

2040 Long Range Transportation Plan

## 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)
  - o Certain recipients required to enroll
- Managed Medical Assistance Program
  - o 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 <a href="https://www.sunrail.com">www.sunrail.com</a>.

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

STEP 2

Winter 2010



## Baseline

Transit-Oriented Land Use Development Scenario

## STEP 3 Spring/Summer 2011

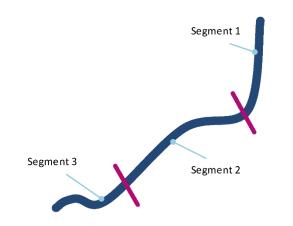
Baseline

Transit-Oriented Land Use Development Scenario

Current Funding Increased Funding

#### **Corridor Segment Identification**

How do we organize 22 corridors into segments with similar demand characteristics?



#### **Segment Potential**

Which type of transit service is appropriate for each segment?

- Local Bus
- Express Bus
- Bus Rapid Transit
- Streetcar
- Light Rail
- Commuter Rail



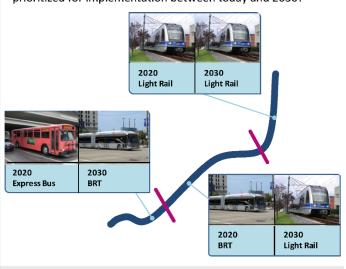




#### **Corridor/Segment Prioritization**

**Current Funding** 

Which corridor and transit service combinations should be prioritized for implementation between today and 2030?



#### **Considerations:**

- Population Density
- Employment Density
- Land Use
- Area Type
- User Market
- Accessibility

#### **Considerations:**

- Population Density
- Employment Density
- Land Use
- User Market
- Transit Orientation
- Activity Centers
- Trip Length

- Existing Transit
- y Ridership
  - Right-of-Way Availability
  - Public Involvement

#### **Considerations:**

- Land Use
- Transit Demand
- Traffic Conditions
- Roadway and Intersection Improvements
- Network Compatibility
- Public Involvement

#### 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.

**Bus Rapid Transit** Operational **Local Bus Service Features** (BRT) Off- Peak Hours: 30 min - 180 min Off- Peak Hours: 8 min - 15 min Frequency Peak Hours: 10 min - 30 min Peak Hours: 8 min - 15 min High travel time delay due to Typical time savings for BRT range **Time Savings** frequent stops, roadway from 17 percent to 43 percent. congestion, and intersection delay. Operating Range from 10 mph to 20 mph. Range from 15 mph to 30 mph. Speeds Traditional bus riders and Passenger Traditional bus riders.

Type

Figure 3: Bus and BRT Operational Features

commuters.

Figure 4: Modal Characteristics



## **Local Bus**

- Traditional Bus
- Frequent Stops
- Lower Speeds
- Travel in Regular Traffic
- Roadside Bus Stops



## **Express Bus**

- Medium-to-High Capacity Vehicles
- Travel in Regular Traffic
- Limited Stops
- Longer Distance Travel
- Commuters
- Park-and-Ride



### **BRT**

- May Have Exclusive Lane
- Branding & Stylized Design
- High Capacity Vehicles
- Signal Priority
- High Frequency
- Limited Stops
- Larger, More Substantial Stations



## Streetcar

- Operated on Rails
- Low Speed
- Medium Frequency
- Shorter Distance Travel
- Semi-Segregated from Traffic
- Stops or Station Level Infrastructure



## Light Rail

- One or Two Cars
- Operated on Rails
- Segregated from Traffic
- Medium Speed
- Frequent Stops
- Specially Branded
- Larger, More Substantial Stations



## Commuter Rail

- Multiple Cars
- Operated on Rails
- Segregated from Traffic
- Higher Speeds
- Longer Distance Travel
- Specially Branded
- Significant Stations

### 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.

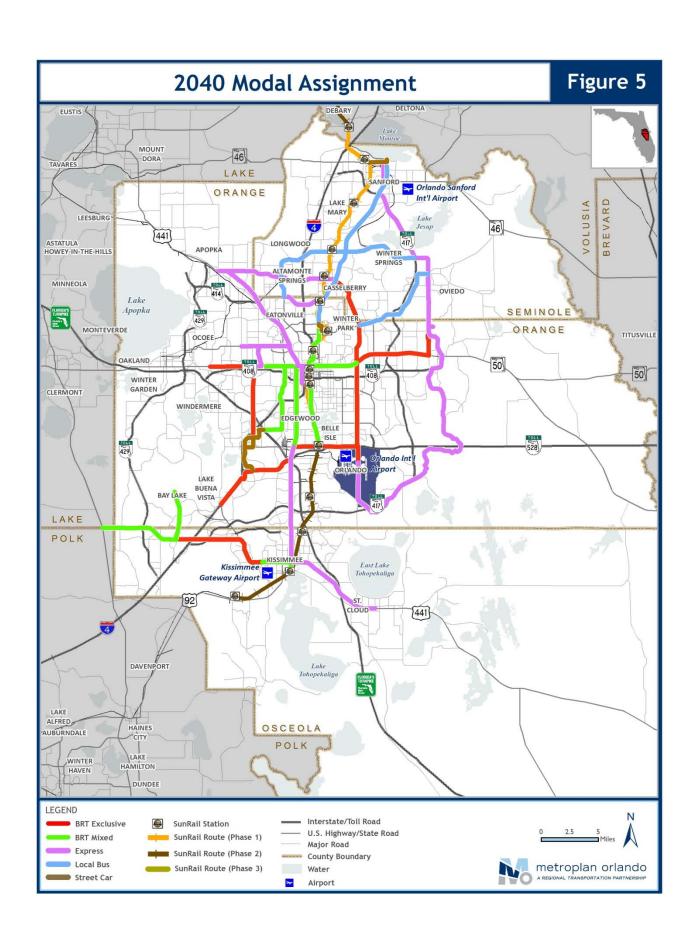
To ensure the updated network made sense as a whole, the consultant team and MetroPlan Orlando staff adjusted some segment modal assignments to create a logical and coherent network. It was also necessary to review the LYNX existing network to determine what supporting services were available or connecting 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	t Description		2025	2030	2035	2040
#	·	#	·		-		-	
1	Winter Park SunRail Connector		Winter Park Surail Connector	Local Bus			Streetcar	
			World Dr from Disney to US 192	BRT	BRT	BRT	BRT	BRT
2	US 192: Disney to Kissimmee		US 192 from World Dr to Osceola Square Mall	BRT	BRT	BRT	BRT	BRT
_			US 192 from Osceola Square Mall to Orange Blossom Tr	BRT	BRT	BRT	BRT	BRT
			Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	BRT	BRT	BRT	BRT	BRT
			US 192 from Lake County to World Dr	BRT	BRT	BRT	BRT	BRT
3	US 192: Lake County to St. Cloud		US 192 from World Dr to Osceola Square Mall	BRT	BRT	BRT	BRT	BRT
3	172. Lake county to st. cloud		US 192 from Osceola Square Mall to Orange Blossom Tr	BRT	BRT	BRT	BRT	BRT
			US 192 from Orange Blossom Tr to Florida Ave	Local Bus	Local Bus	Local Bus	Express	Express
		4-1	Silver Star Rd from Hiawassee 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	Silver Star Rd to Parramore	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		OIA to International Corporate Park Blvd at SR 528	N/A	Express	Express	Express	Express
O	Illilovation way. Old to ocr	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	N/A	Express	Express	Express	Express
		7-1	US 17-92 from SR 436 to Lee Rd	BRT	BRT	BRT	BRT	BRT
7	US 17-92: Fern Park to Downtown	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				
0	03 17-92. Saliford to Ferri Falk	8-2	US 17-92 from SR 417 to SR 436	Local Bus				
		9-1	US 441 from Park Ave (Apopka) to SR 436	Express	Express	Express	Express	Express
9	SR 436: Apopka to Fern Park	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	CD 42/ Farm David to OIA	10-1	SR 436 from Fern Park to Colonial Dr	Express	Express	BRT	BRT	BRT
10	SR 436: Fern Park to OIA	10-2	SR 436 from Colonial Dr to OIA	Express	Express	BRT	BRT	BRT
		11-1	US 441 from Apopka to Silver Star Rd	Express	Express	Express	Express	Express
11	US 441: Apopka to Downtown	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
			Amelia St from Garland Ave to Orange Blossom Tr	BRT	BRT	BRT	BRT	BRT
12	US 441/17-92: Downtown to Florida Mall		Orange Blossom Tr from Amelia St to Gore St	BRT	BRT	BRT	BRT	BRT
			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
			Orange Blossom Tr from Florida Mall to SR 528	Local Bus	Local Bus	Local Bus	Express	Express
13	US 441/17-92: Florida Mall to Kissimmee	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
		14-1	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	SR 50: West Oaks Mall to UCF		SR 50 from John Young Pkwy to Orange Blossom Tr	Express	Express	Express	BRT	BRT
14	SK 50. West Oaks Mail to OCI		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
			SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	BRT	BRT	BRT	BRT	BRT
		15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	Express	Express	Express	BRT	BRT
15	John Young Parkway: Downtown to Internation	15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	Express	Express	Express	BRT	BRT
13	John roung Farkway. Downtown to internation	15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy t	Express	Express	Express	BRT	BRT
		15-4 International Dr from Oak Ridge Rd to SR 528 Streetcar Streetcar Streetcar S		Streetcar	Streetcar			
16	Orange Ave: Downtown to Sand Lake Rd		Orange Ave from Livingston St to Gore St	BRT	BRT	BRT	BRT	BRT
10	orange ave. Downtown to Sand Lake Ru		Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave to Florida	BRT	BRT	BRT	BRT	BRT
			Silver Star Rd from Hiawassee Rd to Pine Hill Rd	Express	Express	Express	Express	Express
17	Kirkman Rd: Park Promenade to Internationa	17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkr	Express	Express	Express	Express	Express
17	Kirkillali ku. Park Promenaue to internationa	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
		18-1	I-4 from Vineland Rd to SR 528	Express	BRT	BRT	BRT	BRT
18	SR 528: Disney to OIA		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	Express	BRT	BRT	BRT	BRT
		19-1	SR 434 from Maitland Blvd to US 17-92	Local Bus				
19	SR 434: Maitland Blvd to UCF	19-2	SR 434 from US 17-92 to SR 417	Local Bus				
		19-3	SR 434 from SR 417 to UCF	Local Bus				
20	Aloma Ave: Winter Park to Ovjedo	20-1	Aloma Ave from SR 436 to Howell Branch Rd	Local Bus				
20	Aloma Ave. Willer Park to Oviedo	20-2	Aloma Ave from Howell Branch Rd to SR 434	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
		22-1	SR 434 from UCF to SR 417	Local Bus	Local Bus	Express	Express	Express
22	Seminole Way: Sanford to UCF	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



#### 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.

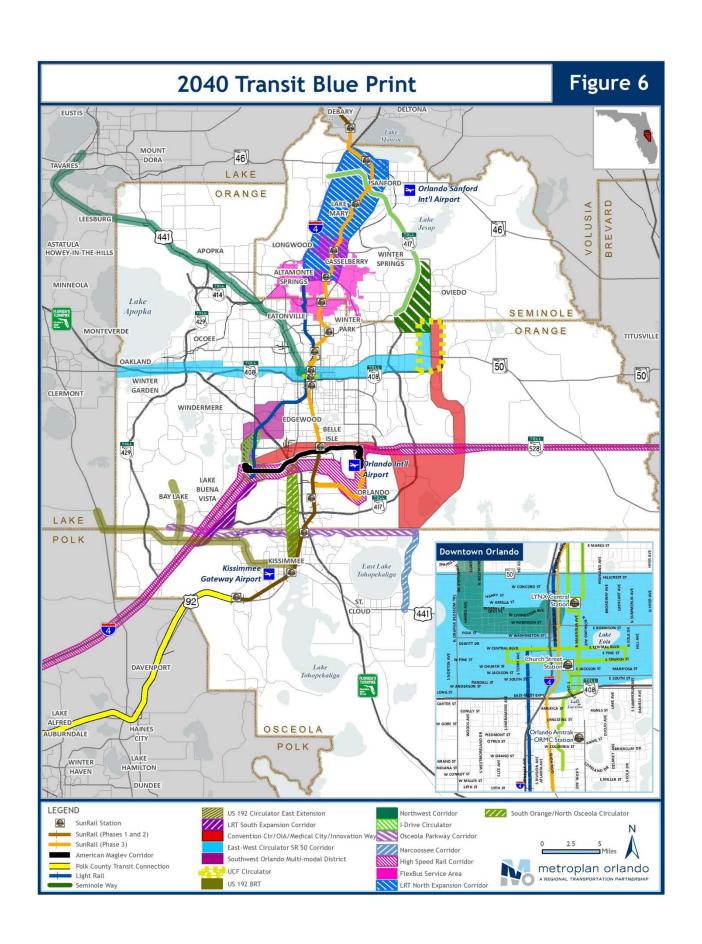
## 4.3 2040 Transit Blueprint

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	Planning
03 441 AA COITIGOI	of Orlando and Apopka	Fiaming
Kissimmee Circulator	Osceola County/City of Kissimmee	Planning
Flexbus	Cities of Altamonte Springs, Maitland,	Technology
Tiexbus	Casselberry, Longwood	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.



## 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.

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

TABLE 4: 2040 TRANSIT REVENUE SUMMARY

## 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.

- o 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 Flement.
- 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

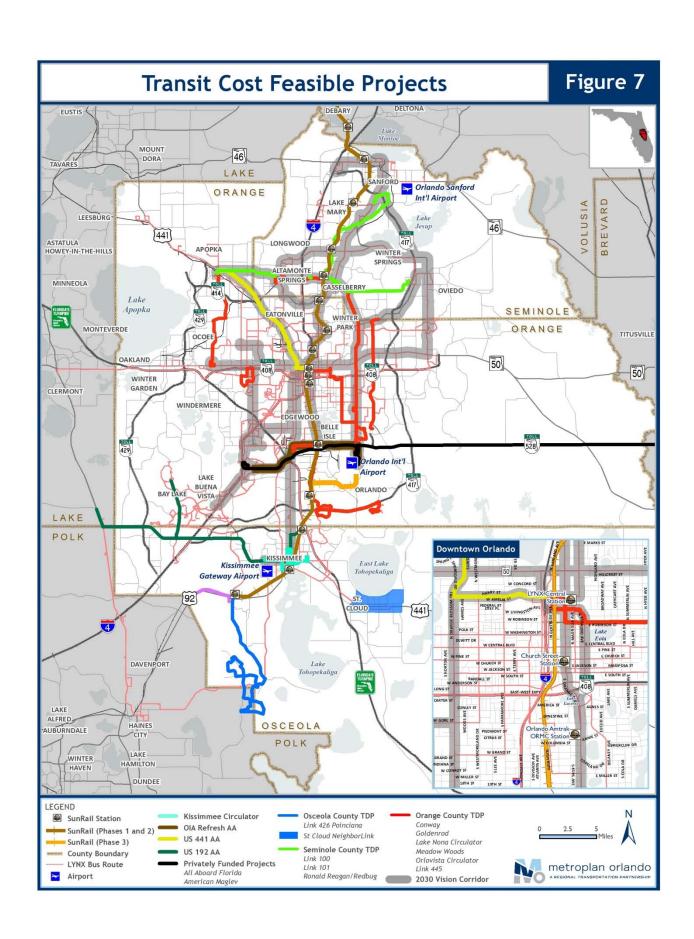
The Cost Feasible Plan identifies projects from the 2040 Blueprint for Transit and an alignment of revenue sources to fund each project. This indicates which projects will be advanced and the timeframe for that advancement. Table 5 identifies the project descriptions, their respective costs, and the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

Proje	ect Name		All F	igures in Mi	llions	
Name	Details		Cost Year of Expenditure	Revenue	Difference	Operating Assumption Notes
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
A vailable Revenue:		2015-2040		\$2,274.97	\$2,274.97	Local Matching Revenue Only (2040 Financial Resources)
LYNX Existing Service	Exisiting 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 Perferred Alrernative: 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 Kissimee	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 Circulator Meadow Woods Circulator Orlovista Circulator 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	
• '	Privately funded transit - Orlando to Miami	TBD	-	-	-	http://www.allaboardflorida.com
Private:Airport to I-Drive Elevated Transi	Privately funded transit - OIA to I-Drive	TBD	-	-	-	Project Proposals Under Review
		Total:	\$2,576.18	\$2,574.81	\$1.38	



## 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

#### 2040 MetroPlan LRTP - Transit Element Transit Mode Indetification Residential Dwelling Units and Score

	Corridor	Segment		Segment Length	Buffer Area				Equivalent DUs per Acre						Re	esidential So	ore		
# [	Description	#	Description	[miles]	[acres]	2009	2015	2020	2025	2030	2035	2040	2009	2015	2020	2025	2030	2035	2040
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1.300	2.35	2.84	3.49	4.11	4.70	5 23	5.72	Low	Low	Low	Low	Low	Low	Medium
1	Willer Falk Sullkall Conflector	2-1	World Dr from Disney to US 192	4.24	3,208	0.53	0.27	0.28	0.28	0.28	0.28	0.65	Low	Low	Low	Low	Low	Low	Low
_		2-2	US 192 from World Dr to Osceola Square Mall	8.82	6,142	1.50	0.10	0.13	0.13	0.13	0.13	2.35	Low	Low	Low	Low	Low	Low	Low
2	US 192: Disney to Kissimmee	2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.50	2,101	3.54	0.56	0.50	0.50	0.50	0.50	5.03	Low	Low	Low	Low	Low	Low	Low
		2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83	1,013	2.43	0.71	0.62	0.62	0.62	0.62	4.84	Low	Low	Low	Low	Low	Low	Low
		3-1	US 192 from Lake County to World Dr	6.81	4,851	0.96	0.26	0.27	0.27	0.28		1.14	Low	Low	Low	Low	Low	Low	Low
3	US 192: Lake County to St. Cloud	3-2	US 192 from World Dr to Osceola Square Mall	8.85	6,156	1.50	0.10	0.13	0.13	0.13		2.33	Low	Low	Low	Low	Low	Low	Low
		3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	3.50	0.56	0.50	0.50	0.50	0.50	5.00	Low	Low	Low	Low	Low	Low	Low
-		3-4 4-1	US 192 from Orange Blossom Tr to Florida Ave Silver Star Rd from Hiawassee Rd to Pine Hill Rd	8.88 1.49	6,189 1.456	1.62 3.61	0.19 3.65	0.17 3.70	0.17 3.74	0.17 3.79	0.17 3.83	2.80 3.86	Low	Low	Low	Low	Low	Low	Low
		4-1	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	1.84	1.87	1.91	1.95	1.98	2.02	2.04	Low	Low	Low	Low	Low	Low	Low
4	Silver Star Rd to Parramore	4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	1.70	1.81	1.94	2.07	2.18	2.30	2.40		Low	Low	Low	Low	Low	Low
		4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	764	2.67	2.97	3.37	3.72	4.07	4.39	4.67	Low	Low	Low	Low	Low	Low	Low
		4-5	Parramore Ave from Colonial Dr to Gore St	1.50	1,460	3.23	3.65	4.23	4.75	5.25	5.71	6.11	Low	Low	Low	Low	Low	Medium	Medium
5	Sanford SunRail Connector	5-1	Sanford Sunrail Connector	1.77	1,309	2.02	2.05	2.13	2.37	2.58	2.79	2.98	Low	Low	Low	Low	Low	Low	Low
		6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	0.14	0.24	0.37	0.49	0.60	0.71	0.80	Low	Low	Low	Low	Low	Low	Low
6	Innovation Way: OIA to UCF	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528	13.88	9,225	1.19	1.29	1.41	1.53	1.64	1.74	1.84	Low	Low	Low	Low	Low	Low	Low
			to UCF		·	_					2.7-4				_				
_		7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	2.04	2.25	2.55	2.90	3.22	3.53	3.80	Low	Low	Low	Low	Low	Low	Low
7	US 17-92: Fern Park to Downtown	7-2	US 17-92 from Lee Rd to Colonial Dr	4.06	3,076	2.45	2.90	3.51	4.07	4.61		5.53	Low	Low	Low	Low	Low	Low	Medium
		7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	3.59	4.60	5.87	7.03	8.14	9.14	10.05	Low	Low	Medium	Medium	High	High	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	2.28	2.31	2.36	2.50	2.64	2.77	2.88	Low	Low	Low	Low	Low	Low	Low
٥	OS 17-32. Samolu to reili raik	8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	1.56	1.58	1.64	1.80	1.95	2.09	2.22	Low	Low	Low	Low	Low	Low	Low
		9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	1.49	1.64	1.83		2.20		2.50	Low	Low	Low	Low	Low	Low	Low
9	SR 436: Apopka to Fern Park	9-2	SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	2.25	2.30	2.37		2.59		2.78		Low	Low	Low	Low	Low	Low
		9-3	SR 436 from Hunt Club Blvd to US 17-92	4.28	3,231	3.20	3.22	3.27	3.42	3.57	3.70	3.83	Low	Low	Low	Low	Low	Low	Low
10	CD 42C: Form Doubte OLA	10-1	SR 436 from Fern Park to Colonial Dr	7.95	5,583	3.21	3.27	3.35	3.49	3.63	3.75	3.86	Low	Low	Low	Low	Low	Low	Low
10	SR 436: Fern Park to OIA	10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	3.15	3.21	3.40	3.59	3.77	3.93	4.08	Low	Low	Low	Low	Low	Low	Low
		11-1	US 441 from Apopka to Silver Star Rd	9.47	6,558	1.53	1.64	1.80	1.95	2.09	2.22	2.33	Low	Low	Low	Low	Low	Low	Low
11	US 441: Apopka to Downtown	11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	1.69	1.80	1.93	2.06	2.18	2.29	2.39	Low	Low	Low	Low	Low	Low	Low
	os 441.7 popul to Sountonii	11-3	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange	1.19	1,193	2.55	3.14	3.89	4.57	5.21	5.81	6.34	Low	Low	Low	Low	Low	Medium	Medium
			Blossom Tr to Garland Ave																
12	UC 441/17 03: December on the Floride Mail	12-1 12-2	Amelia St from Garland Ave to Orange Blossom Tr	0.92 1.25	1,090 1,303	2.65 2.47	3.29 2.68	4.11 2.94	4.85 3.18	5.55 3.41	6.20 3.63	6.77 3.83	Low	Low	Low	Low	Medium	Medium	Medium
12	US 441/17-92: Downtown to Florida Mall	12-2	Orange Blossom Tr from Amelia St to Gore St  Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	2.47	2.82	3.11	3.39	3.66	3.90	4.12	Low	Low	Low	Low	Low	Low	Low
-		13-1	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	0.97	1.24	0.22	1.65	1.83	2.00	2.16	Low	Low	Low	Low	Low	Low	Low
13	US 441/17-92: Florida Mall to Kissimmee	13-2	Orange Blossom Tr from SR 528 to SR 417	4.27	3,235	1.30	1.38		1.53	1.60	1.66	1.72	Low	Low	Low	Low	Low	Low	Low
		13-3	Orange Blossom Tr from SR 417 to US 192	4.68	3,506	2.04	1.21	1.17	1.21	1.26	1.30	3.22	Low	Low	Low	Low	Low	Low	Low
		14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	2.49	2.68	2.94	3.19	3.42	3.63	3.83	Low	Low	Low	Low	Low	Low	Low
		14-2	SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	1.61	2.10	2.75	3.38	3.98	4.52	5.01	Low	Low	Low	Low	Low	Low	Low
14	SR 50: West Oaks Mall to UCF	14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	1.80	2.25	2.85	3.41	3.95	4.44	4.89	Low	Low	Low	Low	Low	Low	Low
14	3K 30. West Oaks Wall to OCF	14-4	SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	2.85	3.46	4.24	4.96	5.63	6.26	6.81	Low	Low	Low	Low	Medium	Medium	Medium
		14-5	SR 50 from Orange Ave to SR 436	4.41	3,324	2.29	2.63	3.07		3.89	4.25	4.58	Low	Low	Low	Low	Low	Low	Low
		14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	2.13	2.30	2.53	2.74	2.95		3.30	Low	Low	Low	Low	Low	Low	Low
		15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	3.06	3.69	4.48	5.21	5.91	6.55	7.12	Low	Low	Low	Low	Medium	Medium	Medium
45	District Control of the Control of t	15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	1.79	2.25	2.84	3.41	3.94	4.43	4.88	Low	Low	Low	Low	Low	Low	Low
15	John Young Parkway: Downtown to International Drive	15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John	7.33	5,150	2.55	2.72	2.93	3.13	3.32	3.49	3.65	Low	Low	Low	Low	Low	Low	Low
		15-4	Young Pkwy to International Dr International Dr from Oak Ridge Rd to SR 528	5.38	3,863	2.06	2.51	3.02	3.42	3.77	4.12	4.42	Low	Low	Low	Low	Low	Low	Low
		16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	4.55	5.32	6.29	7.18	8.00		9.45	Low	Low	Medium	Medium	High	High	High
16	Orange Ave: Downtown to Sand Lake Rd		Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave														·		
	•	16-2	to Florida Mall	5.63	4,099	1.99	2.22	2.53	2.83	3.10	3.36	3.59	Low	Low	Low	Low	Low	Low	Low
		17-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1,463	3.62	3.65	3.70	3.74	3.79	3.83	3.86	Low	Low	Low	Low	Low	Low	Low
		17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd	2.08	1,782	2.86	2.98	3.14	3.30	3.45	3.58	3.70	Low	Low	Low	Low	Low	Low	Low
17	Kirkman Rd: Park Promenade to International Drive		to Kirkman Rd										LOW			LOW		LOW	
		17-3	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	3.03	3.24	3.49	3.69	3.86		4.19	Low	Low	Low	Low	Low	Low	Low
		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	1.90	2.40	2.95	3.39	3.78	4.16	4.50	Low	Low	Low	Low	Low	Low	Low
		18-1	I-4 from Vineland Rd to SR 528	4.40	3,246	1.65	2.11	2.55	2.89	3.20	3.49	3.76	Low	Low	Low	Low	Low	Low	Low
18	SR 528: Disney to OIA	18-2	SR 528 from I-4 to Orange Blossom Tr	3.71	2,876	1.11	1.29	1.51	1.71	1.90	2.08	2.24	Low	Low	Low	Low	Low	Low	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	0.87	1.07	1.36	1.61	1.85	2.07	2.27	Low	Low	Low	Low	Low	Low	Low
1		19-1	SR 434 from Maitland Blvd to US 17-92	8.91	6.199	2.22	2.24	2.30	2,44	2.57	2.69	2.81	Low	Low	Low	Low	Low	Low	Low
19	SR 434: Maitland Blvd to UCF	19-2	SR 434 from US 17-92 to SR 417	6.56	4,694	1.41	1.43	1.47		1.66	1.74	1.82		Low	Low	Low	Low	Low	Low
		19-3	SR 434 from SR 417 to UCF	7.48	5,268	1.12	1.17		1.38	1.50		1.71	Low	Low	Low	Low	Low	Low	Low
		20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	3.42	3.49	3.58	3.69	3.78	3.87	3.95		Low	Low	Low	Low	Low	Low
20	Aloma Ave: Winter Park to Oviedo	20-2	Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	1.26	1.30	1.38	1.53	1.67	1.80	1.92	Low	Low	Low	Low	Low	Low	Low
21	Maitland Blvd: SR 434 to US 17-92	21-1	Maitland Blvd from SR 434 to US 17-92	3.79	2,944	1.74	1.90	2.12	2.35	2.56	2.76	2.94	Low	Low	Low	Low	Low	Low	Low
21																			Low
		22-1	SR 434 from UCF to SR 417	7.48	5,268	1.12	1.17	1.26	1.38	1.50		1.71	Low	Low	Low	Low	Low	Low	LOW
22	Seminole Way: Sanford to UCF	22-2	SR 434 from UCF to SR 417 SR 417 from SR 434 to US 17-92 US 17-92 from SR 417 to 1st St	7.48 6.53 2.89	5,268 4,677 2,275	1.12 0.59 2.20	1.17 0.61 2.23	1.26 0.65 2.28	1.38 0.72 2.43	1.50 0.78 2.56		0.89 2.81	Low	Low Low	Low Low	Low Low	Low Low	Low Low	Low

#### 2040 MetroPlan LRTP - Transit Element Transit Mode Indetification Employees Per Acre and Score

	Corridor	Segment		Segment Length	Buffer Area				Employees per Acre						Em	plyment Sc	ore		
#	Description	#	Description	[miles]	[acres]	2009	2015	2020	2025	2030	2035	2040	2009	2015	2020	2025	2030	2035	2040
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	15.84	16.77	17.45	17.45	18.14		19.39	High	High	High	High	High	High	High
		2-1	World Dr from Disney to US 192	4.24	3,208	3.30	3.80	4.20	4.20	4.60	5.03	5.41	Low	Low	Low	Low	Medium	Medium	Medium
2	US 192: Disney to Kissimmee	2-2	US 192 from World Dr to Osceola Square Mall	8.82	6,142	1.96	2.23	2.32	2.32	2.42	2.78	3.29	Low	Low	Low	Low	Low	Low	Low
_	,	2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.50	2,101	4.93	5.20	5.70	5.70	6.14	7.37	9.13	Medium	Medium	Medium	Medium	Medium	High	High
		2-4 3-1	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station US 192 from Lake County to World Dr	0.83 6.81	1,013 4,851	6.50 0.83	7.18 0.85	7.94 0.88	7.94 0.88	8.59 0.93	11.30 1.06	15.31 1.24	Medium Low	High Low	High Low	Low	High Low	High Low	High Low
		3-1	US 192 from World Dr to Osceola Square Mall	8.85	6.156	1.94	2.20	2.30	2.30	2.39	2.74	3.25	Low	Low	Low	Low	Low	Low	Low
3	US 192: Lake County to St. Cloud	3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	4.92	5.20	5.70	5.70	6.14	7.38	9.15	Medium	Medium	Medium	Medium	Medium	High	High
		3-4	US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	1.83	3.98	4.22	4.22	4.46	4.88	5.46	Low	Low	Low	Low	Low	Medium	Medium
		4-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.49	1,456	1.74	1.80	1.84	1.84	1.89	1.93	1.97	Low	Low	Low	Low	Low	Low	Low
4	Silver Star Rd to Parramore	4-2 4-3	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71 1.91	2,232	6.44 4.64	6.52 4.82	6.58 4.94	6.58 4.94	6.67 5.08	6.76 5.23	6.83 5.34	Medium	High Medium	High Medium	High Medium	High Medium	High Medium	High Medium
4	Sliver Star Ru to Parramore	4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	1,722 764	6,94	7.42	7.75	7.75	8.10	5.23 8.46	5.34 8.74	High	High	High	High	High	High	High
		4-5	Parramore Ave from Colonial Dr to Gore St	1.50	1,460	18.76	19.54	20.09	20.09	20.67	21.26	21.71	High	High	High	High	High	High	High
5	Sanford SunRail Connector	5-1	Sanford Sunrail Connector	1.77	1,309	5.25	5.68	6.22	6.22	6.66	7.12	7.57	Medium	Medium	Medium	Medium	High	High	High
		6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	0.26	0.45	0.59	0.59	0.74	0.89	1.00	Low	Low	Low	Low	Low	Low	Low
6	Innovation Way: OIA to UCF	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528	13.88	9,225	1.97	2.11	2.21	2.21	2.32	2.43	2.52	Low	Low	Low	Low	Low	Low	Low
-			to UCF	4.18						7.44		-							
7	US 17-92: Fern Park to Downtown	7-1 7-2	US 17-92 from SR 436 to Lee Rd US 17-92 from Lee Rd to Colonial Dr	4.18	3,183 3,076	5.73 12.99	6.36 14.18	6.93 15.03	6.93 15.03	15.90	7.96 16.80	8.47 17.48	Medium High	Medium High	High High	High High	High High	High High	High High
l ′	OS 17-52. Territark to Downtown	7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	42.34	44.11	45.38	45.38	46.67	48.01	49.03	High	High	High	High	High	High	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	2.84	3.09	3.45	3.45	3.75	4.07	4.37	Low	Low	Low	Low	Low	Low	Low
8	US 17-92: Santord to Fern Park	8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	3.27	3.65	4.13	4.13	4.51	4.91	5.34	Low	Low	Low	Low	Medium	Medium	Medium
		9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	4.24	4.56	4.79	4.79	5.03		5.46	Low	Medium	Medium	Medium	Medium	Medium	Medium
9	SR 436: Apopka to Fern Park	9-2	SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	2.94	3.17	3.46	3.46	3.71	3.98	4.22	Low	Low	Low	Low	Low	Low	Low
		9-3	SR 436 from Hunt Club Blvd to US 17-92	4.28	3,231	7.41	7.78	8.24	8.24	8.61	9.00	9.41	High	High	High	High	High	High	High
10	SR 436: Fern Park to OIA	10-1	SR 436 from Fern Park to Colonial Dr	7.95	5,583	4.38	4.69	5.06	5.06	5.38	5.72	6.04	Low	Medium	Medium	Medium	Medium	Medium	Medium
		10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	2.89	3.24	3.50	3.50	3.77	4.05	4.26	Low	Low	Low	Low	Low	Low	Low
		11-1 11-2	US 441 from Apopka to Silver Star Rd  Orange Blossom Tr from Silver Star Rd to Colonial Dr	9.47 1.92	6,558 1,731	3.93 4.64	4.16 4.82	4.32 4.95	4.32 4.95	4.50 5.09	4.68 5.23	4.83 5.34	Low Medium	Low	Low	Low	Low Medium	Medium Medium	Medium Medium
11	US 441: Apopka to Downtown		Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange																
		11-3	Blossom Tr to Garland Ave	1.19	1,193	19.30	20.25	20.92	20.92	21.61	22.32	22.87	High	High	High	High	High	High	High
12	US 441/17-92: Downtown to Florida Mall	12-1 12-2	Amelia St from Garland Ave to Orange Blossom Tr Orange Blossom Tr from Amelia St to Gore St	0.92 1.25	1,090 1,303	20.91 6.39	21.94 6.74	22.67 7.00	22.67 7.00	23.43 7.26	24.20 7.53	24.80 7.74	High Medium	High High	High High	High High	High	High	High High
12	03 441/17-92: DOWNLOWN to Florida Mail	12-2	Orange Blossom Tr from Amelia St to Gore St  Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	6.24	6.77	7.00	7.00	7.20	7.55	8.28	Medium	High	High	High	High High	High High	High
		13-1	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	13.42	14.12	14.64	14.64	15.19	15.75	16.20	High	High	High	High	High	High	High
13	US 441/17-92: Florida Mall to Kissimmee	13-2	Orange Blossom Tr from SR 528 to SR 417	4.27	3,235	3.46	3.62	3.73	3.73	3.88	4.02	4.15	Low	Low	Low	Low	Low	Low	Low
		13-3	Orange Blossom Tr from SR 417 to US 192	4.68	3,506	2.48	3.27	3.53	3.53	3.74	4.77	6.25	Low	Low	Low	Low	Low	Medium	Medium
		14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	3.75	3.99	4.17	4.17	4.36	4.54	4.69	Low	Low	Low	Low	Low	Medium	Medium
		14-2 14-3	SR 50 from Kirkman Rd to John Young Pkwy	2.61 1.11	2,173	5.20 6.28	5.67 6.73	6.01 7.06	6.01 7.06	6.38 7.40	6.76 7.75	7.05 8.03	Medium	Medium	Medium	Medium	Medium	High	High
14	SR 50: West Oaks Mall to UCF	14-3	SR 50 from John Young Pkwy to Orange Blossom Tr SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,213 1,028	13.78	14.75	15.43	15.43	16.14	16.87	17.42	Medium High	High High	High High	High High	High High	High High	High High
		14-4	SR 50 from Orange Ave to SR 436	4.41	3,324	10.50	11.14	11.59	11.59	12.07	12.55	12.92	High	High	High	High	High	High	High
		14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	3.13	3.42	3.62	3.62	3.84	4.05	4.23	Low	Low	Low	Low	Low	Low	Low
		15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	14.69	15.69	16.40	16.40	17.13	17.89	18.47	High	High	High	High	High	High	High
		15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	6.27	6.71	7.04	7.04	7.38	7.73	8.01	Medium	High	High	High	High	High	High
15	John Young Parkway: Downtown to International Drive	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	4.51	4.65	4.75	4.75	4.86	4.97	5.05	Medium	Medium	Medium	Medium	Medium	Medium	Medium
		15-4	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	9.93	10.71	11.28	11.28	11.86	12.46	12.92	High	High	High	High	High	High	High
		16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	50.55	52.42	53.76	53.76	55.13	56.55	57.63	High	High	High	High	High	High	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	5.63	4,099	9.03	9.67	10.13	10.13	10.61	11.10	11.48	High	High	High	High	High	High	High
		17-1	to Florida Mall Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1,463	1.74	1.80	1.84	1.84	1.89	1.93	1.97		_	_	·	Ů	Ů	Low
			Silver Star Rd from Hiawassee Rd to Pine Hill Rd Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd										Low	Low	Low	Low	Low	Low	
17	Kirkman Rd: Park Promenade to International Drive	17-2	to Kirkman Rd	2.08	1,782	2.88	3.04	3.16	3.16	3.30	3.43	3.53	Low	Low	Low	Low	Low	Low	Low
		17-3	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	5.74	6.03	6.23	6.23	6.45	6.67	6.84	Medium	Medium	Medium	Medium	Medium	High	High
		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	10.39	11.33	12.01	12.01	12.72	13.45	14.01	High	High	High	High	High	High	High
		18-1	I-4 from Vineland Rd to SR 528	4.40	3,246	7.69	8.31	8.77	8.77	9.24	9.72	10.09	High	High	High	High	High	High	High
18	SR 528: Disney to OIA	18-2	SR 528 from I-4 to Orange Blossom Tr Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from	3.71	2,876	5.54	5.98	6.30	6.30	6.65	7.01	7.30	Medium	Medium	Medium	Medium	High	High	High
		18-3	Orange Blossom Tr to OIA	8.14	5,656	5.25	5.79	6.18	6.18	6.59	7.01	7.33	Medium	Medium	Medium	Medium	High	High	High
		19-1	SR 434 from Maitland Blvd to US 17-92	8.91	6,199	4.67	5.01	5.50	5.50	5.89	6.32	6.72	Medium	Medium	Medium	Medium	Medium	Medium	High
19	SR 434: Maitland Blvd to UCF	19-2	SR 434 from US 17-92 to SR 417	6.56	4,694	1.01	1.19	1.45	1.45	1.67	1.89	2.12	Low	Low	Low	Low	Low	Low	Low
<b>—</b>		19-3 20-1	SR 434 from SR 417 to UCF Aloma Ave from SR 436 to Howell Branch Rd	7.48 1.59	5,268 1,525	1.49 6.01	1.69 6.20	1.95 6.35	1.95 6.35	2.17 6.50	2.41 6.66	2.63 6.78	Low Medium	Low Medium	Low Medium	Low	Low	Low High	Low High
20	Aloma Ave: Winter Park to Oviedo	20-1	Aloma Ave from Sk 436 to Howell Branch Rd Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	1.43	1.65	1.98	1.98	2.26	0.00	2.83	Low	Low	Low	Low	Low	Low	Low
21	Maitland Blvd: SR 434 to US 17-92	21-1	Maitland Blvd from SR 434 to US 17-92	3.79	2,944	8.18	8.64	9.04	9.04	9.43	9.84	10.17	High	High	High	High	High	High	High
		22-1	SR 434 from UCF to SR 417	7.48	5,268	1.49	1.69	1.95	1.95	2.18		2.63	Low	Low	Low	Low	Low	Low	Low
22	Seminole Way: Sanford to UCF	22-2	SR 417 from SR 434 to US 17-92	6.53	4,677	0.62	0.72	0.86	0.86	0.98		1.22	Low	Low	Low	Low	Low	Low	Low
		22-3	US 17-92 from SR 417 to 1st St	2.89	2,275	2.96	3.22	3.61	3.61	3.93	4.27	4.60	Low	Low	Low	Low	Low	Low	Medium

### 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 Indetification Transit Orientation Index

Corridor		Corridor Segment							
#	Description	#	Description	Length [miles]	Area [acres]	Percentage	Score		
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	22.36%	Low		
		2-1	World Dr from Disney to US 192	4.24	3,208	0.00%	Low		
2	US 192: Disney to Kissimmee	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		
		3-1	US 192 from Lake County to World Dr	6.81 8.85	4,851 6.156	0.00%	Low		
3	US 192: Lake County to St. Cloud	3-2 3-3	US 192 from World Dr to Osceola Square Mall	2.51	2,109	31.09%	Low Medium		
		3-3	US 192 from Osceola Square Mall to Orange Blossom Tr US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	11.25%	Low		
		4-1	Silver Star Rd from Hiawassee 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	Silver Star Rd to Parramore	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		
Ü	illiovation way. Old to oci	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9,225	2.16%	Low		
		7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	9.04%	Low		
7	US 17-92: Fern Park to Downtown	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	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	34.51%	Medium		
		8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	10.23%	Low		
	CD 42C Associate to Four Park	9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	12.96%	Low		
9	SR 436: Apopka to Fern Park	9-2	SR 436 from US 441 to Hunt Club Blvd	5.53	4,037 3,231	0.24% 6.31%	Low		
		,,,	SR 436 from Hunt Club Blvd to US 17-92	4.28	-, -				
10	SR 436: Fern Park to OIA	10-1 10-2	SR 436 from Fern Park to Colonial Dr SR 436 from Colonial Dr to OIA	7.95 8.69	5,583 6,057	11.38% 11.04%	Low		
		11-1	US 441 from Apopka to Silver Star Rd	9,47	6,558	12.02%	Low		
11	US 441: Apopka to Downtown	11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	42.93%	Medium		
	os 441/Apopia to Bountouri	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		
		12-1	Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	68.97%	High		
12	US 441/17-92: Downtown to Florida Mall	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		
		13-1	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	0.00%	Low		
13	US 441/17-92: Florida Mall to Kissimmee	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		
		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	SR 50: West Oaks Mall to UCF	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		
		15-1 15-2	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99 1.10	1,135 1,204	43.70% 56.36%	Medium		
15	John Young Parkway: Downtown to International Drive	15-2	SR 50 from Orange Blossom Tr to John Young Pkwy John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr	7.33	1,204 5,150	21.60%	High Low		
		15-3	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	6.43%	Low		
		16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	55.01%	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	7.58%	Low		
		17-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1,463	0.10%	Low		
17	Kirkman Dd. Dark Dramanada ta International Debug	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		
1/	Kirkman Rd: Park Promenade to International Drive	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		
18	SR 528: Disney to OIA	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		
19	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	Aloma Ave: Winter Park to Oviedo	20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59 7.00	1,525 4,967	38.83% 4.55%	Medium		
21	Maitland Dhyd- CD 424 to LIC 47 03		Aloma Ave from Howell Branch Rd to SR 434		,				
21	Maitland Blvd: SR 434 to US 17-92	21-1 22-1	Maitland Blvd from SR 434 to US 17-92	3.79 7.48	2,944 5,268	0.00% 2.16%	Low		
		22-1	SR 434 from UCF to SR 417	7.48	5,268	2.10%	Low		
22	Seminole Way: Sanford to UCF	22-2	SR 417 from SR 434 to US 17-92	6.53	4.677	11.04%	Low		

# **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
С	Orange County	3
С	Ovideo	0
сс	Maitland	1
Central Business District	Winter Park	3
City	Orange County	2
CM	Ovideo	3
сом	KISSIMMEE	3
сом	Lake Mary	3
сом	OSCEOLA COUNTY	3
СОМ	REEDY CREEK IMPROVEMENT DISTRICT	3
СОМ	Seminole County	3
сом	ST CLOUD	3
СОММ	Apopka	3
СОММ	Casselberry	3
СОММ	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  Seminole County	3
I	Orange County	1
	Sanford	1
IMU		3
IN	Longwood 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
0	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
Р	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 LRTP - Transit Element Transit Mode Indetification Future Land Use

	Corridor		Segment	Segment Length	Buffer Area	Future	Land Use
#	Description	#	Description	[miles]	[acres]	Index	Score
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	1.884	Low
		2-1	World Dr from Disney to US 192	4.24	3,208	1.341	Low
2	US 192: Disney to Kissimmee	2-2	US 192 from World Dr to Osceola Square Mall	8.82	6,142	2.221	Medium
-	os 152. Sisticy to tossimite	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
		3-1	US 192 from Lake County to World Dr	6.81	4,851	2.198	Medium
3	US 192: Lake County to St. Cloud	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 1.861	Medium
		3-4 4-1	US 192 from Orange Blossom Tr to Florida Ave Silver Star Rd from Hiawassee Rd to Pine Hill Rd	8.88 1.49	6,189 1,456	2.131	Low Medium
		4-1	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	1.651	Low
4	Silver Star Rd to Parramore	4-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	1.894	Low
*	Silver Star Nu to Parramore	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
		6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	2.426	High
6	Innovation Way: OIA to UCF	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9,225	2.128	Medium
		7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	1.759	Low
7	US 17-92: Fern Park to Downtown	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	US 17-92: Sanford to Fern Park	8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	1.653	Low
		9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	1.922	Low
9	SR 436: Apopka to Fern Park	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	SK 430. FEITH aik to OIA	10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	2.352	High
		11-1	US 441 from Apopka to Silver Star Rd	9.47	6,558	1.616	Low
11	US 441: Apopka to Downtown	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
		12-1	Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	2.152	Medium
12	US 441/17-92: Downtown to Florida Mall	12-2	Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	1.922 2.091	Low
		12-3	Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	1.913	Medium
42	UC 444 /47 02: Florido Mail do Mississon	13-1	Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	1.522	Low
13	US 441/17-92: Florida Mall to Kissimmee	13-2 13-3	Orange Blossom Tr from SR 528 to SR 417 Orange Blossom Tr from SR 417 to US 192	4.27 4.68	3,235 3,506	1.801	Low
		14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	2.178	Low Medium
		14-1	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	SR 50: West Oaks Mall to UCF	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
45	Labor Variation Development Control of the Control	15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	1.905	Low
15	John Young Parkway: Downtown to International Drive	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	Orange Ave: Downtown to Sand Lake Rd	16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	2.460	High
10	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 Hiawassee Rd to Pine Hill Rd	1.50	1,463	2.131	Medium
17	Kirkman Rd: Park Promenade to International Drive	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
		17-3	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
	00 500 01	18-1	I-4 from Vineland Rd to SR 528	4.40	3,246	2.627	High
18	SR 528: Disney to OIA	18-2	SR 528 from I-4 to Orange Blossom Tr	3.71	2,876	1.774	Low
<b>.</b>		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
10	CD 424, Maisland Dividen LICE	19-1	SR 434 from Maitland Blvd to US 17-92	8.91	6,199	1.809 1.748	Low
19	SR 434: Maitland Blvd to UCF	19-2 19-3	SR 434 from US 17-92 to SR 417	6.56 7.48	4,694 5.268	1.748	Low
		10 0	SR 434 from SR 417 to UCF		-,	1.924	Low
20	Aloma Ave: Winter Park to Oviedo	20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	1.708	Low
21	Maitland Blvd: SR 434 to US 17-92	20-2 21-1	Aloma Ave from Howell Branch Rd to SR 434  Maitland Blvd from SR 434 to US 17-92	7.00 3.79	4,967 2,944	1.708	Low
21	ividitiditiu bivu. 5K 434 tO US 17-92	21-1	SR 434 from UCF to SR 417	7.48	5,268	1.925	Low
			SR 417 from SR 434 to US 17-92	6.53	4,677	1.011	Low
22	Seminole Way: Sanford to UCF	22-2					

#### 2040 MetroPlan LRTP - Transit Element Transit Mode Indetification Existing Transit Ridership

	Corridor		Segment	Segment Length	Buffer Area	Existing Be	enefit Riders
#	Description	#	Description	[miles]	[acres]	Average Daily	Score
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	2,433	Low
		2-1	World Dr from Disney to US 192	4.24	3,208	1,529	Low
2	US 192: Disney to Kissimmee	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
		3-1 3-2	US 192 from Lake County to World Dr	6.81 8.85	4,851 6,156	974 3,431	Low
3	US 192: Lake County to St. Cloud		US 192 from World Dr to Osceola Square Mall				Medium Medium
		3-3 3-4	US 192 from Osceola Square Mall to Orange Blossom Tr US 192 from Orange Blossom Tr to Florida Ave	2.51 8.88	2,109 6,189	3,837 1,732	Low
		3-4 4-1	Silver Star Rd from Hiawassee 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	Silver Star Rd to Parramore	4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1.722	1,419	Low
-	Silver Star Na to Farraniore	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
		6-1	OIA to International Corporate Park Blvd at SR 528	16.87	11,121	0	Low
6	Innovation Way: OIA to UCF	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9,225	857	Low
		7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	1,448	Low
7	US 17-92: Fern Park to Downtown	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
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	0	Low
0	03 17-92. Saliloid to Felli Faik	8-2	US 17-92 from SR 417 to SR 436	8.92	6,207	2,169	Low
		9-1	US 441 from Park Ave (Apopka) to SR 436	0.66	925	1,437	Low
9	SR 436: Apopka to Fern Park	9-2	SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	940	Low
		9-3	SR 436 from Hunt Club Blvd to US 17-92	4.28	3,231	1,355	Low
10	SR 436: Fern Park to OIA	10-1	SR 436 from Fern Park to Colonial Dr	7.95	5,583	2,661	Low
		10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	5,071	High
		11-1	US 441 from Apopka to Silver Star Rd	9.47	6,558	4,578	Medium
11	US 441: Apopka to Downtown	11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	1,419	Low
		11-3 12-1	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
12	US 441/17 02: December to Florido Mell		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	12-2 12-3	Orange Blossom Tr from Amelia St to Gore St	1.25 5.61	1,303 4,087	2,887	Low
		13-1	Orange Blossom Tr from Amelia St to Florida Mall Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	6,132 2.360	High 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	2,300	Low
13	03 441/17-92. Florida Wali to Kissillillee	13-2	Orange Blossom Tr from SR 417 to US 192	4.68	3,506	1,555	Low
		14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	3,489	Medium
		14-2	SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	6,328	High
		14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	4,525	Medium
14	SR 50: West Oaks Mall to UCF	14-4	SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	2,495	Low
		14-5	SR 50 from Orange Ave to SR 436	4.41	3,324	4,686	Medium
		14-6	SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	2,447	Low
		15-1	SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	3,645	Medium
15	John Young Barkway: Downtown to International Drive	15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	4,525	Medium
13	John Young Parkway: Downtown to International Drive	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	6,834	High
		15-4	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	7,488	High
16	Orange Ave: Downtown to Sand Lake Rd	16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	4,290	Medium
10	Orange Ave. Downtown to Sand Lake Ku	16-2	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
		17-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1,463	2,410	Low
17	Kirkman Rd: Park Promenade to International Drive	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	4,468	Medium
	Minimum Na. 1 and 1 former nade to international prive	17-3	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	7,545	High
		17-4	Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	5,872	High
		18-1	I-4 from Vineland Rd to SR 528	4.40	3,246	1,265	Low
18	SR 528: Disney to OIA	18-2	SR 528 from I-4 to Orange Blossom Tr	3.71	2,876	1,143	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	5,476	High
40	CD 424 MA-141 1 2 1 1 1 1 2 2	19-1	SR 434 from Maitland Blvd to US 17-92	8.91	6,199	1,414	Low
19	SR 434: Maitland Blvd to UCF	19-2	SR 434 from US 17-92 to SR 417	6.56	4,694	102	Low
		19-3	SR 434 from SR 417 to UCF	7.48	5,268	420	Low
20	Aloma Ave: Winter Park to Oviedo	20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	478	Low
		20-2	Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	58	Low
21	Maitland Blvd: SR 434 to US 17-92	21-1	Maitland Blvd from SR 434 to US 17-92	3.79	2,944	0	Low
	I	22-1	SR 434 from UCF to SR 417	7.48 6.53	5,268	420 0	Low
22	Seminole Way: Sanford to UCF	22-2	SR 417 from SR 434 to US 17-92		4,677		

#### 2040 MetroPlan LRTP - Transit Element Transit Mode Indetification Activity Centers

	Corridor		Segment	Segment Length	Buffer Area		Numer o	of Activity	Centers				Activity	Centers	er Miles					Score		
#	Description	#	Description	[miles]	[acres]	2020	2025	2030	2035	2040	2009	2015	2020	2025	2030	2035	2040	2020	2025	2030	2035	2040
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	4	5	5	5	5	2.90	2.90	2.90	3.62	3.62	3.62	3.62	Medium	Medium	Medium	Medium	Medium
			World Dr from Disney to US 192	4.24	3,208	1	1	1	1	1	0.24	0.24	0.24	0.24	0.24	0.24		High	High	High	High	High
2	US 192: Disney to Kissimmee		US 192 from World Dr to Osceola Square Mall	8.82	6,142	2	3	3	3	3	0.23	0.23	0.23	0.34	0.34	0.34	0.34	Low	Low	Low	Low	Low
	·		US 192 from Osceola Square Mall to Orange Blossom Tr	2.50	2,101	3	3	3	3	3	1.20	1.20	1.20	1.20	1.20	1.20	1.20	Low	Low	Low	Low	Low
$\vdash$		3-1	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83 6.81	1,013 4,851	0	3	3	4 0	4 0	0.00	2.41 0.00	3.61 0.00	3.61 0.00	3.61 0.00	4.82 0.00	4.82	High	High	High	High	High
			US 192 from Lake County to World Dr US 192 from World Dr to Osceola Square Mall	8.85	6,156	2	3	3	3	3	0.00	0.00	0.00	0.34	0.34	0.00	0.00	Low	Low	Low	Low	Low
3	US 192: Lake County to St. Cloud	3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	3	3	3	3	3	1.20	1.20	1.20	1.20	1.20	1.20	1.20	Low	Low	Low	Low	Low
		3-4	US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	5	5	5	5	5	0.56	0.56	0.56	0.56	0.56	0.56		Low	Low	Low	Low	Low
			Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.49	1,456	1	1	1	1	1	0.67	0.67	0.67	0.67	0.67	0.67	0.67	Low	Low	Low	Low	Low
			Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
4	Silver Star Rd to Parramore		Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
			Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	764	3	3	3	3	3	7.32	7.32	7.32		7.32	7.32	7.32	High	High	High	High	High
-	0 ( 10 0 10 )		Parramore Ave from Colonial Dr to Gore St Sanford Sunrail Connector	1.50	1,460 1.309	5	6	6	6	6	3.33	3.33	3.33 1.13	4.00	4.00 1.69	4.00 1.69	4.00 1.69	Medium	Medium	Medium	Medium	Medium Medium
5	Sanford SunRail Connector		OIA to International Corporate Park Blvd at SR 528	16.87	1,309	2	2	2	3	3	0.06	0.06	0.12	0.12	0.12	0.18	0.18	Low	Low	Low	Low	Low
6	Innovation Way: OIA to UCF		International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	13.88	9.225	4	5	5	5	5	0.00	0.00	0.12	0.12	0.12	0.16	0.16	Low	Low	Low	Low	Low
			US 17-92 from SR 436 to Lee Rd	4.18	3,183	3	3	3	4	4	0.48	0.48	0.72	0.72	0.72	0.96	0.96	Low	Low	Low	Low	Low
7	US 17-92: Fern Park to Downtown		US 17-92 from Lee Rd to Colonial Dr	4.06	3,076	10	11	11	11	11	2.46	2.46	2.46	2.71	2.71	2.71	2.71	Medium	Medium	Medium	Medium	Medium
Ш			US 17-92 from Colonial Dr to Amelia St	0.38	743	5	6	6	6	6	13.16	13.16	13.16	15.79	15.79	15.79	15.79	High	High	High	High	High
8	US 17-92: Sanford to Fern Park		Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to SR 417	3.01	2,327	1	1	1	1	1	0.33	0.33	0.33	0.33	0.33	0.33		Low	Low	Low	Low	Low
Ŭ	CS 17 SE SUMOIO TO TEITT GIV		US 17-92 from SR 417 to SR 436	8.92	6,207	5	6	6	6	6	0.56	0.56	0.56	0.67	0.67	0.67	0.67	Low	Low	Low	Low	Low
			US 441 from Park Ave (Apopka) to SR 436	0.66	925	2	2	2	2	2	3.03	3.03	3.03	3.03	3.03	3.03	3.03	Medium	Medium	Medium	Medium	Medium
9	SR 436: Apopka to Fern Park		SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	1 5	5	1 5	1	6	0.18	0.18	0.18	0.18	0.18	0.18	0.18	Low	Low	Low	Low	Low
$\vdash$			SR 436 from Hunt Club Blvd to US 17-92 SR 436 from Fern Park to Colonial Dr	4.28 7.95	3,231 5,583	3	3	3	6 3	3	0.93	0.93	0.38	1.17 0.38	1.17 0.38	1.40 0.38	1.40 0.38	Low	Low	Low	Low	Low
10	SR 436: Fern Park to OIA		SR 436 from Colonial Dr to OIA	7.95 8.69	6,057	1	1	1	1	1	0.38	0.38	0.38	0.38	0.38	0.38	0.38	Low	Low	Low	Low	Low
$\vdash$			US 441 from Apopka to Silver Star Rd	9.47	6,558	3	3	3	3	3	0.32	0.32	0.32		0.32	0.32		Low	Low	Low	Low	Low
11	US 441: Apopka to Downtown		Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	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	4	5	5	5	5	3.36	3.36	3.36	4.20	4.20	4.20	4.20	Medium	High	High	High	High
			Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	4	5	5	5	5	4.35	4.35	4.35	5.43	5.43	5.43	5.43	High	High	High	High	High
12	US 441/17-92: Downtown to Florida Mall		Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	1	1	1	1	1	0.80	0.80	0.80	0.80	0.80	0.80	0.80	Low	Low	Low	Low	Low
			Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	2	2	2	2	2	0.36	0.36	0.36	0.36	0.36	0.36		Low	Low	Low	Low	Low
12	US 441/17-92: Florida Mall to Kissimmee		Orange Blossom Tr from Florida Mall to SR 528 Orange Blossom Tr from SR 528 to SR 417	1.13 4.27	1,223 3,235	0	0	0	0	0	1.77 0.00	1.77 0.00	0.00	0.00	1.77	1.77 0.00	0.00	Medium	Medium	Medium	Medium	Medium
13	US 441/17-92: Florida Mail to Rissimmee	13-2	Orange Blossom Tr from SR 528 to SR 417 Orange Blossom Tr from SR 417 to US 192	4.27	3,235	2	2	2	2	2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
			SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	3	3	3	3	3	0.43	0.43	0.43	0.43	0.43	0.43	0.43	Low	Low	Low	Low	Low
			SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	1	1	1	1	1	0.38	0.38	0.38	0.38	0.38	0.38	0.38	Low	Low	Low	Low	Low
	CD FO W . O		SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	1	1	1	1	1	0.90	0.90	0.90	0.90	0.90	0.90	0.90	Low	Low	Low	Low	Low
14	SR 50: West Oaks Mall to UCF		SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	4	5	5	5	5	4.88	4.88	4.88	6.10	6.10	6.10	6.10	High	High	High	High	High
			SR 50 from Orange Ave to SR 436	4.41	3,324	8	9	9	9	9	1.81	1.81	1.81	2.04	2.04	2.04	2.04	Medium	Medium	Medium	Medium	Medium
			SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	4	4	4	4	4	0.44	0.44	0.44	0.44	0.44	0.44	0.44	Low	Low	Low	Low	Low
			SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1,135	4	5	5	5	5	4.04	4.04	4.04	5.05	5.05	5.05	5.05	High	High	High	High	High
15	John Young Parkway: Downtown to International Drive		SR 50 from Orange Blossom Tr to John Young Pkwy	1.10 7.33	1,204	4	1	4	4	4	0.91	0.91	0.91	0.91	0.91	0.91	0.91	Low	Low	Low	Low	Low
			John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from John Young Pkwy to International Dr International Dr from Oak Ridge Rd to SR 528	5.38	5,150 3,863	4	4	4	4	4	0.55	0.55	0.55	0.00	0.55	0.55		Low	Low	Low	Low	Low
			Orange Ave from Livingston St to Gore St	1.19	1,251	7	8	8	8	8	5.88	5.88	5.88	6.72	6.72	6.72	6.72	High	High	High	High	High
16	Orange Ave: Downtown to Sand Lake Rd		Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from Orange Ave to Florida Mall	5.63	4,099	5	6	6	6	6	0.89	0.89	0.89	1.07	1.07	1.07	1.07	Low	Low	Low	Low	Low
$\Box$			Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1,463	1	2	2	2	2	0.67	0.67	0.67	1.33	1.33	1.33	1.33	Low	Low	Low	Low	Low
17	Kirkman Rd: Park Promenade to International Drive		Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine Hill Rd to Kirkman Rd	2.08	1,782	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
17	KIKITATI NG. FAIK FIOTHERIAGE TO INTERNACIONAL DIVE		Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	3	3	3	3	3	0.46	0.46	0.46	0.46	0.46	0.46	0.46	Low	Low	Low	Low	Low
			Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	2	2	2	2	2	0.50	0.50	0.50		0.50	0.50		Low	Low	Low	Low	Low
40	50 500 0: 4 044		I-4 from Vineland Rd to SR 528	4.40	3,246	3	3	3	3	3	0.68	0.68	0.68	0.68	0.68	0.68	0.68	Low	Low	Low	Low	Low
18	SR 528: Disney to OIA		SR 528 from I-4 to Orange Blossom Tr Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from Orange Blossom Tr to OIA	3.71 8.14	2,876 5.656	3	1 4	1 4	1 4	1 4	0.27	0.27	0.27	0.27	0.27	0.27	0.27	Low	Low	Low	Low	Low
		19-1	Orange Biossom 1r from SK 528 to Sand Lake Rd & Sand Lake Rd from Orange Biossom 1r to OIA SR 434 from Maitland Blvd to US 17-92	8.14 8.91	6,199	0	1	1	1	1	0.37	0.37	0.37	0.49	0.49	0.49	0.49	Low	Low	Low	Low	Low
19	SR 434: Maitland Blvd to UCF		SR 434 from US 17-92 to SR 417	6.56	4,694	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
			SR 434 from SR 417 to UCF	7.48	5,268	1	1	1	1	1	0.13	0.13	0.13		0.13	0.13		Low	Low	Low	Low	Low
20	Alexandra Miletan Berlinta Ordania	20-1	Aloma Ave from SR 436 to Howell Branch Rd	1.59	1,525	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00		Low	Low	Low	Low	Low
20	Aloma Ave: Winter Park to Oviedo		Aloma Ave from Howell Branch Rd to SR 434	7.00	4,967	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
21	Maitland Blvd: SR 434 to US 17-92		Maitland Blvd from SR 434 to US 17-92	3.79	2,944	1	1	1	1	1	0.26	0.26	0.26	0.26	0.26	0.26	0.26	Low	Low	Low	Low	Low
1 [			SR 434 from UCF to SR 417	7.48	5,268	1	1	1	1	1	0.13	0.13	0.13	0.13	0.13	0.13	0.13	Low	Low	Low	Low	Low
22	Seminole Way: Sanford to UCF		SR 417 from SR 434 to US 17-92	6.53	4,677	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low
டட		22-3	US 17-92 from SR 417 to 1st St	2.89	2,275	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	Low	Low	Low	Low

# 2040 MetroPlan LRTP - Transit Element Score Summary

			Segment	Segment Length	Buffer Area		Resi	dential De	nsity				Empl	oyment D	ensity			Transit Orientation	Future Land	Existing Transit		Ac	tivity Cen	ters	
#	Description	#	Description	[miles]	[acres]	2020	2025	2030	2035	2040	2009	2015	2020	2025	2030	2035	2040	Index	Use	Ridership	2020	2025	2030	2035	2040
1 V	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	Low	Low	Low	Low	Medium	High	High	High	High	High	High	High	Low	Low	Low	Medium	Medium	Medium	Medium	Medium
			World Dr from Disney to US 192	4.24	3,208	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Medium	Low	Low	Low	High	High	High	High	HIgh
2	US 192: Disney to Kissimmee		US 192 from World Dr to Osceola Square Mall US 192 from Osceola Square Mall to Orange Blossom Tr	8.82 2.50	6,142 2.101	Low	Low	Low	Low	Low	Low Medium	Low Medium	Low	Low Medium	Low Medium	Low High	Low High	Low Medium	Medium Medium	Medium Medium	Low	Low	Low	Low	Low
			Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	0.83	1,013	Low	Low	Low	Low	Low	Medium	High	High	High	High	High	High	High	Low	Low	Low High	High	High	High	High
+			US 192 from Lake County to World Dr	6.81	4,851	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low
3 11	S 192: Lake County to St. Cloud		US 192 from World Dr to Osceola Square Mall	8.85	6,156	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Low
3 0	5 152. Lake county to 5t. cloud		US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	High	High	Medium	Medium	Medium	Low	Low	Low	Low	Low
+			US 192 from Orange Blossom Tr to Florida Ave	8.88 1.49	6,189 1,456	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Low	Low	Low	Low
			Silver Star Rd from Hiawassee Rd to Pine Hill Rd Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	Low	Low	Low	Low	Low	Medium	High	High	High	High	High	High	Medium	Low	Low	Low	Low	Low	Low	Low
4	Silver Star Rd to Parramore		Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91	1,722	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Low	Low	Low	Low	Low	Low	Low
		4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	0.41	764	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	High	Low	Low	High	High	High	High	High
			Parramore Ave from Colonial Dr to Gore St	1.50	1,460	Low	Low	Low	Medium	Medium	High	High	High	High	High	High	High	High	Medium	Low	Medium	Medium	Medium	Medium	Medium
5	Sanford SunRail Connector		Sanford Sunrail Connector	1.77	1,309	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	High	High	High	High	High	Low	Low	Medium	Medium	Medium	Medium
6	Innovation Way: OIA to UCF	6-1	OIA to International Corporate Park Blvd at SR 528 International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR	16.87	11,121	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Low	Low	Low
۰	illilovation way. Old to oci	6-2	528 to UCF	13.88	9,225	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low
		7-1	US 17-92 from SR 436 to Lee Rd	4.18	3,183	Low	Low	Low	Low	Low	Medium	Medium	High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low
7 US	17-92: Fern Park to Downtown		US 17-92 from Lee Rd to Colonial Dr	4.06	3,076	Low	Low	Low	Low	Medium	High	High	High	High	High	High	High	Low	Low	Low	Medium	Medium	Medium	Medium	Medium
+		7-3	US 17-92 from Colonial Dr to Amelia St	0.38	743	Medium	Medium	High	High	High	High	High	High	High	High	High	High	Medium	High	High	High	High	High	High	High
8 1	JS 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	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low	Low
+			US 17-92 from SR 417 to SR 436	8.92	6,207	Low	Low	Low	Low	Low	Low	Low	Low			Medium		Low	Low	Low	Low	Low	Low	Low	Low
0	SR 436: Apopka to Fern Park		US 441 from Park Ave (Apopka) to SR 436 SR 436 from US 441 to Hunt Club Blvd	0.66	925	Low	Low	Low	Low	Low	Low	Medium	Medium	Medium Low	Medium Low	Medium Low	Medium Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium
,	зк 430. Арорка to гент гатк		SR 436 from Hunt Club Blvd to US 17-92	5.53 4.28	4,037 3,231	Low	Low	Low	Low	Low	Low High	High	Low High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low
			SR 436 from Fern Park to Colonial Dr	7.95	5,583	Low	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	Low	Low	Low	Low	Low	Low	Low	Low
10	SR 436: Fern Park to OIA	10-2	SR 436 from Colonial Dr to OIA	8.69	6,057	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Low	Low	Low	Low	Low
			US 441 from Apopka to Silver Star Rd	9.47	6,558	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Low	Low	Medium	Low	Low	Low	Low	Low
11	US 441: Apopka to Downtown	11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Low	Low	Low	Low	Low	Low	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	Low	Low	Low	Medium	Medium	High	High	High	High	High	High	High	High	Medium	High	Medium	High	High	High	High
+			Amelia St from Garland Ave to Orange Blossom Tr	0.92	1.090	Low	Low	Medium	Medium	Medium	High	High	High	High	High	High	High	High	Medium	High	High	High	High	High	High
12 US	441/17-32. DOWNTOWN TO FIORIDA		Orange Blossom Tr from Amelia St to Gore St	1.25	1,303	Low	Low	Low	Low	Low	Medium	High	High	High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low
	Mall	12-3	Orange Blossom Tr from Amelia St to Florida Mall	5.61	4,087	Low	Low	Low	Low	Low	Medium	High	High	High	High	High	High	Medium	Medium	High	Low	Low	Low	Low	Low
	US 441/17-92: Florida Mall to		Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	Low	Low	Low	Medium	Medium	Medium	Medium	Medium
13	Kissimmee		Orange Blossom Tr from SR 528 to SR 417	4.27	3,235	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
+			Orange Blossom Tr from SR 417 to US 192 SR 50 from West Oaks Mall to Kirkman Rd	4.68 3.89	3,506	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium Medium	Medium Medium	Low	Low Medium	Low Medium	Low	Low	Low	Low	Low
			SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,992 2,173	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium		High	High	Medium	Low	High	Low	Low	Low	Low	Low
			SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	Low	Low	Low	Low	Low	Medium	High	High	High	High	High	High	High	Low	Medium	Low	Low	Low	Low	Low
14	SR 50: West Oaks Mall to UCF		SR 50 from Orange Blossom Tr to Orange Ave	0.82	1,028	Low	Low	Medium	Medium	Medium	High	High	High	High	High	High	High	High	Medium	Low	High	High	High	High	High
		14-5	SR 50 from Orange Ave to SR 436	4.41	3,324	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
_			SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6,198	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low
			SR 50 from Magnolia Ave to Orange Blossom Tr SR 50 from Orange Blossom Tr to John Young Pkwy	0.99 1.10	1,135 1,204	Low	Low	Medium	Medium	Medium	High Medium	High High	High High	High High	High High	High	High High	Medium	Medium	Medium Medium	High	High Low	High Low	High Low	High Low
15 Joh	nn Young Parkway: Downtown to		John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from					Low				Ŭ		·	·	High		High			Low				
-	International Drive	15-3	John Young Pkwy to International Dr	7.33	5,150	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Low	Low	High	Low	Low	Low	Low	Low
$\perp$		15-4	International Dr from Oak Ridge Rd to SR 528	5.38	3,863	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	Low	High	High	Low	Low	Low	Low	Low
	range Ave: Downtown to Sand	16-1	Orange Ave from Livingston St to Gore St	1.19	1,251	Medium	Medium	High	High	High	High	High	High	High	High	High	High	High	High	Medium	High	High	High	High	High
16	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	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	Low	Low	Medium	Low	Low	Low	Low	Low
+		17-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1.463	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low
	Salarana Bala Barah Barana and Sistema	47.2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr from Pine																						
17 K	irkman Rd: Park Promenade to International Drive	1/-2	Hill Rd to Kirkman Rd	2.08	1,782	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Low
	International Drive		Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	Low	Low	Low	Low	Low	Medium	Medium	Medium		Medium	High	High	Low	Medium	High	Low	Low	Low	Low	Low
+			Kirkman Rd/Sand Lake Rd from International Dr to SR 528	4.04	3,001	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	Low	High	High	Low	Low	Low	Low	Low
			I-4 from Vineland Rd to SR 528 SR 528 from I-4 to Orange Blossom Tr	4.40 3.71	3,246 2.876	Low	Low	Low	Low	Low	High Medium	High Medium	High Medium	High Medium	High High	High High	High High	Low	High Low	Low	Low	Low	Low	Low	Low
18	SR 528: Disney to OIA		SR 528 from I-4 to Orange Blossom Tr Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from																1						
		18-3	Orange Blossom Tr to OIA	8.14	5,656	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	High	High	High	Low	Medium	High	Low	Low	Low	Low	Low
			SR 434 from Maitland Blvd to US 17-92	8.91	6,199	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	High	Low	Low	Low	Low	Low	Low	Low	Low
19	SR 434: Maitland Blvd to UCF		SR 434 from US 17-92 to SR 417	6.56	4,694	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
+			SR 434 from SR 417 to UCF	7.48	5,268	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
20 Ald	oma Ave: Winter Park to Oviedo		Aloma Ave from SR 436 to Howell Branch Rd Aloma Ave from Howell Branch Rd to SR 434	1.59 7.00	1,525 4.967	Low	Low	Low	Low	Low	Medium Low	Medium	Medium Low	Medium Low	Medium Low	High Low	High Low	Iviedium	Low	Low	Low	Low	Low	Low	Low
21 Ma	aitland Blvd: SR 434 to US 17-92		Maitland Blvd from SR 434 to US 17-92	3.79	2,944	Low	Low	Low	Low	Low	High	High	High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low
1			SR 434 from UCF to SR 417	7.48	5,268	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
			SR 417 from SR 434 to US 17-92	6.53	4.677	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
22 5	Seminole Way: Sanford to UCF		US 17-92 from SR 417 to 1st St	2.89	2 275					Low	Low	Low		Low	Low	Low	Medium	Medium	Low	Low		Low	Low	Low	Low

#### 2040 MetroPlan LRTP - Transit Element

Initial Mode Identification

Weight
Residential Dentity: 3 Future Land Use: 3 Existing Transit Ridership: 1 Activity Centers: 2 Employment Density: 3
Transit Orientation Index: 1

	Corridor		Segment	Segment Length	Buffer Area		Resid	ential D	ensity			Emplo	yment	Density		Transit Orientati	Future on Land	Existing Transit	3	Acti	vity Cen	iters			F	inal Sco	ore			0	btained M	ode	
#	Description	#	Description	[miles]	[acres]	2020	2025	2030	2035	2040	2020	2025	2030	2035	2040	Index	Use	Ridershi	p 2020	2025	2030	2035	2040	2020	2025	2030	2035	2040	2020	2025	2030	2035	2040
1	Winter Park SunRail Connector	1-1	Winter Park Surail Connector	1.38	1,300	1	1	1	1	3	5	5	5	5	5	1	1	1	3	3	3	3	3	29	29	29	29	35	BRT	BRT	BRT	BRT	BRT
			World Dr from Disney to US 192	4.24	3,208	1	1	1	1	1	1	1	3	3	3	1	1	1	5	5	5	5	5	21	21	27	27	27	Express	Express	Express	Express	Express
2	US 192: Disney to Kissimmee		US 192 from World Dr to Osceola Square Mall	8.82	6,142	1	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	21	21	21	21	21	Express			Express	Express
	·		US 192 from Osceola Square Mall to Orange Blossom Tr	2.50 0.83	2,101	1	1	1	1	1	3 5	3	3 5	5	5	3	3	3	5	5	1	5	1	29 37	29 37	29 37	35	35	BRT	BRT	BRT	BRT	BRT BRT
H			Orange Blossom Tr from US 192 to Kissimmee Sunrail Station US 192 from Lake County to World Dr	6.81	1,013 4.851	1	1	1	1	1	1	1	1	1	1	5	3	1	1	1	1	1	1	19	19	19	37 19	37 19	Express	Express	Express	Express	Express
			US 192 from World Dr to Osceola Square Mall	8.85	6.156	1	1	1	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	21	21	21	21	21	Express	Express	Express	Express	Express
3	US 192: Lake County to St. Cloud		US 192 from Osceola Square Mall to Orange Blossom Tr	2.51	2,109	1	1	1	1	1	3	3	3	5	5	3	3	3	1	1	1	1	1	29	29	29	35	35	BRT	BRT	BRT	BRT	BRT
		3-4	US 192 from Orange Blossom Tr to Florida Ave	8.88	6,189	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1	1	1	13	13	13	19	19	Local	Local	Local	Express	Express
			Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.49	1,456	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	19	19	19	19	19	Express	Express	Express	Express	Express
١.	CI CI DII D		Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	2.71	2,232	1	1	1	1	1	5	5	5	5	5	3	1	1	1	1	1	1	1	27	27	27	27	27	Express	Express	Express	Express	Express
4	Silver Star Rd to Parramore		Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.91 0.41	1,722 764	1	1	1	1	1	3	3	3	3	3	3	1	1	1	1	1	1	1	21 37	21	21 37	21 37	21 37	Express BRT	Express BRT	Express BRT	Express BRT	Express BRT
			Colonial Dr from Orange Blossom Tr to Parramore Ave Parramore Ave from Colonial Dr to Gore St	1.50	1.460	1	1	1	3	3	5	5	5	5	5	5	3	1	3	3	3	3	3	39	39	39	45	45	BRT	BRT	BRT	IRT	LRT
5	Sanford SunRail Connector		Sanford Sunrail Connector	1.77	1.309	1	1	1	1	1	3	3	5	5	5	5	5	1	1	3	3	3	3	35	39	45	45	45	BRT	BRT	LRT	LRT	LRT
			OIA to International Corporate Park Blvd at SR 528	16.87	11,121	1	1	1	1	1	1	1	1	1	1	1	5	1	1	1	1	1	1	25	25	25	25	25	Express	Express	Express	Express	Express
6	Innovation Way: OIA to UCF	6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr	13.88	9.225	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	19	19	19	19	19	Express	Express	Express	Express	Express
L			from SR 528 to UCF		-, -		-		-					<u> </u>				<u> </u>			_		-						,		,		
٦,	US 17-92: Fern Park to Downtown		US 17-92 from SR 436 to Lee Rd	4.18	3,183	1	1	1	1	1	5	5	5	5	5	1	1	1	1	1	1	1	1	25	25	25	25		Express			Express	Express
1	03 17-92: Fern Park to Downtown		US 17-92 from Lee Rd to Colonial Dr US 17-92 from Colonial Dr to Amelia St	4.06 0.38	3,076 743	3	1	5	5	3	5	5	5		5	3	1 5	5	3	3	3	3 5	3	29 57	29 57	29 63	29 63	35 63	BRT	BRT LRT	BRT	BRT	BRT LRT
H			Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to	0.00		,				3				1					+				-	-									
8	US 17-92: Sanford to Fern Park	8-1	SR 417	3.01	2,327	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	15	15	15	15	15	Express	Express	Express	Express	Express
L			US 17-92 from SR 417 to SR 436	8.92	6,207	1	1	1	1	1	1	1	3	3	3	1	1	1	1	1	1	1	1	13	13	19	19	19	Local	Local	Express	Express	Express
			US 441 from Park Ave (Apopka) to SR 436	0.66	925	1	1	1	1	1	3	3	3	3	3	1	1	1	3	3	3	3	3	23	23	23	23	23	Express	Express	Express	Express	Express
9	SR 436: Apopka to Fern Park		SR 436 from US 441 to Hunt Club Blvd	5.53	4,037	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	13	13	13	13	Local	Local	Local	Local	Local
-			SR 436 from Hunt Club Blvd to US 17-92	4.28	3,231	1	1	1	1	1	5	5	5	5	5	1	3	1	1	1	1	1	1	31	31	31	31	31	BRT	BRT	BRT	BRT	BRT
10	SR 436: Fern Park to OIA		SR 436 from Fern Park to Colonial Dr SR 436 from Colonial Dr to OIA	7.95 8.69	5,583	1	1	1	1	1	3	3	3	1	3	1	1 -	1 -	1	1	1	1	1	19 29	19 29	19 29	19 29	19 29	Express BRT	Express BRT	Express BRT	Express BRT	Express BRT
H			US 441 from Apopka to Silver Star Rd	9.47	6,558	1	1	1	1	1	1	1	1	3	3	1	1	3	1	1	1	1	1	15	15	15	21	21	Express	Express	Express	Express	Express
l			Orange Blossom Tr from Silver Star Rd to Colonial Dr	1.92	1,731	1	1	1	1	1	3	3	3	3	3	3	1	1	1	1	1	1	1	21	21	21	21	21	Express	Express		Express	Express
11	US 441: Apopka to Downtown		Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St						-	,	5	-	5	-	5		,	-	3	5	5		-	43	47	47			LRT	LRT		LRT	
		11-3	from Orange Blossom Tr to Garland Ave	1.19	1,193	1	1	1	3	3	5	5	5	5	5	5	3	5	3	5	5	5	5	43	47	47	53	53	LKI	LKI	LRT	LKI	LRT
	US 441/17-92: Downtown to		Amelia St from Garland Ave to Orange Blossom Tr	0.92	1,090	1	1	3	3	3	5	5	5	5	5	5	3	5	5	5	5	5	5	47	47	53	53	53	LRT	LRT	LRT	LRT	LRT
12	Florida Mall		Orange Blossom Tr from Amelia St to Gore St	1.25 5.61	1,303 4.087	1	1	1	1	1	5	5	5	5	5	5	1	1	1	1	1	1	1	29 37	29 37	29 37	29 37	29 37	BRT	BRT	BRT	BRT	BRT
-		12-3	Orange Blossom Tr from Amelia St to Florida Mall Orange Blossom Tr from Florida Mall to SR 528	1.13	1,223	1	1	1	1	1	5	5	5	5	5	1	3 1	5	3	2	1	3	2	29	29	29	29	29	BRT	BRT	BRT	BRT	BRT
13	US 441/17-92: Florida Mall to		Orange Blossom Tr from SR 528 to SR 417	4.27	3.235	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	13	13	13	13	13	Local	Local	Local	Local	Local
	Kissimmee		Orange Blossom Tr from SR 417 to US 192	4.68	3,506	1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	1	1	1	13	13	13	19	19	Local	Local	Local	Express	Express
		14-1	SR 50 from West Oaks Mall to Kirkman Rd	3.89	2,992	1	1	1	1	1	1	1	1	3	3	1	3	3	1	1	1	1	1	21	21	21	27	27	Express	Express	Express	Express	Express
			SR 50 from Kirkman Rd to John Young Pkwy	2.61	2,173	1	1	1	1	1	3	3	3	5	5	3	1	5	1	1	1	1	1	25	25	25	31	31	Express	Express	Express	BRT	BRT
14	SR 50: West Oaks Mall to UCF		SR 50 from John Young Pkwy to Orange Blossom Tr	1.11	1,213	1	1	1	1	1	5	5	5	5	5	5	1	3	1	1	1	1	1	31	31	31	31	31	BRT	BRT	BRT	BRT	BRT
			SR 50 from Orange Blossom Tr to Orange Ave SR 50 from Orange Ave to SR 436	0.82 4.41	1,028	1	1	3	3	1	5	5	5	5	5	5 3	3	3	3	5	5	5	5	43 39	43 39	49 39	49 39	49 39	LRT	LRT BRT	LRT BRT	LRT BRT	LRT BRT
			SR 50 from SR 436 to SR 434 & SR 434 from SR 50 to UCF	8.99	6 198	1	1	1	1	1	1		1		1	1	3	1	1	1	1	1	1	19	19	19	19		Express	Express	Express	Express	Express
			SR 50 from Magnolia Ave to Orange Blossom Tr	0.99	1.135	1	1	3	3	3	5	5	5	5	5	3	3	3	5	5	5	5	5	43	43	49	49	49	LRT	LRT	LRT	LRT	LRT
	John Young Parkway: Downtown		SR 50 from Orange Blossom Tr to John Young Pkwy	1.10	1,204	1	1	1	1	1	5	5	5	5	5	5	1	3	1	1	1	1	1	31	31	31	31	31	BRT	BRT	BRT	BRT	BRT
15	to International Drive		John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd	7.33	5.150	1	1	1	1	1	3	3	3	3	3	1	1	5	1	1	1	1	1	23	23	23	23	23	Express	Express	Express	Express	Express
	to international prive		from John Young Pkwy to International Dr		-,	_					_								<u> </u>		_	_	_						,		,	,	
-			International Dr from Oak Ridge Rd to SR 528 Orange Ave from Livingston St to Gore St	5.38 1.19	3,863 1.251	1	3	5	1	5	5	5	5	_	5	1 5	5	5	5	1	1	5	1 5	41 57	41 57	41 63	41 63	41 63	LRT LRT	LRT LRT	LRT LRT	LRT LRT	LRT LRT
16	Orange Ave: Downtown to Sand	16-1	Orange Ave from Livingston St to Gore St Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from	1.19	1,251	3	- 3	- 5	5	5	- 5	5	5	5	5	- 5	5	3	5	- 5	5	- 5	5	5/	5/	63	63	63	LKI	LKI	LKI	LKI	LKI
10	Lake Rd	16-2	Orange Ave to Florida Mall	5.63	4,099	1	1	1	1	1	5	5	5	5	5	1	1	3	1	1	1	1	1	27	27	27	27	27	Express	Express	Express	Express	Express
		17-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	1.50	1,463	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	19	19	19	19	19	Express	Express	Express	Express	Express
	Kirkman Rd: Park Promenade to	17-2	Pine Hill Rd from Silver Star Rd to Colonial Dr & Colonial Dr	2.08	1,782	-1	1	1	-1	1	1	1	1	1	1	1	3	3	1	1	1	1	1	21	21	21	21	21	Express	Everen	Evproce	Everess	Evpross
17	International Drive		from Pine Hill Rd to Kirkman Rd			1	1		1	1	1	1		1	1			,		1	1		1						,	Express		Express	Express
		17-3	Kirkman Rd from Colonial Dr to International Dr	6.57	4,673	1	1	1	1	1	3	3	3	5	5	1	3	5	1	1	1	1	1	29	29	29	35	35	BRT	BRT	BRT	BRT	BRT
⊢			Kirkman Rd/Sand Lake Rd from International Dr to SR 528 I-4 from Vineland Rd to SR 528	4.04 4.40	3,001 3,246	1	1	1	1	1	5 5	5	5	5	5	1	5 5	5 1	1	1	1	1	1	41 37	41 37	41 37	41 37	41 37	LRT BRT	LRT BRT	LRT BRT	LRT BRT	LRT BRT
			SR 528 from I-4 to Orange Blossom Tr	3.71	2.876	1	1	1	1	1	3	3	5		5	1	1	1	1	1	1	1	1	19	19	25	25	25	Express	Express	Express	Express	Express
18	SR 528: Disney to OIA		Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake		-,						_								+										,				
L		18-3	Rd from Orange Blossom Tr to OIA	8.14	5,656	1	1	1	1	1	3	3	5	5	5	1	3	5	1	1	1	1	1	29	29	35	35	35	BRT	BRT	BRT	BRT	BRT
			SR 434 from Maitland Blvd to US 17-92	8.91	6,199	1	1	1	1	1	3	3	3	3	5	1	1	1	1	1	1	1	1	19	19	19	19	25	Express	Express	Express	Express	Express
19	SR 434: Maitland Blvd to UCF		SR 434 from US 17-92 to SR 417	6.56	4,694	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	13	13	13	13	Local	Local	Local	Local	Local
$\vdash$	Alama Assas Milatas Da 1		SR 434 from SR 417 to UCF	7.48	5,268	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	13	13	13	13	Local	Local	Local	Local	Local
20	Aloma Ave: Winter Park to Oviedo		Aloma Ave from SR 436 to Howell Branch Rd Aloma Ave from Howell Branch Rd to SR 434	1.59 7.00	1,525 4.967	1	1	1 1	1	1	1	1	1	1	5 1	3 1	1	1	1	1	1	1	1	21 13	21 13	21 13	27 13	27 13	Express	Express	Express Local	Express Local	Express Local
21			Maitland Blvd from SR 434 to US 17-92	3.79	2,944	1	1	1	1	1	5	5	5	5	5	1	1	1	1	1	1	1	1	25	25	25	25	25	Express	Express	Express	Express	Express
Ë			SR 434 from UCF to SR 417	7.48	5,268	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	13	13	13	13		Local	Local	Local	Local	Local
22	Seminole Way: Sanford to UCF		SR 417 from SR 434 to US 17-92	6.53	4,677	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	13	13	13			Local	Local	Local	Local	Local
	l		US 17-92 from SR 417 to 1st St	2.89	2.275	1	1	1	1	1	- 1	1	1	1	3	3	1	1	1	1	1	1	1	15					Express	Express			

# 2040 MetroPlan Orlando LRTP - Transit Element Adjusted Mode Identification

	Segment			Recommer	nded Mode				BRT
#	Description	2015	2020	2025	2030	2035	2040	Mixed Traffic	Exclusive Lane
1-1	Winter Park Surail Connector	Local Bus	Local Bus	Streetcar	Streetcar	Streetcar	Streetcar		
2-1	World Dr from Disney to US 192	N/A	BRT	BRT	BRT	BRT	BRT	Χ	
2-2	US 192 from World Dr to Osceola Square Mall	N/A	BRT	BRT	BRT	BRT	BRT		Χ
2-3	US 192 from Osceola Square Mall to Orange Blossom Tr	N/A	BRT	BRT	BRT	BRT	BRT	Χ	
2-4	Orange Blossom Tr from US 192 to Kissimmee Sunrail Station	N/A	BRT	BRT	BRT	BRT	BRT	Х	
3-1	US 192 from Lake County to World Dr	N/A	BRT	BRT	BRT	BRT	BRT	Χ	
3-2	US 192 from World Dr to Osceola Square Mall	N/A	BRT	BRT	BRT	BRT	BRT		Х
3-3	US 192 from Osceola Square Mall to Orange Blossom Tr	N/A	BRT	BRT	BRT	BRT	BRT	Χ	
3-4	US 192 from Orange Blossom Tr to Florida Ave	N/A	Local Bus	Local Bus	Local Bus	Express	Express		
4-1	Silver Star Rd from Hiawassee Rd to Pine Hill Rd	Express	Express	Express	Express	Express	Express		
4-2	Silver Star Rd from Pine Hill Rd to Orange Blossom Tr	Express	Express	Express	Express	Express	Express		
4-3	Orange Blossom Tr from Silver Star Rd to Colonial Dr	Express	Express	Express	Express	Express	Express		
4-4	Colonial Dr from Orange Blossom Tr to Parramore Ave	Express	Express	Express	Express	Express	Express		
4-5	Parramore Ave from Colonial Dr to Gore St	Express	Express	Express	Express	Express	Express		
5	Sanford Sunrail Connector	Local Bus	Local Bus	Local Bus	Streetcar	Streetcar	Streetcar		
6-1	OIA to International Corporate Park Blvd at SR 528	N/A	N/A	Express	Express	Express	Express		
6-2	International Corporate Park Blvd/Innovation Way/Alafaya Tr from SR 528 to UCF	N/A	N/A	Express	Express	Express	Express		
7-1	US 17-92 from SR 436 to Lee Rd	BRT	BRT	BRT	BRT	BRT	BRT	X	
7-2	US 17-92 from Lee Rd to Colonial Dr	BRT	BRT	BRT	BRT	BRT	BRT	Х	
7-3	US 17-92 from Colonial Dr to Amelia St	BRT	BRT	BRT	BRT	BRT	BRT	Х	
8-1	Park Ave from 1st St to US 17-92 & US 17-92 from Park Ave to SR 417	Local Bus							
8-2	US 17-92 from SR 417 to SR 436	Local Bus							
9-1	US 441 from Park Ave (Apopka) to SR 436	Express	Express	Express	Express	Express	Express		
9-2	SR 436 from US 441 to Hunt Club Blvd	Express	Express	Express	Express	Express	Express		
9-3	SR 436 from Hunt Club Blvd to US 17-92	Express	Express	Express	Express	Express	Express		
10-1	SR 436 from Fern Park to Colonial Dr	Express	Express	Express	BRT	BRT	BRT		Х
10-2	SR 436 from Colonial Dr to OIA	Express	Express	Express	BRT	BRT	BRT		Χ
11-1	US 441 from Apopka to Silver Star Rd	Express	Express	Express	Express	Express	Express		
11-2	Orange Blossom Tr from Silver Star Rd to Colonial Dr	Express	Express	Express	Express	Express	Express		
11-3	Orange Blossom Tr from Colonial Dr to Amelia St & Amelia St from Orange Blossom Tr to Garland Ave	Express	Express	Express	Express	Express	Express		

12-1	Amelia St from Garland Ave to Orange Blossom Tr	Express	BRT	BRT	BRT	BRT	BRT	Х	
12-2	Orange Blossom Tr from Amelia St to Gore St	Express	BRT	BRT	BRT	BRT	BRT	Х	
12-3	Orange Blossom Tr from Amelia St to Florida Mall	Express	BRT	BRT	BRT	BRT	BRT	Х	
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	Х	
14-3	SR 50 from John Young Pkwy to Orange Blossom Tr	Express	Express	Express	Express	BRT	BRT	Х	
14-4	SR 50 from Orange Blossom Tr to Orange Ave	BRT	BRT	BRT	BRT	BRT	BRT	Х	
14-5	SR 50 from Orange Ave to SR 436	BRT	BRT	BRT	BRT	BRT	BRT	Х	
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	Х	
15-2	SR 50 from Orange Blossom Tr to John Young Pkwy	Express	Express	Express	Express	BRT	BRT	Х	
15-3	John Young Pkwy from SR 50 to Oak Ridge Rd & Oak Ridge Rd from								
15-3	John Young Pkwy to International Dr	Express	Express	Express	Express	BRT	BRT	Χ	
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	Χ	
16-2	Orange Ave from Gore St to Sand Lake Rd & Sand Lake Rd from	Express	BRT	BRT	BRT	BRT	BRT	Χ	
17-1	Silver Star Rd from Hiawassee 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								
17-2	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		Х
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		Х
18-2	SR 528 from I-4 to Orange Blossom Tr	Express	Express	BRT	BRT	BRT	BRT		Х
18-3	Orange Blossom Tr from SR 528 to Sand Lake Rd & Sand Lake Rd from								
10-3	Orange Blossom Tr to OIA	Express	Express	BRT	BRT	BRT	BRT		Х
19-1	SR 434 from Maitland Blvd to US 17-92	Local Bus							
19-2	SR 434 from US 17-92 to SR 417	Local Bus							
19-3	SR 434 from SR 417 to UCF	Local Bus							
20-1	Aloma Ave from SR 436 to Howell Branch Rd	Local Bus							
20-2	Aloma Ave from Howell Branch Rd to SR 434	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	Buffer			C	riteria					S	core				
#	Description	#	Description	Length [miles]	Area [acres]	Mode	Trip Length	of	Downtown Area Evironment	Capacity Needed	User Type	Mode	Longth	of	Downtown Area Evironment	Capacity Needed		Final Score	Streetcar Assessment
1	Winter Park SunRail Connector	1-1	Winter Park Surail 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-	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	03 441. Apopta to Downtown	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-	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	03 441/17-92. DOWNTOWN to Florida Mail	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-	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
Thresh																			
Minim																		12	
Mediu		4																36 60	
Maxim	-																	60	
	car Thresholds																	24	
No - M Maybe		-																36	
ividybe	- 103																	30	

# Appendix B Needs Plan Costs

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

į		A LANCE	SunRail	Rail		Alternatives Analysis	s Analysis			LYNX TDP		Unfunded	
IIMe Period	Revenues	LYNX Existing	Phases 1 and 2	Phase 3	U.S.192	OIA Refresh	U.S.441	S.R.50	Orange County	Osceola County	Seminole County	Vision Corridors	Kissimmee
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	\$208.690	\$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	\$2,274.969 \$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** 

	Orange	County	Osceola	County	\$	Seminole County			City of Orlando			Total w/o
Year	General Fund	Sub-Total	Various	Sub-Total	9th Cent	General Fund	Sub-Total	LOGT	CRA & Parking	Sub-Total	Total	CRA & Parking
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 LRTP - Transit Element - Cost Feasible Plan

(All Figures in Millions)

#### Al these costs are YOE

#### 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

2030-2040				
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**

	Constr	uction	Tra	nsit
Year	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

		7	Total Expendi	tures	
		Capital			
Year		ruction & hicles	Vehicle Overhaul	O&M	Total
	%	\$			
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

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

Oapitai	
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, Administra	tion 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
Total  Non-Transit Cost: Transit Cost:  O&M Total:	\$118,277,608 \$103,647,608 \$14,630,000 \$27,000,000

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

		Total Expend	xpenditures			Locally Funded	nnded	
Year	Capital	tal	M & C	Total	Capital - Const	Capital - Veh	O&M	Total
	Construction	Vehicles	Oœin	IOtal	25%	25%	42%	l Otal
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	\$14,630,000	\$19,410,747	\$123,058,354	\$25,911,902	\$3,657,500	\$8,152,515	\$37,721,917

## U.S. 441

	Te	otal Expenditure	:s		Locally Funded	k
Year	Conital	O&M	Total	Capital	O&M	Total
	Capital	Oalvi	Total	25%	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

	Te	otal Expenditure	s		Locally Funded	d
Year	Capital	O&M	Total	Capital	O&M	Total
				25%	42%	
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

		Total Exp	Expenditures			Locally Funded	papun	
Year	Capital	tal	O.S.M	Total	Capital - Const	Capital - Veh	O&M	Total
	Construction	Vehicles		- Ctal	25%	25%	42%	
2015	0\$	\$0	0\$	0\$	0\$	0\$	0\$	\$0
2016	0\$	0\$	0\$	\$0	0\$	0\$	0\$	\$0
2017	0\$	0\$	0\$	\$0	0\$	0\$	0\$	\$0
2018	0\$	0\$	0\$	\$0	0\$	0\$	0\$	\$0
2019	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
2021	0\$	0\$	\$568,281	\$568,281	0\$	0\$	\$238,678	\$238,678
2022	0\$	0\$	\$567,065	\$567,065	0\$	0\$	\$238,167	\$238,167
2023	0\$	0\$	\$564,634	\$564,634	0\$	0\$	\$237,146	\$237,146
2024	0\$	0\$	\$566,370	\$566,370	0\$	0\$	\$237,876	\$237,876
2025	0\$	\$3,200,000	\$564,634	\$564,634	0\$	\$800,000	\$237,146	\$1,037,146
2026	0\$	\$0	\$567,065	\$567,065	0\$	0\$	\$238,167	\$238,167
2027	0\$	0\$	\$568,281	\$568,281	0\$	0\$	\$238,678	\$238,678
2028	0\$	0\$	\$566,370	\$566,370	0\$	0\$	\$237,876	\$237,876
2029	0\$	0\$	\$564,634	\$564,634	0\$	0\$	\$237,146	\$237,146
2030	0\$	\$3,200,000	\$564,634	\$564,634	0\$	\$800,000	\$237,146	\$1,037,146
2031	0\$	0\$	\$564,634	\$564,634	0\$	0\$	\$237,146	\$237,146
2032	0\$	0\$	\$570,018	\$570,018	0\$	0\$	\$239,407	\$239,407
2033	0\$	\$0	\$567,065	\$567,065	0\$	\$0	\$238,167	\$238,167
2034	\$0	\$0	\$564,634	\$564,634	0\$	\$0	\$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
2036	0\$	\$0	\$4,814,149	\$4,814,149	0\$	\$0	\$2,021,943	\$2,021,943
2037	0\$	\$0	\$4,820,054	\$4,820,054	0\$	\$0	\$2,024,423	\$2,024,423
2038	0\$	0\$	\$4,820,054	\$4,820,054	0\$	\$0	\$2,024,423	\$2,024,423
2039	0\$	0\$	\$4,820,054	\$4,820,054	0\$	\$0	\$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
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

S.R.50 - Year-Of-Expenditure

		Total Exp	Expenditures			Locally Funded	papun	
Year	Capital	ital	M&O	Total	Capital - Const	Capital - Veh	M&O	Total
	Construction	Vehicles	800	- Otal	25%	25%	42%	- Otal
2015	0\$	0\$	0\$	\$0	0\$	0\$	0\$	\$0
2016	0\$	0\$	0\$	\$0	0\$	0\$	0\$	\$0
2017	0\$	0\$	0\$	0\$	0\$	0\$	0\$	\$0
2018	\$0	0\$	0\$	\$0	0\$	0\$	\$0	\$0
2019	\$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\$	\$306,539	\$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**

	7	Total Expenditure	es .		Locally Funded	d
Year	Capital	O&M	Total	Capital	O&M	Total
	Сарітаі	Odivi	Total	5%	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

	T	otal Expenditure	s		Locally Funded	
Year	Conital	O&M	Total	Capital	O&M	Total
	Capital	Oalvi	Total	5%	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**

	То	tal Expenditur	es		Locally Funde	d
Year	Capital	M&O	Total	Capital	O&M	Total
	Capital	Odivi	Total	5%	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

		Total Expenditur	es		Locally Funded	ı
Year	Capital	O&M	Total	Capital	O&M	Total
	Capital	Odivi	Total	5%	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

	То	tal Expenditur	es		Locally Funde	d
Year	Canital	O&M	Total	Capital	O&M	Total
	Capital	Odivi	Total	5%	42%	Iotai
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	
Total	\$0	\$1,932,381	\$1,932,381	\$0	\$811,600	\$811,600

# LYNX TDP - Osceola County - Year-Of-Expenditure

	T	otal Expenditure	es		Locally Funded	d
Year	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**

									Vis	sion Corridors								
									Capital									
Year	Local	F	Express Bus BRT		F10	B1	Improv	Improv	LRT		Additional	Replacement/		Construction		Vehicles		O&M
				BRT LRT	Feeder & Circulator	Paratransit Additions	Mixed Traffic	Dedicated Lane	Improv.	Amenities	Facilities	Spare Ratio - Improv.	Total	Non Premium	Premium	Non Premium	Premium	Odiii
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	\$49,645,264
2017	\$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	\$49,429,954
2019	\$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	\$58,153,744
2022	\$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	\$57,886,588
2024	\$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	\$65,353,144
2027	\$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	\$65,333,025
2029	\$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	\$55,001,471
2032	\$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	\$55,190,491
2034	\$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	\$59,914,212
2037	\$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	\$59,942,973
2039	\$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**

	OIA Refresh						U.S.441				S.R.50	)		
	Capital						Capital		Capital					Unfunded
Year	Construction		Ve	ehicles	O&M	Vehicles		O&M	Construction		Vehicles		O&M	Vision
	Non Premium	Premium	Non Premium	Premium	Odw	Non Premium	Premium	Oaw	Non Premium	Premium	Non Premium	Premium	Odw	Corridors
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

			2	014					YOE	Total					YOE L	ocal Match		
	Const	ruction	Vehic	Vehicles			Const	ruction	Vehic	cles			Cons	truction	Veh	nicles		
Year	Non Premium	Premium	Non Premium	Premium	O&M	Total	Non Premium	Premium	Non Premium	Premium	O&M	Total	Non Premium 5%	Premium 25%	Non Premium 5%	Premium 25%	O&M 42%	Total
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	\$52,158,555.66	\$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	ΨΟ	\$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	90	\$0	ΨΟ	Ţ0 <b>-</b> )00.,.00	\$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**

	T	otal Expenditur	es	Locally Funded				
Year	Capital	O&M	Total	Capital	O&M	Total		
	Сарітаі	Odivi	Total	5%	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

	T	otal Expenditur	es	Locally Funded				
Year	Capital	O&M	Total	Capital	O&M	Total		
	Oapitai	Jain	Total	5%	42%			
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**

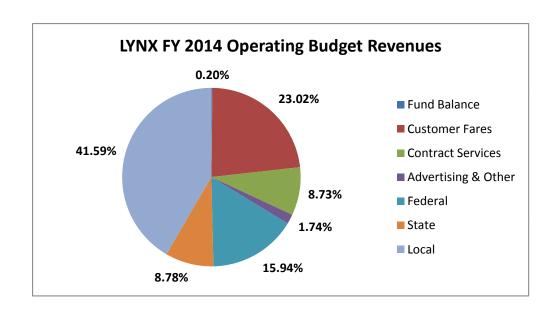
	Te	otal Expenditure	s		Locally Funded	
Year	Capital	O&M	Total	Capital	O&M	Total
	Сарпаі	Odivi	Total	5%	42%	Total
2015	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2016	\$20,611,162	\$131,674,705	\$152,285,867	\$1,030,558	\$55,303,376	\$56,333,934
2017	\$20,611,162	\$131,674,705	\$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	
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

	T	otal Expenditure	s		Locally Funded	
Year	Onnital	0014	Total	Capital	O&M	Total
	Capital	O&M	Total	5%	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