

Pasco County
Transit Development Plan, Major Update
(FY 2009 – FY 2018)

Prepared for:

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Section 1 INTRODUCTION

The Transit Development Plan (TDP) is the strategic guide for public transportation in Pasco County over the next ten years. The TDP includes an evaluation of existing services, a review of demographic and travel behavior characteristics of the service area, a summary of local transit policies, the development of proposed transit enhancements, and the preparation of a ten-year implementation plan that provides guidance for Pasco County Public Transportation (PCPT) during the ten-year planning horizon. The TDP concludes with a ten-year financial plan (projected costs and revenues) based on the ten-year implementation plan.

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 ten-year TDP. Major TDP updates must be submitted to the Florida Department of Transportation (FDOT) by September 1st of the year they are due. A major update is required every five years and progress reports are required in the interim years. This FY 2009 – FY 2018 TDP is a major update. The TDP is the source for determining the types of projects and their priority in the public transportation component of the Pasco 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. PCPT is responsible for ensuring the completion of the TDP.

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

1.1 IDENTIFICATION OF SUBMITTING ENTITY

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1.2 OVERVIEW OF TRANSIT DEVELOPMENT PLAN (TDP) REQUIREMENTS

The purpose of this study is to undertake a major update of the Pasco County Metropolitan Planning Organization's (MPO) 2005 TDP, as required by State law. This update will result in a ten-year plan addressing transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

Florida Statutes (FS) mandate the preparation of a TDP for all transit systems that receive Block Grants from the State of Florida. Relevant sections in the Florida Statutes are provided below.

(1) There is created a public transit block grant program which shall be administered by the department...Eligible providers must establish public transportation development plans consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the provider is located.

Section 341.052

(2) Where there is an approved local government comprehensive plan in the political subdivision or political subdivisions in which the public transportation system is located, each public transit provider shall establish public transportation development plans consistent with approved local government comprehensive plans.

Section 341.071

On February 20, 2007, FDOT promulgated Rule 14-73.001, which substantially changed the TDP requirements. The changes are documented below:

- Extending the planning horizon from five years to ten years,
- Requiring updates every five years instead of every three years,
- Making the annual report, public involvement, and demand estimation requirements more explicit,
- Requiring plan approval, and
- Establishing a deadline for said approval in order to qualify for funding.

In addition to the State mandate, the TDP also can assist in meeting several objectives, outlined in the "Manual for the Preparation of Transit Development Plans," prepared by the Center for Urban Transportation Research (CUTR) in October 1993. Other objectives of the TDP include:

- Assessing the need for transit services,
- Determining the appropriate type and level of transit services,
- Identifying current and planned local transit resources,
- Evaluating existing services,
- Outlining capital and operating expenses for proposed service development,

- Identifying potential and expected funding sources, and
- Identifying a staged implementation plan supporting the MPO's Transportation Improvement Program (TIP).

1.3 TDP CHECKLIST

Table 1-1 is a list of TDP requirements from Rule 14-73.001. The table also indicates whether or not the item was accomplished in this TDP.

**Table 1-1
TDP Checklist**

Public Involvement Process	
√	Public Involvement Plan (PIP) Drafted
√	PIP Approved by FDOT
√	TDP Includes Description of Public Involvement Process
√	Provide Notification to FDOT
√	Provide Notification to Regional Workforce Board
√	Provide Notification to MPO
Situational Appraisal	
√	Land Use
√	State and Local Transportation Plans
√	Other Governmental Actions and Policies
√	Socioeconomic Trends
√	Organizational Issues
√	Technology
√	10-Year Annual Projections of Transit Ridership using approved model
√	Do Land Uses and Urban Design Patterns Support/Hinder Transit Service Provision
√	Calculate Farebox Recovery
Mission and Goals	
√	Provider's Vision
√	Provider's Mission
√	Provider's Goals
√	Provider's Objectives
Alternative Courses of Action	
√	Develop and Evaluate Alternative Strategies and Actions
√	Benefits and Costs of Each Alternative
√	Financial Alternatives Examined
Implementation Program	
√	10-Year Implementation Program
√	Maps Indicating Areas to be Served
√	Maps Indicating Types and Levels of Service
√	Monitoring Program to Track Performance Measures
√	10-Year Financial Plan Listing Operating and Capital Expenses
√	Capital Acquisition or Construction Schedule
√	Anticipated Revenues by Source
Relationship to Other Plans	
√	TDP Shall Be Consistent with Florida Transportation Plan
√	TDP Shall Be Consistent with Local Government Comprehensive Plan
√	TDP Shall Be Consistent with MPO Long-Range Transportation Plan
√	TDP Shall Be Consistent with Regional Transportation Goals and Objectives
Submission	
TBD ¹	Adopted by BCC
TBD ¹	Submitted by September 1, 2008

¹TBD means To Be Determined.

1.4 REPORT ORGANIZATION

The TDP is divided into eight sections. **Section 1** includes an introduction to the TDP. **Section 2** provides an overview of the data collection and analyses undertaken throughout the TDP process. **Section 3** summarizes the public involvement comments received. **Section 4** provides the results of the transit demand analysis. **Section 5** contains a discussion of funding options. **Section 6** lists the goals and objectives of the TDP. **Section 7** provides a list of transit alternatives and their evaluation. **Section 8** contains the ten-year development plan.

Section 2 DATA COLLECTION AND ANALYSIS

In this section, an overview of the data collection and analyses undertaken throughout the TDP process is provided. This section contains the following information:

- Physical description and map of the study area,
- Population profile,
- Demographic and journey-to-work characteristics,
- Description of development activities,
- Review of plans, studies, and documents that affect transit in Pasco County,
- History of public transit in Pasco County,
- Trend analysis,
- Peer review analysis,
- Reduced peer review analysis, and
- Farebox recovery analysis.

2.1 PHYSICAL DESCRIPTION OF STUDY AREA

Pasco County is located in western central Florida and is bordered on the north by Hernando County, on the east by Sumter and Polk counties, on the west by the Gulf of Mexico, and on the south by Hillsborough and Pinellas counties. According to the 2000 Census, the county is 868 square miles, with 745 square miles of land and 123 square miles of water. The county is generally divided into three areas: western, central, and eastern Pasco County. Map 2-1 provides an illustration of the study area for the TDP.

The urbanized areas of West Pasco County include the municipalities of Port Richey, New Port Richey, and the unincorporated areas of Hudson, Bayonet Point, Elfers, and Holiday. These communities, which represent the county's largest concentration of urban development and population, are located along the U.S. 19 coastal corridor.

The eastern section of the county is not as densely-populated as the western portion. East Pasco includes the incorporated areas of Zephyrhills, Dade City, San Antonio, and St. Leo and the unincorporated areas of Laccochee, Trilby, Blanton, Trilacoochee, Jessamine, and St. Joseph.

Central Pasco has traditionally been only sparsely populated. That fact is changing. There are no incorporated areas in Central Pasco, but unincorporated areas include Land O' Lakes, Darby, Wesley Chapel, Quail Hollow, Gower's Corner, Lutz, Odessa, and Shady Hills.

Map 2-1 TDP Study Area

2.2 POPULATION PROFILE

The population in Pasco County increased from 344,765 in 2000 to 424,355 in 2006, an increase of over 23 percent in six years. Table 2-1 provides a comparison of population trends for municipalities within Pasco County for 2000, 2004, and 2006. St. Leo in Eastern Pasco County is growing at the fastest rate while New Port Richey is growing at the slowest pace. The unincorporated areas grew by almost 25 percent between 2000 and 2006.

**Table 2-1
Pasco County Municipal Population Trends (2000-2006)**

Municipality	2000	2004	2006	% Change (2000 to 2006)
Dade City	6,188	6,615	6,856	10.80%
New Port Richey	16,117	16,334	16,645	3.28%
Port Richey	3,021	3,167	3,205	6.09%
St. Leo	595	894	1,250	110.08%
San Antonio	655	828	948	44.73%
Zephyrhills	10,833	11,828	12,579	16.12%
Unincorporated	307,356	350,110	382,872	24.57%
TOTAL	344,765	389,776	424,355	23.09%

Source: 2006 Florida Statistical Abstract, University of Florida, Bureau of Economic and Business Research.

Table 2-2 provides a comparison of selected population trend data for Pasco County for 1990, 2000, and 2006. The county's population increased by over 60 percent between 1990 and 2006, while the number of workers increased by 102 percent. For the county as a whole, population density has increased from 377 persons to 604 persons per square mile over this time period, an increase of more than 60 percent.

**Table 2-2
Pasco County Population Trends (1990-2006)**

Population Data	1990	2000	2006	% Change (1990 to 2006)
Persons	281,131	344,765	450,171	60.13%
Households	122,198	144,566	184,664	51.12%
Employed	95,949	131,390	194,002	102.19%
Employed/Population Ratio	0.34	0.38	0.43	26.75%
Persons per Household	2.30	2.38	2.44	5.99%
Employed per Household	0.79	0.91	1.05	32.98%
Land Area (square miles)	745	745	745	0.00%
Persons per Square Mile	377.36	462.77	604.26	60.13%

Source: 1990 and 2000 Census of Population and Housing and 2006 American Community Survey.

2.3 DEMOGRAPHIC AND JOURNEY-TO-WORK CHARACTERISTICS

Demographic and journey-to-work characteristics were compiled from the 1990 and 2000 Census of Population and Housing and the 2005 American Community Survey. Both the Census and the American Community Survey base these estimates on a sampling of total population. The sample results are then interpreted to represent the whole population.

Many of the characteristics provided in Table 2-3 and Table 2-4 were chosen because of their known influence on transit use. Table 2-3 provides selected demographic data, while Table 2-4 illustrates journey-to-work characteristics for Pasco County.

Table 2-3 shows that the County is becoming more ethnically diverse, both in terms of non-whites and individuals of Hispanic origins. The education level in the county is increasing. In 1990, 33 percent of residents had less than a twelfth grade education, but in 2006 only 15 percent of the population was in this category. Income has also grown. The percentage of residents with income less than \$10,000 annually has decreased while the percentage of residents with incomes greater than \$50,000 has increased substantially between 1990 and 2006. The number of households that have zero or one car has decreased while those with two or three cars has increased.

Table 2-4 shows that public transit's mode share has increased since 1990. Driving alone has also increased. Carpooling and walking have decreased while working at home has increased. Travel times have increased with a greater percentage of people traveling for over 30 minutes in 2006 than in 1990.

**Table 2-3
Demographic Characteristics**

Characteristic	1990	2000	2006
Gender			
Male	47.38%	47.98%	48.24%
Female	52.62%	52.02%	51.76%
Ethnic Origin			
White	96.27%	93.70%	90.93%
Black or African American	1.94%	2.07%	3.49%
Other	0.98%	2.85%	4.37%
Two or more races	0.81%	1.38%	1.22%
Hispanic Origin			
Not of Hispanic or Latino	96.69%	94.31%	90.89%
Of Hispanic or Latino	3.31%	5.69%	9.11%
Age¹			
<16 Years	15.97%	20.16%	16.56%
16-59 Years	44.58%	47.56%	56.71%
60+ Years	39.45%	32.28%	26.73%
Educational Level			
<12th Grade	33.45%	23.02%	15.47%
High School Grad	35.68%	36.62%	37.82%
Some College	17.14%	21.67%	20.11%
College Grad	13.73%	18.69%	26.61%
Household Income			
Under \$10,000	17.67%	9.16%	6.18%
\$10,000 to \$49,999	72.42%	62.40%	51.34%
\$50,000 or more	9.91%	28.44%	42.48%
Poverty Status			
Above Poverty Level	88.41%	89.33%	92.70%
Below Poverty Level	11.59%	10.67%	7.30%
Age by Work Disability			
16 to 64 years			
With a work disability	12.49%	16.84%	N/A
No work disability	87.51%	83.16%	N/A
65 years and over			
With a work disability	28.58%	29.18%	N/A
No work disability	71.42%	70.82%	N/A
Vehicle Available in Household			
None	6.81%	6.12%	4.34%
One	52.15%	47.01%	41.68%
Two	31.27%	35.90%	35.84%
Three or more	16.58%	17.09%	18.13%

Sources: 1990 and 2000 Census and 2006 American Community Survey.

¹The age categories for 2006 are <15 Years, 15-50 Years, and 60+ Years.

**Table 2-4
Journey-to-Work Characteristics**

Characteristic	1990	2000	2006
Place of Work			
Worked inside county	61.80%	54.32%	N/A
Worked outside county	38.20%	44.93%	N/A
Mode to Work			
Drive alone	79.28%	80.00%	82.17%
Carpool	14.78%	13.90%	10.43%
Public Transit	0.18%	0.29%	0.37%
Walk	1.96%	1.35%	0.47%
Work at home	1.96%	2.92%	4.80%
Other	1.84%	1.54%	1.76%
Travel Time to Work			
<10 minutes	14.99%	11.91%	N/A
10-19 minutes	31.03%	27.05%	N/A
20-29 minutes	16.76%	16.06%	N/A
30-44 minutes	18.79%	20.55%	N/A
45+ minutes	16.47%	24.43%	N/A
Departure Time to Work			
6 A.M. to 9 A.M.	66.85%	65.85%	N/A
Other times	33.15%	34.15%	N/A
Private Vehicle Occupancy			
2-person carpool	12.40%	11.22%	N/A
3-person carpool	1.54%	1.86%	N/A
4+-person carpool	0.84%	0.82%	N/A
Other Means	5.94%	6.11%	N/A

Source: 1990 and 2000 Census and 2006 American Community Survey.

Map 2-2 through Map 2-6 provide selected characteristics for Pasco County that are particularly relevant to the TDP process. The maps display population, employment, and dwelling unit data.

Map 2-2 shows population densities by Traffic Analysis Zone (TAZ) for 2005. In 2005, the higher densities in the county were on the eastern side of the county. Map 2-3 shows that population is going to grow fastest in the central portions of the county between 2005 and 2025.

Map 2-4 graphically displays employment density by TAZ. Employment is densest along the eastern shore, the south central portion of the county, and the western corridor between Dade City and Zephyrhills. A few of the TAZs along major roadways also have higher employment densities. Map 2-5 shows that employment growth is going to be strong all over the county. The highest level of growth will be in the central portion of the county.

Map 2-6 displays dwelling units per TAZ. Not surprisingly, dwelling unit density closely resembles the population density shown in Map 2-2. Map 2-7, which displays the projected change in dwelling units between 2005 and 2025, resembles its population counterpart, Map 2-3.

Map 2-2 Population Density by TAZ (2005)

Map 2-3 Projected Population Change by TAZ (2005-2025)

Map 2-4 Employment Density by TAZ (2005)

Map 2-5 Projected Change in Employment by TAZ (2005-2025)

Map 2-6 Dwelling Unit Density by TAZ (2005)

Map 2-7 Projected Change in Dwelling Units by TAZ (2005-2025)

2.4 DESCRIPTION OF DEVELOPMENT ACTIVITIES

In this section, a review of development activities in Pasco County is provided.

2.4.1 Development Activities

Pasco County has established land use and zoning maps in order to guide development in the county. Map 2-8 provides a snapshot of the land use and zoning present in 2006 in Pasco County. Map 2-9 is the future land use/zoning map.

Map 2-10 illustrates the approved and proposed major developments in the study area. The majority of the developments are approved with some pending developments in Wesley Chapel. The developments are both residential and commercial in nature. While these developments have been approved or are proposed, they may not all come to fruition.

Map 2-8 Current Land Use/Zoning (2006)

Map 2-9 Future Land Use/Zoning (2015)

Map 2-10 Future Development

2.4.2 Development Review Activities

Pasco County is currently working on adopting an ordinance that would formalize the inclusion of transit improvements within certain new developments. Transit improvements can include sidewalks, curb cuts, bus pullouts, bicycle racks, trash receptacles, shelters, a place for bus information, bus stop sign poles, lighting, landscaping, or park-and-ride facilities.

Despite a lack of a formal ordinance that requires developers to provide for transit improvements, PCPT has been meeting with developers in order to secure transit investments. The following table provides information on recent negotiations with developers in Pasco County.

**Table 2-5
Developments with Transit Amenities**

Development	Required Transit Amenity	Location	Type of Development
Ashley Glen	Bus stop shelters (8)	E. of Suncoast, N. of SR 54	Three 12-story office buildings & multifamily residential
Ashley Groves	Possible transit amenities for towncenter	E. of Curley Rd	Townhomes, town center with office & retail
Bexley Ranch	Bus stops with shelters; Possible park-n-ride	Sunlake Blvd & Tower Rd	7000 acres: residential & office, 1 elementary/middle school, & 1 elementary school
Birren Property	Bus stop with shelter	E. of US 41	25,000 SF retail, 85,000 SF office, & residential
Columns at Bear Creek	Bus stop with shelter	SR 52	Apartments & condos
Connerton	Bus pullout & 2 shelters	S. of SR 52	Residential, retail, hospital, college, & medical
County Line Crossings	Bus stop with shelter	Suncoast & County Line Rd (Hernando)	Employment center & multifamily residential
Cyresss Creek Town Center	2-bus transfer facility and shelter	I-75, SR 56, CR 54	Regional mall, hotel, office, & commercial
Dale Mabry Town Center	Bus stop with shelter	Dale Mabry Hwy & County line Rd (Hills.)	345,000 SF retail
Epperson Ranch	Bus stop with shelter	Curley Rd 7 Overpass	209,000 SF retail, 50,000 SF office, 100-room hotel, & elementary school
Grove at Wesley Chapel	Bus pullout & shelter	CR 54 & Old Pasco Rd	835,000 SF commercial, 90 acres retail, & 24 acres multifamily residential
Hillcrest Preserve Commercial	Possible shelter along SR 52	W. of SR 52 & Old Pasco	12 acres commercial
Livingston	Bus stops with shelters	W. of Morris Bridge Rd near Hills Border	Single family homes & townhomes
Highlands	Bus stops with shelters (2)	N. of SR 52 on Little Rd	74 single family residential units & 100,000 SF office
Long Lake Ranch	Shelters & park-n-ride	SR 54 & Sunlake Blvd	Residential, 2 million SF retail, & 304,000 SF office

**Table 2-5
Developments with Transit Amenities Continued**

Development	Required Transit Amenity	Location	Type of Development
Pasco Town Center	Bus stops/shelters	E. of I-75 7 S. of SR 52	Retail, hotel, business park, office, & light industrial
Starkey Ranch	Bus stops/shelters	N of SR 54 & Starkey Blvd	Retail, office, hotel, medical, theatre, adult care living facility, & schools
Suncoast Crossings Super Target	Bus stop pad	S. of SR 54 & Suncoast	Commercial, office, retail, & light industrial
Sunlake Center	Bus stop with shelter	N of SR 54 & E of Sunlake Blvd	110,000 SF retail, 95,000 SF office
SunWest Harbourtowne	Bus stops & shelters (2)	US HWY 19 & Aripeka Rd	45,000 SF retail, 5,000 SF office, 100-units condos/apartments
WalMart	Bus stop with shelter	US HWY 19	Retail
Watergrass	Shelters	Overpass & Handcart Rd	Residential, towncenter, & school
Wiregrass	Shelters & park-n-ride	SR 56 & SR 581	5,000 acres, retail, schools, hospital, & office
Wyndfields	Transit amenities (not specified)	S. of SR 54 & E. of Fox Ridge Blvd	41,000 SF office & 137,000 SF commercial

2.4.3 Manufacturing

John Walsh of the Pasco Economic Development Council provided data on manufacturing and manufacturing-related businesses in Pasco County. Map 2-11 identifies the five zip codes with the highest concentration of manufacturing employees. The Odessa area in southwest Pasco County has the highest concentration of manufacturing employees at 1,397. These employees are spread out between over 100 firms. The second highest concentration is in Port Richey. The 34668 zip code has 810 manufacturing employees. The single largest employer is located in New Port Richey. With approximately 550 employees, Pall Aeropower Corporation is the largest manufacturer in the county.

Map 2-11 Manufacturing Employee Density

2.4.4 Shopping Centers

While there are numerous shopping centers in Pasco County, there are three new developments that are sure to be major activity centers. All three are located in Central Pasco. In November 2007, The Grove at Wesley Chapel opened the first phase of its new development. The Grove is home to Best Buy, Dick's Sporting Goods, Toys R Us, Babies R Us, Bed Bath and Beyond, Michaels, Ross, TJ Maxx, and PetSmart. The Grove is scheduled to open the second phase of the development in 2008. The second phase will include restaurants and a movie theater.

In addition to The Grove, there are two other shopping centers looking to open in the Wesley Chapel area. The Shops at Wiregrass will house Barnes & Noble Booksellers, The Children's Place, Gymboree, American Eagle, Starbucks, Crabtree & Evelyn, Williams-Sonoma, Victoria's Secret, Bath & Body Works, Jos. A. Bank, N.Y. & CO., Lenscrafters, Aveda, Dillard's, Everything But Water, Chipotle, Macy's, Motherhood Maternity, Pottery Barn, Kay Jewelers, Coach, Coldwater Creek, The Walking Co., Bandolino, and Select Comfort. The 750,000-square-foot open air mall is scheduled to open in 2008.

Cypress Creek Town Center will house Costco, Super Target, Kohl's, Books-A-Million, Old Navy, Circuit City, Sports Authority, and Linens-N-Things. It is unclear when the 510-acre development will open.

2.5 REVIEW OF PLANS, STUDIES, AND POLICIES

A major component of the TDP Update is the review and assessment of transit policies, along with their relationship to PCPT. This chapter reviews transit policies at the local, regional, state, and Federal levels of government. Various transportation planning and programming documents are summarized below, with an emphasis on issues with implications for public transportation in Pasco County.

2.5.1 Local Policies

The following section includes summaries of plans affecting Pasco County.

County Comprehensive Plan

Florida law requires every incorporated municipality and county to adopt a comprehensive plan that is consistent with the Growth Management Act of 1985. The Growth Management Act requires comprehensive plans to be consistent with state and regional plans. For communities with a population over 50,000, comprehensive plans must include a Transportation Element that summarizes the existing and future transportation conditions, how those conditions relate to what the community considers the ideal transportation situation, and how the community proposes to get there. The Pasco County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning categories for the County.

The Pasco County Comprehensive Plan goals and objectives are currently in the process of being updated, based on the issues identified during the Evaluation and Appraisal Report process. The comprehensive plan draft goals and objectives have been updated to reflect a comprehensive view of public transportation since the implementation of the fixed-route system. The goal of Pasco County, with regard to public transportation, is to move toward providing effective transit services to all portions of the population. The implementation of PCPT's fixed-route service demonstrates the County's commitment to accomplishing this goal. Only those goals and objectives that are relevant to public transportation are included below; therefore, the numbering may not be sequential.

Goal 1: Develop an integrated multimodal transportation system that provides for the safe, efficient, and effective movement of people, goods and services in Pasco County.

Objective 1.1: Provide a safe, efficient, and effective multimodal transportation system, and implement within five years the improvements identified in the Capital Improvements Element to reduce travel times and reduce crash frequencies.

Objective 1.4: Ensure consistency between design standards and adjacent land uses and design roadways that are aesthetically pleasing.

Goal 4: Support a coordinated intergovernmental and interagency transportation planning process.

Objective 4.2: Ensure coordination and consistency with local, regional, and State plans for the future provision of public transportation service in Pasco County.

Objective 4.3: Identify cooperative efforts with neighboring County transit systems, including Hillsborough Area Regional Transit Authority (HART), Pinellas Suncoast Transit Authority (PSTA), and The Hernando Express Bus (THE Bus).

Objective 4.4: Coordinate public transportation efforts with social service agencies.

Goal 5: Improve the quality of public transportation service.

Objective 5.1: Maintain an on-time performance of 90 percent and expand transit service as new markets, trip generators, and attractors are identified.

Objective 5.2: Maintain a transit performance monitoring program.

Objective 5.3: Continue to improve working conditions for all Pasco County Public Transportation employees.

Objective 5.4: Continue the annual development and submission for each fiscal year of service, a transit budget for approval through the MPO's TIP process.

Objective 5.5: Evaluate the potential for incorporating advanced transit technologies, such as electronic fare collection.

Goal 6: Increase public awareness of Pasco County Public Transportation through education and marketing.

Objective 6.1: Expand the distribution of transit system information and route schedules and pursue marketing opportunities through community associations and clubs.

Objective 6.2: Develop an on-going public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.

Goal 7: Identify and meet needs for public transportation.

Objective 7.1: Ensure the availability of service to meet the public transportation needs of the citizens of Pasco County.

Objective 7.2: Identify and address the public transportation needs of transit-oriented populations in the County.

Objective 7.3: Investigate the need for other service opportunities, such as expanded fixed-route bus service, park-and-ride services, and carpooling/vanpooling.

GOAL 8: PURSUE TRANSIT-FRIENDLY LAND USE AND REGULATIONS.

Objective 8.1: Support land development regulations that encourage transit-friendly development.

Objective 8.2: Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.

Goal 9: Ensure the availability of quality public transportation services to the Transportation Disadvantaged (TD) population.

Objective 9.1: Provide ongoing public transportation service to meet the demand for TD trips.

Objective 9.2: Maximize the cooperation between entities involved in the provision of TD services.

Objective 9.3: Maximize TD customer comfort and safety.

Objective 9.4: Minimize customer travel and wait time.

Goal 10: Ensure cost-effective and efficient transportation services for the TD population.

Objective 10.1: Deliver a cost-affordable, cost-feasible TD service.

Objective 10.2: Maximize the utilization of available TD services.

City Comprehensive Plans

No comprehensive plans from any of the cities in Pasco County were reviewed as part of the TDP Update. This is due to the fact that the transit system is managed solely by the County.

Concurrency Management

In addition to the comprehensive planning requirements, a sub-section of the Growth Management Act requires the County to administer a concurrency management system, as prescribed in Chapter 9J-5 of the Florida Administrative Code (FAC). Concurrency simply means that development cannot proceed without the appropriate infrastructure being in place to support the development. If a development is shown to degrade infrastructure below the adopted level of service standard, the development must provide mitigation or not be approved. Public transportation is an activity that is monitored under the concurrency requirement.

2025 Long Range Transportation Plan (LRTP)

The Pasco County LRTP is the fundamental planning document for transportation in Pasco County. While the Comprehensive Plan provides a vision of where the County wants to go, the LRTP provides the year-by-year needs to reach the transportation-related goals. Although these goals are determined at the local level, they must be consistent with Federal- and state-level requirements to maintain funding.

In December 2004, Pasco County issued the 2025 Transit Needs Plan as part of the Pasco County Long Range Transit Element in the 2025 Transportation Plan Update. The parts of the 2025 Transit Needs Plan that impact the timeframe of this major update of the TDP are summarized below.

- **Expanded Service (Saturday Service)** - In the 2025 Transit Needs Plan, all fixed-route local service buses operate Monday through Saturday with one-hour headways, except Route 19 (on US 19), which would operate even more frequently with 30-minute headways. All expansions are scheduled to take place in 2010 except for the increased frequency on

Route 19, which is scheduled for 2008. (Note: Thirty-minute headways on Route 19 and Saturday service have been implemented by PCPT.)

- **New Local Service** - A total of 13 new local bus routes are identified for the 2025 Needs Plan, but only 7 of those are scheduled to be implemented during the TDP FY 2009 – FY 2018 timeframe. Those new local services that are scheduled to occur before 2010 include an extension of US 19 service to Hernando County, a Land O' Lakes circulator route, a local bus route connecting Zephyrhills and Wesley Chapel, and a local route in the Hudson area. Beyond 2010, new local services will be implemented in Moonlake, on Curley Road, and in Zephyrhills West.
- **New Express Service** – The 2025 Transit Needs Plan identifies two routes on which PCPT has a goal to implement express service. These two routes are Route 19 and the Suncoast Express.
- **New Bus Rapid Transit (BRT)** – BRT is planned to replace express routes, but all of these projects are anticipated to be implemented after 2018.
- **Expand Demand-Response Public Transportation as Needed** - Demand-response services will be maintained as appropriate through the year 2025. In particular, PCPT is required to provide complementary paratransit services within three-quarters of a mile of fixed-route bus services.

Table 2-6 provides a reference for the route expansions and added services discussed previously. For each new route or expanded service, Table 2-6 provides a timetable for implementation and basic operational and financial information.

Pasco County will be updating its LRTP in 2009.

**Table 2-6
2025 Transit Needs Plan**

Route No.	Transit Alternative	Description/ Service Area	Start Year	Headway (minutes)	Route Miles	Vehicle Hours per Day	Days of Service	Annual Miles	Annual Hours	Annual Operational Cost (2004 \$)
N/A	Maintain Existing	Maintain Existing Service	2004	60	229.26	181	Mon-Fri	7,718,931	47,241	\$1,658,159
14A	Expand	Add Saturday Service	2010	60	14.09	14	Sat	10,257	728	\$25,553
14B	Expand	Add Saturday Service	2010	60	16.60	14	Sat	12,086	728	\$25,553
16	Expand	Add Saturday Service	2010	60	18.49	15	Sat	14,419	780	\$27,378
18	Expand	Add Saturday Service	2010	60	15.10	14	Sat	10,994	728	\$25,553
19	Expand	Operate Route with 30-Minute Headway*	2008	30	28.69	26	Mon-Fri	97,349	6,786	\$238,189
19	Expand	Add Saturday Service	2010	30	28.69	52	Sat	38,790	2,704	\$94,910
23	Expand	Add Saturday Service	2010	60	31.38	30	Sat	24,476	1,560	\$54,756
25	Expand	Add Saturday Service	2010	60	18.09	14	Sat	13,171	728	\$25,553
27	Expand	Add Saturday Service	2010	60	19.77	15	Sat	15,423	780	\$27,378
30	Expand	Add Saturday Service	2010	60	36.09	20	Sat	18,764	1,040	\$36,504
31	Expand	Add Saturday Service	2010	60	12.25	9	Sat	5,734	468	\$16,427
33	Expand	Add Saturday Service	2010	60	18.71	10	Sat	9,727	520	\$18,252
N40	New Local	US 19 to Hernando County	2005	60	5.37	15	Mon-Sat	25,201	4,695	\$164,795
N46	New Local	Land O' Lakes Circulator	2008	60	10.71	15	Mon-Sat	50,298	4,695	\$164,795
N50	New Local	Hudson Area	2008	60	21.26	15	Mon-Sat	99,839	4,695	\$164,795
N54	New Local	Moonlake	2016	60	9.74	15	Mon-Sat	45,729	4,695	\$164,795

Table 2-6 2025 Transit Needs Plan Continued

Route No.	Transit Alternative	Description/ Service Area	Start Year	Headway (minutes)	Route Miles	Vehicle Hours per Day	Days of Service	Annual Miles	Annual Hours	Annual Operational Cost (2004 \$)
N55	New Local	Curley Road	2016	60	21.28	30	Mon-Sat	99,921	9,390	\$329,589
N57	New Local	Zephyrhills West	2016	60	12.40	15	Mon-Sat	58,218	4,695	\$164,795
N62	New Express	Suncoast Express	2008	30	39.44	28	Mon-Fri	144,108	7,308	\$256,511
N64	New Express	US 19 Express	2007	30	39.38	28	Mon-Fri	143,882	7,308	\$256,511

*Only shows the additional cost to operate the route with 30-minute headway.

Source: 2025 Long Range Transportation Plan.

Transportation Improvement Program

Produced by the Pasco County MPO, the TIP prioritizes and programs funding for specific transportation projects to be implemented over the next five years. Projects are reflected for all modes of transportation: roadways, public transit, bicycle facilities, sidewalks, etc. The TIP is a “financially constrained” plan, which means that projects listed in the plan must have a source of funding. In June 2007, Pasco County MPO adopted the TIP for fiscal years 2007/08 through 2011/12.

The purpose of the TIP is to identify all transportation improvements, or projects, included in the five-year work program for Pasco County. Table 2-7 shows the current public transportation projects programmed through FY 2011/2012.

**Table 2-7
TIP: List of Priority Projects**

Priority	Project/Service
1	Expand infrastructure at existing bus stops
2	Extend the service hours of existing fixed bus routes in East Pasco
3	Implement limited hours of Saturday service on all fixed bus routes
4	Implement new bus route - Moon Lake Road (SR 52 to Ridge Road)
5	Implement limited cross-county connector route on SR 54
6	Implement new bus route - Hudson (North of SR 52 and East of US 19)
7	Implement new bus route - Zephyrhills to Wesley Chapel
8	Implement new bus route - Circulator route in Land O' Lakes Area
9	Extend Route 19 North in Hernando County
10	Express Bus - US 19 from Pinellas County to Hernando County

Source: Transportation Improvement Program.

Transportation Disadvantaged Service Plan

Chapter 427, FS, defines the TD as “persons who because of a physical or mental disability, income status, or age are unable to transport themselves or purchase transportation. These individuals are dependent upon others to obtain access to life-sustaining activities.” The aim of the TD program is to broker countywide paratransit services to maximize coordination. The Pasco County Board of County Commissioners (BCC) is the Community Transportation Coordinator (CTC) and, therefore, is responsible for managing and operating the overall TD program administration. The MPO coordinates with a network of for-profit and non-profit organizations that provide TD services. PCPT provides complementary demand-response service to Americans with Disabilities Act (ADA) eligible clients in the transit service area.

The Florida Commission for the Transportation Disadvantaged (CTD) requires that each CTC submit a TDSP, or an annually updated tactical plan that includes the following components for the local TD program:

- Development Plan (service area, county profile/demographics, service analysis, goals/objectives/strategies, implementation plan);
- Service Plan (operations element);
- Quality Assurance (service standards, complaint and grievance procedures, evaluation processes); and
- Cost/Revenue Allocation and Rate Structure Justification.

In accordance with Chapter 427, FS, it is the responsibility of the Pasco County CTC to provide cost-effective transportation services for the TD population and ensure that these services are provided in a coordinated and efficient manner.

The Pasco County TDSP was submitted to the CTD in February 2005. The focus of this plan relates to services provided to the TD. The goals and objectives of the TDSP are provided below.

Goal 1: Ensure Availability of Transportation Services to TD Population

Objective 1.1: Provide ongoing transportation service to meet the demand for TD trips, to the maximum extent feasible.

Objective 1.2: Maximize the cooperation between entities involved in the provision of TD services.

Objective 1.3: Improve public awareness of the TD Program.

Goal 2: Ensure Cost-Effective and Efficient Transportation Services

Objective 2.1: Deliver cost-affordable, cost-feasible transportation service.

Objective 2.2: Maximize the utilization of services available.

Goal 3: Provide Quality of Service to TD Population

Objective 3.1: Demonstrate professionalism and courtesy in customer relations.

Objective 3.2: Maximize customer comfort and safety.

Objective 3.3: Minimize customer travel and wait time.

Goal 4: Ensure Necessary Funding to Support the Program

Objective 4.1: Increase funding for TD trips to meet demand.

Objective 4.2: Encourage public and private agencies to identify and allocate sufficient funding to meet the transportation needs of their clients.

Objective 4.3: Ensure funding continues for Intercounty Services.

Goal 5: Ensure Program Accountability

Objective 5.1: Adhere to and disseminate ongoing TD providers, rules, regulations, and procedures established by the Legislature and CTD.

Objective 5.2: Evaluate the TD Program.

Goal 6: Develop and Promote Alternative Transportation

Objective 6.1: Continue development, refinement, and expansion of transit service.

Objective 6.2: Continue expanding the Agency-Sponsored Bus Pass Program to allow for substantial cost-savings.

Transit Development Plan, Major Update 2006 - 2010

The last major TDP update provides a strategic guide for public transportation in Pasco County for the five-year period from 2006 through 2010. TDP updates must be submitted to the Florida Department of Transportation (FDOT) on or before September 1st of each year, with major updates required every five years and annual progress reports in the interim years. The last major TDP update was submitted in June 2005. The goals and objectives from this update are presented below.

Goal 1: Improve Quality of Service

Objective 1.1: Maintain on-time performance of 90 percent.

Objective 1.2: Maintain current level of service and expand service hours on existing routes while exploring opportunities to provide new service as demand arises.

Objective 1.3: Develop an on-going performance monitoring program.

Objective 1.4: Continually work to improve working conditions for all PCPT employees.

Objective 1.5: Maintain vehicle replacement program.

Objective 1.6: Evaluate the potential for incorporating advanced technologies.

Goal 2: Increase Public Awareness of PCPT through Education and Marketing

Objective 2.1: Distribute schedules and system information in public places throughout the County for residents and visitors (e.g., shopping centers, Chambers of Commerce, libraries, etc.).

Objective 2.2: Develop an on-going public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.

Objective 2.3: Pursue marketing and advertising opportunities through community associations and clubs.

Goal 3: Pursue Coordination Activities with Other Jurisdictions and Transportation Providers

Objective 3.1: Ensure coordination and consistency with local, regional, and state plans for the future provision of public transit service in Pasco County.

Objective 3.2: Identify areas of cooperative efforts with neighboring county transit systems, including HART, PSTA, and THE Bus.

Objective 3.3: Coordinate public transit efforts with social service agencies and programs.

Goal 4: Identify and Meet Needs for Public Transit

Objective 4.1: Strive to ensure the availability of service to meet the public transit needs of the citizens and visitors in Pasco County.

Objective 4.2: Identify and address transportation needs of transit-oriented populations in the County.

Objective 4.3: Investigate the need for other service opportunities, such as specialized fixed-route bus service, park-and-ride services, and carpooling/vanpooling.

Goal 5: Pursue Transit-Friendly Land Use and Regulations

Objective 5.1: Support Land Development Regulations that encourage transit friendly development.

Objective 5.2: Develop incentives for developers and major employers to promote public transportation (e.g., impact fee credits to developers for transit amenities).

Objective 5.3: Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.

Transit Development Plan, Annual Progress Reports

There have been two progress reports since the last major update. They are summarized below.

FY 2006 Progress Report - In June 2006, PCPT submitted the TDP Minor Update to FDOT. Recommendations from the first year of the 2005 TDP Major Update were implemented:

- The price of daily bus passes was increased from \$1.00 to \$1.50; and
- The youth fare was replaced with a new student fare.

While population increased in the service area by approximately five percent in FY 2006, paratransit use declined. Paratransit revenue miles decreased by 11 percent and paratransit passenger trips decreased by 16 percent. The report concludes that most of the decrease in paratransit use is due to an expansion of the fixed-route system in Pasco County.

Fixed-route transit passenger trips increased by 35 percent in FY 2006. The report finds that an aggressive marketing campaign and adjustments to the system contributed to this increase.

The report also discusses the funding and future implementation of 33 new bus shelters and a transfer center. These improvements were funded through an increase in the county sales tax rate.

FY 2007 Progress Report – In August 2007, PCPT submitted its annual progress report to FDOT. PCPT has completed all scheduled improvements from the last TDP major update. Due to budget shortfalls, PCPT will not be implementing the new Moon Lake route as was scheduled in the last TDP to occur in 2008. Pasco County did not have the matching funds to make this route possible. A new cross-county service was planned for FY 2009 and a new route in Hudson was planned for FY 2010, but the decision to postpone the Moon Lake route may postpone these routes as well. A determination of the feasibility of these two routes will be made after the January 2008 property tax vote.

Pasco County Capital Improvement Program (CIP)

The FY 2007 – FY 2008 Pasco County CIP identifies several transit-oriented improvements. The CIP provides for several new shelters between FY 2007 and FY 2015. The improvements for that will occur during the TDP timeframe are shown in Table 2-8.

**Table 2-8
FY 2007 – FY 2008 Pasco County CIP**

Fiscal Year	Improvement
2009	US 19 Transit Transfer Station 2 Shelters - US 19 2 Shelters - US 301
2010	2 Shelters - US 301
2011	2 Shelters - US 19 2 Shelters - US 301
2012	2 Shelters - US 19 2 Shelters - US 301
2013	2 Shelters - US 19 2 Shelters - US 301
2014	2 Shelters - US 19 2 Shelters - US 301
2015	2 Shelters - US 301

Transit Quality of Service Evaluation

FDOT has requested the MPOs in Florida to measure the quality of service of their local public transportation systems. The methodology used for this assessment is based on the Transit Capacity and Quality of Service Manual, 1st Edition, sponsored and developed by the Transportation Research Board. FDOT’s goal is to conduct a systematic, statewide evaluation of fixed-route transit services. The results of the PCPT evaluation from June 2004 are summarized below.

PCPT staff selected the activity centers for the analysis based on guidance from the Agency Reporting Guide provided by FDOT. The selected sites represent a mix of trip lengths and a cross-section of land use categories in West Pasco County. East Pasco County was excluded from this analysis. Six service measures were identified in the Agency Reporting Guide for evaluating transit quality of service. Each measure is a category of transit level of service (LOS) and was assigned an LOS grade ranging from “A,” representing the best LOS, to an LOS grade of “F,” representing the worst LOS. The LOS measures are listed below:

- Frequency,
- Hours of service,
- Travel time,

- Average loading, and
- Reliability.

The LOS summary for the 15 routes with the highest number of trips is shown in Table 2-9, while the complete quality of service worksheets are provided in the PCPT Transit Quality of Service Evaluation Final Report. The LOS measures suggest that PCPT did not always meet the frequency level. Reliability varies widely depending upon the route. In addition to meeting the FDOT request, the results of this evaluation were used by PCPT to help identify future improvements to the transit system. Since this evaluation was conducted, PCPT has made a number of adjustments to resolve any areas reflecting a weakness.

**Table 2-9
Pasco County Transit Quality Level of Service Evaluation Summary**

Trip Rank	From	To	Trips	Frequency	Hours of Service	Travel Time	Average Loading	Reliability
1	Regency Park Library	Gulf View Square Mall	282	E	C	B	A	F
2	Gulf View Square Mall	Regency Park Library	280	D	C	B	A	F
3	Bayonet Point Regional Medical Center	Shopping Centers at SR 52 & Little Rd.	206	E	D	E	A	A
4	Shopping Centers at SR 52 & Little Rd.	Bayonet Point Regional Medical Center	206	E	D	D	A	F
5	Gulf View Square Mall	Government Center/Counsel Square	178	D	C	B	A	F
6	Government Center/Counsel Square	Gulf View Square Mall	177	D	C	B	A	A
7	Gulf View Square Mall	Shopping Centers at SR 52 & Little Rd.	158	D	C	B	A	F
8	Shopping Centers at SR 52 & Little Rd.	Gulf View Square Mall	158	E	C	B	A	F
9	Southgate Plaza	Gulf View Square Mall	146	E	D	B	A	A
10	Gulf View Square Mall	Southgate Plaza	144	E	D	B	A	A
11	Gulf View Square Mall	Bayonet Point Regional Medical Center	106	E	D	B	A	A
12	Bayonet Point Regional Medical Center	Gulf View Square Mall	105	E	D	C	A	A
13	Regency Park Library	Shopping Centers at SR 52 & Little Rd.	92	E	C	A	A	F
14	Shopping Centers at SR 52 & Little Rd.	Regency Park Library	91	E	C	A	A	F
15	Southgate Plaza	Government Center/Counsel Square	76	E	D	B	A	A

Source: Transit Quality Service Evaluation, June 2004.

Note: For LOS definitions see Transit Capacity and Quality of Service Manual, 1st Edition.

PCPT System Safety Program Plan (SSPP), January 2007

Updated in January 2007, the SSPP sets the safety philosophy and practice for the entire transit system. Its purpose is to ensure that transit agencies review safety procedures on a regular basis. PCPT specifically identifies the following goal for its system: to provide non-emergency transportation services in a safe, effective and efficient manner. PCPT identifies the following six objectives to meet this goal:

- Identify unsafe conditions;
- Develop methods to control or eliminate hazards;
- Determine the simplest, most effective means in controlling hazards;
- Estimate the cost to eliminate or control the hazard;
- Estimate losses as a result of the hazard; and
- Determine or estimate the cost savings or benefits as a result of eliminating or controlling the hazard.

In addition to the previous objectives, PCPT identified the following more practical objectives for the managerial and administrative staff:

- Revise the SSPP as needed to remain current;
- Assure the existence of all safety considerations in the SSPP;
- Direct compliance by the operation with the SSPP;
- Assure completion of annual safety inspections of all operational vehicles;
- Assure that annual safety certifications are submitted to FDOT;
- Establish guidelines for suspension of any system service not believed safe or that may pose potential danger to public safety;
- Establish methods to validate commercial driver's licenses for Class B with a Passenger and Air Brakes Endorsement or other endorsements, as required;
- Require the establishment and completion of training and testing programs for all new employees;
- Establish written operational and safety procedures to be provided to all employees;
- Document each driver's work period, including days and hours worked;
- Require a medical examination for all new employees and current employees;
- Adhere to policies prohibiting the use of alcoholic beverages or controlled substances by any employee;
- Establish policies preventing the unsafe operation of any equipment;
- Require daily written bus safety inspections by all drivers; and
- Facilitate the establishment of a maintenance and preventative maintenance program and establish standards to ensure that all buses are regularly operated, systematically inspected, maintained and lubricated, and documentation of all maintenance functions is complete.

PCPT Transit Site Evaluation Study

PCPT undertook this study to identify a location for a new transfer station on US 19. The station is set to be partially funded by an increase in the sales tax rate. The study developed an inventory of candidate sites, evaluated the sites, and recommended a preferred site. The action plan provided direction for Pasco County to pursue sites based on the priority listing.

PCPT Marketing Plan

PCPT has developed an ongoing marketing program in an effort to ensure that both the residents and visitors of Pasco County are well informed of available transportation alternatives. As part of the marketing program, PCPT must continually promote its services through media advertising, such as television, radio, and newspaper; communication through visual symbols, e.g., logos and special promotions; and other means of conveying the availability of PCPT services to the public.

PCPT has established a program to ensure schedules are available at the following locations: apartments/mobile home parks, libraries, civic associations, Human Service/Government Agencies, hospitals/doctors offices, real estate offices, Chambers of Commerce, the Greyhound Bus Depot, Pasco Hernando Community College Bookstores and the Gulf View Square Mall Newsstand. Public Service Announcements and promotional advertisements are regularly placed in the St. Petersburg Times, the Tampa Tribune, the Suncoast News, the Zephyrhills News and the Laker. Promotional and informational presentations are made to the following groups: civic organizations, homeowners associations, schools and agencies throughout Pasco County. PCPT staff also attend events such as transportation workshops, senior day events, hurricane expositions, health fairs, The Great American Teach-In, The Pasco Expo, and job fairs.

Memorandum of Agreement for Transportation Disadvantaged Services In Pasco County

In December 2000, the Florida CTD and the Pasco County BCC, which designates PCPT as the CTC, executed a Memorandum of Agreement for TD Services. This agreement specifies the responsibilities pertaining to the provision of TD services in Pasco County. One requirement identified in the agreement specifies that the CTC “shall arrange for all services in accordance with Chapter 427, FS, and Rule 41-2, FAC.” The agreement also requires the preparation of a TDSP for approval by the TD Local Coordinating Board (LCB) and the CTD. Numerous other requirements are identified in the agreement that is made as a basis for the provision of funding.

Annual Evaluation of the Community Transportation Coordinator

The CTC is tasked with providing transportation services for the disadvantaged through federal, state and local funding. These services can be provided by the CTC directly or through contracted entities. The December 2006 evaluation concluded that dispatch scheduling accountability had improved due to software improvements. The CTC will implement further changes as dictated by operations.

Current National Transit Database (NTD) Reports

The NTD Report is an annual Federal reporting requirement of fixed-route transit systems throughout the United States. The report includes a variety of statistics related to service availability, service consumption, expenditures, revenues, energy consumption, and number of employees, among others.

Selected statistics from the NTD report are provided in this document and are organized into three major categories: performance indicators, effectiveness measures, and efficiency measures. The data from these annual reports are used to evaluate the performance of PCPT over time, as well as to compare the performance of PCPT with transit systems having similar characteristics.

2.5.2 Regional Policies

There are a number of organizations within West Central Florida that are putting forth effort to address regional transportation issues and intermodalism. In addition to the FDOT and the many agencies and organizations on the county level, there are other organizations striving for transportation goals that are more regional in scope, such as the Tampa Bay Regional Planning Council and the Tampa Bay Partnership.

Regional Transit Roundtable

PCPT regularly participates in the Regional Transit Roundtable. The group consists of representatives from Hillsborough, Manatee, Sarasota, Hernando, Polk, Pasco, and Pinellas Counties. The group meets to discuss transit issues such as new legislation, shifts in the political climate, changes to service offerings, etc. By sharing information, the group can build greater connections between transit agencies.

West Central Florida 2025 Long Range Transportation Plan

As a result of the Regional Transit Roundtable, the MPOs of eight counties (Hillsborough, Pinellas, Pasco, Polk, Citrus, Hernando, Manatee, and Sarasota) are coordinating plans under the Chairs Coordinating Committee (CCC). Resulting from this coordination was a series of reports, including the *West Central Florida 2025 Long Range Transportation Plan (WCF LRTP)*. The WCF LRTP includes a list of viable inter-county travel markets, a regional needs assessment, system goals and objectives, and a cost affordable plan.

Regional Transit Action Plan

The *Regional Transit Action Plan* is a set of recommended steps that the region's transit agencies and MPOs can implement to help work toward the goals and objectives of the WCF LRTP. Specific recommendations in the Regional Transit Action Plan are listed below:

- The West Central Florida CCC and FDOT should establish and recognize the Tampa Bay Commuter Transit Authority as the leader in implementing the WCF LRTP and the Action Plan;
- The Authority and other agencies and stakeholders should craft a vision and a mission statement that clearly articulates what regional transit is and how it differs from local transit. Goals and objectives can be developed from the mission statement;
- The Authority and local operators and agencies must quickly develop interlocal agreements on how existing routes will be operated and new routes will be planned and developed, as well as a long-term agreement on how the region will coordinate local and regional services;
- In the short-term, the Authority should provide a portion of the funding needed to develop and operate regional routes;
- The Authority must develop a dedicated funding source for regional transit, most likely through a sales tax;
- The Authority should coordinate with local land planning agencies to develop transit-oriented development plans and regulations, and with FDOT and localities to demonstrate how road development projects can incorporate transit features; and
- The Authority should take advantage of immediate opportunities for regional coordination that may exist.

Florida Senate Bill 506, which was filed on January 9, 2007, also provides for the creation of the Tampa Bay Area Regional Transportation Authority (TBARTA). This bill was passed by both the Florida House and Senate during the Spring 2007 legislative session. The effective date for this bill was July 1, 2007.

Strategic Regional Transit Needs Assessment

The objective of the Strategic Regional Transit Needs Assessment (SRTNA), led by FDOT District Seven, is to prepare a strategically defined planning assessment that enables the Department to effectively prioritize and fund regional transit infrastructure and service improvements required for an effective regional and integrated transit system in Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Sarasota, and Manatee counties. The study includes the development of a regional transit vision, goals, objectives, project evaluation criteria, system concepts, and supporting policies and actions. The project has five general tasks:

- **Task 1: Plan Guidance** - Evaluate national, state, and local regulations, guidance, and best practices to create regionally equitable guiding principles for the SRTNA.
- **Task 2: Plan Organization** - Define how local agencies and organizations affected by the SRTNA outcomes will address and apply the SRTNA guiding principles in their programs, including their level of participation in the development of the principles.
- **Task 3: Plan Needs, Trends, and Opportunities** - Identify and quantify currently met, unmet, and emerging regional transit needs.
- **Task 4: Plan Vision** - Involve regional partners to determine how the FDOT District Seven might facilitate transit improvements to address population growth, land use development, regional connectivity, and communities' desires and needs.
- **Task 5: Plan Development** - Define regional policy criteria for screening, testing, and evaluation of transit needs and concepts that enables the Department to effectively prioritize and fund regional transit infrastructure and service improvements.

Tampa Bay Intermodal Study

FDOT District Seven coordinated a study to assess the feasibility of an intermodal transportation facility to improve the quality of intermodal passenger connections in the Tampa Bay area. Intermodal accessibility encompasses existing and future transportation modes, including high speed rail, light rail, monorail, bus rapid transit, streetcar, taxi, bicycle, and pedestrian facilities.

A wide range of site selection factors, including accessibility to the various modes, social impacts, engineering factors, and right-of-way requirements, were presented in a Feasibility Study completed in December 2004. Through an extensive analysis, the project team recommended two sites to serve as regional intermodal centers:

- Downtown Tampa (former county jail site next to HART's Marion Transit Center) and
- Gateway in Clearwater (former Sunshine Speedway site).

The proposed sites from the Feasibility Study are now undergoing more detailed analysis during the Project Development and Environmental phase.

HART TDP (FY 2007 – FY 2016)

The Hillsborough TDP does not identify any improvements that would affect Pasco County.

THE Bus TDP (2007-2011)

It is important to understand the plans of neighboring counties so that Pasco County can plan accordingly. On its priority listing of service enhancements, Hernando County has identified three routes that would impact Pasco County. The first is a route that would provide local bus service on US 19 into Pasco County. This route is scheduled to be implemented in 2011. Two routes were identified as needed, but were not specifically scheduled for implementation. Hernando County indicated it needed local bus service on US 41 to the Pasco County line. The other route would provide local bus service into Pasco County on SR 50/US 98. Neither is scheduled to be implemented until after 2011.

PSTA TDP (June 2007)

The Pinellas TDP does not identify any improvements that would affect Pasco County.

Tampa Bay Area Regional Transportation Authority

TBARTA is a regional approach to transportation planning that covers transportation needs between Citrus County in the north and Sarasota County in the south. The TBARTA committee has preliminarily identified three corridors in Pasco County as important regional corridors. TBARTA has identified the following priority corridors.

- **US 19** – The entire length of US 19 through Pasco County has been identified as a corridor for enhanced bus service.
- **SR 54** – SR 54 from US 19 to SR 581 has been identified as another corridor for enhanced bus service.
- **Rail Service** – A rail corridor is identified through Central Pasco County.

2.5.3 State Policies

The following section provides an overview of state legislation affecting transit.

State Legislation

On a statewide level, there are several pieces of transit-related legislation.

- Senate Bill (SB) 676, *Omnibus Transportation Bill*, allows FDOT to be exempt from all local regulations, including the regulations that implement local comprehensive plans. This bill also sanctions the creation of the Statewide Strategic Intermodal Transportation Advisory Council, which is composed of representatives from major modes of transportation. In addition, this bill requires FDOT to develop the Florida Strategic Intermodal System (SIS) in cooperation with MPOs, regional planning councils, and local governments.
- SB 2070, *Florida Public Transit Act*, instructs FDOT to include intercity bus service as part of its work program.
- House Bill (HB) 985 requires that transportation block grant recipients provide an annual report that would “specifically address potential enhancements to productivity and performance, which would have the effect of increasing farebox recovery ratio.” FDOT has stated that the required report should be incorporated into the annual TDP reporting requirement.

2025 Florida Transportation Plan (FTP)

The 2025 FTP is Florida’s statewide 20-year transportation plan, which provides a policy framework for allocating funding that will be spent to meet the transportation needs of the state. Florida is committed to providing livable communities and mobility for people and freight through greater connectivity and meeting the rising needs of businesses and households for safety, security, efficiency, and reliability. The FTP provides goals and objectives for Florida’s transportation system. The long range goals with supporting objectives that are pertinent to PCPT are as follows.

- Enriched quality of life and responsible environmental stewardship.
 - Plan, develop, implement, and fund the transportation system to accommodate the human scale, including pedestrian, bicycle, transit-oriented, and other community-enhancing features, unless inappropriate.
- A stronger economy through enhanced mobility for people and freight.
 - Focus attention on meeting regional mobility needs that transcend traditional jurisdictional boundaries and ensuring connectivity between SIS, regional, and local facilities.

- Facilitate economic development opportunities in Florida's economically distressed areas by improving transportation access from these areas to markets in a manner that reflects regional and community visions.
 - Develop multimodal transportation systems that support community visions.
 - Expand transportation choices to enhance local mobility and to maintain the performance of the SIS and regionally significant facilities.
 - Reduce per capita vehicle miles traveled by single occupancy vehicles, especially during peak hours of highway use.
 - Ensure that the transportation system is accessible to all users, including young, elderly, disabled, and economically disadvantaged persons.
- Sustainable transportation investments in Florida's future.
 - Reduce the cost of providing and operating transportation facilities.
 - Document the gap between funding resources and needs across all levels and all modes in a consistent and compatible format.

In summary, the FTP supports the development of state, regional, and local transit services. The growth in Florida requires new and innovative approaches by all modes to meet the needs today and in the future.

Transit 2020

FDOT provides policy guidance to local jurisdictions through the State of Florida Transit Plan, *Transit 2020*. Florida is committed to reducing congestion through the promotion of public transportation. FDOT provides funds to local public transportation systems in the form of Block Grants. The mission, goals, and objectives from the current 2020 public transportation plan are as follows.

The mission of *Transit 2020* is to provide a safe, interconnected statewide transportation system for Florida's citizens and visitors that ensures the mobility of people and goods, while enhancing economic prosperity and sustaining the quality of our environment.

The three key issues of *Transit 2020* include transit service, funding, and planning/policy. For each of the three issues, a related goal and set of supporting objectives have been identified to set the direction for transit in Florida for the next 20 years.

Goal 1: Implement a transit system that improves and expands travel choices for Floridians and visitors.

Objective 1.1: Achieve the quantity and quality of local transit (core) service sufficient to increase transit ridership in Florida at twice the average rate of population growth through 2020.

Objective 1.2: Develop and expand regional transportation service in corridors where the number of inter-county trips exceeds established thresholds.

Objective 1.3: Expand the transit market to include a greater percentage of riders who have a choice between transit and auto for their trips.

Objective 1.4: Provide an effective and efficient mix of transit modes and transfer facilities to achieve seamless intermodal travel.

Goal 2: Sustain and expand investment in public transportation from all existing and potential public and private funding services.

Objective 2.1: Achieve adequate and stable funding levels to meet transit needs for service preservation, operating and capital expansion, and technological innovation.

Objective 2.2: Utilize flexible funding opportunities for transit.

Objective 2.3: Use creative and innovative funding strategies.

Goal 3: Develop, promote, and encourage transit supportive policies, institutional arrangements, and practices.

Objective 3.1: Promote land use planning and urban design practices that facilitate transit service and access.

Objective 3.2: Foster institutional arrangements, practices, and cultures that establish clearly defined roles, promote staff teamwork, encourage partnership with transit providers, and support a result-oriented management approach.

Objective 3.3: Develop a multi-modal transportation planning process that addresses the wide range of policy issues involved in making sound, long-range transportation investment decisions, including technological innovation and the environmental and economic benefits of transit.

Objective 3.4: Establish broad-based public and political support of transit as a mobility choice and enhancement to Floridians' quality of life.

This plan was formally adopted by FDOT's executive committee in 1998. Updates were originally planned to follow this effort, but thus far none have been released.

Florida 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 TDP. The TDP is often the source for determining the types of projects and their priority in the public transportation component of a community's TIP. The plan must be consistent with the approved local government comprehensive plans and LRTPs.

Finalized December 20, 2007, the intent of the new TDP requirements is "to provide better planned and, thus, improved public transit services, and to provide the State with improved estimates of transit needs over a longer period of time." However, FDOT does not provide any additional funding to implement the new requirements. The following identified changes were made to the TDP requirements:

- Extends the planning horizon from five years to ten years;
- Requires major updates every five years rather than every three years;
- Requires a public involvement plan to be developed and approved by FDOT or to be consistent with the jurisdiction's approved public involvement plan;
- Requires that FDOT, the Regional Workforce Board, and the local MPO be advised of all public meetings where the TDP is presented and discussed, and that these entities be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and ten-year implementation program;
- Requires the estimation of the community's demand for transit service (ten-year annual projections) using the planning tools provided by FDOT or a demand estimation technique approved by FDOT;
- Requires that annual updates be in the form of a progress report on the ten-year implementation program and include:
 - Past year's accomplishments compared to the original implementation program;
 - Analysis of discrepancies between the plan and its implementation for the past year;
 - Any revisions to the implementation program for the coming year;
 - Revised implementation program for the tenth year;
 - Added recommendations for the new tenth year of the updated plan;
 - Revised financial plan; and
 - Revised list of projects or services needed to meet the goals and objectives, including projects for which funding has not been identified; and
- Allows for TDPs to be submitted to FDOT at any time but requires that they be submitted by September 1.

In addition to the State mandate, the TDP can also assist in meeting several objectives, as indicated in the *Manual for the Preparation of Transit Development Plans* prepared by CUTR in October 1993. FDOT is currently working on an update to this manual to document and support the new TDP requirements. Other objectives of a TDP include the following:

- Assess the need for transit services;
- Determine appropriate type and level of transit services;
- Identify current and planned local transit resources;
- Evaluate existing services;
- Outline capital and operating expenses for proposed service development;
- Identify potential and expected funding sources; and
- Identify a staged implementation plan supporting the cost affordable TIP.

State Growth Management Legislation

SB 360 was approved and signed into law by Governor Jeb Bush on June 24, 2005. The new law is referred to as the Growth Management (GM) legislation. The highlights of the GM legislation include “closing the gap” between development and construction of needed transportation and school facilities and requiring communities to identify water supplies needed for growth; set up a “pay-as-you-grow” system to reduce backlogs and future growth needs; and link policies, plans, and budgets to ensure that infrastructure is available to support local growth plans.

SB 360 requires that transportation improvements to meet concurrency are constructed or under construction within three years of the issuance of the building permit. In some situations when the traffic impact mitigation is planned for the near future, a developer may be able to meet concurrency requirements through monetary “proportionate fair-share” contributions. In some cases it may be appropriate for transit proportionate share to be considered, such as for developments serving a large amount of transit riders or where roadways are physically constrained so that expansion is not possible.

The new funding programs that are potentially applicable to PCPT are listed below, along with the amount of statewide funding available over the ten-year life span of the law and its applicability for use on transit projects. Some of these descriptions are taken from FDOT’s *Resource Guide for Transit and Transit-Related Programs* (November 2005).

- **“New Starts” Transit Program**, \$709 million (annual amounts starting at \$54 million and increasing to \$75 million) – The program purpose is to assist local governments in the development of fixed guideway and bus rapid transit projects and to use state funds to leverage local revenues and secure Federal discretionary transit “New Starts” funding. Eligible projects will be major new transit capital projects in metropolitan areas and must

support local plans to direct growth where desired. FDOT can fund up to 50 percent of the non-Federal share, with a limit of 12.5 percent on projects that do not receive Federal Transit Administration (FTA) New Starts funding, and state funding participation is dependent on an acceptable FTA rating.

- **Transportation Regional Incentive Program (TRIP)**, \$1.015 billion (annual amounts in most years of \$115 million) – Created by the 2005 Legislature, TRIP is a 50/50 match program that is designed to provide an incentive for regional planning, to leverage investments in regionally significant transportation facilities, and to link investments to growth management objectives. Eligible participants include all counties, MPOs, and multi-county transportation authorities. However, they must form regional partnerships to include two or more contiguous counties and/or MPOs, a multi-county regional transportation authority, or an MPO comprised of three or more counties. These regional partners must develop a regional plan that designates regionally-significant facilities and includes a priority listing of eligible projects.
- **State Infrastructure Bank (SIB)**, \$100 million (one-time allocation to be added to the existing program, but reserved for growth management related projects.) – The SIB has been a good resource for agencies when projects are truly a priority and adequate funding from grants or earmarks are not enough. These interest-free loans can be applied for in the Work Program cycle and, depending upon fund availability and project priority, the funding can be paid back over an extended time period (up to 30 years).
- **SIS**, \$2.8 billion (recurring allocation of \$300-\$500 million annually) – Increasing the capacity of SIS facilities is the highest priority in the state. Improving the access to and within hubs is critical to efficient operation of the SIS. Therefore, FDOT developed guidelines that were designed to help “close the gap” identified in the GM legislation.

In summary, the 2005 GM legislation provides for many new and creative opportunities to fund transit projects. New state transit funding programs, as well as legislation that identifies transit as a growth management strategy, will offer new transit funding opportunities that should be investigated by PCPT.

FDOT Transit Funding Programs

- **The Public Transit Block Grant Program** was established by the Florida Legislature to provide a stable source of funding for public transit systems. Funds are awarded by FDOT to those public transit providers eligible to receive funding from FTA's Sections 5307 and 5311 programs and to CTCs. Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local government comprehensive plans. State participation is limited to 50 percent of the non-Federal share of capital projects. Program funds may be used to pay up to 50 percent of eligible operating costs, or an amount equal to the total revenue, excluding farebox, charter, and advertising revenue, and Federal funds received by the provider for operating costs, whichever amount is less.
- **The Transit Corridor Program** provides funding to CTC or transit agencies to support new services within specific corridors when the services are designed and expected to help reduce or alleviate congestion or other mobility issues within the corridor. Transit Corridor funds are discretionary and are distributed based on documented need. Transit Corridor Program funds may be used for capital or operating expenses. Eligible projects must be identified in a TDP, Congestion Management System Plan, or other formal study undertaken by a public agency. Projects are funded at one-half the non-Federal share. Projects that have regional or statewide significance may receive funding at up to 100 percent. The classification of a project as having either regional or statewide significance is made by the FDOT Central Office.
- **The Public Transit Service Development Program** is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public.

Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development Projects are subject to specified times of duration, but no more than three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program funds. Projects submitted for funding must be justified in the recipient's TDP (or TDSP, if applicable).

- **The Commuter Assistance Program** was established to encourage public/private partnerships to provide brokerage services to employers and individuals for carpools,

vanpools, buspools, express bus service, subscription transit service, group taxi services, heavy and light rail, and other systems designed to increase vehicle occupancy. The program encourages the use of transportation demand management strategies, including employee trip reduction planning; Transportation Demand Management Association activities; alternative work hour programs, such as telecommuting and compressed work weeks; parking management; and bicycle and pedestrian programs. Funding for the Commuter Assistance Program is allocated to each FDOT district based on a statewide assessment of Commuter Assistance Program need. Allocation requests identified in the annual FDOT District Work Plan will be given first priority. The Department is authorized to fund up to 100 percent of the eligible costs of commuter assistance projects determined by the FDOT district to be regional in scope and application or of statewide significance and application.

- **The Park-and-Ride Lot Program** was created to provide organized, safe parking for vehicles constantly congregating on roadsides. The program provides for the purchase and/or leasing of private land for the construction of park-and-ride lots, the promotion of these lots, and the monitoring of their usage. FDOT has established criteria for park-and-ride planning to assist in siting, sizing, and disposal of park-and-ride facilities. These criteria are contained in the State Park-and-Ride Lot Planning Handbook. Local agencies may request the use of Park-and-Ride Lot Program funds by filing a project proposal with the FDOT district office. The FDOT district office sends a project priority list to the FDOT Central Office. The FDOT Central Office determines which projects will be funded. The Department will fund up to one-half the non-Federal share of park-and-ride lot capital projects. If a local project is in the best interest of the Department, then the local share may be provided in cash, donated land value, or in-kind services.
- **The New Starts Transit Program (NSTP)** was established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed guideway and bus rapid transit projects, planned to operate within exclusive right-of-way, to accommodate and manage urban growth and development. A secondary purpose of the program is to leverage State of Florida funds to generate local transportation revenues and secure FTA NSTP funding for Florida projects.

Eligible projects include those capital projects that support the SIS and would be a worthwhile investment of state dollars. NSTP projects may be used to support final design, right-of-way acquisition, and construction. The NSTP will follow the selection guidelines of FTA Section 5309 New Starts Program. Proposed projects should have political support, be included in local plans, and have a dedicated funding commitment. In order to receive funding, a project must have either a Record of Decision from FTA, or a Finding of No Significant Impact. The state's participation in transit capital projects may not exceed 50

percent of the non-Federal share of a project. For individual fixed guideway projects not approved for Federal funding, the maximum state share is 12.5 percent of the costs of final design, right-of-way acquisition, and construction. Other state funds, such as TRIP funds or Intermodal Program funds, cannot be used as match for NSTP funds.

- **The Intermodal Development Program** was developed to provide funding for major capital investments in fixed guideway transportation systems; access to seaports, airports, and other transportation terminals; and provide for the construction of intermodal or multimodal terminals. Projects funded with Intermodal Development Program funds are to be consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located. Eligible projects include major capital investments in public rail and fixed guideway transportation facilities and systems that provide intermodal access; road, rail, intercity bus service, or fixed guideway access to, from, or between seaports, airports, and other transportation terminals; construction of intermodal or multimodal terminals; development and construction of dedicated bus lanes; and projects that otherwise facilitate the intermodal or multimodal movement of people and goods.
- **The Transportation Regional Incentive Program** – See description on page 2-44.
- **The County Incentive Grant Program (CIGP)** was created by the 2000 Legislature for the purpose of providing grants to counties to improve a transportation facility (including transit) that is located on the State Highway System or that relieves traffic congestion on the State Highway System. Municipalities are eligible to apply, as well, and can do so by submitting an application through the county. CIGP funds are distributed to each FDOT district office by statutory formula. The Department will cover 50 percent of eligible project costs. Eligible projects include those that improve the mobility on the State Highway System; encourage, enhance, or create economic benefits; foster innovative public-private partnerships; maintain or protect the environment; enhance intermodalism and safety; and those that advance other projects. New technologies, including intelligent transportation systems that enhance the efficiency of a project, are also eligible. CIGP is managed within the FDOT district. Each year, each district notifies the counties within its boundaries of the availability of CIGP funds and asks that applications be submitted by a certain deadline. The District ranks the projects according to the selection criteria and selects projects as funds are made available.

FDOT Work Program

FDOT annually develops a Five-Year Work Program. The Work Program is a project-specific list of transportation activities and improvements developed in cooperation with the MPO and local transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans.

The Tentative Work Program is presented to the Legislature at the beginning of each Legislative session. It identifies transportation projects and programmed funding by year and is adopted by July 1 each year.

Once adopted, the Work Program is then used by FDOT to develop the State Transportation Improvement Program (STIP) that is used at the Federal level to ensure that planning efforts are consistent with Federal guidelines. All transit funding coming through FTA must be included in the STIP before a grant award can be finalized and approved. Close coordination with FDOT on the programming of Federal funds is required in the development of the Tentative Work Program, as well as throughout the year as Federal adjustments and allocations are announced.

State transit planning and programs encourage the growth of public transportation services, as well as support the increasing local investment in transit systems. The State has several funding programs that are available if local areas are able to commit to a dedicated funding source for system development and expansion. Legislation passed over the past few years indicates that the State plans to continue to foster a multimodal approach to transportation investment.

Strategic Intermodal System

FDOT has developed a transportation system designed to enhance Florida's economic competitiveness. This system, known as the SIS, is composed of transportation facilities and services of statewide and inter-regional significance. In 2003, the Florida Legislature enacted a law establishing the SIS. This new system represents a fundamental shift in the way Florida views the development and financing of transportation facilities and services.

Since 2003, the SIS was designated through the work of statewide transportation partners. The Legislature recommended partners and enacted objective criteria and thresholds, based on quantitative measures of transportation and economic activity. Two types of facilities were established, including:

- **SIS Facilities** - facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida
- **Emerging SIS Facilities** - facilities that do not currently meet adopted SIS criteria but are experiencing growing levels of activity

Transportation hubs and interregional corridors that meet the SIS or Emerging SIS criteria and thresholds were designated in July 2003. Based on a review of updated activity levels, additional facilities were added to the SIS in March 2004. Facilities that are on the SIS in the Tampa area include the Port of Tampa, Tampa International Airport, Greyhound's terminal in downtown Tampa, and several major highway corridors. State financial strategies emphasize funding for SIS facilities,

along with linkages between SIS facilities, including express bus service on the highway corridors and bus routes serving intermodal facilities.

HART will continue to coordinate with the MPO to understand specific implications for public transportation. Since significant state funding will be allocated to the SIS, it will be important to identify transit facilities that should be considered for inclusion as an SIS or emerging SIS facility.

State of Florida TD Five-Year/Twenty-Year Plan

Developed by the CTD, this plan is required by FS and includes the following elements:

- Introduction,
- Explanation of the Florida Coordinated Transportation System,
- Five-Year Report Card,
- Florida Office of Program Policy Analysis and Government Accountability Review, and
- Strategic Vision and Goals, Objectives, and Measures.

The Long-Range and Five-Year strategic visions were reviewed and used for guidance and are indicated below.

Long-Range Strategic Vision

Create a strategy for the Florida CTD to support the development of a universal transportation system with the following features:

- A coordinated, cost-effective multi-modal transportation system delivered through public-private partnerships;
- A single, uniform funding system with a single eligibility determination process;
- A sliding scale of fare payment based on a person's ability to pay;
- Use of electronic fare media for all passengers; and
- Services that are designed and implemented regionally (both inter-county and inter-city) throughout the state.

Five-Year Strategic Vision

Develop and field test a model community transportation system for persons who are TD incorporating the following features:

- Statewide coordination of community transportation services using Advanced Public Transportation Systems including Smart Traveler Technology, Smart Vehicle Technology, and Smart Intermodal Systems;
- Statewide coordination and consolidation of community transportation funding sources;

- A statewide information management system for tracking passenger eligibility determination;
- Integration of Smart Vehicle Technology on a statewide multi-modal basis to improve vehicle and fleet planning, scheduling, and operations. This effort includes vehicle and ridership data collection, electronic fare media, and geographic information system (GIS) applications; and
- Development of a multi-modal transportation network to optimize the transportation system as a whole, using Smart Intermodal Systems. This feature would be available in all areas of the state via electronic access.

Chapter 427, FS, and Rule 41-2, FAC

Chapter 427, FS, defines the TD as “persons who because of a physical or mental disability, income status, or age are unable to transport themselves or purchase transportation. These individuals are dependent upon others to obtain access to life-sustaining activities.” The aim of the TD program is to broker countywide paratransit services to maximize coordination. In October 1990, PCPT was appointed the CTC by the local MPO. In this role, PCPT coordinates the transportation services to the TD with all participating local private for-profit and nonprofit transportation providers operating in Pasco County. In this capacity, contracts are established with private and nonprofit transportation operators. These contractors and coordination providers are required to comply with the SSPP if they receive money for TD activities directly from the Pasco County BCC. If they are contracting directly with an outside funding agency, they will be expected to establish their own SSPP, which must meet all State requirements and be approved by the Pasco County CTC.

The Florida CTD requires that each CTC submit a TDSP, or an annually updated tactical plan that includes the following components for the local TD program:

- Development Plan (service area, county profile/demographics, service analysis, goals/objectives/strategies, implementation plan);
- Service Plan (operations element);
- Quality Assurance (service standards, complaint and grievance procedures, evaluation processes); and
- Cost/Revenue Allocation and Rate Structure Justification.

Since March 1992, the County has contracted with several private companies to transport passengers who scheduled through PCPT. Trips provided by these companies are funded through several funding sources, including the TD Trust Fund, Community Development Block Grant, Older Americans Act Title III-B, and Medicaid. This program has expanded service for the TD to 24 hours per day, seven days a week.

Chapter 341, FS

Chapter 341 creates Public Transit Block Grants (PTBG) that shall be administered by FDOT. Block grant funds shall only be provided to urban and rural providers designated by the United States Department of Transportation and Community Transportation Coordinators as defined in Chapter 427, FS. Eligible providers must establish public transportation development plans consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the provider is located. In developing public transportation development plans, eligible providers must solicit comments from regional workforce boards established under Chapter 445. The development plans must address how the public transit provider will work with the appropriate regional workforce board to provide services to participants in the welfare transition program. Eligible providers must provide information to the regional workforce board serving the county in which the provider is located regarding the availability of transportation services to assist program participants. Costs for which PTBG program funds may be expended include:

- Costs of public bus transit and local public fixed guideway capital projects;
- Costs of public bus transit service development and transit corridor projects; and
- Costs of public bus transit operations.

All projects must be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government in which the project is located.

Chapter 341 also requires each public transit provider to establish public transportation development plans consistent with approved local government comprehensive plans where there is an approved local government comprehensive plan in the political subdivision or political subdivisions in which the public transportation system is located. In particular, each public transit provider shall establish productivity and performance measures, which must be approved by FDOT and which must be selected from measures developed pursuant to §341.041(3). Each provider shall report annually to FDOT relative to these measures. In approving these measures, FDOT shall give consideration to the goals and objectives of each system, the needs of the local area, and the role for public transit in the local area. In addition, each public transit provider shall the productivity and performance measures established for the year publish in the local newspaper of its area and a report that provides quantitative data relative to the attainment of established productivity and performance measures.

2.5.4 Federal Policies

The following provides summaries of federal legislation affecting transit.

SAFETY-LU

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) continues and/or establishes numerous funding programs for transit. A summary of

relevant programs is taken from FDOT's *Resource Guide for Transit and Transit-Related Programs* (November 2005).

- **Urbanized Area Formula Program** (49 United States Code (U.S.C.) Section 5307) – This program makes Federal resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation related planning. Funds are allocated on a formula basis, with some variation within each state for those urban areas that are under 200,000 in population.
- **Growing States and High Density States Program** (49 U.S.C. Section 5340) – These new programs provide for the distribution of funds to the urbanized and non-urbanized area formula programs based on new factors. From 2006 to 2009, \$1.6 billion will be allocated. One-half will be allocated based on population forecasts for 15 years out from the last Census (2015). Florida will benefit by moving up to the third most populous state in 2015. One-half will be based on population densities in excess of 370 persons per square mile. Eight states, not including Florida, will share this portion of the allocation (Florida ranks 9th in population density). Florida systems are expected to receive an additional \$10.0 million in FY 2006 and a total of \$46.1 million through 2009 due to the Growing States adjustment.
- **Bus and Bus Related Facilities Program** (49 U.S.C. Section 5309) – The Bus and Bus Related Facilities Program provides capital assistance to eligible recipients on a discretionary basis. Although, in recent years, funding available through this program has been primarily distributed through the earmarking process, eligible recipients for capital investment funds include public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, and other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. This program requires a 20 percent local match.
- **Major Capital Investment Grants of \$75 Million or More** (New Starts Program) (49 U.S.C. Section 5309(d)) – The FTA discretionary New Starts program is the Federal government's primary financial resource for supporting locally-planned, implemented, and operated transit guideway capital investments. From heavy to light rail, from commuter rail to bus rapid transit systems, the New Starts program has helped to make possible hundreds of new or extended transit fixed guideway systems across the country. A 20 percent local match is required.
- **Major Capital Investment Grants of Under \$75 Million** (Small Starts Program) (49 U.S.C. Section 5309(e)) – This program provides funding for smaller projects with a Federal New Starts share of less than \$75 million, including streetcar, trolley, bus rapid transit (if a substantial portion of the project operates in a separate right-of-way in a defined corridor

dedicated for public transit use during peak hours or it has other characteristics of a fixed guideway system), and commuter rail projects. Small Starts projects may not total more than \$250 million. There is no minimum funding threshold under this program. Simplified procedures and criteria apply to the program and were developed in 2006 by the National BRT Institute at CUTR. This program is being funded at \$200 million per year from 2007 to 2009. A 20 percent local match is required.

- **New Freedom Program** (49 U.S.C. Section 5317) – This new formula funding program provides funding for services that are developed beyond that required by ADA to assist persons with disabilities. Sixty percent of the apportionment under the program will be allocated directly to large urbanized areas (over 200,000 in population), and the remaining 40 percent will be allocated to states for use in urbanized areas of less than 200,000 in population and in rural areas. A 50 percent local match is required for operational costs while a 20 percent match is required for capital costs. In order to receive funds, a locally coordinated transportation plan has to be developed, which for Pasco County requires a plan for a 3-county area.
- **Job Access and Reverse Commute Program** (JARC) (49 U.S.C. Section 5316) – This program provides funding to develop transportation services for welfare recipients and low income individuals for use to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities. The program also funds employment support activities such as job training. The JARC Program funds are distributed by formula to designated recipients in urbanized areas with over 200,000 in population and to the states through an application process. A 20 percent local match is required.
- **Flexible Funding Programs** – Flexible funds are legislatively specified funds that may be used either for transit or highway purposes. This provision was first included in the Intermodal Surface Transportation Efficiency Act of 1991, was continued with the Transportation Equity Act for the 21st Century, and is included in SAFETEA-LU. Flexible funds allow a local area to choose to use certain Federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include the Federal Highway Administration (FHWA) Surface Transportation Program, the Congestion Mitigation and Air Quality Improvement Program, and FTA Urban Formula Funds.
- **FHWA Discretionary Programs** – SAFETEA-LU continued several programs initiated in the earlier transportation acts with some modification. Programs with potential relevance to Pasco County are identified below.

- National Corridor Planning and Development Program (NCPD) and Coordinated Border Infrastructure Program (CBI)
 - These two programs are funded by the same funding source. The programs are discretionary funding programs that serve states that border Mexico or Canada or that have high priority corridors. Under NCPD, funds are available for corridor feasibility, corridor planning, multi-state coordination, environmental review and construction. Under CBI, funds are available for transportation and safety infrastructure improvements, operation and regulatory improvements, and coordination and safety inspection improvements in a border region. Possible corridor improvements funded under this program could include transit facilities, but have not historically been approved for transit facilities. The Federal share is 80 percent.
- Intelligent Transportation Systems (ITS) Deployment Program
 - Technology that can benefit and serve transit can be included as part of an overall ITS deployment plan in a community. This program funds ITS for commercial vehicle operations, metropolitan areas, and rural areas. These funds are used to enhance ITS that are already in place or will be put into place using other funding sources. The Federal share is 50 percent.
- Value Pricing Pilot Program
 - This program funds research or implementation of projects that use pricing to encourage shifts in time, route, or mode of travel. An example would be a high occupancy vehicle program. The Federal share is 80 percent.

SAFETEA-LU includes many different funding programs, many of which could be accessed with innovative approaches and project ideas. It should be noted that any funds that are awarded by FTA, regardless of the initial source of the funding, must be properly identified in the STIP prior to the award being approved. With annual appropriations and allocations occurring each year, appropriate adjustments to the FDOT Work Program are required to ensure that projects are properly included in the STIP.

Federal support in public transportation continues to grow and the number of funding programs that can be used to develop transit systems expands with each Federal transportation reauthorization. To anticipate that Federal support will be maintained is logical, and should a local area decide to move ahead with developing a high investment service such as BRT, Federal support should be attainable.

ADA Paratransit Plan

Adopted in September 1999, the ADA Paratransit Plan is designed to ensure adequate public transportation service for persons with disabilities. Complementary paratransit service is necessary for persons who live within $\frac{3}{4}$ of a mile from fixed-route service, but cannot access the system due to

some disability or environmental barrier. The complementary paratransit service must provide a level of service comparable to the fixed-route system. The plan estimated the paratransit demand, assessed the current services, identified needs, provided a timetable for implementation, and described a grievance procedure for riders. Critical elements include:

- Producing a map depicting fixed routes within $\frac{3}{4}$ mile of fixed-route system;
- Adopting a formal eligibility process;
- Producing educational brochures;
- Including ADA in public involvement activities; and
- Ensuring that no trip restrictions are placed on ADA paratransit eligible users.

ADA Service Requirements

PCPT's complementary paratransit service is characterized by a level of service that is comparable to that provided on the PCPT fixed-route bus system. Comparable ADA paratransit service is provided using six primary criteria. These criteria are defined below, along with an assessment of PCPT's compliance with the criteria.

Service Area – PCPT shall provide complementary paratransit service to origins and destinations within corridors with a width of $\frac{3}{4}$ of a mile on each side of each fixed route. The corridor shall include an area within $\frac{3}{4}$ of a mile radius at the ends of each fixed route.

PCPT currently identifies ADA paratransit eligibility through the initial assessment and registration conducted by operations. The PCPT employee also determines ADA paratransit eligibility by assessing the eligibility application and the home address, in terms of its location within $\frac{3}{4}$ of a mile of existing fixed bus routes.

Response Time – PCPT shall schedule and provide paratransit service to any ADA paratransit eligible person at any requested time on a particular day in response to a request for service made the previous day.

Agency-sponsored paratransit trips require advance reservations of 24 hours as a standard; however, shorter reservation time is permitted based upon the availability of service and will be accommodated for ADA paratransit eligible users. The current procedures require that reservations be made by 7:30 p.m. PCPT also permits trip reservations to be made up to 14 days in advance, which is consistent with ADA requirements.

As necessary, PCPT will negotiate pick-up times with riders to accommodate previously scheduled trips or to avoid capacity constraints. To encourage multi-load trips and increase overall system efficiency, PCPT negotiates pick-up times to the maximum extent possible.

Fares – The fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare (without regard to discounts) for a trip of similar length, at a similar time of day, on the entity's fixed-route system.

The full fare for a paratransit trip is \$4.00 and a half fare of \$2.00 is available to the elderly population (age 65+), student of any age, and persons with disabilities. The ADA fare is \$2.00 per trip. The full fare for a trip on fixed-route bus service is \$1.00, indicating that PCPT is in full compliance with this criterion.

Trip Purpose Restrictions – PCPT shall not impose restrictions or priorities based on trip purpose. Although the LCB has established a priority list of trip purposes for nonsponsored paratransit trips, these priorities are not applied to ADA eligible trips. No trips have been denied to date, resulting in no restrictions or priorities based on trip purpose for ADA paratransit eligible users. As such, PCPT remains in compliance with this criterion.

Hours and Days of Service – The complementary paratransit service shall be available throughout the same hours and days as the entity's fixed-route service. Advance reservation paratransit service is provided by PCPT and contractors to ensure that the coordinated system operates on a 24-hour basis, seven days a week, which exceeds the hours of fixed-route service.

Capacity Constraints – PCPT shall not limit the availability of complementary paratransit service to ADA paratransit eligible individuals by any of the following: (1) restrictions on the number of trips provided to an individual, (2) waiting lists for access to the service, (3) any operational pattern or practice that significantly limits the availability of service to ADA paratransit eligible persons.

PCPT is in compliance with this criterion since the availability of complementary paratransit service to ADA paratransit eligible individuals is not limited for any reason, including those listed above.

- Drivers will ensure all accessibility features are maintained and operational. These include lifts, ramps, securement devices, signage, and systems to facilitate communication.
- Drivers will immediately report any failure of a lift in service. If a lift is inoperative, the vehicle will be removed from service before the next day and PCPT supervisory personnel will ensure that the lift is repaired before the vehicle returns to service. However, when no spares are available, the vehicle may remain in service with an inoperative lift for no more than three days. Supervisory personnel must authorize this use. Alternative service to persons with disabilities will be provided if a vehicle with an inoperable lift is used on a fixed route and the headway to the next accessible vehicle exceeds 30 minutes.

- Wheelchairs must be secured. However, service will not be denied on the basis that a wheelchair cannot be secured. In these instances, the driver will notify the dispatch center for direction. Alternatives include:
 - Transfer of the passenger to a seat. However, wheelchair users cannot be required to transfer to a seat;
 - Use of contract paratransit service;
 - Use of another wheelchair that can be secured, and;
 - Educating/coordinating with the individual and/or their family on the safety benefits of proper wheelchair securement.

- Drivers will provide assistance upon request or as necessary with lifts, ramps, and securement systems. Passengers unable to climb up or down the bus boarding steps may utilize the lift or ramp. In these cases, the passenger should be placed in a wheelchair to facilitate the process.
 - Drivers will assess the need for gait belt use by wheelchair passengers and recommend use as applicable.
 - Drivers will announce stops at transfer points, major intersections, destination points, at adequate intervals along a route, and upon request.
 - Appropriate route signage shall be displayed on the bus to ensure a high level of visual identification by passengers at bus stops.
 - Service animals shall be permitted in PCPT revenue service vehicles.
 - Drivers will permit a passenger who uses a lift to disembark from a vehicle at any designated stop, unless the lift cannot be deployed, or will be damaged if it is deployed, or temporary conditions preclude the safe use of the stop by all passengers. Contact the dispatch center for further direction.
 - Service is permitted for persons using respirators or portable oxygen.
 - Documented training and proficiency are required for drivers on the safe operation of accessibility equipment, as well as proper treatment of persons with disabilities.

Clean Air Act of 1990

The Clean Air Act of 1990, and subsequent amendments, determines the National Ambient Air Quality Standards (NAAQS). NAAQS are standards based on the amount of particulate matter in the air, measured in parts per million for the following pollutants:

- Nitrogen Oxides (NO_x),
- Carbon Monoxide (CO),
- Ozone (O₃),

- Sulfur Dioxide (SO₂),
- Lead (Pb), and
- Particulate Matter (PM).

Pasco County is an attainment area for all pollutants.

Federal Regulations Concerning Drug and Alcohol Testing

On January 1, 1995, FTA required large transit employers to begin drug and alcohol testing employees performing safety-sensitive functions and to begin submitting annual reports by March 15 of each year beginning in 1996. The annual report includes the number of employees who had a verified positive for the use of prohibited drugs, and the number of employees who tested positive for the misuse of alcohol. Small employers commenced their FTA-required testing on January 1, 1996, and began reporting the same information as the large employers beginning March 15, 1997. The testing rules were updated on August 1, 2001, and established a random testing rate for prohibited drugs and the misuse of alcohol.

The rules require that employers conduct random drug tests at a rate equivalent to at least 50 percent of their total number of safety-sensitive employees for prohibited drug use and at least 25 percent for the misuse of alcohol. The rules provide that the drug random testing rate may be lowered to 25 percent if the "positive rate" for the entire transit industry is less than 1.0 percent for two preceding consecutive years. Once lowered, it may be raised to 50 percent if the positive rate equals or exceeds 1.0 percent for any one year ("positive rate" means the number of positive results for random drug tests conducted under 49 CFR 655.45 plus the number of refusals of random tests required by 49 CFR 655.49, divided by the total number of random drug tests plus the number of refusals of random tests required by 49 CFR Part 655).

The alcohol provisions provide that the random rate may be lowered to ten percent if the "violation rate" for the entire transit industry is less than 0.5 percent for two consecutive years. It will remain at 25 percent if the "violation rate" is equal to or greater than 0.5 percent but less than 1.0 percent, and it will be raised to 50 percent if the "violation rate" is 1.0 percent or greater for any one year ("violation rate" means the number of covered employees found during random tests given under 49 CFR 655.45 to have an alcohol concentration of 0.04 or greater, plus the number of employees who refuse a random test required by 49 CFR 655.49, divided by the total reported number of random alcohol tests plus the total number of refusals of random tests required by 49 CFR Part 655). In 49 CFR 655.45(b), it states that the decision "to increase or decrease the minimum annual percentage rate for random drug and alcohol testing is based, in part, on the reported positive drug and alcohol violation rates for the entire industry. The information used for this determination is drawn from the drug and alcohol Management Information System reports required by 49 CFR Part 655. In determining the reliability of the data, the Administrator shall consider the quality and completeness

of the reported data, may obtain additional information or reports from employers, and may make appropriate modifications in calculating the industry's verified positive results and violation rates."

On January 9, 2007, the Administrator announced that the random drug testing rate shall be reduced from 50 to 25 percent for 2007 due to a "positive rate" lower than 1.0 percent for random drug test data from 2003 through 2005. The alcohol testing rate was reduced to ten percent in 2006 and will remain at that level for 2007.

2.5.5 Summary

This section included a review of related transportation planning and programming documents to assess existing transit policies, along with their relationship to PCPT. Policies were reviewed at the local, regional, State, and Federal levels of government to determine guidance for the subsequent development of the TDP Update.

The purpose of reviewing this information is to ensure consistency, coordination, and understanding of other transportation planning and programming activities that were recently completed or are in the process of being developed.

Based on this policy review, the principal goals for the public transportation services in Pasco County include the following:

- Improving the quality of public transportation service;
- Increasing public awareness of PCPT through education and marketing;
- Ensuring the availability of quality public transportation services to the TD population;
- Continuing to address both short-term and long-term public transportation needs in Pasco County; and
- Continuing to place emphasis on addressing policies and issues pertaining to public transportation in Pasco County.

2.6 HISTORY OF PUBLIC TRANSIT IN PASCO COUNTY

The review of the historical milestones shaping the public transit evolution in Pasco County provides context for PCPT today.

2.6.1 Specialized Transportation for Area Residents (STAR)

In early 1972, a group of Pasco County residents formed the Pasco Citizens Council on Aging, a non-profit volunteer organization whose purpose was to focus on the unmet needs of the elderly. One of the major concerns was a need for specialized transportation in Pasco County. STAR became a division of the Pasco County Government in 1977 and, over the years, expanded service

to meet the transportation needs for all TD persons throughout Pasco County. In 1982, STAR was designated as the lead agency to fulfill the requirements under Chapter 427, Rule 41, FS, STAR provided door-to-door transportation service countywide, including urban and rural areas, and was open to the public on a space available basis.

2.6.2 Pasco Shuttle

In 1988, the Pasco County BCC decided to improve transit service with the implementation of limited fixed-route/fixed-schedule service. Pasco County initiated operation of the West Pasco area public transit project known as the Pasco Shuttle in December 1988. The system was operated by a private firm under contract with the County. This service consisted basically of two (2) routes, each served by two (2) buses, operating on weekdays along the main West Pasco roadway corridors (US 19 and Little Road). Despite numerous marketing efforts and increased funding, the system experienced low ridership, contract issues, and maintenance problems. In early 1990, the Pasco County BCC decided not to renew the contract for the Pasco Shuttle. Their decision was based on projected increasing costs for contract operations, varying levels of service, and the overall lack of acceptability. The BCC decided that public transportation efforts and funding should be refocused on a more accessible, demand-response system. The Pasco Shuttle was discontinued on June 30, 1990.

2.6.3 Pasco Area Transportation Service (PATS)

In December 1990, PATS was formed to replace the Pasco Shuttle. PATS provided demand-response public transportation service in the urbanized area of Pasco County, which at that time was the west coast of the county.

2.6.4 Pasco County Public Transportation (PCPT)

In October 1993, the Pasco County Public Transportation Division was reorganized to serve as one integrated and comprehensive public transportation system. The acronym PATS and STAR were replaced with PCPT. Significant service expansion occurred in January 2000; prior to this, bus routes were limited to two days per week with fewer hours of service and lower frequencies.

Today, using 16 buses throughout the service day, PCPT operates 9 fixed bus routes in Pasco County, including 6 in West Pasco, 1 in Zephyrhills, 1 in Dade City, and 1 connecting Dade City and Zephyrhills. These routes currently operate Monday through Saturday (including some holidays) from approximately 5 a.m. to 8 p.m. Headways are 60 minutes for all bus routes, with the exception of Route 19, which was improved to 30-minute headways. Fixed-route bus service has been operating only since June 1996. The bus routes serve Dade City, Lacoochee, Trilby, and Zephyrhills in East Pasco, and the US 19 corridor and connecting streets in West Pasco. The current fixed bus routes in Pasco County are summarized in Table 2-10 and illustrated in Map 2-12.

**Table 2-10
Existing Bus Routes and Operating Characteristics (PCPT)**

Route #	Days of Service	Hours of Service	Headways (minutes)	# of Vehicles	Route Connections	Major Destinations
14	Mon-Sat	5:25 AM-7:25 PM	60	2	18, 19, 23, 25	Harbor Behavioral Health Care Institute, Counsel Square, Government Center, Pasco-Hernando Community College, Congress Crossing Plaza, New Port Richey, North Bay Hospital, County Health Department, Schwettman Education Center, Southgate Plaza, Community Hospital, Gulf High School, Elfers Square, Universal Plaza, Holiday Mall
18	Mon-Sat	6:00 AM-7:35 PM	60	1	14, 19, 23, PSTA	K-Mart-NPR, Community Hospital, Career Central South Holiday Library, Tarpon Springs Sponge Docks, Webster College
19	Mon-Sat	5:00 AM-8:25 PM	30	4	14, 18, 21, 23, 25, PSTA	Bayonet Point Plaza, Gulf View Square Mall, Tarpon Mall, Holiday Mall Southgate Plaza, Holiday Mall, Super Wal-Mart, Hollywood 18 Theaters, Embassy Crossing, Universal Plaza, Papas Plaza, U.S.A. Flea Market, The Piers, Social Security Administration
21	Mon-Sat	4:50 AM-8:30 PM	60	2	14, 19, 21, 23, 25	Scheer Comm. Center, Bayonet Regional Medical Center, Hudson Library, Hudson Beach, Hudson Plaza-K-Mart, Bayonet Point Plaza, County Health Department, Gulf View Square Mall, Embassy Crossings Plaza, Regency Square Plaza, PCPT, Chasco Middle/Elementary Schools, Regency Crossing Plaza
23	Mon-Sat	4:55 AM-7:45 PM	60	2	14, 18, 19, 21, 25	Gulf View Square Mall, Embassy Crossing Plaza, Pasco Square, Universal Plaza, Regency Park Library, Government Center, Counsel Square, River Crossing Center, Seven Springs Plaza, Super Wal-Mart, Hollywood 18 Theatres, The Piers, Regency Square Plaza, Mitchell Ranch Plaza

**Table 2-10
Existing Bus Routes and Operating Characteristics (PCPT) Continued**

Route #	Days of Service	Hours of Service	Headways (minutes)	# of Vehicles	Route Connections	Major Destinations
25	Mon-Sat	5:45 AM-8:00 PM	60	1	14, 19, 21, 23	Gulf View Square Mall, Pasco Square, Orchid Lake Village, Veterans Village, Ridge Road, Rowan Road, Seven Springs Boulevard, All Children's Hospital, Super Wal-Mart
30	Mon-Sat	6:15 AM-7:10 PM	60	2	31, 33	Downtown Dade City, Morningside Plaza, Historic Courthouse, Hugh Embry Library, Townview/ East Pasco Medical Center, Health Resource Alliance, Merchant's Square, Florida Medical Center (Zephyrhills), Stanley Park, Day Star, Housing Authority, Government Center, Summit Health for Women, Cinema 6
31	Mon-Sat	7:50 AM-6:20 PM	60	1	30	Pasco-Hernando Community College, Moore Mickens Education Center, Pasco Regional Medical Center, Migrant Self-Help Center, Watson Park, Health Department, Pasco High School
33	Mon-Sat	6:50AM-7:40 PM	60	1	30	Zephyrhills Plaza, YMCA, East Pasco Medical Center, Zephyrhills City Hall/Library, Cinema 6, Westgate Shopping Center

Source: www.pascocountyfl.net/pubser/comser/PublicTrans/PTMAIN.htm.

Map 2-12 Existing Fixed Bus Routes (PCPT)

2.6.5 Bus Fare and Pass Program

The Pasco Board of County Commissioners approved a new fare structure on January 22, 2008. The new fare schedule went into effect on March 1, 2008. The new full cash fare is \$1.00; a reduced fare of \$0.50 is available to students of any age, the elderly (age 65 and over), persons with disabilities, and persons with a valid Medicare card.

The passes are available at PCPT, all county libraries, the Zephyrhills City Library, Pasco-Hernando Community College bookstores, New Port Richey Greyhound, and the Gulf View Square Mall. The passes offer a convenient method of paying for bus service, especially for frequent users of the system. Table 2-11 presents the PCPT fare schedule.

**Table 2-11
PCPT Fare Schedule**

	Fare through February 29, 2008	Fare beginning March 1, 2008
Single Trip		
Regular Fare	\$0.50	\$1.00
Reduced Fare	\$0.25	\$0.50
Personal Care Attendant Children (4 and under)	Free	Free
Day Passes		
Regular Fare	\$1.50	\$2.50
Reduced Fare	\$0.75	\$1.25
Bulk Purchase over 100	5% Discount	5% Discount
31-Day Passes		
Regular Fare	\$15.00	\$25.00
Reduced Fare	\$7.50	\$14.00
Agency Sponsored	\$18.00	\$28.00
3-Day Pass		
Regular Fare	N/A	\$6.00
Reduced Fare	N/A	\$3.00
20-Ride Pass		
Regular Fare	\$9.00	\$17.00
Reduced Fare	\$4.50	\$9.00
Student ID Issuance Fee		
All	\$2.50	\$2.50
Paratransit		
Regular Fare	\$2.00	\$4.00
Reduced Fare	\$1.00	\$2.00
Medicaid Co-Pay	\$1.00	\$1.00

2.6.6 Operating Statistics

Every year PCPT reports its operating statistics through the NTD. The data can then be evaluated over time or compared to other public transportation systems in the country. Table 2-12 shows the

PCPT operating data for the fixed-route bus service operated from FY 2003 to FY 2006. The national averages for all systems are reported for FY 2005 (validated FY 2006 data for all systems was not released at the time of this report). This comparison includes all fixed-route bus providers in the country.

**Table 2-12
2003-2006 NTD Working Data Key Indicators**

Indicator: Motor Bus/Directly Operated	2003	2004	2005	2006	2005 National Average
Vehicles Operated in Annual Max Service	14	14	16	16	N/A
Vehicles Available for Annual Max Service	27	28	28	31	N/A
Active Vehicles in Total Fleet	27	28	28	31	N/A
Revenue Speed	17.96	17.9	17.14	16.69	12.69
Deadhead Speed	18.64	20.17	22.14	25.82	17.01
Actual Speed	17.99	18.13	17.46	17.21	12.97
Percentage of Vehicle Deadhead Miles	10%	9%	8%	9%	13%
Trip Length	6.0	5.8	6.2	6.6	3.72
Load Factor	4.3	4.3	5.2	6.4	10.3
Operating Cost per Vehicle (Hour)	\$35.16	\$34.45	\$47.62	\$56.71	\$87.30
Operating Cost per Vehicle (Miles)	\$2.12	\$1.99	\$2.73	\$3.30	\$6.73
Vehicle Operation Operating Expense	74.70%	69.10%	68.40%	61.40%	53.50%
Vehicle Maintenance Operating Expense	17.40%	17.80%	17.40%	17.80%	19.70%
Non-Vehicle Maintenance Operating Expense	0.30%	0.50%	0.30%	0.10%	10.80%
General Admin. Operating Expense	7.60%	12.60%	13.90%	20.70%	16.40%

Source: National Transit Database.

As shown in Table 2-12, PCPT is performing better than the national averages in most categories. Specific areas where PCPT is performing quite favorably compared to the national average include the following: proportion of deadhead speed, operating cost per vehicle mile, and operating cost per vehicle hour. A key area where PCPT appears to be underperforming is load factor (passenger miles divided by revenue miles). Load factor can be increased by either increasing the number of passenger miles or decreasing the number of revenue miles. PCPT recently cut two underperforming routes which may help increase load factor.

2.6.7 Vehicle Inventory

The PCPT vehicle inventory consists of 58 vehicles. Of these vehicles, PCPT has 33 buses that seat 14 or more people. All of the buses are accessible to persons with disabilities. In addition, PCPT operates 14 vans and 11 automobiles. Table 2-13 contains a complete inventory of the vehicles operated by PCPT.

**Table 2-13
Vehicle Inventory**

County ID/PCPT ID	Vehicle Type	Year	Primary Assignment/Use	Location	Date Assigned	Funding Source
23758 (81)	Sedan, Ford	2000	Administrative	West	10/1/2003	FL90-X375
23705 (82)	Station Wagon, Ford - 5 Passenger	2000	Administrative/Transit Relief	East	10/1/2003	FL90-X375
26851 (83)	Station Wagon, Ford - 5 Passenger	2002	Administrative/Transit Relief	West	10/1/2003	FL90-X400
28694 (3)	Station Wagon, Ford - 4 Passenger	2005	Active Revenue - Paratransit	East	6/2/2004	FL90-X477
28695 (4)	Station Wagon, Ford - 4 Passenger	2005	Admin./Transit Relief	West	5/28/2004	FL90-X477
28696 (5)	Station Wagon, Ford - 4 Passenger	2005	Admin./Transit Relief	West	5/28/2004	FL90-X477
28697 (6)	Station Wagon, Ford - 4 Passenger	2005	Active Revenue - Paratransit	West	5/28/2004	FL90-X477
28698 (7)	Station Wagon, Ford - 4 Passenger	2005	Active Revenue - Paratransit	West	5/28/2004	FL90-X477
23227 (75)	Van, Dodge - 10 Passenger/1 W/C	1999	Transit Relief	West	10/1/2003	FL90-X330
23228(76)*	Van, Dodge - 10 Passenger/1 W/C	1999	Transit Relief	East	4/1/2005	FL90-X330
23229 (77)	Van, Dodge - 10 Passenger/1 W/C	1999	Active Revenue - Paratransit	East	10/1/2003	FL90-X330
23738 (80)	Van, Dodge - 10 Passenger/1 W/C	1999	Transit Relief	West	10/1/2003	FL90-X330
23739 (22)	Van, Dodge - 10 Passenger/1 W/C	1999	Active Revenue - Paratransit	East	10/1/2003	FL90-X330
23740 (23)	Van, Dodge - 10 Passenger/1 W/C	1999	Active Revenue - Paratransit	West	10/1/2003	FL90-X375
24896 (27)	Van, Dodge - 10 Passenger/1 W/C	2001	Active Revenue - Paratransit	West	10/1/2003	FL90-X330/X400
24897 (25)	Van, Dodge - 10 Passenger/1 W/C	2001	Active Revenue - Paratransit	West	10/1/2003	FL90X-330
24898 (26)	Van, Dodge - 10 Passenger/1 W/C	2001	Active Revenue - Paratransit	West	10/2/2003	FL90X-330
24923 (24)	Van, Dodge - 10 Passenger/1 W/C	2001	Active Revenue - Paratransit	West	10/1/2005	FL90X-330
29104 (30)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2004	Active Revenue - Paratransit	West	10/1/2004	FL90-X502
29105 (28)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2004	Active Revenue - Paratransit	West	10/1/2004	FL90-X502
29106 (29)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2004	Active Revenue - Paratransit	West	10/1/2004	FL90-X502
30323 (31)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2006	Active Revenue - Paratransit	West	1/11/2006	FL90-X502

**Table 2-13
Vehicle Inventory Continued**

County ID/PCPT ID	Vehicle Type	Year	Primary Assignment/Use	Location	Date Assigned	Funding Source
30324 (32)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2006	Active Revenue - Paratransit	West	1/12/2006	FL90-X502
30325 (33)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2006	Active Revenue - Paratransit	West	1/13/2006	FL90-X502/540
30326 (34)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2006	Active Revenue - Paratransit	East	1/14/2006	FL90-X502
30327 (35)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2006	Active Revenue - Paratransit	East	1/15/2006	FL90-X502
30328 (36)	Bus, Ford - 18 Pass or 16 Pass + 2 W/C	2006	Active Revenue - Paratransit	East	1/16/2006	FL90-X502
21408 (58)	Bus, Bluebird 25' - 22 Pass + 1 W/C	1996	Process for surplus/sale	East	2/19/2007	FTA - 5311
21409 (59)	Bus, Bluebird 25' - 22 Pass + 1 W/C	1996	Contingency	East	4/1/2007	FL90-X259
21411 (61)	Bus, Bluebird 25' - 22 Pass + 1 W/C	1996	Contingency	East	4/1/2007	FL90-X285
21740 (62)	Bus, Bluebird 25' - 22 Pass + 1 W/C	1996	Contingency	East	4/1/2007	FL90-X285/ FTA5310
21937 (63)	Bus, Bluebird - 25' - 26 Pass + 1 W/C	1997	Active Revenue - Paratransit/transit	East	10/1/2003	FTA - 5311
21938 (64)	Bus, Bluebird - 25' - 22 Pass + 1 W/C	1997	Active Revenue - Transit	East	10/1/2003	FTA - 5311/CTD
21939 (65)	Bus, Bluebird - 25' - 22 Pass + 1 W/C	1997	Active Revenue - Transit	East	10/1/2003	FL90-X285/FTA 5311
1968 (68)	Bus, Bluebird - 25' - 22 Pass + 1 W/C (or 20 + 2)	1997	Active Revenue - Transit	East	4/1/2007	FL90-X285
22812 (70)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	1998	Active Revenue - Transit	East	4/1/2007	FL90-X307
22950 (74)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	1999	Active Revenue - Transit	East	10/1/2003	FL90-X259/X330
26793 (45)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	2002	Active Revenue - Transit	East	4/1/2007	FL90-X419
21407 (57)	Bus, Bluebird 25' - 22 Pass + 1 W/C (or 20 + 2)	1996	Process for surplus/sale	West	10/1/2003	CTD
21966 (66)	Bus, Bluebird - 25' - 22 Pass + 1 W/C (or 20 + 2)	1997	Contingency	West	4/1/2007	FL90-X285
21967 (67)	Bus, Bluebird - 25' - 22 Pass + 1 W/C (or 20 + 2)	1997	Process for surplus/sale	West	10/1/2003	FL90-X285
22810 (69)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	1998	Active Revenue - Transit	West	10/1/2003	FL90-X307
22811 (71)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	1998	Active Revenue - Transit	West	10/1/2003	FL90-X307
22813 (72)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	1998	Active Revenue - Transit	West	10/1/2003	FL90-X307
22814 (73)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	1998	Active Revenue - Transit	West	10/1/2003	FL90-X307
25089 (47)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	2002	Active Revenue - Transit	West	10/1/2003	FL90-X375
26968 (38)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	2002	Active Revenue - Transit	West	10/1/2003	FL90-X419
26969 (39)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	2002	Active Revenue - Transit	West	10/1/2003	FL90-X419
26970 (40)	Bus, Bluebird - 25' - 26 Pass + 1 W/C (or 24 + 2)	2002	Active Revenue - Transit	West	10/1/2003	FL90-X419

**Table 2-13
Vehicle Inventory Continued**

County ID/PCPT ID	Vehicle Type	Year	Primary Assignment/Use	Location	Date Assigned	Funding Source
25108 (48)	Bus, Bluebird - 32' - 33 Pass or 27 + 2 W/C	2002	Active Revenue - Transit	West	10/1/2003	FL90-X375/X400
25109 (53)	Bus, Bluebird - 32' - 33 Pass or 27 + 2 W/C	2002	Accident - Pending Disposition	West	10/1/2003	FL90-X400
25118 (56)	Bus, Bluebird - 32' - 33 Pass or 27 + 2 W/C	2002	Active Revenue - Transit	West	10/1/2003	FL90-X400
26794 (44)	Bus, Bluebird - 32' - 33 Pass or 27 + 2 W/C	2002	Active Revenue - Transit	West	10/1/2003	Tri-County Proj.
26971 (84)	Bus, Bluebird - 30' - 26 Pass or 20 + 2 W/C	2003	Active Revenue - Transit	West	10/1/2003	FL90-X446
28232 (85)	Bus, Bluebird - 30' - 26 Pass or 20 + 2 W/C	2003	Active Revenue - Transit	West	10/1/2003	FL90-X446
28233 (86)	Bus, Bluebird - 30' - 26 Pass or 20 + 2 W/C	2003	Active Revenue - Transit	West	10/1/2003	FL90-X446
30425 (87)	Bus, Bluebird - 35' - 30 Pass or 24 + 2 W/C	2006	Active Revenue - Transit	West	3/7/2006	FL90-X502/540
30426 (88)	Bus, Bluebird - 35' - 30 Pass or 24 + 2 W/C	2006	Active Revenue - Transit	West	3/7/2006	FL90-502
31132 (89)	Bus, Bluebird - 35' - 30 Pass or 24 + 2 W/C	2006	Active Revenue - Transit	West	8/8/2006	FL90-X540
31910 (90)	Bus, Bluebird - 30' - 30 Pass or 24 + 2 W/C	2007	Active Revenue - Transit	West	3/26/2007	FL90-X564/03-0292
31911 (91)	Bus, Bluebird - 30' - 24 Pass or 18 + 2 W/C	2007	Active Revenue - Transit	West	3/26/2007	FL-04-0005
31912 (92)	Bus, Bluebird - 30' - 24 Pass or 18 + 2 W/C	2007	Active Revenue - Transit	West	3/26/2007	FL-04-0005
31913 (93)	Bus, Bluebird - 30' - 24 Pass or 18 + 2 W/C	2007	Active Revenue - Transit	West	3/26/2007	FL-04-0005
31914 (94)	Bus, Bluebird - 30' - 24 Pass or 18 + 2 W/C	2007	Active Revenue - Transit	West	3/26/2007	FL-04-0005

2.6.8 Park-and-Ride Facilities

There are currently no park-and-ride facilities in Pasco County that are served by PCPT buses. In the MPO's 2025 Long Range Transportation Plan, there are plans to construct six park-and-ride lots to serve as complementary facilities for transit use. One of the six park-and-ride lots will be built by a developer (the park-and-ride lot proposed at the Wiregrass development).

2.6.9 Pasco County TD Service Providers

PCPT, in conjunction with a number of contracted operators, also provides advance reservation service. Each day dispatchers assign routes, schedule buses, and place requests for taxi services to meet the needs of the following day's reservation requests. This service is provided door-to-door, curb-to-curb, or corner-to-corner, depending on the passenger's abilities, limitations imposed by the geographical layout and equipment features. The PCPT directly operated service is offered Monday through Friday from 8 A.M. to 4 P.M. Contracted providers supply additional services such that the system is available 24 hours per day, 7 days a week.

There are also other private and public agencies offering services for specific client groups. Table 2-14 shows a list of other transportation providers that serve the general public. All the private transportation providers were contacted for information; however, several companies stated that the information is proprietary. As a result, only general information is provided for the private transportation providers.

**Table 2-14
Private Transportation Providers**

Organizations	Address	City	Phone Number	Type
Jarr, Inc.	6208 Ridge Rd.	Port Richey	727-845-1834	Taxi/Limo
Stephen Conrad Taxi	9022 Parrish Ave.	Brooksville	352-797-6080	Taxi/Limo
Zephyr Cab	3565 Gall Ave.	Zephyrhills	813-788-7157	Taxi/Limo
Speedy Cab	14903 Roscoe St.	Dade City	352-523-0866	Taxi/Limo
Medfleet Systems, Inc.	5334 Sunset Rd.	New Port Richey	727-376-7240	Non-Emergency Ambulance
Stretcher Limo, Inc.	6030 Massachusetts Blvd.	New Port Richey	727-845-4454	Non-Emergency Ambulance
Ambulance Service Non-Emergency	4111 Land O' Lakes Blvd. #208	Land O' Lakes	727-847-8182	Non-Emergency Ambulance
Intensive Air, Inc.	35636 Clinton Ave.	Dade City	352-521-6953	Non-Emergency Ambulance
Cam-Jo, Inc. – Yellow Cab	16991 U.S. Highway 19 N.	Clearwater	727-726-9776	Taxi/Ambulatory
Jaks Limo Service	11317 Corey Pavin Ln.	San Antonio	352-588-2526	Taxi/Limo

Table 2-15 shows the social service transportation providers that provide social service related transportation services in Pasco County. This list consists of private non-profit agencies that provide service to specific segments of the population.

In addition to its role as the CTC, PCPT develops and enters into contracts with private for-profit and private non-profit transportation operators. If these contractors are receiving money directly from the CTC, they are required to comply with Pasco County's SSPP.

**Table 2-15
Social Service Transportation Providers**

Organizations	Address	Phone #	Type	Special Agreement with County	Service Area	Service Frequency	# Vehicles	Seating Capacity	Daily Ridership	Special/ Wheel Chair Equipped?	Coordinate with PCPT
Gulf Coast Jewish Family Services, Inc.	14041 Icot Boulevard, Clearwater	727-538-7460	Special service	N/A	Countywide	M - S	5	N/A	N/A	N/A	N/A
Boys and Girls Club of Tampa Bay, Inc.	8239 Youth Lane, New Port Richey	727-842-5673	Youth	Yes (Receive Funds)	Port Richey	M - F	2	45-65	150	N	N
Catholic Charities	1213 16 th Street N., St. Petersburg	727-439-0228	Persons with disabilities	Yes (Receive Funds)	Countywide	M - F	2	13	N/A	N	N
Childhood Development Services, Inc.	6740 Commerce Avenue, Port Richey	727-243-0831	At-risk children (infant to 12)	Yes	Countywide	M - F	2	28	10	N	Y
James P. Gills Family YMCA	2228 Trinity Oaks Boulevard, New Port Richey	727-375-9622	Youth	Yes (Receive Funds)	New Port Richey Area	M - F	1	60	105	N	N
Lighthouse for the Visually Impaired and Blind, Inc.	8610 Galen Wilson Blvd., Suite B, New Port Richey	727-815-0303	Blind and visually impaired	Yes	Countywide	M - F	3	18	6	N	Y
The Center for Independence, Inc.	15532 Auld Lane, Holiday	727-816-1515	Specialized needs medically	N/A	Countywide	M - F	15	N/A	N/A	N/A	N/A
Youth and Family Alternatives, Inc.	6740 Commerce Avenue, New Port Richey	727-816-1103	At-risk children	N/A	Countywide	M - F	2	N/A	N/A	N	N
The Harbor Behavioral Health Care Institute, Inc.	7074 Grove Road, Brooksville	352-540-9335	Mentally handicapped	No	Countywide	M - S	26	15	Varies	N	Y
A.F.I.R.E. of Pasco County, Inc.	Post Office Box 933, Elfers	727-849-8982	Developmentally impaired	N/A	West Pasco	M - F	2	N/A	N/A	N/A	N/A

**Table 2-15
Social Service Transportation Providers Continued**

Organizations	Address	Phone #	Type	Special Agreement with County	Service Area	Service Frequency	# Vehicles	Seating Capacity	Daily Ridership	Special/ Wheel Chair Equipped?	Coordinate with PCPT
Florida Department of Veterans' Affairs	6919 Parkway Boulevard, Land O' Lakes	813-558-5000	Specialized needs	N/A	Countywide	M - S	2	N/A	N/A	N/A	N/A
San Antonio Boys Village, Inc.	11609 Boys Village Drive, San Antonio	352-588-3786	Juveniles	N/A	Countywide	M - S	N/A	N/A	N/A	N/A	N/A

2.7 TREND ANALYSIS

A trend analysis was conducted to examine the performance of PCPT over time. Data were compiled from the NTC reports for fiscal years 2000 through 2006. This analysis includes statistics and tables that present selected performance indicators and effectiveness and efficiency measures for the selected time period. Highlights of the trend analysis are presented below, while summary results are provided at the conclusion of this section.

Between FY 2000 and FY 2006, Pasco County added three additional routes (Routes 31, 33, and 21), expanding service into neighboring Pinellas County and East Pasco and modified bus schedules extending the systems' service hours. This resulted in an increase in most of the performance indicators since the service changes were implemented.

2.7.1 Performance Indicators

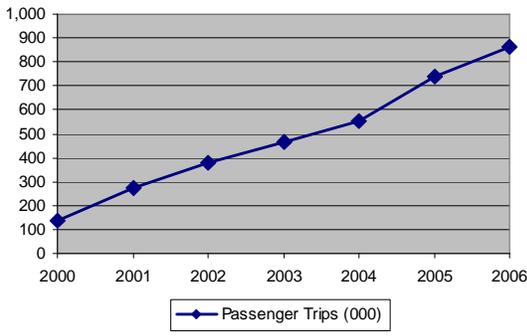
The performance indicators are used to present the data that are reported directly in the NTD reports and relate to overall system performance. Selected performance indicators are presented in Table 2-16 and Figure 2-1 through Figure 2-7.

**Table 2-16
2000-2006 Performance Indicators, PCPT Trend Analysis**

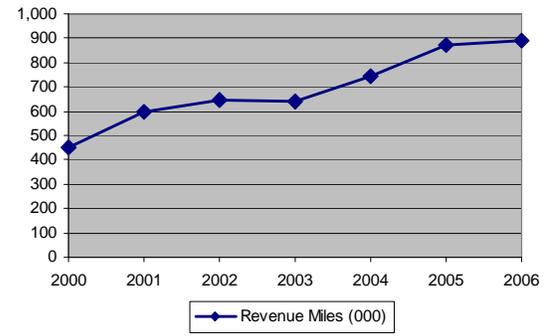
GENERAL PERFORMANCE INDICATORS	2000	2001	2002	2003	2004	2005	2006	% Change 2003- 2006
Passenger Trips (000)	136.14	271.83	376.31	463.41	550.00	740.92	860.65	85.72%
Passenger Miles (000)	735.17	1,304.80	1,956.80	2,775.82	3,179.17	4,567.02	5,673.97	104.41%
Vehicle Miles (000)	488.69	641.59	714.86	714.66	821.51	946.56	975.09	36.44%
Revenue Miles (000)	450.03	594.62	645.07	641.52	746.76	871.07	891.93	39.03%
Total Operating Expense (000)	\$1,036.28	\$1,273.67	\$1,431.53	\$1,386.38	\$1,893.08	\$2,581.93	\$3,213.55	131.79%
Total Operating Expense (000) (2000 \$)	\$1,036.28	\$1,230.37	\$1,344.14	\$1,280.91	\$1,708.84	\$2,267.72	\$2,726.51	112.86%
Passenger Fare Revenue (000)	\$29.66	\$84.17	\$130.18	\$163.35	\$214.06	\$308.77	\$360.17	120.49%
Passenger Fare Revenue (000) (2000 \$)	\$29.66	\$81.31	\$122.23	\$150.92	\$193.23	\$271.19	\$305.58	102.48%
Vehicles Operated in Maximum Service	11	14	14	14	14	16	16	14.29%

Source: National Transit Database.

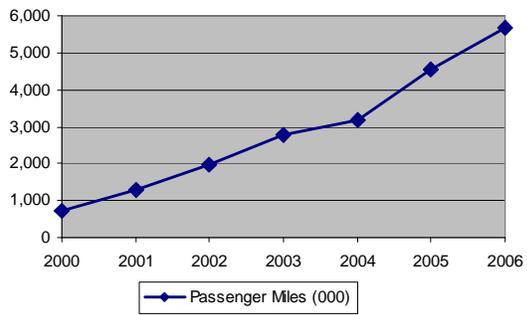
**Figure 2-1
Passenger Trips**



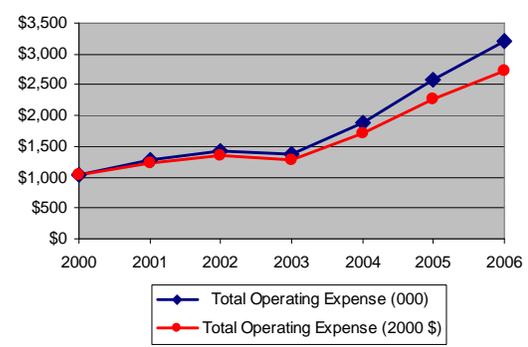
**Figure 2-4
Revenue Miles**



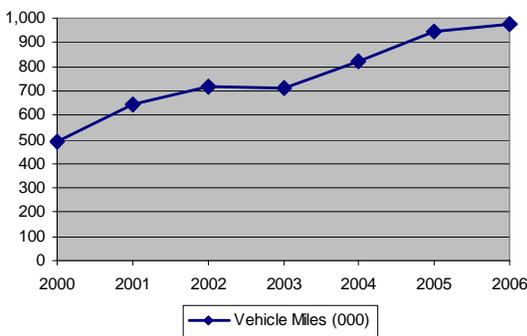
**Figure 2-2
Passenger Miles**



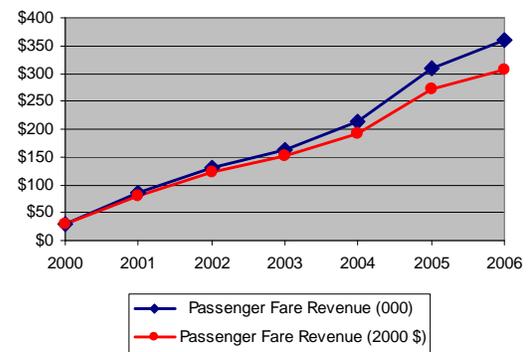
**Figure 2-5
Total Operating Expense**



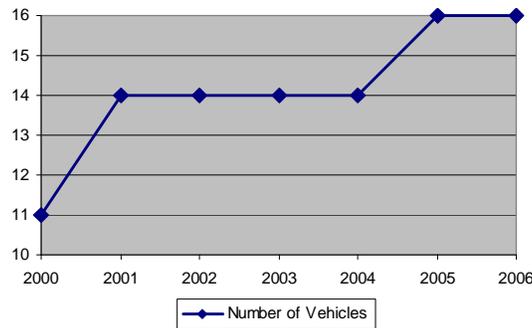
**Figure 2-3
Vehicle Miles**



**Figure 2-6
Total Fare Revenue**



**Figure 2-7
Vehicles Operated in Maximum Service**



The following is a summary of the trends that are evident among the performance indicators provided in Table 2-16.

- The passenger trips for PCPT increased from 463,409 to 860,645, an increase of over 85 percent between 2003 and 2006. In addition, passenger miles also increased 104 percent during the same period.
- The total vehicle miles of service being provided by PCPT increased from 714,655 miles in FY 2003 to 975,094 miles in FY 2006, an increase of approximately 36 percent. In addition, revenue miles of service increased by approximately 39 percent to 891,926 miles during this time. The greater increase in revenue miles as compared to total vehicle miles suggests PCPT has been able to decrease deadhead mileage during this timeframe.
- Total operating expense increased from \$1,386,375 in FY 2003 to \$3,213,547 in FY 2006, an increase of nearly 132 percent. When operating expenses are normalized to 2000 dollars, the increase is only 113 percent. This growth is due, in large part, to the expanded hours of service and route expansion during the same period. However, it is anticipated that other exogenous factors have also impacted overall system costs during this time, as well, such as increased fuel costs.
- Passenger fare revenue increased from \$163,346 in FY 2003 to \$360,173 in FY 2006, an increase of 120 percent. In terms of 2000 dollars, passenger fare revenue increased by 102 percent. Much of this increase is due to the corresponding growth in PCPT's ridership during this time.
- The number of vehicles operated in maximum service increased by 14 percent, from 14 in FY 2003 to 16 in FY 2006, to support the route expansion that occurred in this period.

2.7.2 Effectiveness Measures

Effectiveness measures indicate the extent to which service-related goals are being met. For example, passenger trips per capita is a measure of the effectiveness of a system in meeting the transportation needs of the community. Selected effectiveness measures are presented in Table 2-17 and Figure 2-8 through Figure 2-13.

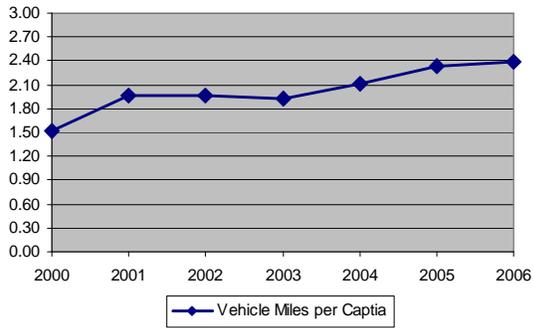
**Table 2-17
2000-2006 Effectiveness Measures, PCPT Trend Analysis**

Effectiveness Measure	2000	2001	2002	2003	2004	2005	2006	% Change 2003- 2006
Service Supply								
Vehicle Miles Per Capita	1.51	1.96	1.97	1.93	2.11	2.33	2.40	24.35%
Service Consumption								
Passenger Trips Per Capita	0.42	0.83	1.04	1.25	1.41	1.82	2.12	69.60%
Passenger Trips Per Revenue Mile	0.30	0.46	0.58	0.72	0.74	0.85	0.96	33.33%
Passenger Trips Per Revenue Hour	5.01	7.94	10.48	13.01	13.19	14.58	16.10	23.75%
Quality of Service								
Average Age of Fleet	2.81	3.94	3.65	4.07	4.43	5.86	6.19	52.09%
Number of System Failures ¹	32	128	90	64	119	188	N/A	193.75%
Revenue Miles Between Failures ¹ (000)	14.06	4.65	7.17	10.02	11.67	4.63	N/A	-53.81%
Availability								
Weekday Span of Service (in hours)	12.00	12.00	14.52	14.52	15.38	15.40	15.44	6.34%

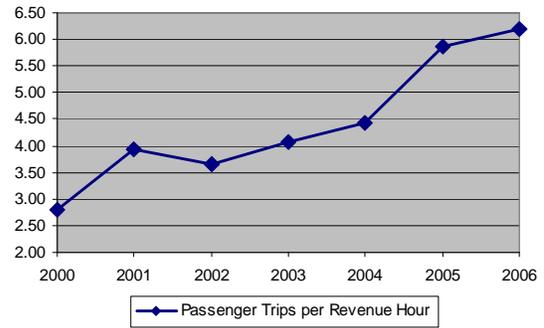
Source: National Transit Database.

¹Percent change for this effectiveness measure is from 2003 to 2005 as 2006 data were unavailable.

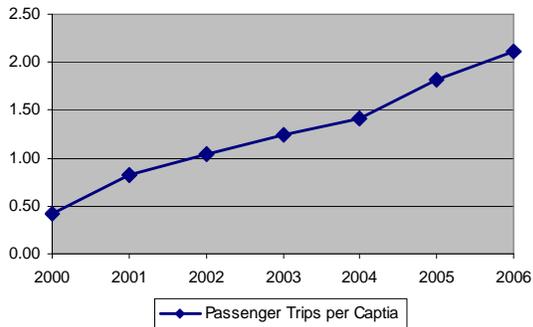
**Figure 2-8
Vehicle Miles per Capita**



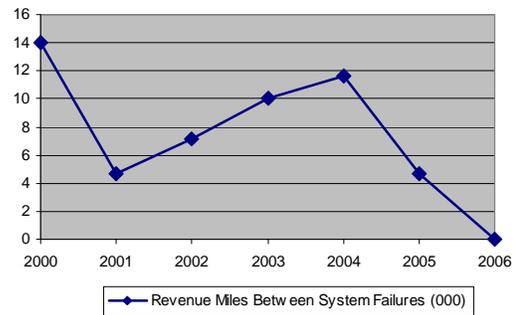
**Figure 2-11
Passenger Trip per Revenue Hour**



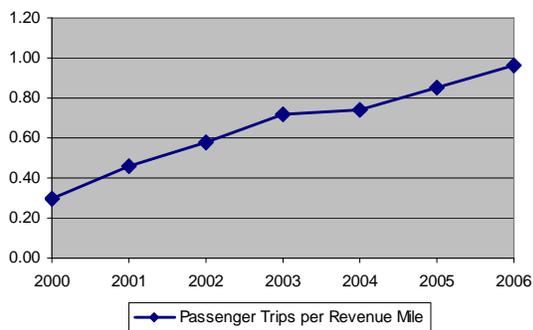
**Figure 2-9
Passenger Trips per Capita**



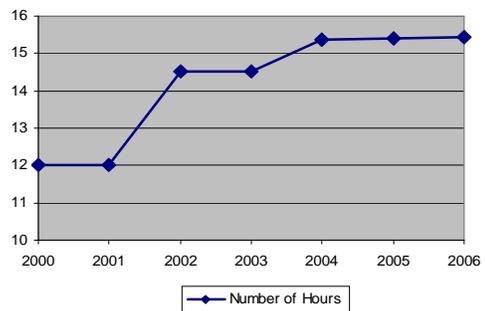
**Figure 2-12
Revenue Miles between System Failures**



**Figure 2-10
Passenger Trips per Revenue Mile**



**Figure 2-13
Weekday Span of Service**



The following is a summary of the trends that are evident among the effectiveness measures presented in Table 2-17.

- Vehicle miles per capita increased by approximately 24 percent from FY 2003 through FY 2006, reflecting PCPT's increase in service supply during that time.
- Passenger trips per capita increased from 1.25 trips per capita in FY 2003 to 2.12 trips per capita in FY 2006, an overall increase of over 69 percent.
- Passenger trips per revenue mile increased from 0.72 trips in FY 2003 to 0.96 trips in FY 2006, an increase of over 33 percent.
- Passenger trips per revenue hour increased from 13.01 trips in FY 2003 to 16.10 trips in FY 2006, an increase of almost 24 percent.
- The number of system failures grew by 194 percent between 2003 and 2005. Consequently, revenue miles between system failures decreased 54 percent over the same time period. As PCPT continues to bring more routes on line and more buses into service, the number of system failures are more likely to increase.
- Service availability increased from 14.52 hours per day to 15.44 hours per day, an increase of 6.34 percent between FY 2003 and FY 2006.

2.7.3 Efficiency Measures

Efficiency measures are designed to measure the level of resources necessary to achieve a given level of output. For example, operating expense per passenger trip measures the cost of providing each trip that is carried on the system. Efficiency measures are presented in Table 2-18 and Figure 2-14 through Figure 2-19.

**Table 2-18
2000-2006 Efficiency Measures, PCPT Trend Analysis**

Effectiveness Measure	2000	2001	2002	2003	2004	2005	2006	% Change 2003-2006
Cost Efficiency								
Operating Expense Per Passenger Trip	\$7.61	\$4.69	\$3.80	\$2.99	\$3.44	\$3.50	\$3.70	23.75%
Operating Expense Per Passenger Trip (2000 \$)	\$7.61	\$4.53	\$3.57	\$2.76	\$3.11	\$3.07	\$3.14	13.64%
Operating Expense Per Passenger Mile	\$1.41	\$0.98	\$0.73	\$0.50	\$0.60	\$0.57	\$0.57	14.00%
Operating Expense Per Passenger Mile (2000 \$)	\$1.41	\$0.95	\$0.69	\$0.46	\$0.54	\$0.50	\$0.48	4.69%
Operating Expense Per Revenue Mile	\$2.30	\$2.14	\$2.22	\$2.16	\$2.54	\$2.96	\$3.60	66.67%
Operating Expense Per Revenue Mile (2000 \$)	\$2.30	\$2.07	\$2.08	\$2.00	\$2.29	\$2.60	\$3.05	53.05%
Maintenance Expense Per Revenue Mile	\$0.18	\$0.06	\$0.22	\$0.38	\$0.45	\$0.52	\$0.64	68.42%
Maintenance Expense Per Revenue Mile (2000 \$)	\$0.18	\$0.06	\$0.21	\$0.35	\$0.41	\$0.46	\$0.54	54.66%
Operating Ratio								
Farebox Recovery	2.86%	6.61%	9.09%	11.78%	11.31%	11.96%	11.21%	-4.84%
Farebox Recovery (2000 \$)	2.86%	6.39%	8.54%	10.88%	10.21%	10.50%	9.51%	-12.61%
Fare								
Average Fare	\$0.22	\$0.31	\$0.35	\$0.35	\$0.39	\$0.42	\$0.42	20.00%
Average Fare (2000 \$)	\$0.22	\$0.30	\$0.33	\$0.32	\$0.35	\$0.37	\$0.36	10.20%

Source: National Transit Database.

Figure 2-14
Operating Expense per Passenger Trip

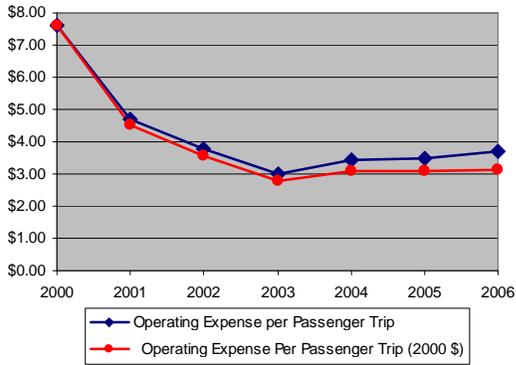


Figure 2-17
Maintenance Expense per Revenue Mile

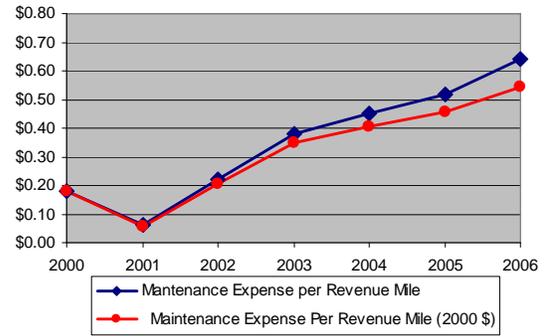


Figure 2-15
Operating Expense per Passenger Mile

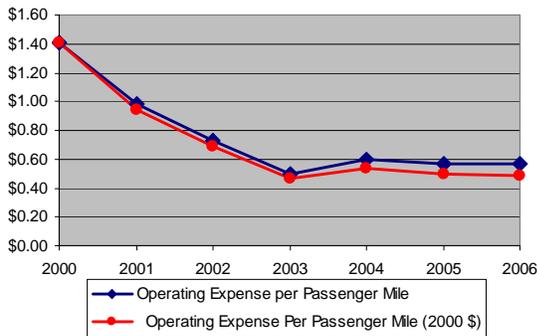


Figure 2-18
Farebox Recovery

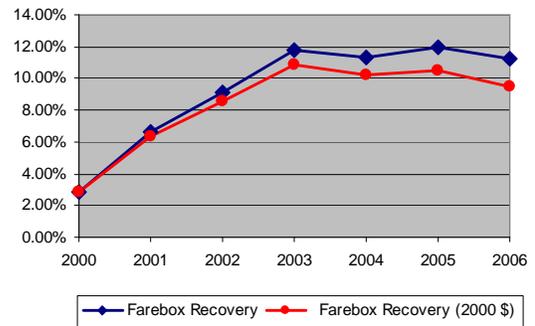


Figure 2-16
Operating Expense per Revenue Mile

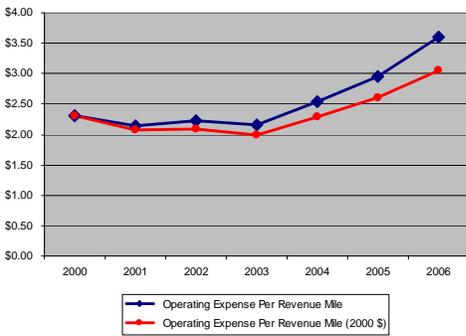
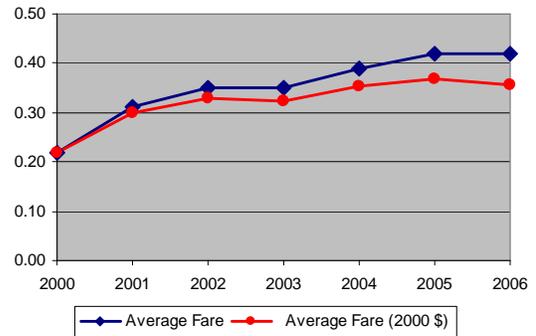


Figure 2-19
Average Fare



The following is a summary of the trends that are evident among the cost efficiency measures presented in Table 2-18.

- Operating expense per passenger trip increased from \$2.99 per trip in FY 2003 to \$3.70 in FY 2006, an overall increase of approximately 24 percent. In 2000 dollars, the increase in operating expense per passenger trip was only 13 percent.
- Operating expense per passenger mile increased from \$0.50 per trip in FY 2003 to \$0.57 in FY 2006, an overall increase of 14 percent. When inflation is taken into account, the increase is only five percent.
- Operating expense per revenue mile increased from \$2.16 in FY 2003 to \$3.60 in FY 2006, an increase of approximately 67 percent. In 2000 dollars, the increase is approximately 53 percent.
- Maintenance expense per revenue mile increased by 68 percent from \$0.38 in FY 2003 to \$0.64 in FY 2006. The increase between 2003 and 2006 was 55 percent when adjusted to constant 2000 dollars.
- Farebox recovery decreased by nearly 5 percent, from 11.78 percent in FY 2003 to 11.21 percent in FY 2006. The decrease in farebox revenue ratio is due to the increase in operating expenses while fares have remained very low. PCPT has very low fares as compared to other counties in Florida.
- The average fare increased from \$0.35 in FY 2003 to \$0.42 in FY 2006, an increase of 20 percent. In 2000 dollars, the increase is 9.8 percent. This trend is due to changes in fare policy, including increases in the cost of monthly bus passes in April 2003 and January 2004, an increase in the cost of the daily fare from \$1.00 to \$1.50, and the change in the cost of the daily reduced fare from \$0.50 to \$0.75 in 2006.

2.7.4 Summary Results of Trend Analysis

The trend analysis is only one aspect of transit performance evaluation. However, when combined with the peer review analysis (see Section 6), the results provide a starting point for understanding the strengths and challenges of a transit system's performance over time and compared to other systems with similar characteristics. This section identifies strengths and challenges of the PCPT based on its past performance. Strengths are indicated in the trend analysis when the trend over the analysis period is positive in terms of transit performance or negative in regard to costs.

- **General Performance Indicators** – All indicators in this category demonstrate the system is growing in terms of both supply and demand.

- **Service Supply** - The fact that vehicle miles per capita has increased over time indicates that service supply is a strength. The additional service PCPT is now providing has increased the number of buses on the road and the opportunity for people to access the system.
- **Service Consumption** - Passenger trips per capita, passenger trips per revenue mile, and passenger trips per revenue hour all increased from 2003 to 2006. This shows that there are more trips being taken by current users and possibly even more people accessing the system than in the past. This suggests that the additional routes and service hours being provided have been successful in enhancing service for PCPT's regular patrons and attracting additional ridership.
- **Quality of Service** – The number of vehicle system failures has increased, which has decreased the number of revenue miles operated between system failures. The increase in the number of system failures may be related to the increasing age of the vehicle fleet and the increase in the number of vehicles in operation and daily service hours. It is generally the case that when operations increase so will the number of system failures.
- **Availability** – The increase in service provision is a strength for the system.
- **Cost Efficiency** – Cost efficiency could be considered a challenge for PCPT. Even when inflation is taken into account, operating expense per passenger trip, per passenger mile, and per revenue mile all increased between 2003 and 2006.
- **Operating Ratios** – Farebox recovery decreased by almost five percent between 2003 and 2006.
- **Fare** – The system's average fare per passenger trips increased by 20 percent between 2003 and 2006.

Table 2-19 summarizes the trend analysis and Table 2-20 summarizes the strengths and challenges identified in that analysis.

**Table 2-19
Summary of Trend Analysis**

Indicator/Measure	% Change (2003-2006)
General Performance Indicator	
Passenger Trips	85.72%
Passenger Miles	104.41%
Vehicle Miles	36.44%
Revenue Miles	39.03%
Total Operating Expense	131.79%
Total Operating Expense (2000 \$)	112.86%
Passenger Fare Revenue	120.49%
Passenger Fare Revenue (2000 \$)	102.48%
Vehicles Operated in Maximum Service	14.29%
Service Supply	
Vehicle Miles per Capita	24.35%
Service Consumption	
Passenger Trips per Capita	69.60%
Passenger Trips per Revenue Mile	33.33%
Passenger Trips per Revenue Hour	23.75%
Quality of Service	
Average Age of Fleet	52.09%
Number of System Failures ¹	193.75%
Revenue Miles between System Failures ¹	-53.81%
Availability	
Weekday Span of Service	6.34%
Cost Efficiency	
Operating Expense per Passenger Trip	23.75%
Operating Expense per Passenger Trip (2000 \$)	13.64%
Operating Expense per Passenger Mile	14.00%
Operating Expense per Passenger Mile (2000 \$)	4.69%
Operating Expense per Revenue Mile	66.67%
Operating Expense per Revenue Mile (2000 \$)	53.05%
Maintenance Expense per Revenue Mile	68.42%
Maintenance Expense per Revenue Mile (2000 \$)	54.66%
Operating Ratios	
Farebox Recovery	-4.84%
Farebox Recovery (2000 \$)	-12.61%
Fare	
Average Fare	20.00%
Average Fare (2000 \$)	10.20%

Source: National Transit Database.

¹Percent change for this effectiveness measure is from 2003 to 2005 as 2006 data were unavailable.

**Table 2-20
Trend Analysis: Strengths and Challenges for FY 2003 – FY 2006**

Strengths	Challenges
General Performance Indicators (Passenger Trips, Passenger Miles, Vehicle Miles, Revenue Miles)	Cost Efficiency (Operating Expense per Passenger Trip, Operating Expense per Passenger Mile, Operating Expense per Revenue Mile, Maintenance Expense per Revenue Mile)
Service Supply (Vehicle Miles per Capita)	Quality of Service (Number of System Failures, Revenue Miles between System Failures)
Service Consumption (Passenger Trips per Capita, Passenger Trips per Revenue Mile, Passenger Trips per Revenue Hour)	Operating Ratios (Farebox Recovery)
Availability (Weekday Span of Service)	Fare (Average Fare)

2.8 PEER REVIEW ANALYSIS

A peer review analysis was conducted for PCPT to compare its performance with other similarly situated transit agencies. The peer review was conducted using validated 2005 NTD reports for all selected peers. Selected performance indicators, effectiveness measures, and efficiency measures are provided throughout this section in tabular format to illustrate the performance of PCPT's fixed-route system relative to the peer group.

The identification of PCPT peers was based on a number of factors. The first factor is geography. Only transit agencies in the southeastern U.S. were considered for the peer analysis: Alabama, Arkansas, Louisiana, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Texas, and Virginia. To further narrow the field, fixed-route systems meeting this geographical criterion were analyzed based on eight indicators. These indicators include six operating characteristics and two exogenous variables:

- Vehicles operated in maximum service,
- Passenger trips,
- Revenue miles,
- Revenue hours,
- Average speed,
- Total operating expense,
- Service area population, and
- Service area population density.

In comparing PCPT to other transit systems based on the eight criteria listed above, it was discovered that very few systems in this geographical area are similar to PCPT with regard to service area population and service area population density. Consequently, four of the previously listed measures were considered to be primary measures of comparison between PCPT and the potential peer systems:

- Vehicles operated in maximum service,
- Revenue miles,
- Average speed, and
- Total operating expense.

To determine the most appropriate set of peers for PCPT, points were assigned to each transit system. A potential peer received one point for each measure for which it was within one standard deviation of PCPT's measure. A half point was given for each measure that fell between one and two standard deviations from PCPT's measure. After total scores were determined, the potential peers were ranked in descending order and the top eight non-Florida peers were selected. The following transit systems were chosen as peers for PCPT through this process:

- Asheville Transit System (ATS) (North Carolina),
- Charlottesville Transit Service (CTS) (Virginia),
- Clarksville Transit System (CTS) (Virginia),
- Fayetteville Area System of Transit (FAST) (North Carolina),
- Greater Lynchburg Transit Company (GLTC) (Virginia),
- Metra Transit System (Metra) (Columbus, Georgia),
- Montgomery Area Transit System (MATS) (Alabama), and
- Waco Transit System (WTS) (Texas).

In addition to the peers identified through the described selection process, three additional transit systems were selected as peers. These three peers were selected to provide continuity between the last TDP major update and this one. These systems are all located in Florida:

- Manatee County Area Transit (MCAT),
- Polk County Transit Services (PCTS), and
- Space Coast Area Transit (SCAT).

In addition to the peer review analysis described previously, a reduced peer review analysis was performed. A reduced peer review analysis further shrinks the peer pool by focusing on a sub-set of evaluation criteria: population density, revenue miles, and passenger trips.

2.8.1 Performance Indicators

Selected performance indicators for the PCPT fixed-route bus service are presented in this section. Performance indicators include ridership, levels of service, and expenses. Table 2-21 presents highlights of this analysis.

**Table 2-21
Peer Review Analysis: FY 2005 Performance Indicators**

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % Deviation from Mean
Passenger Trips (000)	860.7	452.6	1,385.3	945.0	-8.93%
Revenue Miles (000)	891.9	434.8	1,033.3	849.1	5.04%
Operating Expenses (000)	\$3,213.6	\$2,076.7	\$5,138.0	\$3,244.3	-0.95%

Source: National Transit Database.

The following is a summary of the peer review analysis performance of indicators, based on the information presented in Table 2-21.

- The number of passenger trips for PCPT was about nine percent below the peer group mean in FY 2005.
- Revenue miles for PCPT were greater than the peer group average, about five percent above the mean in FY 2005.
- PCPT's operating expenses were slightly less than the peer group average at approximately one percent below the mean in FY 2005.
- In summary, the same amount of operational spending allows PCPT to travel more revenue miles, but carry fewer passenger trips in those miles than its peers.

2.8.2 Effectiveness Measures

Categories of effectiveness measures include service supply, service consumption, and quality of service. Each of these categories is represented by one variable: vehicle miles per capita, passenger trips per revenue mile, and revenue miles between system failures. Table 2-22 provides highlights of this analysis.

**Table 2-22
Peer Review Analysis: FY 2005 Effectiveness Measures**

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % Deviation from Mean
Vehicle Miles Per Capita	2.40	2.07	13.03	6.39	-62.47%
Passenger Trips Per Revenue Mile	0.96	0.74	1.70	1.11	-13.17%
Revenue Miles Between System Failures (000)	4.74	1.97	76.08	19.51	-75.68%

Source: National Transit Database.

Note: Population refers to service area population not total county population.

The following is a summary of the peer review analysis of effectiveness measures, based on the information presented in Table 2-22. Population data includes only service area population and not total county population.

- Vehicle miles per capita for PCPT in FY 2005 were approximately 62 percent below the peer group mean.
- In FY 2005, passenger trips per revenue mile for PCPT also were below the peer group average, at 13 percent below the mean.
- PCPT's revenue miles between system failures were below the peer group average, at 76 percent below the mean in FY 2005.
- In summary, in FY 2005, PCPT was below the mean of its peer review group in terms of the service supply, service consumption, and quality of service measures.

2.8.3 Efficiency Measures

Categories of efficiency measures include cost efficiency and operating ratios. Several statistics have been selected to represent the cost efficiency and operating ratios. Table 2-23 presents these statistics.

**Table 2-23
Peer Review Analysis: FY 2005 Efficiency Measures**

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % Deviation from Mean
Operating Expense/ Passenger Trip	\$3.73	\$2.21	\$4.77	\$3.63	2.75%
Operating Expense/ Revenue Mile	\$3.60	\$3.19	\$5.12	\$3.87	-6.95%
Farebox Recovery	11.21%	8.25%	21.80%	14.11%	-20.56%

Source: National Transit Database.

The following is a summary of the peer review of efficiency measures, based on the information presented in Table 2-23.

- Operating expense per passenger trip was approximately three percent above the peer group mean in FY 2005.
- Operating expense per revenue mile was below the peer group average, at approximately seven percent below the mean in FY 2005.
- PCPT's farebox recovery was also below the peer group average, at approximately 21 percent below the mean in FY 2005.
- In summary, in FY 2005 PCPT's operating expense per passenger trip and per revenue mile measures were fairly in line with its peers. However, farebox recovery was lower than its peers. Because PCPT keeps its prices low, farebox recovery is also low.

2.8.4 Summary Results of Peer Review Analysis

Table 2-24 provides a summary of the peer review analysis for the PCPT fixed-route system. The summary includes each performance measure as well as PCPT's percent deviation from the peer group mean in FY 2005.

**Table 2-24
Peer Review Analysis Summary (FY 2005)**

Measures	PCPT Deviation from Mean
Performance Indicator	
Passenger Trips	-8.93%
Revenue Miles	5.04%
Operating Expense	-0.95%
Service Supply	
Vehicle Miles per Capita	-62.47%
Service Consumption	
Passenger Trips Per Revenue Mile	-13.17%
Quality of Service	
Revenue Miles Between System Failures	-75.68%
Cost Efficiency	
Operating Expense Per Passenger Trip	2.75%
Operating Expense Per Revenue Mile	-6.95%
Operating Ratio	
Farebox Recovery	-20.56%

Source: National Transit Database.

Table 2-25 summarizes the strengths and challenges of PCPT based on the peer review analysis. Strengths include revenue miles of service and operating expense per revenue mile. Of course, there are a myriad of variables that can account for the differences between PCPT and the peer group. Examples of differences could include days of service. PCPT operates 6 days per week but not all systems may offer this service. Peers are determined with revenue hours in mind but that does not mean that the revenue hours are distributed in the same manner throughout the week.

**Table 2-25
Peer Review Analysis: FY 2005 Strengths and Challenges**

Strengths	Challenges
Cost Efficiency (Operating expense per revenue mile)	Quality of Service (Revenue miles between system failures)
Service Supply (Revenue miles)	Service Supply (Vehicle miles per capita)
	Operating Ratio (Farebox recovery)
	Service Consumption (Passenger trips per revenue mile)
	Cost Efficiency (Operating expense per passenger trip)

2.9 REDUCED PEER REVIEW ANALYSIS

This section provides a peer review analysis of a reduced number of peers from those presented and analyzed in the previous section. Four variables were used to further narrow the number of peers for this analysis. Table 2-26 provides the variables used to accomplish the reduction and their relative weights.

Table 2-26
Reduced Peer Review Analysis: Variables and Weights

Variable	Weight
Total Operating Expense	30%
Revenue Miles	30%
Vehicles Operated in Maximum Service	30%
Average Speed	10%

Table 2-27 presents the results of the analysis used to determine the reduced peer review group. As shown, each transit system was ranked according to the value of each variable. Systems were ranked according to each variable from lowest to highest and then weighted (see Table 2-26) to create the total score.

Table 2-27
Reduced Peer Review Analysis: Smaller Peer Group

Peer Group	Revenue Miles (000)		Total Operating Expense		Vehicles Operated in Maximum Service		Average Speed (RM/RH)		Score
	Value	Rank	Value	Rank	Value	Rank	Value	Rank	
WTS	608.67	11	\$2,603.09	10	15	11	13.8	9	10.5
CTS ¹	772.50	10	\$2,539.79	11	12	12	16.3	4	10.3
FAST	786.61	9	\$2,955.10	9	16	8	13.5	10	8.8
PCTS	434.80	12	\$2,076.71	12	19	2	17.2	2	8.0
ATS	823.28	7	\$3,223.47	6	16	8	14.7	8	7.1
PCPT	891.93	6	\$3,213.55	7	16	8	16.7	3	6.6
Metra	823.28	7	\$3,355.61	4	17	7	14.7	7	6.1
MATS	959.17	4	\$3,083.29	8	19	2	15.8	5	4.7
CTS ²	900.60	5	\$3,968.15	2	21	1	12.0	12	3.6
GLTC	1,033.27	1	\$3,543.37	3	18	6	14.7	6	3.6
MCAT	1,003.94	3	\$5,138.00	1	19	2	12.2	11	2.9
SCAT	1,011.69	2	\$3,230.98	5	19	2	21.4	1	2.8

Source: National Transit Database.

¹CTS - Clarksville, Virginia.

²CTS - Charlottesville, Virginia.

Based on the proximity of their scores to PCPT's, four systems were identified as being the most comparable to PCPT:

- Polk County Transit Services,
- Asheville Transit System,
- Metra Transit System, and
- Montgomery Area Transit System.

Two of the Florida systems (Space Coast Area Transit and Manatee County Area Transit) that were initially peers in the overall peer group analysis were eliminated in this process.

After determining the smaller peer group, a similar peer review analysis was performed using the same performance indicators, effectiveness measures, and efficiency measures.

2.9.1 Performance Measures

Table 2-28 presents the results of the reduced peer review analysis of performance indicators.

Table 2-28
Reduced Peer Review Analysis: FY 2005 Performance Indicators

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % From Mean
Passenger Trips (000)	860.65	452.61	1,109.04	837.98	2.70%
Revenue Miles (000)	891.93	434.80	962.90	814.42	9.52%
Operating Expenses (000)	\$3,213.55	\$2,076.71	\$3,355.61	\$2,990.52	7.46%

Source: National Transit Database.

The following is a summary of the reduced peer review analysis of performance indicators, based on the information presented in Table 2-28.

- The number of passenger trips for PCPT was three percent above the peer group mean in FY 2005.
- Revenue miles for PCPT exceeded the peer group average in FY 2005, approximately ten percent above the mean.
- PCPT's operating expenses were more than 7 percent above the peer group average in FY 2005.
- In summary, a higher level of operational spending allows PCPT to travel more revenue miles and carry more passenger trips in those miles than its peers.

2.9.2 Effectiveness Measures

Effectiveness measures, including service supply, service consumption, and quality of service are presented in Table 2-29. Again population refers to service area population and not total county population.

**Table 2-29
Reduced Peer Review Analysis: FY 2005 Effectiveness Measures**

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % From Mean
Vehicle Miles Per Capita ¹	2.40	2.40	11.99	5.30	-54.78%
Passenger Trips Per Revenue Mile	0.96	0.74	1.29	1.04	-6.91%
Revenue Miles Between System Failures (000)	4.74	2.81	36.23	12.13	-60.88%

Source: National Transit Database.

¹Population refers to service area population not total county population.

The following is a summary of the reduced peer review analysis of effectiveness measures presented in Table 2-29.

- Vehicle miles per capita for PCPT were 55 percent below the peer group mean in FY 2005.
- Passenger trips per revenue mile for PCPT were approximately 7 percent below the peer group mean in FY 2005.
- PCPT's revenue miles between system failures were about 61 percent below the peer group mean in FY 2005.
- In summary, these factors were lower than the peer group average. Several factors that could be affecting this are the low density nature of the county, the relative youth of the bus system in Pasco County, and the age of the fleet.

2.9.3 Efficiency Measures

Table 2-30 displays the efficiency measures used to evaluate PCPT and the reduced peer group.

**Table 2-30
Reduced Peer Review Analysis: FY 2005 Efficiency Measures**

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % From Mean
Operating Expense/ Passenger Trip	\$3.73	\$3.03	\$4.59	\$3.75	-0.40%
Operating Expense/ Revenue Mile	\$3.60	\$3.21	\$4.78	\$3.80	-5.16%
Farebox Recovery	11.21%	8.25%	21.80%	14.84%	-24.46%

Source: National Transit Database.

The following is a summary of efficiency measures for the reduced peer review presented in Table 2-30.

- Operating expense per passenger trip for PCPT performed well in FY 2005 compared to the peer group at less than one percent below the peer group mean.
- Operating expense per revenue mile was below the peer group average, at more than five percent below the mean in FY 2005.
- PCPT's farebox recovery was also below the peer group average in FY 2005, at approximately 24 percent below the mean.
- In summary, PCPT is more efficient than its peers when it comes to keeping costs down. Its operating expense per passenger trip and operating expense per revenue mile statistics are lower than its peers. Due to its low fare rates, PCPT's farebox recovery ratio is lower than the average for the peer group.

2.9.4 Summary Results of Reduced Peer Review Analysis

Table 2-31 provides a summary of the reduced peer review analysis for PCPT. The summary includes each indicator or measure and PCPT's deviation from the reduced peer review group mean.

**Table 2-31
Peer Review Analysis Summary (FY 2005)**

Measures	PCPT Deviation from Mean
Performance Indicators	
Passenger Trips	2.70%
Revenue Miles	9.52%
Operating Expense	7.46%
Service Supply	
Vehicle Miles per Capita	-54.78%
Service Consumption	
Passenger Trips Per Revenue Mile	-6.91%
Quality of Service	
Revenue Miles Between System Failures	-60.88%
Cost Efficiency	
Operating Expense Per Passenger Trip	-0.40%
Operating Expense Per Revenue Mile	-5.16%
Operating Ratio	
Farebox Recovery	-24.46%

Table 2-32 summarizes the strengths and challenges of PCPT based on the reduced peer review analysis. Strengths include operating cost per passenger trip and per revenue mile both being below the peer group mean in FY 2005. Challenges include service supply (vehicle miles per capita), quality of service (revenue miles between system failures), service consumption (passenger trips per revenue mile), and farebox recovery. Overall, PCPT offers a quality product at a low price to consumers.

**Table 2-32
Reduced Peer Review Analysis: FY 2005 Strengths and Challenges**

Strengths	Challenges
Cost Efficiency (Operating expense per revenue mile)	Quality of Service (Revenue miles between system failures)
Service Supply (Revenue miles)	Service Supply (Vehicle miles per capita)
	Operating Ratio (Farebox recovery)
	Service Consumption (Passenger trips per revenue mile)

2.10 FAREBOX RECOVERY ANALYSIS

An analysis of PCPT's farebox recovery ratio and a discussion of strategies that will affect the farebox recovery ratio is provided in Appendix B.

Section 3 PUBLIC INVOLVEMENT

Public involvement is critical to the successful development of the TDP for Pasco County. With this in mind, the Public Involvement Program (PIP) was developed to increase the likelihood of active participation from citizens in the community. The PIP consists of the following activities:

- project kickoff meeting with MPO TAC, CAC, and Board,
- three discussion groups,
- six informational public workshops,
- a survey of non-users,
- an on-board survey of bus riders,
- an alternatives survey,
- a postcard survey of Central Pasco County residents, and
- presentations of interim reports to PCPT staff, MPO staff, and MPO TAC, CAC, and Board.

3.1 PUBLIC INVOLVEMENT PLAN

As required under Florida Rule 14-73.001, a public involvement plan was drafted for the TDP. It was approved by FDOT. Table 3-1 presents the activities to be undertaken under the plan, an indication as to whether the activity was completed, and the level of participation achieved. A copy of the plan can be found in Appendix C. For copies of public notices used to advertise public involvement activities, see Appendix D.

**Table 3-1
Public Involvement Plan Details**

Task	Date	Completed	Attendance Level
Project Kickoff Meeting			
CAC	6/13/2007	√	N/A
TAC	6/18/2007	√	N/A
MPO Board	6/21/2007	√	N/A
Agency Discussion Groups			
Dade City	10/4/2007	√	9
New Port Richey	10/4/2007	√	18
Public Workshops			
Land O' Lakes	9/11/2007	√	8
Dade City	9/13/2007	√	7
New Port Richey	9/18/2007	√	10
Land O' Lakes	11/8/2007	√	10
Dade City	11/13/2007	√	15
New Port Richey	11/8/2007	√	26
Surveys			
Non-User Survey	September	√	84
On-Board Survey	September	√	313
Alternatives Survey	October	√	60
Postcard Survey	October	√	3,723
Mailings			
MPO	9/4/2007	√	91
MPO	10/25/2007	√	803
Chamber of Commerce Meetings			
Wesley Chapel	5/14/2007	√	N/A
Wesley Chapel	10/24/2007	√	13
Present Interim Findings			
CAC	4/9/2008	√	N/A
TAC	4/14/2008	√	N/A
MPO Board	4/17/2008	√	N/A
Present Final TDP			
CAC	6/4/2008		
TAC	6/9/2008		
MPO Board	6/12/2008		
BCC	July 2008		

3.2 PROJECT KICKOFF

At the beginning of the TDP process, presentations were made to the MPO TAC, CAC, and Board to apprise them of the process. The presentations included an overview of current PCPT operations, the TDP process, the implementation of the previous TDP, and the project schedule.

3.3 DISCUSSION GROUPS

Three discussion groups were held during the TDP process. Two focused on agency representatives and one focused on business leaders. For copies of the sign-in sheets from these activities, see Appendix F.

On October 4, 2007, two discussion groups were held, one on the east side of the county and one on the west. Faxed or mailed invitations were sent to approximately 150 representatives of various agencies and organizations that serve Pasco County residents. Groups included such agencies as the Workforce Development Board, Florida Department of Veterans' Affairs, Pasco County Sheriff's Office, and Pasco County Schools. Non-profits included The Lighthouse for the Visually Impaired and Blind, Catholic Charities, Farmworkers Self-Help, YMCA, and Habitat for Humanity.

The morning discussion group, held at the PCPT offices in Port Richey, had 18 attendees. About half of the attendees had ridden a PCPT bus before. Of those who had ridden the bus, most did so in order to train clients on how to ride the bus. The main points to come out of this meeting are summarized below.

- **Route Expansion** – The majority of participants saw a need for two new routes: a cross-county connector and a route that would serve Moon Lake Road. Most agreed that the Moon Lake Road route is more important and should be implemented sooner than a cross-county connector. It was also suggested that routes deviate from regular service at times of day when there is excess time in the schedule so as to serve activity centers that are farther from bus stops.
- **Hours of Service** – All agreed that service needs to be extended later in the evening in order to allow individuals to work or attend class later in the evening. Several participants had experience with individuals who could not accept jobs because the bus did not run late enough to take them home. It was suggested that buses run until at least 10:00 P.M. if not midnight. The majority believe that providing service later in the evening is more important than adding new routes.
- **Sunday Service** – The majority agreed that Sunday service is necessary for people to get to church as well as to service industry jobs. Most believe that Sunday service is less important than increasing service until later in the evening.
- **Bus Stop Conditions** – It was noted that for the physically challenged, the distance between bus stops and the lack of shelter at bus stops can be very difficult for them to handle and at times can prove to be deadly. One participant suggested that incarcerated individuals and technical school students be used to build bus shelters more cheaply.

- Paratransit – It was noted that the wait for paratransit service can be long and unpredictable. The unpredictability can make travel and planning difficult.
- Dissemination of Information – It was noted that an internet mapping service might be helpful for the developmentally challenged as it would give step-by-step instructions on which buses to take and when.

The afternoon session was held at the Dade City Community Services Nutrition Center. It was attended by nine people and most had no personal experience with PCPT buses. The following summarizes the main points of the discussion.

- Route Expansion – The majority agreed that a cross-county connector is very important as many services such as the Florida Department of Children and Families, Medicaid dentists, and certain medical specialists can be found only on the west side of the county. A cross-county connector would also help those individuals on the west side of the county who have no transportation and must make a court appearance on the east side of the county. The group indicated that having service that linked up with HART bus service to Tampa could also help east-side residents access the services they need. This group prioritized a cross-county connector as more important than a route to serve Moon Lake Road although they recognized the usefulness of a Moon Lake route.

There were concerns expressed about the lack of service to Wesley Chapel. It was also commented that Trilby and Lacoochee need more service than what they currently have. It was noted that, while PCPT often serves area senior centers, the walk might be too far between the bus stop and the center for the majority of senior citizens.

The group also noted that the county detention center in Land O' Lakes is not served, which means that after being released people have to walk if they do not have access to private transportation. The nearest shelter or medical facility is miles away. Most mentally ill detainees are released with a 1-day supply of medicines so it is very important that they seek medical care immediately.

- Hours of Service – The east-side discussion group was concerned with both earlier morning and later evening service. As with the west-side group, they believe people are not accepting service jobs because they would not be able to get home after their shifts ended. The group also noted that the buses do not run early enough for residents of Zephyrhills to get to the courthouse in Dade City for an 8:30 A.M. hearing.

- Sunday Service – Farmworkers need Sunday service since they work six days per week. Sunday is the only day they have to run errands. Sunday service is also needed for people to get to church services.
- Paratransit – This group noted that late pickups by the paratransit system are a problem.
- Bus Stops – There are some bus stops that are perceived to be dangerous. The participants noted that they believe some are dangerous because of proximity to the roadway and others are a problem because of crime in the area.
- Fares – A concern was expressed that even a small fare increase would be difficult for constituents who are on fixed incomes. A number of residents are on incomes of \$200 to \$600 per month. The agency representatives indicated that they would like to see greater discounts for bulk purchases of passes, especially monthly passes.

A third discussion group was held on October 24, 2007, from 9:00 A.M. to 11:00 A.M. at the Lexington Oaks Community Center in Wesley Chapel, Florida. Guests included business leaders from the Central Pasco area. The following points were made during the discussion.

- The group is interested in planning for the 15- to 20-year timeframe. As business leaders, they want Pasco County to think long-term and plan for growth. The group would like to see the use of alternative fuels explored.
- The group also discussed how private citizens could participate and assist in promoting transit. One idea was to have volunteers transport people to the fixed-route system if they were not able to walk to the bus stop. Another idea was to drive riders to the community center and then have the bus pick them up there. The community center would act as a nice shelter for those using the bus.
- In the beginning, service does not have to be every day. It could operate two days a week in order to assist with shopping and errands. If there were a regular route down SR 54, then flexible routes could be used to get passengers to and from the fixed-route system.
- The group would like to focus on serving youth and the elderly.
- It is important to have a connection between Zephyrhills and Dade City for shopping purposes. This connection is especially important in the winter season as there are many seasonal residents in Zephyrhills.
- Some members of the group were interested in paratransit crossing county lines.

- While the connection to the south with Tampa is important, the business leaders present were concerned about people spending their money in Tampa and not locally.
- The County needs to plan for the baby boomers who are going to be approaching 80 years of age in the coming years.

3.4 PUBLIC WORKSHOPS

At various phases during the TDP production process, public workshops were held.

3.4.1 September Open Houses

As part of the process to identify how the transit system can improve the services it offers, three open houses were held in September 2007. One was held on the west side of the county, one on the east side, and one in the central portion of the county. These workshops focused on identifying what improvements to the system were needed. An open house is an informal workshop where participants come and go as they please. No formal presentations are made during these types of workshops.

The first public workshop was held at the Land O' Lakes Library from 4:00 P.M. to 7:00 P.M. on September 11, 2007. It was attended by eight people. The following is a summary of the comments received.

- Routes – There is interest in a Central Pasco circulator that would serve population centers, as well as the Wiregrass, Cypress Creek, and The Groves commercial developments. It was noted that a local circulator would improve the quality of life for those residents of Central Pasco who cannot drive. Because traffic congestion is such a problem in Central Pasco, there is interest in having a route that would connect to HART service.

A second public workshop was held at the Hugh Embry Public Library in Dade City. It was held September 13, 2007, from 3:00 P.M. to 6:00 P.M. It was attended by seven people. The following is a summary of the comments made at this event.

- Routes – One resident believes that the Lacoochee area needs a direct connection to Wesley Chapel. Because the Florida Department of Children and Families closed its east-side offices, it is even more important for there to be a cross-county connector.
- Service Days – PCPT received positive comments about the addition of Saturday service.
- Bus Stops – There is a problem with ants at bus stops.

On September 18, 2007, a public workshop was held from 4:00 P.M. to 7:00 P.M. at the Regency Park Library in New Port Richey. It was attended by ten people. The following is a summary of the comments received during this workshop.

- Paratransit – The regularly scheduled shopping trip needs to include Wal-Mart at least once a month so that people can take advantage of its \$4 prescription service. Wal-Mart also offers low-cost toe nail clipping, which is important to those with limited mobility. There were also concerns expressed that some of the contracted paratransit providers do not have air conditioning in their vehicles.
- Fixed-Route Service – It was indicated that the K-Mart stop has dirt, which makes it difficult for individuals in wheelchairs. There needs to be later service so that people can make commitments later in the day. The juvenile detention center needs to have service so that the youths can get jobs.

3.4.2 November Open Houses

A second round of workshops was held in November. These workshops were similar in style to the first round. These open houses focused on gathering information on the ranking of various alternatives. Participants were asked to fill out a survey that indicated how important various improvements were to them.

A public workshop was held on November 8, 2007, at the Land O' Lakes Library from 2:30 P.M. to 4:30 P.M. Ten people attended the workshop. The following is a summary of the comments provided at the workshop.

- Central Pasco Circulator – The Central Pasco circulator would need to go north on Land O' Lakes Boulevard to at least Land O' Lakes High School, Gator Lane, and the Connerton Development. It should also go south of SR 54 on US 41. It is very important that the circulator meet up with HART services.
- Zephyrhills and Wesley Chapel Connector – One person suggested that this route operate as a circulator at both ends so that there would be local service in Wesley Chapel and Zephyrhills.
- Regional Access – Regional access is more important than local access. The county needs to be working to connect with HART and PSTA services so that Pasco County residents can easily travel around the region. Not only should bus service be considered, but light rail and other options should be considered, as well.

- Sidewalks – There is no sidewalk on US 41 south of SR 54 so that people who wanted to access a route on SR 54 could not get there.

On November 13, 2007, a public meeting was held at West Pasco Government Center in New Port Richey from 11:00 A.M. to 1:00 P.M. The meeting was attended by 26 people. The following is a summary of the comments provided at the workshop.

- Sunday Service – A person or two suggested that Sunday service is important.
- Cross-County Connector – A few people felt this service was necessary. It was suggested by one person that the service be on SR 52.
- Later Service – Increasing service later into the evenings was generally important to participants at this meeting. Service should go until at least 10:00 P.M.
- Increased Frequency – It was suggested that service be increased on Saturdays to the weekday schedule.
- Service Addition – It was noted that the northbound Route 23 does not go to Mitchell Plaza so that people have to alight at Wal-Mart and then walk across to Mitchell Plaza. It was also noted that St. Leo College needs service. One rider would like to see Route 23 extended to serve James Gill YMCA. Route 19 needs to go from Hudson all the way down south. Route 14 leaves Kmart 2 minutes before Route 19 gets there; there needs to be a schedule modification to accommodate transfers.
- Additional Items – PCPT needs to ensure that the air conditioning is working on all buses. There needs to be a better system for dealing with buses that breakdown. Riders should not be expected to wait the hour until the next scheduled bus arrives.

On November 13, 2007, a public meeting was held at East Pasco Government Center in Dade City from 2:30 P.M. to 4:30 P.M. The meeting was attended by 15 people. The following is a summary of the comments provided at the workshop.

- Cross-County Connector – Several people suggested that the most important improvement to the Pasco County bus system would be to add a cross-county connector. East Pasco County residents would like access to West Pasco County, Hillsborough County, and Hernando County.
- Zephyrhills and Wesley Chapel Connector – One participant identified this connection as important but not as important as the Cross-County Connector.

- Shelters – There is a need for PCPT to increase the number of these for protection from the rain and the sun. A shelter is needed at Pasco Hernando Community College.
- Service Addition – At least one person suggested there was a need for service to St. Leo College for students and workers.

3.5 NON-USER SURVEY

To get more information from persons who do not currently use the bus system, a survey was conducted. The survey was mailed to members of the MPO TAC, CAC, and Board. It was also distributed at the public workshops and discussion groups. The results are summarized in Table 3-2 through Table 3-6 and Figure 3-1. For a copy of the non-user survey, see Appendix E.

**Table 3-2
Non-User Survey Results (FY 2007): Service**

Question	Possible Responses	Results
How much awareness is there in the community about transit/public transportation?	High Moderate None at all Do not know	12.20% 56.10% 15.85% 15.85%
What do you think of PCPT transit service?	It must be provided It might be useful It does not matter to me Not sure it is useful We do not need it	80.95% 15.48% 1.19% 1.19% 1.19%
What is your perception of transit's role in the community?	Absolutely necessary Somewhat important Somewhat unimportant Poor	84.52% 13.10% 2.38% 0.00%
Is traffic congestion a problem in Pasco County?	Yes No	96.34% 3.66%
If you answered yes to question 4, what role do you see transit playing in alleviating the situation?	It will relieve congestion It may provide some help It will have no effect It may create some additional traffic issues It will make congestion worse	42.68% 48.78% 4.88% 2.44% 1.22%
Have you used the Pasco County transit service?	Yes No	40.48% 59.52%
Do you think there is a need for additional transit service in Pasco County?	Yes No	97.62% 2.38%
If you answered yes to question 7, select the type of service you would most like to see?	More frequent bus service Weekend service Night service Increased coverage area Carpools / vanpools Other	22.53% 19.78% 20.88% 26.37% 6.59% 3.85%

The survey results indicate that the majority of respondents believe that transit service must be provided in Pasco County. Of the 96 percent of respondents who believe that traffic congestion is a problem in Pasco County, 43 percent believe that transit will help alleviate that congestion. Only 40 percent of respondents have ever used transit in Pasco County. Almost 98 percent of respondents think there is a need for additional transit service in Pasco County. When asked what additional

service is needed, more than 26 percent of respondents indicated a need for an increased coverage area for the county's transit service. Other important service needs indicated by the respondents include more frequent bus service (23%), night service (21%), and weekend service (20%).

For those respondents who said that additional routes were the most important additional service PCPT could provide, Table 3-3 provides a breakdown of what routes were suggested. The most popular route location is Moon Lake Road. Service to Shady Hills and a cross-county connector tied for the second most popular response.

**Table 3-3
Non-User Survey Results (FY 2007): Additional Routes**

Route	Number of Respondents
Moon Lake Road	17
Cross-County Connector	13
Shady Hills	13
Spring Hill (Hernando County)	9
Central Pasco	4
Land O' Lakes	3
SR 52	3
East Pasco	2
SR 54	2

For respondents who believe that there are "other" services that are needed in Pasco County, specific responses included providing a way to help pedestrians cross US 19, van service in high-density neighborhoods, and light rail.

About equal percentages of respondents thought that fares should be between \$0.00 to \$0.50 and \$0.51 to \$1.00. More than 30 percent indicated that a fare of more than \$1.00 would be reasonable. Over 75 percent of respondents believe that there is a willingness in the community to pay for transit, while 86 percent of respondents are Definitely or Somewhat willing to pay increased taxes to help fund transit, as shown in Table 3-4.

**Table 3-4
Non-User Survey Results (FY 2007): Funding**

Question	Possible Responses	Results
What do you think is a reasonable one-way fare to pay for transit service?	\$0.00 - \$0.50	34.18%
	\$0.51 - \$1.00	35.44%
	\$1.01 - \$1.50	15.19%
	\$1.51 - \$2.00	8.86%
	More than \$2.00	6.33%
Do you believe there is a willingness in the community to consider additional local funding for transit?	Definitely	36.59%
	Somewhat	39.02%
	Not at all	9.76%
	Do not know	14.63%
Are you willing to pay additional local taxes for an expanded transit system?	Definitely	43.21%
	Somewhat	43.21%
	Not at all	9.88%
	Do not know	3.70%

Respondents were asked to rank the importance of certain transit characteristics in the survey. Respondents rated characteristics as Very Important, Somewhat Important, Neutral, Not Very Important, or Not Important At All. The characteristic that garnered the highest percentage (89%) of Very Important responses is the Hours of Service characteristic. As shown in Table 3-5, respondents also indicated that the following characteristics were important, with over 85 percent of respondents ranking them as Very Important: Days of Service, Frequency, Convenience of Routes, Dependability of Buses, and Safety/Security at Bus Stops. For 4.88 percent of the non-users, the cost of riding the bus was either Not Very Important or Not Important At All.

**Table 3-5
Non-User Survey Results (FY 2007): Preferences**

	Very Important	Somewhat Important	Neutral	Not Very Important	Not Important At All
Days of service	86.6%	8.5%	3.7%	0.0%	1.2%
Frequency (how often buses run)	85.4%	9.8%	3.7%	0.0%	1.2%
Hours of service	89.0%	9.8%	0.0%	0.0%	1.2%
Convenience of routes (where buses go)	86.6%	12.2%	0.0%	0.0%	1.2%
Dependability of buses (on time)	86.6%	11.0%	1.2%	0.0%	1.2%
Travel time on bus	61.7%	33.3%	3.7%	0.0%	1.2%
Cost of riding the bus	53.7%	29.3%	12.2%	3.7%	1.2%
Location of bus stops	78.0%	19.5%	1.2%	0.0%	1.2%
Accessibility of bus pass sales locations	54.9%	29.3%	11.0%	2.4%	1.2%
Availability of bus route information	65.4%	27.2%	4.9%	0.0%	2.5%
User-friendliness of bus information	72.8%	19.8%	6.2%	0.0%	2.5%
Vehicle cleanliness and comfort	61.0%	29.3%	8.5%	0.0%	1.2%
Bus stop cleanliness and comfort	64.6%	24.4%	8.5%	0.0%	2.4%
Bus driver courtesy	64.6%	25.6%	7.3%	0.0%	2.4%
Safety/security on bus	84.1%	11.0%	1.2%	1.2%	2.4%
Safety/security at bus stops	85.4%	9.8%	2.4%	0.0%	2.4%

The majority of respondents were between the ages of 41 and 60 years old. The majority have a household income of \$50,000 or greater. See Table 3-6 for more details on these specific demographic characteristics.

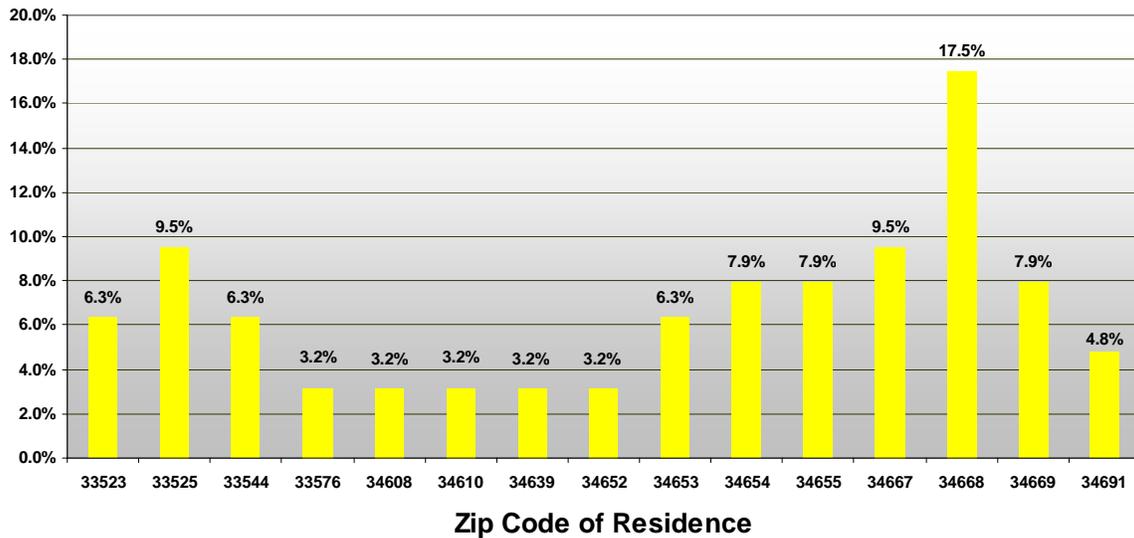
**Table 3-6
Non-User Survey Results (FY 2007): Demographic Data**

Question	Possible Responses	Results
Your age is?	Under 18	0.00%
	18 to 24 years	11.90%
	25 to 40 years	19.05%
	41 to 60 years	51.19%
	Over 60 years	17.86%
What is the range of your total household income?	Less than \$10,000	20.99%
	\$10,000 to \$19,999	3.70%
	\$20,000 to \$29,999	4.94%
	\$30,000 to \$39,999	8.64%
	\$40,000 to \$49,999	6.17%
	\$50,000 or greater	55.56%

Respondents also provided the zip code for their residence. Figure 3-1 displays a distribution of respondent zip codes. Zip codes with only one respondent were not graphed in Figure 3-1 and

include the following: 33533, 33540, 33543, 33548, 33549, 33559, 33610, 34637, 34638, 34688, 34689, and 34690.

**Figure 3-1
Non-User Survey Results (FY 2007): Zip Code Distribution of Respondents**



3.6 ON-BOARD SURVEY

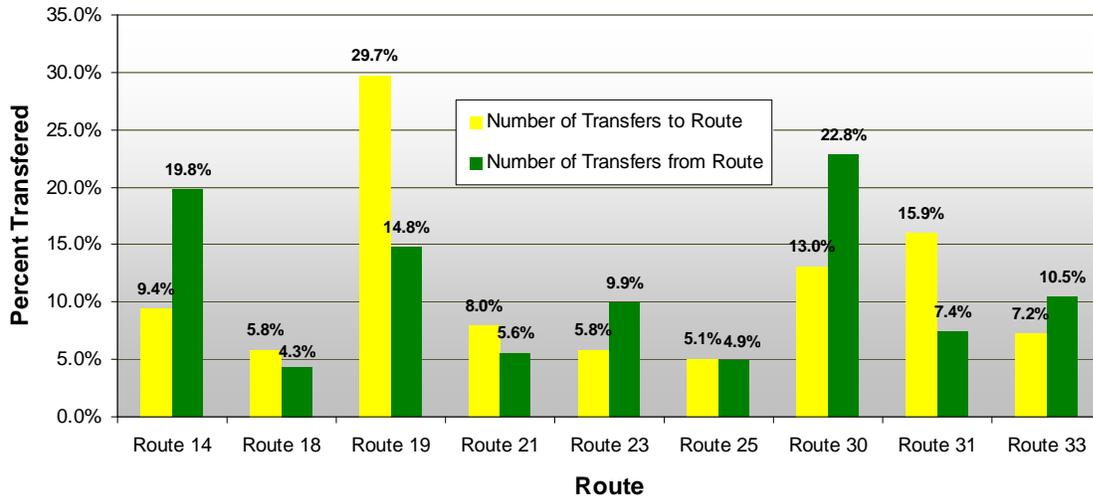
Surveys were handed out by bus drivers to passengers during the week of September 10, 2007. The survey is similar to the on-board survey used in March 2005 during the last TDP. Some questions were added or modified given changing conditions and the results of the last survey. Where possible, the responses from both years are provided. A total of 313 completed surveys were returned to PCPT. The results of this survey are presented below. For a copy of the on-board survey, see Appendix E.

3.6.1 Transferring

Fifty-four percent of those individuals who responded to the on-board survey included a transfer in their journey. This is up from 46 percent in the last on-board survey. Route 30 has the most people transferring from it to another route, while Route 19 has the most transfers to it. Route 30 is the primary north-south connector on the east side of the county, while Route 19 is the primary north-south connector on the west side.

In FY 2005, Route 19 was the most transferred to and from route on the system. Thirty-four percent of the transfers were from Route 19 and 35 percent of the transfers were to Route 19. Routes 30 and 23 tied for the second most transfers from a route at 11 percent. Route 18 had the second most transfers to a route at ten percent. Transfer data is displayed in Figure 3-2.

**Figure 3-2
On-Board Survey (FY 2007): Transfer Patterns**



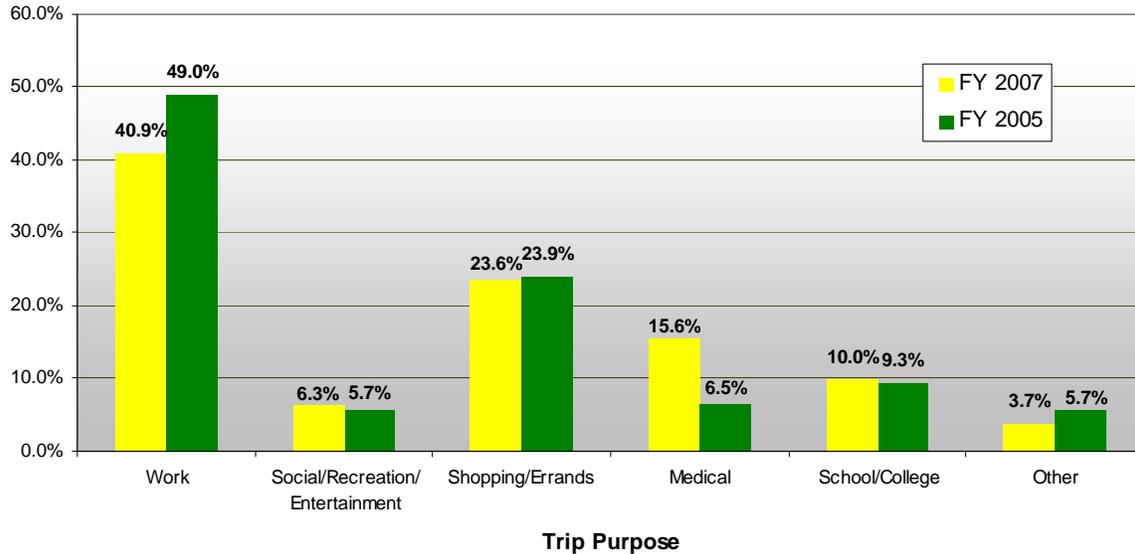
3.6.2 Travel Characteristics

A number of the questions were designed to glean information about particular trip-making characteristics of PCPT patrons. This section explores who rides the bus and why they ride.

Figure 3-3 displays the breakdown of survey respondents by trip purpose. In FY 2007, the most common trip purpose was work at 41 percent. In FY 2005, 49 percent of respondents indicated that work was the primary purpose of their trip. The second most indicated trip purpose was shopping and errands at 24 percent. Medical trips increased the most significantly from 6 percent in FY 2005 to 16 percent in FY 2007.

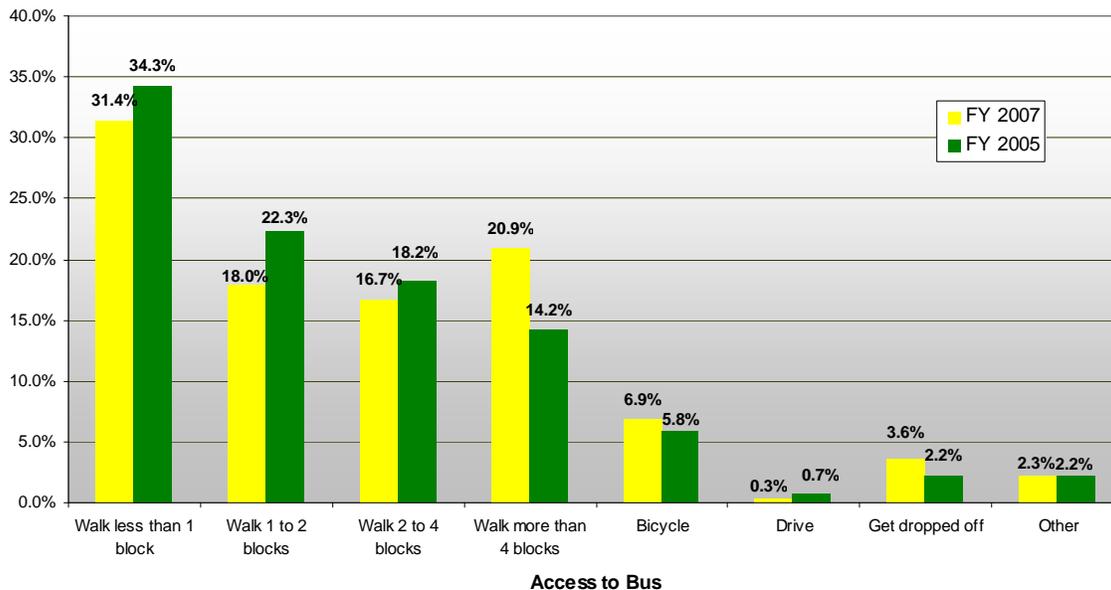
When respondents replied that they had an “other” trip purpose, those purposes included such activities as church and daycare.

**Figure 3-3
On-Board Survey (FY 2005 and FY 2007): Trip Purpose**



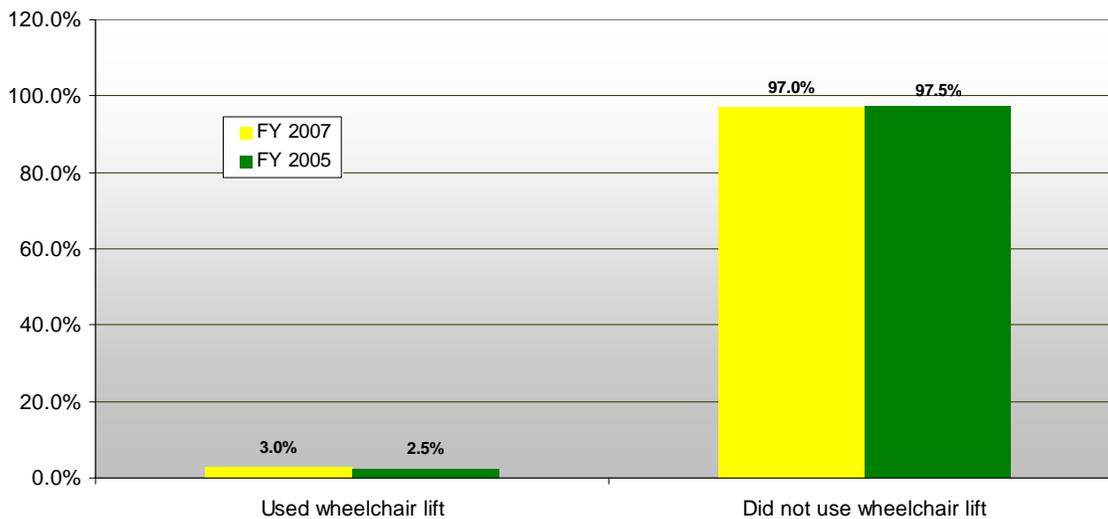
When looking at modal access to the bus, the largest group of riders (31.4%) walk less than one block to the bus. A significant portion (20.9%) is walking more than four blocks to the bus. The most significant increase since FY 2005 was in the number of people walking more than four blocks to the bus. For those individuals who said they used other means to access the bus, they indicated that they used a wheelchair or they walked significant distances, such as over 1.5 miles. Figure 3-4 provides a comparison between 2005 and 2007 trip purpose breakdowns.

**Figure 3-4
On-Board Survey (FY 2005 and FY 2007): Access to Bus**



The number of respondents who used the wheelchair lift was 3.0 percent, which is up slightly from 2.5 percent in FY 2005. See Figure 3-5.

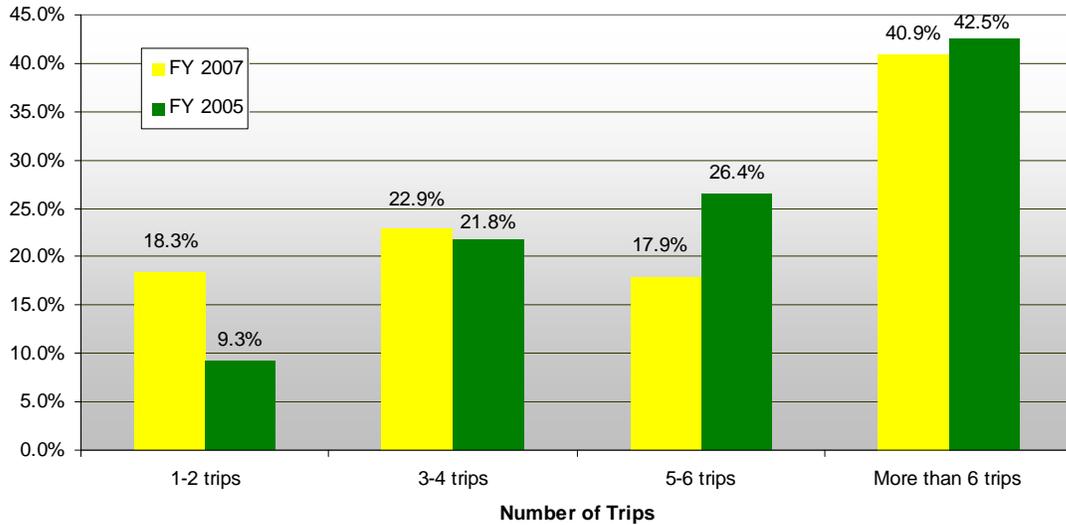
**Figure 3-5
On-Board Survey (FY 2005 and FY 2007): Wheelchair Lift Usage**



Most PCPT riders are frequent users with over 58.8 percent of passengers making 5 or more trips per week. The percentage of passengers who ride 5 or more times per week is down from 68.9

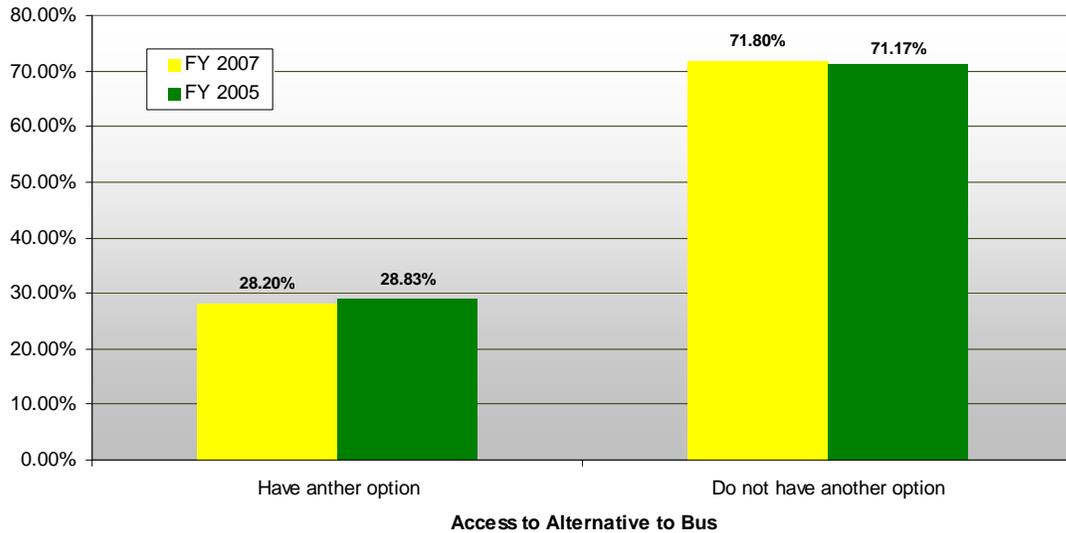
percent in FY 2005. See Figure 3-6 for further detail. The number of passengers who ride one or two time per week is up from 9.3 percent in FY 2005 to 18.3 percent in FY 2007.

**Figure 3-6
On-Board Survey (FY 2005 and FY 2007): Number of Trips per Week**



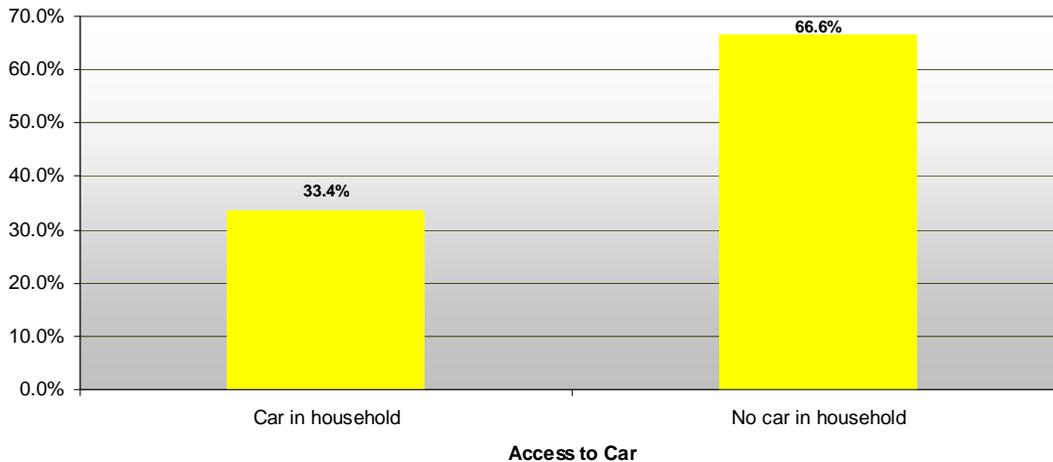
As displayed in Figure 3-7, the vast majority of PCPT passengers do not have another option for transportation other than using the bus. The number of individuals who have no other option has remained steady since FY 2005 at approximately 71 percent.

Figure 3-7
On-Board Survey (FY 2005 and FY 2007): Access to Alternatives to Bus



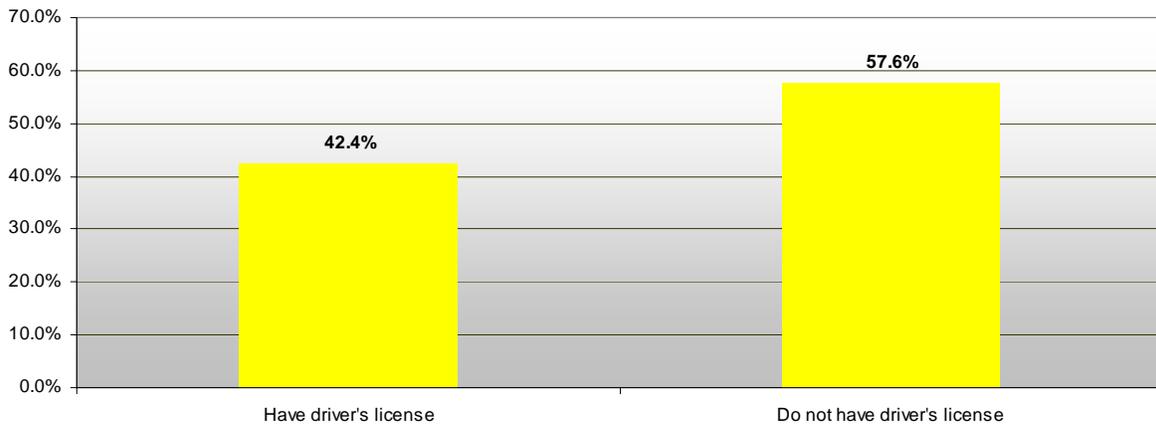
The majority of PCPT passengers do not have access to a car in their household. Over 66 percent of respondents do not have a car in their household. See Figure 3-8.

Figure 3-8
On-Board Survey (FY 2005 and FY 2007): Households with Cars



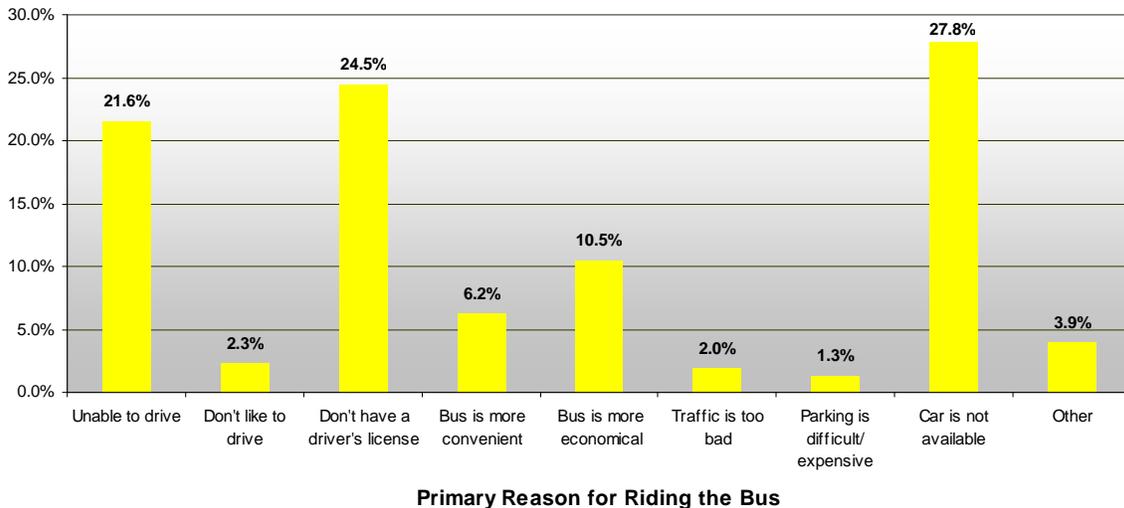
Over 57 percent of passengers do not have a driver's license. See Figure 3-9.

Figure 3-9
On-Board Survey (FY 2005 and FY 2007): Driver's License



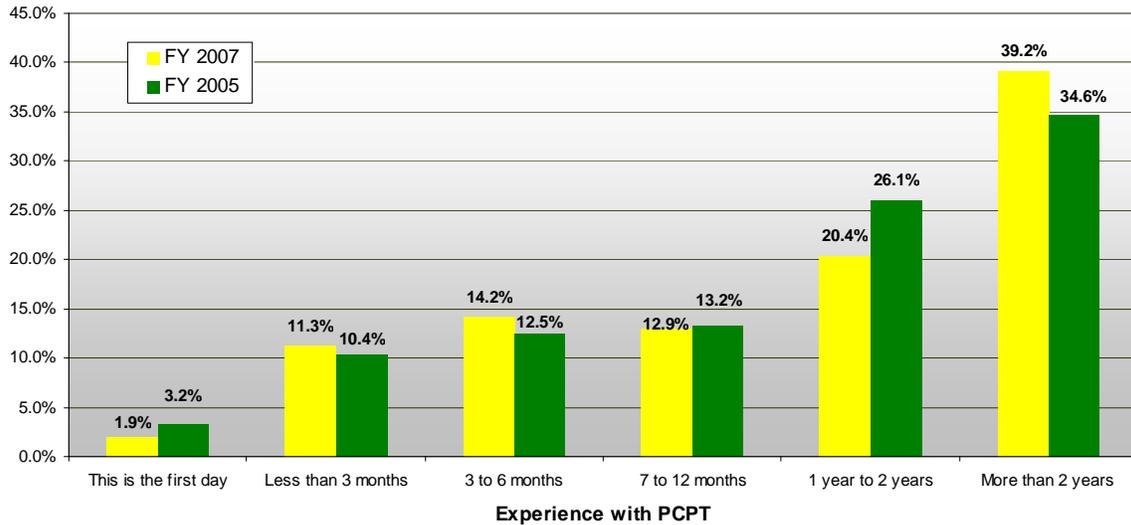
As shown in Figure 3-10, the three most popular reasons for riding the bus involve lack of access to a car or inability to drive. For 27.8 percent of respondents, they do not have a car available. For 24.5 percent, they do not have a driver's license. And another 21.6 percent are unable to drive. Another 22.3 percent believe that the bus offers them a more convenient, economical, or better solution to driving. For those who responded with answers other than those provided, they said that gas, insurance, and maintenance costs for a car were too expensive. One person said that it was a pleasure to ride the bus.

Figure 3-10
On-Board Survey (FY 2007): Primary Reason for Riding the Bus



A large percentage of riders have been using PCPT for more than two years. Over 39 percent of passengers have ridden PCPT buses for two or more years, which is up from 34.6 percent in FY 2005. This trend suggests that customers are loyal to PCPT. See Figure 3-11.

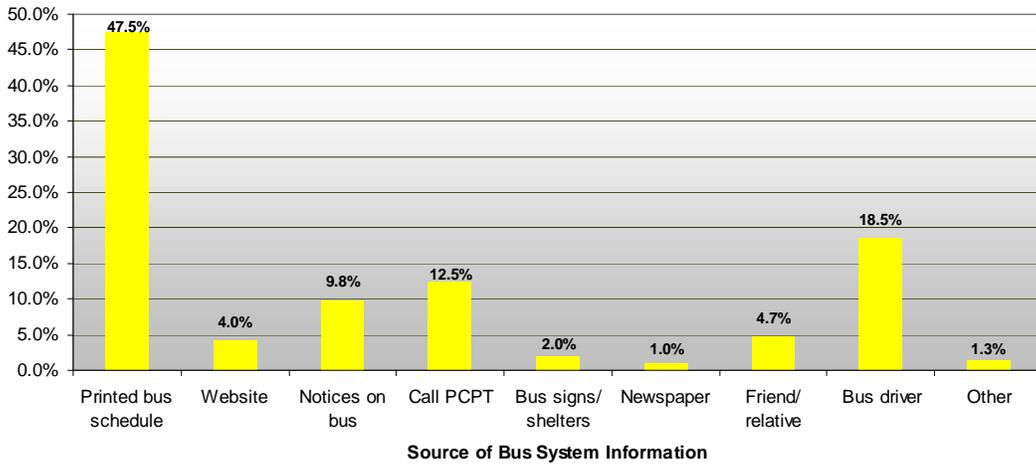
Figure 3-11
On-Board Survey (FY 2005 and FY 2007): Experience with Bus Service



3.6.3 Information Dissemination

In this section, the ways in which PCPT passengers get information about the bus system is examined. The largest percentage (47.5%) of passengers gets information on the bus system from printed bus schedules. The second largest group (18.5%) gets information from the bus driver. For the respondents who got information through “other” means, they indicated that they get information from other bus riders. See Figure 3-12.

**Figure 3-12
On-Board Survey (FY 2007): Bus System Information Sources**



3.6.4 Financial Matters

The survey contained two questions on ticket fares. The current one-way fare price is \$0.50. Respondents were asked to indicate the highest level of fare that they would pay for a one-way trip. While 53.7 percent of respondents would not pay more than \$0.75, 46.3 percent of respondents believe that the one-way fare price could be raised above the current \$0.50 level. The percentage of people willing to pay more for bus service has increased significantly since FY 2005, when only 21.9 percent of respondents would pay more than the current rate.

**Figure 3-13
On-Board Survey (FY 2005 and FY 2007): One-Way Fare Price**



The majority of respondents indicated that the most they would pay for a monthly pass (currently priced at \$15.00) is in the range of \$15.00 to \$20.00. Only 23.5 percent indicated a willingness to pay more than \$20.00 for the pass.

Figure 3-14
On-Board Survey (FY 2007): Monthly Pass Price



3.6.5 Rider Satisfaction

The following survey questions and responses speak to the satisfaction passengers have with the PCPT bus system. Passengers were asked to rate their experience with PCPT over the past year. Over 86 percent of respondents indicated that their experience with PCPT over the course of the last year was Very Good or Good. Only 1.0 percent of passengers believe the experience was Poor. See Figure 3-15.

**Figure 3-15
On-Board Survey (FY 2002, FY 2005, and FY 2007): Rider Satisfaction**

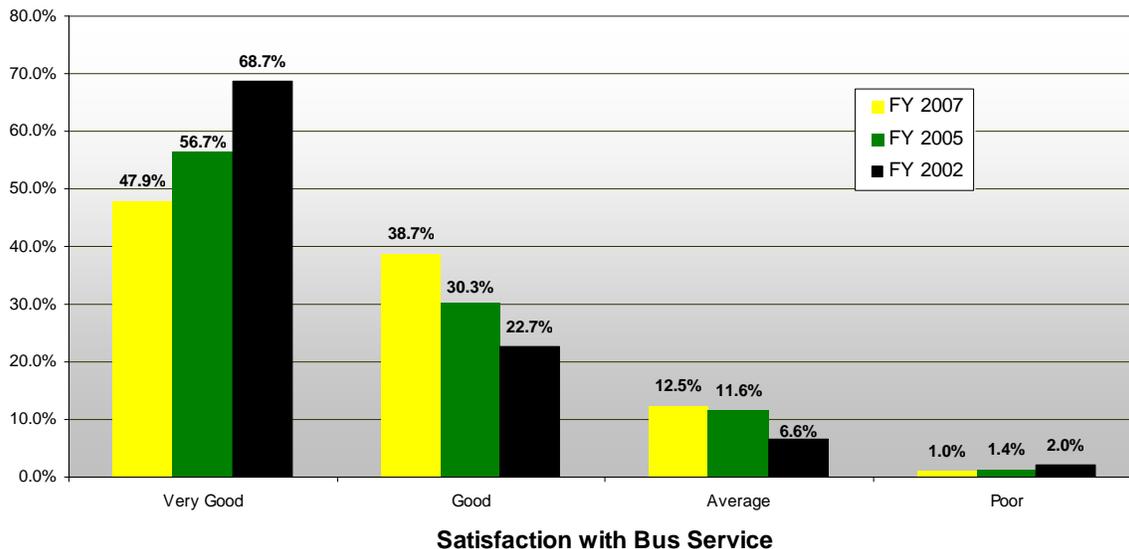


Table 3-7 presents a number of characteristics that bus patrons were asked to rate. In every category, over 55 percent of the responses were Very Good or Good. The category with the highest percentage of Very Good responses is the cost of riding the bus. Passengers feel that fare price is economical. Bus driver courtesy ranked nearly as high. User-friendliness of bus information had over 90 percent of responses fall in the Very Good or Good categories. The categories with the highest percentage of Poor and Very Poor responses are bus stop cleanliness and comfort, hours of service, and safety/security at bus stops. About 82 percent of respondents rated overall PCPT service as Very Good or Good.

**Table 3-7
On-Board Survey: FY 2007 Rider Satisfaction**

Aspect of Service	Very Good	Good	Fair	Poor	Very Poor
Days of service	39.2%	41.2%	14.7%	3.3%	1.6%
Frequency (how often buses serve each stop)	29.5%	32.1%	31.8%	5.6%	1.0%
Hours of service	27.8%	27.5%	31.4%	10.8%	2.6%
Convenience of route (where buses go)	32.6%	33.6%	25.3%	5.9%	2.6%
Dependability of buses (on time)	35.9%	38.5%	16.8%	4.9%	3.9%
Travel time on bus	36.6%	43.2%	16.5%	2.6%	1.0%
Cost of riding the bus	61.7%	26.1%	10.2%	1.3%	0.7%
Accessibility of bus passes (ease of purchase)	47.7%	32.8%	13.6%	5.6%	0.3%
Availability of bus information	55.9%	31.9%	9.5%	1.6%	1.0%
User-friendliness of bus information	53.4%	36.7%	8.5%	1.3%	0.0%
Vehicle cleanliness & comfort	43.9%	34.4%	16.4%	3.9%	1.3%
Bus stop cleanliness & comfort	32.0%	28.4%	22.1%	12.2%	5.3%
Bus driver courtesy	61.4%	27.5%	8.5%	1.0%	1.6%
Safety/security on bus	52.0%	35.4%	10.9%	0.7%	1.0%
Safety/security at bus stops	34.8%	31.5%	23.5%	6.3%	4.0%
How would you rate overall bus service?	40.6%	41.3%	15.5%	2.3%	0.3%
How would you rate connections between routes?	34.2%	35.9%	21.3%	6.3%	2.3%

In order to more easily compare responses for different years, responses were coded in the following manner and then total scores were tabulated. Every Very Good rating received a score of 5 while every very poor rating received a score of 1. The scores for the other rating categories are presented in Figure 3-3.

**Table 3-8
On-Board Survey: Scoring Table**

Very Good	5
Good	4
Fair	3
Poor	2
Very Poor	1

Table 3-9 provides score tallies for FY 2002, FY 2005, and FY 2007. It also provides a calculation of the difference between FY 2005 and FY 2007 so that trends can be identified. The largest change was a decline in the level of satisfaction with bus dependability. The category that had the biggest improvement in score was days of service, which can be attributed to the addition of Saturday service since the FY 2005 survey.

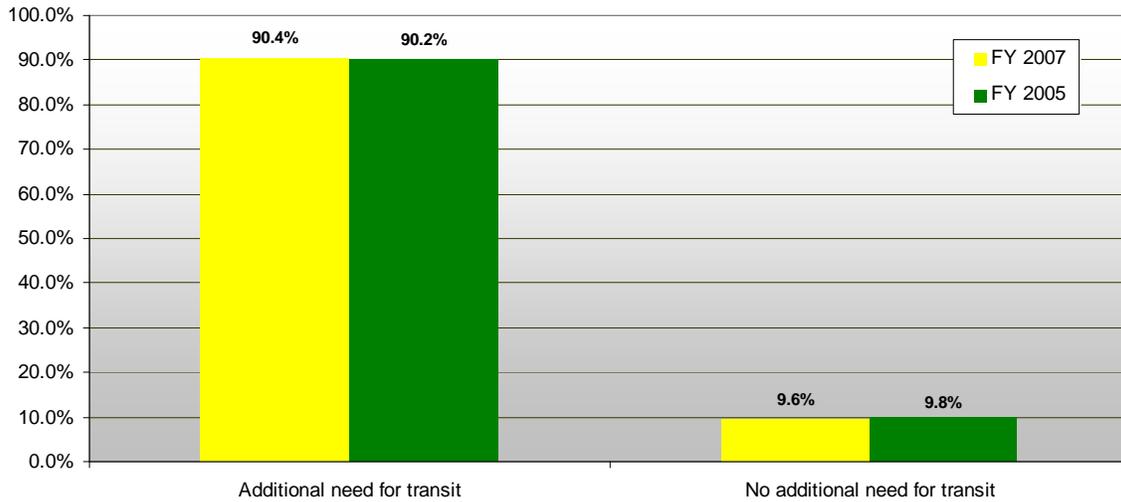
**Table 3-9
On-Board Survey: FY 2005 and FY 2007 Rider Satisfaction Comparison**

	FY 2002	FY 2005	FY 2007	Percent Change between FY 2005 and FY 2007
Days of service	2.83	3.96	4.13	4.2%
Frequency (how often buses serve each stop)	2.82	3.95	3.84	-2.9%
Hours of service	1.68	3.80	3.67	-3.5%
Convenience of route (where buses go)	2.69	4.07	3.88	-4.9%
Dependability of buses (on time)	3.5	4.19	3.97	-5.1%
Travel time on bus	3.54	4.19	4.12	-1.6%
Cost of riding the bus	4.49	4.40	4.47	1.7%
Accessibility of bus passes (ease of purchase)	N/A	N/A	4.22	N/A
Availability of bus information	3.87	4.31	4.40	2.1%
User-friendliness of bus information	N/A	4.39	4.42	0.8%
Vehicle cleanliness & comfort	3.98	4.20	4.16	-1.1%
Bus stop cleanliness & comfort	N/A	3.88	3.70	-4.7%
Bus driver courtesy	4.4	4.54	4.46	-1.7%
Safety/security on bus	3.77	4.30	4.37	1.6%
Safety/security at bus stops		3.95	3.87	-2.1%
How would you rate overall bus service?	3.59	4.16	4.19	0.8%
How would you rate connections between routes?	2.78	4.01	3.93	-2.0%

3.6.6 Improvements

Over 90 percent of respondents indicated that there is additional need for transit service in Pasco County. In FY 2005, approximately the same percentage of respondents believed that there was a need for additional transit.

Figure 3-16
On-Board Survey (FY 2005 and FY 2007): Additional Need for Transit in Pasco County



When asked what improvements are most needed on the PCPT system, respondents said that night service was the most important improvement needed. Following night service, more frequent service, weekend service and more routes were requested at 21.9 percent, 21.5 percent, and 19.9 percent, respectively. For the 5.9 percent that suggested there were other improvements needed, they mentioned the following improvements: vanpools and rideshare programs, bus shelters, cooler buses, and better bus stop information. See Figure 3-17.

Figure 3-17
On-Board Survey (FY 2002, FY 2005, and FY 2007): Most Needed Improvements

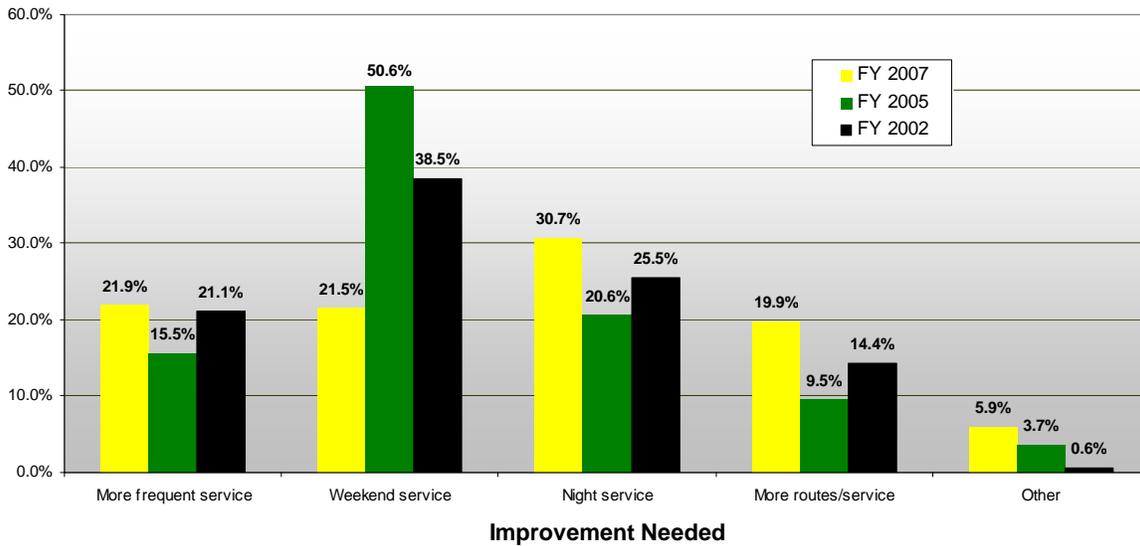
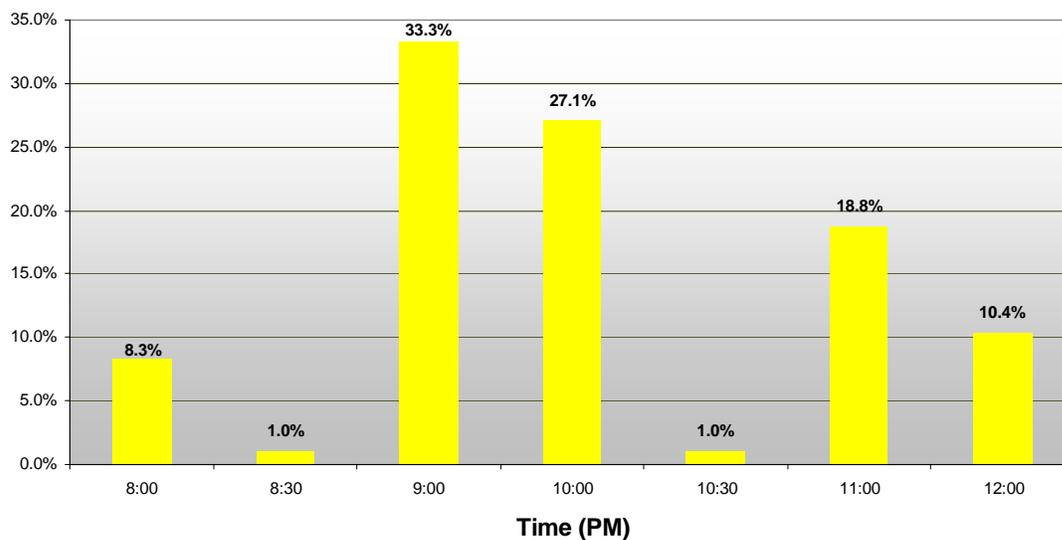


Figure 3-18 details the time until which respondents believe that bus service should run. The most popular time is 9:00 P.M. at 33 percent followed by 10:00 P.M. at 27 percent.

Figure 3-18
On-Board Survey (FY 2007): Extended Service Hours



Of the 19.9 percent who requested additional routes (see Figure 3-17), the following areas or roads were mentioned as needing service. There were 12 requests for a cross-county connector on SR 54. There also were 11 requests for service to Tampa and 8 requests for service in Wesley Chapel.

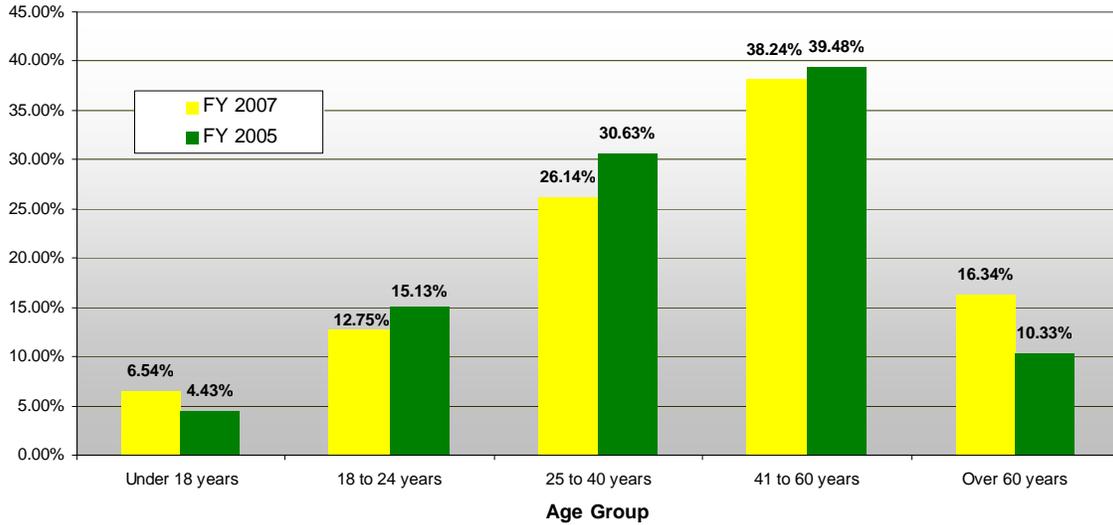
**Table 3-10
On-Board Survey (FY 2007): New Route Requests**

Location	Number of Respondents
Cross County (SR 54)	12
Tampa	11
Wesley Chapel	8
Moon Lake Road (West Pasco)	5
Zephyrhills	5
New Port Richey	3
Trinity Outpatient Center (New Port Richey)	3
Congress St. (New Port Richey)	2
East Pasco	2
Land O' Lakes	2
Little Road (New Port Richey)	2
Moog Road (Holiday)	2
New Tampa	2
Trinity (East Pasco)	2
US 301 (East Pasco)	2

3.6.7 Demographics

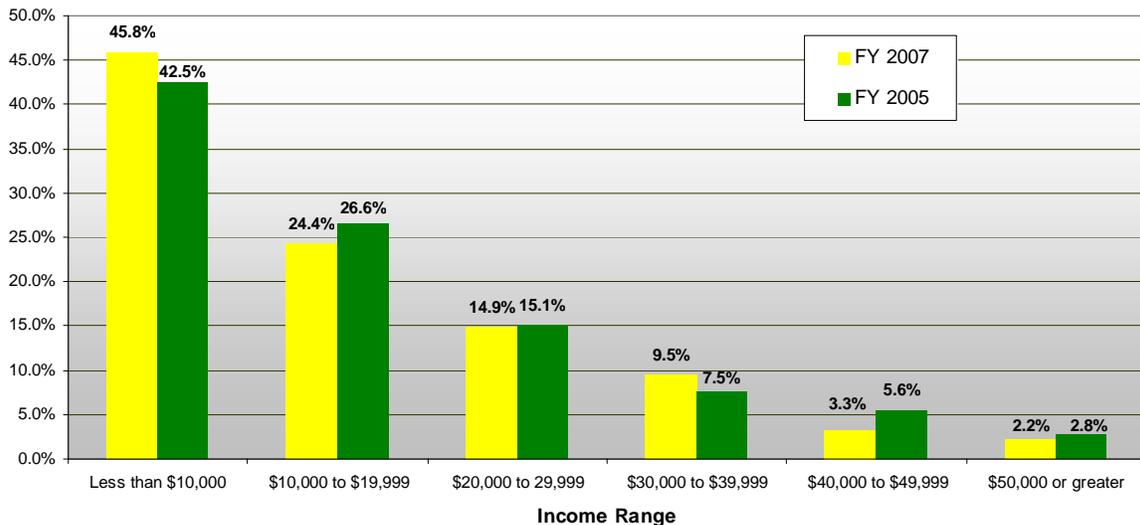
In this section, data are provided on the demographic characteristics of the survey respondents. Over 38 percent of the respondents are in the 41 to 60 year old age group. As shown in Figure 3-19, the age distribution of the FY 2005 and FY 2007 survey respondents are somewhat similar. The primary difference is the increase in the elderly riders (i.e., over 60 years of age). It is important to note that this graphic does not display a breakdown of bus riders, but rather a breakdown of those who filled out surveys. It can be assumed that some younger riders did not fill out surveys.

Figure 3-19
On-Board Survey (FY 2005 and FY 2007): Age Distribution of Respondents



The income range of the respondents is provided in Figure 3-20. Over 45 percent of respondents have an annual household income of less than \$10,000. Another 24 percent earn between \$10,000 and \$19,999.

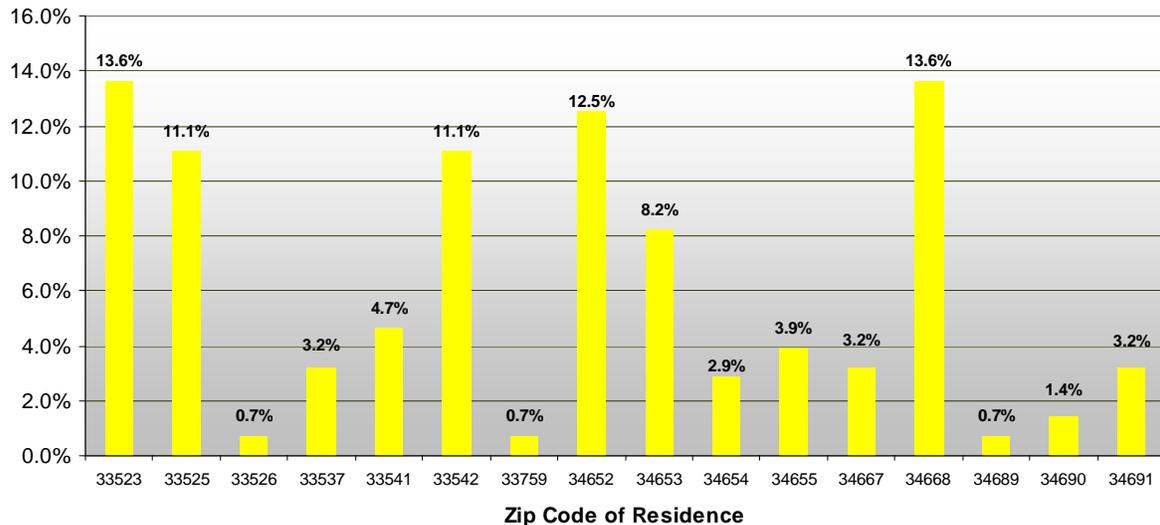
Figure 3-20
On-Board Survey (FY 2005 and FY 2007): Respondent Income Range



The most popular zip codes amongst the respondents were 33523 and 34668 at 14 percent each. Zip code 33523 is in Dade City while zip code 34668 is in Port Richey. Figure 3-21 only includes zip codes that were mentioned more than once. The following is a list of zip codes that were listed by

only one respondent: 31543, 33458, 33543, 33592, 33672, 33712, 34467, 34562, 34610, 34613, 34634, 34669, 34698, and 46173.

**Figure 3-21
On-Board Survey (FY 2007): Zip Code Distribution of Respondents**



3.6.8 Additional Comments

In addition to the responses to the survey's questions, quite a few people added comments in the margins of the survey form. A random sampling of these comments is provided below.

- I love the buses running on Saturday so I can get to work. Thank you very much.
- For the most part, I am very pleased with the PCPT bus system. I have used the buses for years as I am no longer able to drive due to deteriorating vision. I rarely have a problem getting where I need to go although late in the day and during the busy winter months, missing a transfer happens occasionally. I am pleased you have added Saturday service so that I get out without disturbing my family.
- People work late and still have errands.
- Please run on Sunday. I get off at 11:00 P.M.
- Please put trash cans into next year's budget. Every bus stop with no trash cans is horrible, stinky, nasty, dirty, infested with ants, bugs, bees and wasps! I've literally been to every bus stop in Pasco County for years. So I'm telling you from first hand experience!!

- Can the ground around the bus stops be treated for ants? I have noticed many ant hills around bus stops and getting ant bites is common.
- Can some of the bus stops, at least transfer points, get nice shelters? The sun and the rain during the summer are brutal if the wait is longer than a few minutes.
- Would like drivers to be able to sell passes.
- Bus driver today, right now, is the kindest, happiest, most kind-hearted driver on the fleet!
- Almost all drivers I've experienced have been exceptional.
- Fare schedule should be posted inside the bus.
- Would pay more if there were more routes.
- Library runs out of passes. Takes several days to get more.
- There are frequent problems with air conditioning, breakdowns, and wheelchair lifts on older buses. The smaller buses are often crowded.
- Would pay more for newer, cleaner buses
- Please fix the air conditioners.
- Would like to pass in front of clinic, post office, Dollar General, and Big Lots.
- Can a 19 North stop be added somewhere between Cross Bayou Boulevard and South Street? It is a long walk from Gulf Drive to South Street with no stop on the east side of the road.
- What an adventure! Try it some time! It's cheaper than gas and you meet some very nice people.
- As mentioned, I am very pleased with the services offered by PCPT – I would be lost without the buses!

3.7 ALTERNATIVES SURVEY

During the second round of public workshops held in November, participants were asked to fill out a survey that asked them to rank the need for various improvements. Table 3-11 provides a review of the results of that survey. For a copy of the alternatives survey, see Appendix E.

**Table 3-11
Alternatives Survey: Results**

Alternative	Very Favorable	Favorable	Neutral	Not Favorable	Not Very Favorable
Add cross-county bus service on SR 54	69.0%	5.2%	19.0%	5.2%	1.7%
Add bus service that would circulate around Land O' Lakes	49.1%	15.8%	28.1%	1.8%	5.3%
Add bus service between Zephyrhills and Wesley Chapel	61.0%	11.9%	22.0%	1.7%	3.4%
Add bus service in the Hudson area	60.3%	15.5%	22.4%	0.0%	1.7%
Add bus service in Moon Lake Road area	51.7%	17.2%	25.9%	1.7%	3.4%
Add express bus service on US 19	59.6%	10.5%	22.8%	3.5%	3.5%
Extend bus service later into the evening on all existing bus routes	70.7%	12.1%	13.8%	0.0%	3.4%
Add Sunday service to all existing bus routes	59.6%	12.3%	21.1%	3.5%	3.5%
Add more bus shelters and benches to existing bus stops	70.7%	13.8%	13.8%	1.7%	0.0%
Have buses come more often	60.0%	23.6%	14.5%	1.8%	0.0%

3.8 POSTCARD SURVEY

As part of the study of Central Pasco, a post card survey was distributed in residents' bills from Pasco County Public Utilities. Approximately 28,558 surveys were distributed in late October 2007. Residents could return the survey with their utility payment or mail them back separately through the postal system. Of those distributed, 3,723 were returned for a response rate of just over 13 percent.

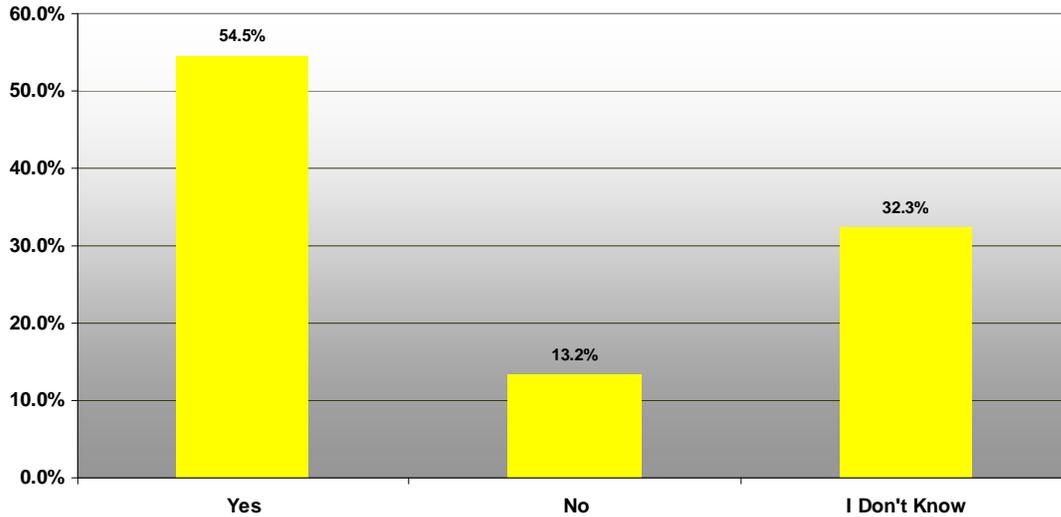
Central Pasco survey respondents resided in the following zip codes: 33543, 33544, 33545, 33549, 33559, 33576, 34637, 34638, and 34639. Map 3-1 displays the noted zip codes.

For a copy of the postcard survey, see Appendix E.

Map 3-1
Zip Codes Targeted in Postcard Survey

As shown in Figure 3-22, over 54 percent of respondents believe that there is a need for bus service in Central Pasco County, as opposed to 13.2 percent who said there is no need. Thirty-two percent did not know whether bus service was needed.

Figure 3-22
Postcard Survey Results: Bus Service Need in Central Pasco County



For further results of the postcard survey, see Technical Memorandum #3, Central Pasco County Transit Needs Assessment.

3.9 UNSOLICITED COMMENT REVIEW

Throughout the year, PCPT receives numerous comments from concerned and interested citizens. PCPT reviews all comments and suggestions at the time of submittal to PCPT, but it also compiles them for review during the TDP update process. A summary of the comments that have been received since the last major update of the TDP are provided below. See Appendix G for copies of these comments.

Because these comments have been collected over a period of several years, some of the comments were rendered moot because the requested improvement was later implemented. For example, some comments requested Saturday service, which has been implemented. These comments were not included below.

Routes

- Pasco County needs more routes, especially serving Morris Bridge and Chancey, with a central hub for transferring.

- Residents are disappointed about the postponement of the Moon Lake Road route and believe it is a statement about the people who live in that area.
- Residents requested service at the following locations:
 - PHCC,
 - Anclote River Park,
 - the Recreation Center in Hudson,
 - Zephyrhills Correctional Institution,
 - Helen Ellis Memorial Hospital in Tarpon Springs,
 - St. Petersburg Junior College in Tarpon Springs,
 - Timber Oaks Retirement Center in New Port Richey,
 - Tri-County Industrial Park in Oldsmar, and
 - Trouble Creek Road.
- There were several requests for service to go north on Little Road. There were also requests to serve Little Road and Fivay Road.
- Six people requested that the bus stops that serve Heather Cove and Gulf Harbors Woodlands on Sea Forest Drive and Marine Parkway be reinstated as the older residents who use the service would find it a hardship.
- One resident requested that service be restored to Fox Hollow Drive in Port Richey. It is a hardship to connect to the bus now in the hot weather.
- Need to extend Routes 18 and 19 farther south.
- Need to extend Route 19 into Hernando County.
- A school system employee suggested that Route 25 be re-routed down Orchid Lake Road from Rowan Road, then northbound on Lemon Road to Ridge Road. The employee believes that students would use this route.
- One rider requested that Route 21 be straightened so that it would start where it does currently and go down Little Road to the Mitchell Ranch area and Pinellas. Route 19 should cover the area on US 19 where Route 21 starts and head south on US 19. There are HUD developments on Little Road that would benefit from service.
- One resident requested bus service along Zimmerman Road between 52 to the north and Ranch Road to the south as he/she does not feel comfortable walking along US 19.

- A request was made for an express bus from Meadow Pointe to Tampa.

Service Schedule

- Premier Community HealthCare Group has extended hours of service to 8:00 P.M. at Zephyrhills Clinic, but patients cannot use bus service after visiting the clinic because service does not run that late.
- More than one rider wrote to explain that he/she has difficulty working late at his/her retail job because of a lack of transportation when he/she gets off from work. These riders also requested Sunday service as it is difficult to accept shifts on this day, as well.

Frequency

- One rider suggested that bus frequency should be shortened during the peak commute times.

Shelters and Transfer Centers

- It was suggested that Pasco County needed a central transfer center on the west side of the county.
- One resident believes that PCPT should partner with local businesses to build shelters that the businesses can use to advertise.

Fares

- One person suggested that they would pay \$1.00 each way if service were increased.
- It also was requested that day passes be made available for purchase in advance so that one does not have to have exact change all the time.

Miscellaneous

- Buses should have suggestion boxes.
- One high school senior is concerned how she and other students will get to college next year without the benefit of public transit in the Central Pasco area.

3.10 PCPT STAFF INPUT

As part of the public involvement process, discussions were held with PCPT staff to gather information on the bus system and potential modifications. Conversations were held throughout the TDP process. A summary of the main points from these conversations is provided below.

- Pasco County has installed automatic vehicle locators (AVLs) on all of its vehicles. PCPT would like to experiment with taking advantage of the AVLs. Staff would like to use it to track on-time performance of the bus system.
- Staff would like to see security cameras installed on every bus to protect drivers and patrons.
- Hillsborough, Pinellas, and Pasco Counties divide up \$5307 money according to the following distribution:
 - For funding up to the FY 2005 level of \$19,481,781, Hillsborough County receives 45 percent. The remaining 55 percent is divided between Pinellas County and Pasco County in the following manner: Pinellas County receives 89 percent and Pasco County receives 11 percent. For any funds over \$19,481,781, the distribution of funds shall be the following: Hillsborough County receives 46 percent, Pinellas County receives 40 percent, and Pasco County receives 14 percent.

This distribution is to remain in place until the results of the 2010 census are available. PCPT would like to ensure that the formula is recalculated at that time.

- PCPT staff have a long-term goal to work with Google so that patrons will have the ability to check real-time bus locations on the internet.
- PCPT staff are going to be coordinating with Bay Area Commuter Services (BACS) to host a commuter choices event in Pasco County in the next year. PCPT would like to work with BACS on the guaranteed ride home program and vanpools to connect Pasco County commuters with other counties.
- PCPT is interested in purchasing or leasing automatic passenger counters (APCs) for the buses so that PCPT can more accurately track bus ridership.
- The main transfer facility is currently at Kmart. Previously, it was at Southgate Shopping Center. PCPT staff is uncertain as to the status of the transfer facility in the coming years.
- PCPT staff recognize the importance of the bus serving daycare facilities.
- Should signal prioritization become necessary in Pasco County, PCPT would need to coordinate with the County in order to implement this improvement.

3.11 UPDATES FOR PCPT, CAC, TAC, AND MPO BOARD

Updates were made to each of these bodies as necessary. A meeting to kickoff the TDP process was held June 7, 2007, with PCPT staff. An initial presentation of the TDP process was made to the following groups on the following dates:

- CAC on June 13, 2007,
- TAC on June 18, 2007, and
- MPO Board on June 21, 2007.

Table 3-12 provides the schedule for presentations of the draft and final TDP.

**Table 3-12
Future Presentation Dates**

Draft TDP	
CAC	4/9/2008
TAC	4/14/2008
MPO Board	4/17/2008
Final TDP	
CAC	6/4/2008
TAC	6/9/2008
MPO Board	6/12/2008
BCC	TBD ¹

¹TDB means To Be Determined.

Section 4 TRANSIT DEMAND ANALYSIS

The following section provides a review of the demand estimation methodologies used in this analysis:

- Public involvement,
- Transit Orientation Index (TOI),
- Density Threshold Assessment (DTA), and
- Capacity Analysis.

4.1 PUBLIC INVOLVEMENT

An in-depth discussion of the public involvement activities and input is provided in Section 3.

4.2 TRANSIT ORIENTATION INDEX

Using 2000 Census data, a TOI was developed for Pasco County. The TOI categorizes each block group in the county according to its relative ability to support transit based on the prevalence of specific demographic characteristics. The block groups are rated as Very High, High, Medium, Low, or Very Low in their respective levels of transit orientation. It should be noted that the block groups with very low population densities (i.e., population density less than 50 persons per square mile) were excluded from this analysis.

To create the TOI, data from the 2000 Census were compiled at the block group level. Five population and demographic characteristics, each of which is a characteristic traditionally conducive to transit use, were used to develop the 2000 index. The five characteristics that were used to produce the index include the following:

- population density (persons per square mile),
- proportion of the population age 60 and over (elderly),
- proportion of the population under age 16 (youth),
- proportion of the population below the poverty level, and
- proportion of households with no vehicle (0-vehicle households).

For more detailed information on the TOI methodology, please see Appendix I. The 2000 TOI is illustrated in Map 4-1 2000 TOI.

The TOI analysis shows that, for the most part, block groups in Pasco County have Low or Very Low transit orientation. The few areas with Medium, High, or Very High transit orientation are already currently being served by transit. These areas are located in the US 19 corridor on the western side of the county and in the developed areas on the eastern side of the county.

Since the TOI is based on data from the 2000 Census (eight years ago), conclusions should be drawn with some caution. It is important to note that demographics may have changed dramatically since 2000. Although data are not available on the block group level needed for the TOI, data are available for the county as a whole from the American Community Survey. For Pasco County as a whole, the following trends are observed between 2000 and 2006:

- Population density increased from 462.77 persons per square mile in 2000 to 604.26 persons per square mile in 2006;
- The proportion of the population age 60 and over decreased from 32.28 percent in 2000 to 26.73 percent in 2006;
- The proportion of the population under age 18 increased from 20.16 percent in 2000 to 20.27 percent in 2006 (data for the population under age 16 was not available);
- The proportion of the population below the poverty level decreased from 10.67 percent in 2000 to 7.30 percent in 2006; and
- The proportion of households with no vehicle decreased from 6.12 percent in 2000 to 4.34 percent in 2006.

Map 4-1 2000 TOI

4.3 DENSITY THRESHOLD ASSESSMENT

The DTA examines population and employment densities per block group and categorizes block groups with regard to their ability to support transit. The DTA categories relate to a specific block group's ability to support bus (minimum to enhanced service), bus rapid transit, and/or rail. It should be noted that dwelling units are used as a proxy for population in this analysis.

To support bus (minimum to enhanced service), a block group must have either 3-5 dwelling units per acre, or no fewer than 4 employees per acre. To be considered supportive of bus rapid transit, a block group would need 6 to 7 dwelling units per acre, or 5 to 6 employees per acre. For rail, the block group needs to have 8 or more dwelling units per acre, or 7 or more employees per acre.

Map 4-2 shows the 2005 DTA while Map 4-3 shows the 2025 DTA.

In 2005, the only areas that qualify as transit supportive are in the population centers on the western and eastern sides of the county. There is one area that is supportive of bus rapid transit. Of those that are supportive of bus, all are currently being served by transit. There were no additional block groups that would be considered transit supportive in 2025 than in 2005.

Map 4-2 2005 DTA

Map 4-3 2025 DTA

4.4 CAPACITY ANALYSIS

The process used to estimate capacity for the PCPT fixed-route system examines the number of routes in operation and the size and number of vehicles in use to determine the number of potential person trips that can be carried per year. There are more sophisticated methods of determining systemwide capacity; however, based on the size of the PCPT system and the demographic make-up of Pasco County, a more simplified method was chosen. The methodology for the system-wide capacity estimation is presented below. The following analysis was based on data from FY 2006.

Step 1 – Calculate Annual Seat Mile Capacity. The estimated annual seat miles were calculated by multiplying revenue miles by the average vehicle capacity. The annual seat miles measure provides a measure of potential route capacity based on the actual revenue miles of service and the maximum number of passengers that can be transported. Data on annual revenue miles were provided by PCPT. Average vehicle capacity was calculated from the vehicle inventory presented in *Technical Memorandum #1 Baseline Conditions* and the specific location (East/West Pasco) where vehicles are assigned.

**Table 4-1
Annual Seat Miles (FY 2006)**

Annual Revenue Miles	891,926
Average Vehicle Capacity	26.25
Annual Seat Miles	23,413,058

Source: PCPT.

Step 2 – Calculate Utilized Capacity. To determine the utilized capacity on PCPT's system, estimated passenger miles were compared to the estimated annual seat miles to determine the percent of the capacity being used.

**Table 4-2
Utilized Capacity (FY 2006)**

Annual Seat Miles	23,413,058
Passenger Miles	5,671,651
Utilized Capacity	24.2%

Source: PCPT.

Step 3 – Calculate Excess Capacity. Once the percentage of capacity being used was determined, excess capacity was calculated at 75.8%.

**Table 4-3
Excess Capacity (FY 2006)**

Total Capacity	100.0%
Utilized Capacity	24.2%
Excess Capacity	75.8%

Based on the estimated capacity analysis, PCPT is actually using 24.2 percent of its capacity. This shows that the existing bus service has substantial capacity remaining. Excess capacity is not necessarily a weakness in the system. Expecting full buses to operate in a county with the density and land area of Pasco is unrealistic.

However, when compared to the percent of capacity being used from the last TDP, it shows that PCPT has had a slight loss in utilized capacity. The last TDP showed that 26.01 percent of capacity was being used, as opposed to 24.2 percent in FY 2006. This reduction in utilized capacity is most likely due to an increase in the supply of capacity between the last TDP and FY 2006. Between the last TDP and FY 2006, PCPT added evening service in western Pasco County, increasing the supply of capacity. The additional service hours have increased the capacity such that utilized capacity has decreased slightly.

Section 5 FUNDING AVAILABILITY

Provided below is a summary of various transit funding mechanisms that are potentially available to PCPT.

5.1 FLORIDA NEW STARTS PROGRAM (NSTP)

The NSTP was established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed guideway and bus rapid transit projects to accommodate and manage urban growth and development. A secondary purpose of the program is to leverage State of Florida funds to generate local transportation revenues and secure Federal Transit Administration (FTA) New Starts or Small Starts Program funding for Florida projects.

Eligible projects include those capital projects that support the Strategic Intermodal System (SIS) and are deemed to be a worthwhile investment of state dollars. NSTP projects may be used to support final design, right-of-way acquisition, and construction projects. The NSTP will follow the selection guidelines of the FTA Section 5309 New Starts Program. Proposed projects should have political support, be included in local plans, and have a dedicated funding commitment.

The state's participation in transit capital projects may not exceed 50 percent of the non-federal share of a project. For individual fixed guideway projects not approved for federal funding, the maximum state share is 12.5 percent of the costs of final design, right-of-way acquisition, and construction. Other state funds, such as Transportation Regional Incentive Program (TRIP) funds or Intermodal Program funds, cannot be used as match for NSTP funds. The Department has recently published a Decision-Support Contextual Framework guide for this program that is available on the Public Transit website.

5.2 TRANSPORTATION REGIONAL INCENTIVE PROGRAM

TRIP was created by the 2005 Legislature to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. FDOT will pay for 50 percent of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects. This program can be used to leverage investments in regionally significant transportation facilities and must be linked to growth management objectives.

Eligible TRIP projects must be identified in appropriate local government capital improvement programs or long-term concurrency management systems that are in compliance with state comprehensive plan requirements. In addition, projects must be consistent with the SIS and support facilities that serve national, statewide, or regional functions and function as an integrated transportation system.

FDOT district offices will provide district priorities for TRIP funds to FDOT's Central Office. Based on the guidance developed by FDOT's Central Office, the District will notify successful applicants and program those projects. Selected projects may also be eligible for revolving loans and/or credit enhancements from the State Infrastructure Bank (SIB) program. If project funding is awarded through the SIB, the funding must be matched by a minimum of 25 percent from funds other than the SIB.

5.3 COUNTY INCENTIVE GRANT PROGRAM (CIGP)

The CIGP was created by the 2000 Legislature and is codified in Section 339.2817, FS. The purpose of the program is to provide grants to counties to improve a transportation facility (including transit) that is located on the State Highway System (SHS) or that relieves traffic congestion on the State Highway System. Municipalities are eligible to apply and can do so by submitting their application through the county. CIGP funds are distributed to each FDOT district office by statutory formula. The Department will cover 50 percent of eligible project costs.

Eligible projects include capital ones that improve the mobility on the SHS; encourage, enhance, or create economic benefits; foster innovative public-private partnerships; maintain or protect the environment; enhance intermodalism and safety; and those that advance other projects. New technologies, including intelligent transportation systems that enhance the efficiency of a project, are also eligible.

CIGP is managed within the FDOT district. Each year, each district notifies the counties within its boundaries of the availability of CIGP funds and asks that applications be submitted by a certain deadline. The District ranks the projects according to the selection criteria and selects projects as funds are made available.

5.4 STRATEGIC INTERMODAL SYSTEM (SIS) FUNDS

Florida's SIS was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life.

The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the SHS.

FDOT's investment policy, which was developed in conjunction with legislative action in 2004 to establish funding for the SIS, will result in an increase in the proportion of discretionary capacity

funds allocated to the SIS to about 75 percent by 2015. At that rate, about one-third of all state and federal funds available to FDOT will be available for SIS capacity projects. Funding for all capacity projects – both SIS and non-SIS – will be approximately \$2.4 billion in 2014, including \$100 million specifically earmarked for the SIS.

Additionally, Senate Bill 360, passed by the Florida Legislature during the 2005 Legislative session and signed into law on June 24, 2005, updated Florida's growth management framework and is intended to "Close the Gap" between new development and construction of needed transportation infrastructure. The bill provides increased funding through new and existing capital investment programs including the SIS. As a result of this legislation, the Department of Transportation has identified \$2.775 billion of new funding available for programming on the SIS over the Department's work program timeframe (FY 2006 through FY 2011).

5.5 STATE INFRASTRUCTURE BANK

The SIB is a revolving loan and credit enhancement program consisting of two separate accounts. The federally-funded SIB account is capitalized by federal money matched with state money as required by law; the state-funded SIB account is capitalized by bond proceeds and state money only.

The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. SIB participation from the federally-funded SIB account is limited to projects that meet all federal requirements pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the applicable federal guidelines. SIB participation from the state-funded SIB account is limited to a transportation facility project that is on the SHS, or that provides for increased mobility on the state's transportation system in accordance with Section 339.55, Florida Statutes (FS), or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. Projects of the TRIP are also eligible for the state-funded SIB, provided the project is matched by a minimum of 25 percent from funds other than SIB.

The SIB can leverage funds through loans and credit enhancement assistance to improve project feasibility. The SIB cannot provide assistance in the form of a grant. The amount of any loan or other assistance may be subordinated to other debt financing for a project with an investment grade rating of "BBB" or higher. Loans from the SIB may bear interest at or below market interest rates, as determined by the FDOT.

5.6 INTERMODAL DEVELOPMENT PROGRAM

The Intermodal Development Program was established to provide funding for major capital investments in fixed-guideway transportation systems; access to seaports, airports, and other transportation terminals; and provide for the construction of intermodal or multimodal terminals. The Program is authorized in Section 341.053, FS.

The Department is authorized to fund projects within the Intermodal Development Program that are consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located. Eligible recipients include cities, counties, and other units of local government; transit agencies; ports, airports, seaports, and rail authorities; and may include non-profit agencies that are recognized by state agencies as intermodal service providers. Eligible projects include major capital investments in public rail and fixed-guideway transportation facilities and systems that provide intermodal access; road, rail, intercity bus service, or fixed-guideway access to, from, or between seaports, airports, and other transportation terminals; construction of intermodal or multimodal terminals; development and construction of dedicated bus lanes; and projects that otherwise facilitate the intermodal or multimodal movement of people and goods.

5.7 TRANSIT CORRIDOR PROGRAM

The Transit Corridor Program is authorized in Chapter 341, FS. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-003. The Transit Corridor Program provides funding to Community Transportation Coordinators or transit agencies to support new services within specific corridors when the services are designed and expected to reduce or alleviate congestion or remedy other mobility issues within the corridor. Transit Corridor funds are discretionary and are distributed based on documented need. Transit Corridor Program funds may be used for capital or operating expenses. Eligible projects must be identified in a TDP, Congestion Management System Plan, or other formal study undertaken by a public agency.

FDOT Central Office annually reviews all existing (i.e., currently approved and operating as of the annual review) Transit Corridor projects and allocates to the respective FDOT district office sufficient funds to cover these ongoing projects. First priority for funding under this program is for existing projects to meet their adopted goals and objectives. Any remaining funds are allocated to each of the districts by formula, based on each district's percentage of the total state urbanized population. Projects are funded at one-half the non-federal share. Projects that have regional or statewide significance may receive funding at up to 100 percent. The classification of a project as being either of regional or statewide significance is made by FDOT Central Office.

5.8 PUBLIC TRANSIT BLOCK GRANT PROGRAM

The Public Transit Block Grant Program was established by the Florida Legislature to provide a stable source of funding for public transit. The specific program authority is provided in Section

341.052, FS. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-030. Funds are awarded by FDOT to those public transit providers eligible to receive funding from the FTA's Sections 5307 and 5311 programs and to Community Transportation Coordinators. The Department of Transportation distributes 85 percent of the funds to FTA Section 5307 providers and to FTA Section 5311 providers who are not Community Transportation Coordinators. The Florida Commission for the Transportation Disadvantaged distributes 15 percent of the funds to Community Transportation Coordinators according to their own funding formula.

Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local government comprehensive plans. State participation is limited to 50 percent of the non-federal share of capital projects. Program funds may be used to pay up to 50 percent of eligible operating costs, or an amount equal to the total revenue, excluding farebox, charter, and advertising revenue, and federal funds received by the provider for operating costs, whichever amount is less.

5.9 PUBLIC TRANSIT SERVICE DEVELOPMENT PROGRAM

The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects. The Public Transit Service Development Program is authorized in Chapter 341, FS. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development Projects are subject to specified times of duration, but no more than three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program funds.

Each FDOT district office must develop a program of eligible Service Development projects and submit that program of projects to the FDOT Central Office by the first working day of July each year. Implementation of those projects can begin on or after July 1 of the following fiscal year. Projects submitted for funding must be justified in the recipient's TDP (or TDSP, if applicable).

5.10 PARK-AND-RIDE LOT PROGRAM

The statewide Park-and-Ride Program was initiated in 1982 to provide organized, safe parking for vehicles constantly congregating on roadsides. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-002. The program provides for the purchase and/or leasing of private land for the construction of park-and-ride lots, the promotion of these lots, and the monitoring

of their usage. This program is an integral part of the commuter assistance program efforts to encourage the use of transit, carpools, vanpools, and other high occupancy modes. It is essential in efforts to meet federal, state, regional, and local goals for reducing single occupant vehicle travel.

FDOT has established criteria for park-and-ride planning to assist in site selection, sizing, and disposal of park-and-ride facilities. These criteria are contained in the State Park-and-Ride Lot Planning Handbook. Proposed plans and designs for park-and-ride lots should be reviewed and approved by the FDOT district office to ensure that FDOT park-and-ride lot guidelines have been met. Park-and-ride facilities constructed by the Department, or funded in whole or in part by the Department, must be sited, sized, and promoted in such a way that there is a reasonable expectation of at least an average 60 percent occupancy.

Local agencies may request the use of Park-and-Ride Lot Program funds by filing a project proposal with the FDOT district office. The FDOT district office sends a project priority list to the FDOT Central Office. The FDOT Central Office determines which projects will be funded.

The Department will fund up to one-half the non-federal share of Park and Ride Lot capital projects. If a local project is in the best interest of the Department, then the local share may be provided in cash, donated land value, or in-kind services. If federal funds are involved, federal match guidelines shall be used.

5.11 FUEL TAXES

Taxes imposed on motor and diesel fuel vary between counties within the State of Florida. There are three separate fuel taxes which counties have the option to levy. These taxes total up to 12 cents on every net gallon of motor and diesel fuel sold within the county.

5.11.1 One-Six Cents Local Option Fuel Tax

Originally called the Local Option Gas Tax until 1996, the 1-6 Cents Local Option Fuel Tax, or First Local Option, is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within the county. The tax is adopted through a majority vote of the county's governing body or voter approval in a countywide referendum. This tax is automatically imposed on diesel fuel in all counties. The county distributes proceeds to municipalities according to an interlocal agreement. The counties and cities are authorized to use the proceeds to fund numerous projects, including public transportation capital and/or operating costs. Pasco County has adopted the maximum 6 cents per gallon of the 1st Local Option Fuel Tax.

5.11.2 One-Five Cents Local Option Fuel Tax

The 1-5 Cents Local Option Fuel Tax, or Second Local Option, is in addition to the previous 1-6 Cents Local Option in which the Legislature authorized an additional tax of 1 to 5 cents on every net gallon of motor fuel sold within the county. Diesel fuel is not subject to this tax. The tax is adopted through a majority vote of the county's governing body or voter approval in a countywide

referendum. The county distributes proceeds to municipalities according to an interlocal agreement. The counties and cities are authorized to use the proceeds for transportation expenditures needed to meet the requirements of the capital improvements element or an adopted comprehensive plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures critical for building comprehensive roadway networks by local governments. Only capital improvements on public transportation are eligible for funding using the 1-5 Cents Local Option Fuel tax. Pasco County has not adopted any of the possible 5 cents of the Second Local Option Fuel Tax.

5.11.3 Ninth-Cent Fuel Tax

The Ninth-Cent Fuel Tax is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The tax was first authorized in 1972 by §336.021, F.S. Diesel fuel was not added to the tax until 1990. The most recent change to the tax came in 1993 when the Legislature removed a previous referendum requirement and stated that any county can impose the tax by extraordinary vote of its board of commissioners. The county may distribute tax proceeds to incorporated municipalities, but it is not required to do so. Among other authorized uses, the proceeds can go towards public transportation operations and maintenance. The Ninth-cent Fuel Tax has been enacted in Pasco County.

5.12 AD VALOREM TAX

An ad valorem assessment is a tax on property for certain services. In Florida, certain counties use dedicated ad valorem taxes to fund public transportation as part of a transit authority (for example, Hillsborough and Pinellas). Other counties fund public transportation through a County general fund that is composed largely of revenues from ad valorem tax revenue. While local governments are constitutionally limited to ten mills (\$1 per \$1,000 of property value) for operating purposes, local voters may authorize additional mills for other purposes by referendum.

5.13 LOCAL DISCRETIONARY SALES SURTAXES (LOCAL OPTION SALES TAXES)

There are two types of sales taxes that can be used to fund transit.

5.13.1 Charter County Transit System Surtax

The Charter County Transit System Surtax was first authorized in 1976 by §212.055(1) F.S. as a means to aid in funding the Dade Area Rapid Transit (DART) system. The sales surtax may be levied at a rate of up to one percent by charter counties that adopted a charter prior to January 1, 1984, as well as by a county government that consolidates with one or more municipalities. For charter counties, the tax must be approved by a majority vote of the county's governing body. For consolidated governments, the tax is subject to voter approval in a countywide referendum. The proceeds shall be placed in a county trust fund or provided by the county's governing body to an expressway or transportation authority. Generally, the proceeds may be used for the planning, development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus

systems, roads, and bridges. The eligible counties include: Broward, Duval, Hillsborough, Miami-Dade, Pinellas, Sarasota, and Volusia. The tax is currently levied in Duval and Miami-Dade at 0.5 percent. While not currently available in Pasco County, the legislature could choose to expand the scope of this law to include counties such as Pasco County.

5.13.2 Local Government Infrastructure Surtax

A Local Government Infrastructure Surtax may be levied at the rate of 0.5 or 1 percent pursuant to an ordinance enacted by a majority vote of the County's governing body and approved by voters in a countywide referendum. Generally, the proceeds must be used to finance, plan, and construct infrastructure; to acquire land for public recreation or conservation or natural resources; or to finance the closure of local government-owned solid waste landfills that are already closed or are required to close. Infrastructure is defined as any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities which have a life expectancy of five or more years and any related land acquisition, land improvement, design, and engineering costs.

Proceeds shall be distributed to the county and its associated municipalities according to an interlocal agreement, and cannot be used to fund the operational expenditures of infrastructure. Up to 15 percent of the proceeds may be allocated for the purpose of funding county economic development projects of a general public purpose targeted to improve local economies, including the funding of operational costs and incentives related to economic development. The referendum ballot must state this intention in order to have a valid use of the proceeds. All counties are eligible to levy this surtax.

5.14 IMPACT FEES

An impact fee is a one time fee against new development which covers capital expansion consumed by the new development. The fee is not a tax, as it is a condition for improving property. Currently, Pasco County has a Transportation Impact Fee with the most recent adoption in February 2004 as Ordinance No. 04-05. This impact fee is for the exclusive purpose of providing increased capacity on the major road network which includes arterial and collector roads, as well as the SIS within the County. There are no example applications in Florida regarding the use of impact fees to fund public transit, but initiatives are being undertaken in other parts of the country. In San Francisco, for example, impact fees from new downtown office construction are helping fund peak-hour transit services in the area.

5.15 SPECIAL ASSESSMENTS

Special assessments are charges assessed against the property of some particular locality because that property derives some special benefit from the expenditure of the money. There are two types of special assessments: Municipal Service Taxing Units (MSTUs) and Municipal Service Benefit Units (MSBUs). MSTUs assessments are levied on an ad valorem basis while MSBUs

assessments are levied on a per unit basis. Because MSBUs are not taxes, a benefit to the property bearing the assessment must be proven.

5.16 RENTAL CAR FEES

A rental car fee is essentially a percent tax on rental car transactions. In Greensboro, North Carolina, 5 percent of rental car transactions go towards funding the public transportation system. Since there are no international airports within Pasco County, a majority of visitors rent vehicles in Hillsborough (Tampa International Airport) or Pinellas (St. Pete/Clearwater International Airport) or use their own vehicle to visit the county. Therefore, there are limited opportunities for this type of funding. Rental car fees are not currently an authorized form of funding in Florida.

**Table 5-1
Quick Reference for Transit Capital Funding in Florida**

Funding Source	Decision Maker^{1,2}	Primary Source³	Secondary Source⁴	Capital or Operational Cost Funding
Florida NSTP	FDOT-CO	Yes	Maybe	Capital
TRIP	FDOT-CO	Yes	Yes	Capital
CIGP	FDOT-DO	No	Maybe	Capital
SIS Funds	FDOT-CO	Yes	Maybe	Capital
SIB	FDOT-CO	Yes	Maybe	Capital
Intermodal Development Program	FDOT-CO and/or DO	Maybe	Maybe	Capital
Transit Corridor Program	FDOT-CO and/or DO	No	Maybe	Both
Public Transit Block Grant Program	Local Transit System	No	Maybe	Both
Public Transit Service Development Program	FDOT-CO	No	Maybe	Both
Park and Ride Lot Program	FDOT-CO	No	Maybe	Capital
1-6 Cents Local Option Fuel Tax	BCC or Referendum	Yes	Maybe	Both
1-5 Cents Local Option Fuel Tax	BCC or Referendum	Yes	Maybe	Capital
Ninth-Cent Fuel Tax	BCC	No	No	Operational
Ad Valorem Taxes	BCC	No	No	Operational
Charter County Transit System Surtax	BCC or Referendum	Yes	Maybe	Both
Local Government Infrastructure Surtax	BCC or Referendum	Yes	Maybe	Capital
Impact Fee	BCC	No	No	Capital
Special Assessments	BCC	Yes	Maybe	Both
Rental Car Fee	N/A	N/A	N/A	N/A

¹DO = District Office and CO = Central Office

²Decision Maker - Identifies which agency or office makes the decision for awarding the funding.

³Primary Source - Likelihood of being a primary source for a major capital project.

⁴Secondary Source - Likelihood of being a secondary source for a major capital project.

Sources for this summary include the following:

- Federal Transit Administration grant and program guidance fact sheets.
- Center for Urban Transportation Research (CUTR) at the University of South Florida, *Resource Guide for Transit and Transit-Related Programs*, November 2005.
- FDOT's *Florida New Starts Transit Program: A Decision-Support Contextual Framework*, June 2006.
- FDOT District One Grant Program fact sheets.
- FDOT's *Florida's Transportation Tax Sources: A Primer*, January 2008.
- Florida Legislative Committee on Intergovernmental Relations, *2007 Local Government Financial Information Handbook*, October 2007.

Section 6 TRANSIT GOALS AND OBJECTIVES

This section presents the Transit Goals and Objectives for the next ten years. The section begins with a review and assessment of goals, objectives, and strategies adopted in the 2005 TDP. This review and assessment provides an indication of the extent to which goals and objectives have been achieved, as well as the status of the implementation of strategies. Performance standards are also recommended to assist in monitoring the extent to which goals and objectives are achieved over the next ten years.

6.1 PCPT MISSION AND VISION STATEMENTS

The goals and objectives are based on PCPT's mission statement. PCPT's current mission and vision statements are as follows:

PCPT Mission Statement

Pasco County Public Transportation is committed to the effective and efficient management and delivery of public, specialized, and coordinated transportation services in Pasco County. It is our continuing pursuit to ensure that these services meet the mobility needs of Pasco County residents and visitors in terms of accessibility, reliability, quality of service, cost effectiveness, safety, and professionalism.

PCPT Vision Statement

Under the direction of the Pasco County Board of County Commissioners, Pasco County Public Transportation will develop, maintain and improve appropriate levels of service to meet the current and future public transportation needs of Pasco County and the Tampa Bay region.

6.2 ASSESSMENT OF GOALS, OBJECTIVES, AND STRATEGIES (FY 2005 – FY 2009)

The FY 2005 – FY 2009 goals and objectives are provided in Table 6-1 through Table 6-5, along with a brief assessment regarding the extent to which they have been achieved. The tables provide an assessment of each strategy and an indication of whether the objective has been achieved as of October 2007.

**Table 6-1
Assessment of Objectives and Strategies (FY 2005 – FY 2009) - Goal #1**

Goal 1: Improve Quality of Service			
Objective	Strategies	Assessment	Accomplished
Objective 1.1: Maintain on-time performance of 90 percent.	Continue and improve driver-training program.	Drivers attend a variety of training programs throughout the year.	Yes
	Estimate percent of trips early or within five minutes of the designated arrival time.	PCPT continuously monitors its operations so as to be aware of its performance status.	Yes
Objective 1.2: Maintain current level of service and expand service hours on existing routes while exploring opportunities to provide new service as demand arises.	Implement recommendations in the TDP (see list in TDP).	All recommendations of the TDP to date were completed based on the implementation schedule. PCPT completed the following recommendations: continuing to operate existing fixed bus routes; continuing to operate paratransit service as appropriate; expanding infrastructure at existing bus stops; continuing to develop and expand transit marketing program; increasing the price the of daily pass from \$1.00 to \$1.50; replacing youth fare with student ID fare; and extending service hours of existing fixed-route bus service in East Pasco.	Yes
	Monitor trend in revenue miles, headways, and hours of service.	Performance trends are monitored through monthly performance reports.	Yes
	Extend service hours.	In 2007, service hours were extended on East Pasco Routes. Service was extended by beginning service one hour earlier in the morning and ending service two hours later in the evening. Saturday service was implemented on all fixed bus routes using the holiday service schedule.	Yes
Objective 1.3: Develop an on-going performance monitoring program.	Publish annual performance report in local newspaper as required by Florida Statute 341.071.	Annual performance reports have been published in local newspaper.	Yes
	Address performance weaknesses identified in monitoring process.	Weaknesses have been identified and corrected, as possible.	Yes
	Continue and expand monthly performance reports.	PCPT has continued monthly performance reports.	Yes

**Table 6-1
Assessment of Objectives and Strategies (FY 2005 – FY 2009) - Goal #1 Continued**

Goal 1: Improve Quality of Service (cont.)			
Objective	Strategies	Assessment	Accomplished
Objective 1.4: Continually work to improve conditions for all PCPT employees.	Continue and improve employee-training programs.	An employee-training program is in place. Trainers have been attending professional workshops to better train PCPT staff. Furthermore, training materials are updated as much as possible.	Yes
	Respond to employee complaints, requests, and suggestions.	Employee satisfaction is monitored through an open door policy, where complaints are addressed by supervisors/ management staff.	Yes
Objective 1.5: Maintain vehicle replacement program.	Update vehicle replacement program on an annual basis.	Vehicle replacement program is updated annually and monitored on a continuous basis.	Yes
Objective 1.6: Research and pursue funding for incorporating advanced technologies.	Pursue funding to evaluate the application of advanced technologies to PCPT.	Electronic fareboxes and automatic vehicle locators were installed on buses in 2007.	Yes

**Table 6-2
Assessment of Objectives and Strategies (FY 2005 – FY 2009) - Goal #2**

Goal 2: Increase Public Awareness of PCPT Through Education and Marketing			
Objective	Strategies	Assessment	Accomplished
Objective 2.1: Distribute schedules and system information in public places throughout the County for residents and visitors (e.g., shopping centers, Chambers of Commerce, libraries, etc.).	Expand the distribution of system information and route schedules, particularly when extensive route changes are made. Place public service announcements and promotional advertisements in newspapers.	Route schedule distribution is expanded as necessary. New schedules and system maps are developed in response to significant changes to bus routes.	Yes
	Increase the number of locations where schedules are displayed.	The number of locations where schedules are displayed has been increased. PCPT has engaged in an aggressive marketing program aimed at making schedules available at real estate offices, libraries, hospitals/doctor's offices, social service/government agencies, and apartments/mobile home parks.	Yes
Objective 2.2: Develop an on-going public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.	Maintain and improve complaint tracking procedure and response system.	As part of the 2008 TDP Update public involvement process, three discussion groups, six public workshops, a non-user mail-out survey, and an on-board survey were conducted to facilitate public input.	Yes
		Participated in relevant public workshops hosted by the Metropolitan Planning Organization (MPO).	Yes
Objective 2.3: Pursue marketing and advertising opportunities through community associations and clubs.	Develop a comprehensive mailing list of community associations and clubs.	A mailing list was created to support marketing efforts. A summer bus promotions program has also been put in place that distributes flyers through the School Board to students.	Yes
	Proactively seek opportunities to present an overview of the services provided by PCPT.	PCPT has made numerous presentations in the community. PCPT staff gives presentations to civic organizations, homeowners associations, and at special events. PCPT is currently developing a new presentation for these types of occasions.	Yes

**Table 6-3
Assessment of Objectives and Strategies (FY 2005 – FY 2009) - Goal #3**

Goal 3: Pursue Coordination Activities with Other Jurisdictions and Transportation Providers			
Objective	Strategies	Assessment	Accomplished
Objective 3.1: Ensure coordination and consistency with local, regional, and state plans for the future provision of public transit service in Pasco County.	Review relevant local, regional, and state plans as they are prepared; provide comments as appropriate.	PCPT staff attends both the MPO Technical Advisory Committee (TAC) and MPO Citizens Advisory Committee (CAC) meetings and reviews consistency issues through those programs. PCPT also participates in regional meetings, such as the Regional Transit Committee meetings hosted by the West Central Florida Chair's Coordinating Committee (WCFCCC).	Yes
Objective 3.2: Identify areas for cooperative efforts with neighboring county transit systems, including Hillsborough Area Regional Transit Authority (HART), Pinellas Suncoast Transit Authority (PSTA), and Hernando County (THE Bus).	Continue to be informed regarding fixed-route bus service in Hernando County, especially in Spring Hill.	PCPT maintains dialogue with the Hernando County MPO with regard to the existing fixed-route bus service in Hernando County.	Yes
	Actively participate on Transportation Subcommittee of the Welfare-to-Work Committee.	A member of this staff sits on PCPT's Local Coordinating Board (LCB). PCPT also meets with the Career Central staff to train and disseminate information to their clients/staff.	Yes
	Continue to work to improve connections between Hillsborough County and Pasco County.	PCPT participated in the preparation of the Tri-County Access Plan, which addresses the transportation needs of older adults, persons with disabilities, and individuals with lower incomes within Hillsborough, Pinellas, and Pasco Counties.	Yes
	Continue to work to improve connections between Pinellas County and Pasco County.	PCPT participated in the preparation of the Tri-County Access Plan, which addresses the transportation needs of older adults, persons with disabilities and individuals with lower incomes within Hillsborough, Pinellas and Pasco Counties.	Yes
Objective 3.3: Coordinate public transit efforts with social service agencies and programs.	Educate staff of social service agencies regarding how to use the PCPT bus service so this information can be conveyed to clients.	PCPT continues to work with a number of agencies to disseminate information.	Yes
	Work with social service agencies' staffs to monitor the potential number of clients needing transportation.	PCPT receives this information annually as part of the Transportation Disadvantaged Service Plan (TDSP) Update.	Yes

**Table 6-4
Assessment of Objectives and Strategies (FY 2005 – FY 2009) - Goal #4**

Goal 4: Identify and Meet Needs for Public Transit			
Objective	Strategies	Assessment	Accomplished
Objective 4.1: Strive to ensure the availability of service to meet the public transit needs of the citizens and visitors in Pasco County.	Prepare annual and major TDP updates to identify needs.	Annual and major TDPs have been completed on schedule.	Yes
	Monitor population and demographic characteristics throughout Pasco County.	Population and demographic data are monitored annually.	Yes
	Implement TDP recommendations.	TDP recommendations have been implemented.	Yes
Objective 4.2: Identify and address transportation needs of transit-oriented populations in the county.	Identify the locations of transit-oriented populations in Pasco County.	Use TOI analyses to identify block groups with concentrations of transit-oriented populations.	Yes
	Determine if PCPT serves transit-oriented populations.	Using the TOI analysis, determine if current fixed routes serve the transit-oriented populations identified.	Yes
Objective 4.3: Investigate the need for other service opportunities, such as specialized fixed-route bus service, park-and-ride services, and carpooling/vanpooling.	Implement recommendations of the TDP.	TDP recommendations have been implemented.	Yes
	In areas with a potential for park-and-ride service, obtain travel behavior characteristics of workers.	PCPT meets with developers to discuss park-and-ride opportunities within new developments. The developer of Wiregrass has agreed to incorporate a park-and-ride facility into its development.	Yes
	Coordinate with Bay Area Commuter Services (BACS) to develop vanpools, particularly in areas identified as having potential for future park-and-ride bus service.	BACS and PCPT have established a working relationship that includes attending meetings together and sharing information.	Yes

**Table 6-5
Assessment of Objectives and Strategies (FY 2005 – FY 2009) - Goal #5**

Goal 5: Pursue Transit-Friendly Land Use and Regulations			
Objective	Strategies	Assessment	Accomplished
Objective 5.1: Support Land Development Regulations that encourage transit-friendly development.	Work with County and municipalities to pursue revisions to Land Development Regulations that are more conducive to transit use.	PCPT has been working with Pasco County staff to develop transit Land Development Regulations that are more conducive to transit use.	Yes
Objective 5.2: Develop incentives for developers and major employers to promote public transportation (e.g., impact fee credits to developers for transit amenities).	Discuss opportunities with County to provide impact fee credits to developers who are offering transit amenities and to transit-oriented development in general.	PCPT has engaged in discussions with County officials that led to initial mention of impact fee credits in the draft of the Pasco County Comprehensive Plan; however, the County is exploring other options to offer as incentives to developers.	Yes
Objective 5.3: Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.	Evaluate the availability of sidewalk and bicycle facilities at major bus stops.	PCPT staff attends both the MPO TAC and MPO CAC meetings and addresses these issues through those programs.	Yes
	Participate in meetings of the MPO's Mobility Management Committee.	PCPT staff has attended the MPO Mobility Management Committee meetings as part of the TAC meetings.	Yes
	Submit sidewalk and bicycle facility priorities to MPO for consideration in its five-year Work Plan, as well as for other funding opportunities, e.g., Enhancement Project.	Sidewalk and bicycle priorities have been provided to the MPO to be included in the five-year Work Plan. The implementation of a countywide Bicycle and Pedestrian Master Plan was included in the Draft Unified Planning Work Program (UPWP) for Fiscal Year (FY) 2005/2006.	Yes

6.3 RECOMMENDED GOALS AND OBJECTIVES

Based on the assessment of the FY 2005 – FY 2009 goals and objectives, as well as the feedback received from the public involvement activities and PCPT staff, the recommended goals and objectives are provided in Table 6-6.

**Table 6-6
Goals and Objectives (FY 2009 – FY 2018), Pasco County Public Transportation**

Goal 1: Improve Quality of Service	
Objective 1.1:	Maintain on-time performance of 90 percent or better. (changed)
Objective 1.2:	Maintain current level of service and expand service hours on existing routes while exploring opportunities to provide new service as demand arises.
Objective 1.3:	Maintain and seek to enhance existing performance monitoring program. (changed)
Objective 1.4:	Continually work to improve conditions for all PCPT employees.
Objective 1.5:	Maintain vehicle replacement program.
Objective 1.6:	Research and pursue funding for incorporating advanced technologies.
Goal 2: Increase Public Awareness of PCPT Through Education and Marketing	
Objective 2.1:	Distribute schedules and system information in public places throughout the County for residents and visitors (e.g., shopping centers, Chambers of Commerce, libraries, etc.).
Objective 2.2:	Develop an on-going public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.
Objective 2.3:	Pursue marketing and advertising opportunities through community associations and clubs.
Goal 3: Pursue Coordination Activities with Other Jurisdictions and Transportation Providers	
Objective 3.1:	Ensure coordination and consistency with local, regional, and state plans for the future provision of public transit service in Pasco County.
Objective 3.2:	Identify areas for cooperative efforts with neighboring county transit systems, including Hillsborough Area Regional Transit Authority (HART), Pinellas Suncoast Transit Authority (PSTA), and The Hernando Express Bus (THE Bus).
Objective 3.3:	Coordinate public transit efforts with social service agencies and programs.
Goal 4: Identify and Meet Needs for Public Transit	
Objective 4.1:	Strive to ensure the availability of service to meet the public transit needs of the citizens and visitors in Pasco County.
Objective 4.2:	Identify and address transportation needs of transit-oriented populations in the County.
Objective 4.3:	Investigate the need for other service opportunities, such as specialized fixed-route bus service, park-and-ride services, and carpooling/vanpooling.
Objective 4.4:	Continue to improve infrastructure including benches, shelters, and signage at bus stops. (added)
Goal 5: Pursue Transit-Friendly Land Use and Regulations	
Objective 5.1:	Support Land Development Regulations that encourage transit-friendly development.
Objective 5.2:	Support the use of development incentives for developers and major employers to promote public transportation (e.g., impact fee credits to developers for transit amenities).
Objective 5.3:	Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.

Section 7 TRANSIT ALTERNATIVES EVALUATION

In this section, the procedure for developing and evaluating the alternatives is provided. An alternative can be an improvement to the transit system such as the implementation of a new route or later service on all routes. It can also be more administrative in nature such as improving PCPT's marketing or purchasing security cameras. After identifying the alternatives, each are evaluated to prioritize their need. The results of the evaluation are the basis for the implementation plan found in Section 8.

7.1 DEVELOPMENT OF ALTERNATIVES

Transit alternatives for Pasco County were developed through a number of methods that are described below.

- **Public involvement** - A series of public workshops and discussion groups were held in order to gather input from the public as to what alternatives should be implemented on the PCPT system.
- **Transportation surveys** - Surveys were conducted as part of the TDP process to obtain additional input from the citizens of Pasco County. One survey targeted bus passengers. A second survey targeted non-users and was used in the public workshops, discussion groups, and mailings to the MPO mailing list. The results of the two surveys are provided in this document. A third survey was sent to residents of Central Pasco via their utility bills. The survey was used to gather information on the Central Pasco area only. This information was used to identify transit alternatives in the Central Pasco area.
- **Discussions with PCPT and MPO staff** - Numerous discussions took place over the past several months with the MPO and PCPT staff. These discussions provided insight into the day-to-day operations of PCPT, as well as a local understanding of Pasco County.
- **Projections of transit demand** - Section 4 provides an assessment of transit demand in Pasco County. The assessment includes the use of the public involvement activities, as well as TOI, DTA, and Capacity Analyses. These analyses assist in developing the list of transit alternatives by identifying areas that have characteristics proven to be supportive of transit.
- **Central Pasco County Transit Needs Assessment** - A separate study was conducted to evaluate the needs of the Central Pasco area, which is currently not served by public transportation. The results of this analysis were used to develop transit alternatives in this area.

- **Pasco County planning efforts** - The 2025 Long Range Transportation Plan Needs and Cost Affordable Plans were reviewed to identify priority transit corridors analyzed during the development of the Long Range Transit Element. Other plans and policies affecting Pasco County were also reviewed (see Section 2.5).

7.2 SELECTION OF ALTERNATIVES

Table 7-1 lists the alternatives that were identified through the TDP process for possible implementation between FY 2009 and FY 2018. Map 7-1 displays these alternatives visually.

- **Maintain all existing routes** – The first nine alternatives involve maintaining the nine existing routes.
- **Additional Infrastructure** – The next alternative involves the addition of more infrastructure to the bus system. Infrastructure would include more shelters and benches. It also would include bus stop signs, information displays, and other signage.
- **New local service** – Alternative 11 is a local route to serve Moon Lake Road. Alternative 12 is a cross-county connector on SR 54. Alternative 19 is a route that would serve the Hudson area. These three alternatives have been carried over from the last TDP.

In addition to the three from the previous TDP, four others were added. One alternative is a local circulator in Land O' Lakes that would attempt to connect all the major activity centers in the area. Another would provide fixed-route bus service on Bruce B. Downs Boulevard. Yet another route would provide flex-route bus service in the Wesley Chapel area. The final alternative would run between Zephyrhills and Wesley Chapel.

- **Increase Hours of Service (Later Evening Hours)** – This alternative involves extending service later into the evening. Later evening service would allow those individuals who have evening classes, jobs, or activities to have transportation home afterwards. The addition of this alternative also was the result of the TDP process's public involvement activities.
- **New Express Service** – Alternative 14 provides for express service on US 19. This alternative was identified in the Long Range Transit Element.
- **Increase Frequency (Existing Routes)** – Under this alternative, frequency would be increased for all existing routes except Route 19. Currently, all the routes operate on 60-minute headways except Route 19 which operates on 30-minute headways. This alternative would increase headways on the other routes to equal that of Route 19.

- **Increase Frequency (Route 19)** – This alternative involves changing the headways on Route 19 from 30 minutes to 15 minutes. This improvement would allow for greater frequency of bus service along this route.
- **Expand Days of Service (Sunday Service)** – Many people throughout the TDP’s public input activities requested that Sunday service be added. The service would help people get to church and to employment opportunities.

**Table 7-1
TDP Alternatives (FY 2009 – FY 2018)**

Alt. #	Alternative
1	Route 14
2	Route 18
3	Route 19
4	Route 21
5	Route 23
6	Route 25
7	Route 30
8	Route 31
9	Route 33
10	Add transit infrastructure including transfer facilities, shelters, signage, information displays, etc.
11	Moon Lake Road Fixed-Route Bus Service
12	Cross-County Connector (SR 54)
13	Later evening service on all existing routes
14	US 19 Express
15	Increase frequency on all existing routes except Route 19
16	Land O' Lakes Fixed-Route Bus Service
17	Increase frequency on Route 19
18	Sunday service on all existing routes using holiday service schedule
19	Hudson Area Fixed-Route Bus Service
20	Bruce B. Downs Boulevard Fixed-Route Bus Service
21	Wesley Chapel Flex-Route Service
22	Zephyrhills to Wesley Chapel Fixed-Route Bus Service

Map 7-1 Transit Alternatives

7.3 EVALUATION CRITERIA AND WEIGHTS

This section identifies and defines evaluation criteria for use in prioritizing and selecting transit alternatives for the FY 2009 – FY 2018 TDP Major Update. The seven evaluation criteria are listed below.

- transit system performance
- revenue potential
- system development
- community support
- equity
- transit support
- implementation costs

Each criterion is weighted equally. The criteria included in the evaluation are discussed in the following sections. For each transit alternative, a score was determined either through the computation of some selected measure or through the educated judgment of the analyst. Potential scores were one, four, seven, or ten, depending upon the relative comparison of a given transit alternative with other transit alternatives as it relates to a given criterion. A higher score is consistent with a higher ranking.

7.3.1 Transit System Performance

This criterion addresses ridership potential by using ridership projections developed using Transit Boardings Estimation and Simulation Tool (TBEST). TBEST is a GIS-based comprehensive transit ridership forecasting model. TBEST considers network connectivity, spatial and temporal accessibility, time-of-day variations, and route competition in the estimation of potential future ridership levels by route, segment, and/or bus stop. The following assumptions shown in Table 7-2 were input into the model.

Note: For the Wesley Chapel flex route, the route was assumed to be a fixed route. TBEST is not able to differentiate between flex- and fixed-route services.

Ridership is evaluated on a passengers per mile basis. To determine the scoring scale, the maximum number of riders per mile was identified amongst the alternatives. This maximum amount was then equally divided into four ridership levels. Those alternatives falling into the bottom quartile of riders per mile received a score of one. Those alternatives falling into the top quartile received a score of ten.

In reviewing the TBEST projections, it was determined that the projections for the cross-county connector were not reasonable. In our professional opinion, given our knowledge of the PCPT system, the ridership levels of existing routes, and the TBEST projections for existing routes, the TBEST-generated ridership projections for the cross-county connector over estimated the route's

potential for the first few years of ridership. In order to have a more accurate comparison between alternatives, we elected to use the existing system average riders per mile as a substitute for the TBEST ridership projections for the cross-county connector alternative.

**Table 7-2
TBEST Assumptions**

Alternative	Route Length (miles)	Headway (minutes)	Weekday Service Hours	Saturday Service Hours	Speed of Travel (mph)
Route 14	14.83	60	14	12	15
Route 18	8.62	60	13.5	11.5	15
Route 19	14.26	30	15.5	12.5	15
Route 21	18.17	60	15.5	13.5	15
Route 23	15.30	60	15	13	15
Route 25	9.70	60	14.25	12.25	15
Route 30	17.85	60	13	11	15
Route 31	6.52	60	12.5	10.5	15
Route 33	7.57	60	13	11	15
Moonlake Road Fixed-Route Bus Service	10.92	60	15	12	15
Cross-County Connector (SR 54)	38.71	60	14	12	15
Route 19 Express	14.26	30	6	0	20
Land O' Lakes Fixed-Route Bus Service	16.82	60	13	11	15
Hudson Area Fixed-Route Bus Service	21.23	60	14	12	15
Bruce B. Downs Boulevard Fixed-Route Bus Service	7.76	60	13	0	15
Wesley Chapel Flex-Route Bus Service	6.30	60	12	0	15
Zephyrhills to Wesley Chapel Fixed-Route Bus Service	10.96	60	13	11	15

7.3.2 Revenue Potential

This criterion most closely reflects the objective to provide a financially feasible and efficient transit system. An efficient transit system incorporates a fare structure that is able to generate sufficient revenue (in combination with government subsidies) to provide quality transit service in addition to providing a level of service that is comparable to the fare. To estimate the revenue potential of alternatives, the projected fare-box revenues and fare-box recovery rates were reviewed. To determine the scoring scale, the maximum farebox recovery ratio was identified amongst the alternatives. This maximum recovery ratio was then equally divided into four farebox recovery levels. Those alternatives falling into the bottom quartile of farebox recovery received a score of one. Those alternatives falling into the top quartile received a score of ten.

7.3.3 System Development

System development addresses the potential for coordination and integration across different modes and with neighboring transit systems. This criterion is measured by quantifying the number of transfer or connection opportunities with other routes or components of the public transit system. These connection opportunities are estimated for each of the transit alternatives as appropriate. To determine the scoring scale, the maximum number of connections was identified amongst the alternatives. This maximum amount was then equally divided into four connection levels. Those alternatives falling into the bottom quartile of number of connections received a score of one. Those alternatives falling into the top quartile received a score of ten.

7.3.4 Community Support

This criterion is important in order to assess public sentiment with regard to various transit alternatives. Public outreach and comment solicitation provide necessary public input on the reasonableness of the service proposed. The results of six public workshops, two discussion groups with agency representatives, a discussion group with Chamber of Commerce representatives, and several surveys were evaluated. Scores were assigned based on the educated judgment of the analyst.

7.3.5 Equity

The equity criterion addresses the potential for alternatives to provide service to TD individuals (as well as other markets) and the affordability of the fare structure. The focus of this criterion is the ability to provide service to populations with a greater transit orientation, including the elderly, youth, persons living below the poverty level, and individuals living in households with no vehicles. As a result, the TOI is used to estimate the extent to which areas with a high transit orientation are being served by a given transit alternative, i.e., proportion of route miles passing through Census block groups with a “high” or “very high” transit-oriented population.

To determine the scoring scale, the maximum percentage of route miles passing through a block group identified as having a “high” or “very high” transit orientation was identified amongst the alternatives. This maximum amount was then equally divided into four equity levels. Those

alternatives falling into the bottom quartile of percent of transit orientation received a score of one. Those alternatives falling into the top quartile received a score of ten.

7.3.6 Transit Support

The transit support criterion examines population and employment densities within a quarter mile of the bus route. Higher population and employment densities tend to support transit. Under this criterion, the percentage of the route passing through areas of high population and/or employment densities is measured.

To determine the scoring scale, the maximum percentage of route miles passing through a block group identified as having a “high” transit support was identified amongst the alternatives. This maximum amount was then equally divided into four transit support levels. Those alternatives falling into the bottom quartile of percent of transit support received a score of one. Those alternatives falling into the top quartile received a score of ten.

7.3.7 Implementation Costs

Implementation cost forecasts are important to assess the financial feasibility and efficiency of a transit system. Under this criterion, alternatives were ranked by comparing cost per trip data. Data for those alternatives currently operating were used. Projections were used for those alternatives not currently in use.

To determine the scoring scale, the maximum cost per trip was identified amongst the alternatives. This maximum amount was then equally divided into four cost per trip levels. Those alternatives falling into the bottom quartile (highest cost per trip) with regard to cost per trip received a score of one. Those alternatives falling into the top quartile (lowest cost per trip) received a score of ten.

7.4 RESULTS OF EVALUATION

An evaluation matrix was produced summarizing criteria scores and the total score for each alternative. For a copy of the matrix, see Appendix H. The results of the evaluation are presented in Table 7-3 and are prioritized in terms of the highest score to the lowest score. Existing bus routes are shaded in the table to enable the reader to easily distinguish existing alternatives from potential future alternatives.

The results are based on a technical evaluation using a scoring guide (see Section 7.3) as well as some judgment applied by the analyst based on public input. Local policies could suggest varying priorities and should be considered and integrated into the planning process as appropriate.

In conclusion, the results of the alternatives evaluation provide the basis for the recommended transit improvements for this major update of Pasco County’s ten-year TDP.

**Table 7-3
Transit Alternatives Evaluation**

Rank	Alternative	Criteria ¹						Total	
		Transit System Performance ²	Revenue Potential	System Development	Community Support	Equity	Transit Support		Implementation Costs
1	Route 19	7	10	7	10	4	4	10	52
2	Route 18	4	7	4	10	7	10	7	49
3	US 19 Express	10	4	7	7	4	4	10	46
4	Route 14	4	4	4	10	4	4	10	40
4	Later evening service on all existing routes	4	4	10	10	1	1	10	40
6	Route 21	4	7	4	10	1	4	7	37
7	Cross-county connector on SR 54	4	4	7	10	1	1	7	34
7	Route 25	4	4	4	10	1	4	7	34
9	Route 31	1	4	1	10	10	1	4	31
9	Route 30	1	4	1	10	7	1	7	31
9	Route 23	4	4	4	10	1	1	7	31
9	Increase frequency on Route 19	4	4	7	7	4	4	1	31
13	Route 33	1	1	1	10	4	7	4	28
13	Moon Lake Road local service	4	4	4	7	1	1	7	28
13	Increase frequency on all existing routes	1	4	10	7	1	1	4	28
16	Zephyrhills to Wesley Chapel Route	4	4	1	4	1	1	10	25
16	Sunday service using holiday service schedule	4	4	10	4	1	1	1	25
18	Land O' Lakes Circulator	4	4	1	4	1	1	7	22
19	Hudson area local service	1	4	1	4	1	1	4	16
20	Bruce B. Downs Boulevard Service	1	4	1	4	1	1	1	13
20	Wesley Chapel Flex-Route Service	1	4	1	1	1	1	4	13

¹Criterion scores are assigned as 1, 4, 7, or 10 based on computation for Transit System Performance, Revenue Potential, System Development, Equity, Transit Support, and Implementation Cost or judgment in the case of Community Support.

²TBEST ridership projections were used for each alternative except for the cross-county connector. In our professional opinion, given our knowledge of the PCPT system, the ridership levels of existing routes, and the TBEST projections for existing route, the TBEST-generated ridership projections for the cross-county connector over estimated the route's potential for the first few years of ridership. In order to have a more accurate comparison between alternatives, we elected to use the existing system average riders per mile as a substitute for the TBEST ridership projections for the cross-county connector alternative.

Note: Shaded rows represent existing services.

Section 8 TEN-YEAR TRANSIT DEVELOPMENT PLAN

Based on the information and analysis provided in Section 7, a series of recommendations is provided for the Pasco County ten-year TDP. This section contains the following information:

- ten-year transit plan,
- coordination requirements,
- monitoring program to track performance measures,
- ten-year implementation plan,
- ten-year ridership projections,
- key implementation strategies, and
- ten-year financial plan.

8.1 TEN-YEAR TRANSIT PLAN

The ten-year TDP includes alternatives that fall in three categories: service improvements, capital investments, and general improvements.

8.1.1 Service Improvements

The following is a list of service improvements recommended for the ten-year plan.

- **Continue Operating Existing Fixed Bus Routes** - The existing fixed bus routes should continue to operate, including Routes 14, 18, 19, 21, 23, 25, 30, 31, and 33. All routes except Route 23 saw ridership increases in FY 2007 over FY 2006. Route 23 had only a slight loss in ridership. The system overall realized an 11.7 percent increase in ridership.
- **Continue Operating Paratransit Service** - The existing paratransit service (both the directly operated and purchased transportation) should be maintained, thereby continuing to serve the needs of the TD residents of Pasco County.
- **Implement Moon Lake Road Route** - The transit demand assessment and public input both indicate a need for this route. The route will serve residents along Moon Lake Road and allow for connection to the West Pasco County bus system.
- **Implement Cross-County Connector** - This service would run along SR 54 and serve the residents and commercial nodes along this corridor.

- **Implement Later Evening Service** - The demand amongst current passengers for later evening service is great. Under this service improvement, service on all existing routes would be extended later into the evening.
- **Add Express Service on US 19** - As the route with the highest ridership levels, Route 19 has been successful. The commuters who use this service have indicated that express service would be a better way to meet their work travel needs. In implementing the express route, PCPT may work with Pasco County to add signal prioritization for the buses.
- **Increase Frequency on Existing Routes** - Public input indicates that increased frequency is desired on all routes, not just Route 19. Under this service improvement, all existing routes would be improved to 30-minute headways except Route 19, which is already operating on 30-minute headways.
- **Implement Land O' Lakes Circulator** - As an addition to Central Pasco, a circulator in Land O' Lakes should be added to the PCPT system.
- **Increase Frequency on Route 19** - Demand for increased transit service on US 19 requires improving headways on Route 19 from 30 minutes to 15 minutes.
- **Add Sunday Service on Existing Routes** - Many passengers request Sunday service in order to increase their opportunities to travel places seven days per week.
- **Implement Hudson Area Route** - As has been noted for some time now, the Hudson area is in need of bus service.
- **Implement Zephyrhills to Wesley Chapel Route** – A route that would provide a connection between Zephyrhills and Wesley Chapel should be added to the PCPT system.

8.1.2 Capital Investments

The following is a list of capital investments recommended for the ten-year plan.

- **Expand Infrastructure at Existing Bus Stops** - PCPT continues to follow its preferred standards for the implementation of bus stop improvements and other transit infrastructure as documented in PCPT's *Transit Infrastructure Guidelines Manual*. For example, PCPT has established a standard of 0.1 shelters per route mile. This standard requires that PCPT have a total of 23 sheltered stops based on existing transit routes. PCPT currently has four sheltered stops; thus, a minimum of 19 additional sheltered stops are needed to comply with this standard. Pasco County's CIP identifies approximately 28 shelters to be added between FY 2009 and FY 2008. PCPT should proceed with the process identified in the site selection plan to determine a location for a US 19 transfer facility.

- **Acquire Security Cameras** – Security cameras should be included in the list of accessories for every PCPT bus purchased in the future.
- **Acquire Automatic Passenger Counters (APCs)** - PCPT should consider the purchase or lease of these devices in order to better understand ridership patterns. Data on boardings and alightings by bus stop can assist in improving PCPT performance. The data can help identify non-productive stops and/or route segments.

8.1.3 General Improvements

The following is a list of general improvements recommended for the ten-year plan.

- **Continue Transit Marketing Program** - Marketing and public education is perhaps the most difficult task for public transportation systems, primarily due to the lack of available resources. It is recommended that PCPT continue developing and expanding its marketing program to enhance the education process for residents and visitors in Pasco County. The development of a patron mailing list, summer bus promotion programs, and presentations are key activities that should be maintained and expanded. These activities are critical investments in the long-term development of the public transportation system.
- **Re-Evaluate §5307 Funds** - PCPT should seek to re-evaluate the distribution of §5307 funds between Hillsborough, Pinellas, and Pasco Counties. The new distribution should take into account changes in relative populations as determined by the 2010 Census.
- **Continue Regional Coordination** - PCPT should continue to strive to work with HART, PSTA, and THE Bus to coordinate transit services. THE Bus has plans to extend bus service into Pasco County in 2011; efforts should be made to create smooth connections between the two systems.

TBARTA has identified corridors for enhanced bus service in Pasco County. As these plans become more concrete, PCPT should work with TBARTA and the other transit systems in the region to implement these plans. PCPT should continue to coordinate with BACS to increase commuter choices within Pasco County. PCPT should work to host a Commuter Choice Day in Pasco County.

- **Assist in Development Review** - As developments continue to seek approval in Pasco County, PCPT should continue to work with them and the County to ensure their participation in transit investment. PCPT should support the proposed county ordinance that would formalize this process.
- **Continue to Monitor Performance Data** - PCPT should continue to use data from AVLs to track performance. As a long-term goal, PCPT should consider alternative uses for AVL

data such as providing real-time bus location data to the traveling public. PCPT also should work with internet mapping services such as Google to determine the feasibility of providing real-time bus information to passengers via the internet.

- **Map Daycare Facilities** - Recognizing the importance of transit service for those needing to get to daycare facilities, PCPT should examine the feasibility of producing a transit route map which identifies daycare facilities. An analysis should be undertaken to determine what percentage of daycare facilities are within the system's quarter-mile service area.

Table 8-1 provides each improvement to be implemented and the year in which it is to be implemented. Map 8-1 displays the existing and new routes to be implemented under the ten-year TDP.

**Table 8-1
Ten-Year Priority Listing of Alternative Implementation**

Priority	Project	Tentative Year
1	Continue Operating Fixed-Route Service	Indefinitely
2	Continue Operating Paratransit Service as Appropriate	Indefinitely
3	Map Daycare Facilities	2009
4	Expand Infrastructure at Existing Bus Stops	2009-2018
5	Continue Transit Marketing Program	2009-2018
6	Continue Regional Coordination	2009-2018
7	Assist in Development Review	2009-2018
8	Continue to Monitor Performance Data	2009-2018
9	Implement Moon Lake Road Route	2010
10	Implement Cross-County Connector	2011
11	Re-Evaluate §5307 Funds	2011
12	Implement Later Evening Service (all routes)	2012
13	Add Express Service on US 19	2013
14	Increase Frequency on Existing Routes (except Route 19)	2014
15	Implement Land O' Lakes Circulator	2015
16	Increase Frequency on Route 19	2016
17	Add Sunday Service on Existing Routes	2017
18	Implement Hudson Area Route	2018
19	Implement Zephyrhills to Wesley Chapel Route	2018
20	Implement Bruce B. Downs Route	Unfunded
21	Implement Wesley Chapel Flex Route	Unfunded

Map 8-1 FY 2009 – FY 2018 Transit Alternatives

8.2 COORDINATION REQUIREMENTS

As the role of public transportation expands in Pasco County, the need for coordination becomes more and more important. Five major requirements are identified for improving public transportation coordination in Pasco County over the next ten years. These requirements are listed below.

- The MPO and PCPT will work closely to ensure that the TDP is implemented. At a minimum, meetings will be held on a quarterly basis to review progress made toward implementing the plan. These efforts will also ease the preparation of the annual TDP progress report over the next nine years.
- The MPO and PCPT will encourage the municipalities in Pasco County to update their respective Comprehensive Plans to be consistent with the public transportation services provided within their community, as well as with the recommendations of the TDP, in general.
- PCPT staff will meet with transit systems in neighboring counties to better understand existing and future public transportation services and to identify any coordination requirements associated with public transportation services across county lines.
- PCPT staff will continue to work with BACS on the emergency ride home program in Pasco County as well as Commuter Choices day.
- PCPT will work with the TBARTA group to assist in making regional connections. PCPT will continue to hold its position as a member of TBARTA's Transit Managers committee. PCPT will provide information and advice to the group and assist in developing the master plan. PCPT will consider TBARTA's master plan, to be adopted in July 2009, when pursuing changes to the PCPT system.

These requirements are also highlighted in the ten-year implementation plan.

8.3 MONITORING PROGRAM TO TRACK PERFORMANCE MEASURES

At the quarterly meetings described in Section 8.2, PCPT and MPO staff will review data in order to monitor PCPT's performance. The following data will be reviewed during these quarterly meetings:

- Passenger trips (system-wide and by route),
- Passenger per revenue hour (system-wide and by route),
- Passenger per revenue mile (system-wide and by route),
- Farebox revenue and recovery ratio (system-wide and by route),
- Bus pass sales (system-wide),

- Total revenue (system-wide),
- Total operating cost (system-wide),
- Operating cost per passenger trip (system-wide),
- Operating cost per revenue hour (system-wide), and
- Operating cost per revenue mile (system-wide).

Data will be compared to previous quarterly and annual totals so as to gauge trends in operations.

8.4 TEN-YEAR IMPLEMENTATION PLAN

The recommendations indicated previously are summarized in Table 8-2 and organized into a staged implementation plan over the next ten years. The implementation plan includes action items for each of the next ten years, as well as preliminary action items beyond 2018. In addition, the table indicates the entities responsible for ensuring that the action items are implemented, as well as a checklist column to emphasize the need to monitor the implementation plan on a regular basis over the next ten years. This checklist should be reviewed by staff from PCPT and the MPO as part of each quarterly coordination meeting.

**Table 8-2
Staged Implementation Plan for Ten-Year TDP**

Action Item/Service Enhancement	Responsible Entity	Checklist
YEAR 1 - FY 2009		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Examine Feasibility of Day Care Facilities Map	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	

**Table 8-2
Staged Implementation Plan for Ten-Year TDP Continued**

Action Item/Service Enhancement	Responsible Entity	Checklist
YEAR 2 - FY 2010		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Implement Moon Lake Road Route	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	
YEAR 3 - FY 2011		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Implement Cross-County Connector	PCPT	
Re-Evaluate §5307 Funds (assuming census data are available)	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	
YEAR 4 - FY 2012		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Implement Later Evening Service	PCPT	
Acquire APCs	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	

**Table 8-2
Staged Implementation Plan for Ten-Year TDP Continued**

Action Item/Service Enhancement	Responsible Entity	Checklist
YEAR 5 - FY 2013		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Add Express Service on US 19	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Major Update	PCPT	
YEAR 6 - FY 2014		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Increase Frequency on Existing Routes (except Route 19)	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	
YEAR 7 - FY 2015		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Implement Land O' Lakes Circulator	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	

**Table 8-2
Staged Implementation Plan for Ten-Year TDP Continued**

Action Item/Service Enhancement	Responsible Entity	Checklist
YEAR 8 - FY 2016		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Increase Frequency on Route 19	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	
YEAR 9 - FY 2017		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Add Sunday Service on Existing Routes	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	
YEAR 10 - FY 2018		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Implement Hudson Area Route	PCPT	
Implement Zephyrhills to Wesley Chapel Route	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Major Update	PCPT	

**Table 8-2
Staged Implementation Plan for Ten-Year TDP Continued**

Action Item/Service Enhancement	Responsible Entity	Checklist
BEYOND FY 2018		
Continue Operating Fixed-Route Service	PCPT	
Continue Operating Paratransit Service as Appropriate	PCPT	
Expand Infrastructure at Existing Bus Stops	PCPT	
Meet Quarterly to Review Status of Implementation Plan	PCPT, MPO	
Meet with Transit Systems in Neighboring Counties	PCPT	
Implement Bruce B. Downs Route	PCPT	
Implement Wesley Chapel Flex Route	PCPT	
Expand Transit Marketing Program	PCPT	
Continue Regional Coordination	PCPT	
Assist in Development Review	PCPT, MPO	
Continue to Monitor Performance Data	PCPT	
Prepare TDP Progress Report	PCPT	

8.5 TEN-YEAR RIDERSHIP PROJECTIONS

TBEST was used to project the FY 2009 and FY 2018 ridership given the implementation plan presented in Table 8-1. TBEST ridership projections are provided in Table 8-3.

**Table 8-3
TBEST Annual Ridership Projections (FY 2009 – FY 2018)**

Route	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Route 14 ²	176,113	193,676	211,239	228,803	246,366	263,929	281,492	299,055	316,618	351,745
Route 18 ²	66,569	74,137	81,705	89,273	96,841	104,409	111,977	119,545	127,113	142,249
Route 19 ²	416,663	512,151	607,639	703,127	798,615	894,103	989,591	1,085,079	1,180,567	1,371,542
Route 21 ²	184,699	212,990	241,281	269,572	297,863	326,154	354,445	382,736	411,027	467,609
Route 23 ²	137,849	159,216	180,583	201,950	223,317	244,684	266,051	287,418	308,785	351,520
Route 25 ²	67,303	78,875	90,447	102,019	113,591	125,163	136,735	148,307	159,878	183,022
Route 30 ²	96,073	104,277	112,480	120,684	128,888	137,092	145,296	153,500	161,703	178,111
Route 31 ²	27,240	30,323	33,406	36,489	39,573	42,656	45,739	48,823	51,906	58,072
Route 33 ²	22,339	25,391	28,443	31,495	34,547	37,599	40,651	43,703	46,754	52,858
Moon Lake Road Fixed-Route Bus Service ³	-	20,754	27,672	34,590	38,049	41,854	46,040	50,644	55,708	61,279
Cross-County Connector (SR 54) ³	-	-	266,817	355,756	444,696	489,165	538,082	591,890	651,079	716,187
US 19 Express ³	-	-	-	-	120,328	160,438	200,547	220,602	242,662	266,929
Land O' Lakes Fixed-Route Bus Service ³	-	-	-	-	-	-	60,713	80,951	101,189	101,890
Hudson Area Fixed-Route Bus Service ¹	-	-	-	-	-	-	-	-	-	52,200
Zephyrhills to Wesley Chapel Fixed-Route Bus Service ³	-	-	-	-	-	-	-	-	-	62,121
Bruce B. Downs Boulevard Fixed-Route Bus Service ¹	-	-	-	-	-	-	-	-	-	-
Wesley Chapel Flex-Route Service ¹	-	-	-	-	-	-	-	-	-	-
Total	1,194,848	1,411,790	1,881,713	2,173,759	2,582,673	2,867,245	3,217,358	3,512,251	3,814,991	4,417,332

¹These projects are unfunded during the FY 2009 to FY 2018 timeframe.

²For existing service, TBEST projections are provided for FY 2009 and FY 2018. The increase in ridership between FY 2009 and FY 2018 was equally distributed among the years FY 2010 and FY 2017.

³For new improvements, TBEST projections were only provided for FY 2018. For new improvements, it was assumed that ridership did not stabilize until the third year of operation. Between the third year and FY 2018, ridership was assumed to increase ten percent annually. Ridership in the first year was assumed to be 60% of the third year's ridership. Ridership in the second year was assumed to be 80% of the third year's ridership.

8.6 KEY IMPLEMENTATION STRATEGIES

Several key strategies are identified in this section to assist in carrying out the ten-year implementation plan described in Section 8.4. These strategies are outlined below.

- **Take Ownership** - PCPT and the MPO must take ownership of the plan in order to have the desire and incentive to see it come to fruition. This action requires a commitment to review and reference the plan on a regular basis to ensure that efforts are undertaken as appropriate.
- **Hold Quarterly Meetings** - As indicated in the implementation plan, it is critical that quarterly meetings are held between MPO and PCPT staff to review the progress made in the previous quarter toward the implementation of the TDP.
- **Enhance Marketing and Public Awareness** - Despite limited resources, PCPT has made substantial progress in transit marketing and education. In addition to continuing existing efforts, however, new opportunities for public outreach must be sought. Further, additional resources need to be devoted to marketing in order to expand the countywide level of awareness regarding public transportation.
- **Maintain Quality of Service** - PCPT service was rated either Very Good or Good by 81.9 percent of users responding to the on-board survey. Since word of mouth is a very effective form of marketing, this quality of service must be maintained and improved to keep existing users satisfied and to ultimately attract new users over time.
- **Expand Strategically** - The emphasis in the next ten years is to expand fixed-route bus services to meet the needs of transit-oriented and commuter populations. Existing routes are serving the populations with characteristics most conducive to transit use. Serving these markets is the first priority, while expanding to new areas and implementing new bus routes is secondary over the next ten years.

8.7 TEN-YEAR FINANCIAL PLAN

This section presents the operating and capital needs required to implement the ten-year TDP recommendations presented previously. Annual operating and capital costs are estimated for FY 2009. An annual inflation rate of four percent is then assumed for FY 2010 through FY 2018.

8.7.1 Operating and Capital Needs and Costs

The operating and capital needs are summarized in this section, along with the projected costs associated with those needs over the next ten years.

Table 8-4 presents the projected annual operating costs for fixed-route bus service over the next ten years assuming all recommended improvements are implemented. As indicated previously, projected annual operating costs are adjusted to reflect an annual inflation rate of four percent. If the implementation plan set forth in Table 8-2 is followed, total operating costs for fixed-route bus service are projected to increase from \$6.0 million in FY 2009 to \$16.9 million in FY 2018. The cost to continue existing services is projected to cost \$6.0 million (100% of total fixed-route operating costs) in FY 2009 to \$8.5 million (50% of total fixed-route operating costs) in FY 2018.

Table 8-5 summarizes the capital requirements necessary to support fixed-route bus services over the same time period. Most of the capital needs relate to the replacement and acquisition of buses needed to maintain and expand bus services in the next ten years and the new routes included in the implementation plan. Other infrastructure includes shelters, signs, benches, security cameras, and APCs.

Tables 8-6 and 8-7 assign monetary value to the needs identified in Table 8-5. Table 8-8 summarizes the operating and capital costs for the recommendations in the TDP.

**Table 8-4
Operating Costs for Fixed-Route and Paratransit Service (FY 2009 – FY 2018)**

Existing Service/Service Enhancement	Units	Unit Measures	Unit Cost (2009\$)	Annual Operating Cost (2009\$) ¹	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Beyond FY 2018 ³
Continue Existing Fixed-Route Service	60,828	Revenue Hours	\$61.94	\$3,767,707	\$3,767,707	\$3,918,416	\$4,075,152	\$4,238,158	\$4,407,685	\$4,583,992	\$4,767,352	\$4,958,046	\$5,156,368	\$5,362,622	\$5,577,127
Continue Existing Paratransit Service	1	Annual Cost	\$2,197,000	\$2,197,000	\$2,197,000	\$2,284,880	\$2,376,275	\$2,471,326	\$2,570,179	\$2,672,986	\$2,779,906	\$2,891,102	\$3,006,746	\$3,127,016	\$3,252,097
Implement Moon Lake Road Route ²	46,716	Revenue Miles	\$3.71	\$173,316	\$0	\$159,070	\$165,433	\$172,050	\$178,932	\$186,089	\$193,533	\$201,274	\$209,325	\$217,698	\$226,406
Implement Cross-County Connector ²	331,203	Revenue Miles	\$3.71	\$1,228,763	\$0	\$0	\$1,172,869	\$1,219,784	\$1,268,575	\$1,319,318	\$1,372,091	\$1,426,975	\$1,484,054	\$1,543,416	\$1,605,152
Implement Later Evening Service ²	141,213	Revenue Miles	\$3.71	\$523,900	\$0	\$0	\$0	\$520,072	\$540,875	\$562,510	\$585,010	\$608,410	\$632,747	\$658,057	\$684,379
Add Express Service on US 19 ²	44,647	Revenue Miles	\$3.71	\$165,640	\$0	\$0	\$0	\$0	\$171,007	\$177,847	\$184,961	\$192,360	\$200,054	\$208,056	\$216,379
Increase Frequency on Existing Routes ²	677,072	Revenue Miles	\$3.71	\$2,511,936	\$0	\$0	\$0	\$0	\$0	\$2,697,056	\$2,804,938	\$2,917,136	\$3,033,821	\$3,155,174	\$3,281,381
Implement Land O' Lakes Circulator ²	66,678	Revenue Miles	\$3.71	\$247,375	\$0	\$0	\$0	\$0	\$0	\$0	\$276,230	\$287,279	\$298,771	\$310,721	\$323,150
Increase Frequency on Route 19 ²	208,351	Revenue Miles	\$3.71	\$772,983	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$897,672	\$933,579	\$970,922	\$1,009,759
Add Sunday Service on Existing Routes ²	151,515	Revenue Miles	\$3.71	\$562,121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$678,908	\$706,064	\$734,307
Implement Hudson Area Route ²	90,822	Revenue Miles	\$3.71	\$336,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,233	\$440,163
Implement Zephyrhills to Wesley Chapel Route ²	43,456	Revenue Miles	\$3.71	\$161,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,506	\$210,606
Implement Bruce B. Downs Route ²	24,304	Revenue Miles	\$3.71	\$90,168	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,788
Implement Wesley Chapel Flex Route ²	7,862	Revenue Miles	\$3.71	\$29,168	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,103
Total Annual Operating Costs	N/A	N/A	N/A	N/A	\$5,964,707	\$6,362,365	\$7,789,729	\$8,621,390	\$9,137,253	\$12,199,799	\$12,964,021	\$14,380,254	\$15,634,372	\$16,885,487	\$17,716,797

¹Projected annual costs in this table are reflected in 2009 dollars. Projections for subsequent years are estimated using an annual inflation rate of four percent. In previous TDPs, a three percent inflationary factor has been used. Due to increasing inflation rates, it was determined that four percent should be used in this TDP update.

²Annual operating costs reflect a "net" cost due to the inclusion of an offset from anticipated farebox revenues for these new services. The farebox recovery rate for new services was assumed to be 11.75 percent based on a system-wide average for PCPT in FY 2007. The formula applied to derive the net cost is gross operating expense less projected farebox revenues.

³Cost projections in this column were inflated to 2019 dollars, but the actual inflation amount will depend upon the year of purchase.

**Table 8-5
Capital Needs for Fixed-Route and Paratransit Service (FY 2009 – FY 2018)**

Capital Needs	10-Year Need	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Beyond FY 2018
Vehicle Requirements⁴												
Continue Existing Fixed Bus Routes ¹	16	1	2	3	4	3	0	0	0	0	3	0
Continue Support Vehicles - Transit ¹	2	0	2	0	0	0	0	0	0	0	0	0
Continue Existing Paratransit Service ¹	6	0	4	2	0	0	0	0	0	0	0	0
Continue Support Vehicles - Paratransit ¹	3	0	3	0	0	0	0	0	0	0	0	0
Implement Moon Lake Road Route	1	1	0	0	0	0	0	0	0	0	0	0
Implement Cross-County Connector	2	0	2	0	0	0	0	0	0	0	0	0
Implement Later Evening Service	0	0	0	0	0	0	0	0	0	0	0	0
Add Express Service on US 19	4	0	0	0	4	0	0	0	0	0	0	0
Increase Frequency on Existing Routes except Route 19	16	0	0	0	0	4	4	4	4	0	0	0
Implement Land O' Lakes Circulator	1	0	0	0	0	0	1	0	0	0	0	0
Increase Frequency on Route 19	4	0	0	0	0	0	0	4	0	0	0	0
Add Sunday Service on Existing Routes	0	0	0	0	0	0	0	0	0	0	0	0
Implement Hudson Area Route	1	0	0	0	0	0	0	0	0	1	0	0
Implement Zephyrhills to Wesley Chapel Route	1	0	0	0	0	0	0	0	0	1	0	0
Implement Bruce B. Downs Route	0	0	0	0	0	0	0	0	0	0	0	1
Implement Wesley Chapel Flex Route	0	0	0	0	0	0	0	0	0	0	0	1
Vehicle Total	57	2	13	5	8	7	5	8	4	2	3	2
Other Transit Infrastructure⁴												
Signs ²	715	0	103	232	0	0	0	168	0	0	212	250
Shelters ³	28	2	2	10	4	4	4	2	0	0	0	0
Transfer Station ³	1	1	0	0	0	0	0	0	0	0	0	0
Security Cameras ⁵	0	N/A										
APCs ⁵	0	N/A										

¹Buses for the existing system are replacement buses.

²Assumed five bus stop signs per mile for all routes except in the case of the Cross-County Connector. For the Cross-County Connector, three bus stop signs per mile were used.

³Based on CIP.

⁴Buses are purchased a year before new service is implemented. Other transit infrastructure is purchased in the year new service is implemented.

⁵Security cameras and APCs will be phased in over time. As new buses are purchased, these amenities will be included.

**Table 8-6
Vehicle Capital Costs for Fixed-Route and Paratransit Service (FY 2009 – FY 2018)**

Category	Unit Cost (2009\$)^{1,5}	10-Year Need	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Beyond FY 2018³
Continue Existing Fixed Bus Routes ⁴	\$290,000	\$5,395,092	\$290,000	\$603,200	\$940,992	\$1,304,842	\$1,017,777	\$0	\$0	\$0	\$0	\$1,238,281	\$0
Continue Support Vehicle - Transit ⁴	\$20,000	\$41,600	\$0	\$41,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Continue Existing Paratransit Service ⁴	\$60,000	\$379,392	\$0	\$249,600	\$129,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Continue Support Vehicle - Paratransit ⁴	\$20,000	\$62,400	\$0	\$62,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Implement Moon Lake Road Route	\$290,000	\$290,000	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Implement Cross-County Connector	\$290,000	\$603,200	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Implement Later Evening Service	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Add Express Service on US 19	\$290,000	\$1,304,842	\$0	\$0	\$0	\$1,304,842	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Increase Frequency on Existing Routes except Route 19	\$290,000	\$5,762,604	\$0	\$0	\$0	\$0	\$1,357,036	\$1,411,317	\$1,467,770	\$1,526,481	\$0	\$0	\$0
Implement Land O' Lakes Circulator	\$290,000	\$352,829	\$0	\$0	\$0	\$0	\$0	\$352,829	\$0	\$0	\$0	\$0	\$0
Increase Frequency on Route 19	\$290,000	\$1,467,770	\$0	\$0	\$0	\$0	\$0	\$0	\$1,467,770	\$0	\$0	\$0	\$0
Add Sunday Service on Existing Routes	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Implement Hudson Area Route	\$290,000	\$396,885	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$396,885	\$0	\$0
Implement Zephyrhills to Wesley Chapel Route	\$290,000	\$396,885	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$396,885	\$0	\$0
Implement Bruce B. Downs Route	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,271
Implement Wesley Chapel Flex Route	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,271
Vehicle Total	N/A	\$16,453,500	\$580,000	\$1,560,000	\$1,070,784	\$2,609,684	\$2,374,813	\$1,764,147	\$2,935,540	\$1,526,481	\$793,770	\$1,238,281	\$858,542

¹Unit costs are reflected in 2009 dollars, while future year costs reflect an annual inflation rate of four percent.

²Unit costs for buses include costs for additional equipment upgrades such as wheelchair accessibility, security cameras, and APCs.

³Cost projections in this column were inflated to 2019 dollars, but the actual inflation amount will depend upon the year of purchase.

⁴Buses for the existing system are replacement buses.

⁵Unit costs provided by PCPT.

**Table 8-7
Other Infrastructure Capital Costs for Fixed-Route and Paratransit Service (FY 2009 – FY 2018)**

Category	Unit Cost (2009\$) ^{1,2}	10-Year Need	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Beyond FY 2018 ⁷
Signs	\$125	\$109,153	\$0	\$13,377	\$31,402	\$0	\$0	\$0	\$26,603	\$0	\$0	\$37,771	TBD ³
Shelters ⁴	\$24,116	\$884,024	\$48,232	\$64,149	\$320,743	\$128,297	\$128,297	\$128,297	\$66,009	\$0	\$0	\$0	TBD ³
Transfer Facility ⁵	\$1,200,000	\$1,248,000	\$0	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Security Cameras ⁶	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
APCs ⁶	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit Infrastructure Total	N/A	\$2,241,177	\$48,232	\$1,325,526	\$352,144	\$128,297	\$128,297	\$128,297	\$92,612	\$0	\$0	\$37,771	TBD³

¹Unit costs are reflected in 2009 dollars, while future year costs reflect an annual inflation rate of four percent.

²Unit costs provided by PCPT.

³TBD means To Be Determined.

⁴Costs for shelters were taken from the Pasco County CIP. The CIP uses a 3.3 percent inflation rate.

⁵According to the *PCPT Transit Site Evaluation Study*, the transfer facility cost could range from \$0.9 to \$1.5 million. Due to a lack of more specific cost projections, \$1.2 million has been used for the cost of the transfer facility.

⁶Security cameras and APCs will be phased in over time. As new buses are purchased, they will have these new amenities. These costs are included in the price of the buses above.

⁷Cost projections in this column were inflated to 2019 dollars, but the actual inflation amount will depend upon the year of purchase.

**Table 8-8
Operating and Capital Costs for Fixed-Route and Paratransit Service (FY 2009 – FY 2018)**

Category	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	10-Year Total
Operating Costs											
Existing Fixed-Route Service	\$3,767,707	\$3,918,416	\$4,075,152	\$4,238,158	\$4,407,685	\$4,583,992	\$4,767,352	\$4,958,046	\$5,156,368	\$5,362,622	\$45,235,498
Paratransit Service	\$2,197,000	\$2,284,880	\$2,376,275	\$2,471,326	\$2,570,179	\$2,672,986	\$2,779,906	\$2,891,102	\$3,006,746	\$3,127,016	\$26,377,417
Service/Frequency Improvements	\$0	\$0	\$0	\$520,072	\$711,882	\$3,437,413	\$3,574,910	\$4,615,578	\$5,479,109	\$5,698,274	\$24,037,237
New Fixed-Route Service	\$0	\$159,070	\$1,338,302	\$1,391,834	\$1,447,507	\$1,505,407	\$1,841,854	\$1,915,528	\$1,992,149	\$2,697,575	\$14,289,226
Total Fixed-Route Operating Costs	\$3,767,707	\$4,077,485	\$5,413,454	\$6,150,064	\$6,567,074	\$9,526,813	\$10,184,115	\$11,489,152	\$12,627,626	\$13,758,471	\$83,561,961
Paratransit Operating Costs	\$2,197,000	\$2,284,880	\$2,376,275	\$2,471,326	\$2,570,179	\$2,672,986	\$2,779,906	\$2,891,102	\$3,006,746	\$3,127,016	\$26,377,417
Total Operating Costs	\$5,964,707	\$6,362,365	\$7,789,729	\$8,621,390	\$9,137,253	\$12,199,799	\$12,964,021	\$14,380,254	\$15,634,372	\$16,885,487	\$109,939,379
Capital Costs											
Fixed-Route Capital - Vehicles	\$580,000	\$1,310,400	\$940,992	\$2,609,684	\$2,374,813	\$1,764,147	\$2,935,540	\$1,526,481	\$793,770	\$1,238,281	\$16,074,108
Paratransit Capital - Vehicles	\$0	\$249,600	\$129,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$379,392
Other Transit Infrastructure Capital	\$48,232	\$1,325,526	\$352,144	\$128,297	\$128,297	\$128,297	\$92,612	\$0	\$0	\$37,771	\$2,241,177
Total Fixed-Route Capital Costs	\$628,232	\$2,635,926	\$1,293,136	\$2,737,982	\$2,503,110	\$1,892,444	\$3,028,152	\$1,526,481	\$793,770	\$1,276,052	\$18,315,285
Total Paratransit Capital Costs	\$0	\$249,600	\$129,792	\$0	\$379,392						
Total Capital Costs	\$628,232	\$2,885,526	\$1,422,928	\$2,737,982	\$2,503,110	\$1,892,444	\$3,028,152	\$1,526,481	\$793,770	\$1,276,052	\$18,694,677
Total Costs											
Total Fixed-Route Capital & Operating Costs	\$4,395,939	\$6,713,411	\$6,706,590	\$8,888,046	\$9,070,184	\$11,419,256	\$13,212,268	\$13,015,633	\$13,421,396	\$15,034,523	\$101,877,246
Total Paratransit Capital & Operating Costs	\$2,197,000	\$2,534,480	\$2,506,067	\$2,471,326	\$2,570,179	\$2,672,986	\$2,779,906	\$2,891,102	\$3,006,746	\$3,127,016	\$26,756,809
Total Capital and Operating Costs	\$6,592,939	\$9,247,891	\$9,212,658	\$11,359,372	\$11,640,363	\$14,092,243	\$15,992,174	\$15,906,735	\$16,428,142	\$18,161,539	\$128,634,056

8.7.2 Operating and Capital Revenue

In this section, projections for operating and capital revenue are provided. Table 8-9 provides operating revenue projections for fixed-route services while Table 8-10 provides capital revenue for fixed-route services. Table 8-11 provides operating and capital revenue projections for paratransit service.

**Table 8-9
Operating Revenues for Fixed-Route Service (FY 2009 – FY 2018)**

Category¹	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	10-Year Total
Federal Section 5307 ²	\$825,000	\$849,750	\$875,243	\$901,500	\$928,545	\$956,401	\$985,093	\$1,014,646	\$1,045,085	\$1,076,438	\$9,457,700
Federal Section 5307 Small Urban	\$148,000	\$152,440	\$157,013	\$161,724	\$166,575	\$171,573	\$176,720	\$182,021	\$187,482	\$193,106	\$1,696,654
Federal Section 5311	\$93,149	\$219,736	\$226,328	\$233,118	\$240,111	\$247,314	\$254,734	\$262,376	\$270,247	\$278,355	\$2,325,468
FDOT Block Grant Program	\$708,866	\$737,079	\$759,192	\$781,967	\$805,426	\$829,589	\$854,476	\$880,111	\$906,514	\$933,709	\$8,196,929
FDOT Service Development	\$260,000	\$90,125	\$758,245	\$955,953	\$990,229	\$1,718,707	\$1,633,065	\$2,051,044	\$955,629	\$1,050,110	\$10,463,104
FDOT Transit Corridor Program	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$2,800,000
Farebox Revenues ³	\$516,532	\$571,543	\$594,404	\$618,182	\$642,908	\$668,625	\$695,369	\$723,184	\$752,113	\$782,196	\$6,565,056
Bus Pass Sales - Medicaid	\$134,400	\$139,776	\$145,367	\$151,182	\$157,229	\$163,518	\$170,059	\$176,861	\$183,936	\$191,293	\$1,613,621
Bus Pass Sales - Other	\$52,908	\$55,024	\$57,225	\$59,514	\$61,895	\$64,371	\$66,945	\$69,623	\$72,408	\$75,305	\$635,219
Local Government - Service Development ⁶	\$260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000
Local Government - MTBG ⁷	\$708,866	\$737,079	\$759,192	\$781,967	\$805,426	\$829,589	\$854,476	\$880,111	\$906,514	\$933,709	\$8,196,929
Local Government - 5311	\$93,149	\$219,736	\$226,328	\$233,118	\$240,111	\$247,314	\$254,734	\$262,376	\$270,247	\$278,355	\$2,325,468
Local Government - Small Urban	\$148,000	\$152,440	\$157,013	\$161,724	\$166,575	\$171,573	\$176,720	\$182,021	\$187,482	\$193,106	\$1,696,654
Local Government - New ⁴	-\$506,163	-\$177,242	\$366,654	\$777,554	\$1,028,103	\$3,122,852	\$3,724,817	\$4,466,275	\$6,549,792	\$7,430,852	\$26,783,494
Marketing ⁵	\$20,000	\$25,000	\$26,250	\$27,563	\$28,941	\$30,388	\$31,907	\$33,502	\$35,178	\$36,936	\$295,664
Reserves	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000
Total Fixed-Route Operating Revenues	\$3,767,707	\$4,077,485	\$5,413,454	\$6,150,064	\$6,567,074	\$9,526,813	\$10,184,115	\$11,489,152	\$12,627,626	\$13,758,471	\$83,561,961

¹Revenue projections provided by PCPT.

²It is recommended that the apportionment of Section 5307 funds between Hillsborough, Pasco, and Pinellas Counties be recalculated in FY 2011. While it is probable that funding from this will increase after the recalculation, it has been assumed it will remain the same in order to be conservative.

³Annual operating costs reflect a "net" cost due to the inclusion of an offset from anticipated farebox revenues for these new services. The farebox recovery rate for new services was assumed to be 11.75 percent based on a system-wide average for PCPT in FY 2007. The formula applied to derive the net cost is gross operating expense less projected farebox revenues.

⁴New local government funding will be needed to fund the operating shortfall for service improvements.

⁵Marketing primarily includes activities such as advertising on the bus.

⁶Service development grant is for Saturday service.

⁷MTBG stands for Mass Transit Block Grant.

**Table 8-10
Capital Revenues for Fixed-Route Service (FY 2009 – FY 2018)**

Category	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	10-Year Total
Federal Section 5307 ^{1,2}	\$1,126,824	\$891,365	\$1,154,547	\$1,369,986	\$1,460,559	\$1,556,322	\$1,657,556	\$1,764,554	\$1,877,625	\$1,997,094	\$14,856,432
FTA Section 5309 Funds ^{1,4}	\$0	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,248,000
Federal Section 5311 ¹	\$120,186	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,186
Local Government - 5311 ¹	\$30,047	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,047
Local Option Sales Tax (Transfer Facility) ³	\$327,412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,412
Local Option Sales Tax (US 19) ³	\$0	\$0	\$191,592	\$53,167	\$54,921	\$56,734	\$0	\$0	\$0	\$0	\$356,414
Local Option Sales Tax (US 301) ³	\$48,232	\$49,824	\$51,468	\$53,167	\$54,921	\$56,734	\$58,606	\$0	\$0	\$0	\$372,952
Total Fixed-Route Capital Revenues	\$1,652,701	\$2,189,189	\$1,397,607	\$1,476,320	\$1,570,401	\$1,669,790	\$1,716,162	\$1,764,554	\$1,877,625	\$1,997,094	\$17,311,443

¹Revenue projections provided by PCPT.

²It is recommended that the apportionment of Section 5307 funds between Hillsborough, Pasco, and Pinellas Counties be recalculated in FY 2011. While it is probable that funding from this will increase after the recalculation, it has been assumed it will remain the same in order to be conservative.

³Revenues are taken from the Pasco County FY 07/08 CIP. The transfer facility Local Option Sales Tax (Penny for Pasco) funds will be applied toward the construction of a transfer facility on US 19 (CIP Number 1110). The US 19 Local Option Sales Tax (Penny for Pasco) funds will finance the construction of several transit shelters (CIP Numbers 1110.3, 1115, 1115.1, 1115.2, 1115.3, and 1115.4). The US 301 Local Option Sales Tax (Penny for Pasco) funds will finance the construction of several transit shelters (CIP Numbers 6110.3, 6110.4, 6115.1, 6115.2, 6115.3, 6115.4, and 6115.5).

⁴Funds have not yet been applied for but will be.

**Table 8-11
Operating and Capital Revenue for Paratransit Service (FY 2009 – FY 2018)**

Category ¹	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	10-Year Total
Operating Revenue											
Federal Section 5307 Small Urban ²	\$37,000	\$38,110	\$39,253	\$40,431	\$41,644	\$42,893	\$44,180	\$45,505	\$46,870	\$48,277	\$424,164
Federal Section 5311	\$31,050	\$31,982	\$32,941	\$33,929	\$34,947	\$35,995	\$37,075	\$38,188	\$39,333	\$40,513	\$355,953
Medicaid Funds	\$640,014	\$640,014	\$640,014	\$640,014	\$640,014	\$640,014	\$640,014	\$640,014	\$640,014	\$640,014	\$6,400,140
FDOT Block Grant	\$113,413	\$116,815	\$120,320	\$123,929	\$127,647	\$131,477	\$135,421	\$139,484	\$143,668	\$147,978	\$1,300,152
Transportation Disadvantaged Planning	\$26,352	\$26,879	\$27,417	\$27,965	\$28,804	\$29,668	\$30,558	\$31,475	\$32,419	\$33,392	\$294,928
Transportation Disadvantaged Trips - State	\$484,823	\$483,814	\$490,007	\$495,989	\$510,869	\$526,195	\$541,981	\$558,240	\$574,987	\$592,237	\$5,259,142
IIIB - Federal	\$223,637	\$223,637	\$223,637	\$223,637	\$223,637	\$223,637	\$223,637	\$223,637	\$223,637	\$223,637	\$2,236,370
IIIB - State	\$53,393	\$53,393	\$53,393	\$53,393	\$53,393	\$53,393	\$53,393	\$53,393	\$53,393	\$53,393	\$533,930
Community Development Block Grant ¹	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$2,400,000
Fare Revenues/Donations	\$42,507	\$44,207	\$45,976	\$47,815	\$49,727	\$51,716	\$53,785	\$55,936	\$58,174	\$60,501	\$510,344
IIIB In-Kind	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$120,000
Local Government - TD	\$53,869	\$53,757	\$54,445	\$55,110	\$56,763	\$58,466	\$60,220	\$62,027	\$63,887	\$65,804	\$584,349
Local Government - IIIB	\$52,254	\$52,254	\$52,254	\$52,254	\$52,254	\$52,254	\$52,254	\$52,254	\$52,254	\$52,254	\$522,540
Local Government - 5311	\$31,050	\$31,982	\$32,941	\$33,929	\$34,947	\$35,995	\$37,075	\$38,188	\$39,333	\$40,513	\$355,953
Local Government - MTBG ³	\$113,413	\$116,815	\$120,320	\$123,929	\$127,647	\$131,477	\$135,421	\$139,484	\$143,668	\$147,978	\$1,300,153
Local Government - Small Urban	\$37,000	\$38,110	\$39,253	\$40,431	\$41,644	\$42,893	\$44,180	\$45,505	\$46,870	\$48,277	\$424,164
Reserves	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000
Total Paratransit Operating Revenues	\$2,216,775	\$2,228,769	\$2,249,171	\$2,269,755	\$2,300,937	\$2,333,074	\$2,366,195	\$2,400,329	\$2,435,509	\$2,471,767	\$23,272,282
Capital Revenue											
Federal Section 5307	\$0	\$312,000	\$129,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,792
Total Paratransit Capital Revenues	\$0	\$312,000	\$129,792	\$0	\$441,792						
Operating and Capital Revenue											
Total	\$2,216,775	\$2,540,769	\$2,378,963	\$2,269,755	\$2,300,937	\$2,333,074	\$2,366,195	\$2,400,329	\$2,435,509	\$2,471,767	\$23,714,074

¹Revenue provided by PCPT.

²It is recommended that the apportionment of Section 5307 funds between Hillsborough, Pasco, and Pinellas Counties be recalculated in FY 2011. While it is probable that funding from this will increase after the recalculation, it has been assumed it will remain the same in order to be conservative.

³MTBG stands for Mass Transit Block Grant.

8.7.3 Cost and Revenue Comparison

In this section, projections for operating and capital costs and revenues are compared. Table 8-12 provides a comparison of cost and revenue projections for fixed-route services while Table 8-13 provides a comparison of cost and revenue projections for paratransit service.

**Table 8-12
Operating and Capital Cost and Revenue for Fixed-Route Service (FY 2009 – FY 2018)**

Category	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	10-Year Total
Operating											
Total Operating Cost	\$3,767,707	\$4,077,485	\$5,413,454	\$6,150,064	\$6,567,074	\$9,526,813	\$10,184,115	\$11,489,152	\$12,627,626	\$13,758,471	\$83,561,961
Total Operating Revenue	\$3,767,707	\$4,077,485	\$5,413,454	\$6,150,064	\$6,567,074	\$9,526,813	\$10,184,115	\$11,489,152	\$12,627,626	\$13,758,471	\$83,561,961
Operating Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital											
Total Capital Cost	\$628,232	\$2,635,926	\$1,293,136	\$2,737,982	\$2,503,110	\$1,892,444	\$3,028,152	\$1,526,481	\$793,770	\$1,276,052	\$18,315,285
Total Capital Revenue	\$1,652,701	\$2,189,189	\$1,397,607	\$1,476,320	\$1,570,401	\$1,669,790	\$1,716,162	\$1,764,554	\$1,877,625	\$1,997,094	\$17,311,443
Capital Balance	\$1,024,469	-\$446,737	\$104,471	-\$1,261,662	-\$932,709	-\$222,654	-\$1,311,990	\$238,073	\$1,083,855	\$721,042	-\$1,003,842

**Table 8-13
Operating and Capital Cost and Revenue for Paratransit Service (FY 2009 – FY 2018)**

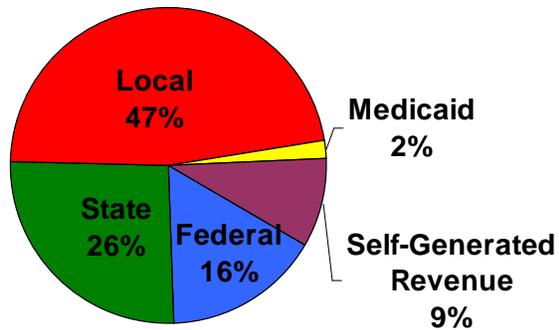
Category	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	10-Year Total
Operating											
Total Operating Cost	\$2,197,000	\$2,284,880	\$2,376,275	\$2,471,326	\$2,570,179	\$2,672,986	\$2,779,906	\$2,891,102	\$3,006,746	\$3,127,016	\$26,377,417
Total Operating Revenue	\$2,216,775	\$2,228,769	\$2,249,171	\$2,269,755	\$2,300,937	\$2,333,074	\$2,366,195	\$2,400,329	\$2,435,509	\$2,471,767	\$23,272,282
Operating Balance	\$19,775	-\$56,111	-\$127,104	-\$201,571	-\$269,242	-\$339,912	-\$413,711	-\$490,773	-\$571,237	-\$655,249	-\$3,105,136
Capital											
Total Capital Cost	\$0	\$249,600	\$129,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$379,392
Total Capital Revenue	\$0	\$312,000	\$129,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,792
Capital Balance	\$0	\$62,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400

8.7.4 Local Share

Figure 8-1 graphically displays the proportion of the ten-year funding for fixed-route operating services to come from various sources. The largest proportion of funding is local funding at 47 percent. Self-generated revenues (9%) include fare revenue on existing routes and marketing revenue.

Note: The self-generated revenue category only represents fare revenue from existing routes. It does not take into account fare revenue from new routes to be implemented under this plan. Costs for new services were projected by calculating total cost and subtracting fare revenue.

Figure 8-1
Operating Revenue for Fixed-Route Services Breakdown by Source



Appendix A ACRONYM LIST

ADA.....	Americans with Disabilities Act
APC.....	Automatic Passenger Counter
ATS.....	Asheville Transit System
AVL.....	Automatic Vehicle Locators
BACS.....	Bay Area Commuter Services
BCC.....	Board of County Commissioners
BTR.....	Bus Rapid Transit
CAC.....	Technical Advisory Committee
CBI.....	Coordinated Border Infrastructure
CCC.....	Chairs Coordinating Committee
CIGP.....	County Incentive Grant Program
CIP.....	Capital Improvement Program
CR.....	County Road
CTC.....	Community Transportation Coordinator
CTD.....	Commission for the Transportation Disadvantaged
CTS.....	Charlottesville Transit Service
CTS.....	Clarksville Transit System
CUTR.....	Center for Urban Transportation Research
DTA.....	Density Threshold Assessment
FAC.....	Florida Administrative Code
FAST.....	Fayetteville Area System of Transit
FDOT.....	Florida Department of Transportation
FS.....	Florida Statutes
FTA.....	Federal Transit Administration
FTP.....	Florida Transportation Plan
FY.....	Fiscal Year
GLTC.....	Greater Lynchburg Transit Company
GM.....	Growth Management
HART.....	Hillsborough Area Regional Transit Authority
HB.....	House Bill
ITS.....	Intelligent Transportation Systems
LCB.....	Local Coordinating Board
LOS.....	Level of Service
LRTP.....	Long Range Transportation Plan
MATS.....	Montgomery Area Transit System
MCAT.....	Manatee County Area Transit
MPO.....	Metropolitan Planning Organization
MSTU.....	Municipal Service Taxing Unit
MSBU.....	Municipal Service Benefit Unit
NCPD.....	National Corridor Planning and Development

NSTP.....	New Starts Transit Program
NTD.....	National Transit Database
PATS.....	Pasco Area Transportation Service
PCPT.....	Pasco County Public Transportation
PCTS.....	Polk County Transit Services
PSTA.....	Pinellas Suncoast Transit Authority
PTBG.....	Public Transit Block Grants
SAFETEA-LU.....	Safe, Accountable, Flexible, and Efficient Transportation Equity Act
SB.....	Senate Bill
SCAT.....	Space Coast Area Transit
SHS.....	State Highway System
SIB.....	State Infrastructure Bank
SIS.....	Strategic Intermodal System
SR.....	State Road
SRTNA.....	Strategic Regional Transit Needs Assessment
SSPP.....	System Safety Program Plan
STAR.....	Specialized Transportation for Area Residents
STIP.....	State Transportation Improvement Program
TAC.....	Technical Advisory Committee
TAZ.....	Traffic Analysis Zone
TBARTA.....	Tampa Bay Area Regional Transportation Authority
TBEST.....	Transit Boardings Estimation and Simulation Tool
TDP.....	Transit Development Plan
TDSP.....	Transportation Disadvantaged Service Plan
THE Bus.....	The Hernando Express Bus
TIP.....	Transportation Improvement Program
TOI.....	Transit Orientation Index
TRIP.....	Transportation Regional Incentive Program
UPWP.....	Unified Planning Work Program
WCF.....	West Central Florida
WTS.....	Waco Transit System

Appendix B
ANNUAL FAREBOX RECOVERY RATIO REPORT – 2008
PASCO COUNTY PUBLIC TRANSPORTATION BUS SYSTEM
JULY 2008

HB 985, passed in 2007, requires that PCPT monitor its farebox recovery ratio. The rule also requires that PCPT “specifically address potential enhancements to productivity and performance which would have the effect of increasing farebox recovery ratio.” This section contains farebox recovery ratio calculations along with potential enhancements.

CURRENT FAREBOX RECOVERY RATIO

The following section contains a calculation of farebox recovery for each route. The overall system farebox recovery was 11.75 percent in FY 2007.

FY 2007 Farebox Recovery Ratio

	Farebox Revenue	Operating Cost	Farebox Recovery
Route 14	\$46,888	\$413,597	11.34%
Route 18	\$26,527	\$203,506	13.04%
Route 19	\$158,147	\$849,059	18.63%
Route 21	\$62,121	\$487,745	12.74%
Route 23	\$34,801	\$483,910	7.19%
Route 25	\$22,765	\$271,627	8.38%
Route 30	\$34,240	\$424,268	8.07%
Route 31	\$11,317	\$136,084	8.32%
Route 33	\$7,653	\$173,286	4.42%
Total	\$404,459	\$3,443,080	11.75%

PROPOSED FARE CHANGES FOR THE UPCOMING YEAR

Passed in January 2008, a fare increase will go into effect March 1, 2008. The increase in fares should assist PCPT with its farebox recovery ratio. Base fares increased from \$0.50 for a regular one-way fare to \$1.00. Reduced fares increased from \$.025 to \$0.50.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

The following section provides a listing of the enhancements PCPT is undertaking to enhance the farebox recovery ratio.

- Fare increase: PCPT had a fare increase take effect on March 1, 2008. The increase in fares should help increase the farebox recovery ratio.
- Monitoring: PCPT continuously monitors its performance in order to determine if adjustments need to be made.
- Public Input: PCPT conducted an on-board survey as part of the TDP update process. The input provides valuable information on how to make services more convenient and useful to

patrons. By providing services that better meet the needs of its customers, PCPT can increase ridership. Increasing ridership can increase farebox recovery. In addition to the survey, PCPT has an open-door policy with regards to public input; Public comments are always welcome.

- Paratransit: PCPT will continue to increase ridership by transitioning passengers from paratransit service to fixed-route service.
- Marketing: By enhancing marketing activities, PCPT will strive to increase ridership.
- Cost Reductions: PCPT will continue to monitor costs in order to determine if there are ways to cut costs. Cutting costs would increase farebox recovery ratios.

Appendix C
PUBLIC INVOLVEMENT PLAN

Appendix C provides a copy of the Public Involvement Plan that was prepared and followed during the TDP process.

**Appendix D
PUBLIC NOTICE**

Examples of the public notice provided during the TDP process are provided in this section.

Appendix E SURVEY INSTRUMENTS

There were four surveys used during the public involvement phase of the TDP. Those surveys included the following:

- Non-user survey,
- On-board survey,
- Alternatives survey, and
- Postcard survey of Central Pasco.

For results from these surveys, please see Section 3.

Appendix F
PUBLIC WORKSHOP SIGN-IN SHEETS

In this section, copies of the sign-in sheets from the various public workshops and discussion groups are provided.

Appendix G
PUBLIC COMMENT

Copies of public comment that were either mailed or emailed to PCPT is included in this appendix.

**Appendix H
TRANSIT ALTERNATIVES EVALUATION**

This section provides the analysis that is discussed in Sections 7.3 and 7.4. For the results of this analysis, please see those sections. Note: Cost projections in these tables are based on preliminary data and were only computed for comparison's sake. Cost projections in Table H-1 should not be considered replacements for the cost projections provided in Section 8.

**Table H-1
Transit Alternatives Evaluation Matrix**

Alternative	Transit System Performance			Revenue Potential			System Development		Community Support
	Annual Ridership ¹	Riders per Mile	Score	Farebox Revenues	Farebox Recovery Rate ²	Score	Number of Transfers	Score	Score
Route 19	528,353	2.26	7	\$158,147	18.63%	10	6	7	10
Route 18	73,441	1.19	4	\$26,527	13.04%	7	4	4	10
US 19 Express	120,193	2.69	10	\$17,773	11.75%	4	6	7	7
Route 14	183,989	1.47	4	\$46,888	11.34%	4	4	4	10
Later evening service on all existing routes	383,883	1.38	4	\$56,215	11.75%	4		10	10
Route 21	192,622	1.22	4	\$62,121	12.74%	7	5	4	10
Cross-county connector on SR 54	313,389	0.95	4	\$131,847	11.75%	4		7	10
Route 25	73,919	0.90	4	\$22,765	8.38%	4	4	4	10
Route 31	27,240	0.67	1	\$11,317	8.32%	4	1	1	10
Route 30	94,359	0.74	1	\$34,240	8.07%	4	2	1	10
Route 23	158,543	1.16	4	\$34,801	7.19%	4	5	4	10
Increase frequency on Route 19	N/A	0.95	4	\$82,942	11.75%	4	6	7	7
Route 33	30,577	0.59	1	\$7,653	4.42%	1	1	1	10
Moon Lake Road local service	41,145	0.88	1	\$18,597	11.75%	4	3	4	7
Increase frequency on all existing routes	677,072	0.53	1	\$269,533	11.75%	4	9	10	7
Zephyrhills to Wesley Chapel Route	68,133	1.57	4	\$17,299	11.75%	4	2	1	4
Sunday service using holiday service schedule	N/A	0.95	4	\$60,316	11.75%	4	9	10	4
Land O' Lakes Circulator	76,451	1.15	4	\$26,544	11.75%	4	0	1	4
Hudson area local service	54,689	0.60	1	\$36,155	11.75%	4	1	1	4
Bruce B. Downs Boulevard Service	11,481	0.47	1	\$9,675	11.75%	4	1	1	4
Wesley Chapel Flex-Route Service	5,408	0.69	1	\$3,130	11.75%	4	0	1	1

Note: Shaded rows are existing routes.

¹Annual Ridership projections taken from TBEST for all new and existing service improvements except cross-county connector on SR 54. Average riders per revenue mile for the existing system was used as a substitute for TBEST projections on the cross-county connector. These TBEST projections differ from those provided in Table 8-11 due to differences in the assumptions made at the time TBEST was utilized.

²The farebox recovery ratio for all new improvements was assumed to be the current system average of 11.75 percent.

**Table H-1
Transit Alternatives Evaluation Matrix Continued**

Alternative	Equity		Transit Support		Implementation Costs		
	TOI Percentage	Score	DTA Percentage	Score	Annual Operating Cost ¹	Cost per Trip	Score
Route 19	40.75%	4	13.00%	4	\$683,952	\$1.50	10
Route 18	61.85%	7	29.00%	10	\$178,160	\$2.84	7
US 19 Express	40.75%	4	13.00%	4	\$151,300	\$1.26	10
Route 14	44.98%	4	10.00%	4	\$361,925	\$2.30	10
Later evening service on all existing routes	23.03%	1	7.00%	1	\$478,547	\$1.25	10
Route 21	4.22%	1	12.00%	4	\$456,787	\$2.78	7
Cross-county connector on SR 54	6.87%	1	1.00%	1	\$1,122,389	\$3.58	7
Route 25	8.79%	1	15.00%	4	\$237,493	\$3.77	7
Route 31	80.63%	10	0.00%	1	\$118,252	\$5.07	4
Route 30	56.75%	7	0.00%	1	\$368,674	\$4.56	7
Route 23	0.00%	1	9.00%	1	\$422,767	\$2.93	7
Increase frequency on Route 19	40.75%	4	13.00%	4	\$706,066	n/a	1
Route 33	49.65%	4	23.00%	7	\$150,421	\$5.75	4
Moon Lake Road local service	0.00%	1	1.00%	1	\$158,312	\$3.85	7
Increase frequency on all existing routes	23.03%	1	7.00%	1	\$2,294,480	\$6.36	4
Zephyrhills to Wesley Chapel Route	23.66%	1	2.00%	1	\$147,266	\$2.16	10
Sunday service using holiday service schedule	23.03%	1	7.00%	1	\$513,457	n/a	1
Land O' Lakes Circulator	0.00%	1	0.00%	1	\$225,961	\$2.96	7
Hudson area local service	0.00%	1	1.00%	1	\$307,780	\$5.63	4
Bruce B. Downs Boulevard Service	0.00%	1	0.00%	1	\$82,363	\$7.17	1
Wesley Chapel Flex-Route Service	0.00%	1	0.00%	1	\$26,644	\$4.93	4

Note: Shaded rows are existing routes.

¹Annual operating costs differ from those provided in Table 8-4. A more rigorous financial analysis was performed in the development of Table 8-4 than was performed for ranking purposes in this analysis.

Appendix I TRANSIT ORIENTATION INDEX METHODOLOGY

There are five steps to developing the TOI, as summarized below.

Step 1: Compile data by block group for the five demographic characteristics.

The first step involves the compilation of Census demographic data by block group for each of the following five characteristics:

- population density (persons per square mile),
- proportion of the population age 60 and over (elderly),
- proportion of the population under age 16 (youth),
- proportion of population below the poverty level, and
- proportion of households with no vehicle (0-vehicle households).

In particular, the percent distributions for the demographic characteristics are compiled for the 123 block groups in Pasco County. These proportions are then ranked in descending order from block groups with the greatest proportion of each characteristic to those with the smallest proportion.

Step 2: Compute an average proportion and standard deviation for each of the demographic characteristics.

An average percent (mean) and standard deviation is then computed for each demographic characteristic. A standard deviation measures the extent to which the actual percent values for each block group vary from the average percent value. With a normal “bell-shaped” distribution, approximately 68 percent of the values will be within one standard deviation of the average percent, while 95 percent will be within two standard deviations of the average.

Step 3: Stratify the proportions into four segments using the following breaks.

The resulting percent values for each block group fall into one of four categories for each demographic characteristic: below average (low), above average but within one standard deviation (medium), above average but between one and two standard deviations (high), and above average and more than two standard deviations (very high).

Step 4: Assign discrete numerical scores to each of the four categories established for each demographic characteristic.

Scores are assigned through the use of a comparative probability distribution methodology. This is done by first estimating the probability that a block group would end up in a given category for a given demographic characteristic. For example, 7 of 123 block groups are above average and more than two standard deviations above average for elderly population, which translates to 5.69 percent

(seven divided by 123). There is a 5.69 percent probability for any given block group in Pasco County to fall within this above average category. The probability percentage for each group is then divided into the probability percentage for the below average category. Continuing the previous example, the category score for “above average” elderly population is 10.57 (60.16 percent probability percentage for “below average” category divided by 5.69 probability percentage for “above average” category is equal to 10.57).

Step 5: Calculate composite scores.

Composite scores are computed for each block group by summing the individual category scores for each of the demographic characteristics. The block groups are then ranked in descending order using the composite score and then stratified using the same method applied to individual demographic characteristics in Step 3. Block groups in the highest category are indicated as having a very high orientation for transit use based on the five demographic characteristics used to develop the TOI. Other categories are indicated as having a high, medium, and low orientation, respectively.