

VOTRAN Letter of Understanding for CFCRT Feeder Bus Service

Volusia County is a local partner, along with Orange, Seminole and Osceola counties and the City of Orlando, with the Florida Department of Transportation in the planning, design, construction and operation of the Central Florida Commuter Rail Transit Project. On August 16, 2007, Volusia County 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 feeder bus service for the initial seven years of CFCRT operation (2010 through 2016) by financing incremental operations and maintenance (O&M) expenses, as needed, for the local transit agencies.

This Letter of Understanding serves to document Volusia County's commitment to the Central Florida Commuter Rail Transit (CFCRT) project and identifies feeder bus services that Volusia County will provide in support of Phase 1 of the project for the first seven years. The parties will enter into an additional Letter of Understanding for the Phase 2 feeder bus services. The Volusia County Transit Authority (d.b.a. VOTRAN) the department of Volusia County responsible for the provision of fixed route and paratransit services within Volusia County. VOTRAN 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. VOTRAN will be responsible for the provision of fixed route feeder bus service and complementary paratransit service to the Fort Florida station in Phase I and the Fort Florida and DeLand stations in Phase II.

Proposed Feeder Bus Operations

FDOT, working cooperatively with VOTRAN, has developed feeder bus plans for the opening year of operations (2010) and the design year (2030). These feeder bus plans have been developed using VOTRAN's *West Side Transit Plan* (April 2007) as a principal source document. When the *West Side Transit Plan* was developed, the CFCRT concept envisioned a station in the DeBary area, located along the west Saxon Boulevard extension and a future station in DeLand, at DeLand's AMTRAK station at Old New York Avenue and SR 44. The CFCRT concept has since changed, with the DeBary station moved south to Fort Florida Road and US 17/92. A preliminary feeder bus plan is described below for the Phase I CFCRT system. Revisions to the preliminary feeder bus plan may be anticipated in response to changes in VOTRAN's fixed route services in west Volusia County, changes in area demographics and roadway conditions, and other

factors. Nevertheless, VOTRAN is committed to providing a comparable level of feeder bus and complementary paratransit service to the CFCRT system. Although estimates are not currently provided, costs associated with the additional paratransit service needed to support CFCRT are to be included in this funding arrangement and the actual cost shall be paid by the same party and in the same manner as described in the VOTRAN Feeder Bus Operating Requirements and Estimated Annual O & M costs and the Preliminary Feeder Bus Plan Estimated Annual O & M Costs.

The preliminary feeder bus plan (November 2007) would extend one VOTRAN route, #23 Deltona/DeBary, to the Fort Florida station during peak periods and selected trips to meet CFCRT trains during the midday period. In addition, VOTRAN would operate two new limited stop routes, #20X DeLand/Fort Florida and #23X Deltona/Fort Florida, during peak periods. Other local routes, #20 DeLand, #21 Orange City, and #22 Deltona would retain the Marketplace Shopping Center as their end-of-line stop. Passengers on these local routes could transfer to the #23 Deltona/DeBary at Marketplace to access the CFCRT system. The service modifications for the preliminary feeder bus plan are described below.

#23 Deltona/DeBary

In January 2008, VOTRAN plans to split its existing #20 DeLand route into two shorter routes: #20 DeLand (Northgate Shopping Plaza to Marketplace Shopping Center) and #23 Deltona/DeBary (Marketplace to DeBary City Hall, Fish Memorial Hospital and Providence Road/Fort Smith Road in Deltona). Both routes would be operated every 60 minutes on weekdays and Saturdays. Following the implementation of Phase I, #23 will be extended south from the DeBary City Hall on Charles Beall Blvd (US 17/92) to the Fort Florida station. This short, two-mile extension will add about eight minutes of one-way travel time which will require the operation of one (1) additional bus. #23 buses will be timed to meet departing CFCRT trains in the a.m. period and arriving trains in the p.m. period as well as off-peak service during the day. The extension of #23 will require 1,520 additional annual revenue bus-hours.

#20X Deland/Fort Florida Express

#20X DeLand/Fort Florida Express will connect the Fort Florida station with Deland via US 17/92. The route would operate during a.m. and p.m. peak periods only, with a 60 minute service frequency. One (1) bus will be required to operate the route. #20X buses will be timed to meet departing CFCRT trains in the a.m. period and arriving trains in the p.m. period. The operation of #20X will require 1,520 annual revenue bus-hours.

23X - Deltona Limited Express

#23X Deltona/Fort Florida Express will connect the Fort Florida station with the greater Deltona Area, serving Providence Blvd., DeBary Avenue, Dirksen Road, and US 17/92. The route would operate during a.m. and p.m. peak periods only, with a 60 minute service frequency. One (1) bus will be required to operate the route. #23X buses will be

timed to meet departing CFCRT trains in the a.m. period and arriving trains in the p.m. period. The operation of #23X will require 1,520 annual revenue bus-hours.

Feeder Bus Operating Requirements and Estimated Annual O&M Costs

The preliminary feeder bus plan described above will require three (3) additional peak buses (in excess of VOTRAN’s current operations) and 4,560 annual revenue bus-hours. Estimated annual operating and maintenance (O&M) costs are presented in the table below for the preliminary feeder bus plan. The total annual O&M cost will increase from approximately \$336,938 in FY 2010 to \$426,335 in FY 2016. FDOT has agreed to subsidize VOTRAN’s annual O&M cost for the operation of the preliminary feeder bus plan less passenger fare revenue, state and federal operating assistance, and other funding (e.g., advertising) for the seven years FDOT is funding the operations and maintenance deficit for Central Florida Commuter Rail. The estimated FDOT subsidy will increase from approximately \$194,738 in FY 2010 to \$246,435 in FY 2016. FDOT and VOTRAN agree that these cost estimates are illustrative. The actual FDOT subsidy will depend on actual annual O&M expenditures, fare revenue, state and federal operating assistance, and other funding.

Votran Preliminary Feeder Bus Plan – Estimated Annual O&M Costs

	Year of Expenditure Costs - CR Feeder Bus Service						
	FY10	FY11	FY12	FY13	FY14	FY15	FY16
Total O&M Cost	\$336,938	\$350,416	\$364,433	\$379,010	\$394,170	\$409,937	\$426,335
Fare Revenue	\$62,200	\$64,700	\$67,300	\$70,000	\$72,700	\$75,700	\$78,700
State, Federal & Other Funding	\$80,000	\$83,200	\$86,500	\$89,900	\$93,500	\$97,300	\$101,200
Estimated Local/CFCRT Share	\$194,738	\$202,516	\$210,633	\$219,110	\$227,970	\$236,937	\$246,435

Notes & Assumptions:

1. O&M costs assumed to increase by 4.0% annual rate.
2. Assumes 12 months of CR and feeder bus operations in FY10.
3. Fare Revenue for CR feeder bus services assumed to be 3/4 of Votran average farebox recovery ratio (21%).
4. State operating assistance (other than CFCRT support) assumed to be 18% of total O&M expenses.
5. Federal funding assumed to be 8% of total O&M expenses.
6. Other revenue assumed to be 1% of total O&M expenses.
7. Actual CFCRT Share will be based on Actual Fare Revenue and State, Federal & Other Funding.
8. Cost of paratransit service is to be added in any final agreement between the parties.

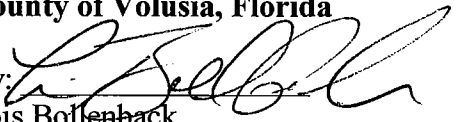
Commitment to Provide Feeder Bus and Complementary Paratransit Service

VOTRAN 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 providing an operating subsidy, as described above, for feeder bus services for the first seven years of CFCRT operations (FY 2010 to FY 2016).

FDOT and VOTRAN agree to work together on identifying connectivity for East Volusia residents which may include commuter assistance vans.

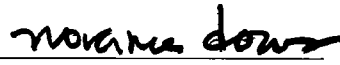
This Letter of Understanding reflects the preliminary discussions by the staff of parties as to the feeder bus service. The staff of parties will continue to meet to finalize these matters and at that point a formal agreement will be prepared and submitted to FDOT and the County Council of Volusia County for approval and execution. The formal agreement shall not be binding upon the County of Volusia unless and until such agreement is approved by the County Council of Volusia County.

County of Volusia, Florida

By: 
Lois Bollenback
Votran General Manager

Date: 11/20/07

FDOT

By: 
Noranne Downs
FDOT, District 5 Secretary

Date: 11/30/07.