

# TRANSIT DEVELOPMENT PLAN 2025 ANNUAL PROGRESS REPORT



## Lake County Office of Transit Services

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## 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 March 1<sup>st</sup>. This document serves as Lake County's annual progress report for the second 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. Previous 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 three-year Service Development Grant from the Florida Department of Transportation
  - Implemented on October 1, 2024
- Extend Route 1A to Summerfield in Marion County
  - Cost-neutral project due to the amount of layover time available
  - Implemented on October 1, 2024

- Extend service hours to 10 PM on weekdays on all routes
  - Secured funding through a three-year Service Development Grant from the Florida Department of Transportation
  - Planned implementation on October 1, 2025
  
- Add weekend service to Routes 1, 1A, 2, and 3
  - Project funding is being requested in FDOT's FY 2027 Service Development Grant application

## 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 participating 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, which is 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. Evening service provision to 10:00 PM is scheduled for implementation on October 1, 2025.
<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 Lake County Economic Development to identify needs and plan services for developing areas of the County.

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
<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 presents quarterly to the TDCB and the Transit Operations Supervisor is the Chair of the MPO's TAC. LCT will contact 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 serves all three FDOT "Park and Rides" within Lake County. 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 shopping centers, where extensive parking is available.
<b>Policy 1.1.10</b>	Partner with the FDOT D5 Commuter Services Program to promote carpooling,	Ongoing.	Staff met with FDOT D5's "reThink" team to learn about commuter services in the area,

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
	ridesharing, and park-and-ride programs to residents, employers, and employees.		and they are currently working with them to promote their services, particularly rural carpooling and vanpooling.
<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 2024.
<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 2024.
<b>Policy 1.3.4</b>	Using an up-to-date stop inventory, prioritize bus stop and bus stop amenity improvements, including ADA enhancements.	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 2024.

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
<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. In addition, the Transit Operations Supervisor is the Chair of the MPO's TAC.
<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” was implemented on October 1, 2024. This provides commuter service between Leesburg and Clermont, serving the Christopher C. Ford Commerce Park in Groveland. At the same time, Route 1A was extended North into Summerfield in Marion County. 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 annually in January of 2023, 2024, and 2025.
<b>Policy 3.4.2</b>	Maintain and implement the fleet management plan.	Ongoing.	Lake County’s Contractor utilizes their Maintenance Management

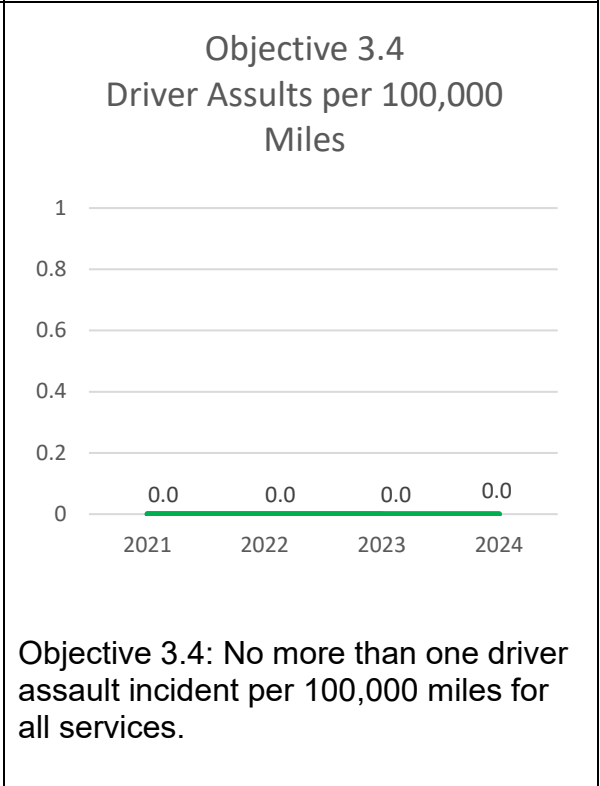
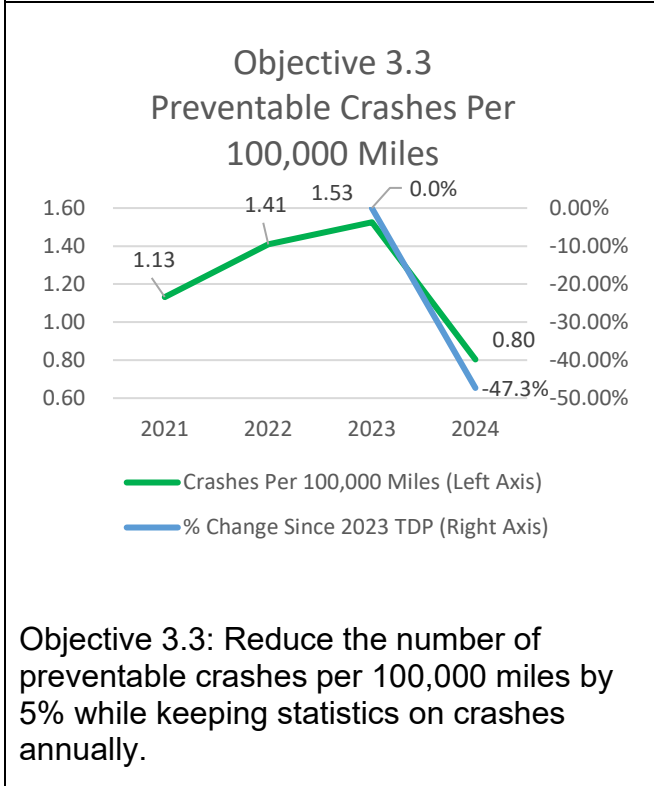
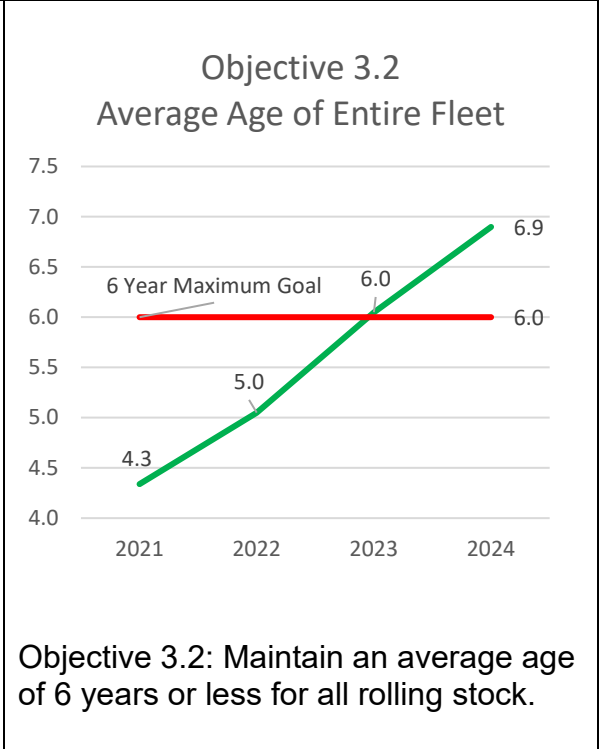
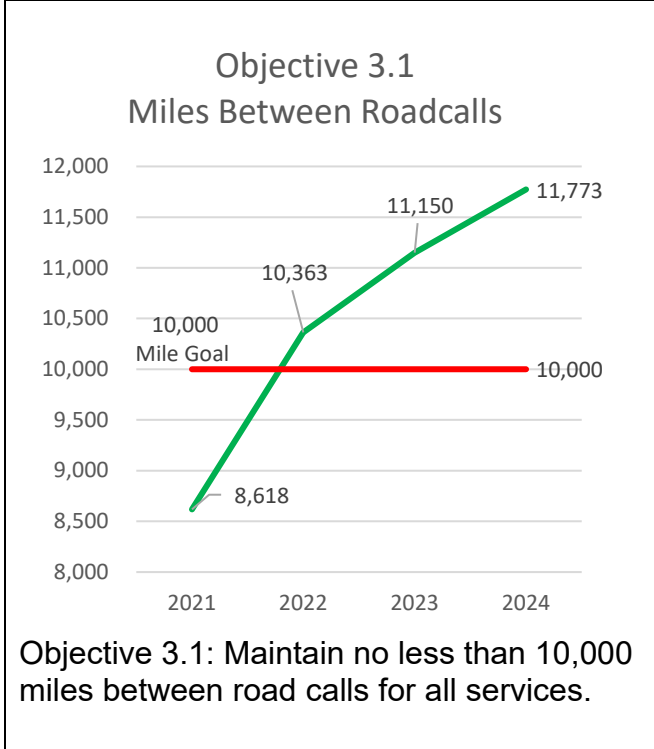
Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
			Plan dated December 19, 2023, and they utilize RTA software to ensure compliance.
<b>Policy 3.4.3</b>	Continue operator training programs and refresher training to enhance system safety and customer service.	Ongoing.	Lake County's 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 and behind-the-wheel training to ensure they are correctly trained. In addition, required monthly safety training is provided, and drivers must 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.
<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 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.	Grant funding has been secured to upgrade Trip Spark's "RouteMatch" software to their "Streets" software. Implementation has begun and is expected to be completed by September 2025.

Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
<b>Policy 4.5.3</b>	Upgrade real-time passenger information and trip planning tools.	No.	Real-time passenger information and trip planning tools are integrated into Trip Spark’s “Streets” software, which is expected to be available to the public by September 2025.
<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.	Staff met with FDOT D5’s “reThink” team to learn about commuter services in the area, and they are currently working with them to promote their services, particularly rural carpooling and vanpooling. Lake County has leased FDOT’s Clermont Park and Ride as a South County transfer center. Staff continues community outreach to promote transit options available to Lake County residents and visitors. Staff

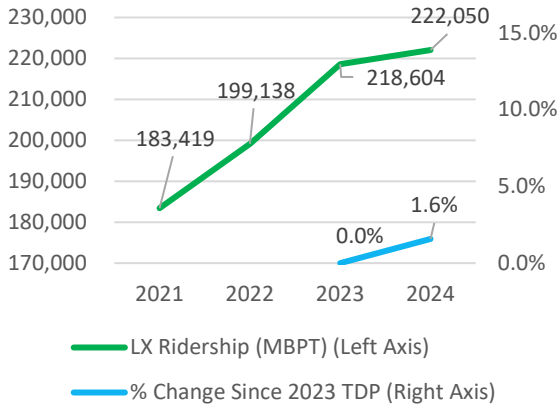
Objective/ Policy	Description	Implemented (Yes/No/ Ongoing)	Assessment
			participates in FDOT’s annual “Mobility Week” and “Try Transit Day.”
<b>Policy 5.1.4</b>	Support Transit-Supportive Land Use, Zoning, and Development.	Ongoing.	(Duplicate of Policy 2.1.2., above.)

### Goal 3 Objectives 3.1 to 3.4



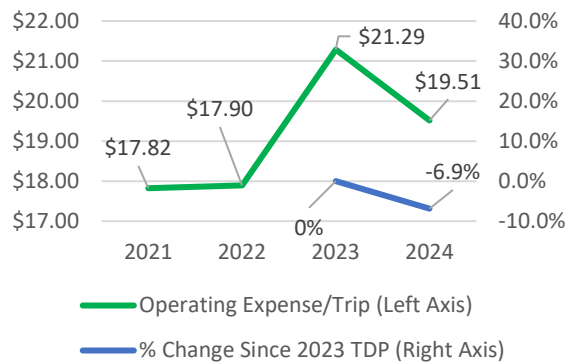
**Goal 4  
Objectives 4.1 to 4.3**

**Objective 4.1  
LakeXpress Ridership**



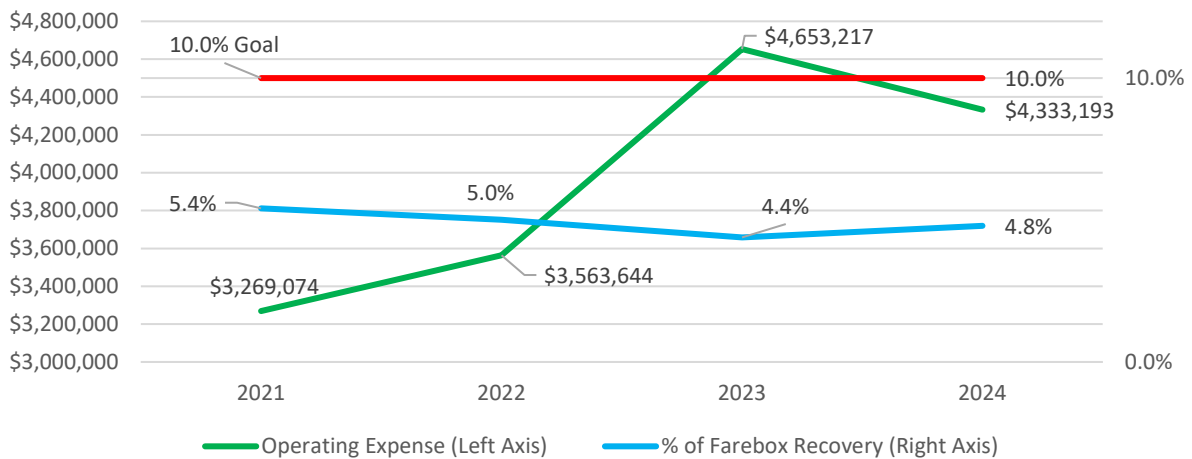
Objective 4.1: Increase Ridership by 10% over the next five years.

**Objective 4.2  
Operating Expense Per Fixed Route Trip**



Objective 4.2: Reduce the operating expense per fixed route passenger trip annually by 1% for the next five years.

**Objective 4.3  
Farebox Recovery Ratio**



Objective 4.3: Increase the Farebox Recovery Ratio to 10% by 2028.

### 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 implemented October 2024.
Add Weekend Service to Routes 1, 1A, 2, and 3	Project funding will be requested in the FY 2027 FDOT Service Development Grant application.
Route 1A Extension	Project implemented October 2024.
Later Evening Service	Project is ongoing. Received FDOT Service Development Grant funding to provide later evening service. 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	2026	Later Evening Service
2	2027	Enhance Service Frequency on Routes 1 and 2 Add Weekend Service to Routes 1, 1A, 2, and 3
3	2028	Four Corners On-Demand
4	2029	Route 4 Realignment Wolf Branch On-Demand Wellness Way On-Demand
5	2030	Route 50 Realignment Winter Garden Express
6	2031	Mount Dora Shuttle
7	2032	No new service
8	2033	No new service
9	2034	No new service
10	2035	No new service

## SECTION 5. RECOMMENDATIONS

Number	Year	Items to Implement
1	2026	Later Evening Service
2	2027	Add Weekend Service to Routes 1, 1A, 2, and 3
3	2028	Route 4 Realignment Route 50 Realignment Winter Garden Express
4	2029	Enhance Service Frequency on Routes 1 and 2
5	2030	Four Corners On-Demand Wolf Branch On-Demand Wellness Way On-Demand
6	2031	Mount Dora Shuttle
7	2032	No new service
8	2033	No new service
9	2034	No new service
10	2035	No new service

## SECTION 6. REVISED FINANCIAL PLAN

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

Service Type/Mode	Projected Operating Expenses									
	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
<b>Fixed Route Service</b>										
Route 1	1,267,925	1,300,178	1,336,034	1,363,604	1,403,803	1,442,894	1,488,632	1,530,681	1,571,359	1,610,387
Route 1A	845,284	866,786	890,690	909,069	935,869	961,929	992,421	1,020,454	1,047,573	1,073,591
Route 2	422,642	433,393	445,345	454,535	467,934	480,965	496,211	510,227	523,786	536,796
Route 3	397,283	407,389	418,624	427,262	439,858	452,107	466,438	479,613	492,359	504,588
Route 4	332,330	340,784	350,182	357,408	367,944	378,190	390,178	401,200	411,862	422,091
Route 50	827,488	848,537	871,938	889,931	916,166	941,678	971,528	998,971	1,025,519	1,050,989
Route 55	211,944	217,335	223,329	227,937	234,657	241,191	248,837	255,865	262,665	269,189
South Lake Xpress	154,820	158,759	163,137	166,503	171,412	176,185	181,770	186,904	191,871	196,637
27 Xpress	373,704	383,210	393,779	401,904	413,752	425,274	438,755	451,148	463,137	474,640
<b>Subtotal Maintain Existing Fixed Route</b>	<b>4,594,629</b>	<b>4,732,468</b>	<b>4,874,442</b>	<b>5,020,675</b>	<b>5,171,295</b>	<b>5,326,434</b>	<b>5,486,227</b>	<b>5,650,814</b>	<b>5,820,338</b>	<b>5,994,949</b>
<b>Other Services</b>										
Maintain TD/ADA Service	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	6,608,506
LYNX Link 55	169,859	174,954	180,203	185,609	191,177	196,913	202,820	208,905	215,172	221,627
<b>Subtotal Maintain Existing Other Services</b>	<b>5,234,728</b>	<b>5,391,770</b>	<b>5,553,523</b>	<b>5,720,129</b>	<b>5,891,733</b>	<b>6,068,485</b>	<b>6,250,540</b>	<b>6,438,056</b>	<b>6,631,197</b>	<b>6,830,133</b>
<b>Total Annual Operating Cost</b>	<b>9,829,357</b>	<b>10,124,238</b>	<b>10,427,965</b>	<b>10,740,804</b>	<b>11,063,028</b>	<b>11,394,919</b>	<b>11,736,767</b>	<b>12,088,870</b>	<b>12,451,536</b>	<b>12,825,082</b>
<b>Capital Type</b>	<b>Projected Capital Expenses</b>									
Fixed Route Bus Replacement										
Paratransit Bus Replacement										
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	-	-	-	-	-	-	-	-	-	-
<b>Total Annual Capital Cost</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>

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

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

In FY 2026, LakeXpress will utilize an FDOT Service Development Grant to extend service to 10:00 PM on most routes. 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

#### 2025 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**

The Lake County Office of Transit Services is strongly related to the Lake-Sumter Metropolitan Planning Organization (MPO). Transit staff attends and participates in the MPO's Community Advisory Committee (CAC), Technical Advisory Committee (TAC), Transportation Disadvantaged Coordinating Board (TDCB), and Governing Board meetings. Lake County's Transit Operations Supervisor, Bill Hearndon, is the 2025 chair of the MPO's TAC.

The MPO's Transportation Improvement Program (TIP) serves as the annual FTA Program of Projects (POP) or Federal Transportation Improvement Program (FTIP). The MPO's TIP lists transportation investment priorities in the region consistent with the Transit Development Plan (TDP) and the Transportation Disadvantaged Service Plan for the MPO's planning area. The TIP is developed through a bottom-up process by which the two counties and nineteen cities work with local agencies, public transportation operators, and the public to develop transportation priorities. The public notice of public participation activities and the time established for public review of and comments on the TIP will satisfy the POP requirements.

The MPO is a member of the Central Florida Metropolitan Planning Organization Alliance (CFMPOA), a coalition of transportation and government organizations committed to addressing transportation challenges in Central Florida. The Alliance has a policy board of 18 members, three from each of its six member organizations. Representatives from the Florida Department of Transportation participate as well. The group meets quarterly and operates based on consensus. The CFMPOA adopts a regional List of Priority Projects, including SIS, TRIP, Regional Trails, Regional Transit Priorities, and Regional TSMP projects.

In addition, the MPO is an active member of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), representing the collective interests of Florida's 27 MPOs. It assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The Florida Legislature created the MPOAC, according to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process. The MPOAC comprises a 27-member Governing Board consisting of locally elected officials from each MPO and a Staff Directors' Advisory Committee of the staff directors from each MPO. The MPOAC works with national and statewide organizations and other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.