

HERNANDO COUNTY MPO Transit Development Plan

2011 PROGRESS REPORT

Amended December 2011



**Hernando County MPO
Transit Development Plan**

**Amended
2011 Progress Report**

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Chapter 1: Introduction

2011 PROGRESS REPORT AMENDMENT

The Transit Development Plan (TDP) 2011 Progress Report is being amended to reflect anticipated current fiscal year operational changes. These changes are consistent with the goals and policies contained in Chapter 4. The referenced changes are primarily reflected in Chapters 5 and 6.

OVERVIEW OF TDP REQUIREMENTS

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major TDP Updates and annual Progress Reports must be submitted to the Florida Department of Transportation (FDOT) by September 1st of the year they are due.

The TDP Major Update, required every five years, was adopted by the MPO in October 2009. Progress reports are required in the interim years. The TDP is the source for determining the types of projects and their priority in the public transportation component of the Hernando County Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). The plan must also be consistent with the approved local government comprehensive plans and the MPO's Long Range Transportation Plan. The Hernando County MPO is responsible for ensuring the completion of the TDP.

This plan meets the requirements for a TDP Progress Report in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC).

KEY TDP REQUIREMENTS

Who: TDPs are required from all entities that apply for State Transit Grant Funds (Section 341.052, F.S)

When: TDPs must be developed, adopted, and submitted on or before September 1st of the fiscal year for which funding is being sought. A major update is required every five years, and an annual update/progress report is required all other years.

Contents of TDP Annual Update: Annual updates shall be in the form of a progress report on the 10-year implementation program and shall include:

- Past year's accomplishments compared to the original implementation program
- Analysis of any discrepancies between the plan and its implementation for the past year, and steps that will be taken to attain original goals and objectives
- Any revisions to the implementation program for the coming year
- Revised implementation program for the 10th year
- Added recommendations for the new 10th year of the updated plan
- A revised financial plan
- A revised list of projects or services needed to meet the goals and objectives

FDOT Review: Within 60 days of receipt, FDOT will notify the applicant regarding compliance and eligibility status.

REPORT ORGANIZATION

This Progress Report, which is compiled to support the Hernando County MPO's Ten-Year Transit Development Plan (TDP) Major Update, is composed of seven (7) major sections, including this introduction. Each section is briefly described below.

Chapter 2 provides an updated review of the of the transit service area, including 2010 census available population and employment.

Chapter 3 lists the past year's (2011) accomplishments compared to the original implementation in the adopted TDP program.

Chapter 4 provides an analysis of any discrepancies between the TDP and its implementation for the past year, and steps that will be taken to attain its original goals and objectives.

Chapter 5 documents revisions to the implementation program for the current and coming year.

Chapter 6 contains the revised implementation program for the new tenth (10th) year.

Chapter 7 contains a revised financial plan based upon modified assumptions regarding system costs and available revenues.

Chapter 2: Transit Service Area

DESCRIPTION OF THE SERVICE AREA

Hernando County is located in west central Florida and is bordered on the north by Citrus County, on the east by Sumter County, on the south by Pasco County and on the west by the Gulf of Mexico. The county is 589 square miles in area, with 478 square miles of land and 111 square miles of water.

According to the 2010 Census, Hernando County includes the municipalities of Brooksville, Weeki Wachee, and 21 other unincorporated areas, the largest of which is Spring Hill. (Population - 98,621) The bulk of the suburban development and population are located in the southwest and west central parts of the county. The balance of Hernando County includes vast areas of public conservation land (153.7 square miles) and tiny rural communities. Figure 2-1 provides an illustration of the study area covered by the TDP.

SERVICE AREA DEMOGRAPHICS

Population

The population of Hernando County increased from 130,802 in 2000 to 172,778 in 2010, an increase of more than 32 percent, as shown in Table 2-1.

Major Employers

Major industries in Hernando County include distribution, manufacturing, and healthcare. Major employers include healthcare centers such as Brooksville Regional Hospital, Oak Hill Hospital, and Spring Hill Regional Hospital. The Wal-Mart Distribution center located near I-75 and SR 50 is one of the largest distribution centers in the state.

Table 2-2 breaks down employment over the past five years for each industry classification.

**Figure 2-1
TDP Study Area**

Hernando County MPO Transit Development Plan (TDP) 2011 - 2020
With 2010 Census Cities (2) & Unincorporated Places** (21) - Hernando County, Florida*

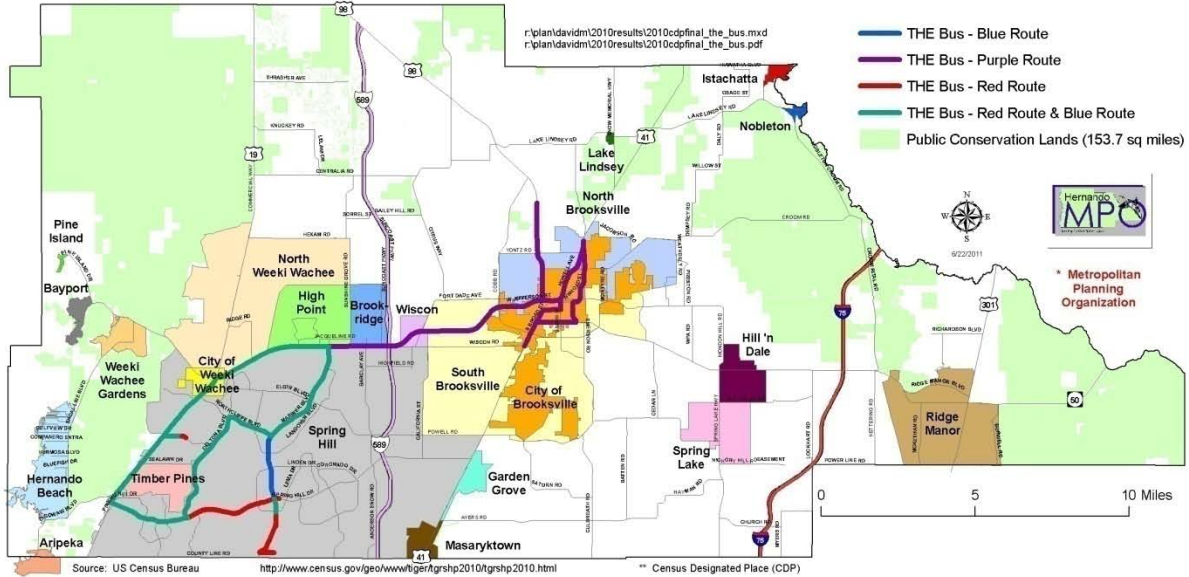


Table 2-1

Population Characteristics of Hernando County (2000-2010)

	2000	2010	# Change (2000-2010)	% Change (2000-2010)
Persons	130,802	172,778	41,976	32.1%
Households	55,425	71,745	16,320	29.4%
Workers	48,240	62,368	14,128	29.3%
Land Area (square miles)	478.3	478.3	No Change	No Change
Water Area (square miles)	110.8	110.8	No Change	No Change
Persons per Household	2.32	2.38	0.06	2.6%
Persons per Square Mile of Land Area	273.47	361.23	87.76	32.1%

Sources: US Census Bureau; BEBR - Bureau of Economic & Business Research (FL);
AWI - Agency for Workforce Innovation (Florida)

**Table 2-2
Employment by Industry - Hernando County, Florida**

INDUSTRY	4th Qtr 2006	4th Qtr 2007	4th Qtr 2008	4th Qtr 2009	3rd Qtr 2010
AGRICULTURE	275	294	317	286	250
MINING	141	131	76	39	48
CONSTRUCTION	4,378	3,210	2,627	2,029	1,779
MANUFACTURING: DURABLE	1,216	1,080	986	1,002	1,116
MANUFACTURING: NON-DURABLE	167	138	115	131	129
UTILITIES	140	132	137	131	130
TRANSPORTATION/WAREHOUSING	2,359	1,936	1,740	1,532	1,460
WHOLESALE TRADE	856	904	806	620	627
RETAIL TRADE	6,783	6,926	6,810	6,787	6,522
FINANCE/INSURANCE	1,003	964	796	744	726
REAL ESTATE/LEASING	514	472	436	409	392
INFORMATION	205	186	171	171	163
PROFESSIONAL/BUSINESS SERVICES	2,830	2,716	2,605	2,917	2,708
EDUCATIONAL SERVICES	3,844	4,006	4,104	3,905	2,824
HEALTH CARE/SOCIAL ASSISTANCE	6,296	6,533	6,914	7,048	7,243
ARTS, ENTERTAINMENT, RECREATION	742	717	760	711	716
ACCOMMODATIONS, FOOD SERVICES	4,544	4,129	3,801	4,226	4,345
PUBLIC ADMINISTRATION	2,834	2,879	2,777	2,572	2,687
PERSONAL SERVICES	1,260	1,272	1,278	1,212	1,290
NOT CLASSIFIED	27	3	4	-	-
COUNTY TOTAL	40,414	38,628	37,260	36,472	35,158

Source: Florida Agency for Workforce Innovation <http://www.labormarketinfo.com/library/qcew.htm>

Chapter 3: 2011 Transit Activities and Accomplishments

OVERVIEW

The following section identifies the activities and accomplishments of THE Bus during the past year. These accomplishments are compared to the Implementation Plan documented in the MPO's 2009 TDP Major Update. As documented in Chapter 4, 75 minute headways and associated route modifications are to be advanced for implementation in FY 2012.

RIDERSHIP TRENDS

Prior to the reduction in headways from one to two hours, along with the merger of the Brooksville Shuttle and Brooksville Circulator routes in October 2009, THE Bus had experienced a steady increase in monthly ridership from approximately 4,000 monthly trips in November 2002 to approximately 11,000 monthly trips in March 2009. As seen in Figure 3-1, this service modification resulted in a significant drop in ridership to 5,492 monthly trips in July 2010. However, as of March 2011, ridership has trended upward to 6,519.

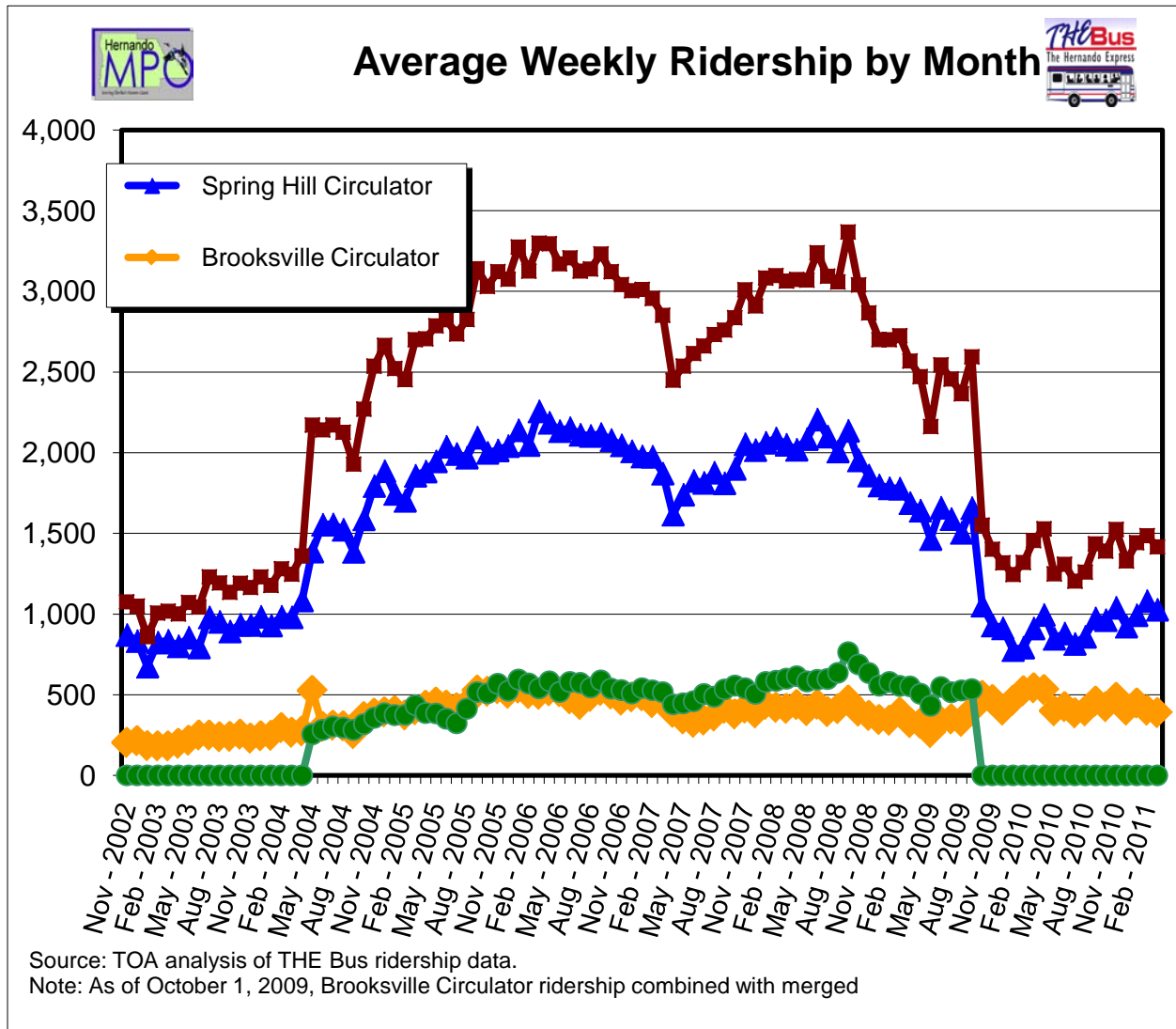
FIXED-ROUTE SERVICE

Service Modification

Following a 30 day public comment period (May 4 through June 3, 2009), a system-wide reduction of transit service was initiated on October 1, 2009, reflecting the FY 2009/2010 budget adopted by the Hernando County Board of County Commissioners. The service modification is consistent with the 2009 TDP Major Update.

The following section describes activities related to the changes in the routing plan and service modifications.

Figure 3-1
Monthly Ridership Trends for THE Bus (Nov 2002 to March 2011)



Existing Route System

The 2010/2011 overall routing system is depicted in Figure 3-1, including the system's two main components: the Spring Hill Circulator (Red and Blue routes), and the Brooksville Circulator (Purple Route) which merged with the former Brooksville Shuttle (Green Route) in 2009.

- **Spring Hill Circulator** - The two Spring Hill Circulator routes continued operations in the Spring Hill area consisting of two counter-rotating loops, as follows:

Red Route – the Red Route continued to circulate clockwise throughout a large portion of the Spring Hill area and connects to several major trip attractors

Blue Route – the Blue Route circulated in a counter-clockwise direction throughout much of the same area as the Red Route, with some variation in routing to enhance area coverage and provide system continuity.

- **Brooksville Circulator** - The combined Brooksville Circulator remained unchanged from the previous year, incorporating the former Brooksville Shuttle route connecting the Spring Hill Circulator routes to the Brooksville Circulator. As with the other routes, headways remain at two hours.

Major Route Connections

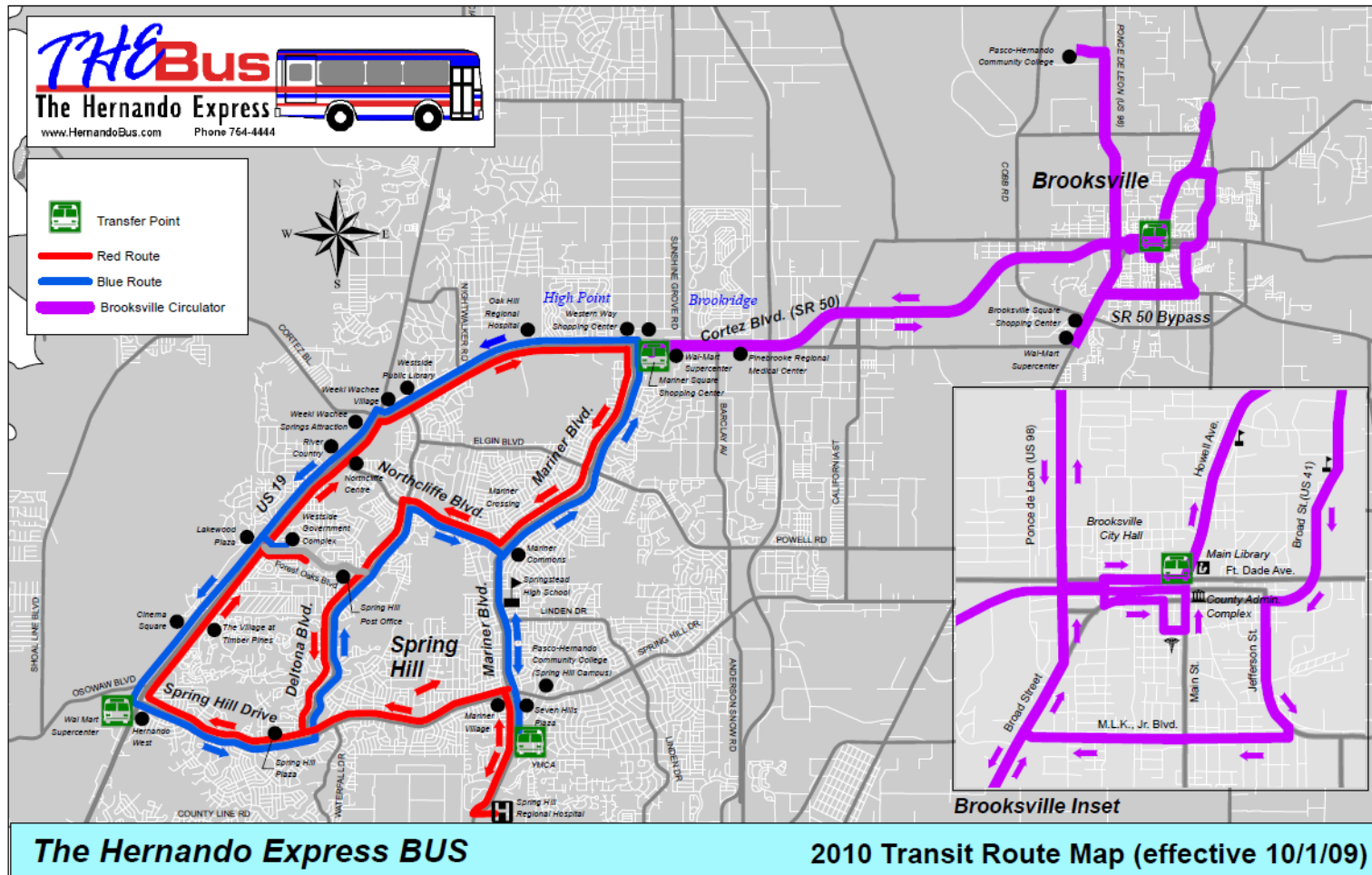
Several connection points continue to function as route anchors. These locations are major attractors of transit trips, which served as schedule time points and allowed for coordination of route transfers, and are also illustrated in Figure 3-2.

Vehicles

Vehicles providing fixed route service are described below:

- Two (2) vehicles were dedicated to the two circulator routes serving the Spring Hill area.
- One (1) vehicle was dedicated to serve the Brooksville Circulator.
- Three (3) 2003 Bluebird medium-duty buses were refurbished in 2009/2010.
- Appendix B contains an updated inventory of all transit system vehicles including ADA.

Figure 3-2
The BUS Route System Map



Transit Operators

As the transit grant recipient, the Hernando County Board of County Commissioners is technically viewed as the operator of fixed-route and ADA service.

The contract of the former transit operator, Mid Florida Community Services (MFCS), expired on March 31, 2011. Through an RFP process, McDonald Transit Associates, Inc. was selected to function as the new fixed route transit operator under a five year contract with provision for an additional five years. Also, after its first six months of operation, McDonald is to conduct a functional assessment of the transit system. Mid Florida Community Services continued to serve as the Community Transportation Coordinator (CTC) for the Transportation Disadvantaged (TD) in Hernando County, and is contracted to the Hernando County Board of County Commissioners to provide connector service between the two systems for the 2010/2011 fiscal year.

Other Capital Equipment

Over the past year the following accomplishments were made relative to transit infrastructure and amenities:

- **Shelters and Benches** – no shelters or benches were installed during the past year.
- **Route Signage**
 - Bus stop signs are replaced or relocated as necessary by the County's Department of Public Works.

Operational Characteristics

The basic characteristics of the existing transit system are summarized in Table 3-1 and are described in the following section.

Hours and Days of Service

Days of operation for both the Spring Hill Circulator and the Brooksville Circulator are Monday through Friday, approximately 6:00 am to 6:00 pm.

Headways

Consistent with the service plan approved by the Board of County Commissioners (BOCC) and put into effect on October 1, 2009, the following headways were implemented and maintained throughout the year:

- Service on the Spring Hill Circulator routes operated with one bus in each direction providing headways of 120 minutes.
- The Brooksville Shuttle service continues to be included in the Brooksville Circulator.
- For FY 2010/11 the Brooksville Circulator operated one vehicle with headways of 120 minutes linking the Spring Hill Circulator routes with the City of Brooksville.

Weekend Service and Holidays

The BOCC sets policy for weekend and holiday service for THE Bus. Currently, no service is available on weekends; however, service can be provided on holidays as determined by the Board.

**Table 3-1
2010/2011 Transit Service Operating Characteristics for Fixed-Route**

Operating Characteristic	Spring Hill Circulator		Brooksville Route (Purple Route)	Total
	Clockwise (Red Route)	Counter-Clockwise (Blue Route)		
Vehicles in Service	1	1	1	3
Number of Spare Vehicles	3			
Headways (minutes)	120	120	120	--
Days of Service	Mon - Fri	Mon - Fri	Mon - Fri	--
Hours of Service	6:00 am - 6:00 pm	6:00 am - 6:00 pm	5:30 am - 5:30 pm	--
Annual Ridership *	23,906	23,213	20,306	67,425

* Reported data is extrapolated from year-to-date

ADA Service

The following ADA service features were provided throughout 2010/2011:

- Service for persons qualifying under ADA was continued throughout the 2010/2011 service period, complementing the existing public transportation service for residents who live within $\frac{3}{4}$ -mile on either side of the fixed-route system but are unable to access the fixed-route due to a disability.
- The operator provided and scheduled appointments for ADA service, with appointments scheduled one day prior to the trip and during office hours, Monday-Friday, 7:00 am to 6:00 pm.
- Pickup times were scheduled between 6:00 am and 5:00 pm, with ADA trips having a one-hour pickup window.
- Correct fare is required at the time of each trip, and ADA card holders are able to ride THE Bus for free by showing their Eligibility Photo Identification Card to the driver.
- Visitors in Hernando County whose ADA eligibility has been determined by another transit or public agency were also able to use their ADA Eligibility Identification Card while visiting Hernando County.

On-Board Survey - The Florida Department of Transportation District 7 Office, as part of its ongoing efforts to update its travel demand forecasting models, conducted an on-board survey for THE Bus. The survey was conducted on February 25, 2010, and concentrated on the four following major analysis categories:

- Trip origins and destinations
- Mode of access to and from the system
- Rider demographics
- Travel behavior

The survey instrument and a summary of can be found in Appendix C.

Presentations - During 2010/2011, presentations regarding the status of the transit system were made to the CAC, TAC, and MPO Board. Presentations were also provided to community groups as requested. Input from public involvement activities was documented, and when appropriate, presented to the MPO or BOCC.

MAJOR PLANNING ACTIVITIES

2035 Long Range Transportation Plan (December 2009)

In December 2009, the MPO adopted a major update to its Long Range Transportation Plan (LRTP) and extended the Plan's horizon from 2025 to 2035. As part of the 2035 LRTP Update, the Hernando County MPO updated the 2035 Long Range Transit Element (LRTE) consistent with the TDP, which will provide a basis for future updates to the TDP.

Regional Planning Activities

Regional transit planning has greatly expanded over the past several years, and several organizations within West Central Florida are putting forth effort to address regional transportation issues and intermodalism. In addition to FDOT and the many agencies and organizations at the County level, other organizations are striving for transportation goals that are more regional in scope, such as the Tampa Bay Regional Planning Council (TBRPC), Tampa Bay Area Regional Transportation Authority (TBARTA), and the West Central Florida MPOs Chairs Coordinating Committee (CCC).

The following section describes significant activities that occurred during the past year related to planning for regional transit services.

Coordination with the Tampa Bay Area Regional Transportation Authority (TBARTA) - TBARTA Master Plan Vision update (Adopted June 24, 2011) - The Master Plan Vision update, adopted in June 2011, refines the regional vision for a multi-modal transportation system to connect the counties within the greater Tampa Bay region. TBARTA is updating the Master Plan (adopted in 2009) to incorporate the Vision's policy direction.

The Master Plan identifies a supporting future local transit network for Hernando County, and also contains the regional mid-term transit network shown in Figure 3-3. The Group 1 Project Priorities approved by TBARTA in Figure 3-4, form the basis for TBARTA's ongoing efforts to fund and implement a regional transit system.

Regional Corridor Studies - Consistent with the Group 1 Project Priorities, TBARTA is conducting a conceptual analysis of the Suncoast Parkway extending from the Westshore area in Tampa, through Hillsborough, Pasco and Hernando Counties, and continuing to the Inverness area in Citrus County. As defined in the Master Plan, the study examines the effectiveness of operating express bus in mixed traffic with station areas located at major activity centers along the corridor. Within Hernando County, the TBARTA Mid-term vision identifies express bus stations along the Parkway at US 98, SR 50, Spring Hill Drive, and County Line Road at the Pasco County Line. The study is midway to its anticipated 2012 completion.

Transit Managers Committee (TMC) - Over the past year, Hernando County staff has served on the TBARTA Transit Managers Committee (TMC) representing THE Bus, and has also provided ongoing coordination between the TMC and the West Central Florida MPOs Chairs Coordinating Committee (CCC).

Further TBARTA Coordination - In response to direction from the Hernando County BOCC, staff recently initiated direct discussions with TBARTA to explore options for increasing TBARTA's coordination with Hernando County transit operations. Initially considered were ways to identify system efficiencies, seek joint funding opportunities, and even potential consolidation with TBARTA. Furthermore, the potential for intercounty coordination will be explored by expanding these discussions to the counties adjacent to Hernando, that is, Citrus and Pasco.

Figure 3-3

Mid-Term Regional Network

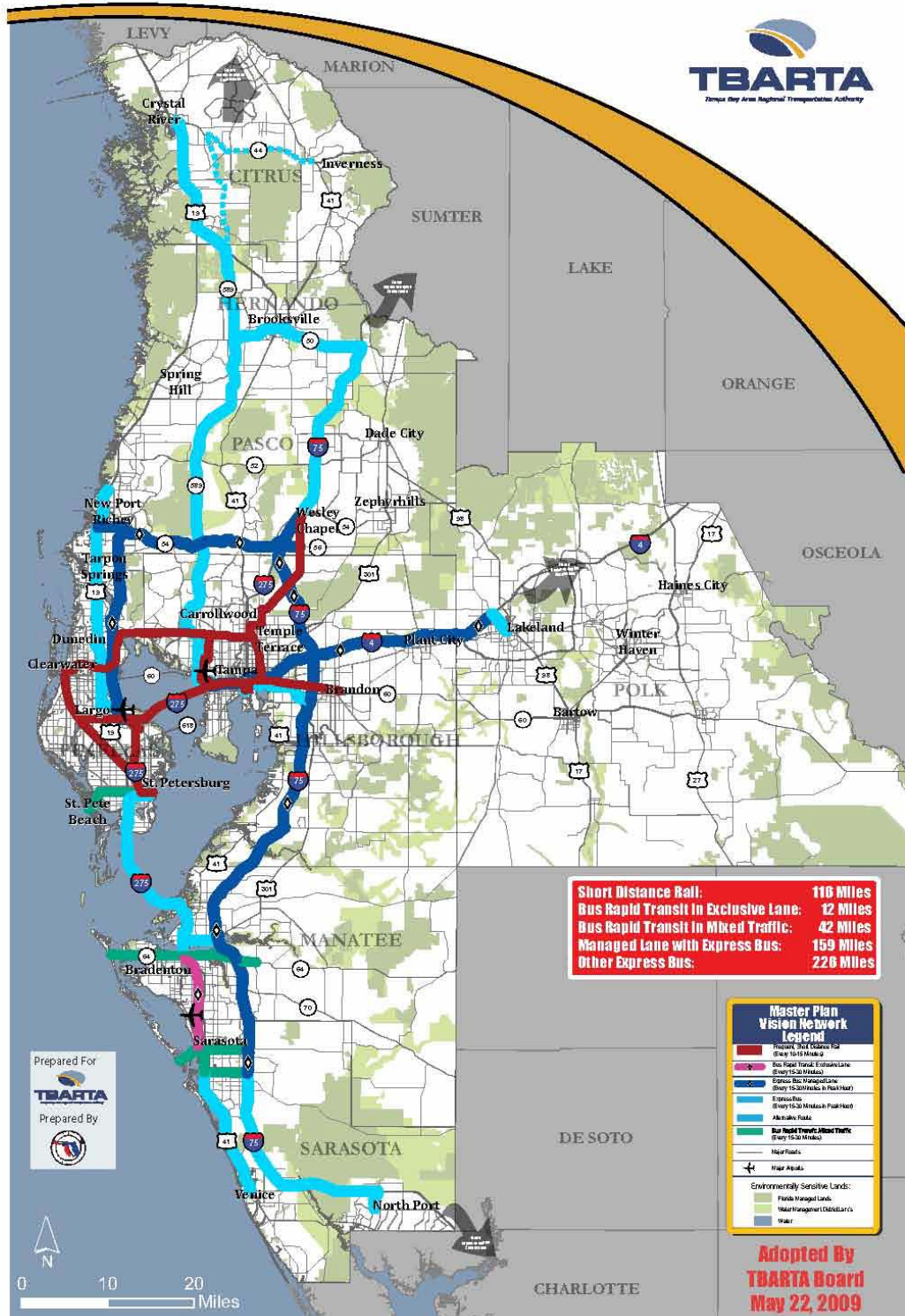
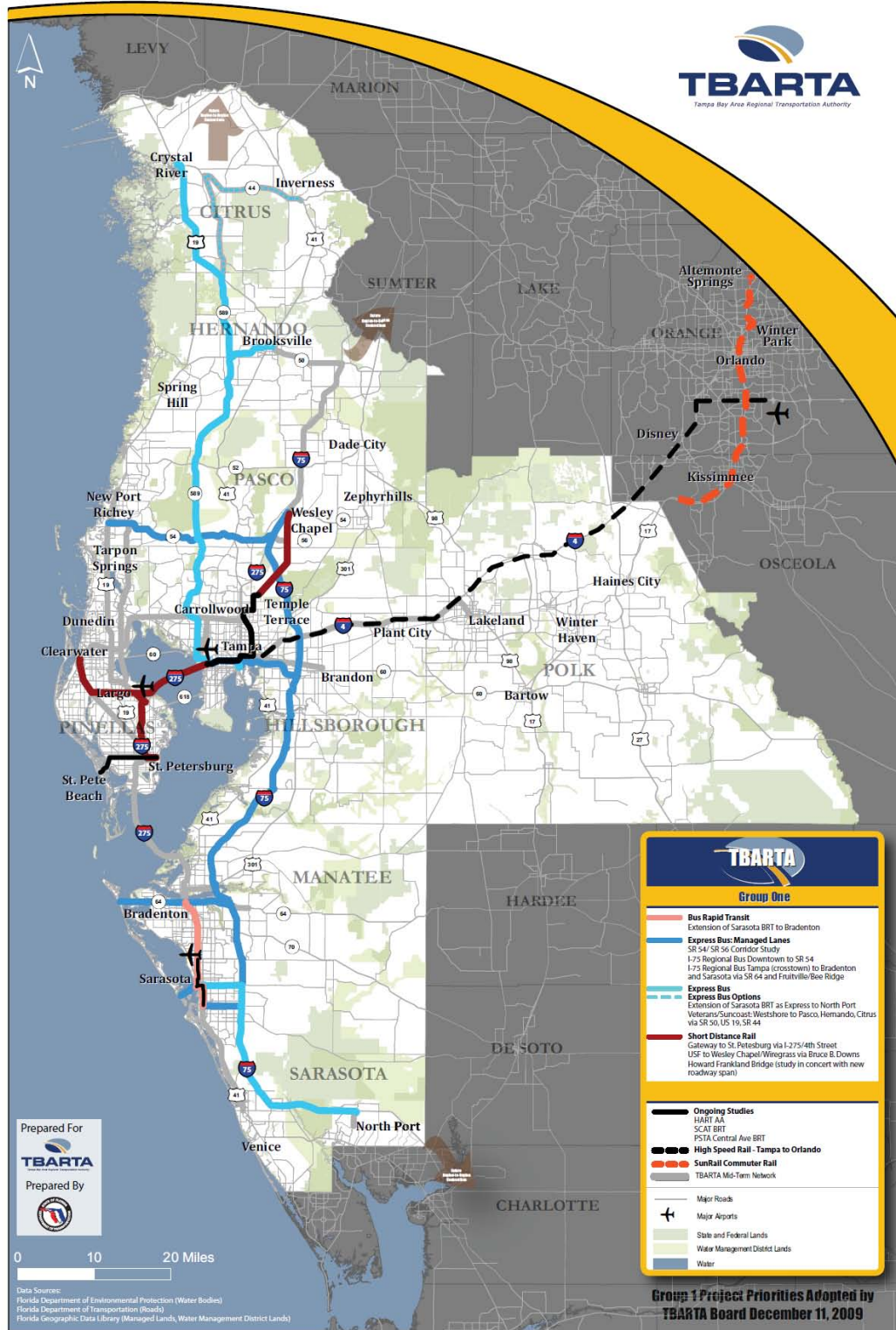


Figure 3-4

Group 1 Project Priorities w/ Ongoing Regional Rail Projects



Chapter 4: Assessment of the Goals and Objectives

OVERVIEW

Staff will continue its planning efforts to bring additional service efficiency to fixed-route transit operations.

ACCOMPLISHMENTS IN 2010/11 COMPARED TO THE GOALS AND OBJECTIVES

When updated in 2009, the TDP developed for Hernando County established five goals to guide future efforts over the 10-year planning period. These goals and objectives reflect the strategic focus of the TDP and are designed to address the broad concepts of transit system operation. This section looks at the transit mission adopted in the MPO's 2010-2019 TDP Major Update, as well as the goals, objectives, and policies designed to help accomplish the transit mission. Discrepancies between the stated TDP policies and the actual transit services provided during FY 2010/2011 are noted in this section. The impact of ongoing budgetary limitations continues to affect the County's ability to expand the level of service delivery.

These goals provide the framework from which THE Bus will continue to develop. Each of the five goals has associated action items that are to be taken in order to achieve the objectives. The goals and objectives are consistent with the MPO's 2035 Long Range Transportation Plan (LRTP) and the Hernando County Comprehensive Plan.

This section documents the actions taken during the past year in support of the Goals and Objectives, and assesses their progress in attaining the policies adopted in the 2009 TDP Major Update.

PUBLIC TRANSIT MISSION FOR HERNANDO COUNTY

The public transit mission for Hernando County is to:

Provide safe, efficient, and accessible transit services to citizens and visitors in need of transportation and to evolve into a system that ultimately provides for the mobility of all residents and visitors in Hernando County, offering a viable choice among travel modes.

ASSESSMENT OF THE GOALS AND OBJECTIVES

Table 4-1 examines each of the Objectives in Goals 1 through 5 for and assesses their consistency with implementation measures taken in 2010/11.

**Table 4-1
Assessment of the TDP Goals and Objectives**

Objective	Associated Activities	Implemented (Yes/No/Partial)	Assessment
Goal 1: Increase quality and level of transit services in Hernando County.			
Objective 1.1 - Expand the frequency of service one hour or better on all existing routes by 2015 and future routes by 2019.	Improve service headways to 60 minutes on existing routes by 2015.	Planned for modified implementation in 2012.	Based upon recent MPO Board policy direction, 75 minute headways are to be implemented in FY 2012.
Objective 1.2 - Establish inter-county, regional transit connectivity along at least two major transportation corridors by 2019.	Provide inter-county transit services on US 19, Suncoast Parkway, US 41, and US 98.	Long range objective – ongoing activity	Discussions continue with TBARTA and adjacent counties regarding the potential for enhanced service coordination.
Objective 1.3 - By 2019, identify and implement innovative approaches to transit service in Hernando County, e.g., flex-route bus service, vanpools, etc.	Establish peak-hour commuter transit service from Spring Hill to the Airport Industrial Park area by 2017.	Long range objective – ongoing activity	This activity is still valid, and will be addressed as part of future TDP and LRTP updates. The 2035 LRTP's Long Range Transit Element identifies several innovative projects that will be considered as candidates for future system enhancements.
	Implement flex-route bus services in the Airport Industrial Park area, Ridge Manor area, and south Brooksville area.	Long range objective – ongoing activity	As directed by the BOCC, discussions with TBARTA and adjacent counties regarding enhanced coordination will take place during FY 2011/2012.

	Implement weekend service on all existing routes by 2019.	Long range objective – ongoing activity	This long term goal is still valid, and will be addressed as part of future TDP and LRTP updates.
	Perform scheduled maintenance activities for all transit vehicles.	Implemented – ongoing activity	Scheduled maintenance activities for all transit vehicles are currently being conducted on a routine basis through the Hernando County Fleet Division.
	Evaluate the feasibility of regularly replacing the current bus fleet with alternative fuel vehicles.	Monitoring available vehicle technology – ongoing activity	This goal is still valid, and will be addressed as part of future TDP and LRTP updates. The MPO will continue to monitor technological advances and assess the cost-effectiveness of this approach.
	Coordinate with Bay Area Commuter Services (BACS) to establish a vanpool program and an Emergency Ride Home program.	Ongoing activity	BACS was integrated into TBARTA and will continue to be part of an ongoing discussion regarding enhancing coordination of transit services with TBARTA and other regional partners.
	Operate a fleet of fixed-route vehicles with an average age of less than six years by 2019.	Ongoing activity	The fleet will be continuously evaluated based upon: <ul style="list-style-type: none"> • Addressing maintenance issues with THE Bus' aging fleet • Right-sizing the vehicles based upon the operational needs of individual routes
Objective 1.4 - Where feasible, include transit-oriented features in the design and construction of roadways along existing and planned bus routes.	None	Partially implemented – the County is currently preparing an EAR for the Comprehensive Plan.	Issues regarding TOD are being addressed in Hernando County's Comprehensive Plan Evaluation and Appraisal Report (EAR). The County's Comprehensive Plan was amended to include TOD incentives for the South Brooksville planning area.

Objective	Associated Activities	Implemented (Yes/No/Partial)	Assessment
Goal 2 – Increase transit ridership and improve cost efficiency.			
Objective 2.1 - Increase the number of fixed-route passenger trips by 50 percent between FY 2010 and FY 2019.	Increase the frequency of existing services to 60 minutes and expand THE Bus service area and service hours.	The MPO has directed that a 75 minute service frequency should be reexamined for implementation in FY 2012.	Ongoing budgetary limitations have precluded expanding service area and service hours with the current non deviated fixed-route system.
	Improve existing transit services and implement new transit services, consistent with the 10-year transit needs identified in the 2009 TDP (2010-2019).	Partially implemented – ongoing activity	Continuing budgetary constraints have limited the expansion of transit services.
Objective 2.2 - Achieve and maintain an annual operating cost per one-way passenger trip of less than \$4.00.	When acquiring new buses for service expansion, consider the purchase of smaller vehicles to match the capacity requirements of the new service.	Ongoing activity	The County is considering the future purchase of smaller vehicles to match the capacity requirements of the modified service plan pending funding availability.
	When acquiring new buses for replacement or service expansion, consider alternative fuels prior to the purchase of any new buses.	Monitoring available vehicle technology – ongoing activity	During acquisition of new buses for replacement or service expansion, staff will evaluate the availability of alternative fuel vehicles prior to the purchase of any new buses.
	Operate a fleet of fixed-route vehicles with an average age of less than six years by 2019.	Ongoing activity	The fleet will be continuously evaluated based upon: <ul style="list-style-type: none"> • Addressing maintenance issues with THE Bus' aging fleet • Right-sizing the vehicles based upon the operational needs of individual routes • The 2011 implementation plan identifies the purchase of one van.

	Operational assessment of the fixed route system	In progress	McDonald Transit has conducted a broad assessment of the transit routes, vehicles, hours of operation, and improvements to the level of service.
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Objective	Associated Activities	Implemented (Yes/No/Partial)	Assessment
Goal 3 - Increase the visibility and name recognition of transit services and THE Bus.			
Objective 3.1 - Increase marketing and public outreach efforts to educate citizens and visitors about the benefits, availability, and characteristics of existing and planned transit services.	Maintain an ongoing public involvement process through surveys, discussion groups, interviews, public workshops, and participation in public events.	Ongoing activity	As documented in the MPO's Public Involvement Process, these activities are regularly performed by MPO staff during updates of transit plans, policies, or proposed service modifications.
	Distribute bus schedules and system information in public places throughout the county for residents and visitors.	Implemented	As part of its contract with Hernando County, the operator is distributing bus schedules and system information in public places throughout the county for residents and visitors.
	Maintain and regularly update THE Bus website with current service and schedule information.	Implemented	The operator under contract with Hernando County is maintaining and regularly updating THE Bus website with current service and schedule information.
	Conduct an on-board survey at least every five years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.	Implemented	An on-board survey was conducted in February 2010 by FDOT as part of its demand modeling update. A summary of the results are located in Appendix C.
	Rebranding of the transit system.	Work in progress	In an effort to update the public image of the fixed-route system, McDonald Transit is conducting a marketing analysis which includes the rebranding of THE Bus.

Objective	Associated Activities	Implemented (Yes/No/Partial)	Assessment
Goal 4 - Pursue coordination activities with regional entities and neighboring counties.			
Objective 4.1 - Ensure coordination and consistency with local and regional plans for the future provision of public transit service in Hernando County.	Meet at least annually with transit staff in neighboring counties to better understand existing and future transit services and to identify coordination requirements associated with public transit services across county lines.	Ongoing activity	Staff will hold discussions with FDOT District 7, TBARTA, and adjacent counties regarding the future consolidation of transit management and operations in the region. Continuing these discussions will be an MPO staff priority during FY 2011/2012.
Objective 4.2 - Identify areas for cooperative efforts with neighboring county transit systems including Pasco County Public transportation (PCPT) and Citrus County Transit (CCT).	Meet at least annually with transit staff in neighboring counties to better understand existing and future transit services and to identify coordination requirements associated with public transit services across county lines.	Partially implemented – ongoing activity	During the current year, MPO staff will meet with transit operators in Pasco and Citrus Counties to identify issues associated with coordinating transit programs.
	Participate on the TBARTA Board and its committees and regularly coordinate with TBARTA staff periodically to coordinate and cooperate on the TBARTA Master Plan implementation process.	Implemented – ongoing activity	Hernando has continually participated on the TBARTA Board and the Transit Managers Committee. MPO and County staff regularly coordinate with TBARTA staff to coordinate and cooperate on the TBARTA Master Plan implementation process.
	Meet as appropriate with staff from Hernando County and the City of Brooksville to discuss the role of transit in their respective comprehensive plans.	Implemented – ongoing activity	In that the County is technically the transit operator, internal coordination between system operations/planning and local comprehensive planning is continually conducted.
	Facilitate discussions with staff from FDOT District 7, TBARTA, and adjacent counties regarding the future consolidation of transit management and operations in the region.	Partially implemented – ongoing activity	Staff will continue to have discussions with FDOT District 7, TBARTA, and adjacent counties regarding the future consolidation of transit management and operations in the region.

Objective	Associated Activities	Implemented (Yes/No/Partial)	Assessment
Goal 5 - Pursue transit supportive land use and development.			
Objective 5.1 - Support land use planning and regulations that encourage transit-supportive development.	Coordinate with TBARTA Land Use Working Group and Hernando County staff to effect a more formal integration of transit considerations into the development review process.	Partially implemented – ongoing activity.	County and MPO staff consistently attend meetings of the TBARTA Land Use Working Group to participate in the development of transit oriented land use and station area policies that complement the development of local and regional transit systems.
	Consider bus stop accessibility in the identification and prioritization of sidewalk and bicycle facility improvements.	Partially implemented – ongoing activity.	MPO staff has met on several occasions with Hernando County Planning Department staff to discuss a more formal integration of transit considerations into the development review process.
Objective 5.2 - Support the use of development incentives such as impact fee credits for developers and major employers to promote public transit.	Regularly attend development review meetings to express the importance of transportation and transit considerations.	Implemented – ongoing activity	Continue to review development proposals and encourage granting development credits for transit promotion.

Chapter 5: Revisions to the Implementation Program

OVERVIEW

The purpose of this section is to document revisions to the 2009 TDP's implementation program and the 2011 TDP Progress Report for THE Bus.

POLICY GUIDANCE

Over the past three years the MPO has performed three major assessments of transit service delivery for Hernando County that are documented in the following sections. Together, these studies continue to form the overall policy framework for increasing operating efficiencies in line with the reduced availability of local funds, while at the same time pursuing regional/intercounty partnerships.

2011 Transit Service Assessment

Study the potential for reinstating one-hour headways in FY 2012 in conjunction with reduced service hours – Budgetary limitations, particularly declining local revenues used for matching funds, created the need to adjust headways systemwide from one hour (60 minutes) to two hours (120 minutes) in October 2009. Pursuant to the recent Transit Service Assessment by the current transit operator (McDonald Transit Associates, Inc.), the MPO Board provided policy direction to establish 75 minute systemwide headways. Implementation of the improved level-of-service is anticipated in FY 2012.

2009 Major TDP Update

As documented earlier in this report, the 2009 Major TDP Update laid out a ten-year implementation plan consistent with FDOT Rule 14-73. Of the 18 service enhancements considered for implementation by the MPO, 12 were either existing services or were selected for funding within the TDP's 10-year time frame.

IMPLEMENTATION PLAN REVISIONS

Table 5-1 provides an overview of the revised alternatives identified in the major TDP update for possible implementation between FY 2010 and FY 2019. Each alternative is assessed

relative to the capital and operating projects scheduled for implementation in FY 2010/2011-2011/2012.

It is expected that the current transit program will be consistent with the Hernando County budget. Thus, no revisions to the implementation plan are anticipated for the upcoming year.

Route System – with April 2012 Modifications

The modified 2011/2012 overall routing system is depicted in Figure 5-1, including the system's two main components: the Spring Hill routes (Red and Blue), and the Brooksville/Spring Hill Spine (Purple Route).

- **Spring Hill Routes** – The two Spring Hill routes will operate in the Spring Hill area, as follows:

Red Route – the Red Route has been reconfigured to circulate counter-clockwise in the central portion of the Spring Hill area. At its western terminus, it now connects with the Purple Route on US 19. On its eastern side, the route connects with the Blue Route on Mariner Boulevard.

Blue Route – the Blue Route no longer circulates. Instead, the route is now linear and dedicated to the Mariner Boulevard corridor from SR 50 south to County Line Road.

- **Brooksville/Spring Hill Spine** – The Brooksville Circulator route has been reconfigured as the spine route for the transit system. The route's western terminus extends along west on SR 50 and south on US 19 to the Spring Hill campus of the Pasco-Hernando Community College (PHCC). Due to the length of this route, 75 minute headways are maintained with the use of two buses.

Major Route Connections

Several connection points continue to function as route anchors. These locations are major attractors of transit trips, which served as schedule time points and allowed for coordination of route transfers, and are also illustrated in Figure 5-1.

Vehicles

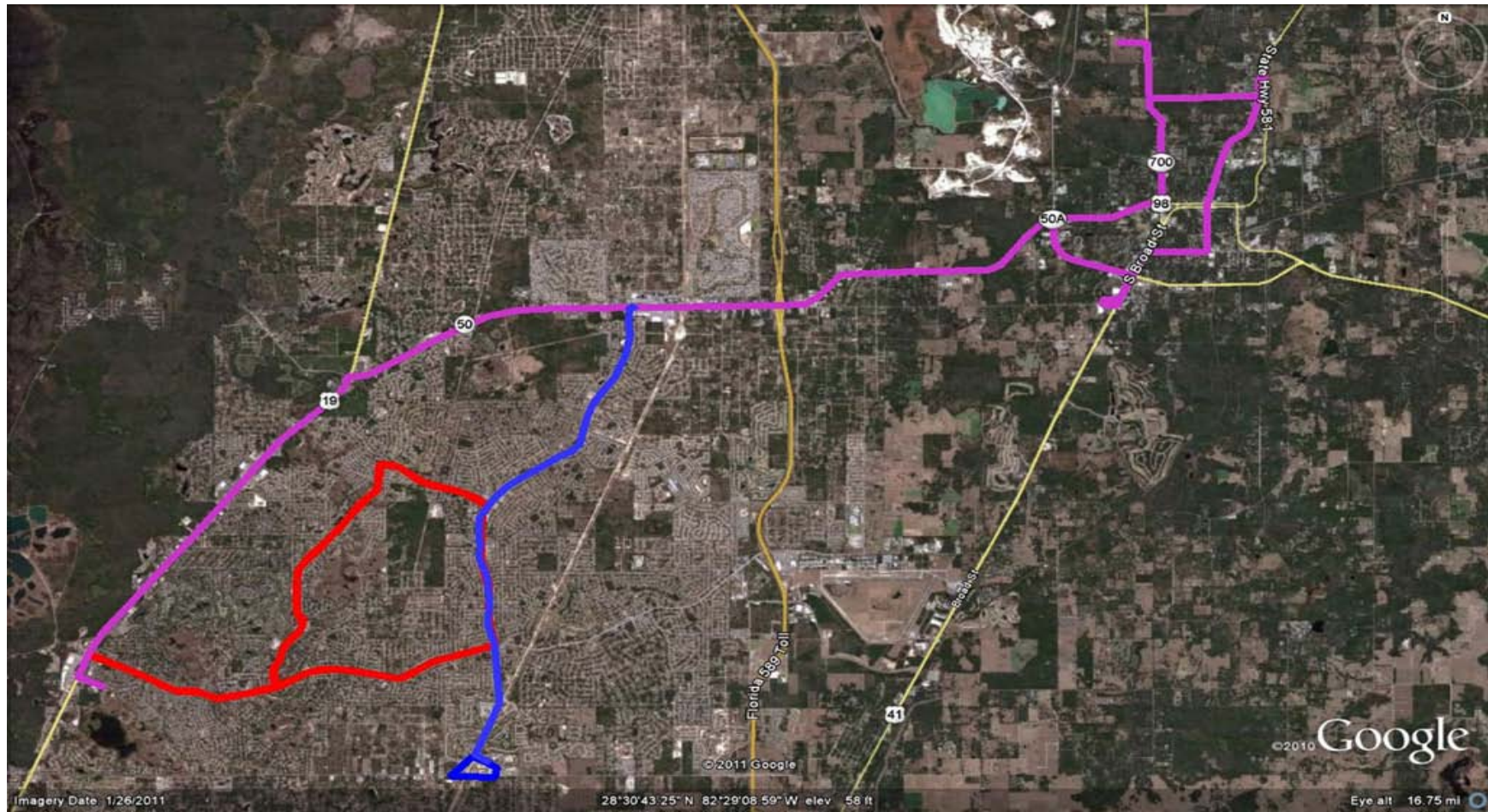
Vehicles to provide fixed route service are described below:

- Two (2) vehicles will be dedicated to the two routes internal to the Spring Hill area.
- Two (2) vehicles will be dedicated to serve the Brooksville/Spring Hill spine route.
- Three (3) 2003 Bluebird medium-duty buses were refurbished in 2009/2010.
- The revised Appendix B contains the updated inventory of the transit system vehicles, including ADA that will be used to operate the service.

**Table 5-1
Status of TDP Service Alternatives (FY 2010-FY 2019)**

Planned Service Alternative	Proposed Implementation Schedule	Changes to Implementation Plan
Implement two hour headways	October 2009	Implemented October 1, 2009.
Continue Operating Complementary ADA Paratransit Service	FY 2010 - 2019	No change.
Implement 60 minute headways	FY 2015	No change. 75 minute headways to be initiated in April 2012.
West Pasco Connector (local bus service to Pasco County on US 19)	FY 2016	No change.
Peak-Hour Commuter Service (Brooksville/Airport Industrial Park/Spring Hill)	FY 2017	No change.
Spring Hill Airport Area Peak-Hour Flex Route	FY 2017	No change.
Transportation Demand Strategies - Vanpools	FY 2017	No change.
East Pasco Connector (local bus service to Pasco County on SR 50/US 98)	FY 2019	No change.
Provide Complementary ADA Paratransit Service on New Routes	FY 2012 & FY 2016	Implementation of ADA on new routes will be reassessed at the time of implementation. An assessment will occur on the FY 2012 implementation of the 75 minute headways.
Evaluate Fare Policy	FY 2010 - 2019	No change – ongoing activity.
Evaluate Small Vehicle Acquisition for Fixed-Route Service	FY 2010 - 2019	No change – ongoing activity.
Provide Transportation Demand Management strategies	FY 2010 - 2019	No change – ongoing activity.

Figure 5-1
The BUS Updated Route System Map (As of April 2012)



Operational Characteristics

The basic characteristics of the proposed transit system are summarized in Table 5-2 and are described in the following section.

Hours and Days of Service

Days of operation for both the Spring Hill routes and the Brooksville/Spring Hill Spine are Monday through Friday, approximately 6:00 am to 6:00 pm.

Headways

Consistent with the revised service plan reviewed by the MPO Board to be put into effect on April 2, 2012, the following headways will be implemented and maintained for the duration of the year:

- Service on the Spring Hill routes operate with one bus on each route providing headways of 75 minutes.
- The Brooksville/Spring Hill spine will operate two vehicles with 75 minute headways linking the Spring Hill routes with the City of Brooksville.

**Table 5-2
2011/2012 Transit Service Operating Characteristics***

Operating Characteristic	Spring Hill Routes		Brooksville Route (Purple Route)	Total
	Counter-Clockwise (Red Route)	Linear (Blue Route)		
Vehicles in Service	1	1	2	4
Number of Spare Vehicles	2			
Headways (minutes)	75	75	75	--
Days of Service	Mon - Fri	Mon - Fri	Mon - Fri	--
Hours of Service	6:00 am - 6:00 pm	6:00 am - 6:00 pm	5:30 am - 5:30 pm	--

*Amended transit operating plan to be implemented on April 2, 2012

ADDITIONAL PLANNING TASKS

As noted within the table, however, staff has been tasked with investigating the feasibility and impact of modifying the delivery of transit services. During the upcoming year staff will initiate or continue the following tasks and report their findings to the BOCC for further consideration:

- ***Study the potential for enhanced regional coordination*** – Staff has participated in ongoing discussions with TBARTA to evaluate options for increasing TBARTA's coordination with Hernando County transit operations. Initially considered were ways to identify system efficiencies, seek joint funding opportunities, and to potentially consolidate under TBARTA. Furthermore, the potential for inter-county coordination continues to be explored via discussions with Citrus and Pasco counties.
- ***Study the potential for reducing headways in FY 2012*** – The County's contracted transit operator conducted an assessment of the current transit system. Based on their study, they have recommended a realignment of the current existing routes which will allow a 75 minute headway.
- ***Study the feasibility of replacing ADA service with limited fixed-route deviation during FY 2012*** – A version of fixed-route deviation is to be analyzed.

Chapter 6: New Tenth Year Transit Implementation Plan

OVERVIEW

The purpose of this section is to examine the factors that would influence extending the TDP horizon out an additional year, in effect, a new 10th year of the required 10-year implementation and financial plan.

PLANNING CONSIDERATIONS

With the adoption of the 2009 TPD Update in (October 2009) and the 2035 LRTP (December 2009), there was considerable overlap between the analysis conducted in formulating the two documents. Each of these plans was greatly affected by the Transit Assessment performed by the BOCC in late 2008 and documented earlier in this report. Hence, the TDP LRTP built on the detailed analysis performed for the Transit Assessment, and in turn the LRTP built on the 10-year implementation plan for the TDP.

When coupled with the ongoing financial downturn and reduction in the County revenues, system expansion will likely be delayed. Hence, the following items must be considered when developing a new tenth year for the TDP:

- The 2009 TDP directly formed the basis for the Long Range Transit Element of the 2035 Cost Affordable LRTP and, as shown in Table 6-1, the second five years of the TDP implementation program forms the first five years of the LRTP's Cost Affordable Plan.
- The TDP functions as a bridge between the short range operational plans of Hernando County functioning as the transit operator and the MPO's LRTP – a document required at both the state and federal levels.
- In order to preserve the continuity between the TDP and the LRTP, the new 10th year of the TDP should still be consistent with the larger context of the Cost Affordable LRTP.

Chapter 7: Revised Financial Plan

THE TEN YEAR FINANCIAL PLAN

Assumptions made for operating and capital costs and revenues for fixed-route and complementary ADA services were based on a variety of factors, including trend data, anticipated funding levels, recent changes to the transit system, previous TDPs, and MPO staff recommendations.

COST AND REVENUE ASSUMPTIONS

An assessment of each of the TDP's Cost and Revenue Assumptions is provided in Table 7-1 along with recommended modifications. The Financial Plan was reconciled to adjust for the recommended modifications for actual grant funding and expenses.

**Table 7-1
Assessment of Cost and Revenue Assumptions**

Cost Assumptions		
Assumption	Assessment	Recommended Modification
Annual inflation rate of 2.5 percent was used for all operating cost projections for fixed-route and ADA services.	Based on current economic trends, an adjustment to the inflation rate for the operating costs was made for the later years.	Increase inflation rate from 2.5 percent to 3.0 percent for FY 2017 to FY 2021.
<p>Future annual operating costs for fixed-route services (two-hour headways) are based on FY 2011 operating costs and estimated increases from service enhancements.</p> <p>Future annual operating costs for current ADA services are based on current approved contract costs.</p>	Analyzed FY 2011 data to project FY 2012 costs.	Updated the Financial Plan to reflect estimated FY 2012 operating costs to include additional costs associated with the service enhancements.

<p>To estimate the one-hour headways to be implemented in FY 2015, the fixed route operating budget from FY 2009 was used and inflated by 2.5 percent per year thereafter. This was the last FY one-hour headways were operated in Hernando County.</p>	<p>This assumption is still valid. However, there was a small projected decrease in the originally estimated operating expense to implement one-hour headways to realize the potential cost savings of having a new transit operator contract. The extant operating scenario includes the continuation of the ADA service.</p>	<p>Decrease estimated FY 2015 operating costs by a modest 5.0 percent.</p>
<p>To implement the east and west Pasco connectors, peak-hour Spring Hill airport commuter service, and flex routes, the estimated costs included in 2009 TDP Major Update are used.</p>	<p>Per the TDP, the enhancements are assumed to still be valid.</p>	<p>No change.</p>
<p>The unit costs for the capital items were based on current State approved multi-year contracts.</p>	<p>No major changes in the costs have been noted.</p>	<p>No change.</p>
<p>Revenue Assumptions</p>		
<p>Federal Section 5307 funds were \$993,287 in FY 2011. In FY 2014 and FY 2015, an inflation factor of 2.5% is used annually while a 3% factor is used annually in FY 2015 thereafter.</p>	<p>This inflation factor was used based on an overview of historical data, the anticipated new federal funding act, and discussions with Federal and State staff.</p>	<p>Due to the service enhancement, the estimated FY 2012 allocation of Section 5307 funds was updated. Since a higher amount will be requested in the near term, the future inflation factor was adjusted.</p>
<p>FDOT Service Development Grants assumed to fund 50 percent of the operating costs associated with the east and west Pasco connectors, peak-hour Spring Hill airport commuter service, and flex routes with 50 percent local matches.</p>	<p>Funding for this program has recently been reduced; however, it is still assumed that funds would be available within the timeframe stipulated in the TDP's Financial Plan.</p>	<p>Long range assumption – no change needed at this time for these estimates.</p>
<p>State Block Grant funding contributions for FY 2012 is \$311,220. FY 2013 thru FY 2016 was updated with amounts contained in the approved FDOT Work Program. Future years are inflated 2.5 percent annually thereafter.</p>	<p>State Block Grant funding was slightly higher than initially anticipated.</p>	<p>The Financial Plan was reconciled with the actual grant funding per the approved FDOT Work Program.</p>
<p>Existing local funds are budgeted for mass transit services that total \$390,656 in FY 2012.</p>	<p>Local funds are estimated to meet any operating deficiencies that are not reimbursed with grant funding.</p>	<p>The Financial Plan was reconciled with the actual grant funding.</p>

<p>New local funds are included in FY 2012 to contribute to the costs associated with the proposed service enhancement.</p>	<p>Local funds are estimated to meet any operating deficiencies that are not reimbursed with grant funding.</p>	<p>The increased costs associated with the service enhancement were estimated. Based on any operating deficiencies the new local funds were derived.</p>
<p>Other local funding includes a 50 percent match for FDOT Service Development Grants (SDG) beginning in FY 2016 for the implementation of route improvements.</p>	<p>Given the recent volatility of SDGs, this revenue program should be annually monitored for future availability relative to program needs.</p>	<p>Long range assumption – monitor availability of SDGs.</p>
<p>Farebox and other program revenue were inflated at 2 percent thru FY 2014. Beginning with the implementation of one-hour headways in FY 2015, fare revenue was inflated by 20 percent thereafter.</p>	<p>This assumption is still valid. FY 2011 system revenue was updated.</p>	<p>FY 2012 thru FY 2013 Farebox and other program revenue were projected by including the estimated increase in riders from the service enhancement.</p>
<p>There are no capital revenues anticipated from Section 5307 beyond FY 2015 since all Section 5307 revenues will be used for operating. Local funds assumed to cover capital expenses begin in FY 2014 due to increased services.</p>	<p>This assumption is still valid.</p>	<p>No change is required.</p>

Using these cost and revenue assumptions, the financial plan for implementing the 10-year TDP recommendations is presented below.

REVISED OPERATING AND CAPITAL COSTS AND REVENUES

Operating and capital needs were summarized in the 2009 TDP Major Update, along with the projected costs associated with those needs over the next 10 years. Table 7-3 provides an updated summary of capital and operating revenues and the local revenue needed over the next 10 years in line with the TDP’s implementation plan.

Table 7-3 Summary of Capital and Operating Revenues

Source	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
Operating Revenues											
Federal											
Section 5307- Operating	\$775,948	\$825,395	\$844,401	\$1,048,470	\$1,187,486	\$1,223,110	\$1,259,804	\$1,297,598	\$1,336,526	\$1,376,621	\$11,175,358
State											
FDOT State Block Grant	\$311,220	\$337,696	\$338,462	\$341,525	\$349,183	\$357,913	\$366,860	\$376,032	\$385,433	\$395,069	\$3,559,392
FDOT Service Development	\$0	\$0	\$0	\$0	\$147,448	\$292,062	\$300,823	\$470,968	\$485,097	\$499,650	\$2,196,047
Local											
Existing Local Funds	\$390,656	\$396,516	\$402,464	\$408,501	\$414,628	\$420,847	\$427,160	\$433,568	\$440,071	\$446,672	\$4,181,082
New Local Funds- Operating	\$0	\$26,580	\$41,156	\$144,429	\$112,069	\$140,569	\$118,383	\$194,266	\$158,734	\$112,307	\$1,048,493
New Local Match- Service Dev.	\$0	\$0	\$0	\$0	\$147,448	\$292,062	\$300,823	\$470,968	\$485,097	\$499,650	\$2,196,047
Other											
Farebox Revenues	\$101,523	\$115,619	\$117,932	\$141,518	\$169,822	\$203,786	\$244,543	\$293,452	\$352,143	\$422,571	\$2,162,910
Other Program Revenue	\$12,500	\$12,750	\$13,005	\$13,265	\$13,530	\$13,801	\$14,077	\$14,359	\$14,646	\$14,939	\$136,872
Total Operating Revenue	\$1,591,847	\$1,714,556	\$1,757,420	\$2,097,707	\$2,541,614	\$2,944,150	\$3,032,472	\$3,551,210	\$3,657,746	\$3,767,479	\$26,656,202
Total Operating Cost	\$1,591,847	\$1,714,556	\$1,757,420	\$2,097,707	\$2,541,614	\$2,944,150	\$3,032,472	\$3,551,210	\$3,657,746	\$3,767,479	\$26,656,202
Capital Revenues											
Section 5307 Fund Balance from Previous Year	\$253,000	\$362,143	\$360,708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$975,851
Section 5307- Capital	\$269,143	\$271,951	\$280,378	\$104,429	\$0	\$0	\$0	\$0	\$0	\$0	\$925,901
New Local funds- Capital	\$0	\$0	\$177,361	\$187,278	\$591,569	\$38,003	\$318,756	\$26,878	\$20,000	\$15,000	\$1,374,845
Total Capital Revenue	\$522,143	\$634,094	\$818,447	\$291,707	\$591,569	\$38,003	\$318,756	\$26,878	\$20,000	\$15,000	\$3,276,597
Total Capital Cost	\$160,000	\$273,386	\$818,447	\$291,707	\$591,569	\$38,003	\$318,756	\$26,878	\$20,000	\$15,000	\$2,553,746
Total Cost vs Local Revenues											
Total FR Cost	\$1,751,847	\$1,987,942	\$2,575,867	\$2,389,414	\$3,133,183	\$2,982,153	\$3,351,228	\$3,578,088	\$3,677,746	\$3,782,479	\$29,209,948
Existing Local Revenue	\$390,656	\$396,516	\$402,464	\$408,501	\$414,628	\$420,847	\$427,160	\$433,568	\$440,071	\$446,672	\$4,181,082
Additional New Local Funds	\$0	\$26,580	\$218,517	\$331,707	\$851,086	\$470,633	\$737,961	\$692,112	\$663,831	\$626,957	\$4,619,385
Total Local Revenue	\$390,656	\$423,096	\$620,981	\$740,207	\$1,265,714	\$891,481	\$1,165,121	\$1,125,680	\$1,103,903	\$1,073,629	\$8,800,468
% Local Share	22.30%	21.28%	24.11%	30.98%	40.40%	29.89%	34.77%	31.46%	30.02%	28.38%	30.13%



APPENDIX A:

ANNUAL FAREBOX RECOVERY RATIO REPORT – 2011

ANNUAL FAREBOX RECOVERY RATIO REPORT – 2011 THE BUS – FIXED ROUTE SYSTEM, HERNANDO COUNTY, FLORIDA

CURRENT FAREBOX RECOVERY RATIO

The farebox recovery ratio for THE Bus, the public transportation provider for Hernando County, was **6.66 percent** in FY 2011 (YTD). The background with regards to the farebox recovery ratio includes the following.

PRIOR YEAR FARE STUDIES AND CHANGES

No fare changes or fare studies were undertaken in FY 2011.

PROPOSED FARE CHANGES FOR THE UPCOMING YEARS

The BOCC is not considering fare increases in the immediate future.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

This TDP identifies several strategies that will be used to maintain or increase the farebox recovery ratio, including the following:

- Monitor key performance measures for individual fixed routes.
- Conduct a periodic assessment on increasing the charge for bus fares and bring to the Board of County Commissioners for further consideration.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Increase ridership by continuing to transition transportation disadvantaged services patrons to fixed route service.
- Minimize costs required to operate and administer transportation services.
- Determine most cost-effective service type on all major corridors, given demand, routings, and coverage areas.
- Review maintenance costs relative to total system costs.
- Increase ridership through enhanced marketing and community relations activities.
- Ensure that bus passes can be purchased at locations that are convenient to the riders.



APPENDIX B:

FIXED-ROUTE AND ADA VEHICLE INVENTORY

Vehicle Inventory

Year	Make	Model	Vehicle Type	Service Type	Rehab Date	Current Mileage as of 9/30/2011	Location	Status
2003	Blue Bird	Tran Shuttle	Light Duty Mid-Sized Bus	FR	04/2010	300,880	DPW	*Leased to purchased transportation provider
2003	Blue Bird	Tran Shuttle	Light Duty Mid-Sized Bus	FR	02/2010	305,724	DPW	*Leased to purchased transportation provider
2003	Blue Bird	Tran Shuttle	Light Duty Mid-Sized Bus	FR	01/2010	348,302	DPW	*Leased to purchased transportation provider
2004	Ford	Champion Crusader E350	Light Duty Modified Van	ADA		117,833	DPW	*Leased to purchased transportation provider
2004	Ford	Champion Crusader E350	Light Duty Modified Van	ADA		132,434	DPW	*Leased to purchased transportation provider
2004	Ford	Champion Challenger Bus	Light Duty Mid-Sized Bus	FR		176,942	DPW	*Leased to purchased transportation provider
2005	Blue Bird	Ultra Low Floor	Medium Duty, Purpose Built	FR		116,216	DPW	*Leased to purchased transportation provider
2006	Blue Bird	Ultra Low Floor	Medium Duty, Purpose Built	FR		191,210	DPW	*Leased to purchased transportation provider
2007	Chevy	Turtle Top Terra Transport	Light Duty Mid-Sized Small Bus/van	ADA		134,355	DPW	*Leased to purchased transportation provider
2010	GMC	Turtle Top Terra Transport	Light Duty Mid-Sized Small Bus/van	ADA		50,630	DPW	*Leased to purchased transportation provider
2010	Chevy	Turtle Top Terra Transport	Light Duty Mid-Sized Small Bus/van	ADA		4,083	DPW	*Leased to purchased transportation provider
2010	Chevy	Turtle Top Terra Transport	Light Duty Mid-Sized Small Bus/van	ADA		4,728	DPW	*Leased to purchased transportation provider
2010	Chevy	Turtle Top Terra Transport	Light Duty Mid-Sized Small Bus/van	ADA		6,543	DPW	*Leased to purchased transportation provider

*DPW = Hernando County's Department of Public Work facility located in Brooksville, FL
 One ADA vehicle lost due to a vehicle fire.

APPENDIX C:

**FDOT 2010 ON-BOARD
TRANSIT SURVEY INSTRUMENT**



2010 On-Board Transit Survey

The purpose of this survey is to help plan future transit services in the Tampa Bay Area. Please tell us about your one-way bus trip to the place you are going now. Please return this survey before getting off this bus. **All survey responses will be kept strictly confidential.**

WIN A FREE MONTH LONG BUS PASS

If you provide your name and address and complete all the questions you will be eligible for the drawing. Please provide your name and home address below.

Name _____

Address _____

City _____ State _____ Zip _____

TELL US HOW YOUR TRIP BEGAN

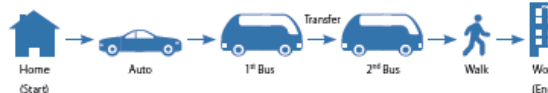
1. What **TYPE OF PLACE** are you **COMING FROM NOW?** (Please check only one starting place of this **ONE-WAY TRIP**)
 Work School (K-12) Shopping
 Medical College/Tech Home
 Social/Personal Recreation Other _____
2. What is the **NAME** of the **PLACE, BUSINESS** or **BUILDING** where you started this one-way trip?

 (e.g., Home, Republic Bank, or Acme Hospital)
3. What is the address?

 Address

 City _____ State _____ Zip Code _____
OR name of **NEAREST CROSS STREETS** or **INTERSECTION?**
 (if you do not know the exact address)
 _____ and _____
 Street Name 1 Street Name 2
4. How did you **GET TO THE FIRST BUS STOP** for this one-way trip? (Please check one)
 Walked Was dropped off
 Bicycled Rode with someone who parked
 Drove and parked Other _____
5. What is the **LOCATION** or **NAME OF THE BUS STOP** where you got on this bus?

AN EXAMPLE OF A ONE-WAY BUS TRIP IS:



TELL US ABOUT WHERE YOU ARE GOING

6. List **ALL THE BUS ROUTES** you use to make this one-way trip in their exact order.

1 st Bus Route	2 nd Bus Route	3 rd Bus Route	4 th Bus Route
7. What **TYPE OF PLACE** are you **GOING TO NOW?** (Please check only one ending place of this **ONE-WAY TRIP**)
 Work School (K-12) Shopping
 Medical College/Tech Home
 Social/Personal Recreation Other _____
8. What is the **NAME** of the **PLACE, BUSINESS** or **BUILDING** at the end of this one-way trip?

 (e.g., Home, Republic Bank, or Acme Hospital)
9. What is the address?

 Address

 City _____ State _____ Zip Code _____
OR name of **NEAREST CROSS STREETS** or **INTERSECTION?**
 (if you do not know the exact address)
 _____ and _____
 Street Name 1 Street Name 2
10. What is the **LOCATION** or **NAME OF THE BUS STOP** where you will get off this bus?

11. After you get off the last bus, how will you **GET TO THE END OF YOUR ONE-WAY TRIP?** (Please check one)
 Walk Will be picked up
 Bicycle Ride with someone who parked
 Drive a vehicle I parked Other _____

TELL US ABOUT YOURSELF

12. How many months will you live in Florida this year?
 Less than one month One to six months
 More than six months
13. Do you have a valid driver's license? Yes No
14. Your age is?
 15 or under 25 to 34 45 to 54 65 to 74
 16 to 24 35 to 44 55 to 64 Over 74
15. Your race is? (You may check more than one box)
 American Indian Black/African American
 White Asian
 Spanish/Hispanic/Latino Other _____
16. How many vehicles (cars, trucks, motorcycles, vans) are at your home? _____
17. Could you have used one of these vehicles today to make this trip instead of using the bus? Yes No
18. Including yourself:
 How many people live in your home? _____
 How many are younger than 16? _____
 How many are older than 65? _____
 How many work? _____
 How many work full time? _____
 How many have a valid driver's license? _____
19. What was the range of your 2009 gross household income?
 Under \$5,000 \$40,000 to \$49,999
 \$5,000 to \$9,999 \$50,000 to \$59,999
 \$10,000 to \$19,999 \$60,000 to \$69,999
 \$20,000 to \$29,999 Over \$70,000
 \$30,000 to \$39,999
20. What is your home zip code? _____

Thank You For Completing This Survey!

For Surveyor Use Only

- 1
- 2
- 3
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- 8
- 9
- 10
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- 17
- 18
- 19
- 20



2010 Encuesta de Tránsito

El propósito de esta encuesta es ayudar a planificar el futuro de los servicios de tránsito en el área de la Bahía de Tampa. Por favor, cuéntenos sobre su viaje en autobús a su lugar de destino. Por favor devuelva esta encuesta antes de salir de este autobús. **Todas las respuestas serán estrictamente confidenciales.**

GANE UN MES GRATIS DE "BUS PASS"

Si usted proporciona su nombre y dirección completa y provee todas las respuestas será elegible para el sorteo. Por favor, provea su nombre y su dirección a continuación.

Nombre _____

Dirección _____

Ciudad _____ Estado _____ Código Postal _____

DÍGANOS CÓMO COMIENZA SU VIAJE

- ¿De qué **lugar** es del que usted **viene ahora**? (Por favor, marque sólo un lugar de **este viaje**)
 - Trabajo
 - Escuela (K-12)
 - De Compras
 - Médico
 - Social/Personal
 - Tienda/Mercado
 - Universidad/Colegio Técnico
 - Casa
 - Lugar de recreación
 - Otro _____

- ¿Cuál es el **nombre del lugar, negocio o edificio** en que comenzó este viaje de ida?

(Por ejemplo, Hogar, Banco de la República u Hospital Acme)

- ¿Cuál es la **dirección**?

Dirección _____

Ciudad _____ Estado _____ Código Postal _____

¿Cuál es nombre **del cruce de calles más cercano o intersección**? (Si usted no sabe la dirección exacta)

_____, y _____

Nombre de la Calle 1 _____ Nombre de la Calle 2 _____

- ¿Cómo **llegó a la primera parada del autobús** para este viaje? (Por favor, marque uno)
 - Caminando
 - Alguien me dejó allí
 - En bicicleta
 - Compartí un vehículo
 - Manejé y me estacioné
 - Otro _____

- ¿Cuál es la **ubicación o el nombre de la parada de autobús** donde tomo este autobús?

UN EJEMPLO DE UN VIAJE ES



DÍGANOS ADÓNDE SE DIRIGE

- Liste **todas las rutas de autobús** que utilizará para hacer este viaje en su orden exacto.

1ª Ruta De Autobús	2ª Ruta De Autobús	3ª Ruta De Autobús	4ª Ruta De Autobús

- ¿A **dónde** va en **este viaje**? (Por favor marque sólo un lugar de **este viaje**)
 - Trabajo
 - Escuela (K-12)
 - De Compras
 - Médico
 - Social/Personal
 - Tienda/Mercado
 - Universidad/Colegio Técnico
 - Casa
 - Lugar de recreación
 - Otro _____

- ¿Cuál es el **nombre del lugar, negocio o edificio** en el que terminará este viaje?

(Por ejemplo, Hogar, Banco de la República u Hospital Acme)

- ¿Cuál es la **dirección**?

Dirección _____

Ciudad _____ Estado _____ Código Postal _____

¿Cuál es nombre **del cruce de calles más cercano o intersección**? (Si usted no sabe la dirección exacta)

_____, y _____

Nombre de la Calle 1 _____ Nombre de la Calle 2 _____

- ¿Cuál es la **ubicación o el nombre de la parada de autobús** donde se bajará?

- Después de bajarse del último autobús, ¿Cómo **va a llegar a su destino**? (Por favor, marque uno)

- Caminaré
- Seré recogido
- En bicicleta
- Compartiré un vehículo
- Manejaré y me estacionaré
- Otro _____

CUÉNTENOS ACERCA DE USTED

- ¿Cuántos meses residirá en la Florida este año? (Por favor, marque uno)
 - Menos de un mes
 - Uno a seis meses
 - Más de seis meses
- ¿Tienen usted licencia de conducir válida? Sí No
- Su edad es...
 - 15 ó menos
 - 25 a 34
 - 45 a 54
 - 65 a 74
 - 16 a 24
 - 35 a 44
 - 55 a 64
 - Más de 74
- Me identifico mejor como: (Usted puede marcar más de una casilla)
 - Indio Americano
 - Negro / Afro-Americano
 - Caucáseo
 - Asiático
 - Español / hispano / latino
 - Otro _____
- ¿Cuántos vehículos (automóviles, camionetas, motocicletas, camionetas, o vanes) usan en su casa? _____
- ¿Podría haber usado uno de estos vehículos para realizar este viaje en lugar de utilizar el autobús? Sí No
- Incluyéndose a usted mismo:
 - ¿Cuántas personas viven en su casa? _____
 - ¿Cuántos son menores de 16 años? _____
 - ¿Cuántos son mayores de 65 años? _____
 - ¿Cuántas personas en su casa trabajan? _____
 - ¿Cuántos de ellos trabajan tiempo completo? _____
 - ¿Cuántos tienen una licencia de conducir válida? _____
- ¿Cuál fue su ingreso bruto para el año 2009?
 - Menos de \$ 5,000
 - \$40,000 a \$49,999
 - \$5,000 a \$9,999
 - \$50,000 a \$59,999
 - \$10,000 a \$19,999
 - \$60,000 a \$69,999
 - \$20,000 a \$29,999
 - \$70,000 ó más
 - \$30,000 a \$39,999
- ¿Cuál es su código postal? _____

¡Muchas Gracias por completar esta encuesta!

Para uso exclusivo de encuestadores

Q 1. Origin Type of Place

Type	Surveys	Pct Total	Pct Answered
No Answer	20	14.5%	
Home	72	52.2%	61.0%
Work	27	19.6%	22.9%
Social/Personal	6	4.3%	5.1%
College/Tech	3	2.2%	2.5%
Recreation	3	2.2%	2.5%
Medical	2	1.4%	1.7%
School (K-12)	2	1.4%	1.7%
Other	3	2.2%	2.5%
Shopping	0	0.0%	0.0%
Total	138	100.0%	
Answered	118		100.0%

Q 4. Origin Mode

Type	Surveys	Pct Total	Pct Answered
No Answer	7	5.1%	
Walked	110	79.7%	84.0%
Was dropped off	11	8.0%	8.4%
Bicycled	7	5.1%	5.3%
Drove and parked	1	0.7%	0.8%
Rode with someone who parked	0	0.0%	0.0%
Other	2	1.4%	1.5%
Total	138	100.0%	
Answered	131		100.0%

Q 7. Destination Type of Place

Type	Surveys	Pct Total	Pct Answered
No Answer	39	28.3%	
Work	37	26.8%	37.4%
Home	25	18.1%	25.3%
Social/Personal	12	8.7%	12.1%
College/Tech	11	8.0%	11.1%
Medical	5	3.6%	5.1%
School (K-12)		0.0%	0.0%
Recreation		0.0%	0.0%
Other	9	6.5%	9.1%
Total	138	100.0%	
Answered	99		100.0%

Q 11. Destination Mode

Type	Surveys	Pct Total	Pct Answered
No Answer	18	13.0%	
Walked	104	75.4%	86.7%
Bicycled	8	5.8%	6.7%
Rode with someone who parked	2	1.4%	1.7%
Drove and parked	0	0.0%	0.0%
Was dropped off	0	0.0%	0.0%
Other	6	4.3%	5.0%
Total	138	100.0%	
Answered	120		100.0%

Q 12. Length of Stay

Will stay in Florida	Surveys	Pct Total	Pct Answered
No Answer	13	9.4%	
< 1 month	2	1.4%	1.6%
1 - 6 months	7	5.1%	5.6%
> 6 months	116	84.1%	92.8%
Total	138	100.0%	
Answered	125		100.0%

Q 13. License Status

Have a license?	Surveys	Pct Total	Pct Answered
Didn't answer	25	18.1%	
Yes	43	31.2%	38.1%
No	70	50.7%	61.9%
Total	138	100.0%	
Answered	113		100.0%

Q 14. Age of Rider

Age	Surveys	Pct Total	Pct Answered
No Answer	14	10.1%	
15 or under	0	0.0%	0.0%
16 to 24	19	13.8%	15.3%
25 to 34	22	15.9%	17.7%
35 to 44	22	15.9%	17.7%
45 to 54	20	14.5%	16.1%
55 to 64	24	17.4%	19.4%
65 to 74	10	7.2%	8.1%
Over 74	7	5.1%	5.6%
Total	138	100.0%	
Answered	124		100.0%

Q 15. Race

No Answer	Am Indian	Black	White	Asian	Hispanic	Other	Other Description	Surveys	Pct Total	Pct Answered
X								13	9.4%	
			X					86	62.3%	68.8%
		X						16	11.6%	12.8%
					X			12	8.7%	9.6%
	X							8	5.8%	6.4%
				X				1	0.7%	0.8%
					X	X		1	0.7%	0.8%
						X	human	1	0.7%	0.8%
Total								138	100.0%	
Answered								125		100.0%

Q 16. Vehicles

Number of Vehicles	Surveys	Pct total	Pct Answered
No answer	17	12.3%	
0 car	55	39.9%	45.5%
1 car	36	26.1%	29.8%
2 car	23	16.7%	19.0%
3 car	5	3.6%	4.1%
4 car	2	1.4%	1.7%
Total	138	100.0%	
Answered	121		100.0%

Q 17. Vehicle Use

Could you have used your vehicle?	Count	Pct Total	Pct Answered
No answer	20	14.5%	
Yes	18	13.0%	15.3%
No	100	72.5%	84.7%
Total	138	100.0%	
Answered	118		100.0%

Q 18A. Household Size

Num of People	Surveys	Pct Total	Pct Answered
No Answer	12	8.7%	
2	46	33.3%	36.5%
3	27	19.6%	21.4%
1	27	19.6%	21.4%
4	9	6.5%	7.1%
5	8	5.8%	6.3%
0	3	2.2%	2.4%
12	2	1.4%	1.6%
	2	1.4%	1.6%
one	1	0.7%	0.8%
6	1	0.7%	0.8%
Total	138	100.0%	
Answered	126		100.0%

Average Household Size 2.5

Q 19. Income

No Answer	37	27%	
Less than \$5,000	20	14%	19.8%
\$5,000 to \$9,999	27	20%	26.7%
\$10,000 to \$19,999	30	22%	29.7%
\$20,000 to \$29,999	10	7%	9.9%
\$30,000 to \$39,999	5	4%	5.0%
\$40,000 to \$49,999	5	4%	5.0%
\$50,000 to \$59,999	2	1%	2.0%
\$60,000 to \$69,999	2	1%	2.0%
Total Surveys	138	100%	
Total Answered	101		100.0%

Origin - Destination Purpose Matrix

Type	Home	Work	Medical	Social/ Personal	School (K-12)	College/ Tech	Other	Total	
Home	2	26	5	4	7	0	6	50	63.3%
Work	11	7	0	0	0	0	0	18	22.8%
Medical	0	0	0	0	0	0	0	0	0.0%
Social/Personal	2	1	0	1	0	0	0	4	5.1%
School (K-12)	1	0	0	0	0	0	0	1	1.3%
College/Tech	1	1	0	0	0	0	0	2	2.5%
Other	1	0	0	2	0	0	1	4	5.1%
Total	18	35	5	7	7	0	7	79	100.0%
	22.8%	44.3%	6.3%	8.9%	8.9%	0.0%	8.9%	100.0%	
	4.0%	52.0%	10.0%	8.0%	14.0%	0.0%	12.0%	100.0%	