

Municipal Advisory Committee

September 8, 2022



VII. Action Items

D. Amendment to FY 2022/23 – FY 2026/27 Transportation Improvement Program (Tab 4)





I-4 Beyond the Ultimate Update

MetroPlan Orlando

MAC - September 8, 2022

I4Beyond.com



I-4 Beyond the Ultimate

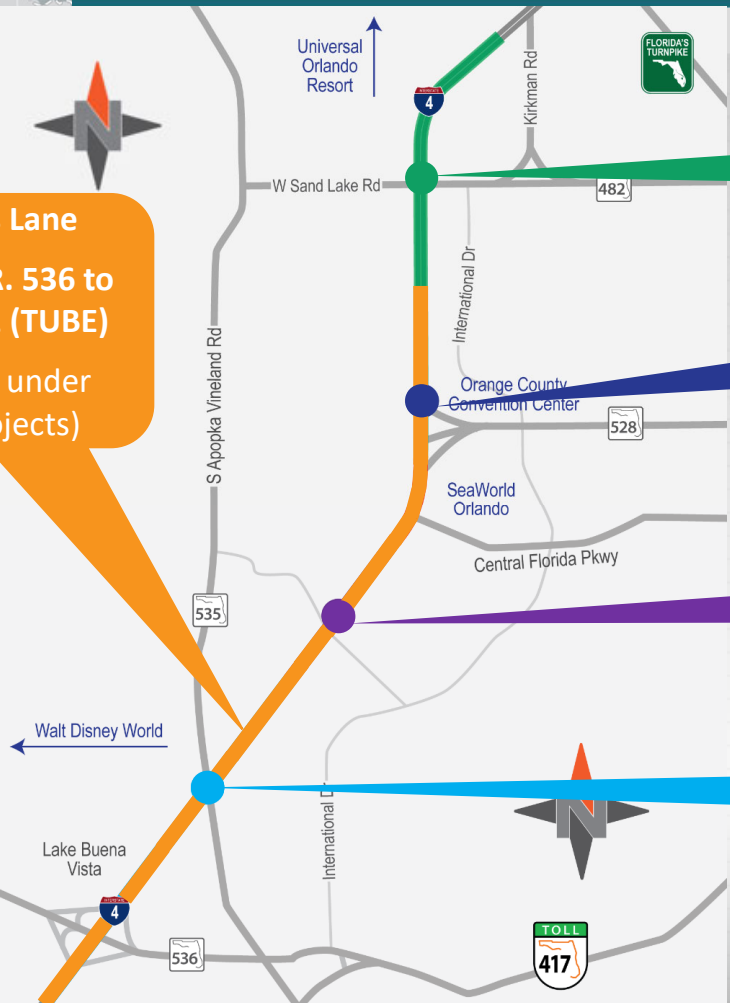
- Two 20-mile sections on either end of I-4 Ultimate
 - I-4 Beyond the Ultimate North:
East of State Road (S.R.) 434 to east of S.R. 472
 - I-4 Beyond the Ultimate South:
West of U.S. 27 to west of S.R. 435/
Kirkman Road
- Designing and building a better I-4 through Central Florida
- Phased approach to meet operational needs with available funding



I-4 BtU South – Identified Projects



**WB Express Lane
from W. of S.R. 536 to
W. of S.R. 482 (TUBE)
(constructed under
multiple projects)**



444315-1: I-4 at Sand Lake Rd. (S.R. 482) Interchange

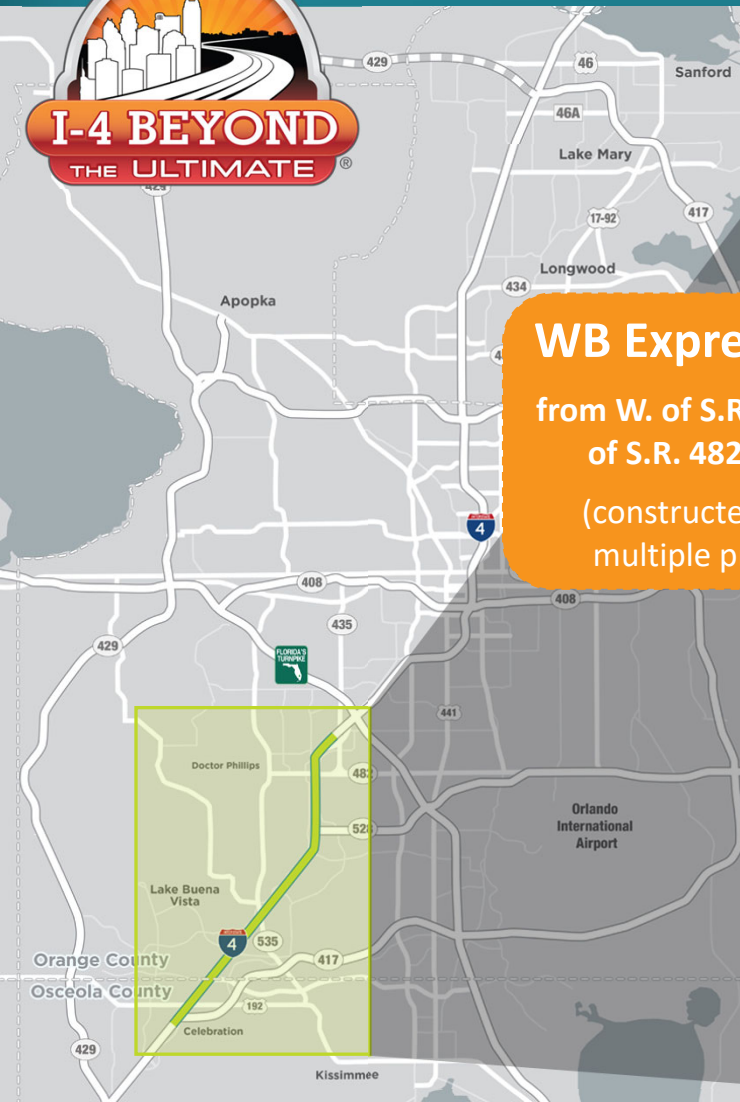
448915-1: S.R. 528 (Beachline Expy.) Ramp Widening

441113-3: I-4 at Daryl Carter Pkwy. Interchange

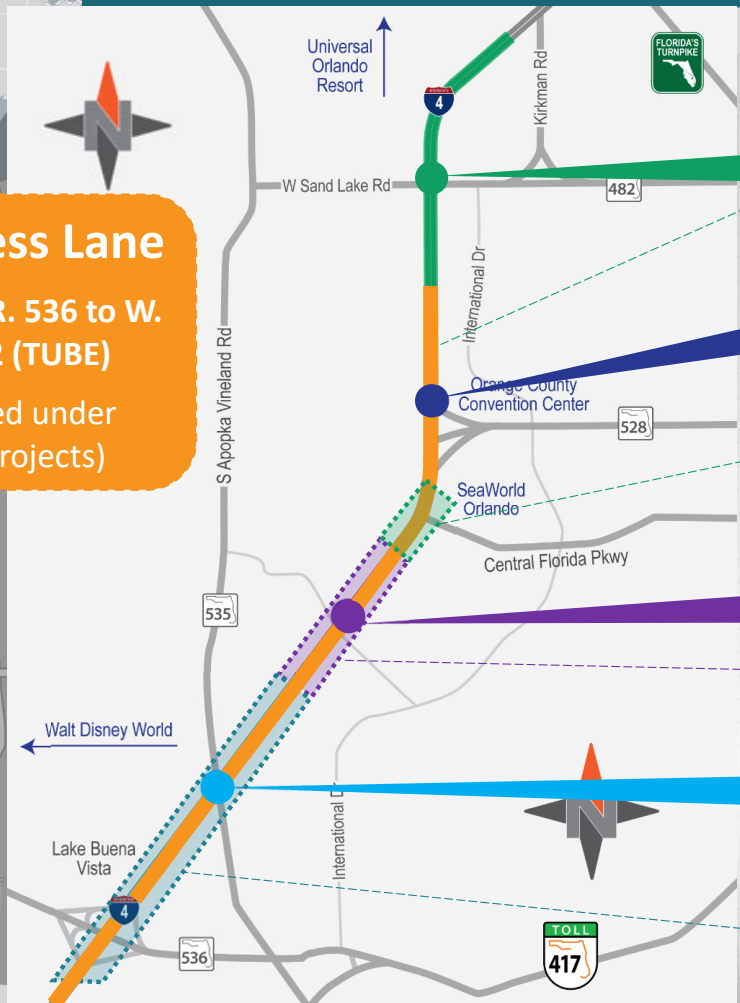
448914-1: I-4 at S.R. 535 Interchange



I-4 BtU South – Identified Projects



WB Express Lane
 from W. of S.R. 536 to W.
 of S.R. 482 (TUBE)
 (constructed under
 multiple projects)



444315-1: I-4 at Sand Lake Rd. (S.R. 482) Interchange

448915-1: S.R. 528 (Beachline Expy.) Ramp Widening

444315-3: WB Express Lane SR 536 to SR 528

441113-3: I-4 at Daryl Carter Pkwy. Interchange

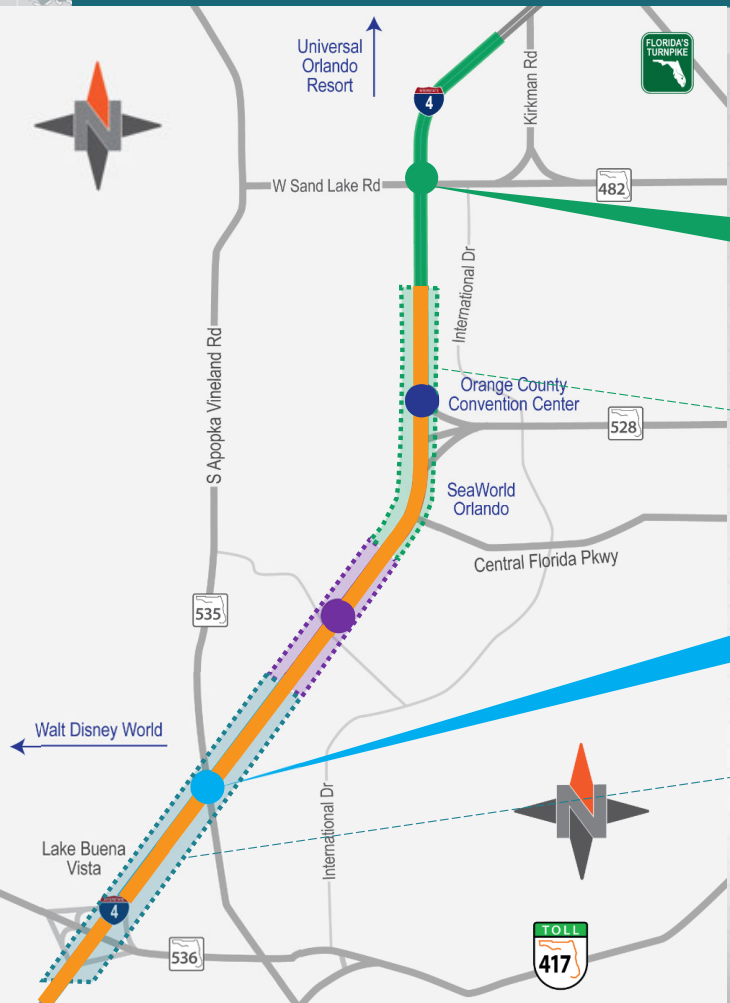
WB Express Lane Daryl Carter Pkwy to Central Florida Pkwy

448914-1: I-4 at S.R. 535 Interchange

449771-1: WB Express Lane S.R. 536 to Daryl Carter Pkwy



I-4 BtU South – TIP/STIP Request



444315-1: I-4 at Sand Lake Rd. (S.R. 482) Interchange

444315-3: WB Express Lane SR 536 to SR 528

448914-1: I-4 at S.R. 535 Interchange

449771-1: WB Express Lane S.R. 536 to Daryl Carter Pkwy



**TIP/STIP Amendment
448914-1: I-4 at S.R. 535 Interchange
Improvements**

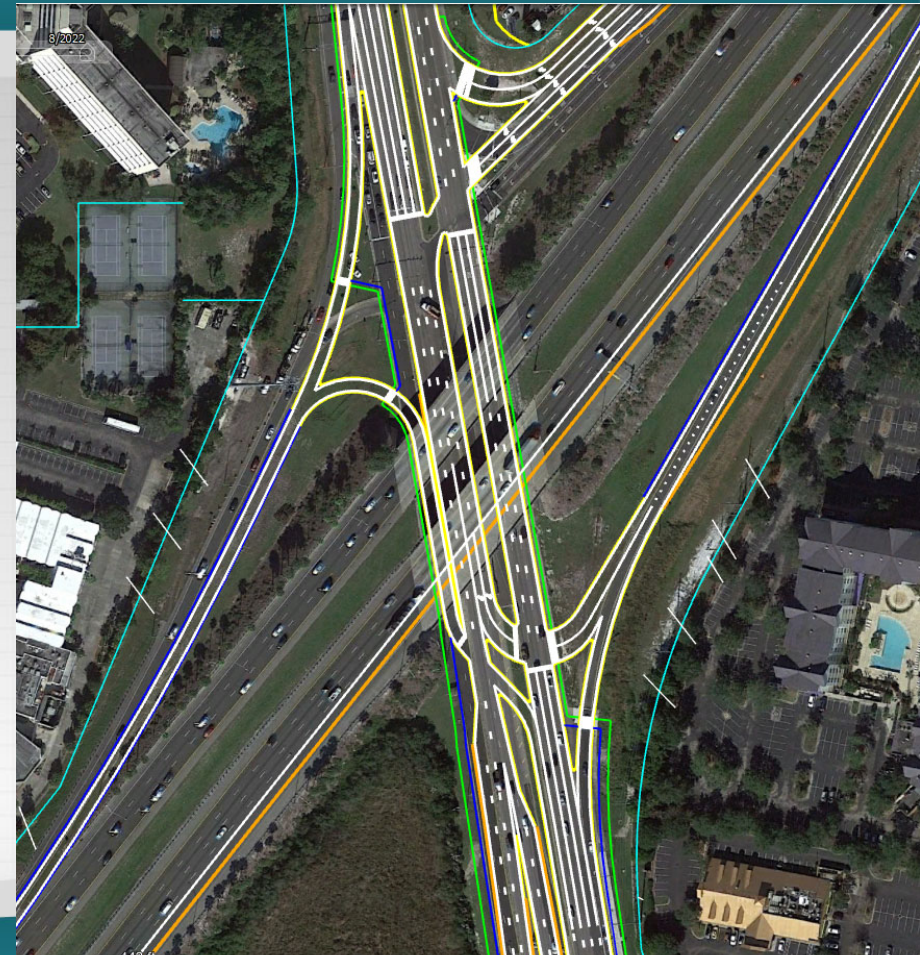
&

**449771-1: WB Express Lane W of S.R. 536
to W of Daryl Carter Pkwy**



Existing SR 535 Interchange

- Key features of existing interchange
 - Free-flow loop ramp (SB SR 535 to I-4 EB)
 - NB to WB left turn intersection
- SR 535 at Hotel Plaza intersection
- SR 535 at I-4 EB/Vineland Avenue intersection
- Evaluated range of improvement alternatives
 - Traffic changes in area required change in concept



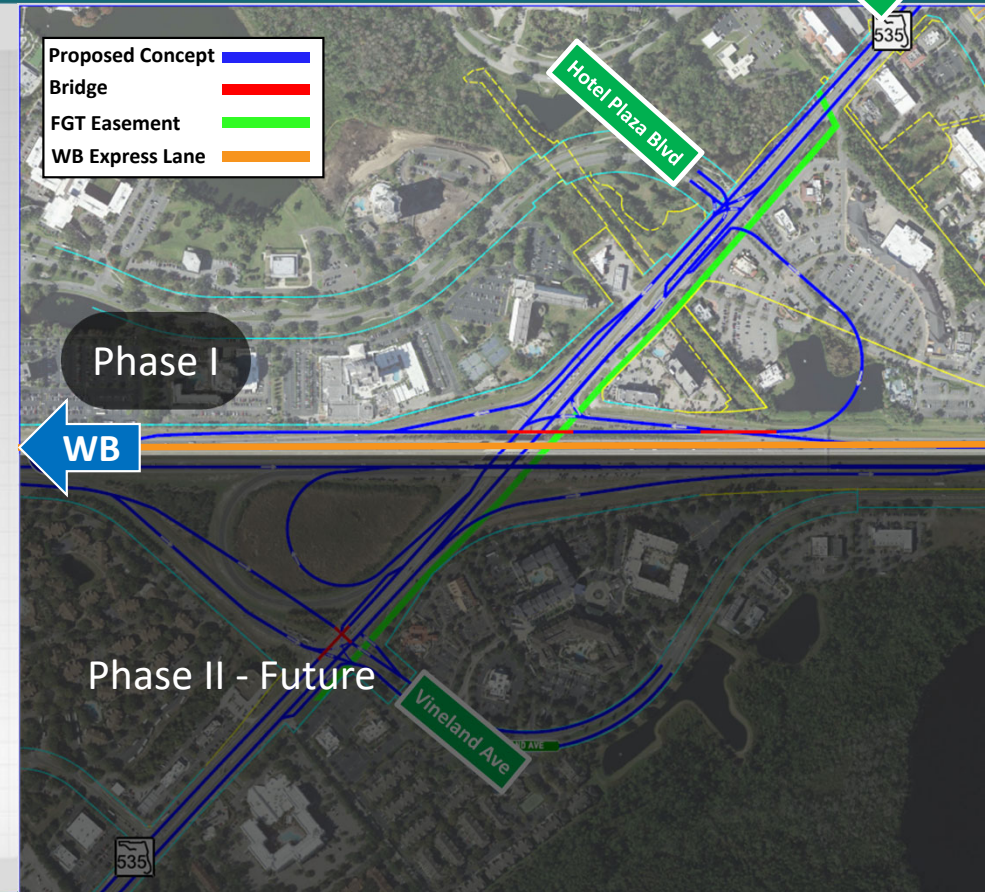
Previous concept



448914-1: I-4 at S.R. 535 Interchange

Proposed Concept

- New loop ramp from NB SR 535 to WB I-4
- Realign and reconstruct WB I-4 off-ramp to SR 535
- Widening along NB SR 535
 - Additional storage for left and right turns at Palm Pkwy
- Echelon Intersection at Vineland Avenue (grade separation)
- Reconfigured SB SR 535 to EB I-4 loop ramp

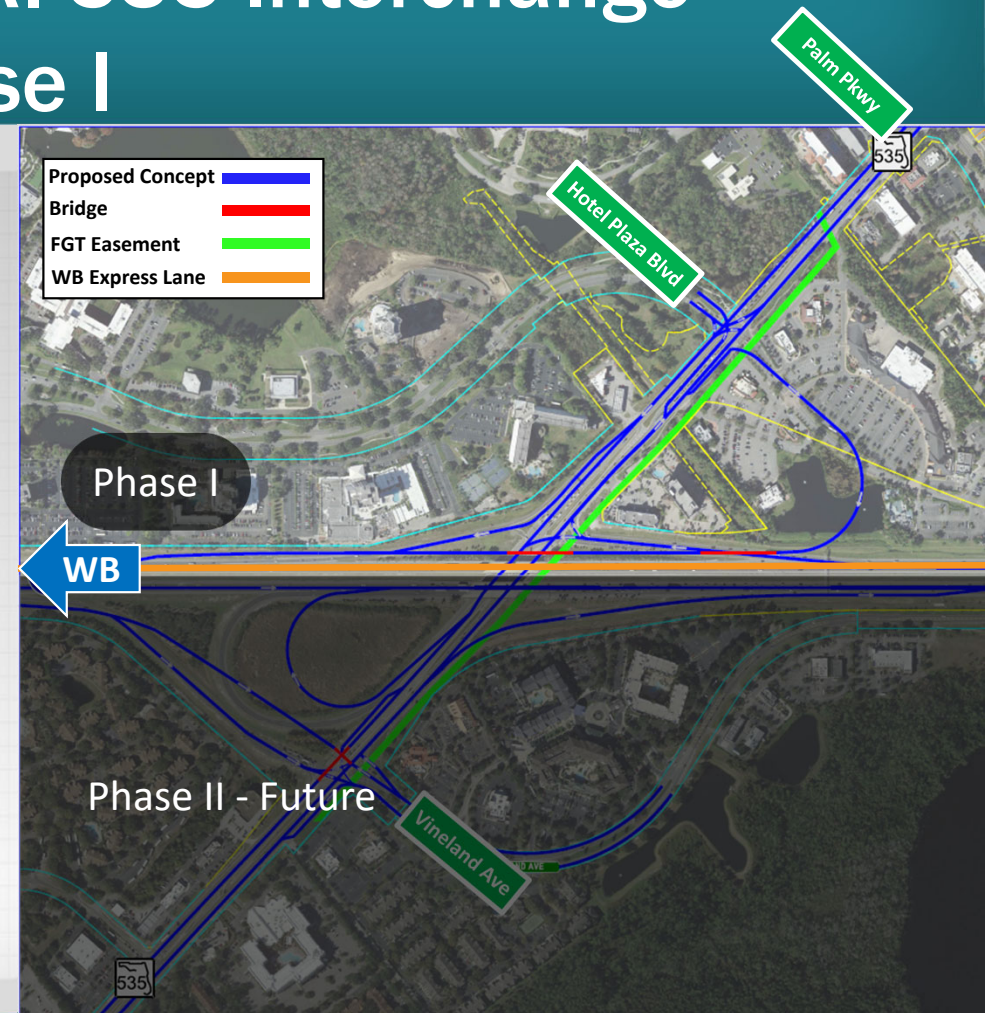


448914-1: I-4 at S.R. 535 Interchange Phase I



Phase I

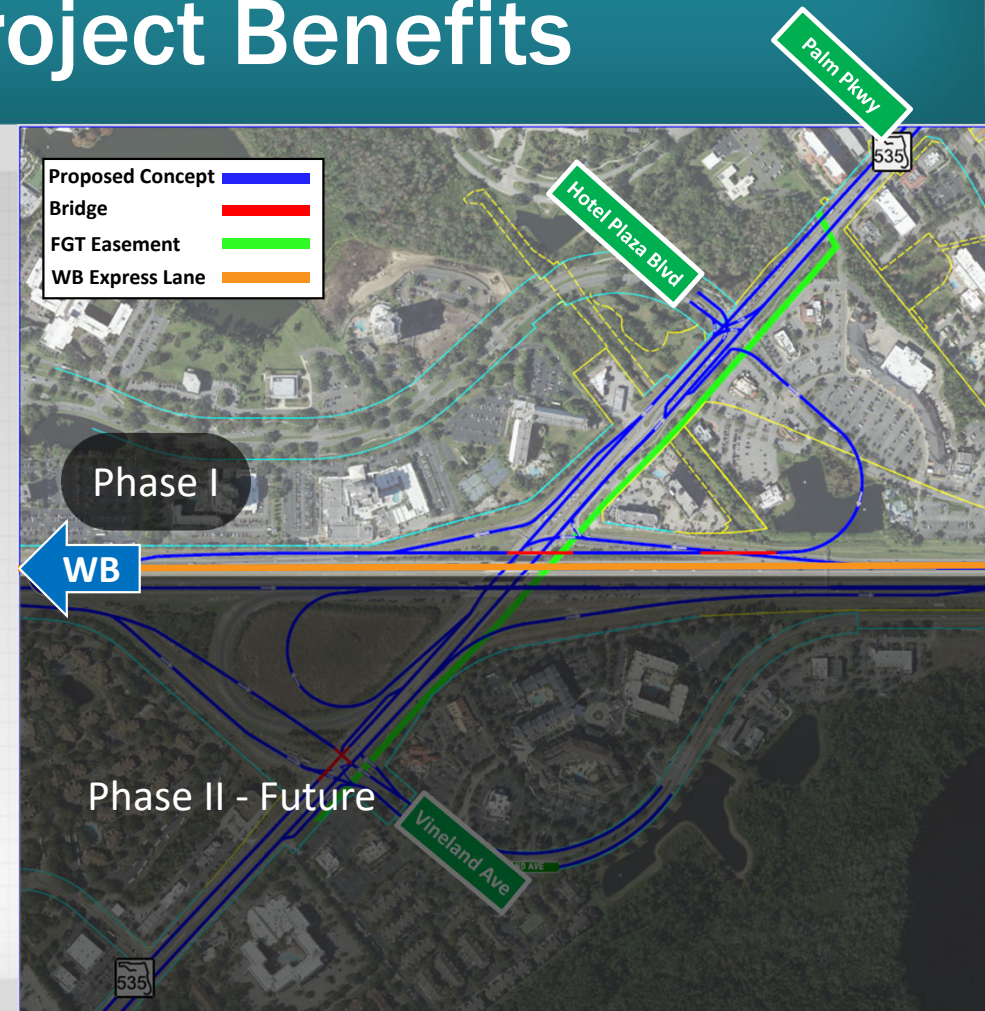
- New loop ramp from NB SR 535 to WB I-4
- Realign and reconstruct WB I-4 off-ramp to SR 535
 - Additional ramp storage
- Widening along NB SR 535
 - Additional storage for left and right turns at Palm Pkwy





448914-1: Project Benefits

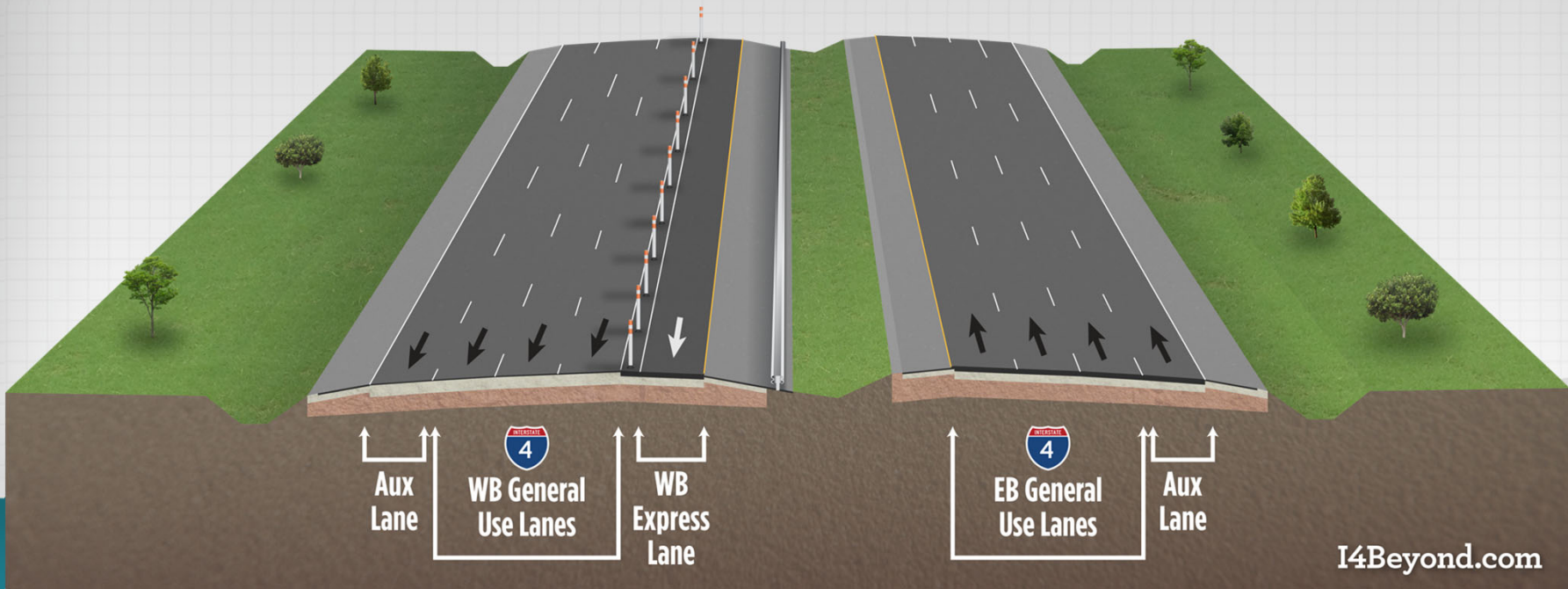
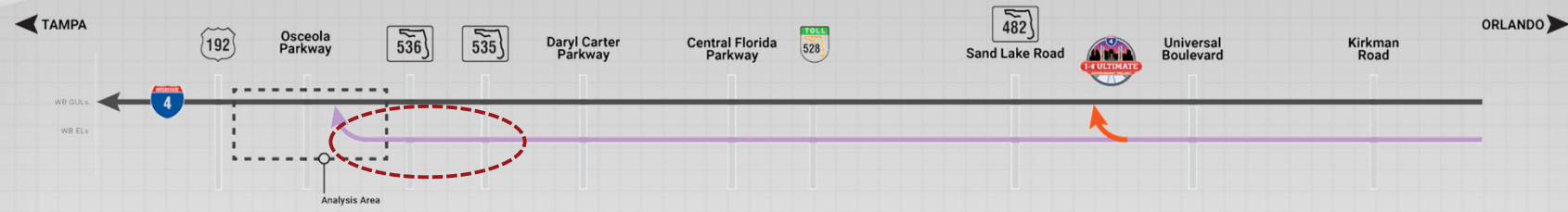
- Continuation of WB improvements
- Addresses immediate concern of WB off-ramp queue spill back on mainline
- No rework/throw-away along SR 535
- Removal of SR 535 NB left will facilitate MOT for phase II project
- Delayed improvements in EB direction provide flexibility for future rail
- Advances major utility relocation (FGT)
- Can be constructed within available budget





449771-1: TIP/STIP

WB Express Lane W of S.R. 536 to W of Daryl Carter Pkwy



I4Beyond.com

1.com



448914-1 & 449771-1 Design-Build Procurement Schedule

Advertisement: August 2022



Fed Authorization/Final RFP: October 2022



Bid Opening/Letting: May 2023

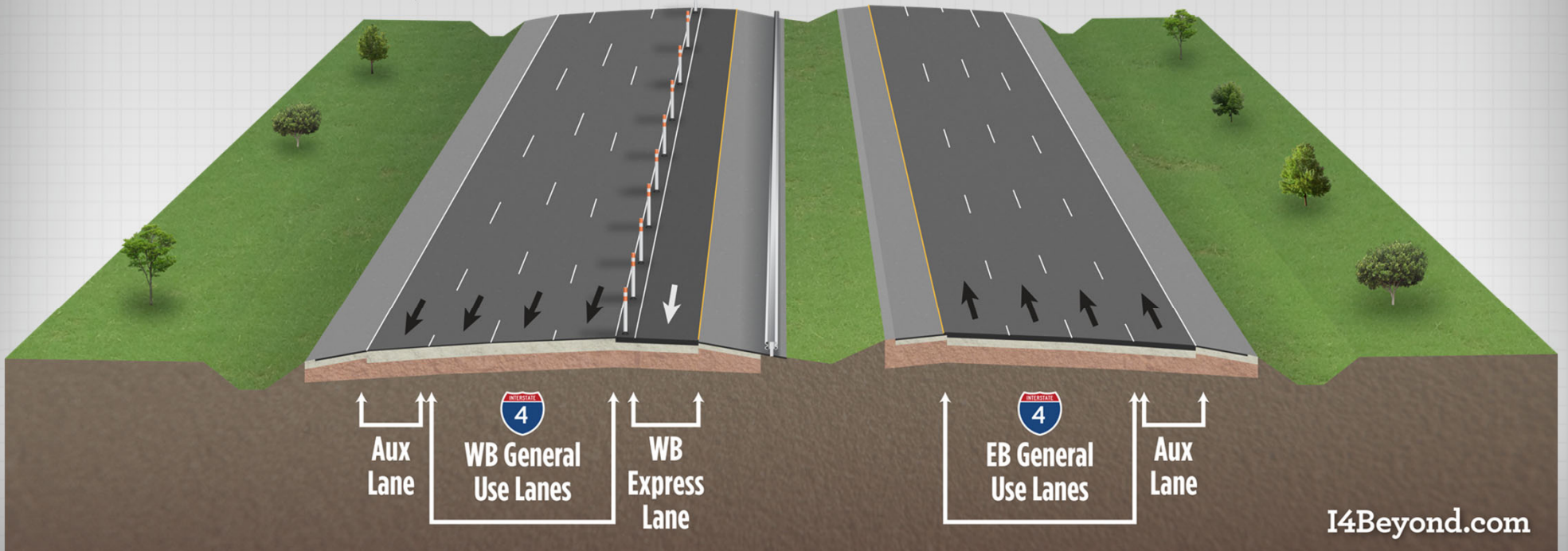
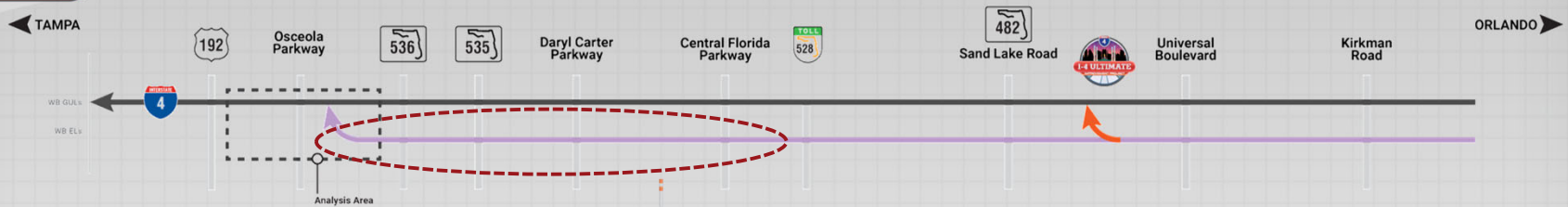


**TIP/STIP Amendment
444315-1 I-4 at Sand Lake Road Interchange
&
444315-3: I-4 WB Express Lane
W S.R. 536 to W S.R. 528
(Tube section 1)**



444315-3: TIP/STIP

WB Express Lane W of S.R. 536 to W of S.R. 528





444315-1: TIP/STIP I-4 at Sand Lake Road (S.R. 482)



QUESTIONS?





Questions/Comments

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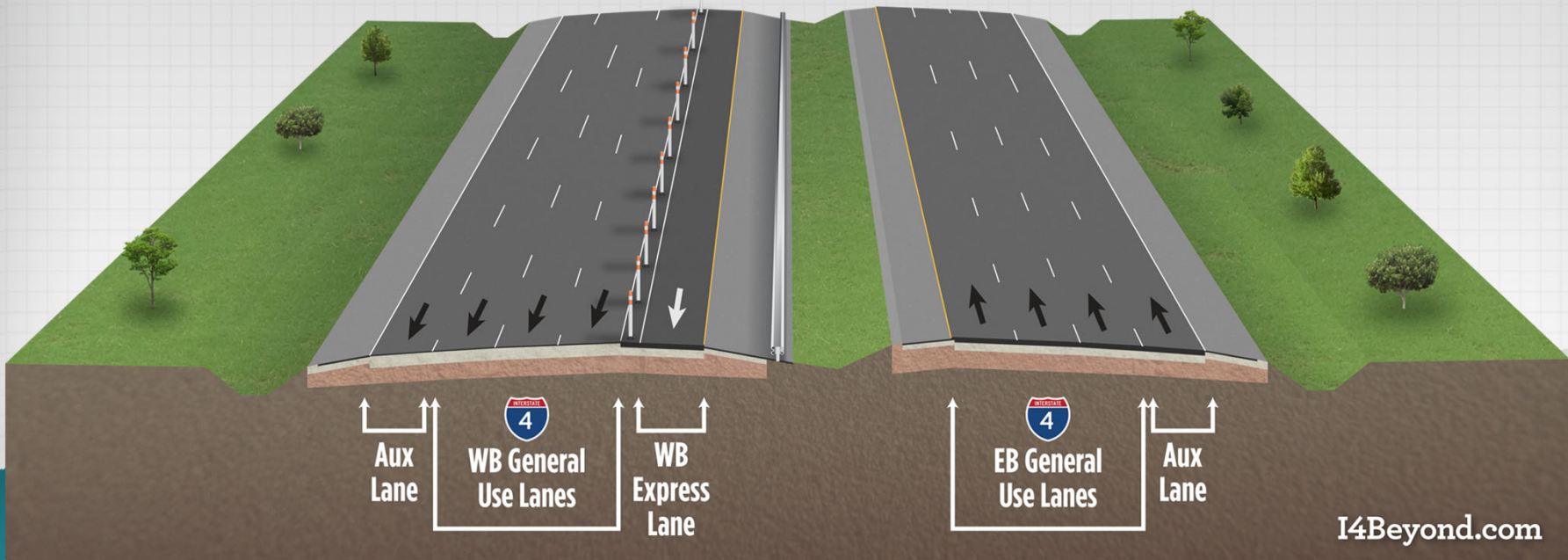
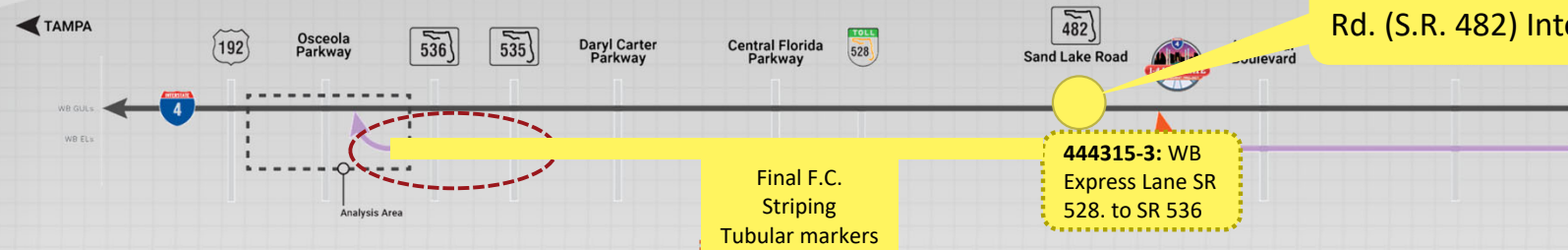
Hatem Aguib, P.E.

Hatem.Aguib@dot.state.fl.us

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449771-1: WB Express Lane W of SR 536 to W of Daryl Carter Pkwy



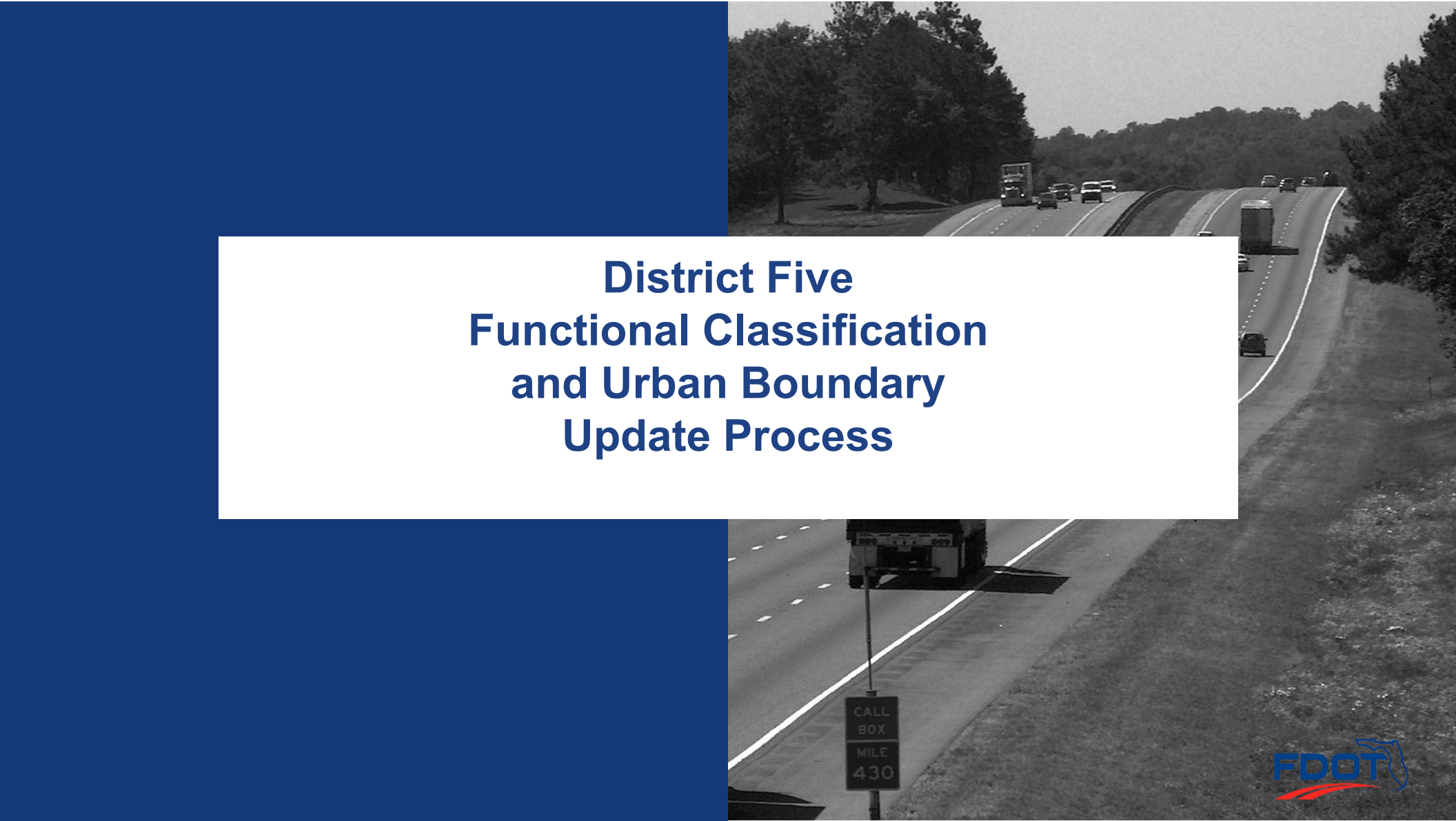
- I. Call to Order and Pledge of Allegiance
- II. Chairman's Comments
- III. Agenda Review
- IV. Roll Call and Confirmation of Quorum
- V. Public Comments on Action Items
- VI. Agency Reports
- VII. Action Items
- VIII. Presentations and Status Reports**
- IX. General Information
- X. Upcoming Meetings
- XI. Member Comments
- XII. Public Comments
- XIII. Adjournment



AGENDA

**A. Presentation on
Functional
Classification &
Urban Area
Boundary
Update Process**





District Five Functional Classification and Urban Boundary Update Process

CALL
BOX
MILE
430



Why this presentation?

- Provide initial information about upcoming process for updating:
 - ✓ Functional Classifications
 - ✓ Urban Boundaries
- Initiate multi-year coordination effort between D5 and MPOs



Presentation At-a-Glance

Background

- Census Update
- Functional Classification
- Urban Boundary


General Schedule

- Key Timeframes
- Current Status

Update Process

- Key Players
- MPO Point of Contact
- Key Considerations





United States[®]
Census
2020

- **Urban Areas** are revised every 10 years based on population counts from decennial census
- **Functional Classifications** are reviewed and updated during the same timeframe as urban boundary adjustments
- **Urban Boundaries** are adjusted by Census Bureau and can be refined further if desired by FHWA and FDOT



Functional Classification

- **Method** to assign public roadways into classifications according to the character of service they provide in relation to the total roadway network
- **Hierarchy** of classifications
 - Roadway purpose can range from **neighborhood streets** serving local trips to **interstates** that support long-distance movement of people and goods*
- **Access and Mobility** are central considerations

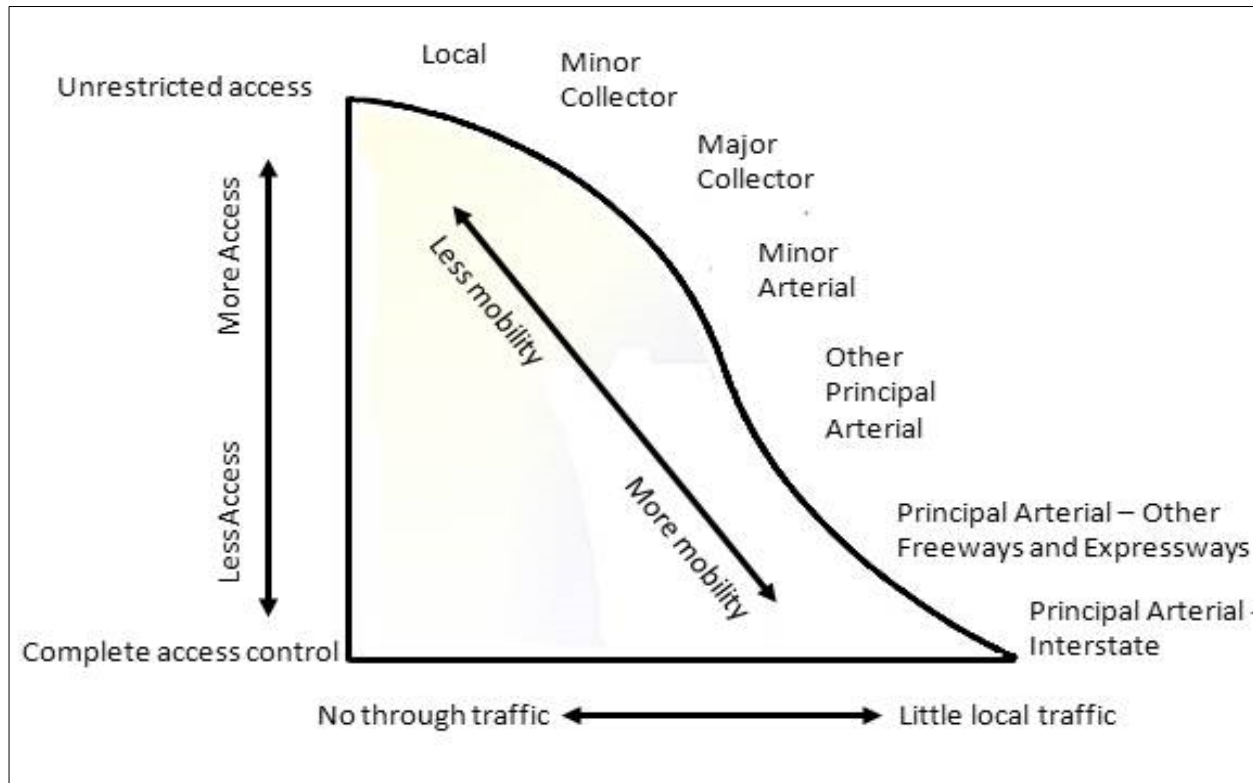


Functional Classification Categories

URBAN OR RURAL	EXAMPLES
Principal Arterial - Interstate	I-4
Principal Arterial - Other Freeways & Expressways	SR 408, SR 417, SR 429
Principal Arterial – Other	SR 50, US 17/92, US 192
Minor Arterial	Seminola Blvd., Carroll St., Curry Ford Rd.
Major Collector	Markham Woods Rd., Wetherbee Rd., Lakeshore Blvd.
Minor Collector	Old Hickory Tree Rd., Lake Baldwin Ln.
Local	Spring Valley Rd., Ferguson Dr., Patrick St.



Functional Classification: Mobility vs. Accessibility



Source: FHWA



Comparing to FHWA Ranges

Shufhqw# lhdjh# | #uedq# ovlilfdwlrq

	3	4	5	6	7	8	9	:	;	<	43	44	45	46	47	48	49	4:	4;	4<	53	93	94	95	96	97	98	99	9:	9;	9<	:3	:4	:5	:6	:7	:8	:9	::	::;	<	:3	:4	:5	:6	:7	:8					
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Subflsdg@ uhdg# {suhvz d}	[
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 - Orz # lgru# rchfwu
 - Kljk#Orfdo



Application of Functional Classification (FC)

- FC can be considered in **prioritization**
- FC can be considered in **roadway design** along with other considerations like context classification
- FC defines data collected for **performance management**
- FC determines **funding eligibility** from certain sources
 - Example – FEMA emergency response funding



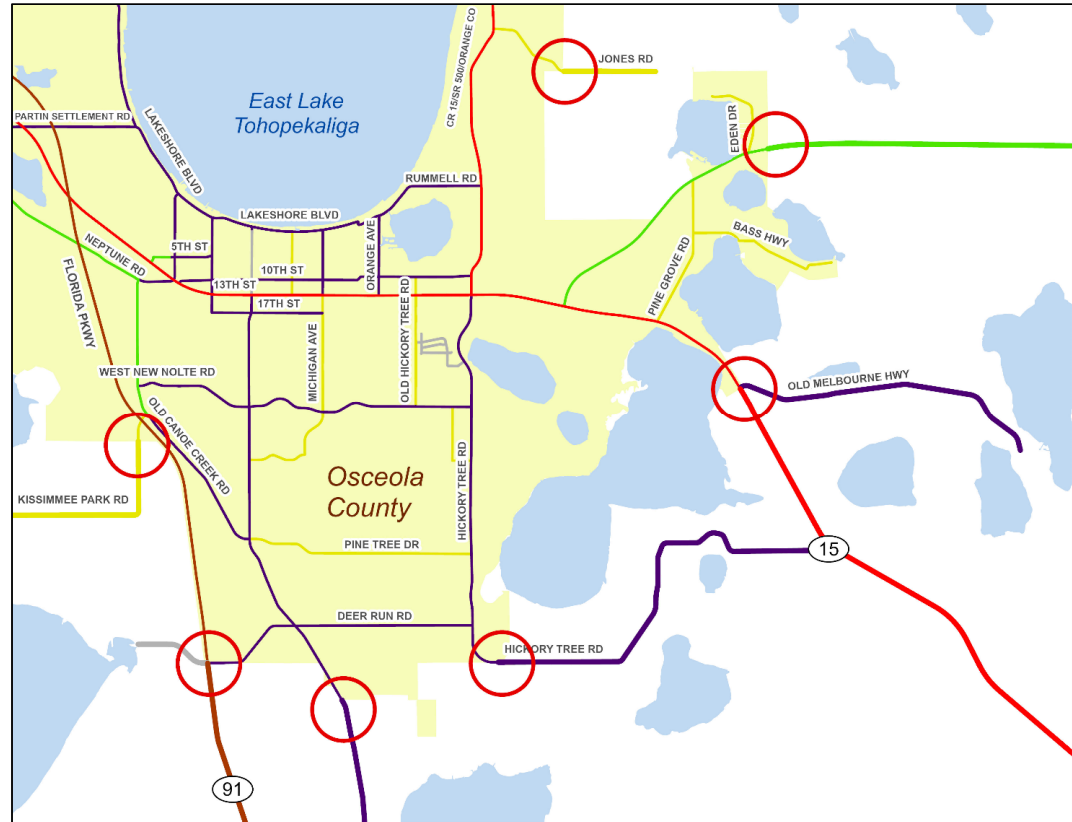
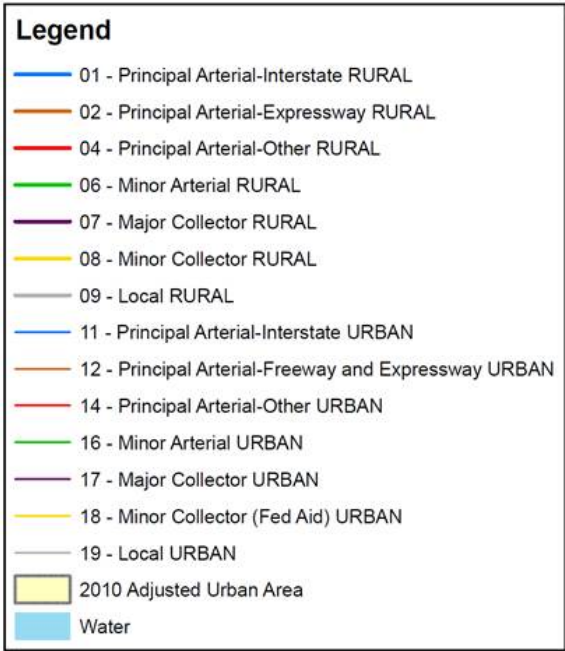
Urban Boundaries

- The line distinguishing defined urban areas from rural areas
- Approach is evolving with new 2020 Census Bureau criteria

Moving from census tract and block population density to housing unit and development density



Urban Boundaries and Functional Classification



Urban Boundaries

Federal-Aid Highway System Funding

Functional Class System	Urban	Rural
1 - Interstate	Yes	Yes
2 - Principal Arterial - Other Freeways and Expressways	Yes	Yes
3 - Principal Arterial - Other	Yes	Yes
4 - Minor Arterial	Yes	Yes
5 - Major Collector	Yes	Yes
6 - Minor Collector	Yes	No
7 - Local	No	No



2022-2025: Coordinate D5 Functional Classification review and 2020 Urban Boundary adjustments

Winter 2022: US Census Bureau releases finalized 2020 Urban Areas

Winter 2022/Spring 2023: USDOT designates Transportation Management Area (TMAs)



2022-2025: Coordinate D5 Functional Classification review and 2020 Urban Boundary adjustments

- Initial MPO/TPO Committee Outreach (today)

- Functional Classification Update
 - MPO/TPO Presentations
 - Outreach to Local Governments
 - MPO/TPO Presentations for Board Approval

- Urban Boundary Update
 - MPO/TPO Outreach
 - MPO/TPO Presentations for Board Approval



Current Activities

- Initial Presentations to MPO Committees
 - Ocala Marion TPO August 9
 - Lake~Sumter MPO August 10
 - River to Sea TPO August 16
 - MetroPlan Orlando August 24, 26, September 8
 - Space Coast TPO September 6

- Quality Control (QC) review of Functional Classification data
 - New roadways
 - Modifications
 - Other changes



Key Players in Approval Process

- FHWA
 - Signatory
- FDOT Transportation Data and Analytics (TDA) Office
 - Coordinate between districts and FHWA
- FDOT D5
 - Signatory
- MPOs/TPOs
 - Signatory



FDOT D5 Contact

- Alice Giuliani, Planning Project Manager
386-943-5247
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MPO Contact

- Alex Trauger, Director of Transportation Planning
407-481-5672 Ext. 313
atrauger@metroplanorlando.org



Final Considerations

- This is the initial outreach
- These are important processes
- Your participation will be important



Questions

B. Status Update on SunRail Transition



MetroPlan
Orlando

Municipal
Advisory
Committee
Presentation

September 8, 2022

SunRail

Transition Plan

Consulting

Services



Presentation Agenda

- SunRail Project History
- Transition Analysis
- Operational Analysis
- Governance Analysis
- Financial Analysis
- Next Steps and Timeline



SunRail Project History

SunRail System

Key Characteristics

- 61 Mile commuter rail system
 - 4 counties
 - 17 stations
- 40 trains operate Monday-Friday
- Project Phasing
 - Phase I, DeBary to Sand Lake Road (2014)
 - Phase II, Sand Lake Road to Poinciana (2018)
 - Phase II North, DeBary to DeLand (est. 2024)



61.5-MILE/17 STATION SunRail SYSTEM MAP



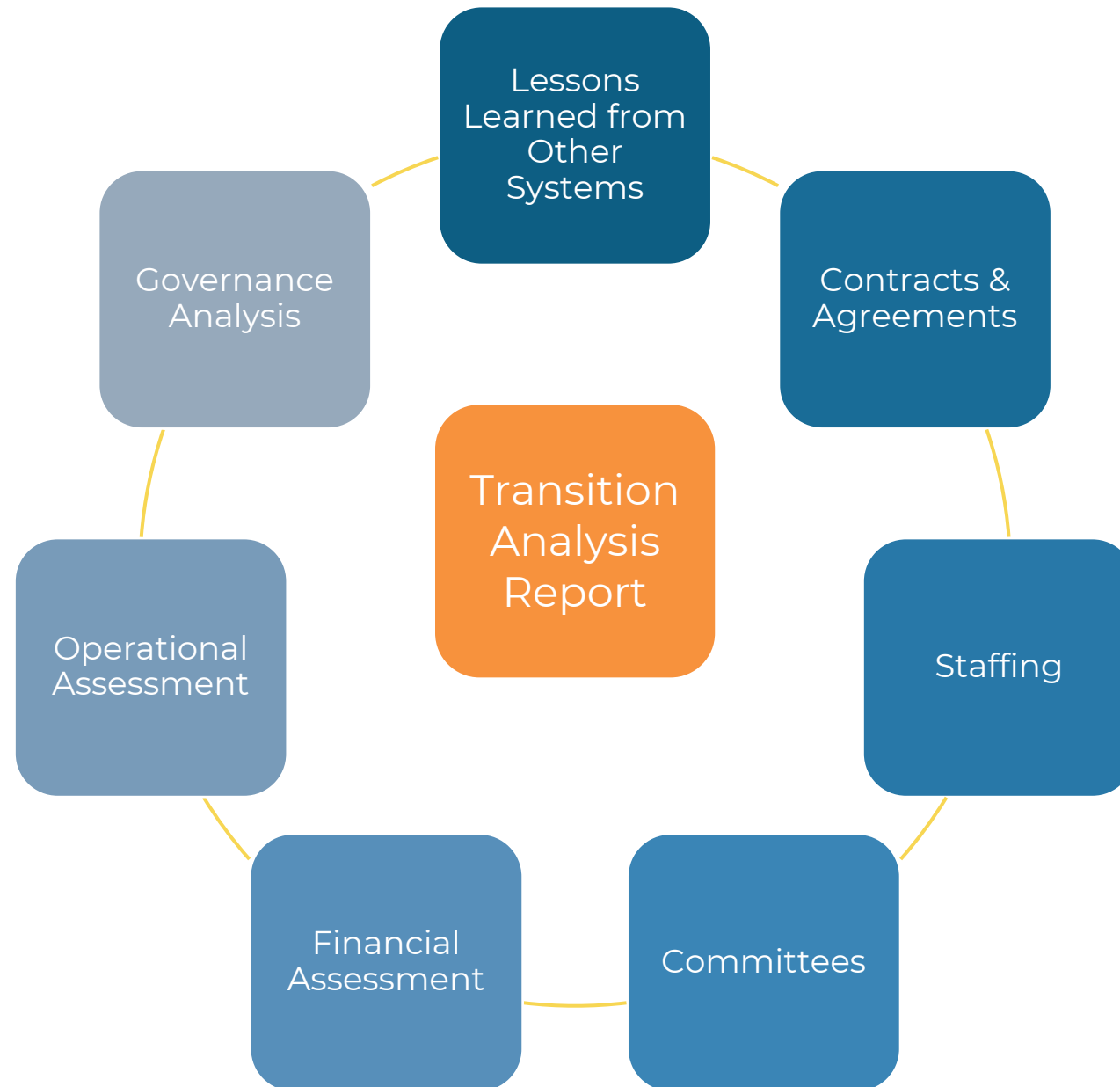
SunRail Project History

- Commuter Rail Interlocal Agreements approved (2007)
- SunRail commuter rail approved by Governor (2011)
 - FDOT responsible for design, permitting and construction of the system
 - FDOT to pay for cost for the rail system up to 7 years beginning May 2014
 - Central Florida Commuter Rail Commission created (Governing Board advisory capacity prior to transition)
 - Orange, Seminole, Osceola, Volusia and City of Orlando
- Transition to Local Funding Partners now tentatively scheduled for June 2024

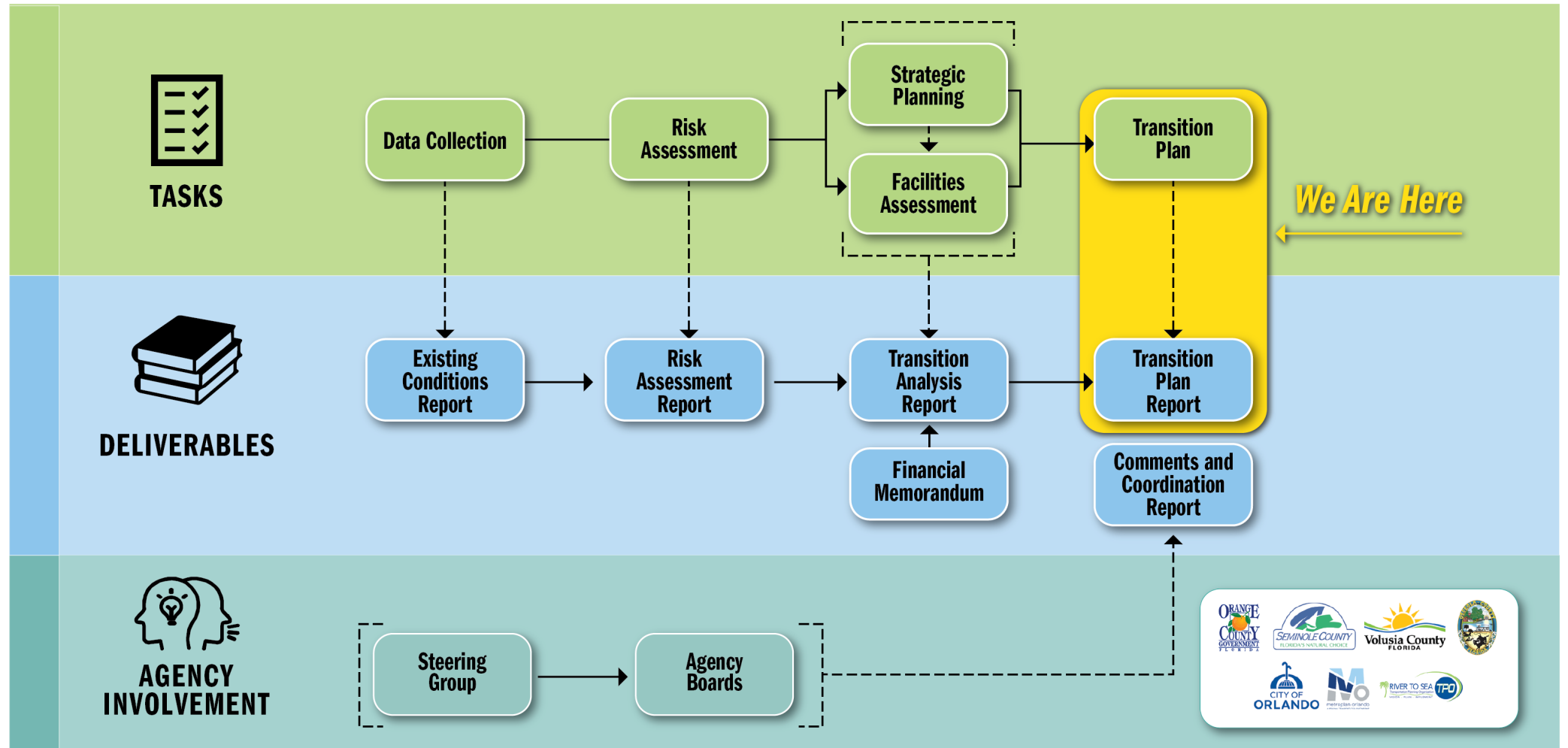


Transition Analysis Process

Transition Analysis Framework



Transition Study Process – Current Status



Operational Analysis

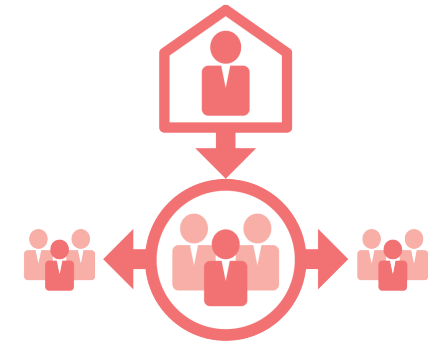
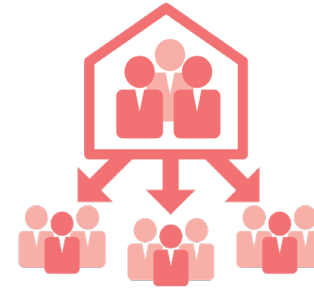
Operational Analysis

- SunRail infrastructure is in a State of Good Repair (SGR).
- A review of the past 3 years of Federal Railroad Administration (FRA) inspection findings and/or violations have not shown any systemic issues.
- The FRA is confident in and comfortable with the SunRail operation. Minimal updates to plans.
- **Recommendation:** Prior to transition, conduct review to ensure SunRail maintenance and CIP has progressed and not deferred.



Governance

Three Potential Governance Options



Option 1

CFCRC recruits comprehensive, in-house staff to provide all management, administration, and operating functions.

Option 2

CFCRC recruits in-house staff to provide management and administration functions while contracting out all operating services, like current FDOT organization.

Option 3

CFCRC recruits no staff and contracts all functions (management, administration, and operations) to another agency which may subcontract operating functions as indicated in Option 2.

Option 1 – Commission hires all staff as direct employees



Commission serves as Board/governing body.



Most expensive.



Creates new agency; must develop administrative processes – HR, procurement, etc.



Requires approximately 200 employees.



Requires rental/purchase of office space.



Highest level of liability without contractors to share risk.



Efficient execution of policy, decision-making, actions.



High cost, long interval to recruit in FL market.



Potential FRA concern over new operating team.



Option 2 – Commission hires leadership, administrative staff while all operating personnel provided through contracts



Commission serves as Board/governing body.



Second most expensive.



Creates new agency; must develop administrative processes – HR, procurement, etc.



Requires approximately 50 employees. (15 contract?)



Requires rental/purchase of office space.



Sheds risk from Commission to operating contractors.



Efficient execution of policy, decision-making, actions.



Medium cost and time to recruit in FL market.



Likely FRA confidence with continuing contractors.



Option 3 – Commission contracts entire organization/operating to existing agency - LYNX



Commission serves as Board/governing body.



Least expensive option all years.



Leverages experience, assets, services of existing agency.



Requires approximately 9 additional LYNX employees.



Utilizes existing LYNX office space.



Sheds risk from Commission to LYNX, contractors.



Commission policy and decision-making execution through LYNX CEO.



Requires agreement between Commission and LYNX.



SunRail and LYNX's reputations are connected.

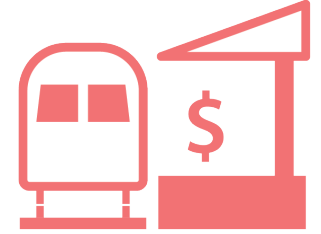
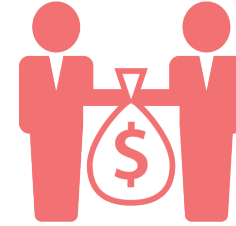
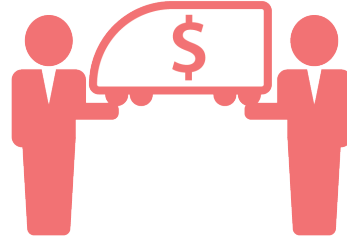


Likely FRA confidence with continuing contractors.



Financial Analysis

Four Types of Cost Allocations Per Agreements



Insurance

Maintain liability insurance with a deductible or self-insured amount

Operating Costs

LFP responsible for share of system operating costs

Capital Plan Funding

LFP responsible for share of capital projects for the system

Station Maintenance Costs

Maintenance and housekeeping costs



Local Operating Share Elements

System Operating Costs

- Operation and Maintenance Costs
- Fuel
- Banking
- Ticketing
- Consultant Support
- Feeder Bus Service

Allocated Based On:

- Share of **total** “embarkings and disembarkings”
- Share of **peak hour** “embarkings and disembarkings”
- Averaged for each jurisdiction
- During the last Funding Determination Year
- Farebox Revenue credited to each LFP



Local Operating Share Methodology

Step 1	Operating Costs	—	Revenue for Operations	=	Operating Deficit	
Step 2	Operating Deficit	×	Embarking & Disembarking Share	=	Local Operating Support	
			Volusia	9.58%	Volusia	\$
			Seminole	18.32%	Seminole	\$
			Orlando	33.23%	Orlando	\$
			Orange	23.18%	Orange	\$
			Osceola	15.68%	Osceola	\$

Notes: 1. DeLand average embarking share is assumed to be 200 embarkings/day, assuming 250 commuting days per year.
 2. DeLand average disembarking, average peak embarking, and average peak disembarking is estimated based on the proportions observed by DeBary compared to average embarking share.



LOCAL OPERATING SHARE ALLOCATION

(Based on CY 2019 Ridership)

STATION	County	Total Embarkings/ Disembarkings (annual)	Peak Hour Embarkings/ Disembarkings (annual)
DeLand	Volusia	102,030	76,425
DeBary	Volusia	213,866	159,770
Sanford	Seminole	153,030	110,860
Lake Mary	Seminole	173,720	135,680
Longwood	Seminole	128,029	101,805
Altamonte Springs	Seminole	141,908	108,861
Maitland	Orange	112,628	93,496
Winter Park	Orange	265,374	167,456
Florida Hospital	Orlando	189,042	148,126
LYNX	Orlando	330,915	263,782
Church Street	Orlando	362,486	295,294
Orlando Amtrak	Orlando	171,960	143,714
Sand Lake Road	Orange	142,819	108,956
Meadow Woods	Orange	242,617	202,181
Tupperware	Osceola	99,660	79,406
Kissimmee	Osceola	222,025	166,802
Poinciana	Osceola	192,349	142,399
TOTAL		3,244,458	2,505,013



Funding Partner	% Share of Total Embarkings & Disembarkings	% Share of Peak Hour Embarkings & Disembarkings	Funding Allocation (%) Average of GREEN and ORANGE
Volusia	315,896 (9.74%)	236,195 (9.43%)	9.58%
Seminole	596,687 (18.39%)	457,206 (18.25%)	18.32%
Orlando	1,054,403 (32.50%)	850,916 (33.97%)	33.23%
Orange	763,438 (23.53%)	572,089 (22.84%)	23.18%
Osceola	514,034 (15.84%)	388,607 (15.51%)	15.68%
TOTAL	3,244,458 (100%)	2,505,013 (100%)	100%



1. DeLand average embarking share is assumed to be 200 embarkings/day, assuming 250 commuting days per year.
2. DeLand average disembarking, average peak embarking, and average peak disembarking is estimated based on the proportions observed by DeBary compared to average embarking share.
3. CY 2019 used since Covid disruptions affected March 2020.

Capital Cost Share

- Five Year Capital Plan
 - Station Upgrades
 - Infrastructure upgrades
 - Vehicle Overhauls, etc.
- Allocated based on track miles in each jurisdiction

Funding Partner	Track Miles	Funding Allocation (%)
Volusia	12.7	21%
Seminole	16.4	27%
Orlando	5.5	9%
Orange	16.3	27%
Osceola	9.6	16%
Total	60.5	100%



Revenue Categories

REVENUE CATEGORIES	CFCRC 2021 REVENUE
Amtrak Usage	\$792,270
FCEN Usage	\$27,151
CSXT Usage	\$3,198,217
Advertising	\$106,060
LYNX Back Office Share	-
Miscellaneous Reimbursement	\$166,800
Damage Claims	-
ROW Lease	-
Fiber Lines	-
Transition Maintenance	-
Interest	\$132
Advertising - Deposited at DFS	\$158,650
Fare Box Collections - Deposited at DFS	\$1,057,817
Card Fare - Deposited at DFS	\$14,615
FTA 5307 Funding	\$10,000,000
TOTAL	\$15,521,712



Governance Options - Cost Comparison

Governance Options	(Q4 only) FY24 Total Costs*	FY25 Total Costs	FY26 Total Costs	FY27 Total Costs	FY28 Total Costs	FY29 Total Costs
Option 1	\$16.4	\$64.2	\$66.4	\$79.8	\$62.9	\$65.2
Option 2	\$15.8	\$61.8	\$58.1	\$60.2	\$61.3	\$63.6
Option 3	\$13.8	\$53.9	\$49.9	\$51.3	\$52.2	\$54.2

*Total costs estimates (net of all revenues) includes operations, capital maintenance, and insurance. LFP Fiscal Year.



LFP Allocations for Three Governance Options

Option 1

	Local Government Partner Fiscal Years					
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029
Costs Net of All Revenues (\$ Millions)						
Volusia	\$1.5 - \$1.8	\$5.7 - \$6.9	\$6 - \$7.3	\$7.4 - \$8.8	\$5.7 - \$6.8	\$5.9 - \$7.1
Seminole	\$2.7 - \$3.3	\$10.7 - \$13	\$11.2 - \$13.5	\$13.6 - \$16.3	\$10.6 - \$12.8	\$11 - \$13.3
Orlando	\$4.8 - \$5.9	\$18.9 - \$23.1	\$19.3 - \$23.6	\$23.1 - \$28.1	\$18.4 - \$22.5	\$19.1 - \$23.3
Orange	\$3.4 - \$4.2	\$13.5 - \$16.4	\$14 - \$17	\$16.9 - \$20.4	\$13.2 - \$16.1	\$13.7 - \$16.7
Osceola	\$2.3 - \$2.8	\$9.1 - \$11.1	\$9.4 - \$11.4	\$11.3 - \$13.7	\$8.9 - \$10.8	\$9.2 - \$11.2

Option 2

Volusia	\$1.4 - \$1.7	\$5.5 - \$6.7	\$5.2 - \$6.3	\$5.4 - \$6.5	\$5.5 - \$6.7	\$5.7 - \$6.9
Seminole	\$2.6 - \$3.2	\$10.3 - \$12.5	\$9.8 - \$11.8	\$10.1 - \$12.3	\$10.3 - \$12.5	\$10.7 - \$13
Orlando	\$4.7 - \$5.7	\$18.2 - \$22.2	\$17 - \$20.8	\$17.6 - \$21.5	\$17.9 - \$21.9	\$18.6 - \$22.7
Orange	\$3.3 - \$4	\$13 - \$15.8	\$12.2 - \$14.8	\$12.7 - \$15.4	\$12.9 - \$15.7	\$13.4 - \$16.2
Osceola	\$2.2 - \$2.7	\$8.7 - \$10.6	\$8.2 - \$10	\$8.5 - \$10.3	\$8.7 - \$10.5	\$9 - \$10.9

Option 3

Volusia	\$1.2 - \$1.5	\$4.8 - \$5.8	\$4.5 - \$5.4	\$4.7 - \$5.6	\$4.7 - \$5.7	\$4.9 - \$5.9
Seminole	\$2.3 - \$2.8	\$9 - \$11	\$8.4 - \$10.2	\$8.7 - \$10.5	\$8.8 - \$10.7	\$9.1 - \$11.1
Orlando	\$4.1 - \$5	\$15.8 - \$19.3	\$14.6 - \$17.8	\$15 - \$18.3	\$15.2 - \$18.6	\$15.8 - \$19.3
Orange	\$2.9 - \$3.5	\$11.3 - \$13.8	\$10.5 - \$12.8	\$10.8 - \$13.1	\$11 - \$13.3	\$11.4 - \$13.8
Osceola	\$2 - \$2.4	\$7.6 - \$9.3	\$7.1 - \$8.6	\$7.3 - \$8.8	\$7.4 - \$9	\$7.7 - \$9.3



*Costs do not include PTC, or ROW lease/fiber line revenues

Next Steps

Activities Necessary for Implementation

GOVERNANCE DECISION

Staffing

Financial

Administration
& Support

Contracts
& Agreements

Capital Delivery

Service Delivery

Transition
Implementation
Program

Transition
Implementation
Schedule



Underway, Completed and Next Steps



Discussion/Questions

C. Presentation on LYNX Transit Development Plan



Transit Development Plan Major Update

MetroPlan Orlando MAC – September 8, 2022

Prepared for:

*Central Florida Regional
Transportation Authority d.b.a. LYNX*

Prepared by:

Kimley»Horn





Transit Development Plan

Agenda

1. What is the Transit Development Plan (TDP)?
2. County Needs Plans/Service Hierarchy
3. Public Outreach
4. Plan Goals
5. Peer Review
6. 10-Year Needs
7. Project Schedule



Transit Development Plan

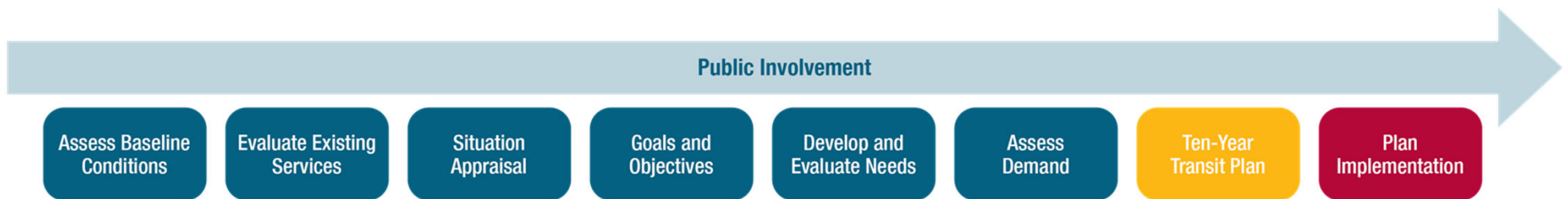
What is the Transit Development Plan?



Transit Development Plan

What is a TDP?

- 10-Year Planning, Policy, and Service Development Guide
- FDOT Rule - Florida Administrative Code (FAC) 14-73
- Public Transportation Block Grant (PTBG)
- Major Updates vs. Annual Progress Reports
- Respond to Changing Demographics and Trends





Transit Development Plan

County Needs Plans/Service Hierarchy



Transit Development Plan

County Transit Plans

Needs Plans



20-year planning horizon (2023 to 2042)

Service Development & Implementation

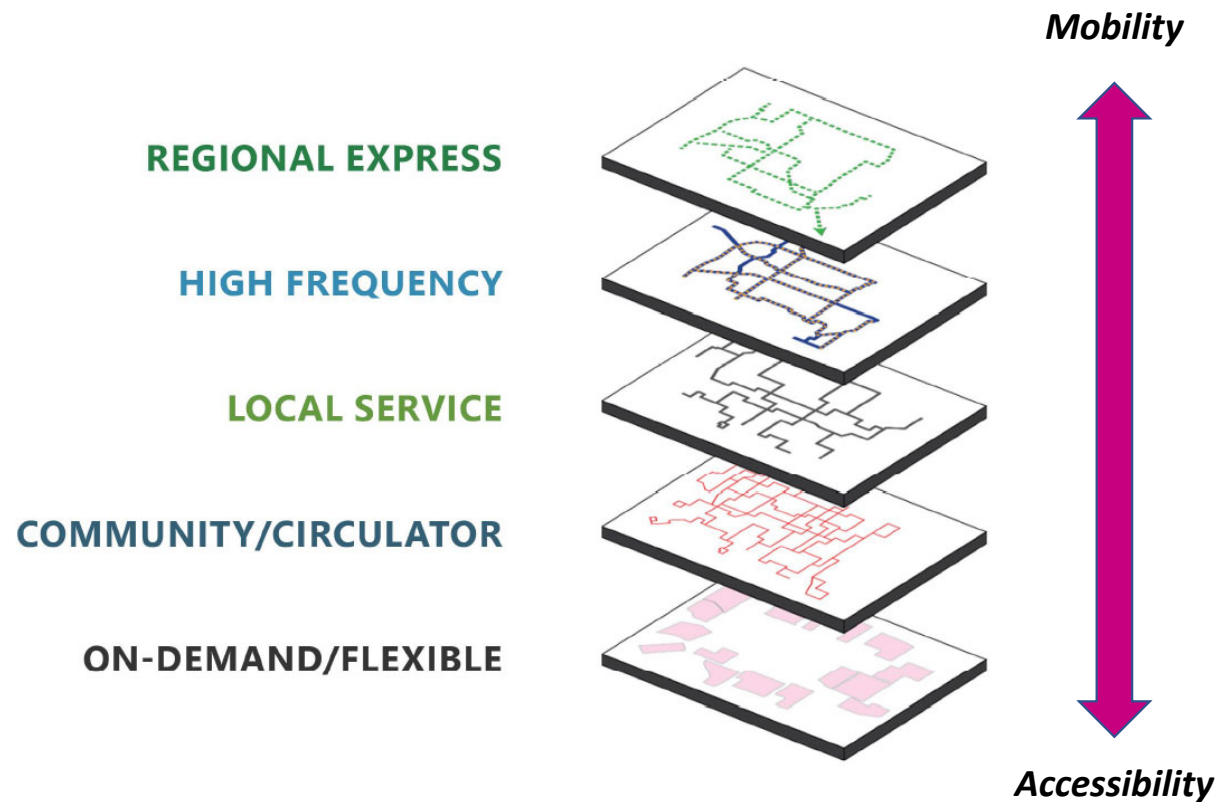


10-year planning horizon (2023 to 2032)



Transit Development Plan

Multi-Tiered Service Network





Transit Development Plan

Public Outreach



Transit Development Plan

Public Outreach Summary

- Public Workshops
- Station Outreach
- Regional Working Group
- Project Technical Advisory Committee
- Project Management Team
- LYNX Departmental Discussions
- Social and Digital Media
- Stakeholder Interviews
- Survey






Transit Development Plan

Public Workshops


Altamonte Springs City Hall – Monday, June 27th
225 Newburyport Avenue
Altamonte Springs
5:30 – 7:30 PM

LYNX Central Station – Tuesday, June 28th
455 North Garland Avenue
Downtown Orlando
4:00 – 6:00 PM

City of Kissimmee City Hall – Wednesday, June 29th
101 Church Street
Kissimmee
4:00 – 6:00 PM

 Plan de Desarrollo de Tránsito


Título VI de la Ley de Derechos Civiles de 1964

**Cumplimiento del Título VI**


Se solicita la participación del público sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o estado familiar. Las personas que deseen expresar comentarios con respecto al cumplimiento del Título VI pueden hacerlo comunicándose con:

LYNX Title VI Program Officer
455 North Garland Avenue
Orlando, Florida 32801
407-841-2279 ext. 6171
Title6officer@golynx.com

Todas las preguntas o comentarios se procesados de acuerdo con el procedimiento LYNX y de manera rápida y cortés

 Transit Development Plan

Title VI of the Civil Rights Act of 1964

**Title VI Compliance**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to compliance with Title VI may do so by contacting:

LYNX Title VI Program Officer
455 North Garland Avenue
Orlando, Florida 32801
407-841-2279 ext. 6171
Title6officer@golynx.com

All inquiries or concerns will be handled according to LYNX procedure and in a prompt and courteous manner.



Transit Development Plan

Station Outreach

Seminole County

- Fern Park Transfer Center
- Sanford Seminole Centre


Osceola County

- Kissimmee Intermodal Station
- Poinciana Walmart


Orange County

- LYNX Central Station
- Florida Mall
- Apopka SuperStop
- West Oaks Mall
- Rosemont SuperStop
- Altamonte Mall (Sears)

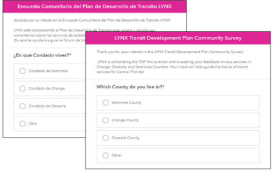


 Transit Development Plan

We Need Your Feedback



http://bit.ly/LYNX_TDP
Survey is open until July 17, 2022





Transit Development Plan

Social and Digital Media

The screenshot shows the LYNX website's 'Planning Future Services' page. The header includes navigation links for Trip Tools, Fares & Passes, Maps & Schedules, and Contact. The main content area features a large image of buses at a station and a section titled 'Planning Future Services' with a sub-heading 'Transit Development Plan - Major Update'. A sidebar on the right lists 'Future Projects' including SR 50 AA, U.S. 192 AA, Planning Future Services (highlighted), GIS Mapping, Bus Shelter Program, and Legislative Priorities.

This graphic is for the English version of the survey. It features a pink header with the LYNX logo and the text 'TRANSIT DEVELOPMENT PLAN'. Below this, it says 'WE WANT YOUR FEEDBACK!' and provides a brief explanation of the survey's purpose. It includes links for English (ow.ly/qVxb50JQzws) and Spanish (ow.ly/R44e50JQzwp) versions. The LYNX logo is at the bottom right.

This graphic is for the Spanish version of the survey. It features a pink header with the text 'TRANSIT DESENVOLUPMENT PLAN' and 'WE WANT YOUR FEEDBACK!'. It includes the same explanatory text and survey links as the English version. The LYNX logo is at the bottom right.

This graphic is for the Spanish version of the survey. It features a pink header with the text 'PLAN DE DESARROLLO DE TRÁNSITO' and '¡Queremos sus comentarios!'. Below this, it says '¡Ayúdenos a seguir mejorando nuestro servicio!' and provides a brief explanation of the survey's purpose. It includes a QR code and a link to the survey (http://bit.ly/LYNX_TDP). The LYNX logo is at the bottom right.

The screenshot shows a Facebook post from the Central Florida Regional Transportation Authority (@lynxbusori). The post text is in Spanish and asks for feedback on the 10-year Transit Development Plan. It includes the survey link (http://bit.ly/LYNX_TDP) and shows engagement metrics: 6 likes and 1 share. The LYNX logo is visible in the bottom right corner of the post.



Transit Development Plan

TDP Survey Results

Respondent Priorities

- 1. *More Frequent Service***
- 2. *High Quality Customer Service***
- 3. *More Weekend/Later Service***
4. More Passenger Amenities
5. On-Time Performance/Reliability
6. Enhanced Technology/Ticketing
7. Route Specific/New Route Suggestions
8. Safety

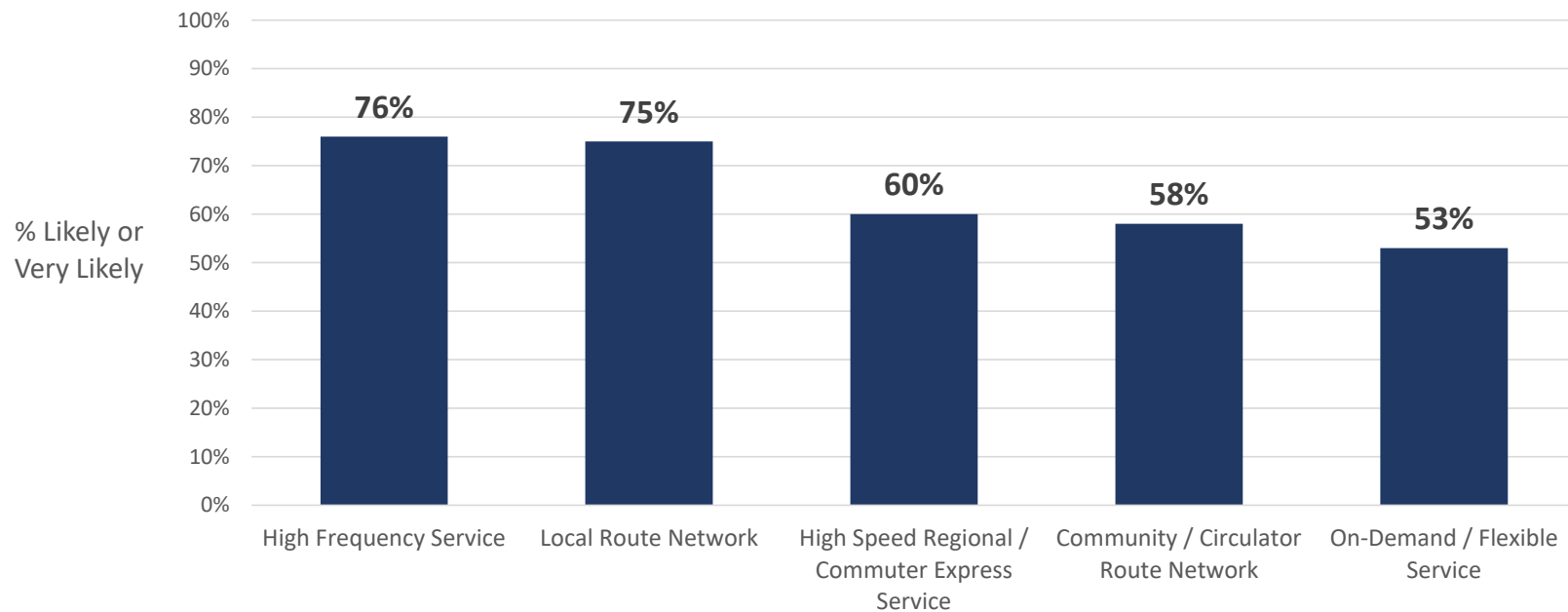




Transit Development Plan

TDP Survey Results

How likely are you to use these services?





Transit Development Plan

TDP Plan Goals



Transit Development Plan

Plan Goals

Advance a reliable, safe, equitable, dynamic, and performance driven transit system

Enhance customer experience and communications

Promote economic competitiveness, sustainability, and quality of life

Deliver a Seamless Network of Transportation Services for the Region



Transit Development Plan

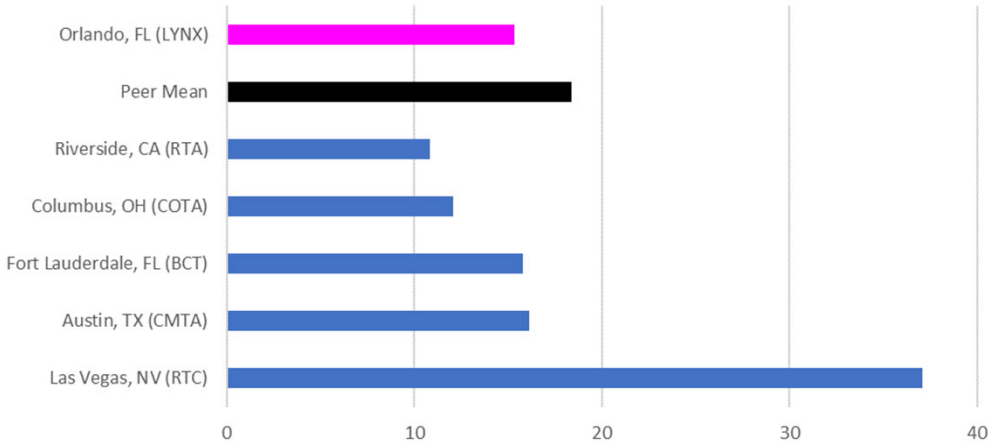
Peer Review



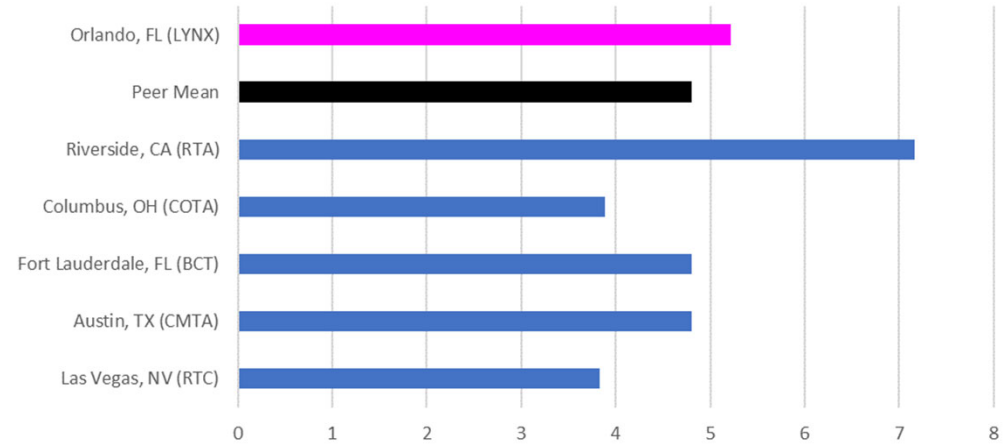
Transit Development Plan

Fixed-Route Service Productivity

Passenger Trips per Revenue Hour



Average Trip Length (miles)



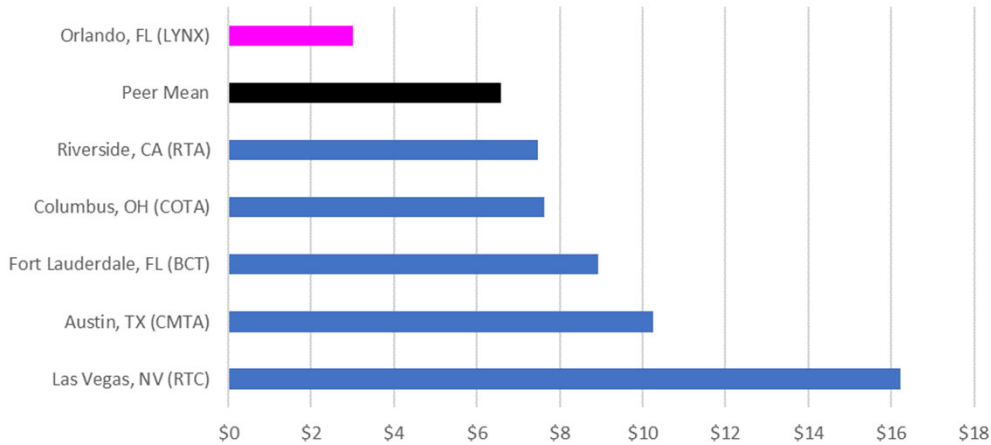
- Current Peer
- LYNX
- Overall Peer Mean



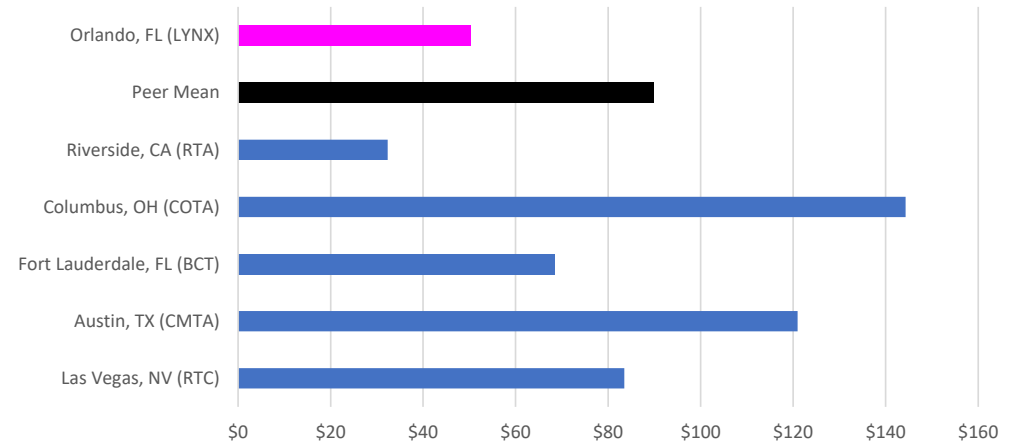
Transit Development Plan

Fixed-Route Investment Cost Effectiveness

Operating Expenses per Passenger Trip



Operating Funding per Capita (Service Area)



- Current Peer
- LYNX
- Overall Peer Mean



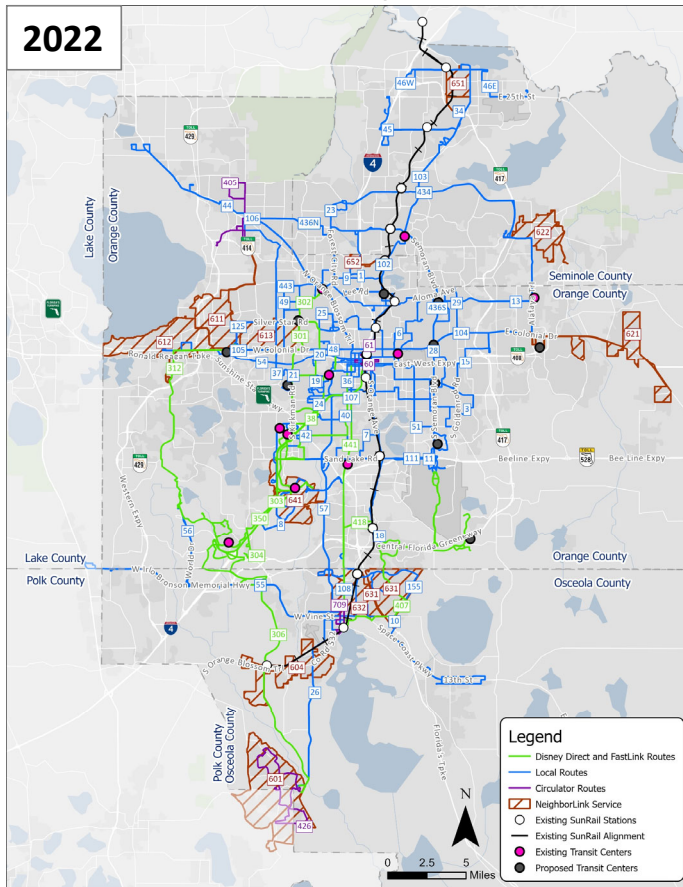
Transit Development Plan

10-Year Needs

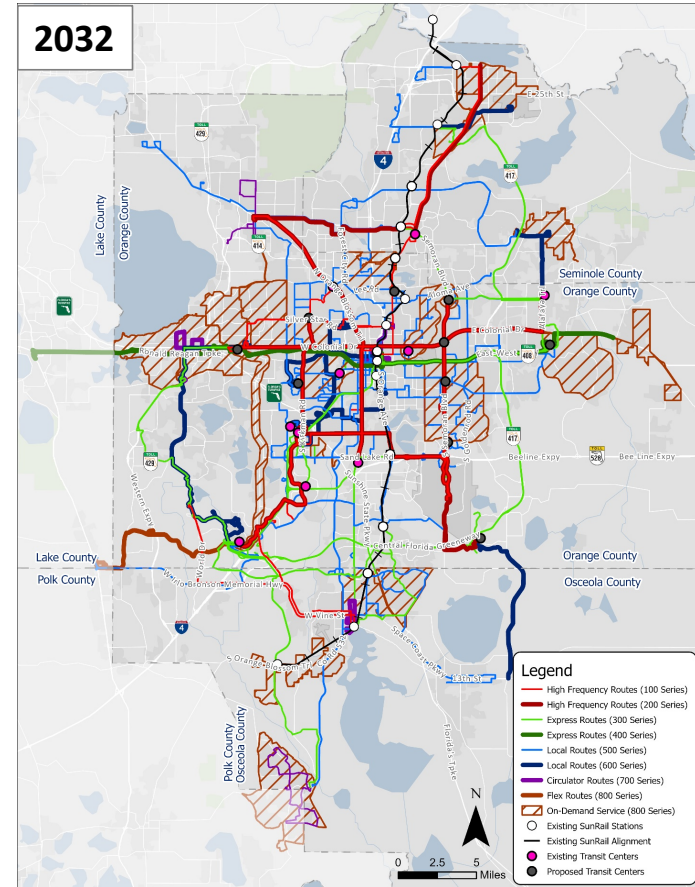


Transit Development Plan

Service Map – 10 Year Needs



**> 35%
Increase
In
Ridership**





Transit Development Plan

Schedule






Transit Development Plan

Project Schedule

We are here



Tentative Schedule		MAY	JUN	JUL	AUG	SEPT
Month:		1	2	3	4	5
#	TASK					
1	PROJECT MANAGEMENT AND ADMINISTRATION	█	█	█	█	█
2	PUBLIC INVOLVEMENT SUPPORT	█	█	█	█	█
3	UPDATE VISION, MISSION, GOALS, AND OBJECTIVES		█	█		
4	ASSESSMENT OF BASELINE CONDITIONS	█	█	█		
5	ASSESSMENT OF EXISTING TRANSIT SERVICES	█	█	█		
6	ESTIMATE DEMAND AND MOBILITY NEEDS		█	█		
7	PERFORM SITUATION APPRAISAL		█	█		
8	PREPARE 2023 10-YEAR TRANSIT DEVELOPMENT PLAN MAJOR UPDATE		█	█	█	█

-  Regional Working Group/Technical Advisory Committee Meetings
-  LYNX Board Meeting Date (Today)
-  TDP Submittal to FDOT (September 1, 2022)



Transit Development Plan

Questions?