

## ***LYNX/FDOT Letter of Understanding for CFCRT Feeder Bus Service***

---

The Central Florida Regional Transportation Authority's (d.b.a.LYNX) member agencies, Seminole, Orange and Osceola Counties and the City of Orlando, partnered together with Volusia County and the Florida Department of Transportation (FDOT) for the planning, design, construction and operation of the Central Florida Commuter Rail Transit Project. During July and August of 2007, Seminole, Orange and Osceola Counties and the City of Orlando and FDOT executed Interlocal Agreements which describe the financial and operations commitments of the Local Funding Partner's and FDOT for the provision of rail transit and feeder bus service for the first seven years of operation. In support of the CFCRT project, FDOT has committed to subsidize incremental feeder bus service for the initial seven years of CFCRT operation (2010 through 2016) by assisting in the purchase of vehicles and financing incremental operations and maintenance (O&M) expenses, as needed, for the local transit agencies.

This Letter of Understanding serves to document LYNX' commitment to the Central Florida Commuter Rail Transit (CFCRT) project and identifies feeder bus services that LYNX will provide in support of the project for the first seven years. LYNX is responsible for the provision of fixed route and paratransit services within Seminole, Orange and Osceola Counties and the City of Orlando. LYNX will be the operator of fixed route and paratransit services that connect to and complement the CFCRT system.

### **CFCRT System**

The CFCRT system is comprised of a 60.5-mile system that extends from the DeLand station in Volusia County to the Poinciana station in Osceola County. Phase I, a 32.5-mile segment from the Fort Florida station in Volusia County to the Sand Lake Station in Orange County, will be operational in 2010. The entire 60.5-mile CFCRT system, Phase II, will be operational in 2013. LYNX will be responsible for the provision of fixed route feeder bus service and complementary paratransit service from the Sanford station down to the Sand Lake Road station in Phase I and then down to the Kissimmee station in Phase II.

### **Proposed Feeder Bus Operations**

FDOT, working cooperatively with LYNX, has developed preliminary feeder bus plans for the opening year of operations (2010) and the design year (2030). These feeder bus plans have been developed using LYNX' existing route information and their *2008-2017 Transit Development Plan*. Revisions to this feeder bus plan may be anticipated in response to changes in LYNX' fixed route services, changes in area demographics and roadway conditions, and other factors. Nevertheless, LYNX is committed to providing a comparable level of feeder bus and complementary paratransit service to the CFCRT system.

LYNX is conducting a short-term Fixed Route Transit Network Review over the next year that will result in restructuring its existing routes and eliminating some services in order to meet fiscal demands. A preliminary feeder bus plan (November 2007), described below, has been prepared based on current fixed route service levels and anticipated route modifications. FDOT and LYNX concur that the preliminary feeder bus plan is illustrative of the feeder bus services that LYNX will operate. LYNX and FDOT will continue to coordinate the planning and implementation of feeder bus service plans leading up to the implementation of CR service in 2010.

The preliminary feeder bus plan features connecting several routes to CR stations, improving peak period headways on two routes to 30 minutes to meet CFCRT trains (Link #46 - SR 46/Seminole Towne Center and Link#45 - Lake Mary), and adding three new routes (Link #323 - SR 434, Link #111 - OIA/Florida Mall/Canadian Court and Link #18L - Osceola Limited Express). These service modifications are described below.

#### **Link #46 - SR 46/Seminole Towne Center**

#46 currently operates at 60 minute intervals on US 17/92 and SR 46 between Seminole Centre and Seminole Towne Center. In the CR opening year, the Link #46 alignment would remain unchanged, other than a diversion into the Sanford commuter rail station, but the service frequency would be improved to 30 minutes during the peak periods to meet departing/arriving CFCRT trains. One (1) additional bus plus a 20 percent spare would be required to support the increased service frequency.

#### **Link #45 - Lake Mary**

Link #45 currently operates at 60 minute intervals on Lake Mary Boulevard between Greenwood Boulevard / Sand Pond Road and Seminole Centre. In the CR opening year, the #45 alignment would remain unchanged, other than a diversion into the Lake Mary commuter rail station, but the service frequency would be improved to 30 minutes during the peak periods to meet departing/arriving CFCRT trains. One (1) additional bus plus a 20 percent spare would be required to support the increased service frequency.

#### **Link #323 - SR 434 - Crosstown**

Link #323 is a proposed new route that would operate between the Oviedo Market Place Mall transit center and the Rosemont transit center via State Road 434. This route alignment begins at the Oviedo Marketplace Mall, travels west along Red Bug Lake Road, north on Tuskawilla Road, and east along State Road 434 to the Longwood commuter rail station and then south to State Road 436. At State Road 436, this route travels west, then south along Pearl Lake Causeway, and east along West Town Parkway, south along State Road 434, west on Riverside Park Road, south on Magnolia Homes Road, west on Clarcona-Ocoee Road, and southeast on U.S. Highway 441 to the Rosemont transit center. Two (2) buses plus a 20 percent spare would be required to support 60-minute service frequencies on this route.

**Link #111 - OIA/Florida Mall/Canadian Court/Disney**

Link #111 is a proposed new route with service between OIA, Sand Lake Commuter Rail Station, Florida Mall, Canadian Court, and Disney using the Beach Line Expressway (State Road 528) from OIA to Sand Lake Road, connecting to the Sand Lake commuter rail station, then continuing along Sand Lake Road to the Florida Mall. The alignment then returns to the Beach Line Expressway, exiting at Universal Boulevard to the Canadian Court Intermodal Transit Center and continues on to Disney. As many as seven (7) buses plus a 20 percent spare would be required to support 30-minute service frequencies on this route.

**Link #18L - Osceola Limited Express**

Link #18L is a proposed new limited-stop route that would provide a commuter rail connection to Osceola County in the opening year of CR service. #18L would operate from the Sand Lake commuter rail station south along Orange Avenue, west on Dart Boulevard, south on N. Orange Blossom Trail/Main Street, and west on US 192 to Osceola Square Mall. Link #18L would only operate during the peak periods. Two (2) buses plus a 20 percent spare would be required to support 60-minute service frequencies on this route.

**Link #42 – International Drive/OIA**

Link #42 currently operates 30 minute service between International Drive and OIA primarily in the Sand Lake Road corridor. One half of a bus (.5) plus a 20 percent spare would accommodate the deviation to the Sand Lake Commuter Rail Station.

**Feeder Bus Operating Requirements and Estimated Annual O&M Costs**

A total of thirteen and a half (13.5) peak buses plus 2.5 spare buses for a total of sixteen (16) fleet buses will be required in support of opening year commuter rail feeder bus operations.

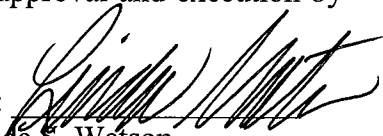
<b>Route</b>	<b>Connects To</b>	<b>CR Peak Buses</b>	<b>Change</b>
46	Sanford	1	Headway to 30 min
45	Lake Mary	1	Headway to 30 min
323	Longwood	2	New Route (SR 434)
111	Sand Lake Rd	7	New Route (I-Drive to OIA)
18L	Sand Lake Rd	2	New Limited Express Route to Osceola County
42	Sand Lake Rd	.5	International Drive/OIA
	<b>Total Spare Buses:</b>	<b>2.5</b>	
	<b>Total Buses:</b>	<b>16</b>	

Due to the uncertainty around the bus routes and service frequencies that will be operated by LYNX in 2010, no cost estimates for feeder bus O&M have been established. As LYNX's service plans are developed and refined, FDOT will work with LYNX to ensure that sufficient O&M funds are provided to support their incremental feeder bus operations.

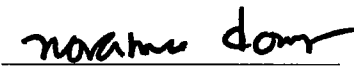
**Commitment to Provide Feeder Bus and Complementary Paratransit Service**

LYNX hereby commits its support of the CFCRT program and agrees to implement, operate and maintain feeder bus and complementary paratransit service to the CFCRT system. In doing so, we understand that FDOT commits to assist in funding the required 16 fleet buses and provide the incremental operating subsidy, as described above, for feeder bus services for the first seven years of CFCRT operations (FY 2010 to FY 2016).

This Letter of Understanding reflects the preliminary discussions by the parties as to the feeder bus service. The parties will continue to meet to finalize these matters and at that point a formal agreement will be prepared and submitted for approval and execution by the parties.

By:   
Linda S. Watson  
LYNX, CEO

Date: 11/19/07

By:   
Noranne Downs  
FDOT, District 5 Secretary

Date: 11/30/07