SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

Seminole County Transit Services Update

November 12, 2024

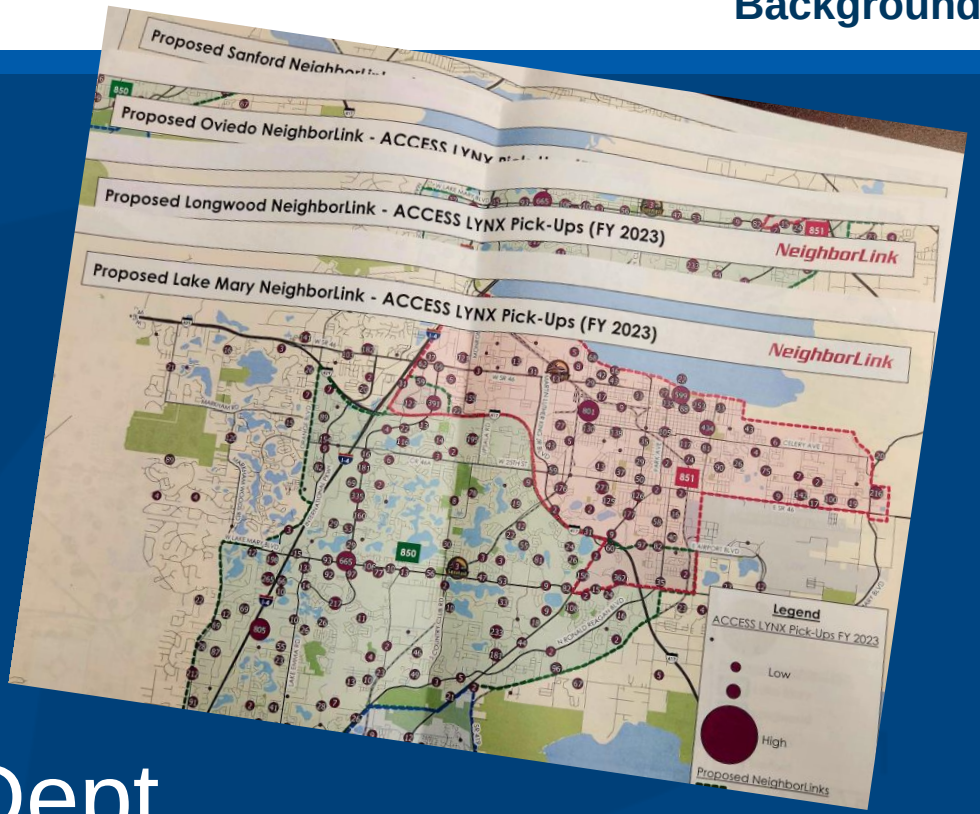
Agenda

- Purpose
- Transit Options
- Current System Overview
- LYNX Proposed Restructuring
- Next Steps / Options
- Staff Recommendation

Purpose

- Request from the Board at the June 18th Budget Worksession to review current transit model and look for more effective and cost-efficient options.

Steps Taken By Staff



- Board Direction
- Meetings with Volusia County
- Meetings with LYNX Planning Dept
- Discussions with Private Micro-Transit Providers

Option 1

Maintain Status Quo

Background

- **Regional Transit Partnership (LYNX)**
  - Joined around 1992
  - LYNX Board Makeup per Florida Statutes

__FS 343.63__ There is created a body politic and corporate, an agency of the state, known as the __Central Florida Regional Transportation Authority__. The governing board shall consist of five voting members: (a) the chairs of the __county commissions of Seminole__, __Orange__, and __Osceola__ Counties, or other designated member of the commission. (b) The mayor of __Orlando__, or a designated member of the City Council. (c) The __Secretary of Transportation__ shall appoint the district secretary, or designee, who shall be a voting member.

Background

- **Funding Partner Shares**
  - Orange/Orlando (76%)
  - Osceola (12%)
  - Seminole (12%)

**Approximate percentages based upon FY25 Funding Model*

LYNX

Current Services in Seminole County

- 11 Fixed Route Bus Links
- 2 Neighborlink Zones
- ParaTransit / Transportation Disadvantaged Service

LYNX Funding Partner Obligation

Cost History

	FY20	FY21	FY22	FY23	FY24	FY25
LYNX TOTAL BUDGET	$ 148.4M	$ 157.5M	$ 175.0M	$ 177.3M	$ 192.4M	$ 208.1M
SYSTEM REVENUES	$ 77.0M	$ 62.8M	$ 59.6M	$ 65.7M	$ 67.5M	$ 77.8M
FUNDING PARTNER OBLIGATION	**$ 71.4M**	**$ 94.7M**	**$ 115.4M**	**$ 111.6M**	**$ 124.9M**	**$ 130.3M**

Budget Stabilization Subsidy began in FY21

Excludes SunRail Feeder Routes

LYNX Funding Partner Obligation

FY25 Total System Cost

$208M	**FY25 Operating Budget**
• $78M	Revenues
• $130M	Funding Partner Obligation
• ($24M)	Use of Partner Reserves (Budget Stabilization)
• **$106M**	FY25 Net Partner Funding Agreements

LYNX Funding Partner Obligation

FY25 Seminole County Cost

- $16M Operating Contribution
- ($3M) Budget Stabilization Subsidy
- **$13.1M** FY25 Net Operating Contribution
- $0.4 Capital Contribution
- $0.5 SunRail Feeder Routes
- **$14M** FY25 Funding Agreement Amount

Projected Funding Partner Contributions

Partner Funding

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Scenario #3 with reserve FY25 Partner contribution total increasing by 15.5%						
Total Partner Contribution	106,250,401	122,719,213	141,740,691	152,149,601	161,373,013	169,776,344
% Increase of Contribution	*15.50%*	*15.50%*	*15.50%*	*7.34%*	*6.06%*	*5.21%*
Usage of Budget Stabilization	(25,529,555)	(15,697,770)	(3,879,116)	0	0	-
Stabilization "reserves held"	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000
Est. Ending Balance of Budget Stabilization Fund	19,583,178	3,885,408	6,293	6,293	6,293	6,293

Option 2

LYNX Proposed Changes

Seminole County Restructuring

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY | LYNX®

Agenda

- Project Goals
- Existing Seminole County LYNX Service
- Ridership Metrics
- Proposed Service Improvements
- Demographic Analysis
- Costs Metrics
- Neighborlink/On-Demand Options
- Next Steps
- Questions

Goals

- Expand access to transit by providing appropriate service types to existing and new areas of coverage
- Restructure bus service to focus on areas of higher demand and major corridors
- Introduce new and expanded Neighborlink zones featuring true on-demand service
- Discontinue or restructure low performing bus routes
- Reduce the overall costs of delivering transit service in Seminole County

Existing Service

- 11 fixed-routes providing service along several corridors in Seminole County
- 2 Neighborlink Zones (Sanford and Oviedo)
- FY 24 Fixed Route Average Weekday Ridership was 6,644
- FY 24 Seminole County annual ridership was 2.1 million

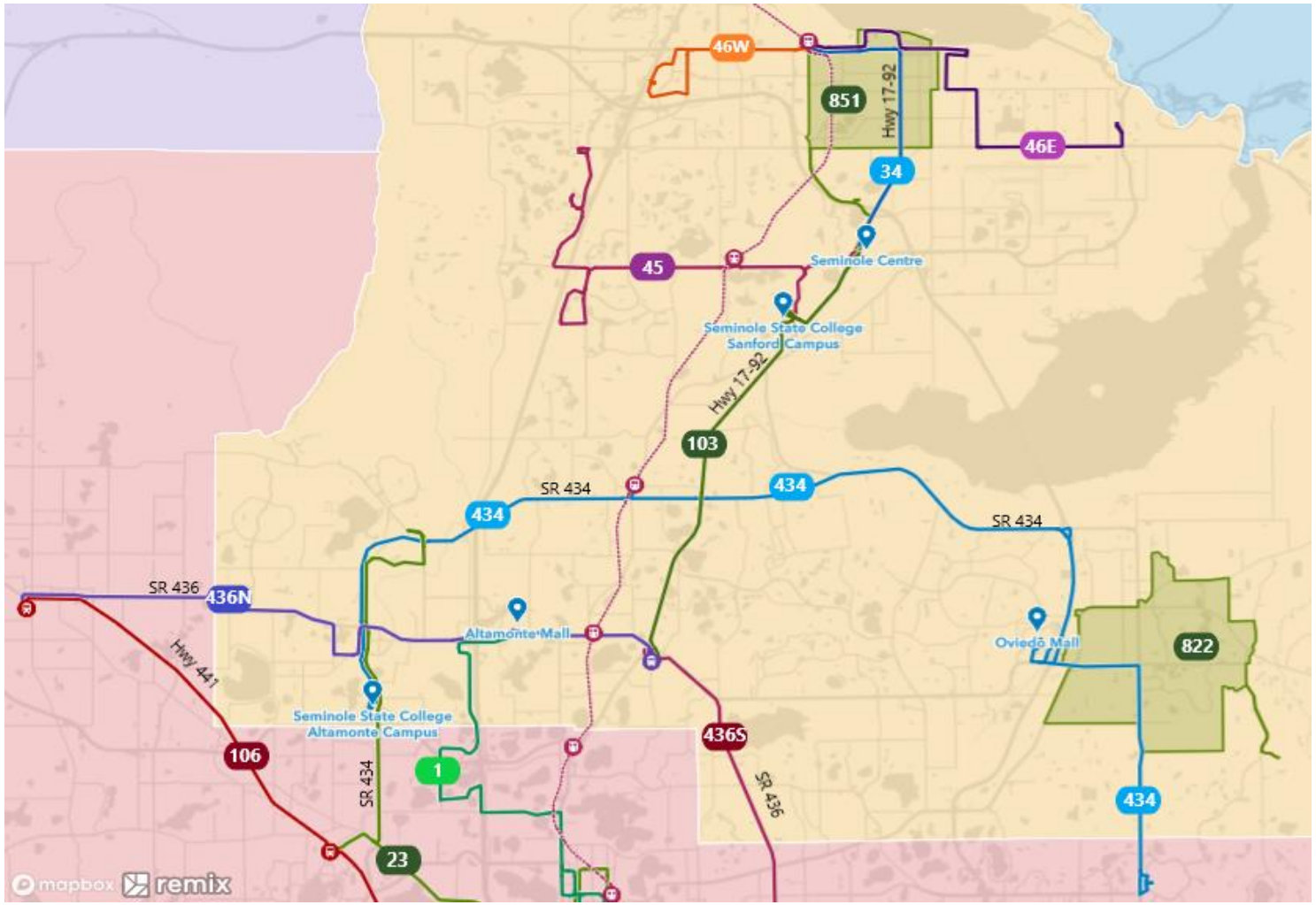
Existing Service

Fixed Route:

- Link 1 – Winter Park/Maitland/Altamonte Springs
- Link 23 – Winter Park/Rosemont/Springs Plaza
- Link 34 – North Hwy 17-92/Sanford
- Link 45 – Lake Mary
- Link 46E – East First St./Downtown Sanford
- Link 46W – West S.R. 46/Seminole Towne Center
- Link 103 – North Hwy 17-92/Seminole Centre
- Link 106 – North Hwy 441/Orange Blossom Trail
- Link 434 – S.R. 434
- Link 436N – S.R. 436/Fernwood/Apopka
- Link 436S – S.R. 436/Fernwood/Orlando Int'l Airport

NeighborLink:

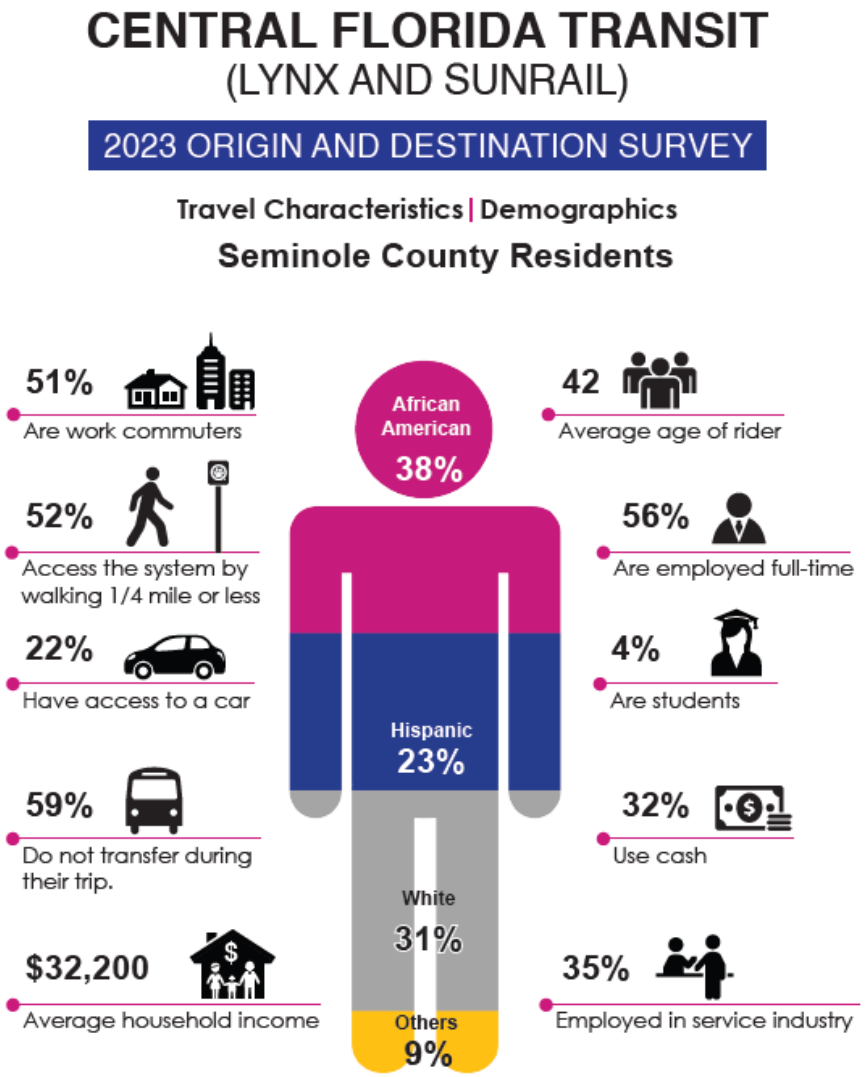
- NeighborLink 822 – Oviedo
- NeighborLink 851 – Sanford



Existing Service

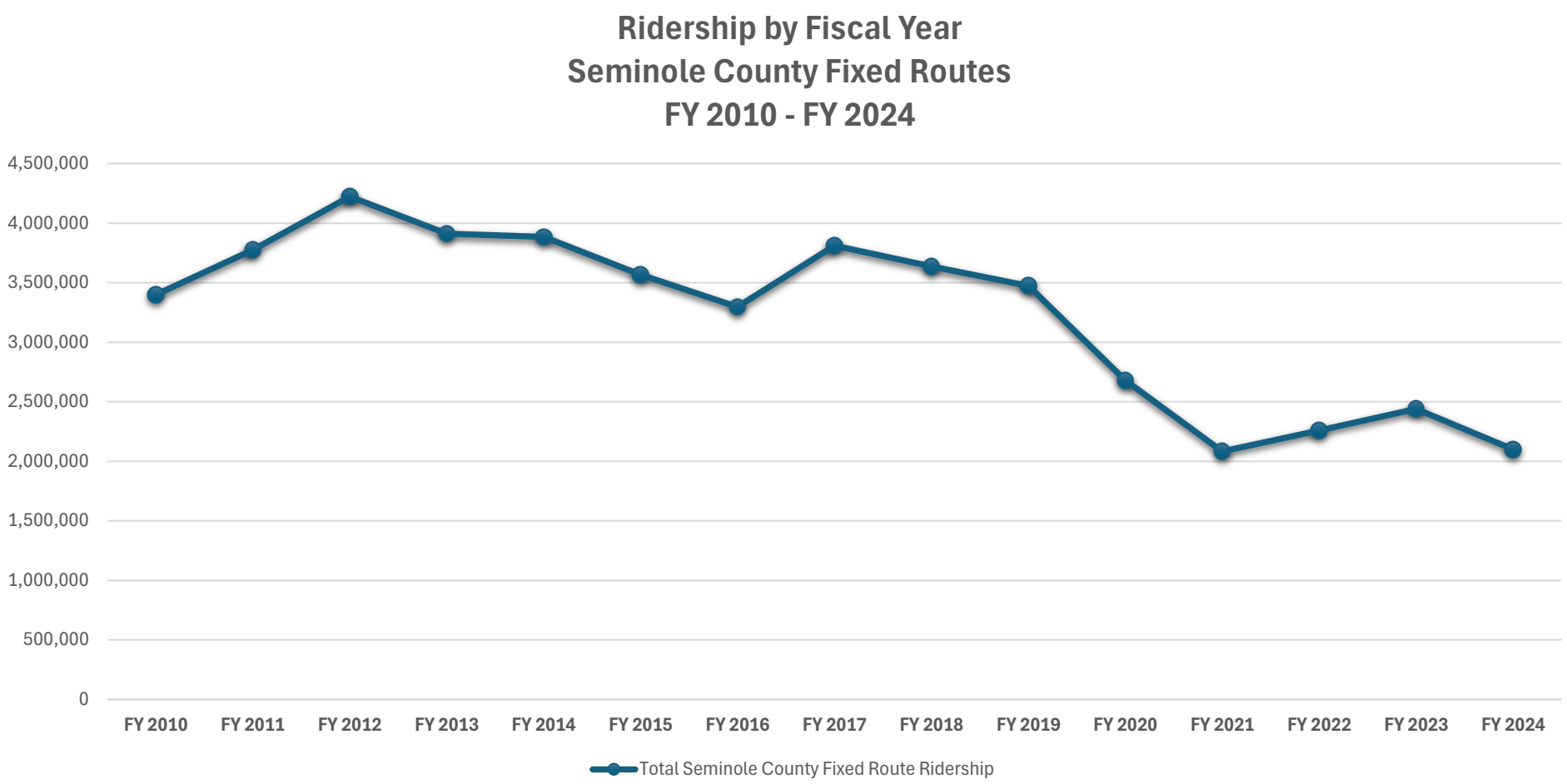
LYNX Typical Rider Profile for Seminole County:

- Highly diverse ridership
- Over 50% of trips are for work
- 35% of riders are employed in the service industry
- Over 50% access LYNX by walking to a stop
- 56% of riders are employed full time
- Only 22% had access to a vehicle



Ridership Metrics

- Fixed Route Historical Annual Ridership has trended down since 2012.
- Ridership peaked in FY 2012 – 4.2 million trips in Seminole County
- Upward trend since 2020
- LYNX overall ridership has recovered to about 80% of 2019 ridership levels



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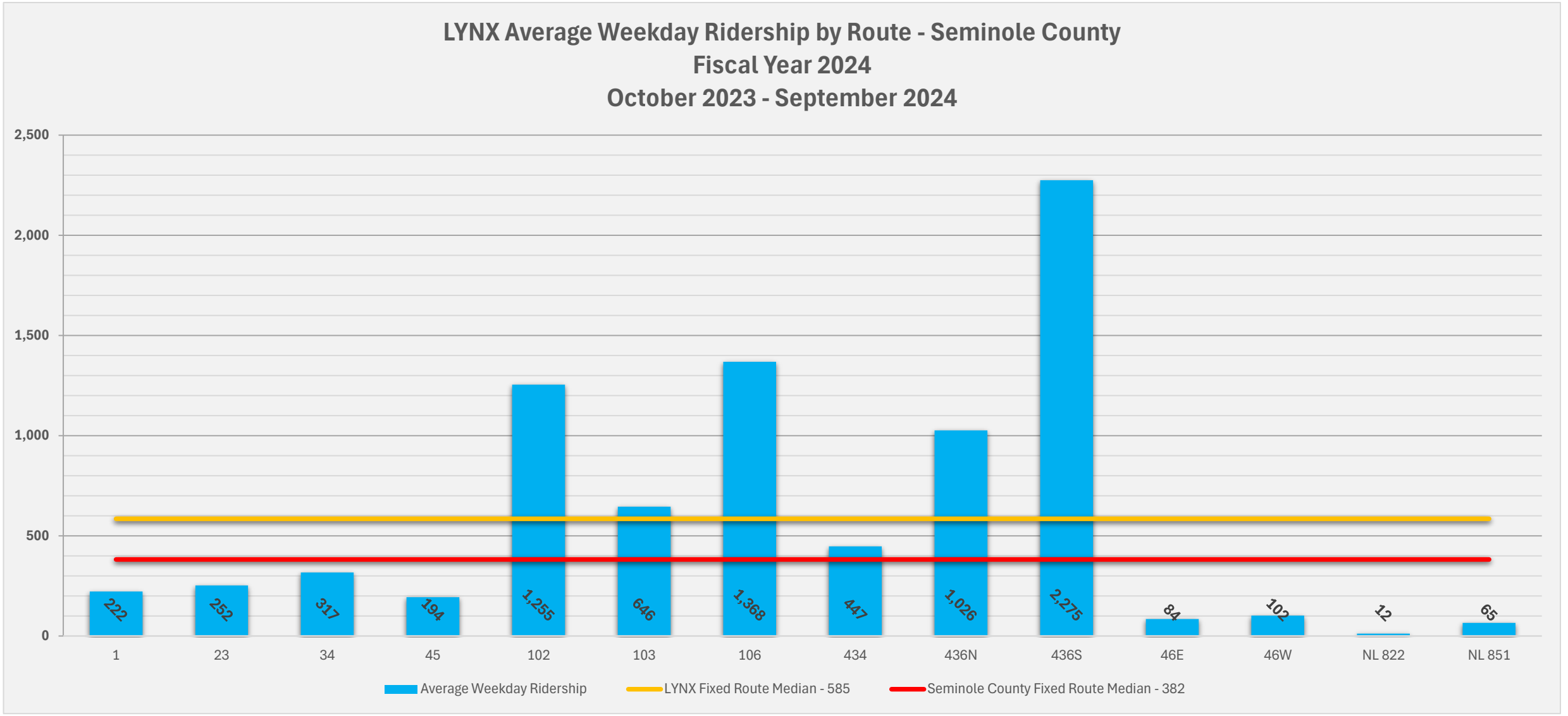

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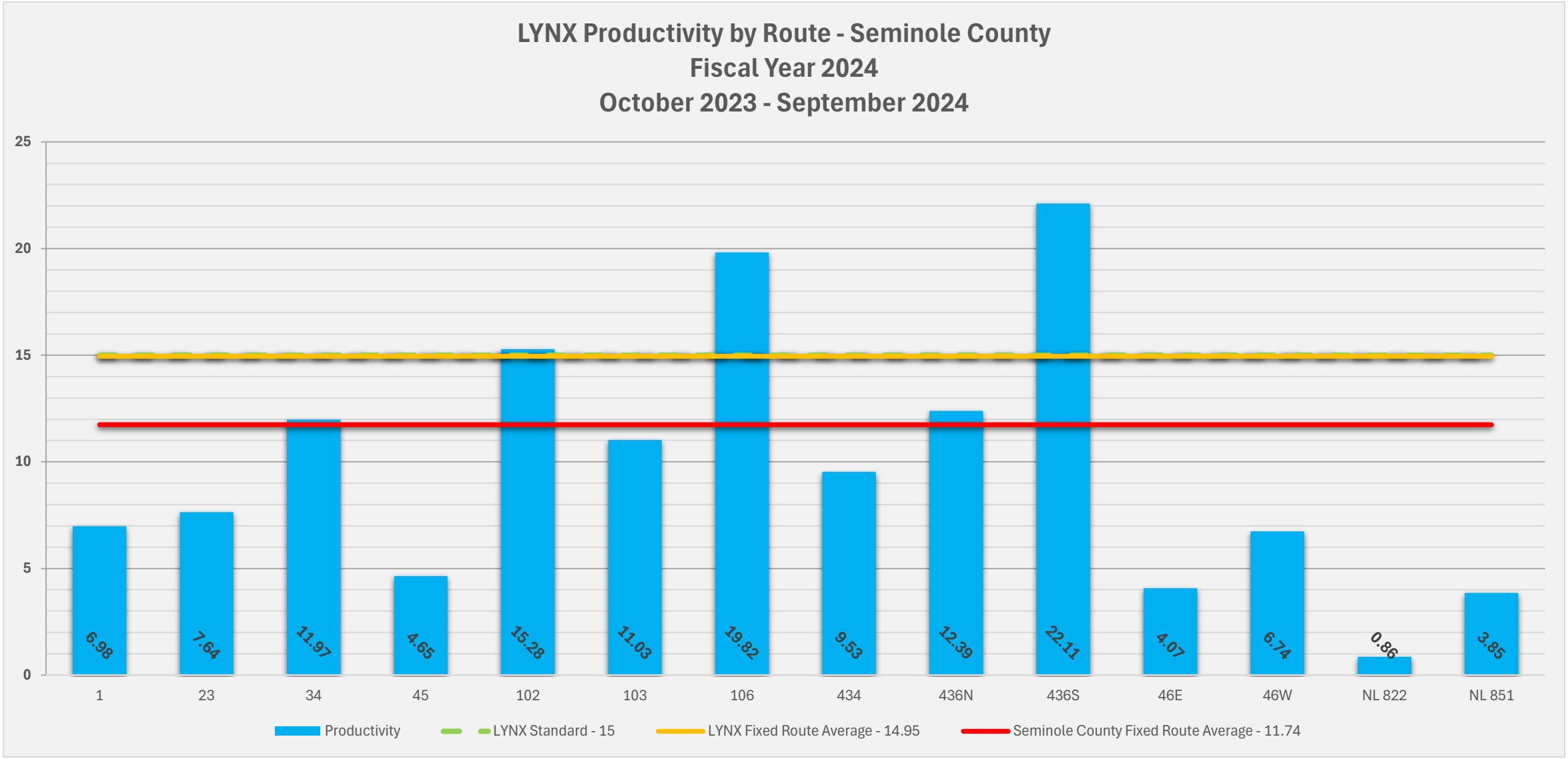

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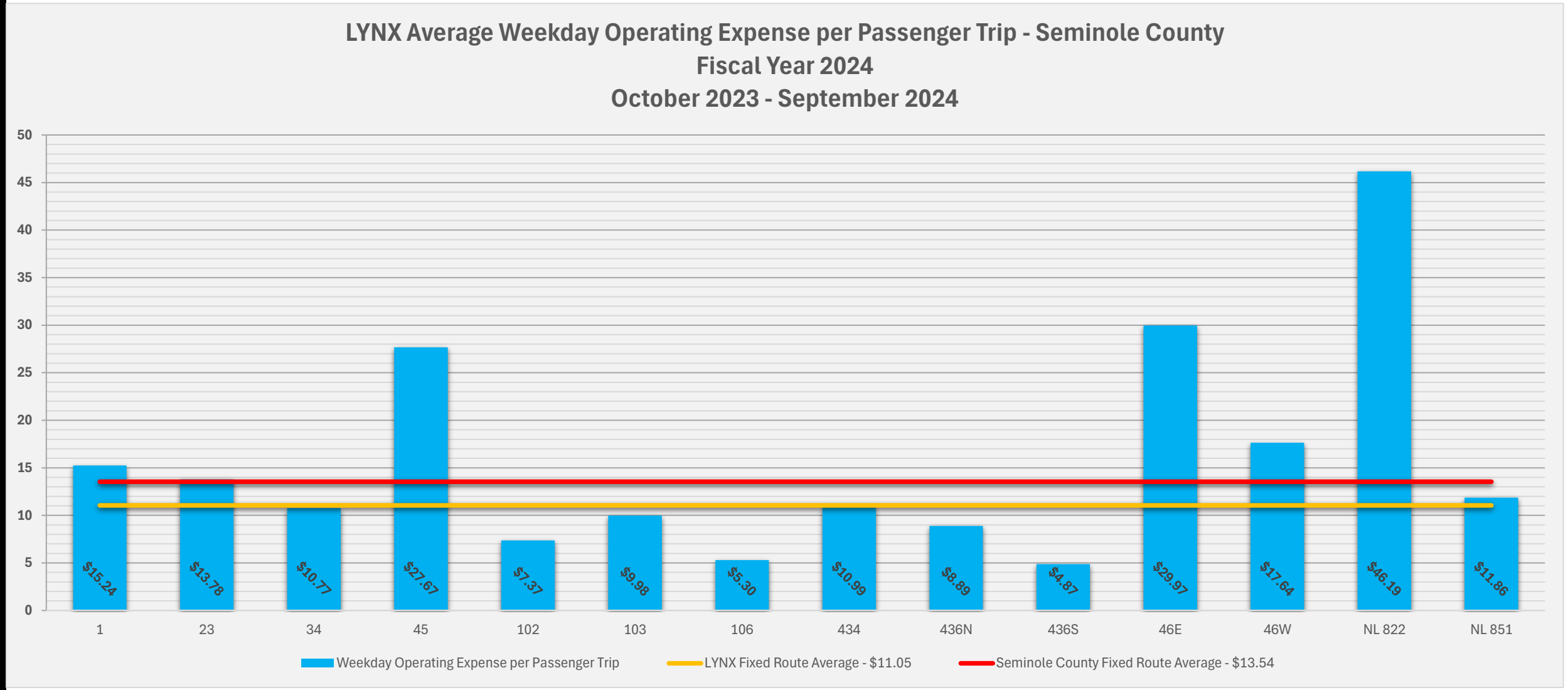
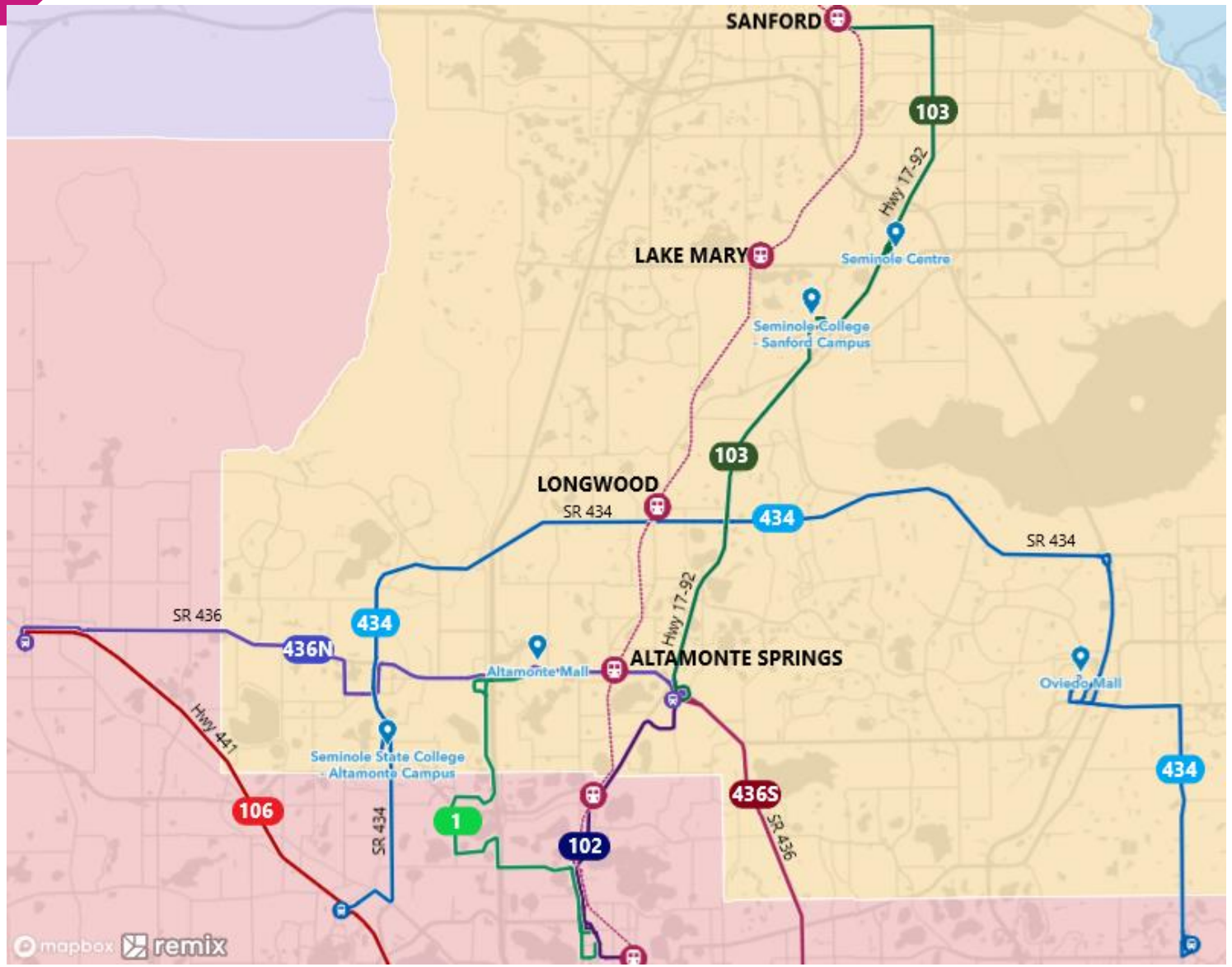


Proposed Service Improvements – Fixed Route

- Maintain Service on Key Corridors:
  - Combine current Links 34 & 103 into one route, operating on Hwy 17-92 from Sanford SunRail Station to Fern Park
  - Combine current Links 23 and 434 into one route, operating on S.R. 434 from UCF Superstop to Rosemont Superstop *(note: Link 23 would operate between Rosemont Superstop and Winter Park)*
  - Frequency adjustments to Link 436N on weekday evenings and Saturday
  - No changes to current Links 1, 106, and 436S
- Discontinue Lake Mary and Sanford secondary routes
  - Links 45, 46E, 46W discontinued and replaced by NeighborLink On-Demand Service
- Adjust span of service on several routes to match ridership demand
  - Links 103 & 434

Proposed Service – Fixed Route

- Link 1 – Winter Park/Maitland/Altamonte Springs
- Link 102 – Orange Ave./South U.S. 17-92
- Link 103 – North Hwy 17-92/Sanford
- Link 106 – North Hwy 441/Orange Blossom Trail
- Link 434 – S.R. 434
- Link 436N – S.R. 436/Fernwood/Apopka
- Link 436S – S.R. 436/Fernwood/Orlando Int'l Airport



Proposed Service – Fixed Route

Link	Hours of Service	Weekday (peak)	Weekday (midday)	Weekday (evening)	Span of Service	Saturday	Span of Service	Sunday
1	6:15am – 9:55pm	60	60	60	6:25am – 9:25pm	60	No Service	No Service
102	4:30am – 12:15am	20	20	60	4:45am – 11:15pm	30-60	5:15am–10:30pm	30
103	6:15am – 9:35pm	30	30	60	6:05am – 9:25pm	30	6:10am – 8 pm	60
106	4:25am – 12:20am	30	30	60	4:45am – 11:25pm	30-60	4:45am – 9:30pm	60
434	5:05am – 9:10pm	60	60	No Service	6:20am – 8:55pm	60	No Service	No Service
436N	4:20am – 12:10am	30	30	60	4:30am – 12:45am	30-60	6:55am – 9:35pm	60
436S	4am – 12:40am	30	30	30	4am – 12:40am	30	5:35am – 1:15am	60

Proposed Service - NeighborLink

NeighborLink

- NeighborLink will fill gaps where low performing fixed-route services mostly in Sanford and Lake Mary will be discontinued
- Existing zones will be realigned and new NeighborLink zones will provide transit accessibility to more areas in Seminole County and offer new connections
- Focus on creating a community service that would accommodate everyday travel needs (ex. commuting, shopping, school, etc.)
- Provide true on-demand service with smaller vehicles and 30 minute or less wait times. Utilizing the latest technologies

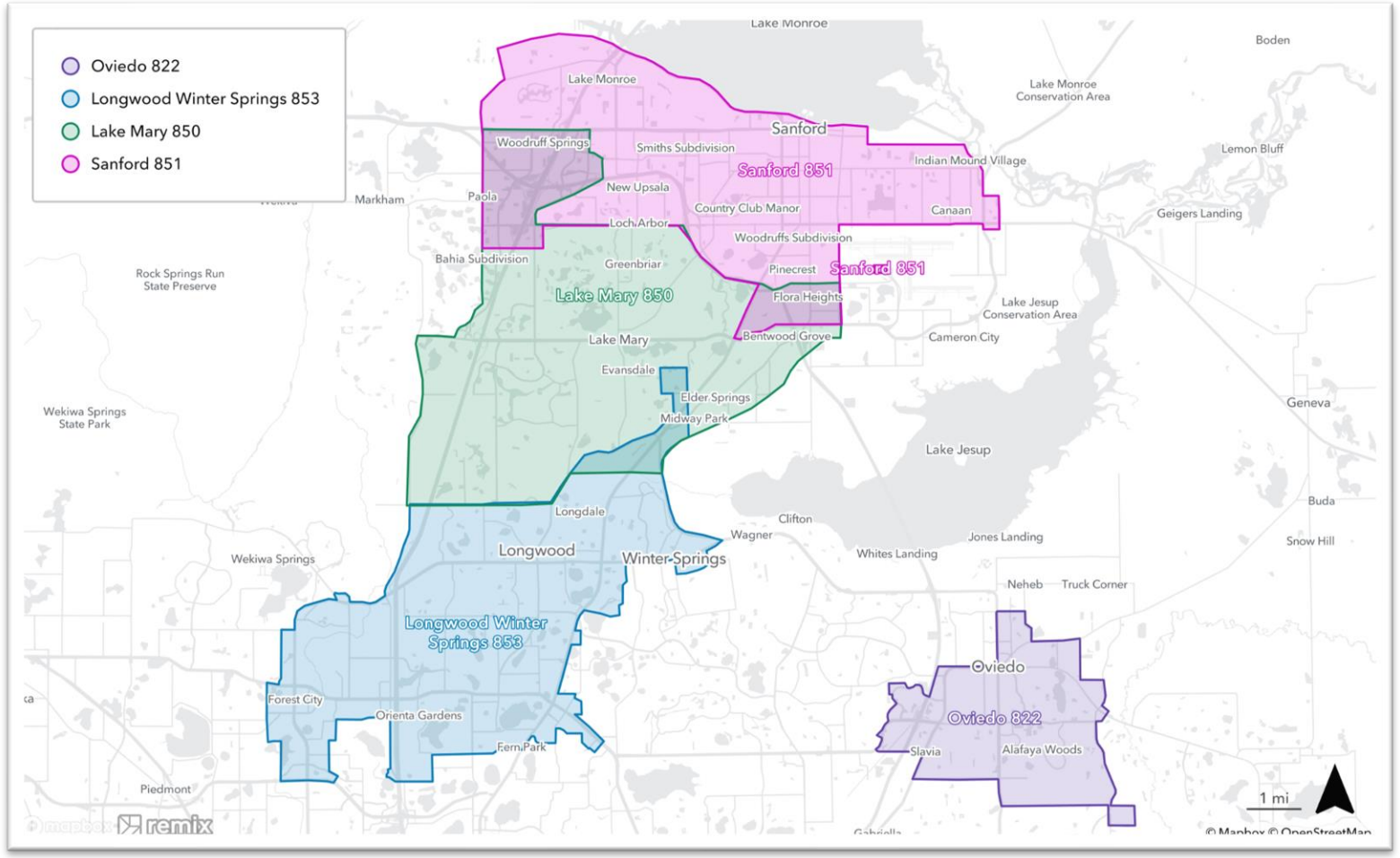
Proposed Service - NeighborLink

- NeighborLink 822 – Oviedo:
  9.6 sq miles
  23,500 population

- NeighborLink 850 – Lake Mary:
  30 sq miles
  population 69,000

- NeighborLink 851 – Sanford:
  26 sq miles
  population 58,400

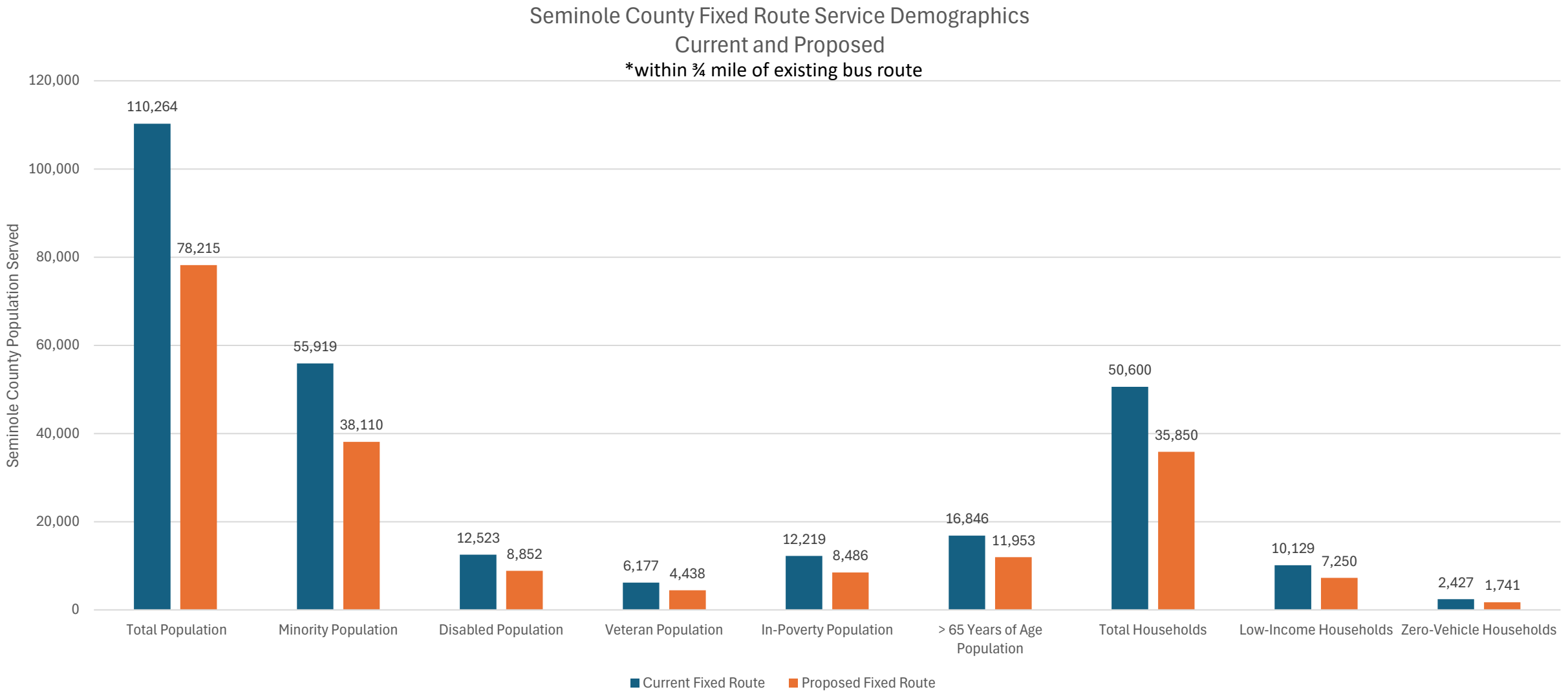
- NeighborLink 853 – Longwood/ Winter Springs/ Altamonte Springs:
  26 sq miles
  population 90,600



Proposed Service - NeighborLink

Link	Weekday Hours of Service	# of Vehicles	Estimated Wait Time	Saturday Hours of Service	# of Vehicles	Sunday Hours of Service	# of Vehicles
822	6am – 7pm	1	30 min.	N/A	0	No Service	No Service
850	5am – 9pm	2	30 min.	7am – 9pm	2	No Service	No Service
851	5am – 9:30pm	2	30 min.	7am – 9pm	2	No Service	No Service
853	5am – 9pm	2	30 min.	7am – 9pm	2	No Service	No Service

Demographics Analysis – Fixed Route



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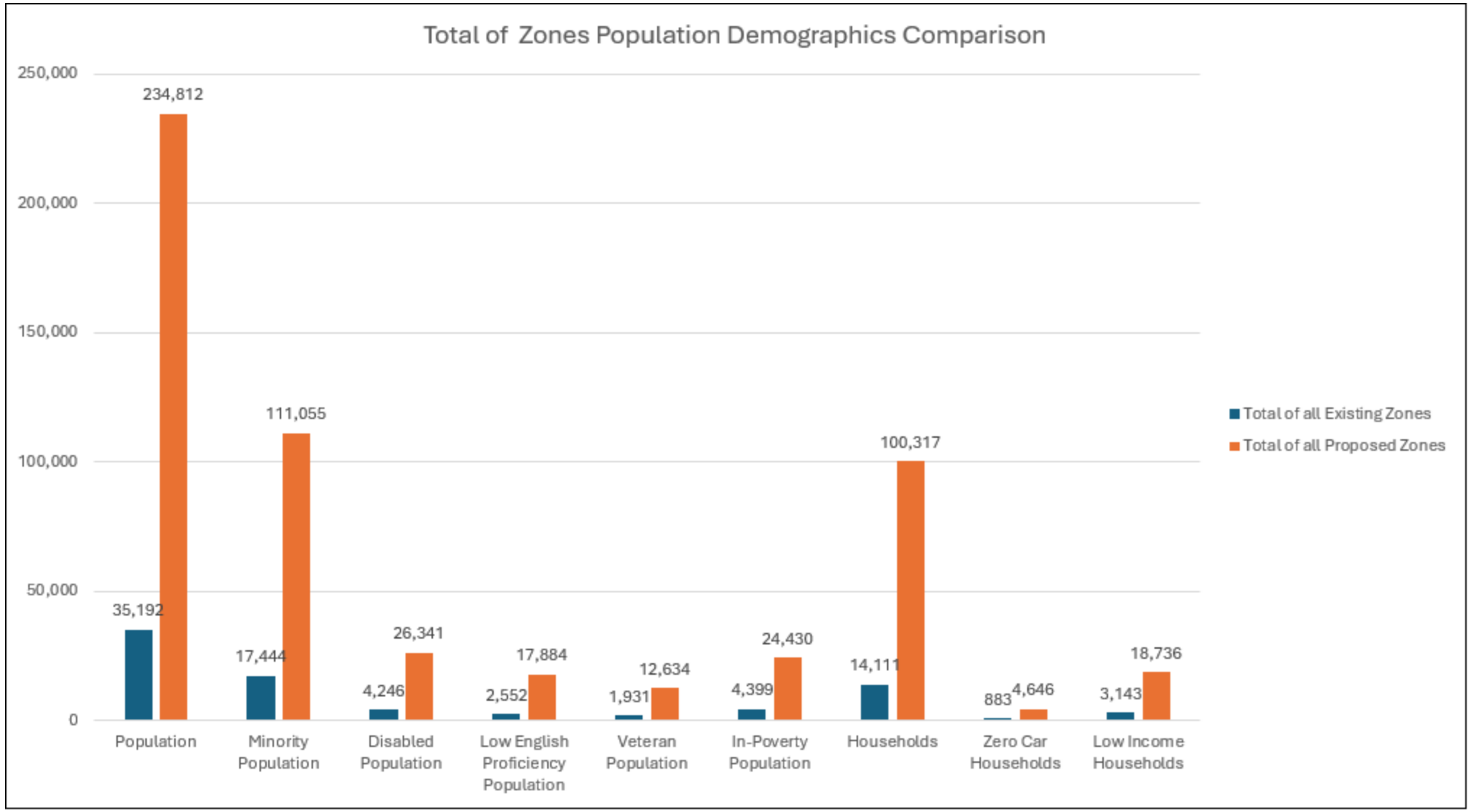


Cost Metrics

Current Costs for LYNX Service FY 25 and Estimated FY 26 Costs

	Current Hours (FY 25)	Current (FY 25 Hourly rate)	Current Cost (FY 25)	Estimated Hours (FY 26)	Estimated (FY 26 Hourly rate*)	Estimated Cost (FY 26)
Fixed Route	114,742	$105.4204	$12,096,159	79,382	$109.6372*	$8,703,135
On Demand Neighborlink	10,694	$62.36	$666,869	19,651	$64.85*	$2,289,579
Total	125,436	N/A	$12,763,028	99,003	N/A	$10,992,714

- Estimated cost for FY 26 includes adjustments made to fixed route and Neighborlink on-demand services.
- Neighborlink on-demand expanded service is estimated for FY 26 using LYNX in house model as it operates today
- *4% inflation factor was added to FY 25 cost per hour for both fixed route and one-demand service for FY 26 rates
- Total savings from fixed route reductions in FY 26 dollars amounts to $3,847,166, which could be applied to expanded on-demand service

Neighborlink/Microtransit Options

Options include:

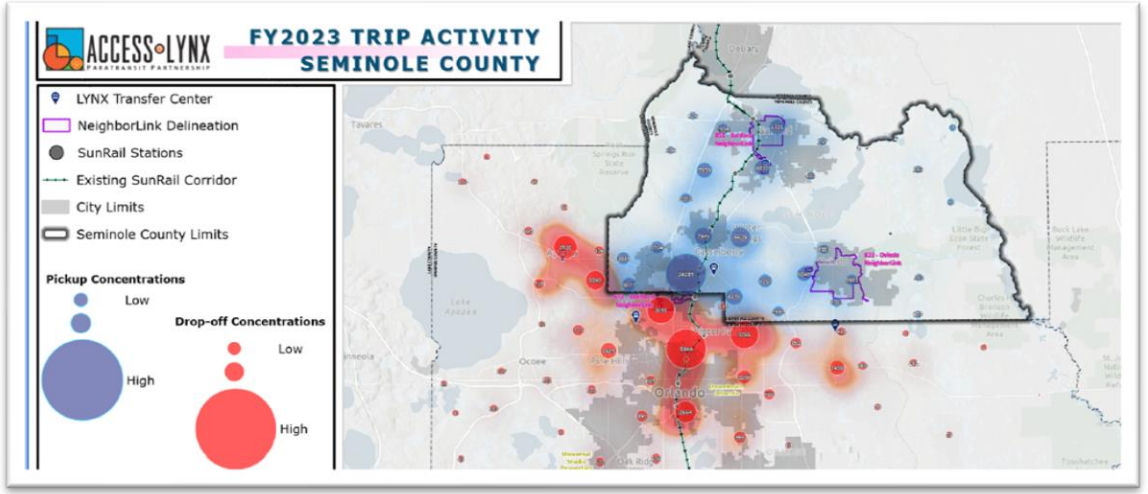
- Operate in house by LYNX (current mode). This type of service is called Software as a Service model (SaaS). LYNX could use existing software platform to provide service or seek proposals from qualified software vendors such as Sparelabs, RideCo, etc to perform the back-office functions of microtransit. LYNX would own the vehicles, operators, customer service, etc.

- Operate by third party. This type of service is called Transportation as a Service model (TaaS). LYNX would seek proposals from qualified vendors who would offer a turnkey operation. Companies such as Freebee* (City of Kissimmee model) VIA* (Votran model), etc. provide these services. LYNX would act as contract manager of these providers. Currently how AccessLYNX Paratransit is managed.

*Third Party as shown above for planning and discussion purposes only.

Paratransit ADA Service

- LYNX is Central Florida's Regional Community Transportation Coordinator (CTC) service provider for Americans with Disabilities Act (ADA) and Transportation Disadvantaged (TD) persons in Orange, Osceola and Seminole counties.
- LYNX is required by Federal Transit Administration (FTA) to provide complementary ADA paratransit service with ¾ miles of a fixed bus route.
- The ADA ¾ mile requirement goes away when a fixed route is eliminated
- The cost for one way trip goes from $4 to $7 for anyone currently within the ¾ mile buffer
- LYNX provided 66,391 ADA trips in FY 23 that originated in Seminole County
- It is estimated 31% of all ADA trips in Seminole County begin and end in the proposed Neighborlink expanded zones. All ADA Paratransit customers are eligible for Access Plus+ card can ride Neighborlink and fixed route for free.



Freebee Pilot

- LYNX could contract with Freebee to pilot a one-year demonstration in Seminole County
- Piggyback off existing Monroe County Transit contract with Freebee
- Neighborlink will become Neighborlink powered by Freebee
- Door to Door On-Demand Service in a defined geographical area
- 30 minute or less wait time
- Brand new smaller vehicles (electric) includes ADA accessible vans
- Trained/certified drivers
- Easy to use App or call in reservation
- Fare same as fixed route $2.00 one-way
- FDOT Service Development Grant eligible for new zones

Proposed Timeline

- Receive Direction from Seminole County BCC – November 12, 2024
- Meet with Local Municipalities within Seminole County - (November - December 2024)
- Initiate Public Involvement - (January through March 2025)
- Present to LYNX Finance Committee and Oversight Committee - (March 2025)
- LYNX Board approval - April 2025
- Procure Third Party vendor for Neighborlink Pilot - (April through August 2025)
- Implement Service Changes - August 2025

Option 3

Alternatives Based Upon Additional Investigation

- Arlington, Texas Case Study

Demographics

DEMO	SEMINOLE COUNTY	ARLINGTON, TX
AREA*	160 SQ MILES	100 SQ MILES
POPULATION	489,919	398,431
POPULATION DENSITY*	3,000 PER SQ MILE	4,750 PER SQ MILE
MEDIAN HOUSEHOLD INCOME	$79,490	$71,736
BELOW POVERTY LINE	11%	13%
TRAVEL TIME TO WORK	27.2 MINS	26.9 MINS
*EXCLUDING LAKES AND RURAL AREA		

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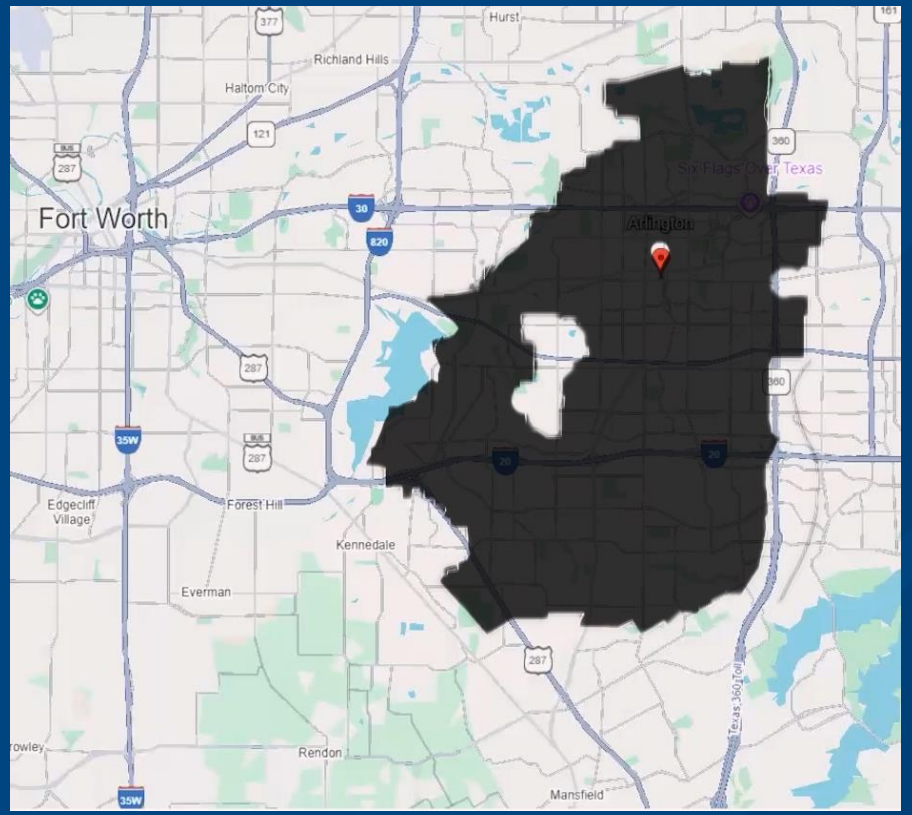
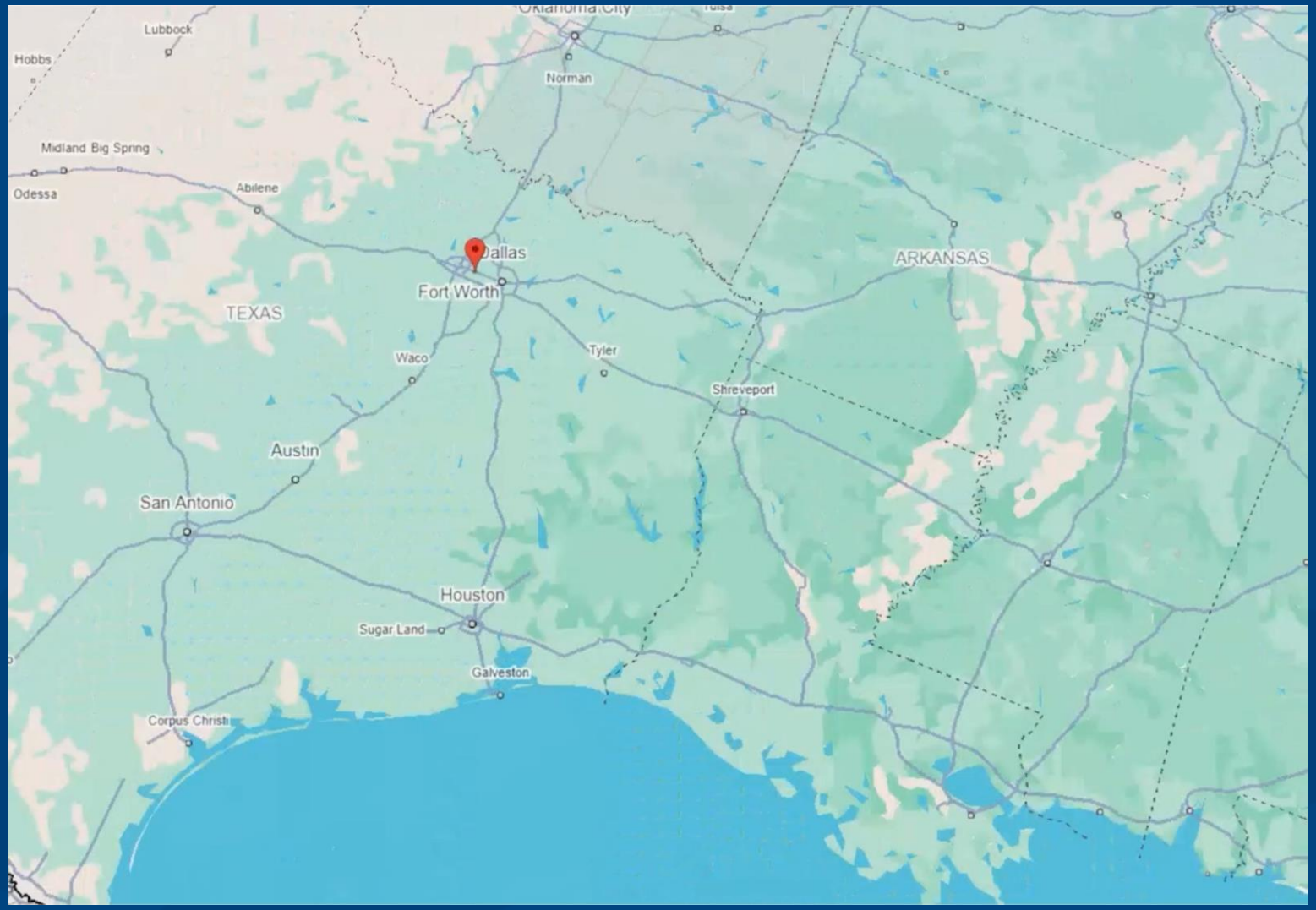
Arlington, TX





Arlington Texas

- General Public On-Demand Service started in 2017
- Elderly and Person's with Disabled Service
- No Fixed Route Service
- Direct Recipient for Grants
- Not part of a regional transit agency

On Demand Service

- Single Zone
- Corner to Corner Service for General On Demand
- App-based booking with call-in option
- 15 min to 30 min pick up window
- Hours: Mon-Fri 6am to 9pm; Sat 9am to 9pm

On Demand Service

- Fares $3 to $5 depending on length
- $25 weekly pass and $80 monthly pass options
- Free ride program for low income and students
- 575K rides per year
- 3K to 4K active riders per week
- 75 shuttles owned by the vendor

Connectivity

Riders can connect to adjacent fixed route systems

- 2 Stops connect to Bus Systems
- 1 Stop connects to Commuter Rail System
- These stops are near the edge of the zone

Funding

- $11M to $12M On Demand Contract
- $2M to $3M Elderly & Low-Income Contract
- ($6M to $7M) FTA 5307 Federal Grants
- ($1M to 2M) CDBG Grants offset low-income rides
- $6M from General Fund

Additional 4 staff members partially dedicated to managing service in house

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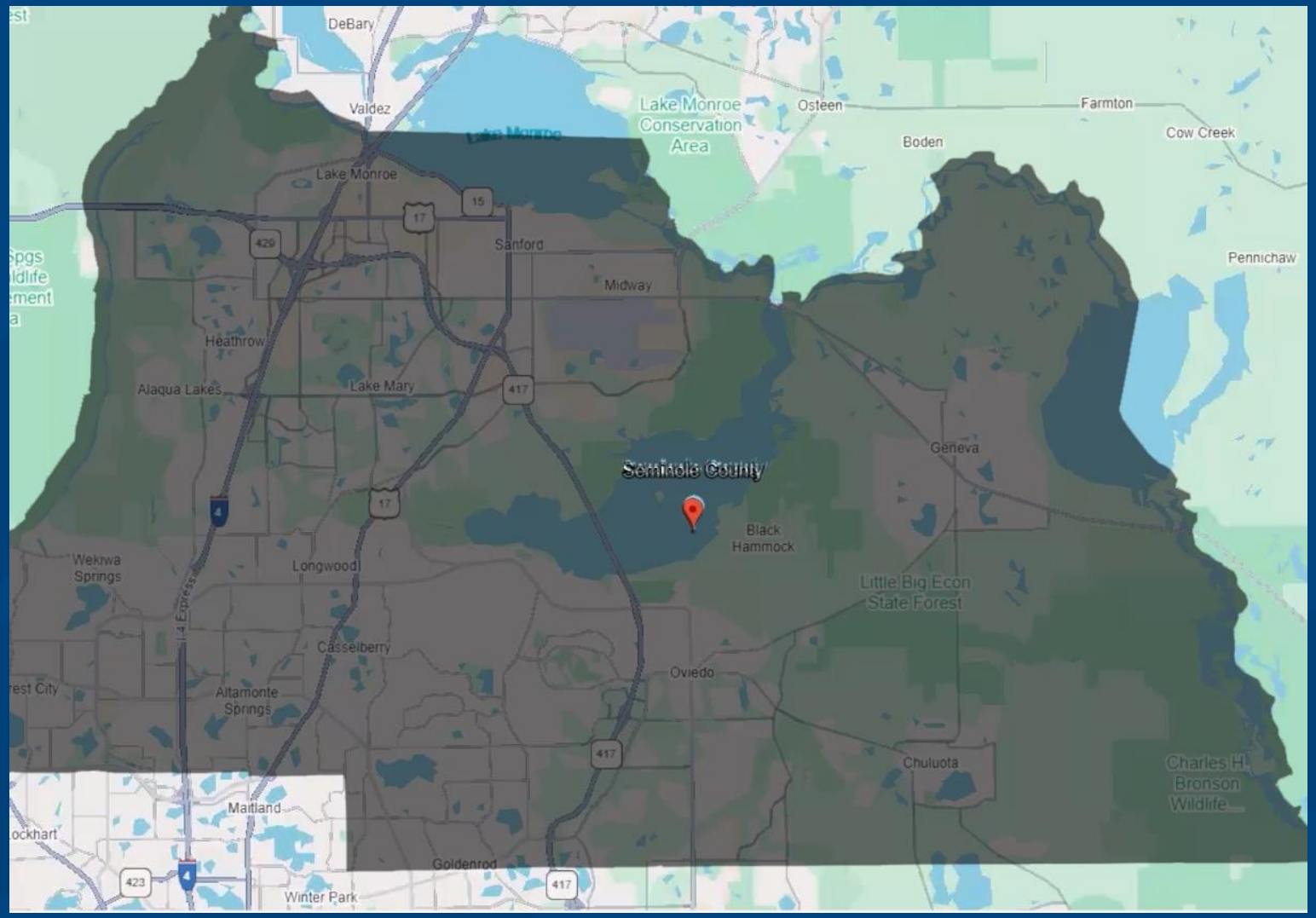
Seminole County

345 Square Miles



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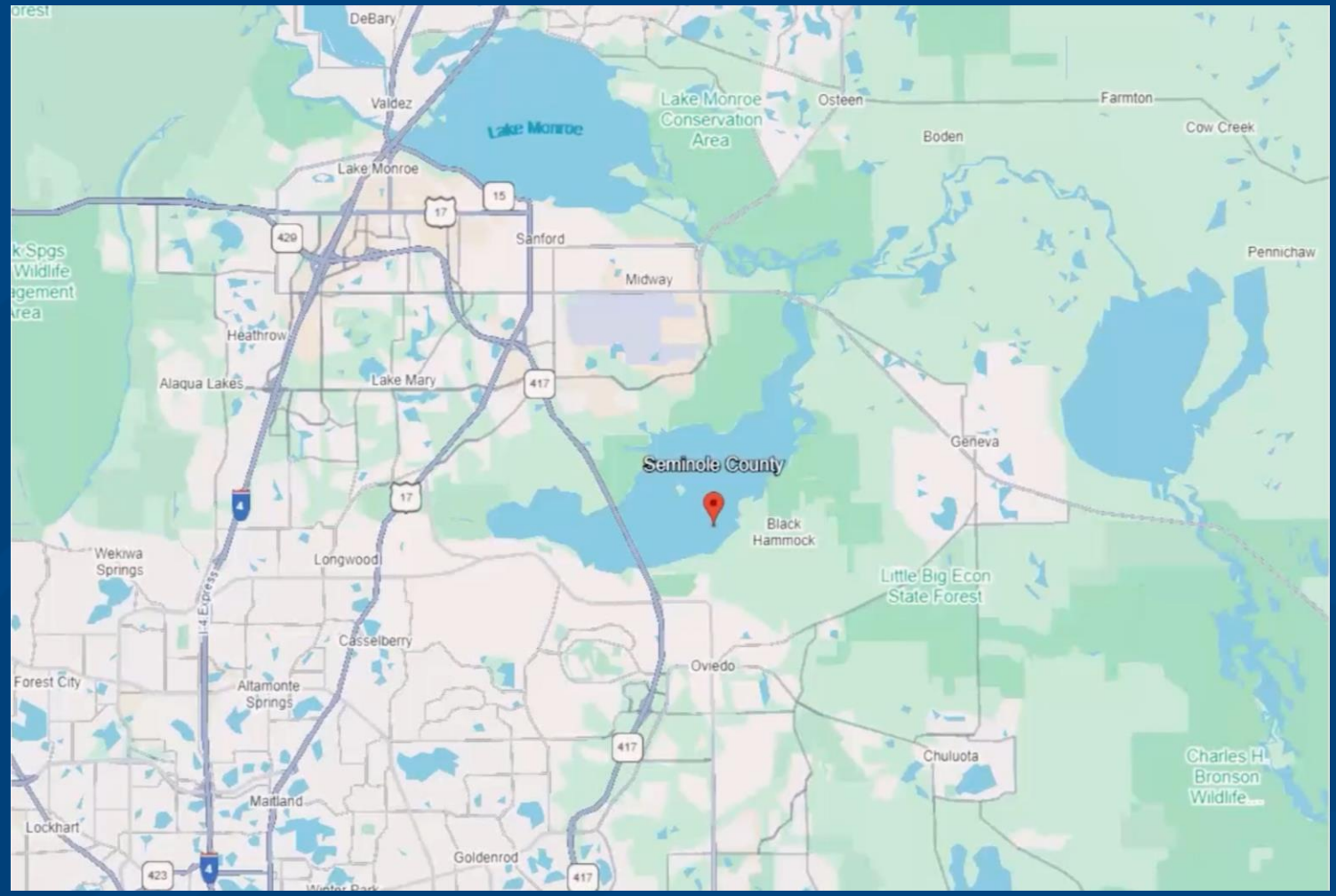
Seminole County

160 Sq Miles excluding Lakes and Rural Area

Approximately 100 Sq Miles including Sanford and between I4 & SR 417



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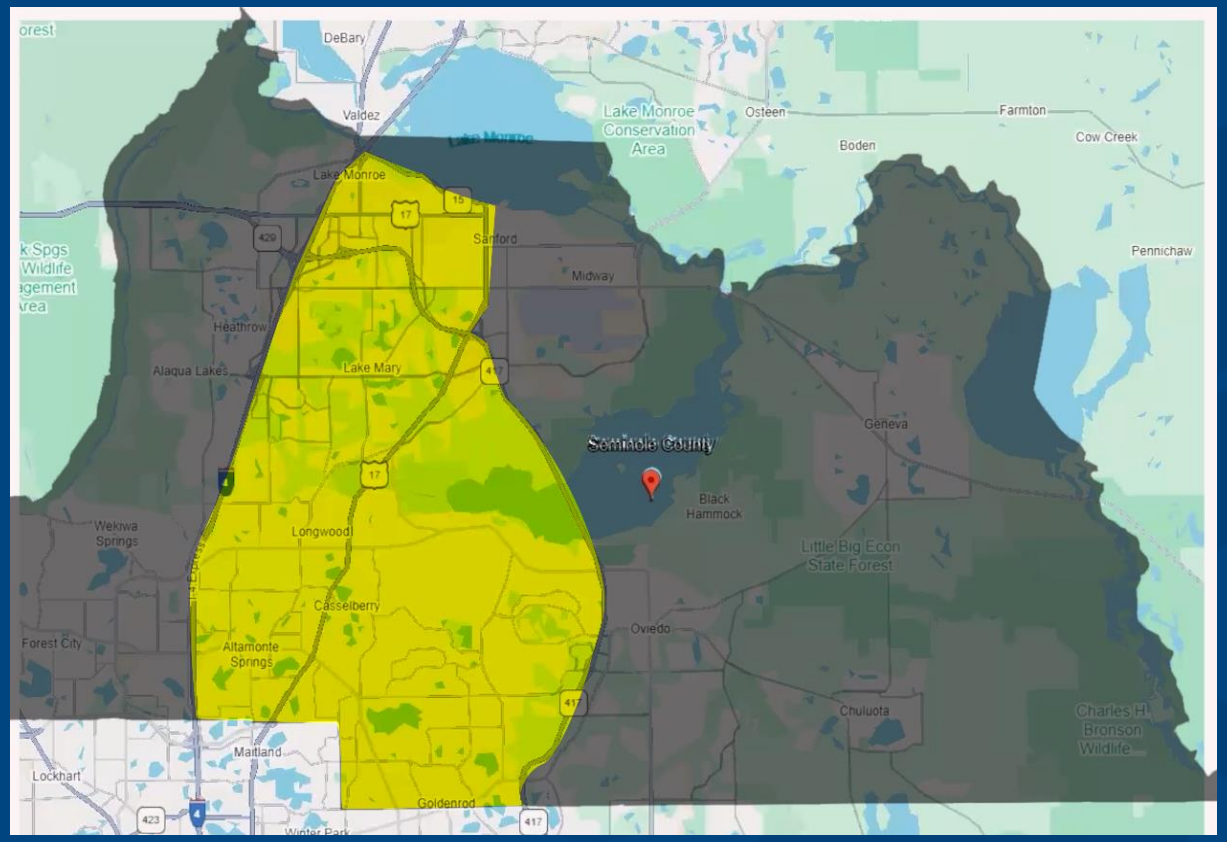

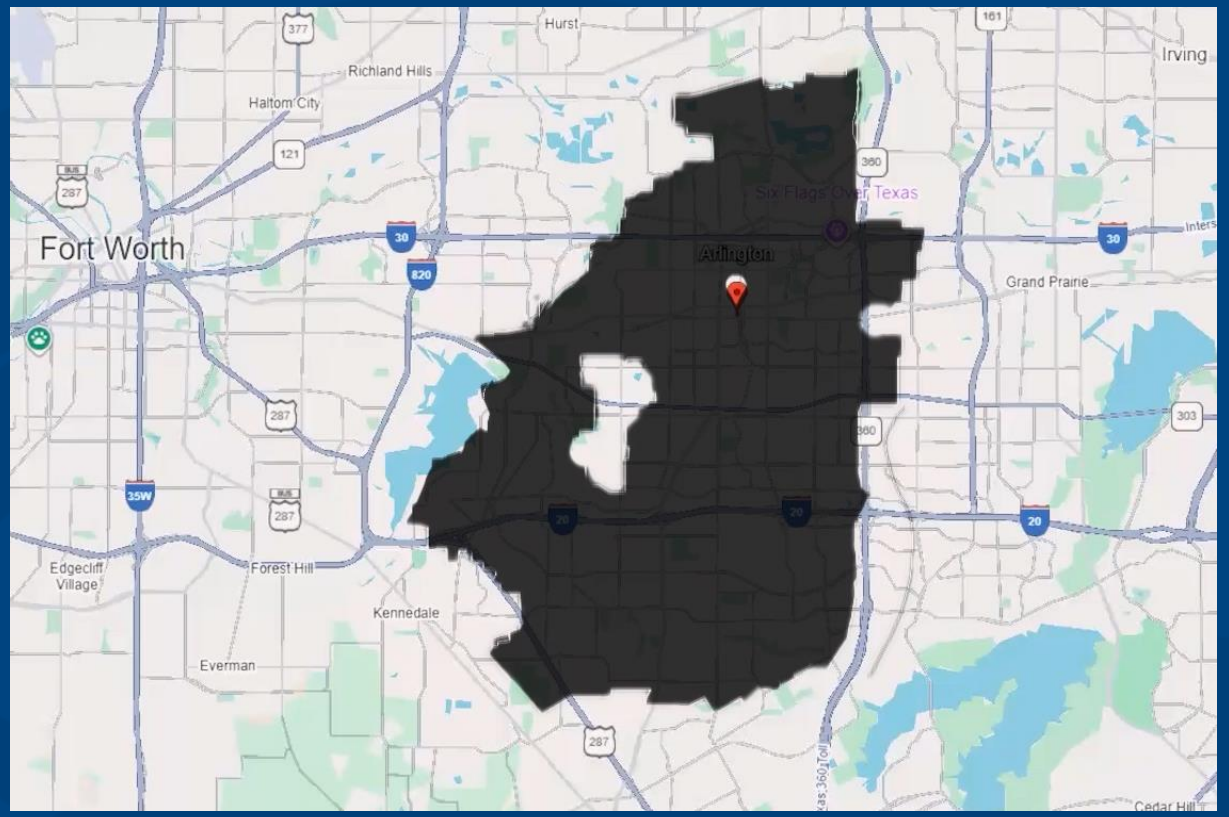

Option 3 Variations

Alternative Micro-Transit Providers

- Almost unlimited variations on Zone Options
- Transition Period
- Solicitation to determine pricing and service level options available
- Vehicle ownership options
- Connections to existing Rail and Fixed Route Transit

Next Steps

- Continue Conversations with various regional transit entities about efficient future connectivity or partnerships
- Continue Conversations with Volusia about future connectivity or partnerships
- Identify source and administration of potential grants and other funding options
- Issue Solicitation for Proposals; encourage LYNX to Bid

Timeline

- FY25 Continue existing services
- Dec-Feb Issue Solicitation
- TBD Board Worksession
- TBD Public Engagement
- Oct 2025 Implement Service Changes

Recommendation

Direct Staff to Issue formal Solicitation for Proposals to allow for evaluation of varying options to include costs; the number of potential zones with connectivity to SunRail and adjacent fixed route services; and the obtainment of grants. Invite LYNX to submit a proposal amongst others.

And approve item #21 to execute the LYNX FY25 Service Funding Agreement with the Central Florida Regional Transportation Authority.