

Technical Report #:5
Transit Element
Final Adopted Plan

January 2016



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Executive Summary

Prior to Blueprint 2040, MetroPlan Orlando developed the 2030 Long Range Transportation Plan, which contained the Transit Vision Concept Plan. Two years later, LYNX (Central Florida Regional Transportation Authority) in coordination with MetroPlan Orlando produced the Vision 2030 plan, a data-driven identification of viable transit corridors. With Blueprint 2040, the 2030 LRTP and the Vision 2030 were merged into one plan, based on the same planning horizon and including the same socioeconomic conditions. Blueprint 2040 is the region's transit plan document outlining the public transit system of the future.

This Transit Element identifies each project included in Blueprint 2040, as well as the estimated project costs. This document also includes a summary of the revenue sources available through 2040 to support projects in Blueprint 2040, identifying which projects are cost feasible. In addition, this document calls attention to the shortfall that exists for funding the remaining projects that are the framework of Blueprint 2040.

1.0 Introduction

This Transit Element (TE) was updated as part of the 2040 Long Range Transportation Plan (LRTP) also known as Blueprint 2040 for Transportation. The basis used to complete the Transit Element update was the LYNX 2030 Vision Plan. The LYNX 2030 Vision Plan was completed as a joint venture between MetroPlan Orlando and LYNX and included a comprehensive examination of 22 corridors in Orange, Osceola, and Seminole counties. The purpose of the study was to determine potential transit improvements along the identified corridors. In addition to primary modal improvements along the corridors, improvements to the supporting network that connects these corridors, activity centers, residences, and employment locations were considered. The original 22 corridors are:

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

The LRTP Transit Element is updated every five years to reflect changing needs in the region and to incorporate projects that were previously studied and are now moving forward within the planning horizon. Using updated socioeconomic data, the 22 corridors were re-examined to determine consistency with the original LYNX 2030 Vision Plan and to document changing needs along corridors in the region. The most recent LYNX Transit Development Plan (TDP) was also reviewed, along with ongoing planning and corridor studies. This helped ensure consistency and make sure future transit alternatives incorporate the overall vision and coordination between transit services. The public transit environment in Central Florida is changing to include LYNX fixed route services, as well as several rail ventures. SunRail became operational May 1, 2014, and studies are under way for other transit service initiatives along major corridors.

This technical report documents the current and future transit Needs Plan in Orange, Osceola, and Seminole counties. The LRTP must also include projects that are cost feasible based on reasonably available funding; a “Cost Feasible Plan” is also presented in Section 6.0.

2.0 Background Information

The previous Transit Vision Concept Plan (TVCP) -- developed as the transit component for the 2030 LRTP -- identified transit corridors, systems, and/or alignments that make up the TVCP for the region. The recommendations were developed through a review of existing transit studies, rail systems and potential connections/interfaces, conceptual analysis of spurs/extensions, and conceptual analysis of new or expanded BRT and/or streetcar systems. Using the analyses, corridors and systems were identified for implementation over the 2030 planning horizon. Many of the corridors are high usage areas with key activity centers, residences, and employment locations. These were consistent between the two transit needs documents. Table 1 lists projects included in the 2030 TVCP.

TABLE 1: TRANSIT VISION CONCEPT PLAN FOR THE YEAR 2030 LRTP

Corridor	System Type
SunRail Corridor	CRT
Light Rail Corridor	LRT
LYMMO Circulator Expansion	BRT
LRT North Expansion Corridor	LRT
South Orange/North Osceola Circulator	Bus or BRT
UCF Circulator	Bus or BRT
US 192 Circulator	Bus or BRT
US 192 Circulator East Extension	Bus or BRT

LRT South Expansion Corridor	LRT
Convention Center / OIA / Medical City / Innovation Way	Bus or BRT
East-West Circulator	Bus or BRT
Southwest Orlando Multi-Modal District	Bus or BRT
Northwest CRT Corridor	CRT
I-Drive Circulator	Bus or BRT
Osceola Parkway Corridor	Bus, BRT, or LRT
Narcoosee Corridor	Bus, BRT, or LRT
High Speed Rail (HSR) Corridor	HSR
Seminole Way	Bus or BRT

The Blueprint 2040 or Transit Needs Plan incorporates unmodified systems from the 2030 TVCP, as well as new systems identified through an evaluation of the region’s high usage corridors and other transit projects currently in the planning and design stages. In addition, some projects identified in the 2030 LRTP have been implemented or are in the planning process. Projects that have not been implemented but remain relevant to the region’s transit needs have been included in the 2040 Transit Needs Plan.

2.1 Existing Transit Service

This section presents an overview of existing transit conditions in the three-county region. Existing transit services are operated in the study area by the Central Florida Regional Transportation Authority (LYNX) and private providers.

2.1.1 Bus Service

LYNX provides 70 local fixed bus routes (or links), 12 NeighborLinks, two Bus Rapid Transit (BRT) routes referred to as LYMMO, three FastLinks, contracted express bus service, and paratransit, and commuter assistance vanpools. LYNX also operates express bus routes, providing access to Downtown Kissimmee from the Sand Lake SunRail Station (Link 208). Two local fixed bus routes are operated in Polk County. LYNX



provides paratransit service throughout the tri-county area.

LYMMO is a free 2.5-mile BRT service in downtown Orlando operated by LYNX with funding provided by the City of Orlando. LYMMO's success has led LYNX and the City of Orlando to embark on expanded LYMMO, serving destinations farther east and west in Downtown including: Thornton Park, Parramore, the Amway Center, the Citrus Bowl, and Creative Village. The original LYMMO line is now referred to as the Orange Line and travels within the core of Downtown on Magnolia Avenue. The East/West LYMMO is known as the Grapefruit Line and connects the Amway Center to Lake Eola/Thornton Park. It began operations in April 2014. The Parramore BRT will be known as the Lime Line and will connect Creative Village and the Amway Center. The Lime Line is scheduled to open by fall 2016. Studies are under way for LYMMO expansion north and south between Florida Hospital and Orlando Regional Healthcare Center.



LYNX has also been designated as the paratransit Community Transportation Coordinator for Orange, Osceola, and Seminole counties since October 1992. It provides sponsored and non-sponsored transportation to Transportation Disadvantage (TD) individuals in Central Florida. The mission of ACCESS LYNX is to provide safe, cost effective transportation to those who -- because of disability, age, or income -- are unable to provide their own transportation. ACCESS LYNX is a shared ride paratransit, door-to-door transportation service.

The ACCESS LYNX paratransit program provides close to 2,000 scheduled passenger trips per day, using a variety of vehicles equipped for individuals with various disabilities. Vehicles are wheelchair-lift equipped and meet Americans with Disabilities (ADA) standards. ACCESS LYNX services are available any time the public bus system is in operation.

LYNX paratransit service, ACCESS LYNX, is experiencing major changes as of August 1, 2014. In 2011, the Florida Legislature created a program, Statewide Medicaid Managed Care (SMMC) (Part IV of Chapter 409, Florida Statutes). Statewide Medicaid Managed Care has two components:

- Long Term Care Managed Care Program
 - Implementation began July 1, 2012 with release of Independent Transportation Network (ITN)
 - Certain recipients required to enroll
- Managed Medical Assistance Program
 - Implementation began January 1, 2013 with release of ITN

- All Medicaid recipients required to enroll in a managed care plan unless specifically exempted

As of August 1, 2014, Medicaid transportation is being provided through private managed care contracts from patient selected/assigned insurance companies benefits. This is a significant change to Medicaid transportation as coordinated through the Florida Commission for TD.

2.1.2 Rail Service

Central Florida's first passenger rail system, SunRail is a 61.5-mile commuter rail connecting Volusia, Seminole, Orange, and Osceola counties along the existing CSX A-Line. CSX sold this segment of track to the State of Florida. Through lease agreements, CSX retains the right to make limited freight movements along the corridor.

SunRail construction and operation has been divided into two phases. Phase I connects DeBary in Volusia County to Sand Lake Road in Orange County, with stops at Sanford, Lake Mary, Longwood, Altamonte Springs, Maitland, Winter Park, Florida Hospital, LYNX Central Station, Church Street, and Orlando Health. The second phase extends the system south from Sand Lake Road in Orange County to Poinciana in Osceola County and north to the DeLand Amtrak Station in Volusia County. The anticipated operational date for Phase II is by the first quarter of calendar year 2017.



SunRail service runs on 30-minute intervals during peak commute times, from 5:30 a.m. to 8:30 a.m. and 3:30 p.m. to 6:30 p.m. During off-peak periods, the service operates with two-hour headways. The trains consist of one to three cars and have the capacity to carry more than 150 passengers in each car. Other amenities on the trains include restrooms, power outlets, luggage and bicycle storage, and wireless Internet. Current operations have met ridership projected during project planning. The SunRail Phase I service is operated by Bombardier through contract with the Florida Department of Transportation (FDOT).

Through an agreement with FDOT, LYNX implemented a network of feeder routes to improve connectivity from SunRail stations to the riders' final destinations. The routes were designed to provide "last mile" for transit passengers. In coordination with SunRail, fare media options are offered by LYNX, FDOT, and Votran that allow passengers of one transit service to receive a free transfer to the other provider's system within 90 minutes. Ticket Vending Machines (TVMs) are provided at LYNX Central Station, SunRail stations, and other locations so

customers may purchase the fare media and receive a qualifying transfer ticket directly through the TVM. Purchasing is also available on the SunRail website at www.sunrail.com.

Based on the needs for connectivity to Orlando International Airport (OIA) and various local attractions, an additional phase of SunRail, SunRail Phase III is being considered for advancement into the project development and design stages. Local leaders say providing a connection from the existing SunRail mainline to the future OIA Intermodal Terminal will provide connectivity for work- and travel-related trips and extend the region's transportation network.

Additionally, the Polk County Transportation Planning Organization (TPO) seeks enhanced transit connectivity with the MetroPlan Orlando region. MetroPlan Orlando in coordination with Polk County has included a transit service (mode to be determined) to Polk County in the Needs Plan of the 2040 LRTP Transit Element to support regional needs and desires.

2.1.3 Other Projects

Several corridors in the region were and are undergoing Alternatives Analyses to evaluate transportation options and potential improvements. These corridors ranked as high priorities in the LYNX 2030 Vision Plan completed in 2011 and were advanced for further evaluation through the Alternatives Analysis process. The corridors were re-evaluated as part of the 2040 LRTP using updated socioeconomic data to determine where the greatest needs exist for future transit investments and to identify corridors that should be further studied. To advance, projects identified in this section need preliminary and final engineering and design work, as well as adequate local, state, and federal funding. It is estimated that the jurisdictions benefitting from the potential project will provide local match funding for future phases of study and/or implementation. Corridors currently being studied are:

- **US 441 Corridor Study** - A review of options for improving transit along US 441 from Eustis, Mount Dora and Tavares in Lake County to Downtown Orlando was conducted. The conclusion of this analysis was to implement Enhanced Express Bus from Apopka to Downtown Orlando.
- **SR 50/UCF Connector Alternatives Analysis** - A study was conducted by LYNX to identify options for improving transit along the SR 50 Corridor from the Orange/Lake county line on the west to the intersection of SR 50/SR 434 (Alafaya Trail) on the east, and extending up Alafaya Trail to the University of Central Florida (UCF). The Locally Preferred Alternative (LPA) was determined to be Bus Rapid Transit (BRT) Service from Oakland to UCF. The Initial Operating Phase would be BRT in Mixed Traffic from Powers Drive to Goldenrod Road and Express Bus Service between the Downtown and UCF Areas. This LPA was recommended by the MetroPlan Committees and adopted by the Board in March 2015.

- **OIA Connector Refresh Alternatives Analysis Study** - Due to travel to and from OIA, the corridors providing access are becoming increasingly congested. The OIA Connector Refresh study is reviewing the area roughly bounded by Hoffner Avenue/Oak Ridge Road on the north, Osceola Parkway (CR 522) on the south, Narcoossee Road (SR15) on the east, and Interstate 4 on the west. It is estimated the result will be a solution that can be advanced to project development and engineering (PD&E) and environmental phases. This study is expected to conclude fall 2015.
- **US 192 Corridor Study** - The US 192 Alternatives Analysis study evaluated roadways through Lake, Osceola, and Orange counties. The study focused on two primary corridors to include the Osceola Corridor extending from the four corners area at the US 192 and US 27 intersection to the Florida Turnpike and the Kissimmee Corridor from the intersection of SR 500/US 441 and SR 600 to the proposed Osceola SunRail Station at Pleasant Hill Road. The study identified transportation needs and developed solutions. After public outreach and technical analyses a Locally Preferred Alternative (LPA) was approved by the LYNX and MetroPlan Orlando boards. With additional funding, efforts will be undertaken to advance the LPA.
- **Kissimmee Circulator** - A feasibility study has been completed to review alternatives for local transportation within the City of Kissimmee to address planned growth and assist with alleviating future increases in roadway congestion. The study proposed three routes that would connect with the Kissimmee SunRail Station. The specific modal choice will be determined through ongoing planning efforts, but service is anticipated to operate along Boggy Creek and Neptune roads connecting with US 192.
- **FlexBus Service** - FlexBus is a proposed service between and within Maitland, Longwood, Altamonte Springs, and Casselberry. The service is described as a technologically enhanced transit service that provides trips to major destinations within a defined service area. The FlexBus service also is planned to connect to SunRail stations within these jurisdictions. LYNX is testing the technology that would be used on FlexBus as part of a demonstration project. Customers could request trips via the Internet, at kiosks, or using a mobile device.

Privately funded transit projects are also being reviewed for the Central Florida area including the following:

- **All Aboard Florida** - A proposed high speed rail service -- with stops in Miami, Fort Lauderdale, West Palm Beach, and Orlando -- plans to use the improved Flagler Railroad infrastructure and operate 16 northbound and 16 southbound trains at competitive prices. All Aboard Florida has completed ridership estimates, engineering and environmental reviews, public outreach, and some property acquisition. The project proposes funding through a mix of debt and equity.

- **Orlando Maglev (American Maglev)** - Phase I is approximately 14.9 miles and includes five stations, Phase II is approximately 4.9 miles from OIA to Medical City. Phase III runs from Medical City to the attractions area, totaling approximately 19.4 miles and including three or four stations. Planned headways are estimated at 10 minutes and train speeds could go as high as 65 miles per hour.

The region has also reviewed the viability of other modes to include a north-south Light Rail Transit (LRT) line in the Interstate 4 (I-4) envelope from Altamonte Springs to the SR 417/I-4 intersection in Osceola County and a High Speed Rail Project from Orlando to Tampa. These projects were advanced to various stages of design, but due to funding availability or lack of political support did not become operational. I-4, as described in the roadway section of the 2040 LRTP, is being redesigned to include toll lanes. It may also include a reserved envelope for a future LRT option based on the final concessionaire plans. North-south mobility needs are addressed with the existing and future plans for SunRail service and through local bus transportation. All Aboard Florida is proposed as a privately-funded transit alternative that would provide connectivity between Orlando and South Florida. Recently completed and planned roadway expansion and improvement projects will assist with travel between Orlando and Tampa.

Another transformational multimodal development, the OIA Intermodal Terminal Facility, provides for increased capacity of the North Terminal to 45 million annual passengers while also providing the first stage of a new South Airport Complex. The 500,000-square-foot facility consists of a dual-platform, 4-track passenger rail system, an automated people mover connecting the South Airport Complex with the existing North Terminal Complex, and accommodations to accept future commuter rail, and light rail. Alongside the four rail types coming into the facility, a ground transportation component integrated into the building serves bus, taxi, limo and public transit, as well as a public drop-off curb for passengers. The Intermodal Terminal Facility is connected via SkyBridge to a new 2,400-car garage, with designed expansion capability of reaching 5,000 cars to serve the future South Terminal Complex. The facility is slated to become operational in 2017.

Figure 1: Intermodal Terminal Rendering

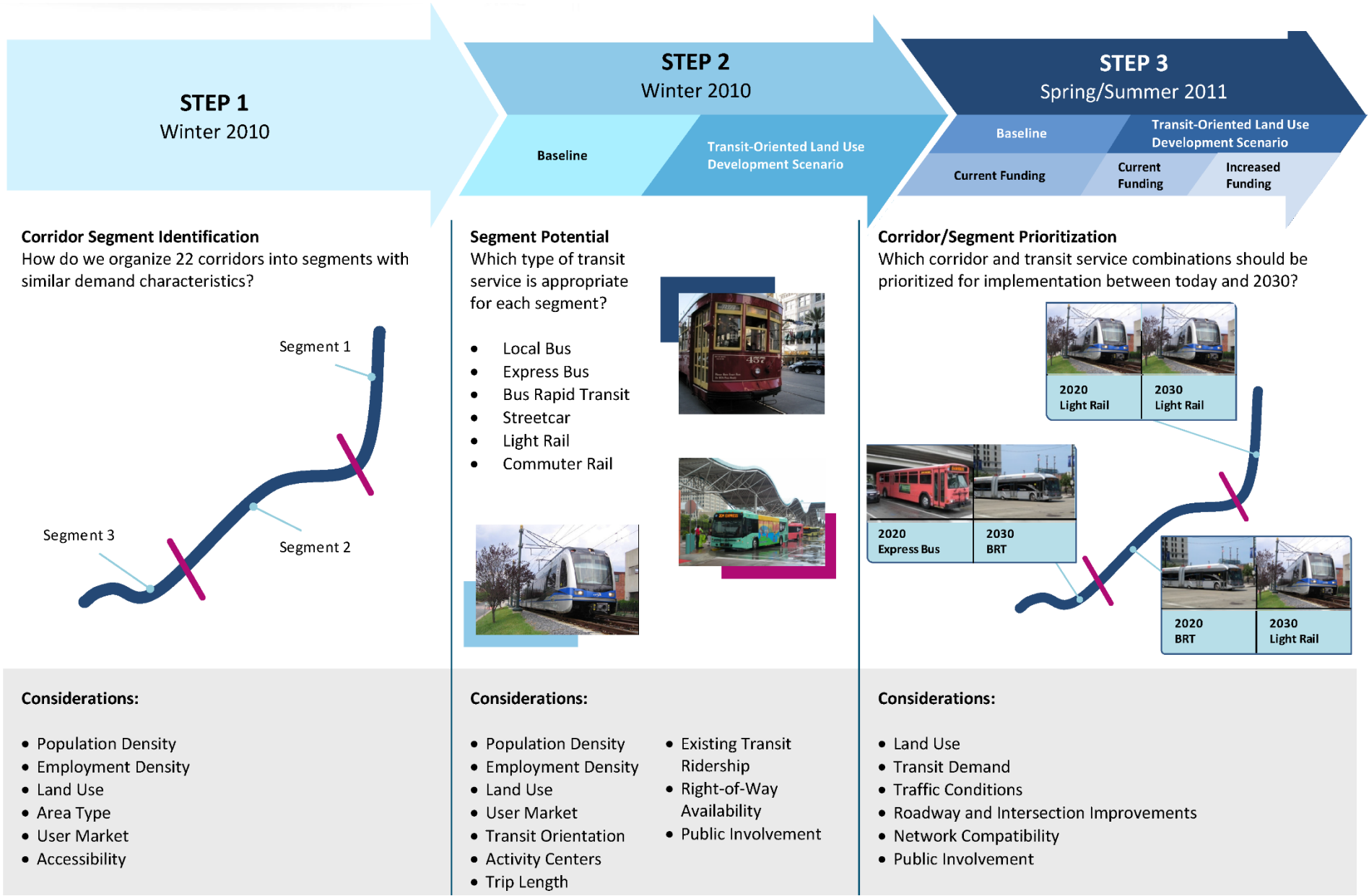


3.0 Corridor Evaluation Methodology

The methodology used to develop the original LYNX Vision 2030 was divided into six steps, listed below. The same methodology was used to reassess the 22 corridors using updated socioeconomic data in the evaluation process and volume-to-capacity ratios in the prioritization process. Figure 1 was developed to provide a visual depiction of the methodology.

1. Mode identification
2. Segmentation
3. Evaluation
4. Preliminary modal assignment
5. Final modal assignment
6. Prioritization

Figure 2: Corridor Methodology Diagram



3.1 Mode Identification

To assign modes to the corridors, an initial list of potential modes had to be determined. The following modes were determined to be appropriate for consideration. Figures 3 and 4 provide additional information on characteristics of each mode.

- **Local Bus** is the primary service that LYNX operates today. Local bus operates with traditional bus stops approximately every two blocks, makes frequent stops, and travels at lower speeds. It operates in regular traffic, but it can have high or low frequencies.
- **Enhanced Express Bus** operates with coach-style vehicles, travels in regular traffic, and trips are typically concentrated during peak commute periods. Stops are concentrated at the ends of the route with few or none in the middle. Enhanced express bus often operates out of park-and-ride lots and provides passengers with longer distance rides. The vehicles may offer amenities such as wireless Internet, television, or radio. LYNX currently provides several express routes.
- **Bus Rapid Transit (BRT)**, operates in mixed traffic or an exclusive lane. The vehicles are typically stylized to look more like rail vehicles than a buses, can be articulated, and are usually branded. BRT usually operates at higher frequencies and can use traffic signal priority to reduce travel time. Optional premium features include level boarding, off-board fare payment, and larger stations. LYNX's current BRT operation is the LYMMO (Orange and Grapefruit) service in Downtown Orlando.
- **Streetcar** is typically a single car operated on rails traveling at lower speeds. It is used for shorter distances than light rail and works well with tourist populations. It is branded, has medium frequencies, and is usually semi-segregated from traffic. Stops can have minimal or more substantial infrastructure. There are currently no streetcars operating within the region.
- **Light Rail (LRT)** is not currently operated in Central Florida. While streetcar is a form of light rail, the two tend to serve different markets. Light rail can be one or two cars in length, operates on rail, and is segregated from traffic. It operates at medium speeds, has medium frequencies, and makes frequent stops. Light rail is branded and typically has a greater number of station locations that include amenities such as off-board ticketing, information kiosk, and bicycle connections along the route.
- **Commuter Rail (CRT)** is the SunRail system, which became operational May 1, 2014. Typical commuter rail provides an option for long distance travel. Stations are substantial and fairly far apart. Commuter rail has multiple-car trains and operates on rail. It is segregated from traffic and operates at higher speed and lower frequency.

Figure 3: Bus and BRT Operational Features

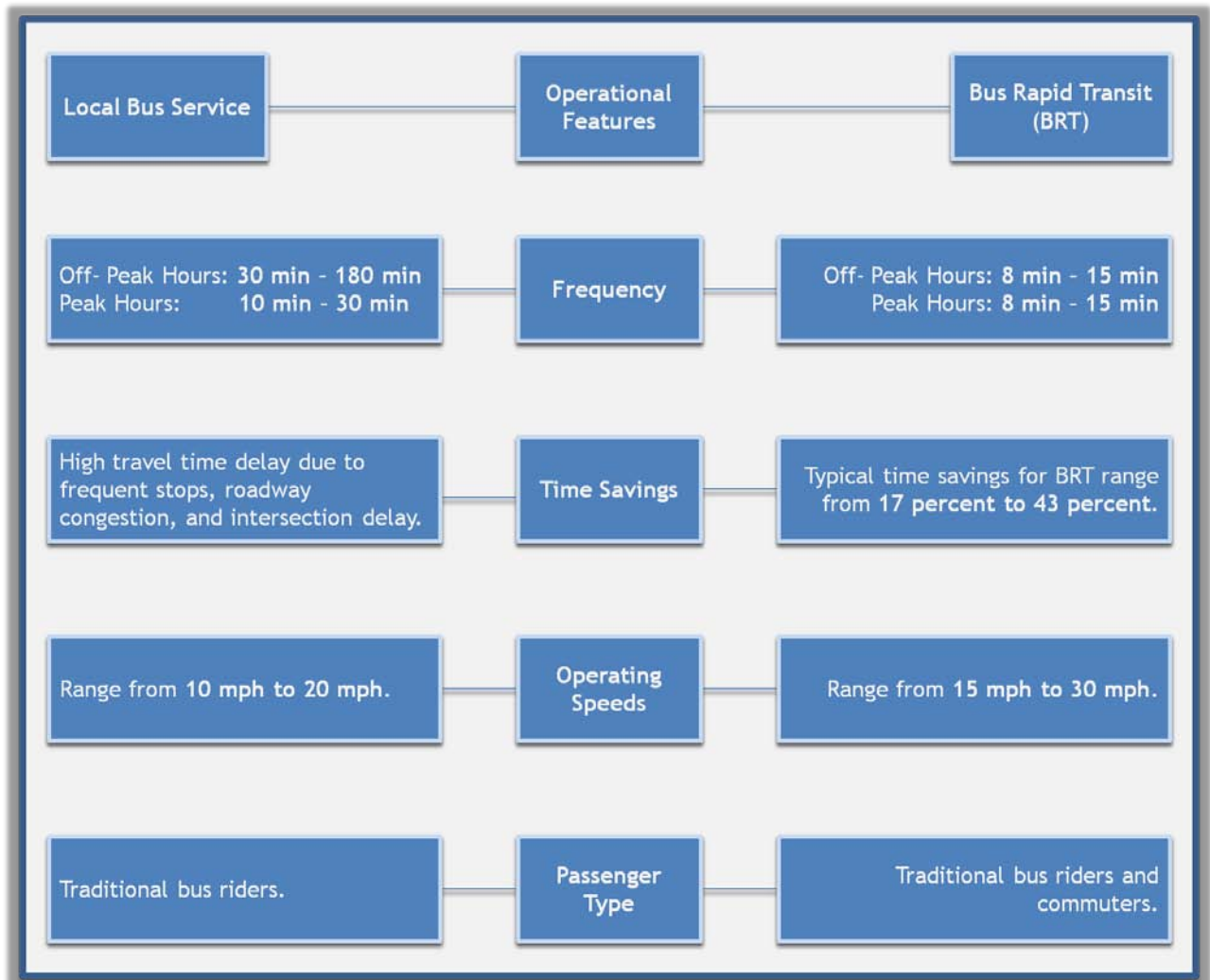


Figure 4: Modal Characteristics



3.2 Segmentation

Segmentation was used to create more uniformly characteristic pieces of the corridors for analysis. Each corridor connects a logical beginning and ending point, but does not necessarily have uniform characteristics throughout. Corridors may travel through more or less transit-supportive areas. Each corridor was divided into segments that provided uniformity among these six characteristics.

- Population density
- Employment density
- Land use
- Area type
- User market
- Accessibility

Population and employment densities were based on updated socioeconomic data used in the development of the 2040 LRTP update. The land use characteristic examined the breakdown of commercial, residential, industrial, right-of-way, institutional, and other land uses. Area type refers to a downtown environment vs. a suburban environment.

The user market characteristic focused on whether the uses along the segment primarily served local residents or tourists. Accessibility refers to the connectivity of the system. In addition, for those areas where there was overlap between two corridors, a separate segment was typically identified. These segments were isolated because more than one corridor was feeding into them. Corridors ranged from one to six segments, although the average corridor was subdivided into three segments.

3.3 Evaluation

Each segment was evaluated to determine its appropriate mode. The evaluation process examined these six characteristics.

- Population density
- Employment density
- Transit propensity index
- Land use
- Existing Transit ridership
- Activity centers

Population density was based on dwelling unit data developed for the 2040 LRTP, as well as on occupied hotel room data developed for the LRTP. This helped capture permanent and transient populations. Employment density was based on data developed for the 2040 LRTP.

The transit propensity index is an aggregate scoring developed to account for the relative density of traditional transit markets (i.e. older adults, youth, and low-income households).

A land use score was based on the percentage of land uses that are transit supportive (e.g. downtown business districts). Using automatic passenger counter (APC) data collected in 2013, an analysis of current transit riders was conducted to highlight potential ridership. Activity centers were identified and scored on a per-mile basis.

3.4 Preliminary Modal Assignment

Segments were scored for each characteristic under the evaluation step. Using a total score for the segments, modal assignments were based on relational thresholds for each mode. The modes considered were local bus, enhanced express bus, BRT, and light rail/street car.

3.5 Final Modal Assignment

After analysis, the segments were recombined into a network, in a process similar to that for LYNX 2030. In the initial modal assignment, the mode chosen was specific to the segment features. Higher density areas with existing right of way might score within the threshold of a higher modal-choice such as BRT or rail. Areas with low density and lack of accessibility would score within the range for local bus. Since segments abutted and areas transitioned between rural and urban, ranges were established to qualify for each mode. It would not make sense, for instance, to have a more rural segment with bus, which transitions to rail for one segment, then back to bus along a specific corridor.

To ensure the updated network made sense as a whole, the consultant team and MetroPlan Orlando staff adjusted some segment modal assignments to create a logical and coherent network. It was also necessary to review the LYNX existing network to determine what supporting services were available or connecting to each segment. This review, prior to final modal assignments, ensured the overall network complemented all implemented services. Table 2 displays results of the final modal analysis for the Vision corridors based on the updated socioeconomic data. Figure 5 displays the final modal assignments. The modal assignment is documented in Appendix A.

**TABLE 2: 2040 VISION
CORRIDOR MODE RECOMMENDATIONS**

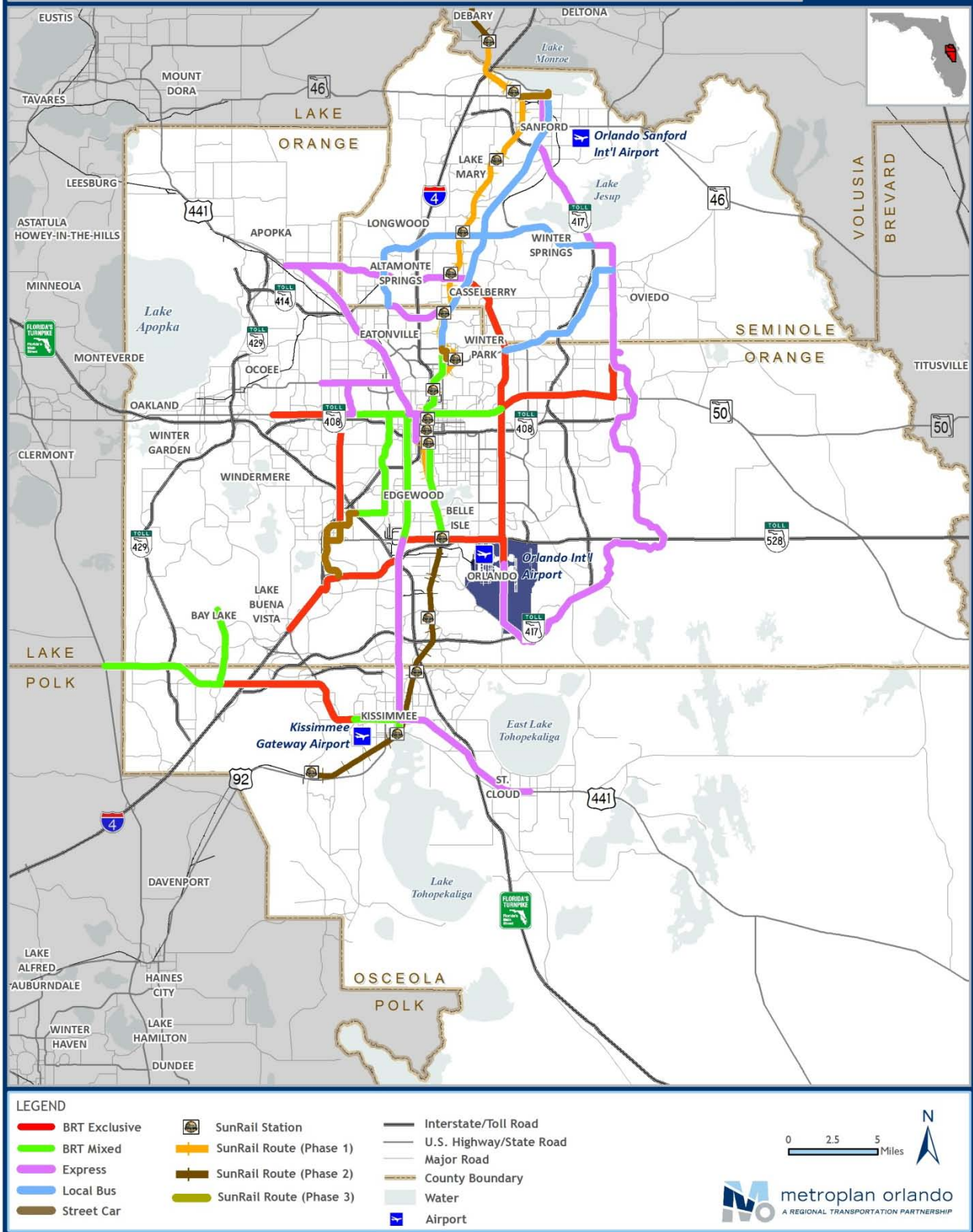
Corridor #	Description	Segment #	Description	2020	2025	2030	2035	2040
1	Winter Park SunRail Connector	1-1	Winter Park Sunrail Connector	Local Bus	Streetcar	Streetcar	Streetcar	Streetcar
2	US 192: Disney to Kissimmee	2-1	World Dr from Disney to US 192	BRT	BRT	BRT	BRT	BRT
		2-2	US 192 from World Dr to Osceola Square Mall	BRT	BRT	BRT	BRT	BRT
		2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	BRT	BRT	BRT	BRT	BRT
		2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	BRT	BRT	BRT	BRT	BRT
3	US 192: Lake County to St. Cloud	3-1	US 192 from Lake County to World Dr	BRT	BRT	BRT	BRT	BRT
		3-2	US 192 from World Dr to Osceola Square Mall	BRT	BRT	BRT	BRT	BRT
		3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	BRT	BRT	BRT	BRT	BRT
		3-4	US 192 from Orange Blossom Tr to Florida Ave	Local Bus	Local Bus	Local Bus	Express	Express
4	Silver Star Rd to Parramore	4-1	Silver Star Rd from Hiawasse Rd to Pine Hill Rd	Express	Express	Express	Express	Express
		4-2	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	Express	Express	Express	Express	Express
		4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	Express	Express	Express	Express	Express
		4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	Express	Express	Express	Express	Express
		4-5	Parramore Ave from Colonial Dr to Gore St	Express	Express	Express	Express	Express
5	Sanford SunRail Connector	5	Sanford Sunrail Connector	Local Bus	Local Bus	Streetcar	Streetcar	Streetcar
6	Innovation Way: OIA to UCF	6-1	OIA to International Corporate Park Blvd at SR 528	N/A	Express	Express	Express	Express
		6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	N/A	Express	Express	Express	Express
7	US 17-92: Fern Park to Downtown	7-1	US 17-92 from SR 436 to Lee Rd	BRT	BRT	BRT	BRT	BRT
		7-2	US 17-92 from Lee Rd to Colonial Dr	BRT	BRT	BRT	BRT	BRT
		7-3	US 17-92 from Colonial Dr to Amelia St	BRT	BRT	BRT	BRT	BRT
8	US 17-92: Sanford to Fern Park	8-1	Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to SR 417	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
		8-2	US 17-92 from SR 417 to SR 436	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
9	SR 436: Apopka to Fern Park	9-1	US 441 from Park Ave (Apopka) to SR 436	Express	Express	Express	Express	Express
		9-2	SR 436 from US 441 to Hunt Club Blvd	Express	Express	Express	Express	Express
		9-3	SR 436 from Hunt Club Blvd to US 17-92	Express	Express	Express	Express	Express
10	SR 436: Fern Park to OIA	10-1	SR 436 from Fern Park to Colonial Dr	Express	Express	BRT	BRT	BRT
		10-2	SR 436 from Colonial Dr to OIA	Express	Express	BRT	BRT	BRT
11	US 441: Apopka to Downtown	11-1	US 441 from Apopka to Silver Star Rd	Express	Express	Express	Express	Express
		11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	Express	Express	Express	Express	Express
		11-3	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange Blossom Tr	Express	Express	Express	Express	Express
12	US 441/17-92: Downtown to Florida Mall	12-1	Amelia St from Garland Ave to Orange Blossom Tr	BRT	BRT	BRT	BRT	BRT
		12-2	Orange Blossom Tr from Amelia St to Gore St	BRT	BRT	BRT	BRT	BRT
		12-3	Orange Blossom Tr from Amelia St to Florida Mall	BRT	BRT	BRT	BRT	BRT

**TABLE 2 CONTINUED: 2040 VISION
CORRIDOR MODE RECOMMENDATIONS**

Corridor #	Description	Segment #	Description	2020	2025	2030	2035	2040
13	US 441/17-92: Florida Mall to Kissimmee	13-1	Orange Blossom Tr from Florida Mall to SR 528	Local Bus	Local Bus	Local Bus	Express	Express
		13-2	Orange Blossom Tr from SR 528 to SR 417	Local Bus	Local Bus	Local Bus	Express	Express
		13-3	Orange Blossom Tr from SR 417 to US 192	Local Bus	Local Bus	Local Bus	Express	Express
14	SR 50: West Oaks Mall to UCF	14-1	SR 50 from West Oaks Mall to Kirkman Rd	Express	Express	Express	BRT	BRT
		14-2	SR 50 from Kirkman Rd to John Young Pkwy	Express	Express	Express	BRT	BRT
		14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	Express	Express	Express	BRT	BRT
		14-4	SR 50 from Orange Blossom Tr to Orange Ave	BRT	BRT	BRT	BRT	BRT
		14-5	SR 50 from Orange Ave to SR 436	BRT	BRT	BRT	BRT	BRT
		14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	BRT	BRT	BRT	BRT	BRT
15	John Young Parkway: Downtown to International	15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	Express	Express	Express	BRT	BRT
		15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	Express	Express	Express	BRT	BRT
		15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr	Express	Express	Express	BRT	BRT
		15-4	International Dr from Oak Ridge Rd to SR 528	Streetcar	Streetcar	Streetcar	Streetcar	Streetcar
16	Orange Ave: Downtown to Sand Lake Rd	16-1	Orange Ave from Livingston St to Gore St	BRT	BRT	BRT	BRT	BRT
		16-2	Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave to Florida	BRT	BRT	BRT	BRT	BRT
17	Kirkman Rd: Park Promenade to International	17-1	Silver Star Rd from Hiawasse Rd to Pine Hill Rd	Express	Express	Express	Express	Express
		17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkman Rd	Express	Express	Express	Express	Express
		17-3	Kirkman Rd from Colonial Dr to International Dr	Express	Express	Express	BRT	BRT
		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	Streetcar	Streetcar	Streetcar	Streetcar	Streetcar
18	SR 528: Disney to OIA	18-1	I-4 from Vineland Rd to SR 528	Express	BRT	BRT	BRT	BRT
		18-2	SR 528 from I-4 to Orange Blossom Tr	Express	BRT	BRT	BRT	BRT
		18-3	Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from Orange Blossom Tr to International Dr	Express	BRT	BRT	BRT	BRT
19	SR 434: Maitland Blvd to UCF	19-1	SR 434 from Maitland Blvd to US 17-92	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
		19-2	SR 434 from US 17-92 to SR 417	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
		19-3	SR 434 from SR 417 to UCF	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
20	Aloma Ave: Winter Park to Oviedo	20-1	Aloma Ave from SR 436 to Howell Branch Rd	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
		20-2	Aloma Ave from Howell Branch Rd to SR 434	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus
21	Maitland Blvd: SR 434 to US 17-92	21-1	Maitland Blvd from SR 434 to US 17-92	Express	Express	Express	Express	Express
22	Seminole Way: Sanford to UCF	22-1	SR 434 from UCF to SR 417	Local Bus	Local Bus	Express	Express	Express
		22-2	SR 417 from SR 434 to US 17-92	Local Bus	Local Bus	Express	Express	Express
		22-3	US 17-92 from SR 417 to 1st St	Local Bus	Local Bus	Express	Express	Express

2040 Modal Assignment

Figure 5



4.0 Needs Plan

Once the 2040 Vision Corridors modal identification and prioritization was complete, the transit vision corridors were integrated into a network that included other regional projects in the planning and development phase. This ensured a comprehensive network for the region and allowed for development of the Needs Plan and the cost feasible elements of the 2040 LRTP Transit element. Integrating LYNX and SunRail service, the 2040 Vision Corridors, the LYNX TDP 2014-2023 10-year needs expanded through 2040, and other local transit projects provided a platform from which to eliminate duplication. This helped guarantee the 2040 LRTP Transit Element included the region's public transportation needs through the planning horizon year.

Once the overall regional system was identified, costs were developed. The identification of costs for the public transit network demonstrated that the area's needs would far exceed funding. Discussions began once the Needs Plan was drafted to determine which projects could advance into the Cost Feasible Plan. Technical analyses, funding availability, public outreach, and policy decisions helped identify the Blueprint 2040 project priorities. For entire costs of projects in the Needs Plan, see Appendix B.

4.1 Existing Services

The area cannot have successful public transit if existing services are sacrificed for new service, so existing LYNX and SunRail services were included in the 2040 LRTP Transit Element Needs Plan and carried through to the Cost Feasible Plan. Existing service for LYNX includes all service operational as of April 2014 and the first phase of SunRail operations as of May 2014. See Appendix C for the LYNX and SunRail service considered as existing service.

4.2 Future Service

The Needs Plan, or Blueprint 2040, future service includes projects described in Section 2.1.3 combined with existing services. Future service was based on identified transit needs, a review of prior plans, policy decisions, coordinated prioritization of project timing based on available revenue, and discussions with the MetroPlan Orlando Board and committees.

4.3 2040 Transit Blueprint

Blueprint 2040 includes local bus, express bus, demand-response paratransit, BRT, Flexbus, Commuter Rail, Maglev, and High Speed Rail. With the multiple transit services proposed for the region, costs exceeded revenues. Projects were prioritized to determine which projects should be included in the Cost Feasible Plan. Following is a list of the 2040 priorities that were re-evaluated for inclusion in the Cost Feasible Plan. The Cost Feasible Plan is discussed in more detail in Section 6 of this Transit Element. Table 3 summarizes projects included in the 2040 Transit Blueprint.

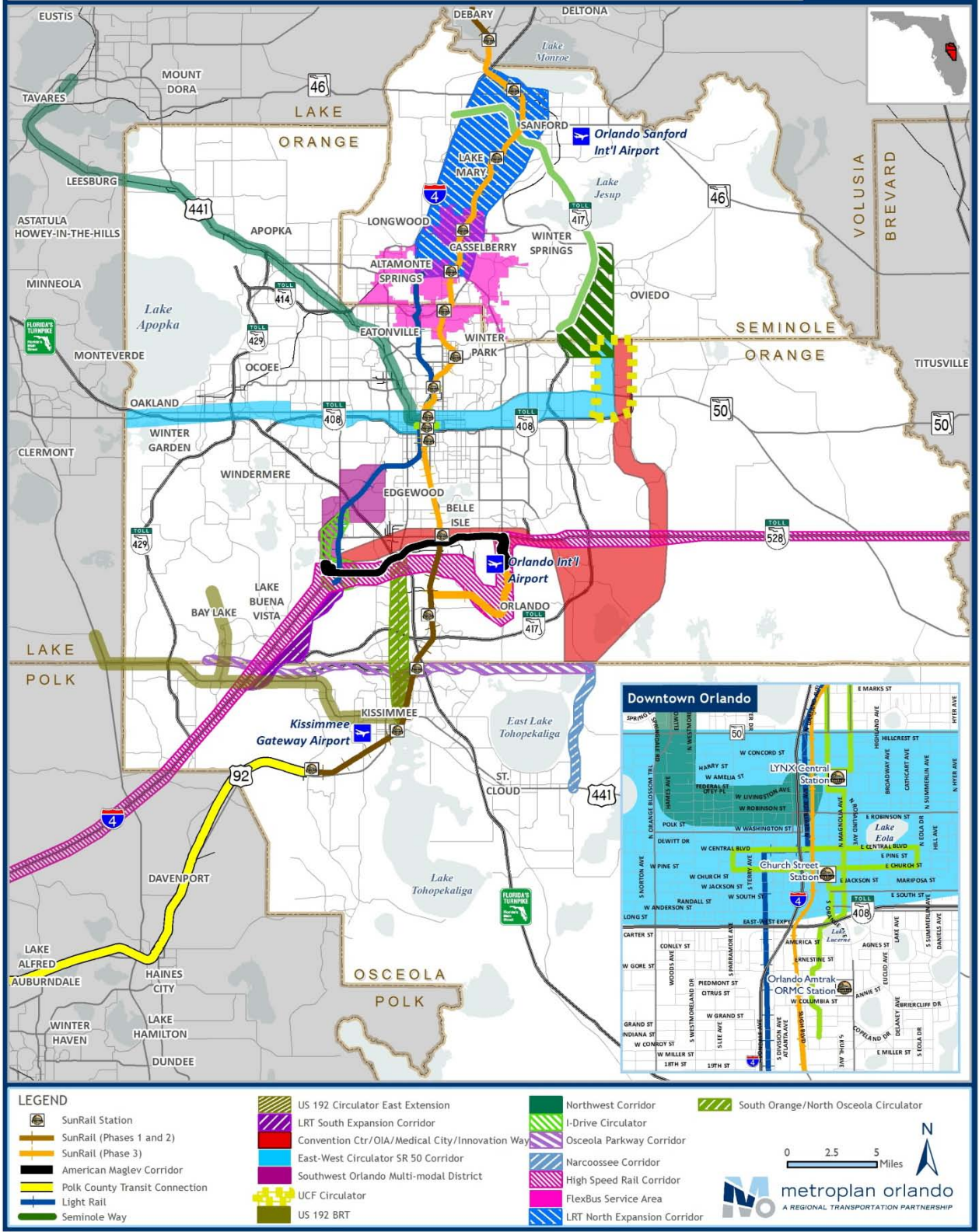
TABLE 3: 2040 BLUEPRINT SUMMARY

Project	Project Jurisdictions	Project Type
LYNX Transit Development Plan (TDP)		
Existing and Near-Term Planned Service	Tri-County Area	Planning
LYMMO		
North-South Extension	Orange County/City of Orlando	Operational
East-West Extension	Orange County/City of Orlando	Operational
Parramore Extension	Orange County/City of Orlando	Construction
SunRail		
Phase I	Debary to Sand Lake Road	Operational
Phase II	DeLand to Poinciana	Operational
Phase III	Meadow Woods Station to OIA	Planning
OIA Refresh AA Corridor	Orange County/City of Orlando	Planning
US 192 Bus Rapid Transit	Osceola County/City of Kissimmee	Planning
US 441 AA Corridor	Lake County, Orange County, and the Cities of Orlando and Apopka	Planning
Kissimmee Circulator	Osceola County/City of Kissimmee	Planning
Flexbus	Cities of Altamonte Springs, Maitland, Casselberry, Longwood	Technology Demonstration
Transit Connection to Polk County	Polk County	Concept
Intermodal Center at Orlando Int'l Airport	GOAA, Orange County, City of Orlando	Construction
Private Investments		
All Aboard Florida (HSR)	Proposed Miami to Orlando	Planning
American Maglev: OIA to I-Drive	Orange County/City of Orlando	Planning

Figure 6 displays the Blueprint 2040 projects. This depiction presents the public transit coverage that would be available if all the above projects were implemented.

2040 Transit Blue Print

Figure 6



5.0 Funding

In order to determine if all projects identified in the Needs Plan could progress, the funding from all sources had to be identified. Technical Report 2 discusses the region’s funding in detail. For purposes of this Transit Element, identified funding for public transit projects through 2040 totaled \$5.8 billion, 38% of all available revenues. Details of the operating and capital costs and revenues available for Blueprint 2040 are described in this section. Table 4 summarizes revenue available to fund the public transit network through 2040.

TABLE 4: 2040 TRANSIT REVENUE SUMMARY

2040 LRTP: Transit Funding from 2019 - 2040			
Agency	State/Federal	Local	Total
MetroPlan Orlando	\$ 164,600,000	n/a	\$ 164,600,000
SIS	\$ -	\$ -	\$ -
SunRail	\$ 337,900,000	\$ 459,900,000	\$ 797,800,000
LYNX	\$ 1,117,500,000	\$ 1,460,800,000	\$ 2,578,300,000
Orange County	n/a	\$ 1,436,100,000	\$ 1,436,100,000
Osceola County	n/a	\$ 400,731,000	\$ 400,731,000
Seminole County	n/a	\$ 207,470,000	\$ 207,470,000
City of Orlando	n/a	\$ 192,500,000	\$ 192,500,000
Trans. Alternatives		n/a	\$ -
Total	\$ 1,620,000,000	\$ 4,157,501,000	\$ 5,777,501,000

5.1 Operating and Capital Costs

As part of the Needs Plan, operating and capital needs of the region’s transportation network were developed. In attaching costs, the following assumptions were made:

- SunRail existing service was included based on the cost of the approximately 62-mile system as identified in the full funding grant agreement.
- LYNX operating costs were determined using existing service hours for current operations multiplied by estimated hourly rates related to the fiscal year (FY) 2015 preliminary budget. Capital costs were based on the FY2015 preliminary capital budget. Capital budget projections were then refined to determine capital costs through 2040, taking into account vehicle replacement needs, new and replacement infrastructure, and costs for the facility, furniture, fixtures, and equipment. Estimated LYNX costs include amounts for SunRail feeder service implemented to support Phase I operations and the expanded LYMMO system to include the Lime, Grapefruit, and North-South lines.
- The costs included for the additional planning projects are based on the planning projections included in each study. These cost estimates will be updated as projects progress through the project development phase.
 - The US 192 project costs are based on the US 192 Alternatives Analysis LPA projections.

- US 441, SR 50, and OIA Connector Refresh projections were developed based on information provided by the current studies and are planning level estimates.
- SunRail Phase III capital and operating costs are based on estimated costs per track mile for SunRail Phases I and II.
- Kissimmee Circulator study costs were included in the 2040 LRTP Transit Element.
- LYNX Vision corridors' costs were developed during this planning effort, using the same hourly rates per mode for LYNX existing service for local and express bus and bus rapid transit, while rail costs were based on averages derived from the 2012 National Transit Database (NTD) for rail systems. Capital bus and infrastructure costs for the Vision improvements were based on LYNX average pricing to ensure cost consistency, while rail capital costs were developed using averages from 2012 NTD data.
- LYNX Transit Development Plan (TDP) additional services were calculated using the same hourly rate as existing service, multiplied by the estimated service hours necessary for each proposed route. Capital was based on the same cost estimates as utilized for the Vision Corridors.
- An escalation factor was added to all costs in the plan consistent with the Consumer Price Index and industry averages for inflation to project operating and capital costs through 2040.

The result of the production of operating and capital costs for the region is a transit network totaling approximately \$14.2 billion through 2040. Of this total, the costs that will need to be funded by local governments equals approximately \$4.5 billion.

5.2 Revenues

Revenues identified through the 2040 LRTP include federal, state, local, and other sources to fund public transportation. The revenues were developed by Kimley-Horn and approved for use in the 2040 LRTP Transit Element. The region recognized that during development of the 2030 LRTP many assumptions for revenue sources were aggressive and did not materialize as planned. With the 2040 LRTP revenue streams, a more conservative approach determined available revenues so that proposed funding would be available for project needs. The overall available funding for transportation was recognized through 2040 as \$15.1 billion. Total revenues were approximated between roadway project needs of \$9.2 billion, roadway maintenance and operations needs of \$1 billion, and public transit needs of \$5.8 billion. Project costs identified in the 2040 Needs Plan and priorities of the 2040 Blueprint exceeded available revenues resulting in the more refined Cost Feasible Plan.

6.0 Cost Feasible Plan

The Cost Feasible Plan identifies projects from the 2040 Blueprint for Transit and an alignment of revenue sources to fund each project. This indicates which projects will be advanced and the timeframe for that advancement. Table 5 identifies the project descriptions, their respective costs, and the timeframe for implementation in the 2040 LRTP Transit Element Cost Feasible Plan. Figure 7 displays the 2040 LRTP Cost Feasible transit network.

To determine which projects are Cost Feasible, the portion that will need to be funded by the local governments was identified and compared to local revenues. It was assumed that federal and state matches would be readily available once the local funds were committed. This assumption will need to be confirmed on a project-by-project basis, as local funds become available and projects get implemented.

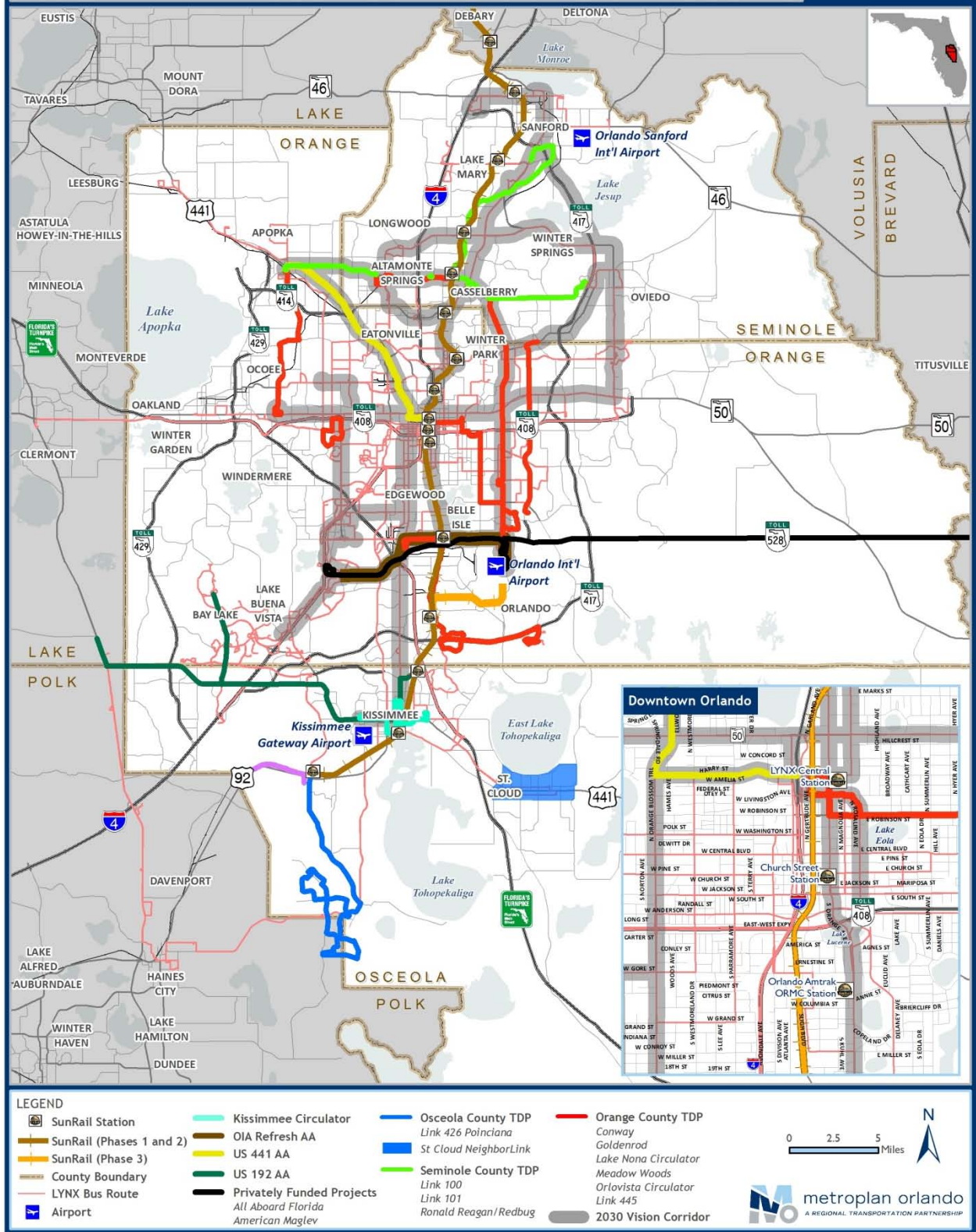
The Local Portion of the Cost Feasible network totals approximately \$2.6 billion with remaining Osceola County revenues estimated at \$2.7 billion available to fund additional public transit projects.

TABLE 5: 2040 COST FEASIBLE TRANSIT ELEMENT

Project Name		Year	All Figures in Millions			Operating Assumption Notes
Name	Details		Cost Year of Expenditure	Revenue	Difference	
SunRail: Phases 1 & 2	Commuter Rail from Volusia County through Seminole and Orange Counties, ending in Osceola County	2014-2017	\$240.36	\$240.36	\$0.00	Committed Funding through Agreements
<i>Available Revenue:</i>		2015-2040		\$2,274.97	\$2,274.97	Local Matching Revenue Only (2040 Financial Resources)
LYNX Existing Service	Existing Transit Level of Service (2014) Includes LYMMO E/W and Parramore Extensions	2014	\$2,079.40		\$195.57	Service that is Operational in 2014
SunRail: Phase 3	mainline at Meadow Woods Station to Orlando International Airport's Intermodal Terminal	2026	\$42.62		\$152.95	From Meadow Woods to OIA - Construction begins in 2023 - Local Capital and Operating Funding Match Only
US 192 Bus Rapid Transit (BRT)	Adopted Locally Preferred Alternative: Bus Rapid Transit along the US 192 corridor with service connections between the Four Corners Area, the Osceola Parkway SunRail Station, Walt Disney World, and the Kissimmee	2026	\$55.51	\$55.51	\$152.95	Assumes Local Funding by Osceola County - 2026 BRT
OIA Refresh AA Corridor	Premium transit corridor connecting the Orange County Convention Center and the Orlando International Airport's Intermodal	2031	\$111.23		\$41.72	From I Drive to OIA - BRT
Kissimmee Transit Circulator: Phases 1 & 2	Multi-route transit circulator system providing enhanced local access to SunRail and increased mobility within the City's Multimodal Transportation District	2036	\$2.49	\$2.49	\$41.72	Assumes Local Funding by Osceola County/City of Kissimmee - Local Bus
LYNX TDP: Osceola Component	St Cloud Neighborlink Link 426 - Poinciana SunRail	2036	\$1.47	\$1.47	\$41.72	Assumes Local Funding by Osceola County - Local Bus
LYNX TDP: Orange Component	Linx 100 (60%) Lake Nona Ciculator Linx 445 Extension Goldenrod Conway Ciculator Meadow Woods Ciculator Orlovista Ciculator US 441 Enhanced Express Bus	2036	\$30.82		\$49.56	
LYNX TDP: Seminole Component	Linx 100 (40%) Linx 101 Ronald Reagan/Red Bug	2036	\$12.28		\$37.28	
Private:All Aboard Florida - High Speed Rail	Privately funded transit - Orlando to Miami	TBD	-	-	-	http://www.allaboardflorida.com
Private:Airport to I-Drive Elevated Transit	Privately funded transit - OIA to I-Drive	TBD	-	-	-	Project Proposals Under Review
Total:			\$2,576.18	\$2,574.81	\$1.38	

Transit Cost Feasible Projects

Figure 7



7.0 Summary

Prior to Blueprint 2040, MetroPlan Orlando developed the 2030 Long Range Transportation Plan. LYNX, in coordination with MetroPlan Orlando, produced the Vision 2030 plan. With the production of Blueprint 2040, the LRTP and the Vision 2030 were merged into one comprehensive plan based on the same planning horizon and including the same socioeconomic conditions. Blueprint 2040 is the region's transit plan document, which outlines the public transit system of the future. This document identifies each project included in Blueprint 2040, as well as the costs of these projects. Also included is a summary of revenue sources available through FY2040 to support projects in the Cost Feasible Plan, and the shortfall that exists for the remaining projects.

Technical analyses, review of relevant plan documents and previous studies were used to develop Blueprint 2040. Also used to develop the plan were: coordination with local governments, MetroPlan Orlando Board and committee participation; public outreach, including a workshop at LYNX Central Station; and prioritization based on available revenue sources. As the transit vision for Orange, Osceola, and Seminole counties, Blueprint 2040 will be the region's resource document for future transit improvements.

Appendix A

Modal Assignment

Transit Orientation Index

There are five steps to developing the Transit Orientation Index, as summarized below.

Step 1: Compile data by block group for the four demographic characteristics.

The first step involves the compilation of Census demographic data by block group for each of the following four characteristics:

- population density (persons per square mile)
- proportion of the population age 60 or older (older adults)
- proportion of the population between 15 and 24 (youth)
- proportion of low-income population (i.e., households with annual income less than \$10,000)

In particular, the percent distributions for the demographic characteristics are compiled for every block group in each county. These proportions are then ranked in descending order from block groups with the greatest proportion of each characteristic to those with the smallest proportion.

Step 2: Compute an average proportion and standard deviation for each of the demographic characteristics.

An average percent (mean) and standard deviation is then computed for each demographic characteristic. A standard deviation measures the extent to which the actual percent values for each block group vary from the average percent value. With a normal “bell-shaped” distribution, approximately 68 percent of the values will be within 1 standard deviation of the average percent, while 95 percent will be within 2 standard deviations of the average.

Step 3: Stratify the proportions into four segments using the following breaks.

The resulting percent values for each block group fall into one of four categories for each demographic characteristic: below average (low), above average but within one standard deviation (medium), above average but between one and two standard deviations (high), and above average and more than two standard deviations (very high).

Step 4: Assign discrete numerical scores to each of the four categories established for each demographic characteristic.

Scores are assigned through the use of a comparative probability distribution methodology. This is done by first estimating the probability that a block group would end up in a given category for a given demographic characteristic. As an example, assume 7 of 123 block groups are above average and more than 2 standard deviations above average for the older adult population, which translates to 5.69 percent (7 divided by 123). There is a 5.69 percent probability for any given block group in the study area to fall within this above average

category. The probability percentage for each group is then divided into the probability percentage for the below average category. Continuing the previous example, the category score for "above average" older adult population is assumed to be 10.57 (60.16% probability percentage for "below average" category divided by 5.69 probability percentage for "above average" category is equal to 10.57).

Step 5: Calculate composite scores.

Composite scores are computed for each block group by summing the individual category scores for each of the demographic characteristics. The block groups are then ranked in descending order using the composite score and then stratified using the same method applied to individual demographic characteristics in Step 3. Block groups in the highest category are indicated as having a very high orientation for transit use based on the four demographic characteristics used to develop the Transit Orientation Index. Other categories are indicated as having a high, medium, and low orientation, respectively.

2040 MetroPlan LRTP - Transit Element
 Transit Mode Indentification
 Transit Orientation Index

Corridor		Segment		Segment Length [miles]	Buffer Area [acres]	Existing Transit Ridership	
#	Description	#	Description			Percentage	Score
1	Winter Park SunRail Connector	1-1	Winter Park SunRail Connector	1.38	1,300	22.36%	Low
2	US 192: Disney to Kissimmee	2-1	World Dr from Disney to US 192	4.24	3,208	0.00%	Low
		2-2	US 192 from World Dr to Osceola Square Mall	8.82	6,142	0.40%	Low
		2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.50	2,101	30.70%	Medium
		2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83	1,013	62.00%	High
3	US 192: Lake County to St. Cloud	3-1	US 192 from Lake County to World Dr	6.81	4,851	0.00%	Low
		3-2	US 192 from World Dr to Osceola Square Mall	8.85	6,156	0.42%	Low
		3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	31.09%	Medium
		3-4	US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	71.25%	Low
4	Silver Star Rd to Parramore	4-1	Silver Star Rd from Hiwassee Rd to Pine Hill Rd	1.49	1,456	0.09%	Low
		4-2	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	32.11%	Medium
		4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	42.65%	Medium
		4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	764	50.87%	High
		4-5	Parramore Ave from Colonial Dr to Gore St	1.50	1,460	71.31%	High
5	Sanford SunRail Connector	5-1	Sanford SunRail Connector	1.77	1,309	86.09%	High
6	Innovation Way: OIA to UCF	6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	0.00%	Low
		6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9,225	2.16%	Low
7	US 17-92: Fern Park to Downtown	7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	9.04%	Low
		7-2	US 17-92 from Lee Rd to Colonial Dr	4.06	3,076	18.04%	Low
		7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	46.52%	Medium
		8-1	Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to SR 417	3.01	2,327	34.51%	Medium
8	US 17-92: Sanford to Fern Park	8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	10.23%	Low
		9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	12.96%	Low
		9-2	SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	0.24%	Low
9	SR 436: Apopka to Fern Park	9-3	SR 436 from Hunt Club Blvd to US 17-92	4.28	3,231	6.31%	Low
		10-1	SR 436 from Fern Park to Colonial Dr	7.95	5,583	11.38%	Low
		10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	11.04%	Low
10	SR 436: Fern Park to OIA	11-1	US 441 from Apopka to Silver Star Rd	9.47	6,558	12.02%	Low
		11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	42.93%	Medium
		11-3	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange Blossom Tr to Garland Ave	1.19	1,193	67.72%	High
11	US 441: Apopka to Downtown	12-1	Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	68.97%	High
		12-2	Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	81.82%	High
		12-3	Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	34.24%	Medium
12	US 441/17-92: Downtown to Florida Mall	13-1	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	0.00%	Low
		13-2	Orange Blossom Tr from SR 528 to SR 417	4.27	3,235	0.00%	Low
		13-3	Orange Blossom Tr from SR 417 to US 192	4.68	3,506	14.01%	Low
13	US 441/17-92: Florida Mall to Kissimmee	14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	5.34%	Low
		14-2	SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	38.56%	Medium
		14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	56.37%	High
		14-4	SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	48.46%	High
		14-5	SR 50 from Orange Ave to SR 436	4.41	3,324	23.32%	Medium
		14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	6.67%	Low
14	SR 50: West Oaks Mall to UCF	15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	43.70%	Medium
		15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	56.66%	High
		15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr	7.33	5,150	21.60%	Low
		15-4	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	6.43%	Low
15	John Young Parkway: Downtown to International Drive	16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	55.01%	High
		16-2	Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave to Florida Mall	5.63	4,099	7.58%	Low
		17-1	Silver Star Rd from Hiwassee Rd to Pine Hill Rd	1.50	1,463	0.10%	Low
16	Orange Ave: Downtown to Sand Lake Rd	17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkman Rd	2.08	1,782	17.29%	Low
		17-3	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	1.38%	Low
		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	8.37%	Low
		18-1	I-4 from Vineland Rd to SR 528	4.40	3,246	18.24%	Low
17	Kirkman Rd: Park Promenade to International Drive	18-2	SR 528 from I-4 to Orange Blossom Tr	3.71	2,876	8.79%	Low
		18-3	Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from Orange Blossom Tr to OIA	8.14	5,656	0.00%	Low
		19-1	SR 434 from Maitland Blvd to US 17-92	8.91	6,199	4.33%	Low
18	SR 434: Maitland Blvd to UCF	19-2	SR 434 from US 17-92 to SR 417	6.56	4,694	12.41%	Low
		19-3	SR 434 from SR 417 to UCF	7.48	5,268	2.16%	Low
		20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	38.83%	Medium
19	Aloma Ave: Winter Park to Oviedo	20-2	Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	4.55%	Low
		21-1	Maitland Blvd from SR 434 to US 17-92	3.79	2,944	0.00%	Low
20	Maitland Blvd: SR 434 to US 17-92	22-1	SR 434 from UCF to SR 417	7.48	5,268	2.16%	Low
		22-2	SR 417 from SR 434 to US 17-92	6.53	4,677	11.04%	Low
		22-3	US 17-92 from SR 417 to 1st St	2.89	2,275	38.96%	Medium
21	Seminole Way: Sanford to UCF						

Future Land Use Category Scores

This appendix contains the land use categories and scores used in the segment scoring process. Land use categories were taken from more than one county. Different counties use different names for land use categories that are the same or very similar. This list includes all the land use categories used in the study area. Scores were assigned to each land use category based on the assumed level of transit supportiveness for each land use type.

Future Land Use Category	Jurisdiction	Score
1/2	Orange County	0
ACMU	Orange County	3
ACR	Orange County	3
AG	OSCEOLA COUNTY	0
AIC	Sanford	3
AIR-HIGH	Orlando	3
ANNEX	Apopka	2
C	Orange County	3
C	Ovideo	0
CC	Maitland	1
Central Business District	Winter Park	3
City	Orange County	2
CM	Ovideo	3
COM	KISSIMMEE	3
COM	Lake Mary	3
COM	OSCEOLA COUNTY	3
COM	REEDY CREEK IMPROVEMENT DISTRICT	3
COM	Seminole County	3
COM	ST CLOUD	3
COMM	Apopka	3
COMM	Casselberry	3
COMM	Ocoee	3
COMM-AC	Orlando	2
COMM-AC/RES-PRO	Orlando	2
Commerce	Winter Park	3
Commercial	Winter Springs	3
Commercial/Office	Altamonte Springs	3
CON	Longwood	0
CONS	Maitland	0
CONS	Ocoee	3
CONS	OSCEOLA COUNTY	0
CONS	Ovideo	0
CONS	REEDY CREEK IMPROVEMENT DISTRICT	0
CONSERV	Orlando	0
CONSERV/RES-PRO	Orlando	1
Conservation	Altamonte Springs	0
Conservation	Winter Springs	0
DH	Longwood	3
DMMP	Maitland	3
DMU	Ovideo	3
Do Not Include	Casselberry	0
Do Not Include	Do Not Include	0
Do Not Include	Longwood	0
Do Not Include	Maitland	0
Do Not Include	Winter Springs	0
DT-AC	Orlando	3
East Town Center	Altamonte Springs	3

Future Land Use Category	Jurisdiction	Score
Gateway Activity Center	Altamonte Springs	3
GC	Sanford	3
Greenway Interchange District	Winter Springs	3
H	Maitland	3
HD	Orange County	3
HDR	Casselberry	3
HDR	Ocoee	3
HDR	Ovideo	3
HDR	Sanford	3
HDR	Seminole County	3
High Density Residential	Winter Park	3
High Density Residential	Winter Springs	3
HINR	Casselberry	3
HIPTI	Seminole County	3
HIPTR	Seminole County	3
I	Orange County	1
I	Sanford	1
IMU	Longwood	3
IN	Orange County	3
IN	Ovideo	1
IND	Apopka	1
IND	Casselberry	1
IND	KISSIMMEE	1
IND	Longwood	1
IND	OSCEOLA COUNTY	1
IND	Seminole County	1
IND	ST CLOUD	1
INDUST	Orlando	1
INDUST/RES-PRO	Orlando	2
Industrial	Altamonte Springs	1
Industrial	Winter Park	1
Industrial	Winter Springs	1
INST	KISSIMMEE	3
INST	Ocoee	3
INST	OSCEOLA COUNTY	3
INST	ST CLOUD	3
INST_PU	Apopka	3
Institutional	Altamonte Springs	3
Institutional	Winter Park	3
LD	Orange County	1
LDR	Casselberry	1
LDR	Lake Mary	1
LDR	Longwood	1
LDR	Ocoee	1
LDR	Ovideo	1
LDR	Seminole County	1
LDRMH	Sanford	1

Future Land Use Category	Jurisdiction	Score
LDRSF	Sanford	1
LINR	Casselberry	2
LM	Maitland	1
LM	Orange County	2
LOD	REEDY CREEK IMPROVEMENT DISTRICT	3
Low Density	Winter Park	1
Low Density Residential	Altamonte Springs	1
Low Density Residential	Winter Springs	1
MD	Orange County	2
MDR	Casselberry	2
MDR	Lake Mary	2
MDR	Longwood	2
MDR	Ocoee	2
MDR	Ovideo	2
MDR	Seminole County	2
MDR10	Sanford	2
MDR15	Sanford	3
Medium Density Residential	Altamonte Springs	2
Medium Density Residential	Winter Park	2
Medium Density Residential	Winter Springs	2
MET-AC	Orlando	3
MET-AC/RES-PRO	Orlando	3
Mixed Use	Winter Springs	3
MORC	Maitland	3
MTMU	Casselberry	3
MU	Apopka	3
MU	KISSIMMEE	3
MU	OSCEOLA COUNTY	3
MU	REEDY CREEK IMPROVEMENT DISTRICT	3
MUC-HIGH	Orlando	3
MUC-MED	Orlando	3
MUC-MED/RES-PRO	Orlando	3
MXD	Seminole County	3
NC	Sanford	2
NCMU	Longwood	3
NEIGH-AC	Orlando	2
NEIGH-AC/RES-PRO	Orlando	2
O	Orange County	3
OCU	Maitland	3
OFF	Apopka	3
OFF	Lake Mary	3
OFF	OSCEOLA COUNTY	3
OFF	Ovideo	3
OFF	Seminole County	3
OFF	ST CLOUD	3
Office/Residential	Altamonte Springs	2
Office_Professional	Winter Park	3

Future Land Use Category	Jurisdiction	Score
OFFICE-HIGH	Orlando	3
OFFICE-LOW	Orlando	1
OFFICE-LOW/RES-PRO	Orlando	1
OFFICE-MED	Orlando	2
OFFICE-MED/RES-PRO	Orlando	2
Open Space_Recreation	Winter Park	0
Out	Winter Springs	2
P	Ovideo	2
P/I	Longwood	3
P/R	Orange County	0
PARK	Maitland	0
PD	Orange County	3
PD	OSCEOLA COUNTY	3
PD	Seminole County	3
PML	Seminole County	0
PO	Maitland	3
PR	Apopka	0
PRO	Sanford	0
PS	Ocoee	3
PSP	Sanford	3
PUB	Casselberry	1
PUB	Lake Mary	1
PUBC	Seminole County	0
PUBG	Seminole County	0
Public / Semi-Public	Winter Springs	3
PUBO	Seminole County	0
PUB-REC-INST	Orlando	2
PUB-REC-INST/RES-PRO	Orlando	1
PUBS	Seminole County	0
PUBU	Seminole County	3
PUD	Ovideo	3
R	Orange County	2
R3	Seminole County	1
R5	Seminole County	1
RCOM	Lake Mary	2
REC	Casselberry	0
REC	KISSIMMEE	0
REC	Seminole County	0
REC	ST CLOUD	0
Recreation	Winter Springs	0
Regional Business Center Activity Center	Altamonte Springs	3
Regional Business Center Core East	Altamonte Springs	3
Regional Business Center Core West	Altamonte Springs	3
RES-HIGH	Orlando	3
RES-LOW	Orlando	2
RES-LOW/RES-PRO	Orlando	2
RES-MED	Orlando	3

Future Land Use Category	Jurisdiction	Score
RES-MED/RES-PRO	Orlando	3
RH	Apopka	2
RH	KISSIMMEE	3
RH	OSCEOLA COUNTY	3
RH	ST CLOUD	3
Right of Way	Altamonte Springs	0
Right of Way - Rail	Altamonte Springs	0
RL	Apopka	1
RL	KISSIMMEE	1
RL	OSCEOLA COUNTY	1
RL	Ovideo	0
RL	ST CLOUD	1
RLS	Apopka	1
RM	Apopka	2
RM	KISSIMMEE	2
RM	OSCEOLA COUNTY	2
RM	ST CLOUD	2
RML	Apopka	2
ROI	Sanford	3
ROW	Seminole County	0
ROW	Winter Springs	0
RP	Sanford	0
Rural Residential	Winter Springs	0
SE	Sanford	0
SE	Seminole County	0
SF	Maitland	1
Single Family	Winter Park	1
Town Center District	Winter Springs	3
UNC	Ocoee	1
UNK	KISSIMMEE	0
UNK	OSCEOLA COUNTY	1
UNK	ST CLOUD	0
UR-AC	Orlando	3
UR-AC/RES-PRO	Orlando	3
URBAN-VILLAGE	Orlando	3
URB-RES	Orlando	3
URB-VIL	Orlando	3
URB-VIL/RES-PRO	Orlando	3
V	Orange County	1
WAT	KISSIMMEE	0
WAT	OSCEOLA COUNTY	0
WAT	REEDY CREEK IMPROVEMENT DISTRICT	0
Water	Altamonte Springs	0
WATER	Casselberry	0
WATER	Longwood	0
WB	Orange County	0
WDBD	Sanford	3

Future Land Use Category	Jurisdiction	Score
West Town Center	Altamonte Springs	3
WIC	Sanford	3

2040 MetroPlan L RTP - Transit Element
 Transit Mode Indentification
 Future Land Use

Corridor		Segment		Segment Length [miles]	Buffer Area [acres]	Future Land Use	
#	Description	#	Description			Index	Score
1	Winter Park SunRail Connector	1-1	Winter Park Sunrail Connector	1.38	1,300	1.884	Low
2	US 192: Disney to Kissimmee	2-1	World Dr from Disney to US 192	4.24	3,208	1.341	Low
		2-2	US 192 from World Dr to Osceola Square Mall	8.82	6,142	2.221	Medium
		2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.50	2,101	2.111	Medium
		2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83	1,013	1.709	Low
3	US 192: Lake County to St. Cloud	3-1	US 192 from Lake County to World Dr	6.81	4,851	2.198	Medium
		3-2	US 192 from World Dr to Osceola Square Mall	8.85	6,156	2.232	Medium
		3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	2.103	Medium
		3-4	US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	1.861	Low
4	Silver Star Rd to Parramore	4-1	Silver Star Rd from Hiawasse Rd to Pine Hill Rd	1.49	1,456	2.131	Medium
		4-2	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	1.651	Low
		4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	1.894	Low
		4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	764	1.723	Low
		4-5	Parramore Ave from Colonial Dr to Gore St	1.50	1,460	2.105	Medium
5	Sanford SunRail Connector	5-1	Sanford Sunrail Connector	1.77	1,309	2.440	High
6	Innovation Way: OIA to UCF	6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	2.426	High
		6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9,225	2.128	Medium
7	US 17-92: Fern Park to Downtown	7-1	US 17-92 from SR 436 to Lee Rd	4.48	3,183	1.759	Low
		7-2	US 17-92 from Lee Rd to Colonial Dr	4.06	3,076	1.917	Low
		7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	2.501	High
8	US 17-92: Sanford to Fern Park	8-1	Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to SR 417	3.01	2,327	1.816	Low
		8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	1.653	Low
9	SR 436: Apopka to Fern Park	9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	1.922	Low
		9-2	SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	1.986	Low
		9-3	SR 436 from Hunt Club Blvd to US 17-92	4.28	3,231	2.175	Medium
10	SR 436: Fern Park to OIA	10-1	SR 436 from Fern Park to Colonial Dr	7.95	5,583	1.843	Low
		10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	2.352	High
11	US 441: Apopka to Downtown	11-1	US 441 from Apopka to Silver Star Rd	9.47	6,558	1.616	Low
		11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	1.896	Low
		11-3	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange Blossom Tr to Garland Ave	1.19	1,193	2.096	Medium
12	US 441/17-92: Downtown to Florida Mall	12-1	Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	2.152	Medium
		12-2	Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	1.922	Low
		12-3	Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	2.091	Medium
13	US 441/17-92: Florida Mall to Kissimmee	13-1	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	1.913	Low
		13-2	Orange Blossom Tr from SR 528 to SR 417	4.27	3,235	1.522	Low
		13-3	Orange Blossom Tr from SR 417 to US 192	4.68	3,506	1.801	Low
		14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	2.178	Medium
14	SR 50: West Oaks Mall to UCF	14-2	SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	1.836	Low
		14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	1.904	Low
		14-4	SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	2.008	Medium
		14-5	SR 50 from Orange Ave to SR 436	4.41	3,324	2.273	Medium
		14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	2.023	Medium
		15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	2.045	Medium
15	John Young Parkway: Downtown to International Drive	15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	1.905	Low
		15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr	7.33	5,150	1.933	Low
		15-4	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	2.761	High
		16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	2.460	High
16	Orange Ave: Downtown to Sand Lake Rd	16-2	Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave to Florida Mall	5.63	4,099	1.808	Low
		17-1	Silver Star Rd from Hiawasse Rd to Pine Hill Rd	1.50	1,463	2.131	Medium
		17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkman Rd	2.08	1,782	2.052	Medium
17	Kirkman Rd: Park Promenade to International Drive	17-3	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	2.258	Medium
		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	2.580	High
		18-1	I-4 from Vineland Rd to SR 528	4.40	3,246	2.627	High
		18-2	SR 528 from I-4 to Orange Blossom Tr	3.71	2,876	1.774	Low
18	SR 528: Disney to OIA	18-3	Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from Orange Blossom Tr to OIA	8.14	5,656	2.219	Medium
		19-1	SR 434 from Maitland Blvd to US 17-92	8.91	6,199	1.809	Low
		19-2	SR 434 from US 17-92 to SR 417	6.56	4,694	1.748	Low
19	SR 434: Maitland Blvd to UCF	19-3	SR 434 from SR 417 to UCF	7.48	5,268	1.924	Low
		20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	1.494	Low
20	Aloma Ave: Winter Park to Oviedo	20-2	Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	1.708	Low
		21-1	Maitland Blvd from SR 434 to US 17-92	3.79	2,944	1.968	Low
21	Maitland Blvd: SR 434 to US 17-92	22-1	SR 434 from UCF to SR 417	7.48	5,268	1.925	Low
		22-2	SR 417 from SR 434 to US 17-92	6.53	4,677	1.011	Low
22	Seminole Way: Sanford to UCF	22-3	US 17-92 from SR 417 to 1st St	2.89	2,275	1.937	Low

2040 MetroPlan LRTP - Transit Element
Transit Mode Indentification
Existing Transit Ridership

Corridor		Segment		Segment Length [miles]	Buffer Area [acres]	Existing Benefit Riders	
#	Description	#	Description			Average Daily	Score
1	Winter Park SunRail Connector	1-1	Winter Park Sunrail Connector	1.38	1,300	2,433	Low
2	US 192: Disney to Kissimmee	2-1	World Dr from Disney to US 192	4.24	3,208	1,529	Low
		2-2	US 192 from World Dr to Osceola Square Mall	8.82	6,142	3,431	Medium
		2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.50	2,101	3,837	Medium
		2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83	1,013	969	Low
3	US 192: Lake County to St. Cloud	3-1	US 192 from Lake County to World Dr	6.81	4,851	974	Low
		3-2	US 192 from World Dr to Osceola Square Mall	8.85	6,156	3,431	Medium
		3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	3,837	Medium
		3-4	US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	1,732	Low
4	Silver Star Rd to Parramore	4-1	Silver Star Rd from Hiwassee Rd to Pine Hill Rd	1.49	1,456	2,410	Low
		4-2	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	1,654	Low
		4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	1,419	Low
		4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	764	2,393	Low
		4-5	Parramore Ave from Colonial Dr to Gore St	1.50	1,460	2,970	Low
5	Sanford SunRail Connector	5-1	Sanford Sunrail Connector	1.77	1,309	59	Low
6	Innovation Way: OIA to UCF	6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	0	Low
		6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9,225	857	Low
7	US 17-92: Fern Park to Downtown	7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	1,448	Low
		7-2	US 17-92 from Lee Rd to Colonial Dr	4.06	3,076	2,281	Low
		7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	5,780	High
		7-4	Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to SR 417	3.01	2,327	0	Low
8	US 17-92: Sanford to Fern Park	8-1	US 17-92 from SR 417 to SR 436	8.92	6,207	2,169	Low
		8-2	US 17-92 from SR 436 to SR 436	0.66	925	1,437	Low
9	SR 436: Apopka to Fern Park	9-1	SR 436 from Park Ave (Apopka) to SR 436	5.53	4,037	940	Low
		9-2	SR 436 from US 441 to Hunt Club Blvd	4.28	3,231	1,355	Low
		9-3	SR 436 from Hunt Club Blvd to US 17-92	7.95	5,583	2,661	Low
10	SR 436: Fern Park to OIA	10-1	SR 436 from Fern Park to Colonial Dr	8.69	6,057	5,071	High
		10-2	SR 436 from Colonial Dr to OIA	9.47	6,558	4,578	Medium
11	US 441: Apopka to Downtown	11-1	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	1,419	Low
		11-2	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange Blossom Tr to Garland Ave	1.19	1,193	9,139	High
		11-3	Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	8,539	High
12	US 441/17-92: Downtown to Florida Mall	12-1	Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	2,887	Low
		12-2	Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	6,132	High
		12-3	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	2,360	Low
13	US 441/17-92: Florida Mall to Kissimmee	13-1	Orange Blossom Tr from SR 528 to SR 417	4.27	3,235	2,986	Low
		13-2	Orange Blossom Tr from SR 417 to US 192	4.68	3,506	1,555	Low
		13-3	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	3,489	Medium
14	SR 50: West Oaks Mall to UCF	14-1	SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	6,328	High
		14-2	SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	4,525	Medium
		14-3	SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	2,495	Low
		14-4	SR 50 from Orange Ave to SR 436	4.41	3,324	4,686	Medium
		14-5	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	2,447	Low
		14-6	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	3,645	Medium
15	John Young Parkway: Downtown to International Drive	15-1	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	4,525	Medium
		15-2	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr	7.33	5,150	6,834	High
		15-3	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	7,488	High
		15-4	Orange Ave from Livingston St to Gore St	1.19	1,251	4,290	Medium
16	Orange Ave: Downtown to Sand Lake Rd	16-1	Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave to Florida Mall	5.63	4,099	4,438	Medium
		16-2	Silver Star Rd from Hiwassee Rd to Pine Hill Rd	1.50	1,463	2,410	Low
		16-3	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkman Rd	2.08	1,782	4,468	Medium
17	Kirkman Rd: Park Promenade to International Drive	17-1	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	7,545	High
		17-2	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	5,872	High
		17-3	I-4 from Vineland Rd to SR 528	4.40	3,246	1,265	Low
		17-4	SR 528 from I-4 to Orange Blossom Tr	3.71	2,876	1,143	Low
18	SR 528: Disney to OIA	18-1	Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from Orange Blossom Tr to OIA	8.14	5,656	5,476	High
		18-2	SR 434 from Maitland Blvd to US 17-92	8.91	6,199	1,414	Low
		18-3	SR 434 from US 17-92 to SR 417	6.56	4,694	102	Low
19	SR 434: Maitland Blvd to UCF	19-1	SR 434 from SR 417 to UCF	7.48	5,268	420	Low
		19-2	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	478	Low
		19-3	Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	58	Low
20	Maitland Blvd: SR 434 to US 17-92	20-1	Maitland Blvd from SR 434 to US 17-92	3.79	2,944	0	Low
21	Seminole Way: Sanford to UCF	21-1	SR 434 from UCF to SR 417	7.48	5,268	420	Low
		21-2	SR 417 from SR 434 to US 17-92	6.53	4,677	0	Low
		21-3	US 17-92 from SR 417 to 1st St	2.89	2,275	0	Low

12-1	Amelia St from Garland Ave to Orange Blossom Tr	Express	BRT	BRT	BRT	BRT	BRT	X	
12-2	Orange Blossom Tr from Amelia St to Gore St	Express	BRT	BRT	BRT	BRT	BRT	X	
12-3	Orange Blossom Tr from Amelia St to Florida Mall	Express	BRT	BRT	BRT	BRT	BRT	X	
13-1	Orange Blossom Tr from Florida Mall to SR 528	Local Bus	Local Bus	Local Bus	Local Bus	Express	Express		
13-2	Orange Blossom Tr from SR 528 to SR 417	Local Bus	Local Bus	Local Bus	Local Bus	Express	Express		
13-3	Orange Blossom Tr from SR 417 to US 192	Local Bus	Local Bus	Local Bus	Local Bus	Express	Express		
14-1	SR 50 from West Oaks Mall to Kirkman Rd	Express	Express	Express	Express	BRT	BRT		X
14-2	SR 50 from Kirkman Rd to John Young Pkwy	Express	Express	Express	Express	BRT	BRT	X	
14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	Express	Express	Express	Express	BRT	BRT	X	
14-4	SR 50 from Orange Blossom Tr to Orange Ave	BRT	BRT	BRT	BRT	BRT	BRT	X	
14-5	SR 50 from Orange Ave to SR 436	BRT	BRT	BRT	BRT	BRT	BRT	X	
14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	BRT	BRT	BRT	BRT	BRT	BRT		X
15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	Express	Express	Express	Express	BRT	BRT	X	
15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	Express	Express	Express	Express	BRT	BRT	X	
15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr	Express	Express	Express	Express	BRT	BRT	X	
15-4	International Dr from Oak Ridge Rd to SR 528	Local Bus	Streetcar	Streetcar	Streetcar	Streetcar	Streetcar		
16-1	Orange Ave from Livingston St to Gore St	Express	BRT	BRT	BRT	BRT	BRT	X	
16-2	Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from	Express	BRT	BRT	BRT	BRT	BRT	X	
17-1	Silver Star Rd from Hiawasse Rd to Pine Hill Rd	Express	Express	Express	Express	Express	Express		
17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkman Rd	Express	Express	Express	Express	Express	Express		
17-3	Kirkman Rd from Colonial Dr to International Dr	Express	Express	Express	Express	BRT	BRT		X
17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	Local Bus	Streetcar	Streetcar	Streetcar	Streetcar	Streetcar		
18-1	I-4 from Vineland Rd to SR 528	Express	Express	BRT	BRT	BRT	BRT		X
18-2	SR 528 from I-4 to Orange Blossom Tr	Express	Express	BRT	BRT	BRT	BRT		X
18-3	Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from Orange Blossom Tr to OIA	Express	Express	BRT	BRT	BRT	BRT		X
19-1	SR 434 from Maitland Blvd to US 17-92	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus		
19-2	SR 434 from US 17-92 to SR 417	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus		
19-3	SR 434 from SR 417 to UCF	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus		
20-1	Aloma Ave from SR 436 to Howell Branch Rd	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus		
20-2	Aloma Ave from Howell Branch Rd to SR 434	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus	Local Bus		
21-1	Maitland Blvd from SR 434 to US 17-92	Express	Express	Express	Express	Express	Express		
22-1	SR 434 from UCF to SR 417	Local Bus	Local Bus	Local Bus	Express	Express	Express		
22-2	SR 417 from SR 434 to US 17-92	Local Bus	Local Bus	Local Bus	Express	Express	Express		
22-3	US 17-92 from SR 417 to 1st St	Local Bus	Local Bus	Local Bus	Express	Express	Express		

2040 MetroPlan LRTP - Transit Element
Streetcar Analysis

Weight
Mode: 3
Trip Length: 1
Presence of Sidewalks: 2
Downtown Area: 3
Capacity Needed: 1
User Type: 2

Corridor		Segment		Segment Length [miles]	Buffer Area [acres]	Criteria						Score						Final Score	Streetcar Assessment
#	Description	#	Description			Mode	Trip Length	Presence of Sidewalks	Downtown Area Environment	Capacity Needed	User Type	Mode	Trip Length	Presence of Sidewalks	Downtown Area Environment	Capacity Needed	User Type		
1	Winter Park SunRail Connector	1-1	Winter Park Sunrail Connector	1.38	1,300	BRT	High	High	High	Low	High	3	5	5	5	1	5	50	Yes
2		2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83	1,013	BRT	High	Medium	Medium	Low	Medium	3	5	3	3	1	3	36	Yes
4		4-5	Parramore Ave from Colonial Dr to Gore St	1.50	1,460	LRT	High	High	High	Low	Medium	5	5	5	5	1	3	52	Yes
5	Sanford SunRail Connector	5-1	Sanford Sunrail Connector	1.77	1,309	LRT	High	Low	Low	Low	Low	5	5	1	1	1	1	28	Maybe
7		7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	LRT	High	High	High	Medium	Medium	5	5	5	5	3	3	54	Yes
9	SR 436: Apopka to Fern Park	9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	Express	High	Low	Low	Low	Low	1	5	1	1	1	1	16	No
11	US 441: Apopka to Downtown	11-1	US 441 from Apopka to Silver Star Rd	9.47	6,558	Express	Medium	Low	Low	Medium	Low	1	3	1	1	3	1	16	No
		11-3	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from	1.19	1,193	LRT	High	High	High	High	Medium	5	5	5	5	5	3	56	Yes
12	US 441/17-92: Downtown to Florida Mall	12-1	Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	LRT	High	High	High	High	Medium	5	5	5	5	5	3	56	Yes
		12-2	Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	BRT	High	High	High	Low	Medium	3	5	5	5	1	3	46	Yes
15		15-4	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	LRT	Medium	Medium	High	High	High	5	3	3	5	5	5	54	Yes
16	Orange Ave: Downtown to Sand Lake Rd	16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	LRT	High	High	High	Medium	Medium	5	5	5	5	3	3	54	Yes
17		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	LRT	High	Medium	High	Medium	High	5	5	3	5	3	5	54	Yes
Thresholds																			
Minimum																	12		
Medium																	36		
Maximum																	60		
Streetcar Thresholds																			
No - Maybe																	24		
Maybe - Yes																	36		

Appendix B

Needs Plan Costs

2040 MetroPlan LRTP - Transit Element - Needs Plan Cost - Local Match Only
(All Figures in Millions)

Time Period	Revenues	LYNX Existing	SunRail		Alternatives Analysis				LYNX TDP			Unfunded Vision Corridors	Kissimmee Circulator
			Phases 1 and 2	Phase 3	U.S.192	OIA Refresh	U.S.441	S.R.50	Orange County	Osceola County	Seminole County		
2015-2020	\$362.259	\$368.842	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$37.033	\$0.000	\$0.000	\$0.000	\$422.455	\$0.000
2021-2025	\$379.240	\$351.981	\$51.540	\$19.445	\$0.000	\$0.000	\$0.000	\$2.535	\$0.000	\$0.000	\$0.000	\$335.234	\$0.000
2026-2030	\$440.965	\$398.235	\$57.240	\$6.976	\$46.246	\$0.000	\$0.000	\$2.869	\$0.000	\$0.000	\$0.000	\$409.349	\$0.000
2031-2035	\$508.690	\$450.566	\$62.940	\$6.026	\$4.347	\$102.693	\$0.000	\$132.394	\$0.000	\$0.000	\$0.000	\$263.770	\$0.000
2036-2040	\$583.815	\$509.774	\$68.640	\$10.171	\$4.918	\$8.540	\$3.059	\$22.888	\$27.763	\$1.469	\$12.277	\$290.740	\$2.495
Total	\$2,274.969	\$2,079.398	\$240.360	\$42.617	\$55.511	\$111.233	\$3.059	\$197.718	\$27.763	\$1.469	\$12.277	\$1,721.548	\$2.495

2040 MetroPlan LRTP - Transit Element
Available Revenue Summary

Year	Orange County		Osceola County		Seminole County			City of Orlando			Total	Total w/o CRA & Parking
	General Fund	Sub-Total	Various	Sub-Total	9th Cent	General Fund	Sub-Total	LOGT	CRA & Parking	Sub-Total		
2015	\$39,200,000	\$39,200,000	\$6,150,000	\$6,150,000	\$2,000,000	\$4,080,000	\$6,080,000	\$3,838,000	\$1,339,000	\$5,177,000	\$56,607,000	\$55,268,000
2016	\$40,400,000	\$40,400,000	\$6,810,000	\$6,810,000	\$2,000,000	\$4,120,000	\$6,120,000	\$3,876,000	\$1,378,000	\$5,254,000	\$58,584,000	\$57,206,000
2017	\$41,600,000	\$41,600,000	\$7,490,000	\$7,490,000	\$2,000,000	\$4,160,000	\$6,160,000	\$3,914,000	\$1,417,000	\$5,331,000	\$60,581,000	\$59,164,000
2018	\$42,900,000	\$42,900,000	\$8,200,000	\$8,200,000	\$2,000,000	\$4,400,000	\$6,400,000	\$3,952,000	\$1,456,000	\$5,408,000	\$62,908,000	\$61,452,000
2019	\$44,200,000	\$44,200,000	\$8,930,000	\$8,930,000	\$2,000,000	\$4,440,000	\$6,440,000	\$3,990,000	\$1,495,000	\$5,485,000	\$65,055,000	\$63,560,000
2020	\$45,500,000	\$45,500,000	\$9,601,000	\$9,601,000	\$2,000,000	\$4,480,000	\$6,480,000	\$4,028,000	\$1,534,000	\$5,562,000	\$67,143,000	\$65,609,000
2021	\$50,300,000	\$50,300,000	\$10,296,000	\$10,296,000	\$2,000,000	\$4,520,000	\$6,520,000	\$4,066,000	\$1,573,000	\$5,639,000	\$72,755,000	\$71,182,000
2022	\$51,800,000	\$51,800,000	\$10,991,000	\$10,991,000	\$2,000,000	\$4,560,000	\$6,560,000	\$4,104,000	\$1,612,000	\$5,716,000	\$75,067,000	\$73,455,000
2023	\$53,300,000	\$53,300,000	\$11,686,000	\$11,686,000	\$2,100,000	\$4,600,000	\$6,700,000	\$4,142,000	\$1,651,000	\$5,793,000	\$77,479,000	\$75,828,000
2024	\$54,900,000	\$54,900,000	\$12,381,000	\$12,381,000	\$2,100,000	\$4,640,000	\$6,740,000	\$4,180,000	\$1,690,000	\$5,870,000	\$79,891,000	\$78,201,000
2025	\$56,500,000	\$56,500,000	\$13,076,000	\$13,076,000	\$2,100,000	\$4,680,000	\$6,780,000	\$4,218,000	\$1,729,000	\$5,947,000	\$82,303,000	\$80,574,000
2026	\$58,200,000	\$58,200,000	\$13,771,000	\$13,771,000	\$2,100,000	\$4,720,000	\$6,820,000	\$4,256,000	\$1,768,000	\$6,024,000	\$84,815,000	\$83,047,000
2027	\$60,000,000	\$60,000,000	\$14,466,000	\$14,466,000	\$2,100,000	\$4,760,000	\$6,860,000	\$4,294,000	\$1,807,000	\$6,101,000	\$87,427,000	\$85,620,000
2028	\$61,700,000	\$61,700,000	\$15,161,000	\$15,161,000	\$2,100,000	\$4,800,000	\$6,900,000	\$4,332,000	\$1,846,000	\$6,178,000	\$89,939,000	\$88,093,000
2029	\$63,600,000	\$63,600,000	\$15,856,000	\$15,856,000	\$2,100,000	\$4,840,000	\$6,940,000	\$4,370,000	\$1,885,000	\$6,255,000	\$92,651,000	\$90,766,000
2030	\$65,500,000	\$65,500,000	\$16,551,000	\$16,551,000	\$2,100,000	\$4,880,000	\$6,980,000	\$4,408,000	\$1,924,000	\$6,332,000	\$95,363,000	\$93,439,000
2031	\$67,400,000	\$67,400,000	\$17,246,000	\$17,246,000	\$2,100,000	\$4,920,000	\$7,020,000	\$4,446,000	\$1,963,000	\$6,409,000	\$98,075,000	\$96,112,000
2032	\$69,400,000	\$69,400,000	\$17,941,000	\$17,941,000	\$2,100,000	\$4,960,000	\$7,060,000	\$4,484,000	\$2,002,000	\$6,486,000	\$100,887,000	\$98,885,000
2033	\$71,400,000	\$71,400,000	\$18,636,000	\$18,636,000	\$2,100,000	\$5,000,000	\$7,100,000	\$4,522,000	\$2,041,000	\$6,563,000	\$103,699,000	\$101,658,000
2034	\$73,500,000	\$73,500,000	\$19,331,000	\$19,331,000	\$2,100,000	\$5,040,000	\$7,140,000	\$4,560,000	\$2,080,000	\$6,640,000	\$106,611,000	\$104,531,000
2035	\$75,700,000	\$75,700,000	\$20,026,000	\$20,026,000	\$2,100,000	\$5,080,000	\$7,180,000	\$4,598,000	\$2,119,000	\$6,717,000	\$109,623,000	\$107,504,000
2036	\$77,900,000	\$77,900,000	\$20,721,000	\$20,721,000	\$2,100,000	\$5,120,000	\$7,220,000	\$4,636,000	\$2,158,000	\$6,794,000	\$112,635,000	\$110,477,000
2037	\$80,200,000	\$80,200,000	\$21,416,000	\$21,416,000	\$2,100,000	\$5,160,000	\$7,260,000	\$4,674,000	\$2,197,000	\$6,871,000	\$115,747,000	\$113,550,000
2038	\$82,600,000	\$82,600,000	\$22,111,000	\$22,111,000	\$2,100,000	\$5,200,000	\$7,300,000	\$4,712,000	\$2,236,000	\$6,948,000	\$118,959,000	\$116,723,000
2039	\$85,000,000	\$85,000,000	\$22,806,000	\$22,806,000	\$2,100,000	\$5,240,000	\$7,340,000	\$4,750,000	\$2,275,000	\$7,025,000	\$122,171,000	\$119,896,000
2040	\$87,500,000	\$87,500,000	\$23,501,000	\$23,501,000	\$2,100,000	\$5,280,000	\$7,380,000	\$4,788,000	\$2,314,000	\$7,102,000	\$125,483,000	\$123,169,000
Total	\$1,600,200,000	\$1,600,200,000	\$385,151,000	\$385,151,000	\$53,800,000	\$123,680,000	\$177,480,000	\$112,138,000	\$47,489,000	\$159,627,000	\$2,322,458,000	\$2,274,969,000

2040 MetroPlan L RTP - Transit Element - Cost Feasible Plan

(All Figures in Millions)

All these costs are YOY

2015-2020

Projects	Cost [Year of Expenditure]	Revenue	Difference	Comments
SunRail Phases 1 & 2:	\$0.00	\$0.00	\$0.00	Committed Funding through Agreements
Available Revenue:		\$362.26	\$362.26	Local Matching Revenue Only (KHA)
LYNX Existing Service:	\$368.84		-\$6.58	Service that's Operational in 2014
Total	\$368.84	\$362.26	-\$6.58	

2021-2025

Projects	Cost [Year of Expenditure]	Revenue	Difference	Comments
Previous:		-\$6.58	-\$6.58	from 2015-2020
SunRail Phases 1 & 2:	\$51.54	\$51.54	-\$6.58	Committed Funding through Agreements
Available Revenue:		\$379.24	\$372.66	Local Matching Revenue Only (KHA)
LYNX Existing Service:	\$351.98		\$20.68	Service that's Operational in 2014
SunRail Phase 3:	\$19.44		\$1.23	From Meadow Woods to OIA - 2026 Commuter Rail
Total	\$422.97	\$424.20	\$1.23	

2026-2030

Projects	Cost [Year of Expenditure]	Revenue	Difference	Comments
Previous:		\$1.23	\$1.23	from 2021-2025
SunRail Phases 1 & 2:	\$57.24	\$57.24	\$1.23	Committed Funding through Agreements
Available Revenue:		\$440.97	\$442.20	Local Matching Revenue Only (KHA)
LYNX Existing Service:	\$398.23		\$43.96	Service that's Operational in 2014
SunRail Phase 3:	\$6.98		\$36.98	From Meadow Woods to OIA - 2026 Commuter Rail
U.S.192 AA:	\$46.25	\$7.82	-\$1.44	Assumes Local Funding by Osceola County - 2026 BRT

2031-2035

Projects	Cost [Year of Expenditure]	Revenue	Difference	Comments
Previous:		-\$1.44	-\$1.44	from 2026-2030
SunRail Phases 1 & 2:	\$62.94	\$62.94	-\$1.44	Committed Funding through Agreements
Available Revenue:		\$508.69	\$507.25	Local Matching Revenue Only (KHA)
LYNX Existing Service:	\$450.57		\$56.68	Service that's Operational in 2014
SunRail Phase 3:	\$6.03		\$50.66	From Meadow Woods to OIA - 2026 Commuter Rail
U.S.192 AA:	\$4.35	\$21.84	\$68.15	Assumes Local Funding by Osceola County - 2026 BRT
OIA Refresh:	\$102.69		-\$34.55	From I Drive to OIA - 2031 BRT

2036-2040

Projects	Cost [Year of Expenditure]	Revenue	Difference	Comments
Previous:		-\$34.55	-\$34.55	from 2031-2035
SunRail Phases 1 & 2:	\$68.64	\$68.64	-\$34.55	Committed Funding through Agreements
Available Revenue:		\$583.82	\$549.27	Local Matching Revenue Only (KHA)
LYNX Existing Service:	\$509.77		\$39.50	Service that's Operational in 2014
SunRail Phase 3:	\$10.17		\$29.32	From Meadow Woods to OIA - 2026 Commuter Rail
U.S.192 AA:	\$4.92	\$25.85	\$50.26	Assumes Local Funding by Osceola County - 2026 BRT
Kissimmee Circulator:	\$2.49	\$2.49	\$50.26	Assumes Local Funding by Osceola County - 2036 Local Bus
TDP - Osceola Component:	\$1.47	\$1.47	\$50.26	Assumes Local Funding by Osceola County - 2036 Local Bus
OIA Refresh:	\$8.54		\$41.72	From I Drive to OIA - 2031 BRT
U.S.441 AA:	\$3.06		\$38.66	Apopka to Downtown Orlando - 2036 Enhanced Express
TDP - Orange Component:	\$27.76		\$10.90	Year 2036
TDP - Seminole Component:	\$12.28		-\$1.38	Year 2036

Present Day Cost Rates

Year	Construction		Transit	
	Discount Rates	Factors	Discount Rates	Factors
2015	2.90%	1.03	2.50%	1.03
2016	2.90%	1.06	2.50%	1.05
2017	2.90%	1.09	2.50%	1.08
2018	2.90%	1.12	2.50%	1.10
2019	3.00%	1.15	2.50%	1.13
2020	3.10%	1.19	2.50%	1.16
2021	3.30%	1.23	2.50%	1.19
2022	3.30%	1.27	2.50%	1.22
2023	3.30%	1.31	2.50%	1.25
2024	3.30%	1.36	2.50%	1.28
2025	3.30%	1.40	2.50%	1.31
2026	3.30%	1.45	2.50%	1.34
2027	3.30%	1.49	2.50%	1.38
2028	3.30%	1.54	2.50%	1.41
2029	3.30%	1.59	2.50%	1.45
2030	3.30%	1.65	2.50%	1.48
2031	3.30%	1.70	2.50%	1.52
2032	3.30%	1.76	2.50%	1.56
2033	3.30%	1.82	2.50%	1.60
2034	3.30%	1.88	2.50%	1.64
2035	3.30%	1.94	2.50%	1.68
2036	3.30%	2.00	2.50%	1.72
2037	3.30%	2.07	2.50%	1.76
2038	3.30%	2.14	2.50%	1.81
2039	3.30%	2.21	2.50%	1.85
2040	3.30%	2.28	2.50%	1.90

SunRail Phase 3

Length (in miles):	6.35
Construction Cost per Mile:	\$10,000,000
Total Construction Cost:	\$63,500,000
Vehicle Overhaul Cost per Mile:	\$85,000
Total Vehicle Overhaul Cost:	\$539,750
Vehicle Cost to Improve Headway [per mile]	\$1,250,000
Total Vehicle Cost to Improve Headway:	\$7,937,500
Original Hearway	
O&M Cost per Mile:	\$450,000
Total O&M Cost:	\$2,857,500
Improved Headway (Assumes 75% increase in Costs)	
Total O&M Cost:	\$5,000,625

Year	Total Expenditures				
	Capital			O&M	Total
	Construction & Vehicles		Vehicle Overhaul		
	%	\$			
2021	0%	\$0	\$0	\$0	\$0
2022	0%	\$0	\$0	\$0	\$0
2023	20%	\$12,700,000	\$0	\$0	\$12,700,000
2024	40%	\$25,400,000	\$0	\$0	\$25,400,000
2025	30%	\$19,050,000	\$0	\$0	\$19,050,000
2026	10%	\$6,350,000	\$0	\$2,857,500	\$9,207,500
2027	0%	\$0	\$0	\$2,857,500	\$2,857,500
2028	0%	\$0	\$0	\$2,857,500	\$2,857,500
2029	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2030	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2031	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2032	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2033	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2034	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2035	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2036	0%	\$0	\$539,750	\$2,857,500	\$3,397,250
2037	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2038	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2039	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2040	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2041	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2042	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2043	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2044	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2045	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
2046	0%	\$0	\$539,750	\$5,000,625	\$5,540,375
Total	100%	\$63,500,000	\$9,715,500	\$81,438,750	\$154,654,250

SunRail Phase 3 - Year-Of-Expenditure

Year	Total Expenditures				Locally Funded				
	Capital		Vehicles	O&M	Total	Capital - Const 25%	Capital - Veh 25%	O&M 21%	Total
	Const								
2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	\$16,667,178	\$0	\$0	\$16,667,178	\$4,166,795	\$0	\$0	\$0	\$4,166,795
2024	\$34,434,390	\$0	\$0	\$34,434,390	\$8,608,597	\$0	\$0	\$0	\$8,608,597
2025	\$26,678,044	\$0	\$0	\$26,678,044	\$6,669,511	\$0	\$0	\$0	\$6,669,511
2026	\$9,186,140	\$0	\$3,843,020	\$13,029,159	\$2,296,535	\$0	\$807,034	\$0	\$3,103,569
2027	\$0	\$0	\$3,939,095	\$3,939,095	\$0	\$0	\$827,210	\$0	\$827,210
2028	\$0	\$0	\$4,037,573	\$4,037,573	\$0	\$0	\$847,890	\$0	\$847,890
2029	\$0	\$860,702	\$4,138,512	\$4,999,214	\$0	\$215,176	\$869,088	\$0	\$1,084,264
2030	\$0	\$889,105	\$4,241,975	\$5,131,080	\$0	\$222,276	\$890,815	\$0	\$1,113,091
2031	\$0	\$918,446	\$4,348,024	\$5,266,470	\$0	\$229,611	\$913,085	\$0	\$1,142,696
2032	\$0	\$948,755	\$4,456,725	\$5,405,479	\$0	\$237,189	\$935,912	\$0	\$1,173,101
2033	\$0	\$980,064	\$4,568,143	\$5,548,206	\$0	\$245,016	\$959,310	\$0	\$1,204,326
2034	\$0	\$1,012,406	\$4,682,346	\$5,694,752	\$0	\$253,101	\$983,293	\$0	\$1,236,394
2035	\$0	\$1,045,815	\$4,799,405	\$5,845,220	\$0	\$261,454	\$1,007,875	\$0	\$1,269,329
2036	\$0	\$1,080,327	\$4,919,390	\$5,999,717	\$0	\$270,082	\$1,033,072	\$0	\$1,303,154
2037	\$0	\$1,115,978	\$8,824,156	\$9,940,134	\$0	\$278,994	\$1,853,073	\$0	\$2,132,067
2038	\$0	\$1,152,805	\$9,044,760	\$10,197,565	\$0	\$288,201	\$1,899,400	\$0	\$2,187,601
2039	\$0	\$1,190,847	\$9,270,879	\$10,461,727	\$0	\$297,712	\$1,946,885	\$0	\$2,244,597
2040	\$0	\$1,230,145	\$9,502,651	\$10,732,797	\$0	\$307,536	\$1,995,557	\$0	\$2,303,093
Total	\$86,965,751	\$12,425,395	\$84,616,655	\$184,007,801	\$21,741,438	\$3,106,348	\$17,769,499	\$42,617,285	

U.S. 192 AA (Costs from Alternatives Analysis)

Capital

Cost Category	Cost
Guideway and Track Elements	
Queue Jumps	\$6,002,000
Roadway/BRT Improvements	\$37,116,710
Bridges	\$250,000
Station, Stops and Terminals	
Stations	\$8,928,000
Park and Ride Lot	\$1,976,000
Support Facilities: Yards, Shops, Administration Building	
Maintenance Facilities	\$15,000,000
Site-work and Special Conditions	
Median Improvements	\$200,000
Landscape	\$6,806,000
Storm-water Pond	\$305,000
Systems	
Opticom	\$485,000
Signal Mast Arms Upgrades	\$2,553,000
ROW, Land, Existing Improvements	
ROW Acquisition	\$1,408,299
Vehicles	
Vehicles	\$14,630,000
Unknowns/Contingency	\$22,617,599
Total	\$118,277,608
Non-Transit Cost:	\$103,647,608
Transit Cost:	\$14,630,000

O&M

Total:	\$27,000,000
Annual Cost:	\$1,294,050

U.S. 192 Alternative Analysis - Year-Of-Expenditure

Year	Total Expenditures				Locally Funded				
	Capital		Vehicles	O&M	Total	Capital - Const 25%	Capital - Veh 25%	O&M 42%	Total
	Construction								
2026	\$103,647,608	\$14,630,000	\$1,294,050	\$104,941,657	\$25,911,902	\$3,657,500	\$543,501	\$30,112,903	
2027	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2028	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2029	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2030	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2031	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2032	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2033	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2034	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2035	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2036	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2037	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2038	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2039	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
2040	\$0	\$0	\$1,294,050	\$1,294,050	\$0	\$0	\$543,501	\$543,501	
Total	\$103,647,608	\$14,630,000	\$19,410,747	\$123,058,354	\$25,911,902	\$3,657,500	\$8,152,515	\$37,721,917	

U.S. 441

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 25%	O&M 42%	Total
2036	\$1,776,600	\$606,000	\$2,382,600	\$444,150	\$254,520	\$698,670
2037	\$0	\$606,000	\$606,000	\$0	\$254,520	\$254,520
2038	\$0	\$602,091	\$602,091	\$0	\$252,878	\$252,878
2039	\$0	\$602,091	\$602,091	\$0	\$252,878	\$252,878
2040	\$0	\$602,091	\$602,091	\$0	\$252,878	\$252,878
Total	\$1,776,600	\$3,018,272	\$4,794,872	\$444,150	\$1,267,674	\$1,711,824

U.S. 441 - Year-Of-Expenditure

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 25%	O&M 42%	Total
2036	\$3,058,544	\$1,043,273	\$4,101,816	\$764,636	\$438,174	\$1,202,810
2037	\$0	\$1,069,354	\$1,069,354	\$0	\$449,129	\$449,129
2038	\$0	\$1,089,017	\$1,089,017	\$0	\$457,387	\$457,387
2039	\$0	\$1,116,242	\$1,116,242	\$0	\$468,822	\$468,822
2040	\$0	\$1,144,148	\$1,144,148	\$0	\$480,542	\$480,542
Total	\$3,058,544	\$5,462,034	\$8,520,578	\$764,636	\$2,294,054	\$3,058,690

S.R.50

Year	Total Expenditures						Locally Funded				
	Capital		Vehicles	O&M	Total	Capital - Const 25%	Capital - Veh 25%	O&M 42%	Total		
	Construction										
2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
2020	\$120,373,306	\$3,200,000	\$568,802	\$120,942,108	\$30,093,326	\$800,000	\$238,897	\$31,132,223	\$238,678		
2021	\$0	\$0	\$568,281	\$568,281	\$0	\$0	\$238,678	\$238,678	\$238,678		
2022	\$0	\$0	\$567,065	\$567,065	\$0	\$0	\$238,167	\$238,167	\$238,167		
2023	\$0	\$0	\$564,634	\$564,634	\$0	\$0	\$237,146	\$237,146	\$237,146		
2024	\$0	\$0	\$566,370	\$566,370	\$0	\$0	\$237,876	\$237,876	\$237,876		
2025	\$0	\$3,200,000	\$564,634	\$564,634	\$0	\$800,000	\$237,146	\$1,037,146	\$238,167		
2026	\$0	\$0	\$567,065	\$567,065	\$0	\$0	\$238,167	\$238,167	\$238,167		
2027	\$0	\$0	\$568,281	\$568,281	\$0	\$0	\$238,678	\$238,678	\$238,678		
2028	\$0	\$0	\$566,370	\$566,370	\$0	\$0	\$237,876	\$237,876	\$237,876		
2029	\$0	\$0	\$564,634	\$564,634	\$0	\$0	\$237,146	\$237,146	\$237,146		
2030	\$0	\$3,200,000	\$564,634	\$564,634	\$0	\$800,000	\$237,146	\$1,037,146	\$237,146		
2031	\$0	\$0	\$564,634	\$564,634	\$0	\$0	\$237,146	\$237,146	\$237,146		
2032	\$0	\$0	\$570,018	\$570,018	\$0	\$0	\$239,407	\$239,407	\$239,407		
2033	\$0	\$0	\$567,065	\$567,065	\$0	\$0	\$238,167	\$238,167	\$238,167		
2034	\$0	\$0	\$564,634	\$564,634	\$0	\$0	\$237,146	\$237,146	\$237,146		
2035	\$254,901,092	\$9,600,000	\$4,799,386	\$259,700,478	\$63,725,273	\$2,400,000	\$2,015,742	\$68,141,015	\$2,021,943		
2036	\$0	\$0	\$4,814,149	\$4,814,149	\$0	\$0	\$2,024,423	\$2,024,423	\$2,024,423		
2037	\$0	\$0	\$4,820,054	\$4,820,054	\$0	\$0	\$2,024,423	\$2,024,423	\$2,024,423		
2038	\$0	\$0	\$4,820,054	\$4,820,054	\$0	\$0	\$2,024,423	\$2,024,423	\$2,024,423		
2039	\$0	\$0	\$4,820,054	\$4,820,054	\$0	\$0	\$2,024,423	\$2,024,423	\$2,024,423		
2040	\$0	\$9,600,000	\$4,834,817	\$4,834,817	\$0	\$2,400,000	\$2,030,623	\$4,430,623	\$4,430,623		
Total	\$375,274,398	\$28,800,000	\$37,405,635	\$412,680,033	\$93,818,599	\$7,200,000	\$15,710,366	\$116,728,965	\$116,728,965		

S.R.50 - Year-Of-Expenditure

Year	Total Expenditures						Locally Funded			
	Capital		Vehicles	O&M	Total	Capital - Const 25%	Capital - Veh 25%	O&M 42%	Total	
	Construction									
2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2020	\$143,313,656	\$3,711,019	\$659,636	\$143,973,292	\$35,828,414	\$927,755	\$277,047	\$37,033,216		
2021	\$0	\$0	\$675,507	\$675,507	\$0	\$0	\$283,713	\$283,713		
2022	\$0	\$0	\$690,914	\$690,914	\$0	\$0	\$290,184	\$290,184		
2023	\$0	\$0	\$705,150	\$705,150	\$0	\$0	\$296,163	\$296,163		
2024	\$0	\$0	\$725,002	\$725,002	\$0	\$0	\$304,501	\$304,501		
2025	\$0	\$4,198,677	\$740,848	\$740,848	\$0	\$1,049,669	\$311,156	\$1,360,825		
2026	\$0	\$0	\$762,640	\$762,640	\$0	\$0	\$320,309	\$320,309		
2027	\$0	\$0	\$783,382	\$783,382	\$0	\$0	\$329,020	\$329,020		
2028	\$0	\$0	\$800,267	\$800,267	\$0	\$0	\$336,112	\$336,112		
2029	\$0	\$0	\$817,758	\$817,758	\$0	\$0	\$343,458	\$343,458		
2030	\$0	\$4,750,418	\$838,202	\$838,202	\$0	\$1,187,604	\$352,045	\$1,539,649		
2031	\$0	\$0	\$859,157	\$859,157	\$0	\$0	\$360,846	\$360,846		
2032	\$0	\$0	\$889,033	\$889,033	\$0	\$0	\$373,394	\$373,394		
2033	\$0	\$0	\$906,539	\$906,539	\$0	\$0	\$380,746	\$380,746		
2034	\$0	\$0	\$925,218	\$925,218	\$0	\$0	\$388,592	\$388,592		
2035	\$493,894,179	\$16,123,986	\$8,060,962	\$501,955,141	\$123,473,545	\$4,030,996	\$3,385,604	\$130,890,145		
2036	\$0	\$0	\$8,287,901	\$8,287,901	\$0	\$0	\$3,480,919	\$3,480,919		
2037	\$0	\$0	\$8,505,519	\$8,505,519	\$0	\$0	\$3,572,318	\$3,572,318		
2038	\$0	\$0	\$8,718,157	\$8,718,157	\$0	\$0	\$3,661,626	\$3,661,626		
2039	\$0	\$0	\$8,936,111	\$8,936,111	\$0	\$0	\$3,753,167	\$3,753,167		
2040	\$0	\$18,242,810	\$9,187,567	\$9,187,567	\$0	\$4,560,702	\$3,858,778	\$8,419,480		
Total	\$637,207,835	\$47,026,910	\$63,475,471	\$700,683,306	\$159,301,959	\$11,756,726	\$26,659,698	\$197,718,383		

LYNX TDP - Orange County

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$1,350,000	\$7,242,189	\$8,592,189	\$67,500	\$3,041,719	\$3,109,219
2037	\$900,000	\$7,242,189	\$8,142,189	\$45,000	\$3,041,719	\$3,086,719
2038	\$0	\$7,242,189	\$7,242,189	\$0	\$3,041,719	\$3,041,719
2039	\$0	\$7,242,189	\$7,242,189	\$0	\$3,041,719	\$3,041,719
2040	\$450,000	\$7,242,189	\$7,692,189	\$22,500	\$3,041,719	\$3,064,219
Total	\$2,700,000	\$36,210,943	\$38,910,943	\$135,000	\$15,208,595	\$15,343,595

LYNX TDP - Orange County - Year-Of-Expenditure

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$2,324,121	\$12,467,945	\$14,792,066	\$116,206	\$5,236,537	\$5,352,743
2037	\$1,588,150	\$12,779,643	\$14,367,793	\$79,408	\$5,367,450	\$5,446,858
2038	\$0	\$13,099,135	\$13,099,135	\$0	\$5,501,637	\$5,501,637
2039	\$0	\$13,426,613	\$13,426,613	\$0	\$5,639,177	\$5,639,177
2040	\$855,132	\$13,762,278	\$14,617,410	\$42,757	\$5,780,157	\$5,822,914
Total	\$4,767,403	\$65,535,614	\$70,303,017	\$238,371	\$27,524,958	\$27,763,329

LYNX TDP - Seminole County

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$0	\$3,209,399	\$3,209,399	\$0	\$1,347,947	\$1,347,947
2037	\$900,000	\$3,209,399	\$4,109,399	\$45,000	\$1,347,947	\$1,392,947
2038	\$0	\$3,209,399	\$3,209,399	\$0	\$1,347,947	\$1,347,947
2039	\$0	\$3,209,399	\$3,209,399	\$0	\$1,347,947	\$1,347,947
2040	\$0	\$3,209,399	\$3,209,399	\$0	\$1,347,947	\$1,347,947
Total	\$900,000	\$16,046,994	\$16,946,994	\$45,000	\$6,739,735	\$6,784,735

LYNX TDP - Seminole County - Year-Of-Expenditure

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$0	\$5,525,209	\$5,525,209	\$0	\$2,320,588	\$2,320,588
2037	\$1,588,150	\$5,663,339	\$7,251,489	\$79,408	\$2,378,602	\$2,458,010
2038	\$0	\$5,804,923	\$5,804,923	\$0	\$2,438,068	\$2,438,068
2039	\$0	\$5,950,046	\$5,950,046	\$0	\$2,499,019	\$2,499,019
2040	\$0	\$6,098,797	\$6,098,797	\$0	\$2,561,495	\$2,561,495
Total	\$1,588,150	\$29,042,314	\$30,630,464	\$79,408	\$12,197,772	\$12,277,180

LYNX TDP - Osceola County

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$0	\$386,476	\$386,476	\$0	\$162,320	\$162,320
2037	\$0	\$386,476	\$386,476	\$0	\$162,320	\$162,320
2038	\$0	\$386,476	\$386,476	\$0	\$162,320	\$162,320
2039	\$0	\$386,476	\$386,476	\$0	\$162,320	\$162,320
2040	\$0	\$386,476	\$386,476	\$0	\$162,320	\$162,320
Total	\$0	\$1,932,381	\$1,932,381	\$0	\$811,600	\$811,600

LYNX TDP - Osceola County - Year-Of-Expenditure

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$0	\$665,346	\$665,346	\$0	\$279,445	\$279,445
2037	\$0	\$681,980	\$681,980	\$0	\$286,432	\$286,432
2038	\$0	\$699,029	\$699,029	\$0	\$293,592	\$293,592
2039	\$0	\$716,505	\$716,505	\$0	\$300,932	\$300,932
2040	\$0	\$734,418	\$734,418	\$0	\$308,456	\$308,456
Total	\$0	\$3,497,278	\$3,497,278	\$0	\$1,468,857	\$1,468,857

Unfunded Vision Corridors

Year	Vision Corridors																			
	Capital													Construction				Vehicles		O&M
	Local Bus	Express Bus	BRT	LRT	Feeder & Circulator	Paratransit Additions	Improv. - Mixed Traffic	Improv. - Dedicated Lane	LRT Improv.	Amenities	Additional Facilities	Replacement/ Spare Ratio - Improv.	Total	Non Premium	Premium	Non Premium	Premium			
2015	\$21,420,000	\$9,240,000	\$0	\$0	\$1,392,000	\$435,000	\$0	\$0	\$0	\$4,905,600	\$0	\$8,121,750	\$45,514,350	\$8,121,750	\$4,905,600	\$23,247,000	\$9,240,000	\$49,573,935		
2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,645,264	
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,429,954	
2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,429,954	
2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,429,954	
2020	\$18,480,000	\$7,560,000	\$12,160,000	\$31,500,000	\$2,088,000	\$435,000	\$200,239,200	\$94,830,735	\$633,330,000	\$4,166,400	\$75,000,000	\$18,055,750	\$1,097,845,084	\$121,618,750	\$976,226,334	\$21,003,000	\$51,220,000	\$58,233,845		
2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,153,744	
2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,060,789	
2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,886,588	
2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,055,741	
2025	\$18,060,000	\$8,820,000	\$17,920,000	\$38,500,000	\$2,262,000	\$435,000	\$55,677,320	\$198,180,489	\$128,752,920	\$4,300,800	\$0	\$21,499,250	\$494,407,779	\$51,076,250	\$443,331,529	\$20,757,000	\$65,240,000	\$65,141,367		
2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,353,144	
2027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,459,032	
2028	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,333,025	
2029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,141,367	
2030	\$10,920,000	\$8,820,000	\$23,680,000	\$38,500,000	\$2,262,000	\$435,000	\$0	\$405,173,676	\$0	\$3,158,400	\$0	\$21,154,250	\$514,103,326	\$43,591,250	\$470,512,076	\$13,617,000	\$71,000,000	\$55,001,471		
2031	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,001,471	
2032	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,457,165	
2033	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,190,491	
2034	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,001,471	
2035	\$9,240,000	\$8,400,000	\$35,200,000	\$38,500,000	\$2,262,000	\$435,000	\$103,041,525	\$379,083,905	\$0	\$2,822,400	\$0	\$23,509,250	\$602,494,080	\$43,846,250	\$558,647,830	\$11,937,000	\$82,100,000	\$59,734,260		
2036	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,914,212	
2037	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,942,973	
2038	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,942,973	
2039	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,942,973	
2040	\$9,240,000	\$8,400,000	\$35,200,000	\$38,500,000	\$2,262,000	\$435,000	\$0	\$0	\$0	\$2,822,400	\$75,000,000	\$23,509,250	\$195,368,650	\$118,846,250	\$76,522,400	\$11,937,000	\$82,100,000	\$60,122,925		
Total	\$87,360,000	\$51,240,000	\$124,160,000	\$185,500,000	\$12,528,000	\$2,610,000	\$358,958,044	\$1,077,268,804	\$762,082,920	\$22,176,000	\$150,000,000	\$115,849,500	\$2,949,733,269	\$387,100,500	\$2,530,145,769	\$102,498,000	\$360,900,000	\$1,499,580,087		

Unfunded Vision Corridors

Year	OIA Refresh					U.S.441			S.R.50					Unfunded Vision Corridors
	Capital				O&M	Capital		O&M	Capital					
	Construction		Vehicles			Vehicles			Construction		Vehicles			
	Non Premium	Premium	Non Premium	Premium		Non Premium	Premium		Non Premium	Premium	Non Premium	Premium		
2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,088,285
2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,645,264
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,429,954
2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,429,954
2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,429,954
2020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,373,306	\$0	\$3,200,000	\$568,802	\$1,104,159,822
2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$568,281	\$57,585,463
2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$567,065	\$57,493,723
2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$564,634	\$57,321,954
2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,370	\$57,489,370
2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200,000	\$564,634	\$641,781,512
2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$567,065	\$64,786,079
2027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$568,281	\$64,890,751
2028	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,370	\$64,766,655
2029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$564,634	\$64,576,734
2030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200,000	\$564,634	\$649,957,163
2031	\$0	\$223,658,846	\$0	\$5,600,000	\$1,608,508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$564,634	-\$176,430,517
2032	\$0	\$0	\$0	\$0	\$1,615,166	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$570,018	\$53,271,982
2033	\$0	\$0	\$0	\$0	\$1,618,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$567,065	\$53,004,931
2034	\$0	\$0	\$0	\$0	\$1,613,435	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$564,634	\$52,823,402
2035	\$0	\$0	\$0	\$0	\$1,608,508	\$0	\$0	\$0	\$0	\$254,901,092	\$0	\$9,600,000	\$4,799,386	\$485,356,353
2036	\$0	\$0	\$0	\$5,600,000	\$1,608,508	\$0	\$1,776,600	\$606,000	\$0	\$0	\$0	\$0	\$4,814,149	\$45,508,954
2037	\$0	\$0	\$0	\$0	\$1,608,508	\$0	\$0	\$606,000	\$0	\$0	\$0	\$0	\$4,820,054	\$52,908,410
2038	\$0	\$0	\$0	\$0	\$1,623,422	\$0	\$0	\$602,091	\$0	\$0	\$0	\$0	\$4,820,054	\$52,897,406
2039	\$0	\$0	\$0	\$0	\$1,615,166	\$0	\$0	\$602,091	\$0	\$0	\$0	\$0	\$4,820,054	\$52,905,662
2040	\$0	\$0	\$0	\$0	\$1,608,508	\$0	\$0	\$602,091	\$0	\$0	\$0	\$9,600,000	\$4,834,817	\$332,883,159
Total	\$0	\$223,658,846	\$0	\$11,200,000	\$16,128,226	\$0	\$1,776,600	\$3,018,272	\$0	\$375,274,398	\$0	\$28,800,000	\$37,405,635	\$4,182,962,380

Unfunded Vision Corridors - Year-Of-Expenditure

Year	2014						YOE Total						YOE Local Match					
	Construction		Vehicles		O&M	Total	Construction		Vehicles		O&M	Total	Construction		Vehicles		O&M	Total
	Non Premium	Premium	Non Premium	Premium			Non Premium	Premium	Non Premium	Premium			Non Premium	Premium	Non Premium	Premium		
2015	\$8,121,750	\$4,905,600	\$23,247,000	\$9,240,000	\$49,573,935	\$95,088,285	\$8,357,281	\$5,047,862	\$23,828,175	\$9,471,000	\$50,813,283.77	\$97,517,602	\$417,864.04	\$1,261,965.60	\$1,191,408.75	\$2,367,750.00	\$21,341,579.19	\$26,580,568
2016	\$0	\$0	\$0	\$0	\$49,645,264	\$49,645,264	\$0	\$0	\$0	\$0	\$52,158,556.66	\$52,158,556	\$0.00	\$0.00	\$0.00	\$0.00	\$21,906,593.38	\$21,906,593
2017	\$0	\$0	\$0	\$0	\$49,429,954	\$49,429,954	\$0	\$0	\$0	\$0	\$53,230,653.95	\$53,230,654	\$0.00	\$0.00	\$0.00	\$0.00	\$22,356,874.66	\$22,356,875
2018	\$0	\$0	\$0	\$0	\$49,429,954	\$49,429,954	\$0	\$0	\$0	\$0	\$54,561,420.30	\$54,561,420	\$0.00	\$0.00	\$0.00	\$0.00	\$22,915,796.53	\$22,915,797
2019	\$0	\$0	\$0	\$0	\$49,429,954	\$49,429,954	\$0	\$0	\$0	\$0	\$55,925,455.81	\$55,925,456	\$0.00	\$0.00	\$0.00	\$0.00	\$23,488,691.44	\$23,488,691
2020	\$121,618,750	\$855,853,029	\$21,003,000	\$48,020,000	\$57,665,043	\$1,104,159,822	\$144,796,453	\$1,018,958,698	\$24,357,041	\$55,688,478	\$66,873,770.75	\$1,310,674,441	\$7,239,822.67	\$254,739,674.51	\$1,217,852.04	\$13,922,119.49	\$28,086,983.71	\$305,206,452
2021	\$0	\$0	\$0	\$0	\$57,585,463	\$57,585,463	\$0	\$0	\$0	\$0	\$68,451,019.78	\$68,451,020	\$0.00	\$0.00	\$0.00	\$0.00	\$28,749,428.31	\$28,749,428
2022	\$0	\$0	\$0	\$0	\$57,493,723	\$57,493,723	\$0	\$0	\$0	\$0	\$70,050,519.26	\$70,050,519	\$0.00	\$0.00	\$0.00	\$0.00	\$29,421,218.09	\$29,421,218
2023	\$0	\$0	\$0	\$0	\$57,321,954	\$57,321,954	\$0	\$0	\$0	\$0	\$71,587,266.31	\$71,587,266	\$0.00	\$0.00	\$0.00	\$0.00	\$30,066,651.85	\$30,066,652
2024	\$0	\$0	\$0	\$0	\$57,489,370	\$57,489,370	\$0	\$0	\$0	\$0	\$73,591,254.53	\$73,591,255	\$0.00	\$0.00	\$0.00	\$0.00	\$30,908,326.90	\$30,908,327
2025	\$51,076,250	\$443,331,529	\$20,757,000	\$62,040,000	\$64,576,734	\$641,781,512	\$71,528,316	\$620,851,329	\$27,234,983	\$81,401,856	\$84,730,270.73	\$885,746,755	\$3,576,415.80	\$155,212,832.24	\$1,361,749.14	\$20,350,464.06	\$35,586,713.70	\$216,088,175
2026	\$0	\$0	\$0	\$0	\$64,786,079	\$64,786,079	\$0	\$0	\$0	\$0	\$87,130,073.47	\$87,130,073	\$0.00	\$0.00	\$0.00	\$0.00	\$36,594,630.86	\$36,594,631
2027	\$0	\$0	\$0	\$0	\$64,890,751	\$64,890,751	\$0	\$0	\$0	\$0	\$89,452,617.61	\$89,452,618	\$0.00	\$0.00	\$0.00	\$0.00	\$37,570,099.40	\$37,570,099
2028	\$0	\$0	\$0	\$0	\$64,766,655	\$64,766,655	\$0	\$0	\$0	\$0	\$91,513,588.00	\$91,513,588	\$0.00	\$0.00	\$0.00	\$0.00	\$38,435,706.96	\$38,435,707
2029	\$0	\$0	\$0	\$0	\$64,576,734	\$64,576,734	\$0	\$0	\$0	\$0	\$93,526,365.05	\$93,526,365	\$0.00	\$0.00	\$0.00	\$0.00	\$39,281,073.32	\$39,281,073
2030	\$43,591,250	\$470,512,076	\$13,617,000	\$67,800,000	\$54,436,837	\$649,957,163	\$71,805,866	\$775,052,958	\$20,214,513	\$100,649,481	\$80,811,790.37	\$1,048,534,609	\$3,590,293.32	\$193,763,239.59	\$1,010,725.65	\$25,162,370.27	\$33,940,951.95	\$257,467,581
2031	\$0	\$-223,658,846	\$0	\$-5,600,000	\$52,828,329	\$-176,430,517	\$0	\$-380,580,914	\$0	\$-8,521,062	\$80,384,549.41	\$-308,717,427	\$0.00	\$-95,145,228.53	\$0.00	\$-2,130,265.57	\$33,761,510.75	\$-63,513,983
2032	\$0	\$0	\$0	\$0	\$53,271,982	\$53,271,982	\$0	\$0	\$0	\$0	\$83,086,110.40	\$83,086,110	\$0.00	\$0.00	\$0.00	\$0.00	\$34,896,166.37	\$34,896,166
2033	\$0	\$0	\$0	\$0	\$53,004,931	\$53,004,931	\$0	\$0	\$0	\$0	\$84,736,342.41	\$84,736,342	\$0.00	\$0.00	\$0.00	\$0.00	\$35,589,263.81	\$35,589,264
2034	\$0	\$0	\$0	\$0	\$52,823,402	\$52,823,402	\$0	\$0	\$0	\$0	\$86,557,294.65	\$86,557,295	\$0.00	\$0.00	\$0.00	\$0.00	\$36,354,063.75	\$36,354,064
2035	\$43,846,250	\$303,746,738	\$11,937,000	\$72,500,000	\$53,326,365	\$485,356,353	\$84,956,120	\$588,537,086	\$20,049,169	\$121,769,684	\$89,565,995.04	\$904,878,053	\$4,247,805.98	\$147,134,271.51	\$1,002,458.43	\$30,442,421.05	\$37,617,717.92	\$220,444,675
2036	\$0	\$0	\$0	\$-7,376,600	\$52,885,554	\$45,508,954	\$0	\$0	\$0	\$-12,699,344	\$91,046,257.76	\$78,346,914	\$0.00	\$0.00	\$0.00	\$-3,174,835.89	\$38,239,428.26	\$35,064,592
2037	\$0	\$0	\$0	\$0	\$52,908,410	\$52,908,410	\$0	\$0	\$0	\$0	\$93,362,745.08	\$93,362,745	\$0.00	\$0.00	\$0.00	\$0.00	\$39,212,352.94	\$39,212,353
2038	\$0	\$0	\$0	\$0	\$52,897,406	\$52,897,406	\$0	\$0	\$0	\$0	\$95,676,911.14	\$95,676,911	\$0.00	\$0.00	\$0.00	\$0.00	\$40,184,302.68	\$40,184,303
2039	\$0	\$0	\$0	\$0	\$52,905,662	\$52,905,662	\$0	\$0	\$0	\$0	\$98,084,139.31	\$98,084,139	\$0.00	\$0.00	\$0.00	\$0.00	\$41,195,338.51	\$41,195,339
2040	\$118,846,250	\$76,522,400	\$11,937,000	\$72,500,000	\$53,077,509	\$332,883,159	\$270,862,762	\$174,402,378	\$22,683,794	\$137,771,221	\$100,862,802.76	\$706,582,957	\$13,543,138.09	\$43,600,594.46	\$1,134,189.70	\$34,442,805.20	\$42,362,377.16	\$135,083,105
Total	\$387,100,500	\$1,931,212,525	\$102,498,000	\$319,123,400	\$1,443,027,954	\$4,182,962,380	\$652,306,798	\$2,802,269,398	\$138,367,674	\$485,531,314	\$2,047,771,053	\$6,126,246,237	\$32,615,340	\$700,567,349	\$6,918,384	\$121,382,829	\$860,063,842	\$1,721,547,744

Kissimmee Circulator

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$0	\$645,757	\$645,757	\$0	\$271,218	\$271,218
2037	\$0	\$645,757	\$645,757	\$0	\$271,218	\$271,218
2038	\$450,000	\$645,757	\$1,095,757	\$22,500	\$271,218	\$293,718
2039	\$0	\$645,757	\$645,757	\$0	\$271,218	\$271,218
2040	\$0	\$645,757	\$645,757	\$0	\$271,218	\$271,218
Total	\$450,000	\$3,228,784	\$3,678,784	\$22,500	\$1,356,090	\$1,378,590

Kissimmee Circulator - Year-Of-Expenditure

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2036	\$0	\$1,111,717	\$1,111,717	\$0	\$466,921	\$466,921
2037	\$0	\$1,139,509	\$1,139,509	\$0	\$478,594	\$478,594
2038	\$813,927	\$1,167,997	\$1,981,924	\$40,696	\$490,559	\$531,255
2039	\$0	\$1,197,197	\$1,197,197	\$0	\$502,823	\$502,823
2040	\$0	\$1,227,127	\$1,227,127	\$0	\$515,393	\$515,393
Total	\$813,927	\$5,843,548	\$6,657,474	\$40,696	\$2,454,290	\$2,494,986

Appendix C

LYNX Existing Services and SunRail

LYNX Existing System

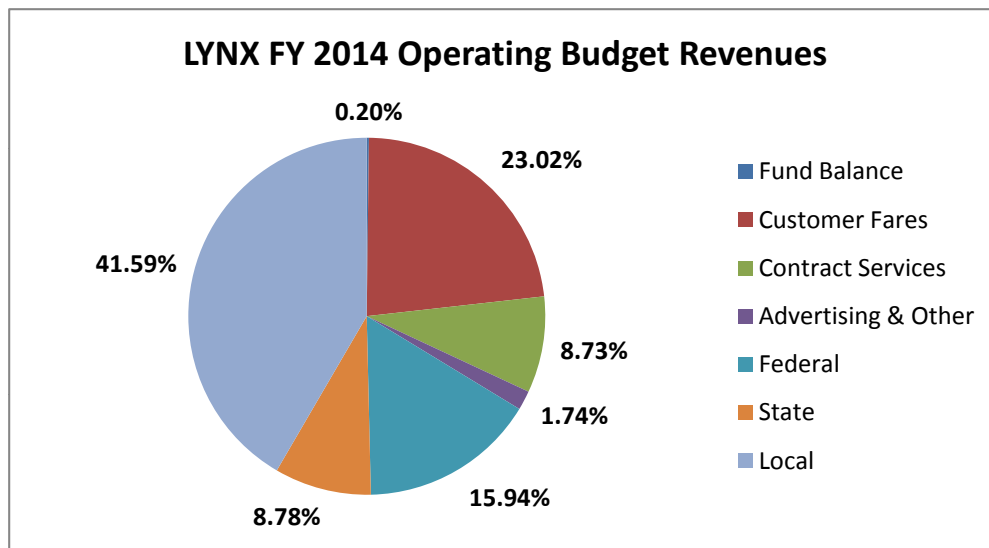
Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2015	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2016	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2017	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2018	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2019	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2020	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2021	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2022	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2023	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2024	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2025	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2026	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2027	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2028	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2029	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2030	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2031	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2032	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2033	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2034	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2035	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2036	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2037	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2038	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2039	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2040	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
Total	\$535,890,222	\$3,423,542,330	\$3,959,432,552	\$26,794,508	\$1,437,887,776	\$1,464,682,284

LYNX Existing System - Year-Of-Expenditure

Year	Total Expenditures			Locally Funded		
	Capital	O&M	Total	Capital 5%	O&M 42%	Total
2015	\$21,126,441	\$134,966,573	\$156,093,014	\$1,056,322	\$56,685,961	\$57,742,283
2016	\$21,654,602	\$138,340,737	\$159,995,339	\$1,082,730	\$58,103,110	\$59,185,840
2017	\$22,195,968	\$141,799,255	\$163,995,223	\$1,109,798	\$59,555,687	\$60,665,485
2018	\$22,750,867	\$145,344,237	\$168,095,104	\$1,137,543	\$61,044,580	\$62,182,123
2019	\$23,319,638	\$148,977,843	\$172,297,481	\$1,165,982	\$62,570,694	\$63,736,676
2020	\$23,902,629	\$152,702,289	\$176,604,918	\$1,195,131	\$64,134,961	\$65,330,092
2021	\$24,500,195	\$156,519,846	\$181,020,041	\$1,225,010	\$65,738,335	\$66,963,345
2022	\$25,112,700	\$160,432,842	\$185,545,542	\$1,255,635	\$67,381,794	\$68,637,429
2023	\$25,740,517	\$164,443,663	\$190,184,180	\$1,287,026	\$69,066,338	\$70,353,364
2024	\$26,384,030	\$168,554,755	\$194,938,785	\$1,319,202	\$70,792,997	\$72,112,199
2025	\$27,043,631	\$172,768,624	\$199,812,255	\$1,352,182	\$72,562,822	\$73,915,004
2026	\$27,719,722	\$177,087,839	\$204,807,561	\$1,385,986	\$74,376,892	\$75,762,878
2027	\$28,412,715	\$181,515,035	\$209,927,750	\$1,420,636	\$76,236,315	\$77,656,951
2028	\$29,123,033	\$186,052,911	\$215,175,944	\$1,456,152	\$78,142,223	\$79,598,375
2029	\$29,851,109	\$190,704,234	\$220,555,343	\$1,492,555	\$80,095,778	\$81,588,333
2030	\$30,597,386	\$195,471,840	\$226,069,226	\$1,529,869	\$82,098,173	\$83,628,042
2031	\$31,362,321	\$200,358,636	\$231,720,957	\$1,568,116	\$84,150,627	\$85,718,743
2032	\$32,146,379	\$205,367,602	\$237,513,981	\$1,607,319	\$86,254,393	\$87,861,712
2033	\$32,950,039	\$210,501,792	\$243,451,831	\$1,647,502	\$88,410,753	\$90,058,255
2034	\$33,773,790	\$215,764,336	\$249,538,126	\$1,688,690	\$90,621,021	\$92,309,711
2035	\$34,618,134	\$221,158,445	\$255,776,579	\$1,730,907	\$92,886,547	\$94,617,454
2036	\$35,483,588	\$226,687,406	\$262,170,994	\$1,774,179	\$95,208,711	\$96,982,890
2037	\$36,370,677	\$232,354,591	\$268,725,268	\$1,818,534	\$97,588,928	\$99,407,462
2038	\$37,279,944	\$238,163,456	\$275,443,400	\$1,863,997	\$100,028,652	\$101,892,649
2039	\$38,211,943	\$244,117,542	\$282,329,485	\$1,910,597	\$102,529,368	\$104,439,965
2040	\$39,167,241	\$250,220,481	\$289,387,722	\$1,958,362	\$105,092,602	\$107,050,964
Total	\$760,799,239	\$4,860,376,810	\$5,621,176,049	\$38,039,962	\$2,041,358,262	\$2,079,398,224

LYNX FY 2014 Operating Budget Revenues

Funding Source	Percentage
Fund Balance	0.20%
Customer Fares	23.02%
Contract Services	8.73%
Advertising & Other	1.74%
Federal	15.94%
State	8.78%
Local	41.59%



SunRail Phases 1 & 2

Period	Orange	Osceola	Seminole	Orlando	Total
2021-2025	\$18,020,000	\$9,670,000	\$12,750,000	\$11,100,000	\$51,540,000
2026-2030	\$20,570,000	\$10,595,000	\$13,375,000	\$12,700,000	\$57,240,000
2031-2035	\$23,120,000	\$11,520,000	\$14,000,000	\$14,300,000	\$62,940,000
2036-2040	\$25,670,000	\$12,445,000	\$14,625,000	\$15,900,000	\$68,640,000
Total	\$87,380,000	\$44,230,000	\$54,750,000	\$54,000,000	\$240,360,000

Source: Revenue Projections Developed for 2040 MetroPlan LRTP