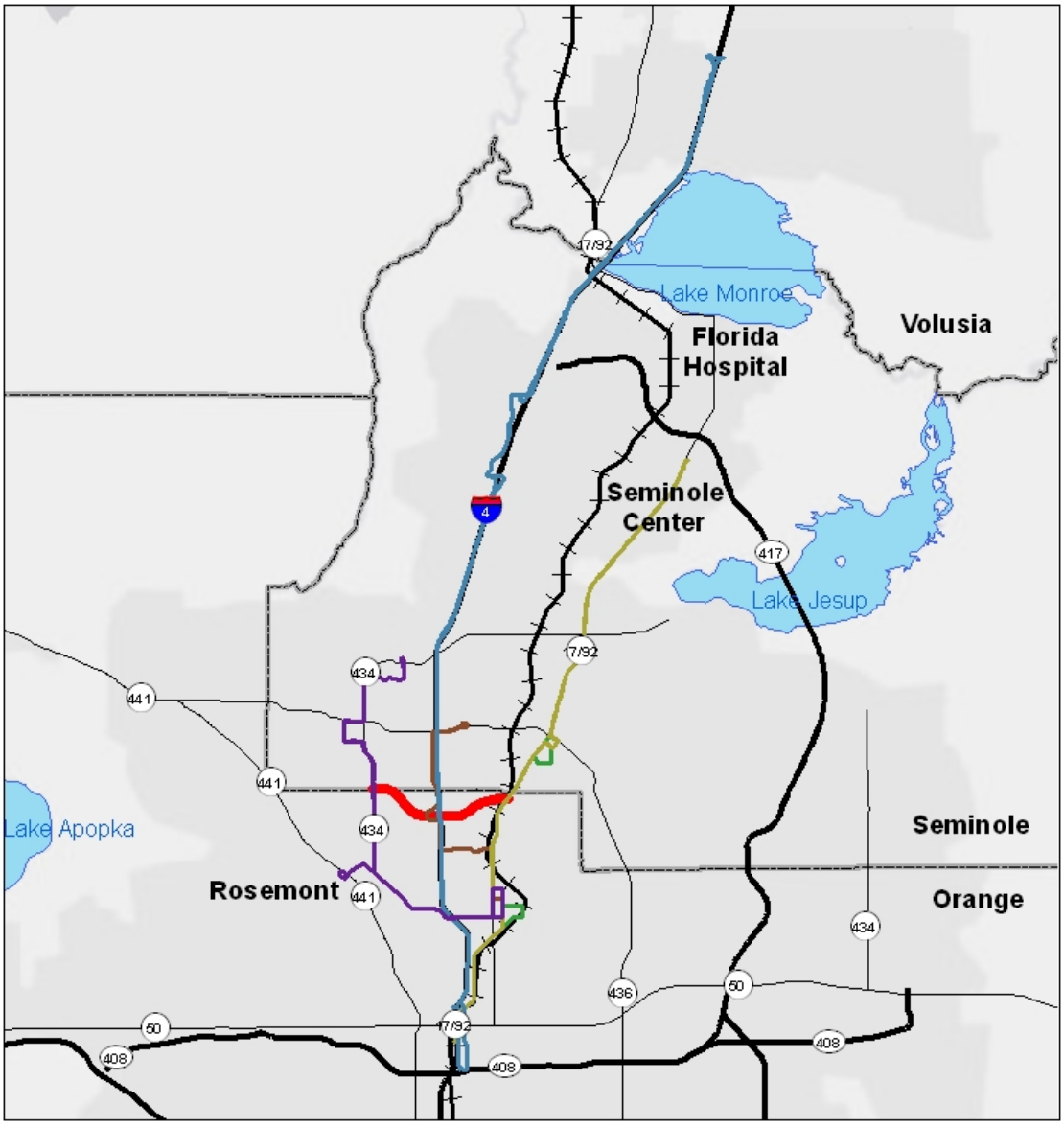
Related Links: 29, 41, 434

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

29 Aloma Avenue: Winter Park to Oviedo
41 Roads
434 SunRail
Interstates
TollRoads
Turnpike
County Boundaries

Map 11-22



Corridor 21: Maitland Boulevard: SR 434 to US 17/92

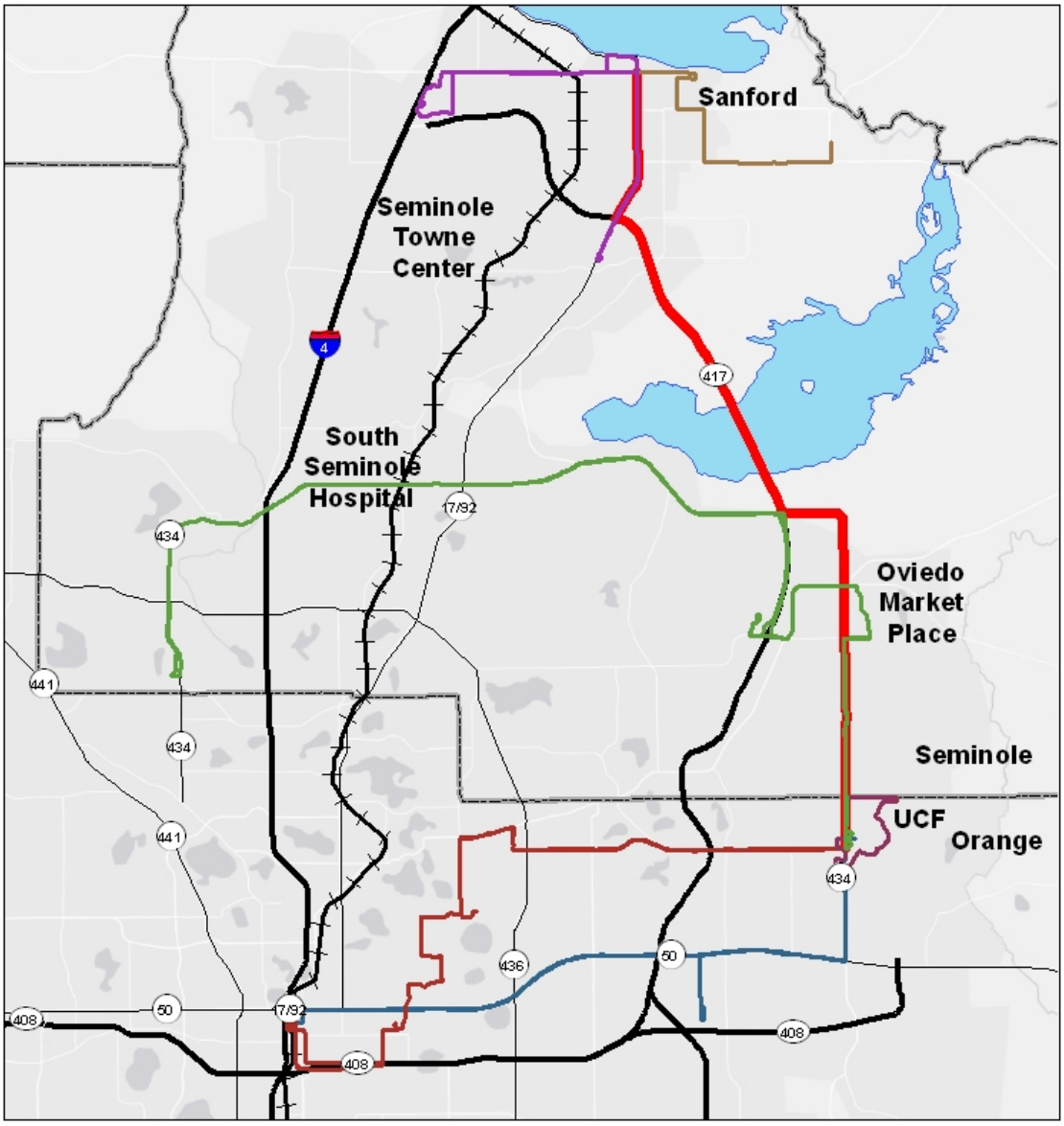
Related Links: 1, 23, 102, 200, 1792

0 5 10 Miles

LYNX Created by LYNX GIS 06/11/2012

01	Maitland Boulevard: SR 434 to US 17/92
23	Roads
102	SunRail
200	Interstates
1792	TollRoads
	Turnpike
	County Boundaries

Map 11-23



Corridor 22: Seminole Way: Sanford to UCF

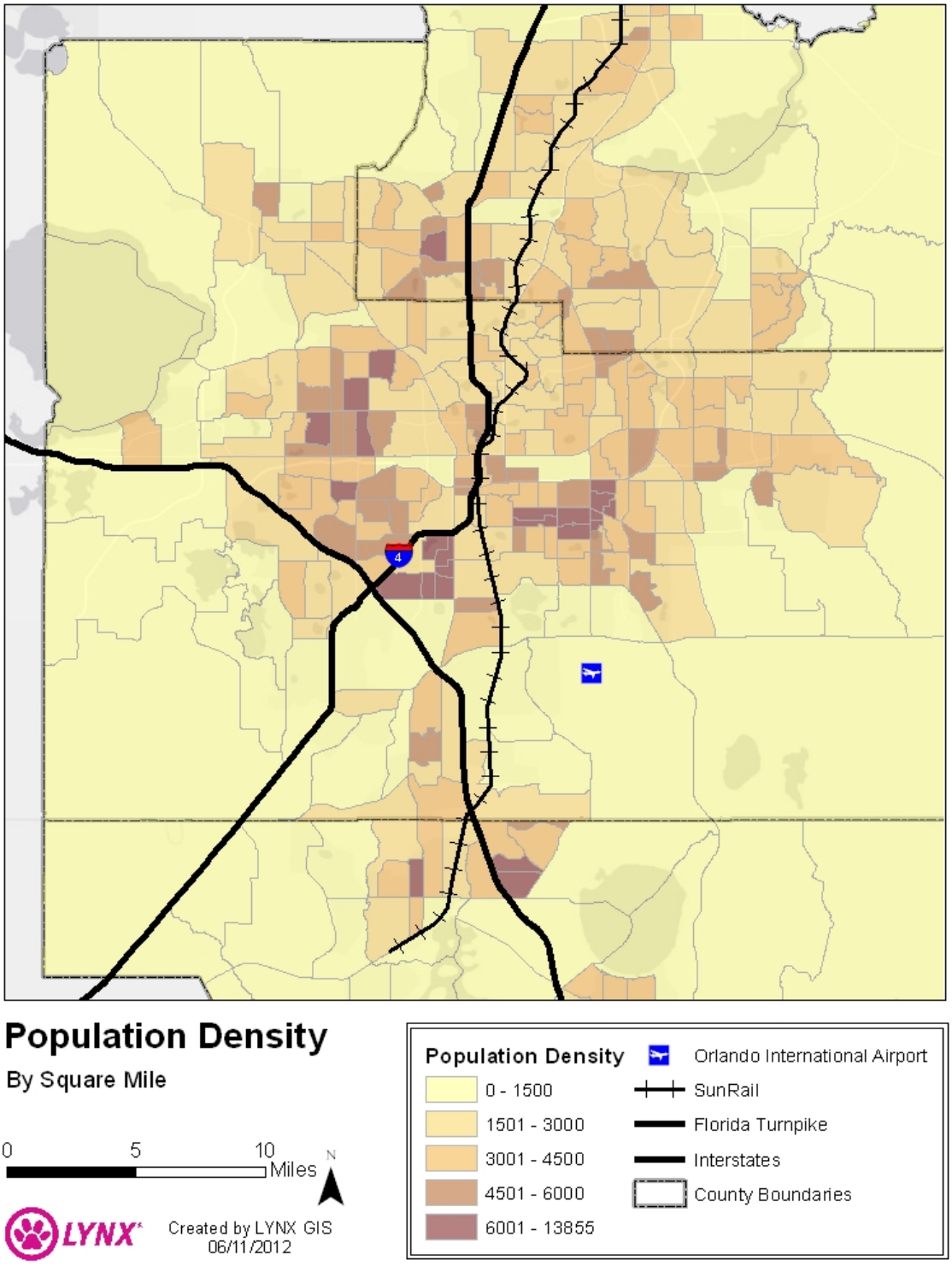
Related Links: 13, 46E, 46W, 104, 211, 434

0 5 10 Miles

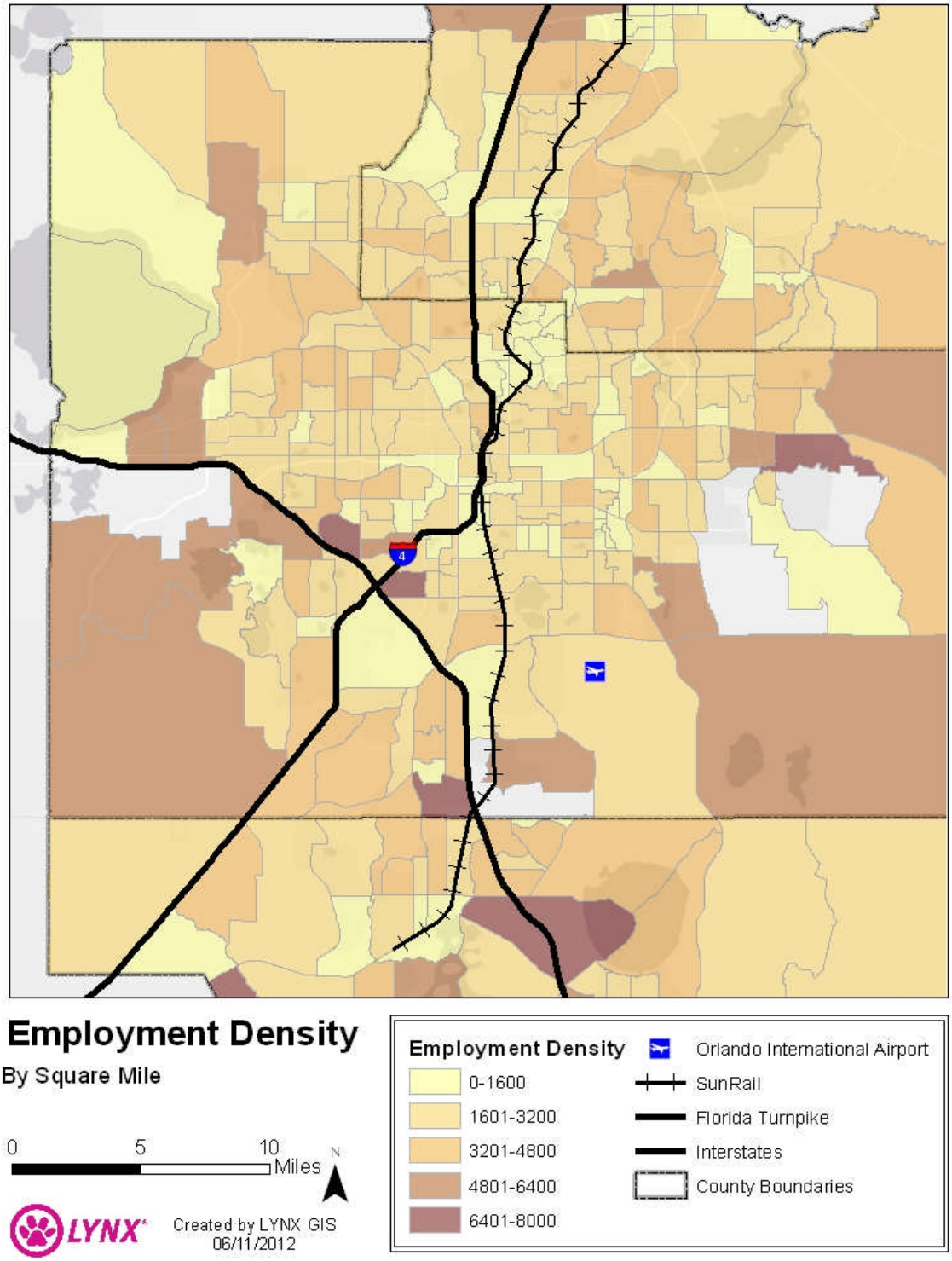
LYNX Created by LYNX GIS 06/11/2012

13
46E
46W
104
211
434
Seminole Way: Sanford to UCF
Roads
SunRail
Interstates
TollRoads
Turnpike
County Boundaries

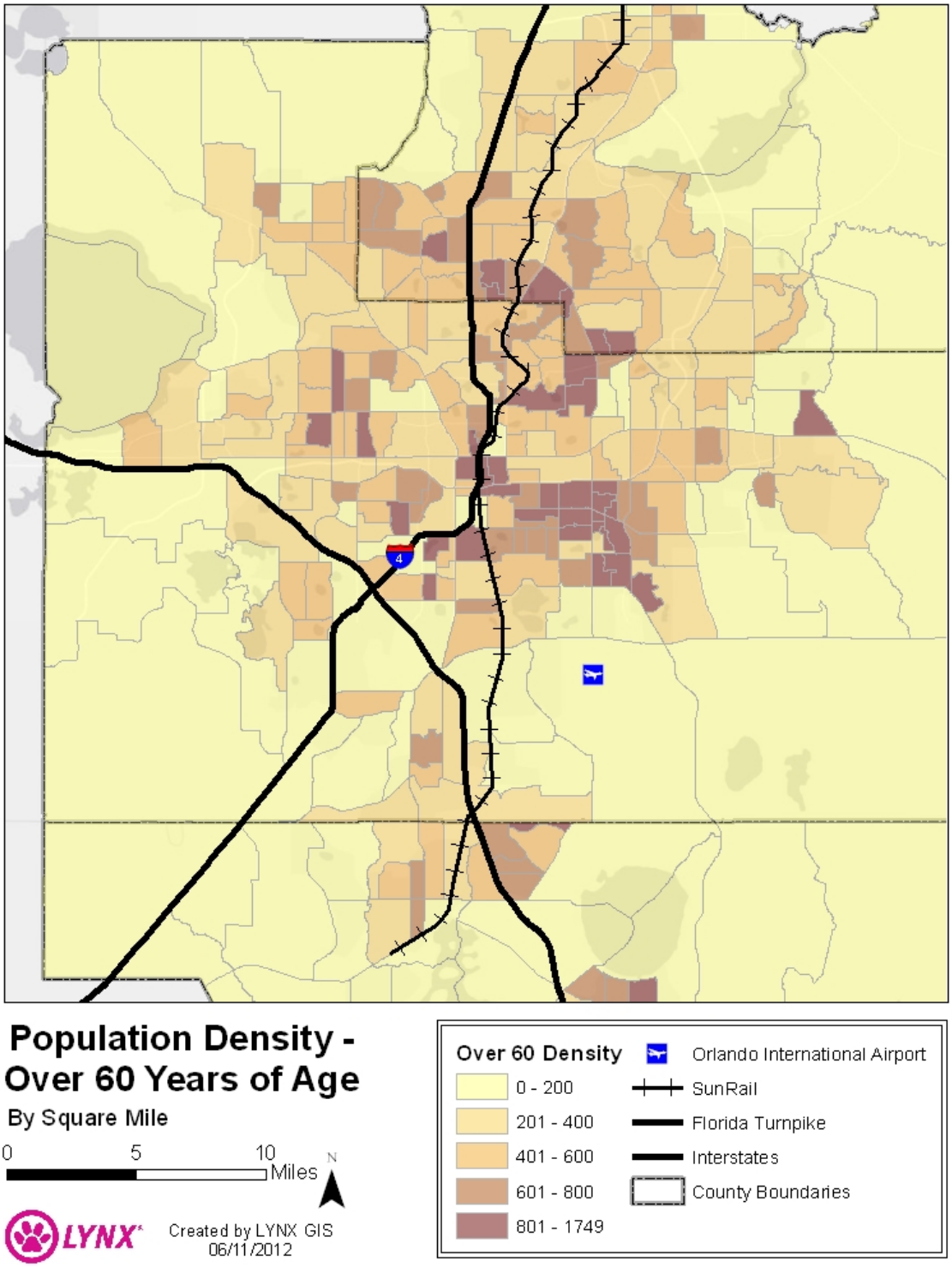
Map 11-24


Population Density
By Square Mile
0
5
10
Miles
N
LYNX
Created by LYNX GIS
06/11/2012
Population Density
0 - 1500
1501 - 3000
3001 - 4500
4501 - 6000
6001 - 13855
Orlando International Airport
SunRail
Florida Turnpike
Interstates
County Boundaries

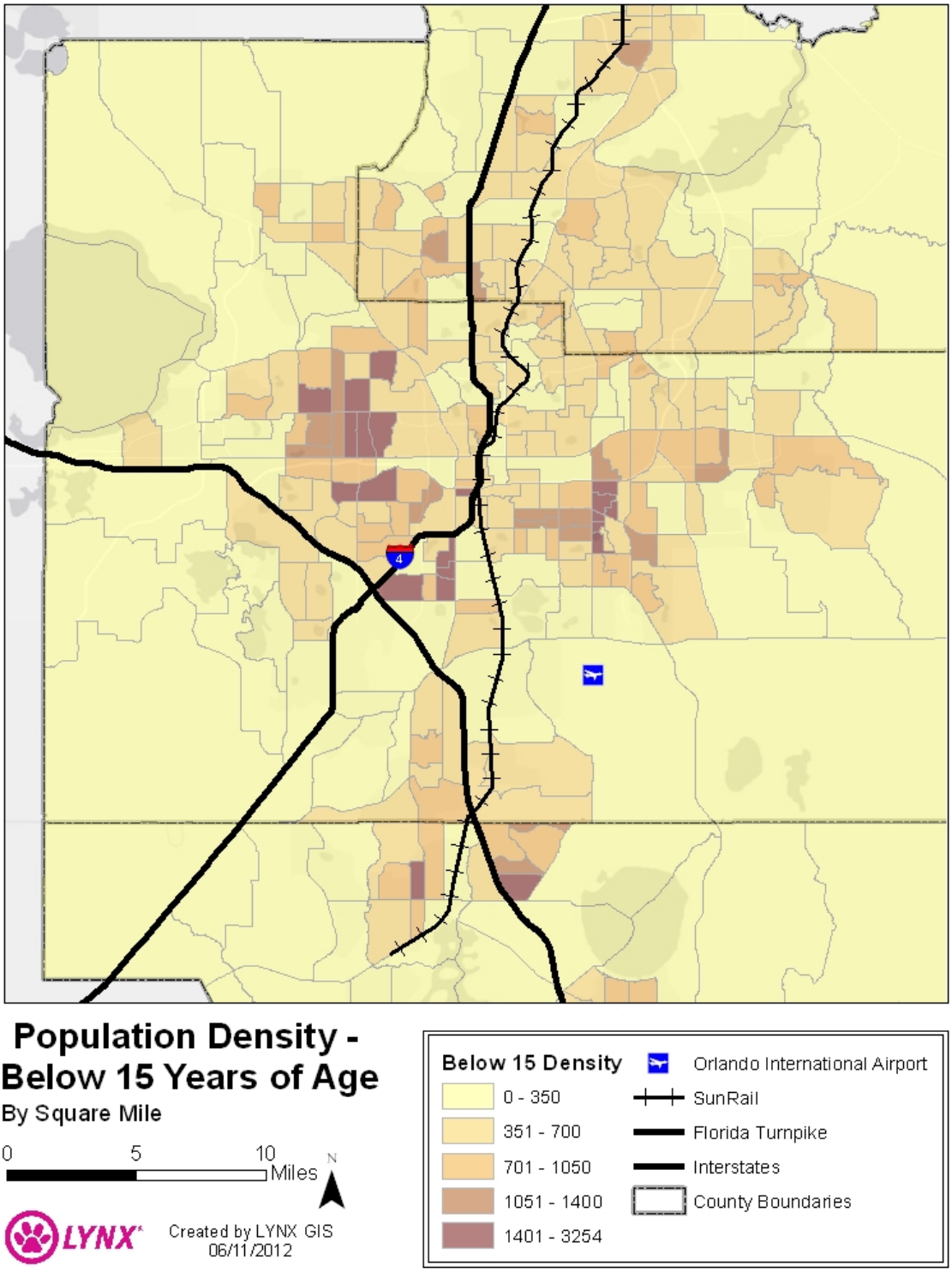
Map 11-25


Employment Density
By Square Mile
0
5
10
Miles
N
LYNX
Created by LYNX GIS
06/11/2012
Employment Density
0-1600
1601-3200
3201-4800
4801-6400
6401-8000
Orlando International Airport
SunRail
Florida Turnpike
Interstates
County Boundaries

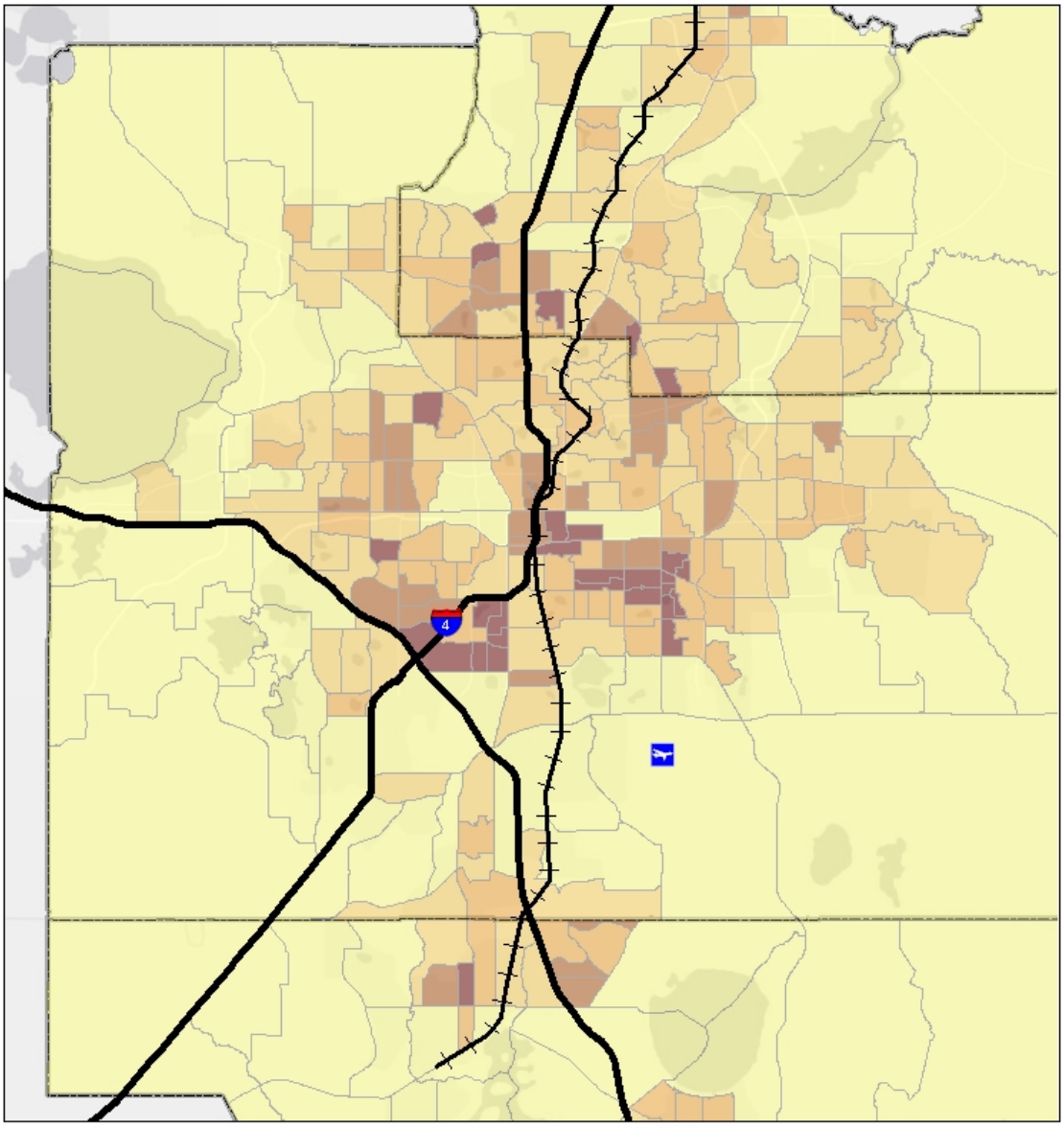
Map 11-26


Population Density -
Over 60 Years of Age
By Square Mile
0
5
10
Miles
N
LYNX
Created by LYNX GIS
06/11/2012
Over 60 Density
0 - 200
201 - 400
401 - 600
601 - 800
801 - 1749
Orlando International Airport
SunRail
Florida Turnpike
Interstates
County Boundaries

Map 11-27


Population Density -
Below 15 Years of Age
By Square Mile
0
5
10
Miles
N
LYNX
Created by LYNX GIS
06/11/2012
Below 15 Density
0 - 350
351 - 700
701 - 1050
1051 - 1400
1401 - 3254
Orlando International Airport
SunRail
Florida Turnpike
Interstates
County Boundaries

Map 11-28



Household Density

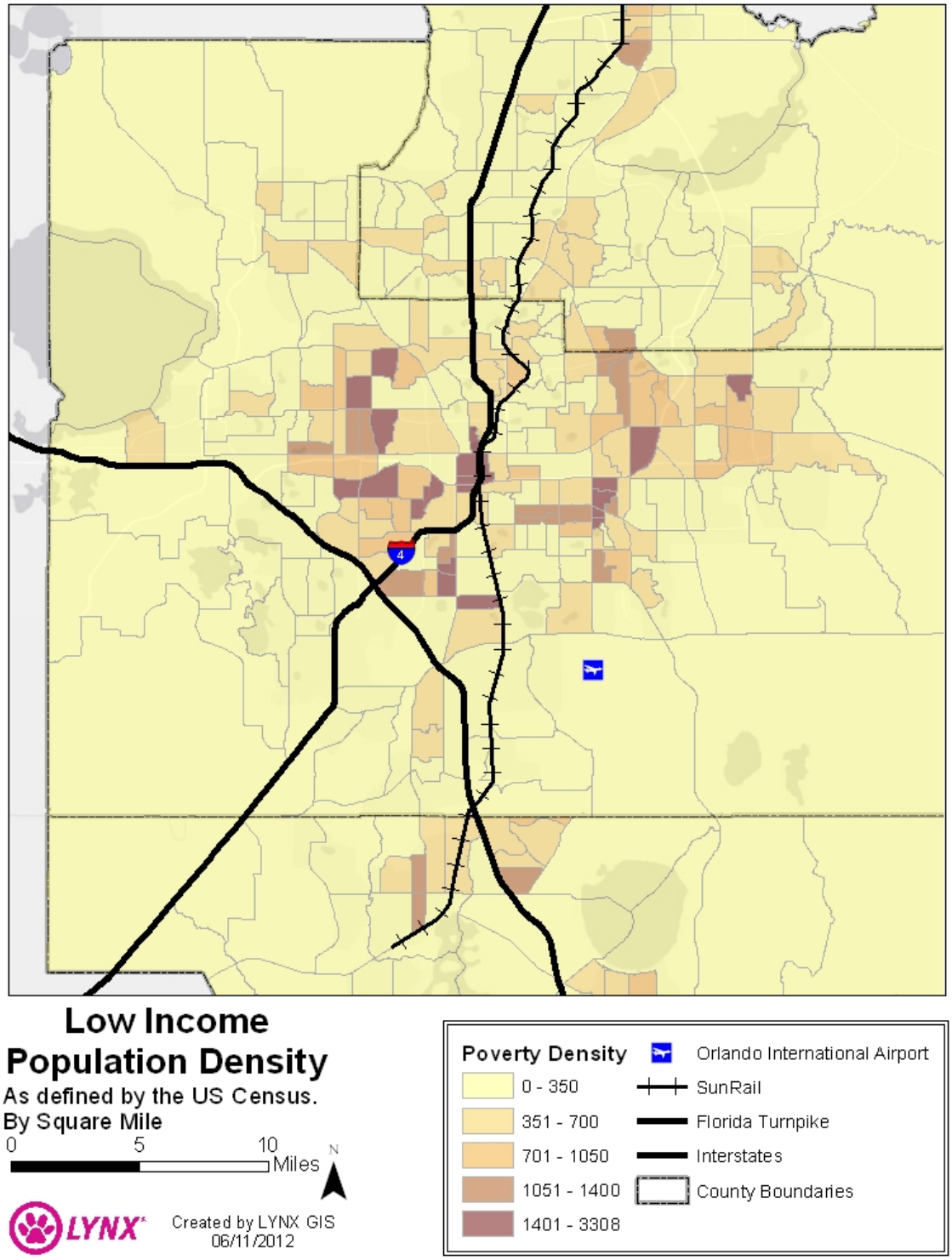
By Square Mile

0 5 10 Miles N

LYNX Created by LYNX GIS 06/11/2012

Household Density	
0 - 700	
701 - 1400	
1401 - 2100	
2101 - 2800	
2801 - 6862	
Orlando International Airport	
SunRail	
Florida Turnpike	
Interstates	
County Boundaries	

Map 11-29


Low Income
Population Density
As defined by the US Census.
By Square Mile
0
5
10
Miles
N
LYNX
Created by LYNX GIS
06/11/2012
Poverty Density
0 - 350
351 - 700
701 - 1050
1051 - 1400
1401 - 3308
Orlando International Airport
SunRail
Florida Turnpike
Interstates
County Boundaries

Public and Stakeholder Involvement Plan
Table 11-1

Activity	Description of Activity	Date/Location	Audience	Method of Advertising	Method of Input/Feedback	Feedback Requested by:
Present initial Alternatives to LYNX Regional Working Group	LYNX will outline initial draft of Alternatives for each year 2013-2022 based on the existing TDP, the 2030 Vision Plan and the Five Year Service Plan. Materials presented will include new and adjusted routes and services, graphics illustrating new routes per year, and preliminary ridership.	Friday, Feb. 24, 2012/LYNX Central Station, 455 N. Garland Ave., Orlando, FL 32801	Regional Working Group members includes representatives of Orange County, Osceola County, City of Orlando, Metroplan, FDOT, and municipalities throughout the LYNX service area.	An email notification was sent to members of the Regional Working group with documents for reivew on or around February 17, 2012.	Written and verbal feedback will be documented at the meeting and encouraged February 17 - March 2, 2012.	March 2, 2012
Present draft TDP to LYNX Regional Working Group	LYNX will present highlights of the draft TDP via PowerPoint. The document will be available by CD or on the LYNX website.	Friday, June 29, 2012/LYNX Central Station, 455 N. Garland Ave., Orlando, FL 32801	Regional Working Group members includes representatives of Orange County, Osceola County, City of Orlando, Metroplan, FDOT, and municipalities throughout the LYNX service area.	An email notification was sent to members of the Regional Working group June 19, 2012	Written and verbal	July 3, 2012
Stakeholder Meetings	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Ongoing. Meetings will be logged and documented for inclusion in the TDP.	Region-wide stakeholders including local government officials and staff, Metroplan, FDOT, Sunrail, Businesses, Social Services and others.	n/a	Written and verbal	Ongoing, but generally within two weeks of a scheduled meeting.
	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Thursday, March 1, 2012/Osceola County Administration Building	Osceola County Transportation and Capital staff	n/a	Written and verbal	April 20, 2012

Stakeholder Meetings (continued)	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Thursday, March 15, 2012/Seminole State College	Seminole County Sunrail Working Group	An email notification was sent by Seminole County to the Working Group members	Written and verbal	April 20, 2012
	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Friday, March 16, 2012/Orange County Administration Building	Orange County Planning and Transportation staff	n/a	Written and Verbal	April 20, 2012
	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Tuesday, March 20, 2012/City of Orlando City Hall	City of Orlando Planning and Transportation Staff	n/a	Written and Verbal	April 20, 2012
	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Wednesday, April 11, 2012	Workforce Central Florida	n/a	Written and Verbal	April 20, 2012
	LYNX will review the initial draft of alternatives with meeting attendees and discuss specific items of concern.	Thursday, April 12, 2012	LYNX Board of Directors Strategic Planning Meeting	Publicly noticed.	Verbal.	
TDP Public Workshop - Osceola County	LYNX will provide draft information on new and adjusted routes and services for each year 2013-2022 on boards and as handouts.	Wednesday, March 7, 2012/Osceola County Commission Chambers, Osceola County Administration Building, 1 Courthouse Square, Suite 4700, Kissimmee, FL 34741	Public	Newspaper: Orlando Sentinel and El Sentinel. Website: www.golynx.com. Central Florida Regional Transportation Authority Facebook page. Signs posted on buses.	Members of the public may provide written or verbal feedback at the workshop, by email, by regular mail, by phone or by e-comment card on the golynx.com website.	April 9, 2012
TDP Public Workshop - Seminole County	rovision and funding of transit service. new and adjusted routes and services for each year 2013-2022 on boards and as handouts.	Thursday, March 8, 2012/Seminole County Commission Chambers, Semnole County Services Building, 1101 E. First Street, Sanford, FL 32771	Public	Newspaper: Orlando Sentinel and El Sentinel. Website: www.golynx.com. Central Florida Regional Transportation Authority Facebook page. Signs posted on buses.	Members of the public may provide written or verbal feedback at the workshop, by email, by regular mail, by phone or by e-comment card on the golynx.com website.	April 9, 2012
TDP Public Workshop - Orange County	LYNX will provide draft information on new and adjusted routes and services for each year 2013-2022 on boards and as handouts.	Tuesday, March 13, 2012/LYNX Central Station, 455 N. Garland Avenue, Orlando, FL 32801	Public	Newspaper: Orlando Sentinel and El Sentinel. Website: www.golynx.com. Central Florida Regional Transportation Authority Facebook page. Signs posted on buses.	Members of the public may provide written or verbal feedback at the workshop, by email, by regular mail, by phone or by e-comment card on the golynx.com website.	April 9, 2012
Presentation to Metroplan Citizens Advisory Committee (CAC)	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Wednesday, March 28, 2012	Citizen Advisory Committee members and members of the Public	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	April 13, 2012

Presentation to Metroplan Transportation Technical Committee (TTC)	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes. Special focus will be on Alternatives development process, modeling, and calibration.	Friday, March 23, 2012	Transportation Technical Committee members and members of the Public.	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	April 13, 2012
Presentation to Bicycle and Pedestrain Advisory Committee (BPAC)	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Wednesday, March 28, 2012	BPAC and members of the Public.	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	April 13, 2012
Presentation to Municipal Advisory Committee (MAC)	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Thursday, April 5	MAC and members of the Public.	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	April 13, 2012
Presentation to LYNX Board of Directors	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Thursday, May 24, 2012		Orlando Sentinel newspaper, El Sentinel newspaper, www.golynx.com website	LYNX Board Members will have the opportunity to comment	May 24, 2012
Presentation to Metroplan Citizens Advisory Committee (CAC)	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes. Information presented will be updated based on input received throughout the spring.	Wednesday, June 27, 2012	Citizen Advisory Committee members and members of the Public	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	July 9, 2012
Presentation to Metroplan Transportation Technical Committee (TTC)	Updated 10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes. Special focus will be on Alternatives development process, modeling, and calibration.	Friday, June 22, 2012	Transportation Technical Committee members and members of the Public.	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	July 9, 2012
Presentation to Bicycle and Pedestrain Advisory Committee	Updated 10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Wednesday, June 27, 2012	BPAC and members of the Public.	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	July 9, 2012

Presentation to Municipal Advisory Committee (MAC)	Updated 10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Thursday, July 5, 2012	MAC and members of the Public.	Posted at Metroplan Orlando office and on Metroplan Orlando website	Members of the committee will have the opportunity to comment	July 9, 2012
TDP Public Workshop	This will be a follow-up workshop to those held in March. Information will be updated based on input received from the public and stakeholders throughout the spring.	June 27, 2012/LYNX Central Station, 455 N. Garland Avenue, Orlando, FL 32801	Public	Orlando Sentinel newspaper, El Sentinel newspaper, www.golynx.com website, Facebook	Members of the public may provide written or verbal feedback at the workshop, by email, by regular mail, by phone or by e-comment card	July 9, 2012
Present to Metroplan Orlando Board of Directors	10-minute powerpoint presentation intended to give an overview of the draft TDP, the public invovlement process, and major issues and changes.	Wednesday, July 11, 2012	Metroplan Board of Directors and members of the Public	Legal advertisement in the Orlando Sentinel newspaper, Orlando Times and La Presna; at Metroplan Orlando office; and Metroplan Orlando website	Members of the committee will have the opportunity to comment	July 11, 2012
Request LYNX Board authorization to submit TDP to FDOT.	TDP will be on offical agenda	Thursday, July 26, 2012	LYNX Board and members of the Public	Orlando Sentinel newspaper, El Sentinel newspaper, www.golynx.com website	LYNX Board Members will have the opportunity to comment	

Proposed Adjustments by Route by Year

Table 11-2

Link #	Name	Description	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
1	Wainter Park/Altamonte Springs	Altamonte Mall to Winter Park via Eatonville	No Change	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
3	Lake Margaret	Downtown to East Orlando	No Change	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
4	S. US 441/Kissimmee	Orlando to Kissimmee via South Orange Blossom Trail	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
6	Dixie Belle Drive	East Orlando via Lake Underhill & Dixie Belle	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
7	S Orange Ave/Florida Mall	Downtown to Florida Mall via South Orange Avenue	No Change	Routing adjustment	No Change	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change
8	W. Oak Ridge Road/International Drive	Downtown to Premium Outlet Mall	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
9	Winter Park/Rosemont	Winter Park to Rosemont via Eatonville	No Change	No Change	Frequency adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
10	E. US 192/St Cloud	Kissimmee to St. Cloud via US 192	Routing adjustment	Routing adjustment	Sunday Service added	No Change	No Change	No Change	No Change	No Change	No Change	No Change
11	S. Orange Ave/International Airport	Downtown to OIA via South Orange Avenue	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
13	University of Central Florida	Downtown to UCF via Aloma/University	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
14	Calvary Towers	Winter Park to Calvary Towers	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
15	Curry Ford Road/Valencia Community College	Downtown to East Orlando/VCC	No Change	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
17	N. US 441/Apopka	Downtown to Apopka via US 441	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
18	S. Orange Avenue/Kissimmee	Downtown to Kissimmee via S. Orange Ave	Routing adjustment	Routing adjustment	Frequency adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
20	Malibu Street/Pine Hills	Downtown to Pine Hills via Church/Mercy	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
21	Universal Studios	Downtown to West Orlando via Raleigh/Kirkman	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
23	Winter Park/Springs Village	Winter Park to Altamonte Springs via Edgewater/434	No Change	No Change	Frequency adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
24	Millenia	Washington Shores to Premium Outlet Mall	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
25	Mercy Drive/Shader Road	Downtown to West Orlando via Mercy Dr	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
26	Pleasant Hill Road/Poinciana	Kissimmee to Poinciana via Pleasant Hill Rd	Routing adjustment	Routing adjustment	Sunday Service added	No Change	No Change	No Change	No Change	No Change	No Change	No Change
28	E. Colonial Drive/Azalea Park	Downtown to East Orlando via Colonial	Modify into Circulator	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
29	E. Colonial Drive/Goldenrod Road	Downtown to East Orlando via Colonial	Modify into Circulator	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
31	LYMMO	Downtown Orlando Circulator	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
34	Sanford/Goldsboro	West Sanford	No Change	No Change	Frequency adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
36	Lake Richmond	Downtown to West Orlando/Lake Richmond	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
37	Park Promenade	Pine Hills to Florida Mall	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change

	Plaza/Florida Mall											
38	Downtown Orlando/International Drive	Downtown Express to I-Drive/Convention Center	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
40	Americana Boulevard/Universal Orlando	Downtown to Universal Studios	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
41	SR 436 Crosstown	SR 436 from Apopka to OIA	Split into 2 routes - replaced by Links 100 & 101									
42	International Drive/Orlando International Airport	OIA to I-Drive via Sand Lake/Oak Ridge	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
44	Hiawassee Road/Zellwood	Pine Hills to Zellwood via Hiawassee/US 441	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
45	Lake Mary	Sem Center to International Parkway via Lake Mary Blvd	No Change	Routing adjustment	Frequency adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
46W	W. SR 46/Seminole Towne Center	Sem Center to Sem Towne Center via 17/92 & SR 46	No Change	Merge with Link 46E into Sanford Sunrail Circulator								
46E	Central Florida Regional Hospital/Downtown Sanford	Sem Center to CF Health Center/East Sanford	No Change	Merge with Link 46W into Sanford Sunrail Circulator								
48	W. Colonial Drive/Park Promenade Plaza	Downtown to West Orlando via Colonial	Modify into Circulator	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
49	W. Colonial Drive/Pine Hills Road	Downtown to West Orlando via Colonial	Modify into Circulator	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
50	Downtown Orlando/Magic Kingdom	Downtown to Disney via I-4	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
51	Conway Road/Orlando International Airport	Downtown to OIA via Conway	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
54	Old Winter Garden Road	Downtown to West Oaks Mall via Old Winter Garden Rd	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
55	W. US 192/Four Corners	Lake County to Kissimmee via US 192	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
56	W. U.S. 192/Magic Kingdom	Disney to Kissimmee via US 192	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
57	John Young Parkway	Washington Shores to Kissimmee via John Young Pkwy	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
58	Shingle Creek Circulator	Circulator from Destination Parkway to Shingle Creek Resort	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
102	Orange Avenue/South 17-92	Downtown to Fern Park via 17/92	No Change	Routing adjustment	No Change	No Change	No Change	No Change	Frequency adjustment	No Change	No Change	No Change
103	North 17/92 Sanford	Fern Park to Sanford via 17/92	No Change	Routing adjustment	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
104	East Colonial	Downtown to UCF via Colonial	No Change	Frequency adjustment	No Change	Merge with Link 105 into one route						
105	West Colonial	Downtown to Winter Garden via Colonial	No Change	Frequency adjustment	No Change	Merge with Link 104 into one route						
111	OIA/Disney	OIA to Disney via Sand Lake/SR 528/I-4	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
125	Silver Star Road Crosstown	Downtown to West Oaks Mall via Silver Star	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
200	Volusia County/Downtown Orlando	Peak Express service from Volusia to Downtown	No Change	Eliminate with SunRail startup								
204	Clermont Express: Lake	Peak Express service from	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change

	County Park N Ride/Downtown Orlando	Clermont to Downtown										
210	KnightLYNX Blue Line	UCF Fri & Sat night shuttle - contracted service	No Change	No Change	No Change	No Change	No Change	Qo Change	No Change	No Change	No Change	No Change
211	KnightLYNX Green Line	UCF Fri & Sat night shuttle - contracted service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
300	Downtown/Hotel Plaza Blvd	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
301	Pine Hills/Animal Kingdom	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
302	Rosemont/Magic Kingdom	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
303	Washington Shores/Disney's Hollywood Studios	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
304	Rio Grande Avenue/Vistana Resort	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
305	Metrowest	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
306	Poinciana/Downtown Disney Westside Transfer Center	Downtown Disney Direct Service	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
313	VA Clinic	Downtown to VA Clinic Baldwin Park	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
319	Richmond Heights	Downtown to Richmond Heights	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
405	Apopka Circulator	Apopka Circulator	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
426	Poinciana Circulator	Poinciana Circulator	No Change	No Change	No Change	Routing change	No Change	No Change	No Change	No Change	No Change	No Change
434	SR 434 Crosstown	Altamonte to UCF via SR 434	No Change	No Change	Frequency adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change
Fast-Link 441	Kissimmee/Orlando	Orlando to Kissimmee via South Orange Blossom Trail	No Change	No Change	No Change	Frequency adjustment	Routing adjustment	No Change	No Change	No Change	No Change	No Change
443	Lee Road Crosstown	Winter Park to Rosemont via Lee Rd	No Change	Routing adjustment	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
Fast-Link 1792	Sanford/Orlando	Sanford to Orlando via US 17/92	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change

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