

# TRANSIT DEVELOPMENT PLAN 2024 ANNUAL PROGRESS REPORT



Lake County  
2023 Transit  
Development Plan  
Major Update

November 2023

Prepared for:  
Lake County Office of Transit Services  
P.O. Box 7800  
Tavares, FL 32778



## Lake County Office of Transit Services

P.O. Box 7800, Tavares, Florida 32778  
2440 U.S. Highway 441/27, Fruitland Park, Florida 34731  
Telephone: (352) 323-5733; Facsimile: (352) 323-5755  
[www.ridelakexpress.com](http://www.ridelakexpress.com)





Lake County Office of Transit Services Transit Development Plan 2024 Annual Progress Report was approved and adopted on August 13, 2024.

BOARD OF COUNTY COMMISSIONERS  
LAKE COUNTY, FLORIDA

\_\_\_\_\_  
Kirby Smith, Chairman

This \_\_\_\_\_ day of \_\_\_\_\_, 2024

ATTEST:

\_\_\_\_\_  
Gary J. Cooney, Clerk  
Board of County Commissioners  
of Lake County, Florida

Approved as to form and legality:

\_\_\_\_\_  
Melanie Marsh  
County Attorney



## TABLE OF CONTENTS

INTRODUCTION.....	4
SECTION 1. ACCOMPLISHMENTS.....	5
SECTION 2. DISCREPANCIES.....	7
Goal 3.....	15
Goal 4.....	16
SECTION 3. REVISIONS COMING YEAR.....	16
SECTION 4. REVISIONS 10TH YEAR.....	18
SECTION 5. RECOMMENDATIONS.....	19
SECTION 6. REVISED FINANCIAL PLAN.....	20
SECTION 7. REVISED GOALS.....	21
Goal 1. Local and Regional Transit Accessibility and Mobility.....	21
Goal 2. Regional and Local Community Economic Development.....	21
Goal 3. Safety and Security.....	21
SECTION 8. AN OVERVIEW OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS COORDINATION PROGRAM.....	23

## INTRODUCTION

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable funding source for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-year Transit Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP.

Each update must be submitted annually to the appropriate Florida Department of Transportation (FDOT) District Office by September 1<sup>st</sup>. This document serves as Lake County's annual progress report for the first year of the TDP Major Update (FY 2023) and meets the TDP annual progress report requirement under Rule Chapter 14-73, Florida Administrative Code (FAC).

The Progress Report update to the adopted 2023 TDP includes the following elements as specified in the Florida Administrative Code Rule 14-73.001:

1. Past year's accomplishments compared to the original implementation program;
2. Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;
3. Any revisions to the implementation program for the coming year;
4. Revised implementation program for the tenth year;
5. Added recommendations for the new tenth year of the updated plan;
6. A revised financial plan; and
7. A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.
8. An overview of the Metropolitan Transportation Planning Process Coordination Program.

## SECTION 1. ACCOMPLISHMENTS

The 2023 LakeXpress Transit Development Plan (TDP) contained the following recommendations for 2024 to 2033.

- Implement peak-hour express service on U.S. 27 between the Citizens Transfer Station and the Clermont Park and Ride
- Implement Saturday and Sunday service
- Extend Route 1A to Summerfield in Marion County
- Extend service hours to 10 PM on weekdays on all routes
- Enhance service frequency to every 30 minutes on Routes 1 and 2
- Replace Route 55 with a new on-demand microtransit service
- Realign Route 4 to end southbound service at the Mount Dora Walmart
- Implement new on-demand microtransit replacement service into Wolf Branch and Zellwood
- Implement a new on-demand microtransit replacement service in the Wellness Way area
- Realign Route 50 to end eastbound service at the Orange County line
- Implement peak hour express service along S.R. 50 between the Clermont Park and Ride and Winter Garden in Orange County
- Implement new on-demand microtransit service in Downtown Mount Dora

The following criteria ranked the priorities for route improvements:

- Community Support
- Ridership Potential
- Regional Connectivity

Progress Reports for the accomplishments relative to the 2023 TDP were:

- Implement peak-hour express service on U.S. 27 between the Citizens Transfer Station and the Clermont Park and Ride
  - Secured funding through a Service Development Grant from the Florida Department of Transportation
  - Scheduled implementation on October 1, 2024
- Extend Route 1A to Summerfield in Marion County
  - Cost-neutral project due to the current amount of layover time
  - Scheduled implementation on October 1, 2024



- Extend service hours to 10 PM on weekdays on all routes
  - Applied for a Service Development Grant from the Florida Department of Transportation
  - If awarded, planned implementation on October 1, 2025

## SECTION 2. DISCREPANCIES

**Analysis of any discrepancies between the 2023 plan and its implementation for the past year and steps that will be taken to attain original goals and objectives**

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
<b>Goal 1: Local and Regional Transit Accessibility and Mobility</b>			
<b>Objective 1.1: Maintain public transportation service coverage for areas of Lake County with high residential and commercial densities.</b>			
<b>Policies for Objective 1.1</b>			
<b>Policy 1.1.1</b>	Continue to operate and maintain existing service levels.	Ongoing.	Staff continues to monitor route performances.
<b>Policy 1.1.2</b>	Coordinate with Lake County and local municipality land use planning efforts.	Ongoing.	Staff continues to participate in Lake County and local municipality land use planning efforts.
<b>Policy 1.1.3</b>	Maintain countywide on-demand service coverage for qualified individuals consistent with the local TDSP.	Ongoing.	Lake County Connection continues to provide paratransit service to eligible individuals, consistent with the current TDSP.
<b>Policy 1.1.4</b>	Implement new service innovations (i.e., microtransit, on-demand, and express services) in new areas.	Ongoing.	Staff continues to seek new service innovations. A second express route, the “27 Xpress,” is scheduled for implementation on October 1, 2024.
<b>Policy 1.1.5</b>	Improve access to local and regional centers, including new regional commercial and employment centers.	Ongoing.	Staff continues to work with “Elevate Lake,” Lake County’s Economic Development Agency, to identify need and plan service to developing areas of the County. The “27 Express” is scheduled to provide commuter service to the new Christopher C.

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
			Ford Commerce Park in Groveland.
<b>Policy 1.1.6</b>	Continue coordination of transit services in partnership with LYNX.	Ongoing.	Staff works closely with LYNX representatives to monitor and plan services in areas where routes come together. LakeXpress customers can transfer to LYNX in Zellwood, Winter Garden, and Four Corners.
<b>Policy 1.1.7</b>	Expand partnerships with neighboring transit providers -- Citrus Connection, Sumter County Transit, Marion Transit Services, SunTran, and Votran.	Ongoing.	LCT has open communications with LYNX, Sumter County Transit, and SunTran. LCT staff will meet with each neighboring transit provider at least twice yearly.
<b>Policy 1.1.8</b>	Participate and partner with the Lake-Sumter Metropolitan Planning Organization (MPO), the East Central Florida Regional Planning Council (ECFRPC), and the Florida Department of Transportation (FDOT) to expand local and regional transit options.	Ongoing.	LCT has a solid relationship with the Lake~Sumter MPO, the State of Florida Department of Transportation, and the local FDOT District 5 team. LCT will reach out to ECFRPC to identify how we can grow our relationship.
<b>Policy 1.1.9</b>	Maintain/Develop park-and-ride lots and remote transfer centers as needed to support regional transportation efforts and coordinate with FDOT and other regional partners.	Ongoing.	LCT has identified three “Park and Rides” within our service area. LCT currently serves two of the three. With the implementation of the “27 Xpress” in October 2024, all three Park and Rides will be served. LCT currently leases the FDOT Clermont Park and Ride for use as a transfer station. All other transfer stations in Lake County are located next to regional

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
			shopping centers, where extensive parking is available.
<b>Policy 1.1.10</b>	Partner with the FDOT D5 Commuter Services Program to promote carpooling, ridesharing, and park-and-ride programs to residents, employers, and employees.	Ongoing.	In October 2023, staff met with FDOT D5’s “reThink” team to learn about commuter services available in the area.
<b>Objective 1.2 Install and/or retrofit accessible bus stops at no less than 20% of all non-accessible bus stops on each route annually.</b>			
<b>Objective 1.3 Increase the miles of accessible sidewalks and bicycle parking infrastructure adjacent to transit stops and/or centers and major activity centers.</b>			
<b>Policies for Objectives 1.2 and 1.3</b>			
<b>Policy 1.3.1</b>	Assess/inventory accessibility of facilities, including bus stops, sidewalks, etc., within ¼-mile of transit stops and activity centers.	Ongoing.	Annually, staff completes a system-wide inventory of all stops, including accessibility features, amenities available, and any changes or maintenance that may be needed at each stop. Last completed August 2023.
<b>Policy 1.3.2</b>	Ensure that all transit vehicles and transit facilities meet the requirements of the Americans with Disabilities Act (ADA).	Ongoing.	All transit vehicles and transit facilities are wheelchair accessible and meet ADA requirements.
<b>Policy 1.3.3</b>	Maintain and update inventory of stops and bus stop infrastructure.	Ongoing.	Annually, staff completes a system-wide inventory of all stops, including accessibility features, amenities available, and any changes or maintenance that may be needed at each stop. Last completed August 2023.
<b>Policy 1.3.4</b>	Using an up-to-date stop inventory, prioritize bus stop and bus stop amenity	Ongoing.	Annually, staff completes a system-wide inventory of all stops, including accessibility

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
	improvements, including ADA enhancements.		features, amenities available, and any changes or maintenance that may be needed at each stop. Last completed August 2023.
<b>Policy 1.3.5</b>	Coordinate with FDOT, MPO, and County transportation planning team to integrate accessible paths, including safe pedestrian crossings, into future roadway improvement projects.	Ongoing.	Staff meets monthly with the Lake County Community Traffic Safety Team, which includes representatives of local law enforcement, Lake County School Board, Lake County Traffic Operations, FDOT, and others concerned with pedestrian access and safety.
<b>Goal 2: Regional and Local Community Economic Development</b>			
<b>Objective 2.1: Increase the number of regional, County, and local economic development initiatives served within ½-mile of a transit corridor or 1-mile of a transit center/transfer location.</b>			
<b>Policy 2.1.1</b>	Improve access to local and regional centers, including new regional commercial and employment centers.	Ongoing.	The “27 Xpress,” is scheduled for implementation on October 1, 2024. This will provide commuter service between Leesburg and Clermont, serving the Christopher C. Ford Commerce Park in Groveland. In addition, LakeXpress Routes 4, 50, and 55 all connect with LYNX, the Central Florida Regional Transportation Authority, for further connectivity to Orange, Osceola, and Seminole Counties, SunRail, Brightline, and other transit systems that interconnect.
<b>Policy 2.1.2</b>	Support Transit-Supportive Land Use, Zoning, and Development.	Ongoing.	Staff continues to participate in Lake County and local

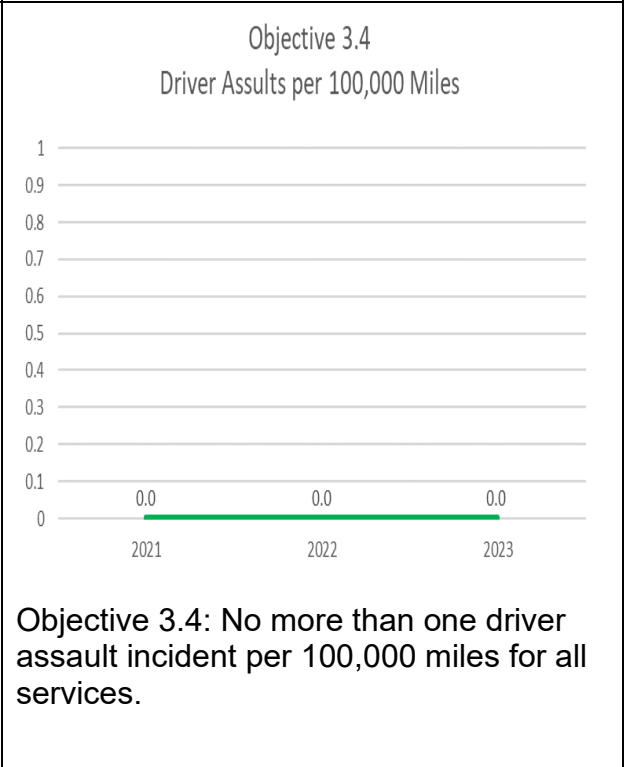
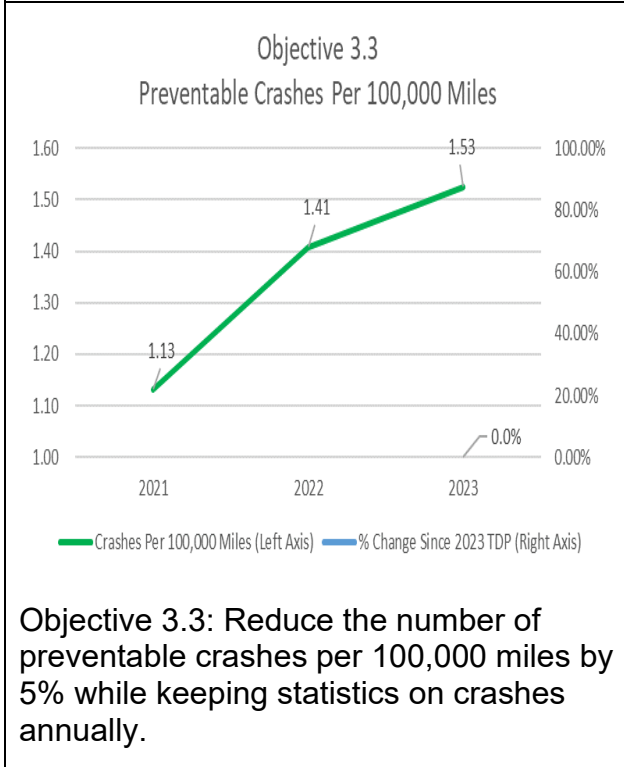
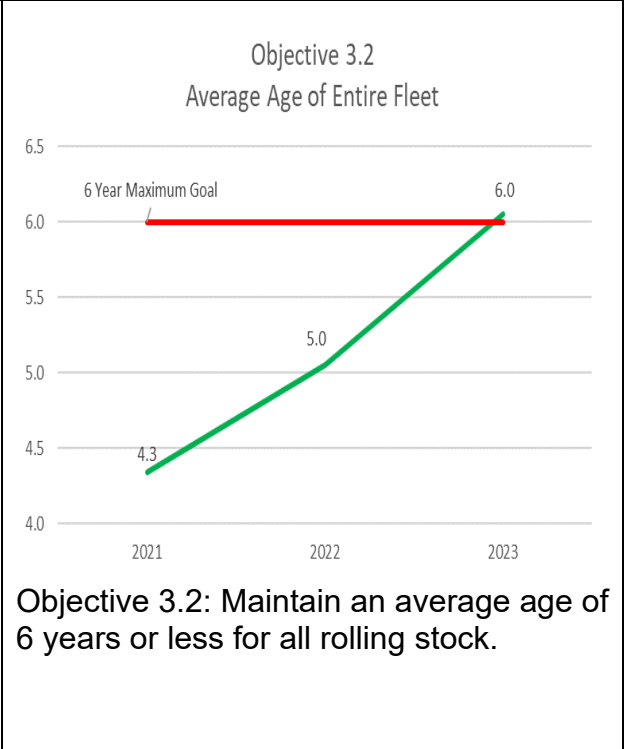
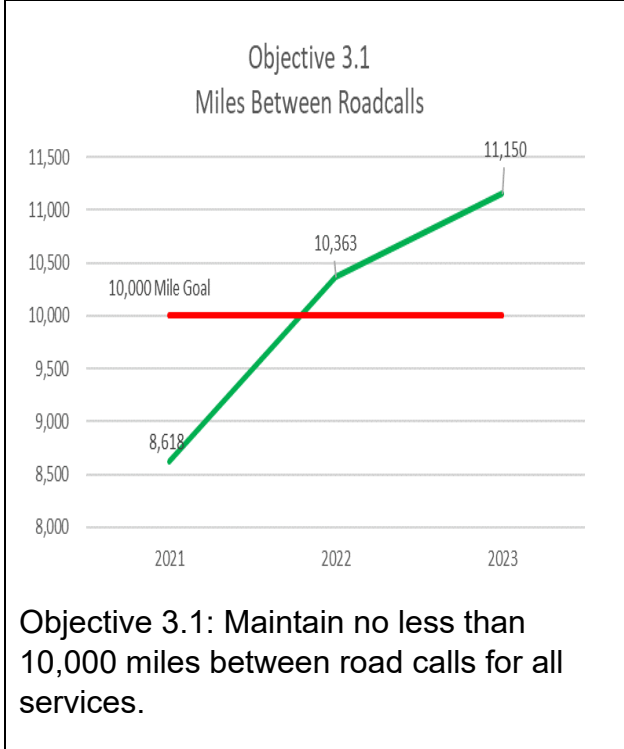
Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
			municipality land use planning efforts.
<b>Policy 2.1.3</b>	Maintain ongoing public outreach programs to educate citizens and visitors about the availability, characteristics, and benefits of existing and future transit services.	Ongoing.	Following the COVID-19 Pandemic, public outreach has increased. Lake County Transit staff participates in senior fairs, employment fairs, FDOT’s annual “Mobility Week” and “Try Transit Day,” public workshops, and other events to promote Lake County’s public transit options.
<b>Policy 2.1.4</b>	Establish bulk fare purchase options and market to local area employers and non-profit organizations.	No.	Staff has not received requests for bulk fare purchases. Staff will do an informal survey of local employers and non-profits to determine the desire for bulk fares.
<b>Goal 3: Safety and Security</b>			
<b>Objective 3.1: Maintain no less than 10,000 miles between road calls for all services.</b>			
<b>Objective 3.2: Maintain an average age of 6 years for all rolling stock.</b>			
<b>Objective 3.3: Reduce the number of preventable crashes per 100,000 miles by 5% while keeping statistics on crashes annually.</b>			
<b>Objective 3.4: No more than one driver assault incident per 100,000 miles for all services.</b>			
<b>Policies for Objectives 3.1 through 3.4</b>			
<b>Policy 3.4.1</b>	Update and implement Transit Asset Management (TAM) Plan.	Ongoing.	Major updates to the TAM Plan were completed and approved on September 13, 2022, with annual narrative updates completed in January 2023 and January 2024.
<b>Policy 3.4.2</b>	Maintain and implement the fleet management plan.	Ongoing.	Lake County’s Contractor utilizes their Maintenance Management Plan dated December 19, 2023,

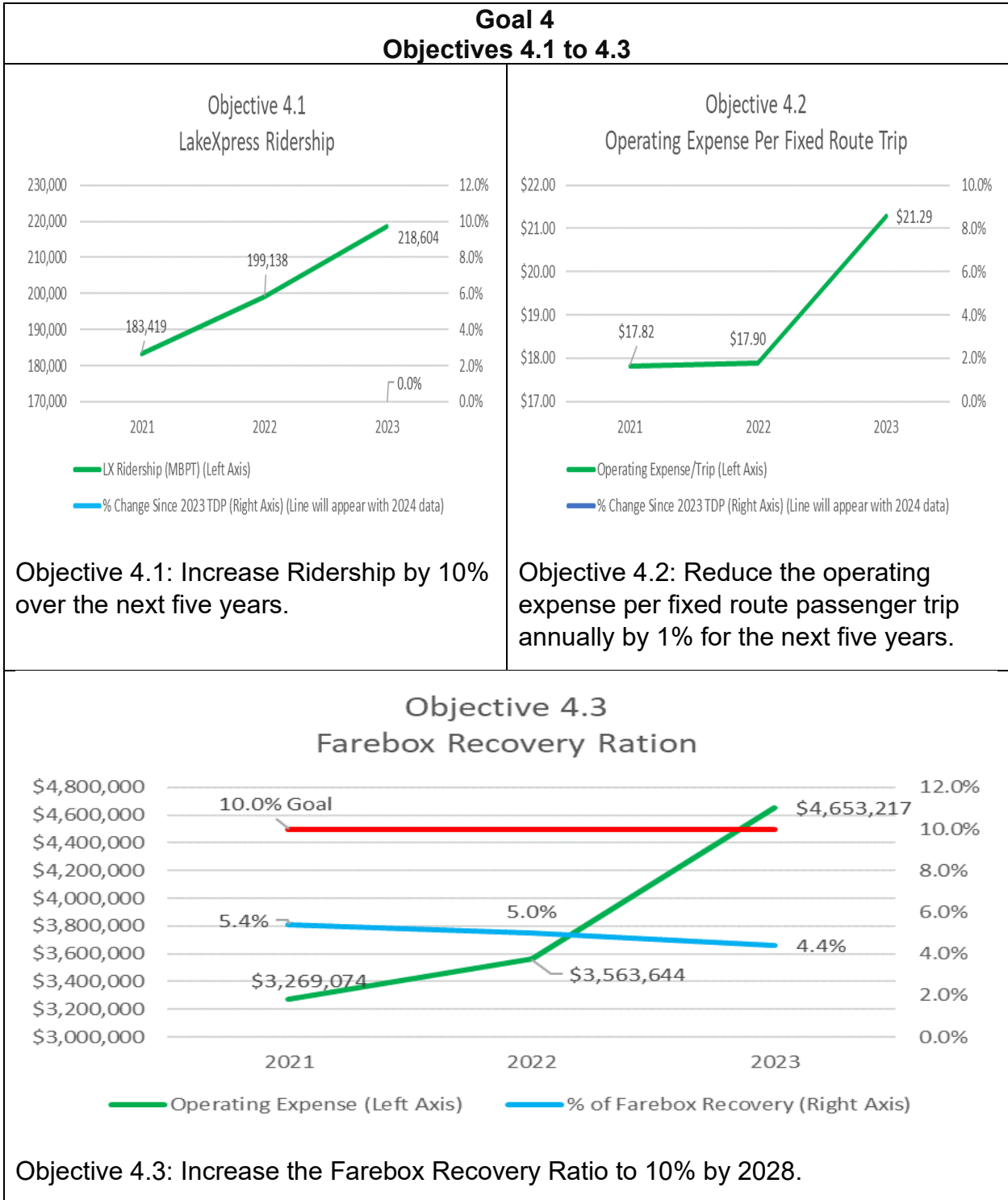
Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
			and they utilize RTA software to insure compliance.
<b>Policy 3.4.3</b>	Continue operator training programs and refresher training to enhance system safety and customer service.	Ongoing.	Lake County’s Contractor provides risk averse training program that focuses on 18 safe behaviors drivers can use to eliminate over 90% of all accidents and incidents. Drivers receive three weeks of classroom training and behind the wheel training to ensure the drivers are properly trained. In addition, required monthly safety training is provided and drivers are required to sign in.
<b>Goal 4: Enhanced System Performance</b>			
<b>Objective 4.1: Increase Ridership by 10% over the next five years.</b>			
<b>Objective 4.2: Reduce the operating expense per fixed route passenger trip annually by 1% for the next five years.</b>			
<b>Objective 4.3: Increase the farebox recovery ratio to 10% by 2028.</b>			
<b>Policies for Objectives 4.1 through 4.3</b>			
<b>Policy 4.3.1</b>	Continue to operate and maintain existing service levels.	Ongoing.	Staff continues to seek financial and other resources to maintain and expand the footprint of the LakeXpress transit network.
<b>Policy 4.3.2</b>	Evaluate and modify fixed-route bus service that falls below 75% of the system-wide average for passenger trips per revenue hour.	Ongoing.	LCT continuously monitors and evaluates our fixed route bus service. Routes with noted deficiencies are reviewed internally and with our contracted service provider for improvement opportunities.

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
<b>Policy 4.3.3</b>	Conduct a fare policy analysis by 2024.	Yes.	In Spring 2024, a fare analysis of LakeXpress' current fare structure was conducted. The fare analysis document is available for review upon request. A summary of the fare analysis will be presented to the Lake County BCC in Fall 2024, including analysis findings and recommendations.
<b>Objective 4.4: Initiate the development of new transit facilities, including a new admin/ops facility and a new satellite operations facility by 2028.</b>			
<b>Policies for Objective 4.4</b>			
<b>Policy 4.4.1</b>	Conduct a zero-emission fleet transition plan.	No.	Lake County does not currently have the infrastructure in place to facilitate alternative fuel options.
<b>Policy 4.4.2</b>	Assess system growth and facility space requirements for a new admin/ops facility.	No.	Planned for the near future.
<b>Policy 4.4.3</b>	Assess system growth and facility space requirements for a new satellite operations facility.	No.	Planned for the near future.
<b>Objective 4.5: Implement transit technologies that enhance service delivery and customer satisfaction.</b>			
<b>Policies for Objective 4.5</b>			
<b>Policy 4.5.1</b>	Develop a procedure for maintaining and updating the GTFS.	No.	In progress.
<b>Policy 4.5.2</b>	Procure and implement new fixed-route scheduling software.	No.	Currently identifying funding sources/grants available to assist.

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
<b>Policy 4.5.3</b>	Upgrade real-time passenger information and trip planning tools.	No.	Currently identifying funding sources/grants available to assist.
<b>Policy 4.5.4</b>	Complete the procurement and implementation of a mobile ticketing system.	No.	In progress.
<b>Goal 5: Environmental Quality</b>			
<b>Objective 5.1: Reduce Environmental Impacts.</b>			
<b>Policies for Objective 5.1</b>			
<b>Policy 5.1.1</b>	Evaluate the impact of new or proposed services on natural, social, and historic resources, thereby ensuring a reduced environmental impact on transit corridors.	Ongoing.	Currently identifying funding for an autonomous vehicle corridor project in the Wellness Way development.
<b>Policy 5.1.2</b>	Conduct a zero-emission fleet transition plan.	No.	Currently identifying funding to perform an Alternative Fuel Study.
<b>Policy 5.1.3</b>	Coordinate with LYNX and FDOT District 5 Commuter Services Program to promote carpooling/vanpooling opportunities for commuters with the same destination, bus stop, or park-and-ride facility for local commuter campaigns, initiatives, and services.	Ongoing.	Lake County has leased FDOT's Clermont Park and Ride to use as a South County transfer center. Staff met with FDOT's Van Pool Coordinators in December 2023. Staff continues to do community outreach to promote transit options available to Lake County residents and visitors. Staff participates in FDOT's annual "Mobility Week" and "Try Transit Day."
<b>Policy 5.1.4</b>	Support Transit-Supportive Land Use, Zoning, and Development.	Ongoing.	(Duplicate of Policy 2.1.2., above.)

### Goal 3 Objectives 3.1 to 3.4





### SECTION 3. REVISIONS COMING YEAR

The 2023 LakeXpress Transit Development Plan (TDP) contained the following recommendations for 2024 to 2033:

Recommendation	Status
Implement 27 Express	Project implementation is planned for October 2024.
Add Weekend Service to Routes 1, 1A, 2, and 3	Project is ongoing.
Route 1A Extension	Project implementation is planned for October 2024.
Later Evening Service	Project is ongoing. Applied for FDOT Service Development Grant funding to provide later evening service. If funded, implementation is planned for October 2025.
Enhance Service Frequency on Routes 1 and 2	Project is ongoing.
Four Corners On-Demand	Project is ongoing.
Route 4 Realignment	Project is ongoing.
Wolf Branch On-Demand	Project is ongoing.
Wellness Way On-Demand	Project is ongoing.
Route 50 Realignment	Project is ongoing.
Winter Garden Express	Project is ongoing.
Mount Dora Shuttle	Project is ongoing.

## SECTION 4. REVISIONS 10TH YEAR

Recommended Service Implementation Timetable based on 2023 TDP

Number	Year	Items to Implement
1	2025	Implement 27 Express Route 1A Extension
2	2026	Later Evening Service
3	2027	Enhance Service Frequency on Routes 1 and 2 Add Weekend Service to Routes 1, 1A, 2, and 3
4	2028	Four Corners On-Demand
5	2029	Route 4 Realignment Wolf Branch On-Demand Wellness Way On-Demand
6	2030	Route 50 Realignment Winter Garden Express
7	2031	Mount Dora Shuttle
8	2032	No new service
9	2033	No new service
10	2034	No new service



## **SECTION 5. RECOMMENDATIONS**

No changes identified in this Progress Report.



## SECTION 6. REVISED FINANCIAL PLAN

**Revised financial plan. New 10th year added.**

Service Type/Mode	Projected Operating Expenses									
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034
<b>Fixed Route Service</b>										
Route 1	1,081,518	1,272,294	1,304,688	1,338,362	1,368,411	1,408,779	1,448,045	1,493,963	1,533,441	1,574,215
Route 1A	753,451	848,196	869,792	892,242	912,274	939,186	965,363	995,975	1,022,294	1,049,477
Route 2	353,706	424,098	434,896	446,121	456,137	469,593	482,682	497,988	511,147	524,738
Route 3	355,084	398,652	408,802	419,354	428,769	441,417	453,721	468,108	480,478	493,254
Route 4	329,997	333,475	341,966	350,792	358,668	369,248	379,540	391,576	401,923	412,610
Route 50	838,914	830,339	851,481	873,457	893,068	919,414	945,040	975,007	1,000,772	1,027,383
Route 55	218,895	212,674	218,089	223,718	228,741	235,489	242,052	249,728	256,327	263,143
South Lake Xpress	159,898	155,354	159,309	163,421	167,090	172,019	176,814	182,421	187,241	192,220
27 Xpress	385,961	374,992	384,540	394,465	403,321	415,219	426,792	440,326	451,961	463,979
Subtotal Maintain Existing Fixed Route	4,477,426	4,611,748	4,750,101	4,892,604	5,039,382	5,190,563	5,346,280	5,506,669	5,671,869	5,842,025
<b>Other Services</b>										
Maintain TD/ADA Service	4,917,349	5,064,870	5,216,816	5,373,320	5,534,520	5,700,556	5,871,572	6,047,720	6,229,151	6,416,026
LYNX Link 55	164,911	169,859	174,954	180,203	185,609	191,177	196,913	202,820	208,905	215,172
Subtotal Maintain Existing Other Services	5,082,261	5,234,728	5,391,770	5,553,523	5,720,129	5,891,733	6,068,485	6,250,540	6,438,056	6,631,197
<b>Total Annual Operating Cost</b>	<b>9,559,686</b>	<b>9,846,477</b>	<b>10,141,871</b>	<b>10,446,127</b>	<b>10,759,511</b>	<b>11,082,296</b>	<b>11,414,765</b>	<b>11,757,208</b>	<b>12,109,924</b>	<b>12,473,222</b>
<b>Capital Type</b>	<b>Projected Capital Expenses</b>									
Fixed Route Bus Replacement	2,002,179	-	-	1,469,064	1,615,970	1,777,568	2,932,920	-	-	1,075,404
Paratransit Bus Replacement	594,381	653,819	719,201	791,121	870,233	957,256	1,052,982	1,158,280	1,274,108	1,401,519
ADA Compliant Bus Stops	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Scheduling Software	900,000	-	-	-	-	-	-	-	-	-
<b>Total Annual Capital Cost</b>	<b>3,746,560</b>	<b>903,819</b>	<b>969,201</b>	<b>2,510,185</b>	<b>2,736,203</b>	<b>2,984,824</b>	<b>4,235,902</b>	<b>1,408,280</b>	<b>1,524,108</b>	<b>2,726,923</b>

Notes: The budget shown above does not include administrative expenses and is for planning purposes only. It is based on a 3%-3.5% annual increase, depending on the expense category.

In FY 2025, LakeXpress will implement the “27 Xpress” commuter route between Leesburg and Clermont; this is funded by an FDOT Service Development Grant for up to three years.

In FY 2026, LakeXpress has applied for an FDOT Service Development Grant to extend service to 10:00 PM. If awarded, the extended service would be implemented on October 1, 2025, and funded for up to three years.

## SECTION 7. REVISED GOALS

### Revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified

#### 2024 Goals and Objectives

##### Goal 1. Local and Regional Transit Accessibility and Mobility

- Objective 1.1 Maintain public transportation service coverage for areas of Lake County with high residential and commercial densities.
- Objective 1.2 Install and/or retrofit accessible bus stops at no less than 20% of all non-accessible bus stops on each route annually.
- Objective 1.3 Increase the miles of accessible sidewalks and bicycle parking infrastructure adjacent to transit stops and/or centers and major activity centers.

##### Goal 2. Regional and Local Community Economic Development

- Objective 2.1 Increase the number of regional, County, and local economic development initiatives served within ½- mile of a transit corridor or 1-mile of a transit center/transfer location.

##### Goal 3. Safety and Security

- Objective 3.1 Maintain no less than 10,000 miles between road calls for all services.
- Objective 3.2 Maintain an average age of 6 years for all rolling stock.
- Objective 3.3 Reduce the number of preventable crashes per 100,000 miles by 5% while keeping statistics on crashes annually.
- Objective 3.4 No more than one driver assault incident per 100,000 miles for all services.

##### Goal 4. Enhanced System Performance

- Objective 4.1 Increase Ridership by 10% over the next five years.
- Objective 4.2 Reduce the operating expense per fixed route passenger trip annually by 1% for the next five years.
- Objective 4.3 Increase the farebox recovery ratio to 10% by 2028.

- Objective 4.4      Initiate the development of new transit facilities, including a new admin/ops facility and a new satellite operations facility by 2028.
- Objective 4.5      Implement transit technologies that enhance service delivery and customer satisfaction.

**Goal 5. Environmental Quality**

- Objective 5.1      Reduce Environmental Impacts.

## **SECTION 8. AN OVERVIEW OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS COORDINATION PROGRAM**

This section will provide updates on the Metropolitan Transportation Planning Coordination Process once the program has been developed.

This section is a new TDP requirement as of July 9, 2024. It will be completed for the March 1, 2025, submission of the 2025 TDP APR.