

## **PRESENTATION**

### **FlexBRT Project**

PRESENTED BY

Franklin W. Martz, Director, Community Redevelopment Agency  
and Planning Services,  
City of Altamonte Springs

## FlexBRT Project Briefing



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## Background

- Feasibility Study began in 1999
- 1999 – \$750,000 TEA-21 Grant to study an ITS Circulator in North Orange County/South Seminole County area
- Maitland, Altamonte Springs, Orange County & Seminole County contributed \$60,000 for local match



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## Feasibility Study

- Evaluated use of ITS components to provide *smart* transit service in North Orange/South Seminole area
- Conclusion: Improved roadway LOS and high ridership
- Regional partners advanced study to next phase: PD&E/PE
- Identified as a Regional Priority by FDOT, LYNX and METROPLAN ORLANDO



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## PD&E Study Purpose

- Define FlexBRT Operation
- Define No Build and Baseline Alternatives
  - No Build - existing bus services, occurs regardless
  - Baseline - 2 fixed route circulators @ 12 min headways
- Determine Physical Improvements
- Determine Environmental Impacts
- Compare Alternatives
- Support Project Clearance



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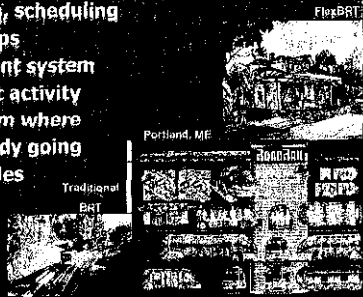
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## FlexBRT Concept

- Flexible - routes to meet demand
- Transit ITS support - smart vehicles, routing, scheduling
- User controls trips
- Easy fare payment system
- Stations connect activity centers - to/from where people are already going
- No fixed schedules
- No fixed routes

ITS - Intelligent Transportation System



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## Service Area and Stations



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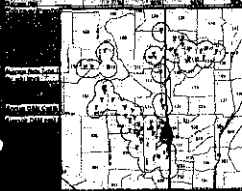
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## Operations Analysis

- Objective to Optimize:
  - Number of Vehicles
  - O&M Costs
  - Ridership
  - Productivity
  - Wait/Travel Times
  - Cost-effectiveness
- Ran 36 Scenarios
- Select best scenario




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## Roadway Improvements

Roadway Improvements	Total Project
Boston Avenue at SR 436	\$322,047
Essex Avenue at SR 436	\$491,218
Cranes Roost Drive at Central Parkway	\$44,164
Central Parkway at Douglas Avenue	\$101,663
Douglas Avenue at Central Parkway	\$234,589
Central Parkway at Centre Pointe Circle	\$103,377
Westmonte Drive at SR 436	\$711,244
West Town Parkway Extension	\$356,588
Construction and ROW	\$2,364,890
Contingency	\$689,222
<b>Total Roadway</b>	<b>\$3,054,112</b>

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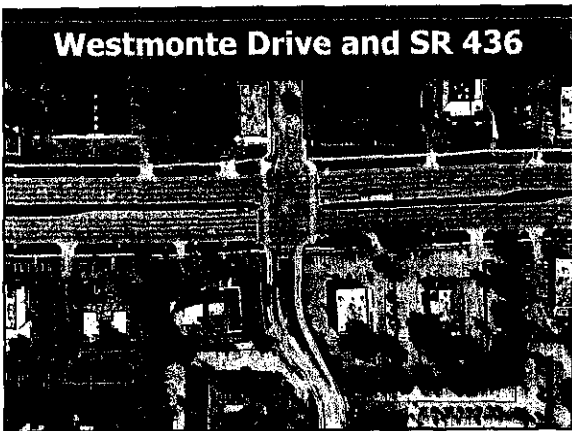
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## Westmonte Drive and SR 436




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## Westmonte Drive and SR 436




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## Total Project Costs

Project Cost Elements		O&M Costs	
Roadway Improvements	\$3,054,112	Vehicle Operations	\$4,089,800
Stations	\$2,316,000	ITS	\$241,300
Vehicles	\$8,910,000	Stations	\$62,400
ITS Components	\$4,421,758	Total O&M Costs	\$4,393,600
Total Capital	\$16,701,870		
Total Fees	\$4,848,911		
Total Project	\$23,550,781		




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## FlexBRT vs. Traditional Transit

	Baseline	FlexBRT
Ridership	563,500	1,086,543
Vehicle-Revenue Hours	151,934	74,907
Productivity (Riders/VRH)	3.71	14.51
O&M Cost per Trip	\$14.72	\$4.04
O&M Subsidy/Trip	\$13.47	\$2.79

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## Bang for the Buck

*FlexBRT makes economic sense...*

- 92% higher ridership, generated on...
- 51% fewer revenue miles, producing...
- 291% greater productivity, that costs...
- 28% less per rider, which is a...
- 79% reduction in the subsidy from local governments PER rider!!



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## Funding

- Federal
- State
- Local
- One of region's priority projects



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## Capital Funding

- **Federal Appropriations**
  - 1999 - TEA-21 (1 of only 3 funded nationally)
  - Two additional federal appropriations
- **State Appropriations**
  - Two state appropriations
- **100% Local Funding Committed and In-Place**
- **100% Private Funding Committed and In-Place**

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## Operations & Maintenance Funding

- **125 Private Property Owners**
  - *Contractually Committed to Funding*
  - *Proportionate Share of on-going O&M Cost*
  - *Contribution is Not Capped*
- **Altamonte Springs CRA**
- **Potential FDOT Start-up Funding (3-Year Limit)**
- **Eligible for Funding Through Mechanisms Under Review By TTF**

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## FlexBRT's Regional Significance

- **Has national significance – FTA sees it as model for extremely efficient transit alternatives**
- **Successfully competes for funding**
- **General Accounting Office concluded BRT should be supported as a cost-effective transit solution**
- **Public / Private Partnerships – Local Funding In-place before we began project**
- **Portable – Applicable in other parts of Central Florida**
- **Very cost-effective – 79% less subsidy per rider by using Flex + BRT + ITS**
- **Cost Feasible – Actually Doable**



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## Schedule

- **PER complete Jan 2004**
- **File CATEX Feb 2004**
- **Public Hearing March 23, 2004**
- **Final PER May 2004**
- **Identify IOS of FlexBRT**
- **Final Design Fall 2004**
- **Open FlexBRT 2007/2008**



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