

ACCESS PASCO

A PLAN FOR TRANSIT



PASCO COUNTY PUBLIC TRANSPORTATION 10-Year Transit Development Plan

Final Report



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&
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Planning and Engineering



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Pasco County Public Transportation Ten-Year Transit Development Plan

Final Report

Prepared for



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TABLE OF CONTENTS

SECTION 1: INTRODUCTION.....	1-1
Objectives of the Plan.....	1-1
TDP Requirements.....	1-1
TDP Checklist.....	1-2
Organization of Report.....	1-4
SECTION 2: BASELINE CONDITIONS	2-1
Physical Description of Study Area	2-1
Population Profile.....	2-3
Population and Employment Densities	2-4
Transportation Disadvantaged Population	2-12
Demographic and Journey-to-Work Characteristics	2-13
Labor and Employment Characteristics.....	2-17
Tourism	2-19
Major Trip Generators.....	2-20
Major Developments	2-21
Land Use	2-24
Roadway Conditions	2-24
Existing Fixed-Route Transit Services	2-27
Environmental Justice	2-30
SECTION 3: EXISTING TRANSIT SERVICES	3-1
Transit Service Characteristics	3-3
Transit Vehicles and Facilities	3-5
Other Public Transportation Service Providers	3-8
Trend Analysis.....	3-11
Farebox Recovery Monitoring.....	3-12
Peer Review Analysis.....	3-14
Future Peer Review Analysis.....	3-16
SECTION 4: PUBLIC INVOLVEMENT	4-1
Public Involvement Activities.....	4-1
Public Involvement Summary	4-2
On-Board Survey	4-3
Public Workshops	4-4
Discussion Group Workshops	4-37
MPO Committee and Board Transit Workshop	4-46
Technical Review Team Meetings	4-49

General Public Comments and Suggestions Received by PCPT.....	4-49
Social Media Outreach	4-50
SECTION 5: SITUATION APPRAISAL	5-1
Review of Plans and Studies	5-1
Regional Coordination.....	5-6
Situation Appraisal	5-8
SECTION 6: GOALS & OBJECTIVES.....	6-1
PCPT Purpose Statement.....	6-1
Goals and Objectives	6-1
SECTION 7: TRANSIT DEMAND ANALYSIS.....	7-1
Market Assessment.....	7-1
Forecast Ridership Analysis.....	7-8
SR 54/56 Corridor Review	7-12
SECTION 8: ALTERNATIVES EVALUATION.....	8-1
Development of Alternatives.....	8-1
Service Improvements.....	8-2
Capital Improvements.....	8-7
Other Improvements.....	8-8
Evaluation of Alternatives	8-9
Alternatives Evaluation Methodology	8-10
Alternatives Evaluation.....	8-14
SECTION 9: TEN-YEAR TRANSIT PLAN.....	9-1
Ten-Year Transit Needs.....	9-1
Ten-Year Plan Cost/Revenue Assumptions.....	9-4
Double The Ridership Plan.....	9-8
Cost Feasible Plan.....	9-13
APPENDIX A: ENVIRONMENTAL JUSTICE SUMMARY.....	A-1
APPENDIX B: PERFORMANCE TREND AND PEER REVIEW ANALYSIS	B-1
APPENDIX C: FAREBOX RECOVERY REPORT.....	C-1
APPENDIX D: PUBLIC INVOLVEMENT PLAN & SUPPORT MATERIALS.....	D-1
APPENDIX E: PLANS AND STUDIES REVIEW.....	E-1
APPENDIX F: RESULTS OF ALTERNATIVES EVALUTION	F-1

APPENDIX G: RECOMMENDED PCPT MOINTORING PROGRAM..... G-1

LIST OF FIGURES

Figure 2-1:	Number of TD Passengers Served, Pasco County, 2007–2010	2-12
Figure 2-2:	Age Distribution of Residents, Pasco County, 2010.....	2-16
Figure 2-3:	Pasco County Income, 2011.....	2-17
Figure 2-4:	Pasco County Labor Force Breakdown by Service Area, 2011	2-18
Figure 2-5:	Pasco County Tourism Development Tax Collections, 2011 and 2012.....	2-20
Figure 2-6:	PCPT Ridership, 2006–2012	2-30
Figure 3-1:	Potential 10-Year Service Growth to Match Peers.....	3-20
Figure 4-1:	What is the most common reason you ride the bus?.....	4-7
Figure 4-2:	What is the most common reason you ride the bus? 2005, 2007, 2013	4-7
Figure 4-3:	How do you usually get to the bus stop?.....	4-8
Figure 4-4:	How do you usually get to the bus stop? 2005, 2007, 2013.....	4-9
Figure 4-5:	Did you use a wheelchair lift to the board the bus today?.....	4-9
Figure 4-6:	List all the bus routes in the exact order you will use to make this one-way trip.....	4-10
Figure 4-7:	Typically, how many one-way trips do you make per week using the bus?.....	4-10
Figure 4-8:	One-way trips per week using the bus, 2005, 2007, 2013.....	4-11
Figure 4-9:	What is the most important reason you ride the bus?	4-11
Figure 4-10:	How long have you been using PCPT bus service?	4-12
Figure 4-11:	What type of fare do you usually pay when you ride the bus?.....	4-13
Figure 4-12:	How do you usually get information on bus service?	4-13
Figure 4-13:	If the bus were not available today, would you have another option to get to your destination?	4-14
Figure 4-14:	Do you have a driver’s license?	4-14
Figure 4-15:	What is your age?.....	4-15
Figure 4-16:	Passenger Age, 2005, 2007, 2013	4-15
Figure 4-17:	Are you of Hispanic, Latino, or Spanish Origin?	4-16
Figure 4-18:	What is your race?	4-16
Figure 4-19:	Do you speak a language other than English at home?	4-17
Figure 4-20:	What was the range of your household income for 2012?	4-17
Figure 4-21:	Passenger Household Income, 2005, 2007, and 2013.....	4-18
Figure 4-22:	What is the ZIP code of your primary residence?.....	4-19
Figure 4-23:	How would you rate your bus service experience over the past year?	4-19
Figure 4-24:	Which three of the following service improvements would make PCPT better for you to use?.....	4-20
Figure 4-25:	Which three technology improvements would make PCPT better for you to use?.....	4-21
Figure 4-26:	How satisfied are you with each of the following?.....	4-22

Figure 4-27:	How much awareness is there in the community about transit/ public transportation?	4-29
Figure 4-28:	What do you think of PCPT transit services?	4-29
Figure 4-29:	What is your perception of transits role in the community?	4-30
Figure 4-30:	Is traffic congestion a problem in Pasco County?	4-30
Figure 4-31:	What role do you see transit playing in alleviating the congestion?	4-31
Figure 4-32:	Have you used PCPT transit services?.....	4-31
Figure 4-33:	Do you think there is a need for additional transit service in Pasco county?	4-32
Figure 4-34:	What types of additional transit service would you like to see?	4-32
Figure 4-35:	What do you think is a reasonable one-way fare to pay for transit service?	4-33
Figure 4-36:	Do you believe there is a willingness in the community to pay for transit services?.....	4-33
Figure 4-37:	Are you willing to pay additional local taxes for an expanded transit system?.	4-34
Figure 4-38:	What is your age?.....	4-34
Figure 4-39:	What is your household income for 2012?	4-35
Figure 4-40:	What is your ZIP code?	4-35
Figure 4-41:	Ranking of Transit Characteristics	4-36
Figure 4-42:	Bus Operator Survey Results	4-45
Figure 7-1:	TBARTA Master Plan, Pasco County	7-13
Figure 7-2:	SR 54/56 Form-Based Transit Center Overlay Plan.....	7-14
Figure 7-3:	Major Market Areas on SR 54/56 Corridor.....	7-15
Figure 8-1:	Transit Service Alternatives Evaluation Process	8-13
Figure 9-1	Double the Ridership Plan – Costs and Revenues	9-10
Figure 9-2	Double the Ridership Plan – Local Revenues	9-10
Figure 9-3	Cost Feasible Plan – Costs and Revenues.....	9-15
Figure 9-4	Cost Feasible Plan – Local Revenues.....	9-15
Figure B-1:	Service Area Population (includes Paratransit Service).....	B-3
Figure B-2:	Passenger Trips	B-3
Figure B-3:	Vehicle Miles	B-4
Figure B-4:	Revenue Miles	B-4
Figure B-5:	Operating Expense	B-4
Figure B-6:	Revenue Hours.....	B-4
Figure B-7:	Route Miles	B-5
Figure B-8:	Full-Time Employees.....	B-5
Figure B-9:	Vehicles Operated in Maximum Service	B-5
Figure B-10:	Gallons of Fuel Consumed	B-5
Figure B-11:	Passenger Fare Revenues	B-6
Figure B-12:	Maintenance Expenses	B-6
Figure B-13:	Vehicle Miles per Capita.....	B-7
Figure B-14:	Passenger Trips per Capita	B-7

Figure B-15:	Passenger Trips per Revenue Mile	B-8
Figure B-16:	Passenger Trips per Revenue Hour	B-8
Figure B-17:	Weekday Span of Service	B-8
Figure B-18:	Revenue Miles between System Failures	B-8
Figure B-19:	Operating Expense per Capita	B-10
Figure B-20:	Operating Expense per Passenger Trip	B-10
Figure B-21:	Operating Expense per Revenue Mile	B-11
Figure B-22:	Operating Expense per Revenue Hour	B-11
Figure B-23:	Revenue Hour per Employee	B-11
Figure B-24:	Passenger Trips per Employee.....	B-11
Figure B-25:	Farebox Recovery Ratio	B-12
Figure B-26:	Revenue Miles per Vehicle Mile	B-12
Figure B-27:	Average Fare	B-12
Figure B-28:	Local Funding per Capita	B-12
Figure B-29:	Revenue Miles per Vehicle	B-13
Figure B-30:	Vehicle Miles per Gallon.....	B-13
Figure B-31:	Service Area Population	B-14
Figure B-32:	Service Area Population Density	B-14
Figure B-33:	Passenger Trips	B-15
Figure B-34:	Revenue Miles	B-15
Figure B-35:	Vehicle Miles	B-15
Figure B-36:	Revenue Hours.....	B-15
Figure B-37:	Operating Expense	B-16
Figure B-38:	Route Miles	B-16
Figure B-39:	Vehicles Operated in Maximum Service	B-16
Figure B-40:	Gallons of Fuel Consumed	B-16
Figure B-41:	Vehicle Miles per Capita.....	B-17
Figure B-42:	Passenger Trips per Revenue Mile	B-17
Figure B-43:	Passenger Trips per Revenue Hour.....	B-18
Figure B-44:	Passenger Trips per Capita.....	B-18
Figure B-45:	Span of Service	B-18
Figure B-46:	Operating Expense per Capita	B-19
Figure B-47:	Operating Expense per Passenger Trip	B-19
Figure B-48:	Operating Expense per Revenue Mile	B-20
Figure B-49:	Operating Expense per Revenue Hour	B-20
Figure B-50:	Farebox Recovery	B-20
Figure B-51:	Revenue Miles per Vehicle Mile	B-20
Figure B-52:	Average Fare	B-21
Figure G-1:	Evaluation Levels.....	G-4

LIST OF TABLES

Table 1-1:	TDP Checklist.....	1-3
Table 2-1:	Pasco County Population Characteristics, 2000 and 2010	2-3
Table 2-2:	Pasco County Population Trends for Cities and Towns, 1990, 2000, 2010.....	2-4
Table 2-3:	Pasco County TD Population and Passenger Trends, 2007–2011.....	2-12
Table 2-4:	Pasco County Demographic Characteristics, 2000, 2006, 2010	2-14
Table 2-5:	Pasco County Journey-to-Work Characteristics, 2000, 2006, 2010.....	2-15
Table 2-6:	Minority Populations in Pasco County, 2000 and 2010.....	2-16
Table 2-7:	Pasco County Employment by Location, 2009	2-18
Table 2-8:	Pasco County Top Ten Manufacturers	2-21
Table 2-9:	Pasco County Top Ten Employers	2-21
Table 2-10:	Pasco County Major Developments, Existing and Upcoming	2-22
Table 2-11:	Pasco County Approved Developments.....	2-22
Table 2-12:	PCPT Route Characteristics	2-28
Table 3-1:	PCPT Fare Schedule	3-5
Table 3-2:	PCPT Fixed-Route Vehicle Inventory, 2012	3-6
Table 3-3:	PCPT Paratransit and Miscellaneous Vehicle Inventory, 2012.....	3-7
Table 3-4:	Privately-Operated/Contracted Service Providers, Pasco County.....	3-9
Table 3-5:	Social Service Transportation Providers, Pasco County.....	3-10
Table 3-6:	PCPT Performance Review Measures, 2008–2012.....	3-11
Table 3-7:	Summary of PCPT Fixed-Route Trend Analysis, 2008–2012	3-13
Table 3-8:	Selected Peer Systems, PCPT Peer Review Analysis, 2011.....	3-15
Table 3-9:	PCPT Peer Review Analysis Summary, 2011.....	3-16
Table 3-10:	Future PCPT Peer Systems.....	3-17
Table 3-11:	Performance Indicators, Future PCPT Peer Review, 2023	3-18
Table 3-12:	Effectiveness Measures, Future PCPT Peer Review	3-18
Table 3-13:	Efficiency Measures, Future PCPT Peer Review.....	3-19
Table 4-1:	Public Involvement Activities Summary	4-3
Table 4-2:	Rate of Responses Received by Question.....	4-5
Table 4-3:	Completed Survey Summary by Language.....	4-6
Table 4-4:	Completed Survey Summary by Day of Week.....	4-6
Table 4-5:	Ranking of Transit Characteristics	4-23
Table 4-6:	Ranking of Transit Characteristics	4-37
Table 5-1:	Pasco County 2014–2023 TDP Plan Review Summary Table	5-4
Table 6-1:	PCPT Draft Goals & Objectives	6-2
Table 7-1:	Transit Demand Density Thresholds.....	7-2
Table 7-2:	PCPT Average Weekday Ridership and Growth Rates with No Improvements, 2014–2023	7-11
Table 7-3:	PCPT Average Saturday Ridership and Growth Rates with No Improvements, 2014–2023	7-11

Table 8-1:	Alternatives Evaluation Measures	8-11
Table 8-2:	Alternatives Evaluation – Scoring Thresholds.....	8-14
Table 8-3:	Rankings of 10-Year Transit Service Plan Alternatives	8-15
Table 8-4:	Existing Service Improvement Priorities	8-15
Table 8-5:	New Service Improvements – Local Priorities	8-16
Table 8-6:	New Service Improvements – Regional Priorities.....	8-16
Table 8-7:	10-Year Capital Priorities	8-16
Table 9-1:	Vehicle Unit Costs/Life Cycle Assumptions	9-5
Table 9-2:	Double the Ridership Implementation Plan	9-9
Table 9-3:	Double the Ridership Plan – Vehicle Plan.....	9-11
Table 9-4:	Double the Ridership Plan – Financial Plan	9-12
Table 9-5:	Cost Feasible Implementation Plan.....	9-14
Table 9-6:	Cost Feasible Plan – Vehicle Plan	9-16
Table 9-7:	Cost Feasible Plan – Financial Plan.....	9-17
Table A-1:	Public Involvement Activities	A-5
Table A-2:	Languages Spoken at Home, Pasco County, Ages 5+	A-7
Table A-3:	Vehicle Load Factors.....	A-16
Table A-4:	Existing Headways	A-17
Table A-5:	Policy Headways	A-18
Table B-1:	PCPT Performance Indicators, Trend Analysis, 2008–2012.....	B-3
Table B-2:	PCPT Effectiveness Measures, Trend Analysis, 2008–2012	B-7
Table B-3:	PCPT Efficiency Measures, Trend Analysis, 2008–2012	B-10
Table B-4:	Performance Indicators, PCPT Fixed-Route Peer Review, 2011.....	B-13
Table B-5:	Effectiveness Measures, PCPT Fixed-Route Peer Review, 2011.....	B-17
Table B-6:	Efficiency Measures, PCPT Fixed-Route Peer Review, 2011.....	B-19
Table D-1:	TDP Public Involvement Activities	D-3

LIST OF MAPS

Map 2-1:	Study Area.....	2-2
Map 2-2:	Population Density, 2010	2-6
Map 2-3:	Population Density, 2035	2-7
Map 2-4:	Employment Density, 2014	2-8
Map 2-5:	Employment Density, 2035	2-9
Map 2-6:	Dwelling Unit Density, 2014.....	2-10
Map 2-7:	Dwelling Unity Density, 2035	2-11
Map 2-8:	Master Planned Unit Developments and Developments of Regional Impact	2-23
Map 2-9:	Pasco County Adopted Market Areas	2-25
Map 2-10:	Roadway Level of Service, 2012	2-26
Map 2-11:	Existing Transit Service Area.....	2-29
Map 3-1:	Existing Bus Routes and Service Area	3-4

Map 4-1:	Stakeholder Discussion Group Priorities for Service Expansion	4-42
Map 4-2:	Stakeholder Discussion Group Priorities for Park-and-Ride Locations.....	4-43
Map 7-1:	Density Threshold Assessment, 2014	7-3
Map 7-2:	Density Threshold Assessment, 2035	7-4
Map 7-3:	Transit Orientation Index.....	7-6
Map 8-1:	Ten-Year Service Alternatives	8-6
Map A-1:	LEP Population in Pasco County.....	A-8
Map A-2:	LEP Population in Pasco Using Transit to Commute.....	A-9

SECTION 1

INTRODUCTION

The Pasco County Board of County Commissioners (BCC) currently provides a county transportation system program through Pasco County Public Transportation (PCPT), consisting of fixed-route bus and paratransit services. Paratransit services are provided countywide and fixed-route bus service is provided in the urbanized areas of West Pasco and Zephyrhills, as well as in Dade City, including connections between Dade City and Zephyrhills. In addition, PCPT recently implemented Route 54, a Cross County Connector on SR 54/SR 56 from Little Road (CR 1) to Zephyrhills.

This study was initiated by PCPT in coordination with the Pasco County Metropolitan Planning Organization (MPO) to update PCPT's Transit Development Plan (TDP), the strategic guide for public transportation in the community over the next 10 years. It represents the transit agency's vision for public transportation in its service area during this time period.

The initial TDP was developed in 1992 to address transit services in West Pasco. The three-year update, completed in June 1996, was adopted by the Pasco County BCC and established a limited fixed-route transit service. The Plan also addressed public transportation needs in the Land O'Lakes area and the non-urbanized areas throughout Pasco County. Subsequent major updates were completed in 1999, 2002, 2005, and 2008, all of which led to significant enhancement and expansion of the public transit system.

OBJECTIVES OF THE PLAN

The main purpose of this study is to update the TDP for PCPT services in Pasco County, as currently required by State law. Upon completion, this TDP, referred to as *Access Pasco: A Plan for Transit*, will result in a 10-year plan for transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

TDP Requirements

The TDP requirements were formally adopted by the Florida Department of Transportation (FDOT) on February 20, 2007. Major requirements of the rule include the following:

- Major updates must be completed every 5 years, covering a 10-year planning horizon.
- A public involvement plan must be developed and approved by FDOT or be consistent with the approved MPO public involvement plan.
- FDOT, the Regional Workforce Development Board, and the Metropolitan Planning Organization (MPO) must be advised of all public meetings where the TDP is presented and

discussed, and these entities must be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.

- Estimation of the community's demand for transit service (10-year annual projections) must be made using the planning tools provided by FDOT or a demand estimation technique approved by FDOT.

An additional requirement for the TDP was added by the Florida Legislature in 2007, when it adopted House Bill 985. This legislation amended s. 341.071, F.S., requiring transit agencies to "... specifically address potential enhancements to productivity and performance which would have the effect of increasing farebox recovery ratio." FDOT subsequently issued guidance requiring the TDP and each annual update to include a one- to two-page summary report on the farebox recovery ratio, and strategies implemented and planned to improve it, as an appendix item.

TDP Checklist

This 10-year plan meets the requirement for a major TDP update in accordance with Rule Chapter 14-73, Florida Administrative Code (F.A.C.). 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 10-year plan.

**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
Situation 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
√	Assessment of whether 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	
√	Ten-year implementation program
√	Maps indicating areas to be served
√	Maps indicating types and levels of service
√	Monitoring program to track performance measures
√	Ten-year financial plan listing operating and capital expenses
√	Capital acquisition or construction schedule
√	Anticipated revenues by source
Relationship to Other Plans	
√	Consistent with Florida Transportation Plan
√	Consistent with local government comprehensive plan
√	Consistent with MPO long-range transportation plan
√	Consistent with regional transportation goals and objectives
Submission	
	Adopted by Pasco County BCC
	Submitted to FDOT

ORGANIZATION OF REPORT

This report is organized into nine major sections (including this introduction).

Section 2 summarizes the **Study Area and Demographics** for Pasco County. This includes a review of baseline conditions, including a physical description of the study area, a population profile, and demographic and journey-to-work characteristics. Land use trends, major transit trip generators and attractors, economic factors, existing roadway conditions, and major employers are also explored. This section also presents the summary of the Environmental Justice (EJ) Analysis conducted as part of *Access Pasco*.

Section 3 summarizes **Existing Transit Services** in Pasco County. This section includes an overview of public transportation services and facilities in Pasco County, including a brief history of public transportation and the development of PCPT. It is followed by a review of existing PCPT rolling stock and facilities. This section also discusses the results of the trend analysis conducted for fixed-route bus services in Pasco County, which reviews the performance of the public transportation system over time, from fiscal years 2008 to 2012. The results of a peer review analysis are also discussed in Section 3. This type of analysis compares the performance of the public transportation system with other transit systems selected as having similar characteristics at a given point in time. An additional peer analysis was also performed and summarized for the “future” peers for PCPT.

Section 4 presents the **Public Involvement** efforts undertaken as part of *Access Pasco* and summarizes the public involvement activities undertaken. The goal of the public involvement activities is to increase the likelihood of active participation from citizens and stakeholder agencies during the development of the updated plan. Input from the public is critical since the 10-year plan provides a strategic guide for public transportation in the community over the next 10 years.

Section 5 reviews **transit policies** at the federal, local, and regional levels of government. Various transportation planning and programming documents are summarized, with an emphasis on issues that may have implications for PCPT. Transit plans such as Comprehensive Plans and TDPs were reviewed. A situation appraisal is also discussed in this section as part of the *Access Pasco* transit plan. The requirements for a major update of a 10-year transit plan in Florida include the need for a situation appraisal of the environment in which the transit agency operates.

Section 6 discusses **goals and objectives**, which are an integral part of a transportation plan because they provide the policy direction to achieve the community’s vision. The goals and objectives presented in this section were prepared based on the review and assessment of existing conditions, feedback received during the public involvement process, and the review of local transportation planning documents.

Section 7 discusses the **demand and mobility needs assessment** conducted as part of *Access Pasco*. The assessment techniques are summarized, followed by the results of each analysis used to assess demand for transit services in Pasco County. The transit demand and mobility needs assessments were then combined with the baseline conditions assessment, performance reviews, public involvement feedback, and reviews of relevant plans and studies to yield a building block for evaluating the transit needs for the next 10 years.

Section 8 discusses the development and evaluation of **transit alternatives** for the 10-year transit plan for PCPT. These proposed improvements, or alternatives, for fixed-route service represent the transit needs for the next 10 years and were developed without consideration of funding constraints. Once the identified service improvements are prioritized using an evaluation process, the prioritized list of improvements are used to develop the 10-year implementation and financial plans in Section 9 of this plan. The evaluation process for service alternatives, developed for the *Access Pasco* 10-year transit plan, is also summarized in this section. Finally, the results of the alternatives evaluation are presented.

Section 9 summarizes the ***Access Pasco* 10-year transit plan**, including the 10-year implementation program and finance plan for PCPT's fixed-route bus transit service. First, the recommended 10-year transit needs are presented. Thereafter, an implementation plan is provided, with a summary of cost-feasible projects and unfunded needs. Finally, the 10-year financial plan is presented, including a summary of the assumptions and capital and operating costs used in developing the 10-year financial plan.

SECTION 2

BASELINE CONDITIONS

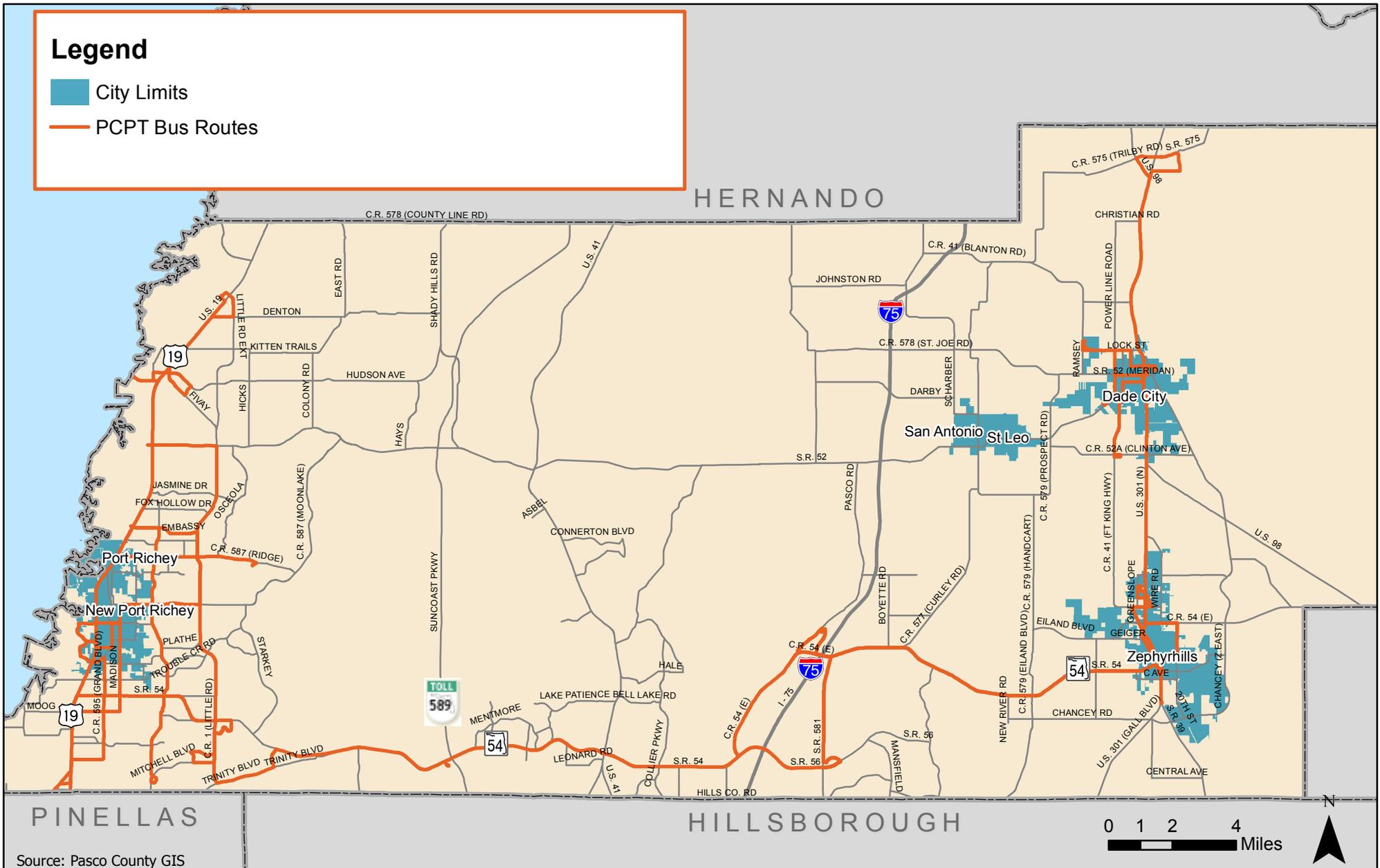
This section reviews the study area in the context of *Access Pasco*. The following components were reviewed:

- Physical description of area
- Population, housing, and employment densities
- Transportation disadvantaged population
- Demographic and journey-to-work characteristics
- Minority populations
- Age and income
- Labor force
- Tourist and visitor levels
- Major trip generators
- Development and land use
- Roadway conditions
- Existing transit services

A series of maps and tables is also used to illustrate selected population, demographic, and socioeconomic characteristics. Data from the U.S. Census, American Community Survey (ACS), Bureau of Economics and Business Research (BEBR) of the University of Florida, and Pasco County MPO (socioeconomic data prepared to support the Pasco County 2035 Long Range Transportation Plan [LRTP] and PCPT), were used as primary data sources. These data were supplemented by other data available from the local and regional agencies, as available. In addition, this section discusses references to Environmental Justice (EJ) that will help transit agencies better understand the important distinctions between Title VI, which protects people from discrimination based on race, color, or national origin, and the EJ plan.

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 2010 Census, the county is 869 square miles in total size, with 747 square miles of land and 122 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 *Access Pasco*.



Map 2-1: Study Area

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 US 19 coastal corridor. The eastern portion of the county is not as densely populated as the western portion and includes the incorporated areas of Zephyrhills, Dade City, San Antonio, and St. Leo and the unincorporated areas of Ladoochee, Trilby, Blanton, Triladoochee, Jessamine, and St. Joseph.

Central Pasco does not include incorporated areas, but major population/employment hubs include Land O’Lakes, Wesley Chapel, Quail Hollow, Lutz, and Odessa. The southern portion of central Pasco has become a bedroom community for workers commuting to Hillsborough County as well as other areas in Pasco County. One of these unincorporated areas in central Pasco, Wesley Chapel, has been transformed within the last decade from a sparsely-populated rural area into an area with significant residential, commercial, medical, and education activity.

POPULATION PROFILE

Population information from the 2010 Census was used to develop a population profile for the study area. As shown in Table 2-1, data from the decennial Census and ACS show that population of Pasco County increased nearly 35 percent from 2000 to 2010, from 344,765 to 464,697.

**Table 2-1
Pasco County Population Characteristics, 2000 and 2010**

Characteristic	2000	2010	% Change
Persons	344,765	464,697	34.8
Households	147,566	189,612	28.5
Number of Workers	140,895	208,777	48.2
Land Area (square miles)	745	747	0.27
Water Area (square miles)	123	122	-1.25
Person per Household	2.34	2.45	4.9
Workers per Household	0.95	1.10	15.3
Persons per Square Mile of Land Area	462.87	622.18	34.4
Workers per Square Mile of Land Area	189.16	279.53	47.8

Source: 2000 and 2010 Census, 2010 ACS

In addition, the *Florida Statistical Abstract* for 2011, prepared by BEBR, indicates a county population projection of 570,621 by the year 2020 and 677,763 by the year 2030, increases of 23 and 46 percent, respectively.

A review of population trends for the six municipalities in Pasco County was also conducted, including Dade City, Zephyrhills, New Port Richey, Port Richey, San Antonio, and St. Leo. Table 2-2 provides population trends for those municipalities and Pasco County for 1990, 2000, and 2010.

**Table 2-2
Pasco County Population Trends for Cities and Towns, 1990, 2000, 2010**

Municipality	1990	2000	2010	% Change 1990-00	% Change 2000-10	% Change 1990-2010
Dade City	5,633	6,188	6,437	9.85	4.02	14.27
New Port Richey	14,044	16,117	14,911	14.76	-7.48	6.17
Port Richey	2,521	3,021	2,671	19.83	-11.59	5.95
St. Leo	1,009	590	1,340	-41.53	127.12	32.80
San Antonio	776	684	1,138	-11.86	66.37	46.65
Zephyrhills	8,220	10,833	13,288	31.79	22.66	61.65
Unincorporated	248,928	307,335	424,912	23.46	38.26	70.70
Total County	281,131	344,765	464,697	22.63	34.79	65.30

Source: 1990 and 2000 Census of Population and Housing; 2010 Census

New Port Richey has the highest population, with Zephyrhills second. However, the unincorporated Pasco County continued to have the vast majority of the county’s population, at 424,912 in 2010.

In terms of population growth, the fastest-growing municipality in Pasco County is Zephyrhills, with a 62 percent change in population from 1990 to 2010. The population in unincorporated areas has also grown significantly. The more than 70 percent growth in unincorporated areas can be attributed primarily to the housing boom in the central Pasco areas, primarily in the Wesley Chapel and Land O’Lakes areas.

POPULATION AND EMPLOYMENT DENSITIES

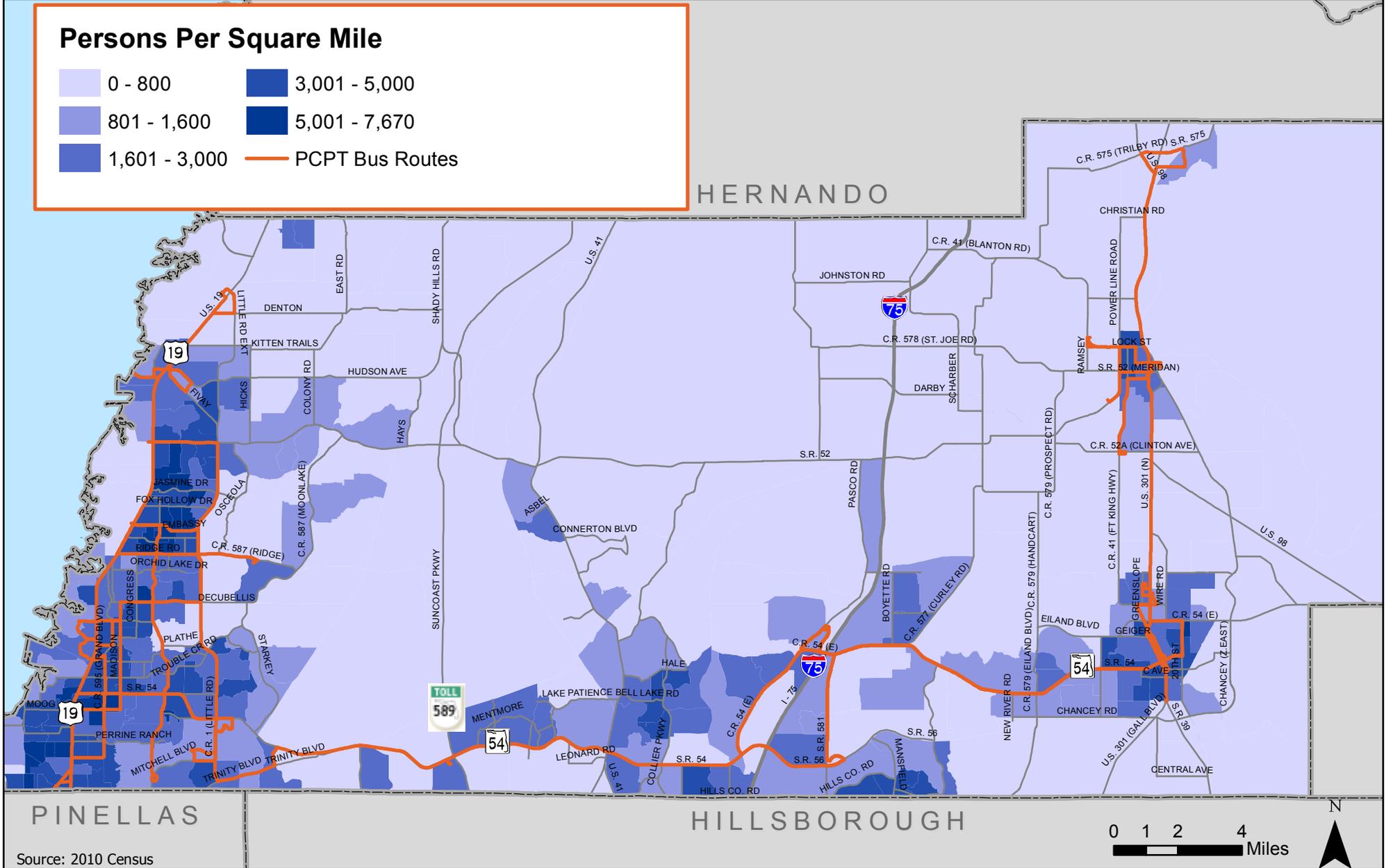
Maps 2-2 to 2-7 provide selected characteristics for Pasco County that are particularly relevant to *Access Pasco*. The maps display population, housing, and employment based on data available from the 2010 Census as well as the adopted 2035 LRTP for Pasco County.

Map 2-2 shows population densities by census block group for the year 2010. Map 2-3 shows population densities by Traffic Analysis Zone (TAZ) for 2035, developed based on socioeconomic data prepared to support the Pasco County 2035 LRTP. Based on the maps, the higher densities in the

county continue to be on the western side, whereas most of the rapid growth in population is seen in the central portions of the county between 2010 and 2035.

In addition, Maps 2-4 and 2-5 graphically display employment density by TAZ for 2014 and 2035. The employment data are based on socioeconomic data prepared to support the Pasco County 2035 LRTP. Based on the 2014 map, employment in Pasco County is densest along the western shore, the south-central portion of the county, and the western corridor between Dade City and Zephyrhills. The key major corridors, including US 19, US 301, and SR 54/56, show higher employment densities. Map 2-5 shows employment density by TAZ for 2035, reflecting projected growth in employment throughout the county. However, similar to population, the highest level of growth will be in the south-central portion of the county.

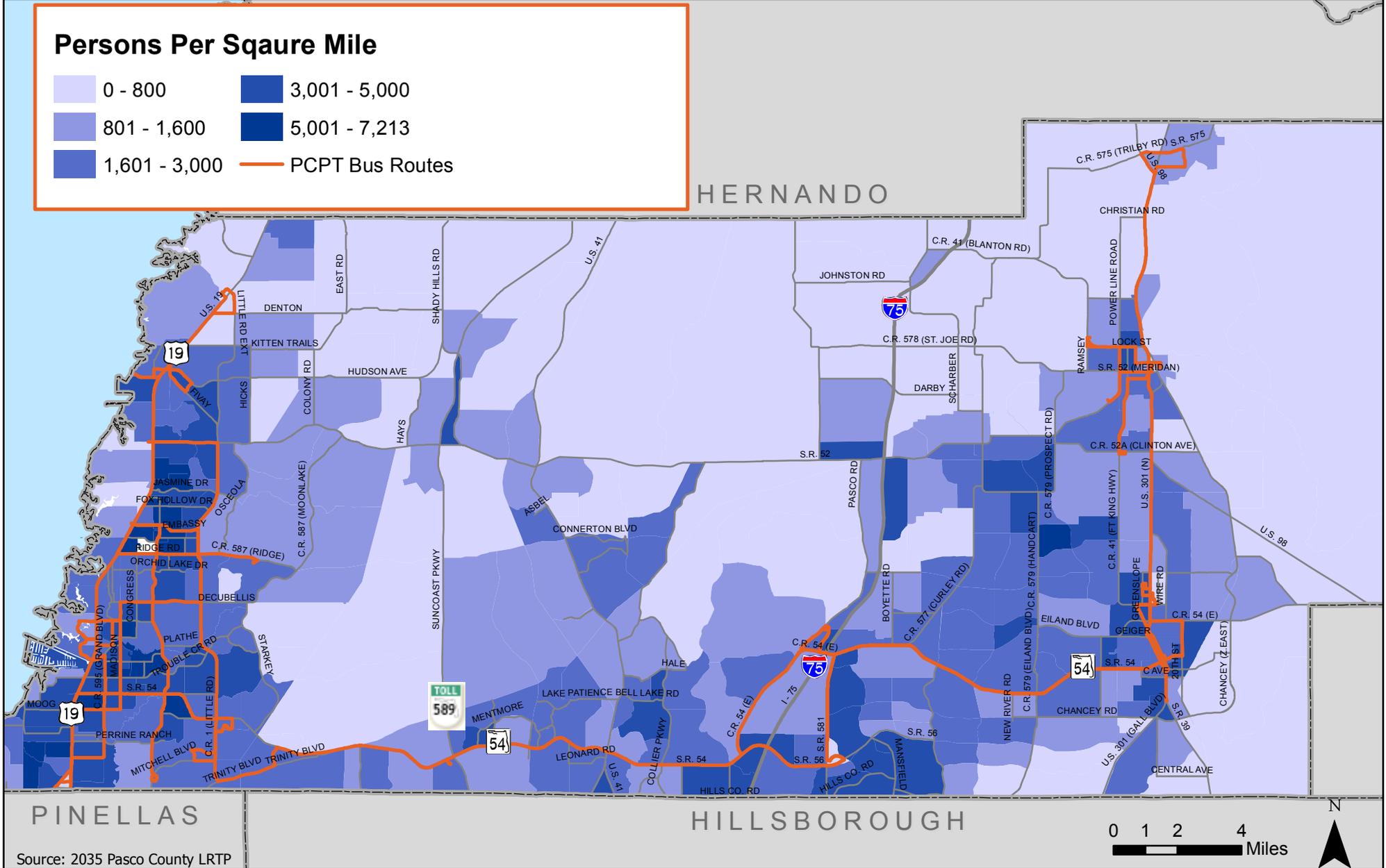
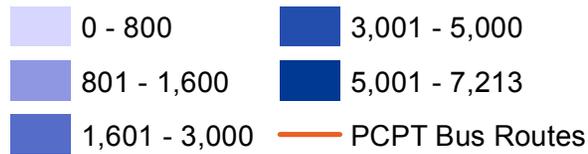
Maps 2-6 and 2-7 show the dwelling unit density by TAZ for 2014 and 2035, respectively. The dwelling unit data shows where existing and future population clusters are, based on socioeconomic data prepared to support the Pasco County 2035 LRTP. Like the population and employment density maps, the current density of dwelling units is concentrated primarily along the western shore, and the projected growth is in the south-central portion of the county and the western corridor between Dade City and Zephyrhills.



Source: 2010 Census

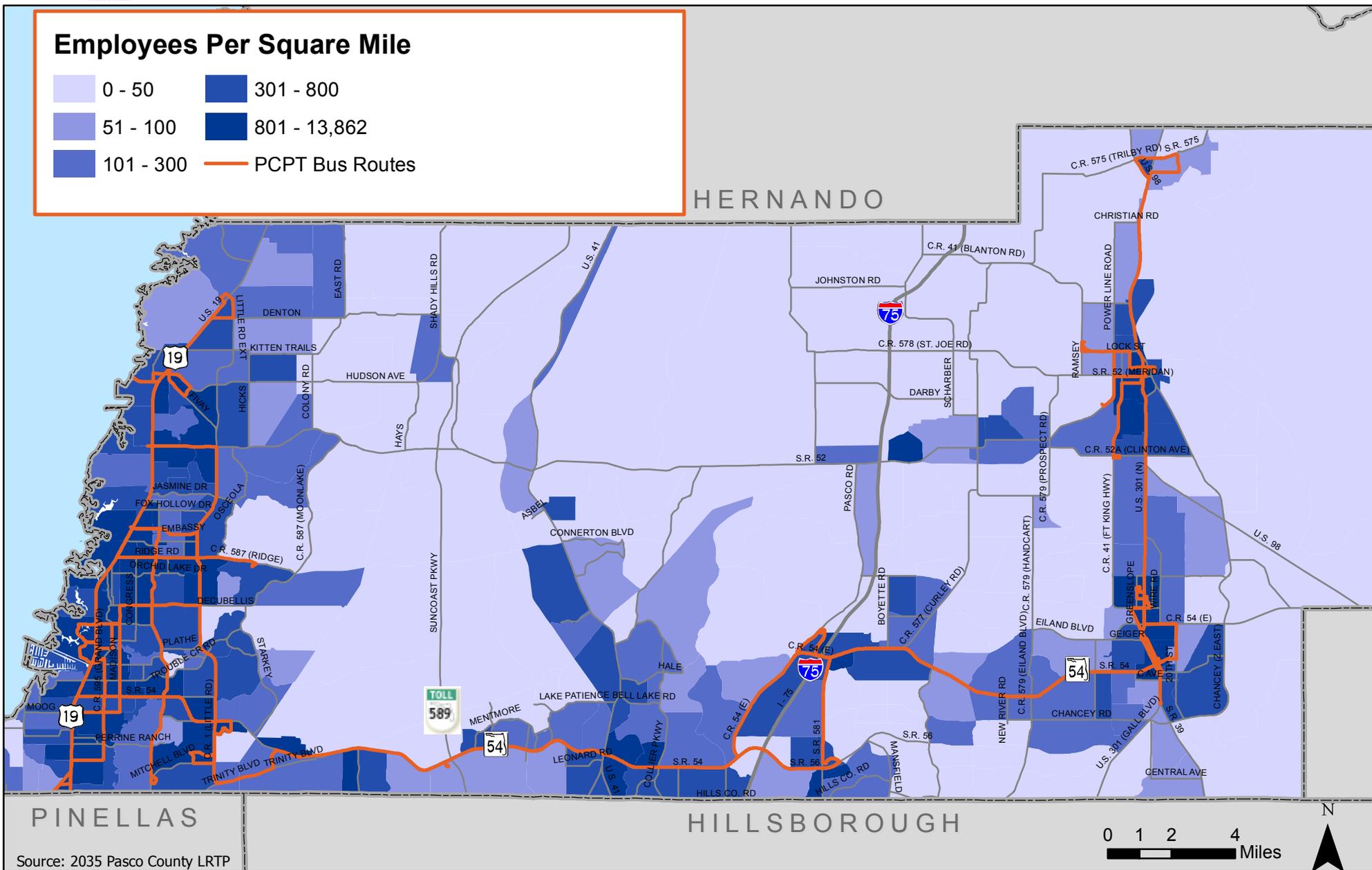
Map 2-2: Population Density (2010)

Persons Per Square Mile



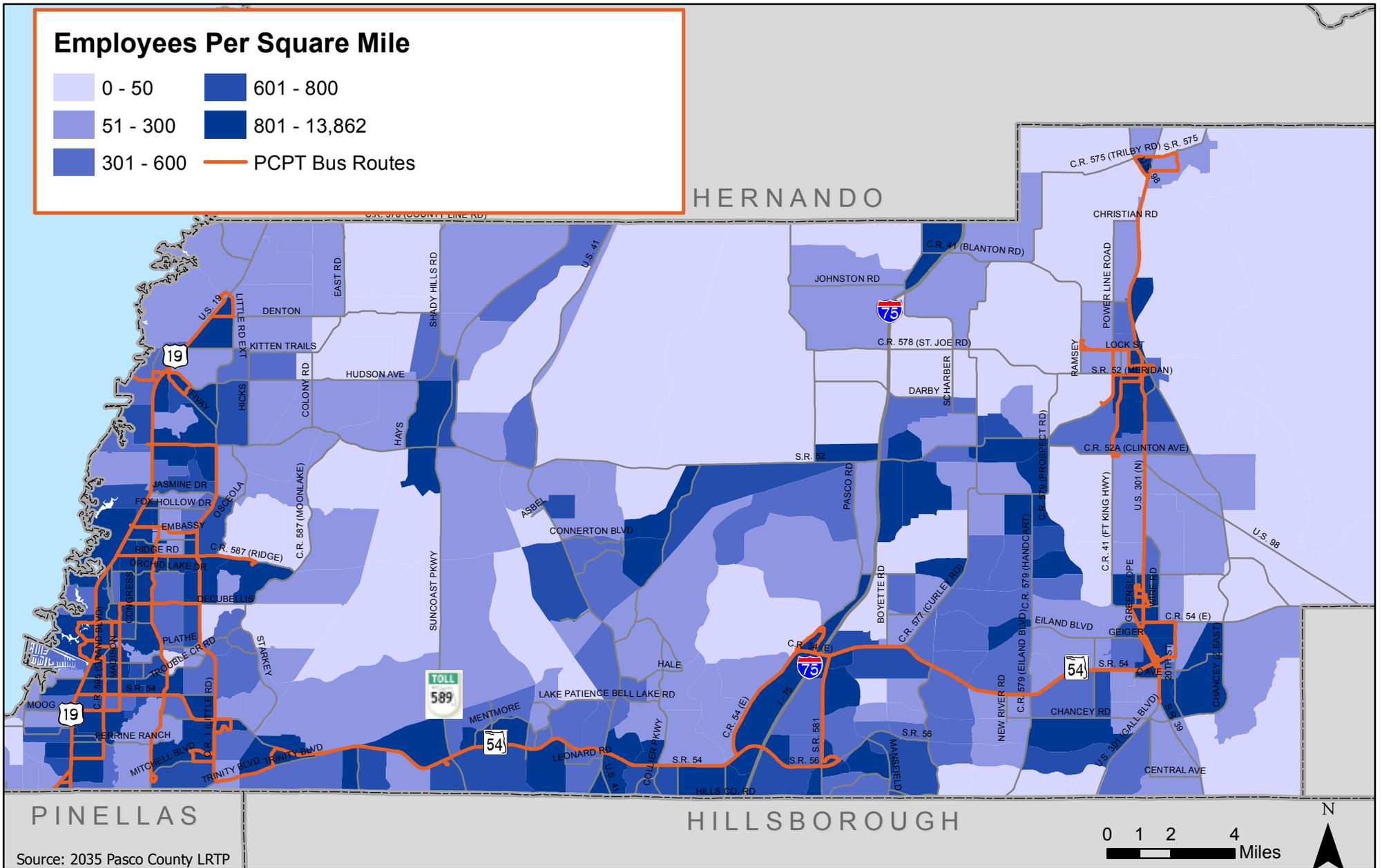
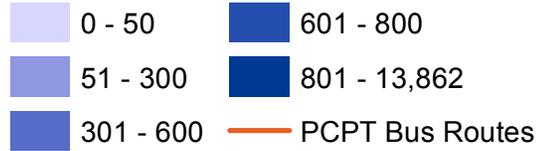
Source: 2035 Pasco County L RTP

Map 2-3: Population Density (2035)



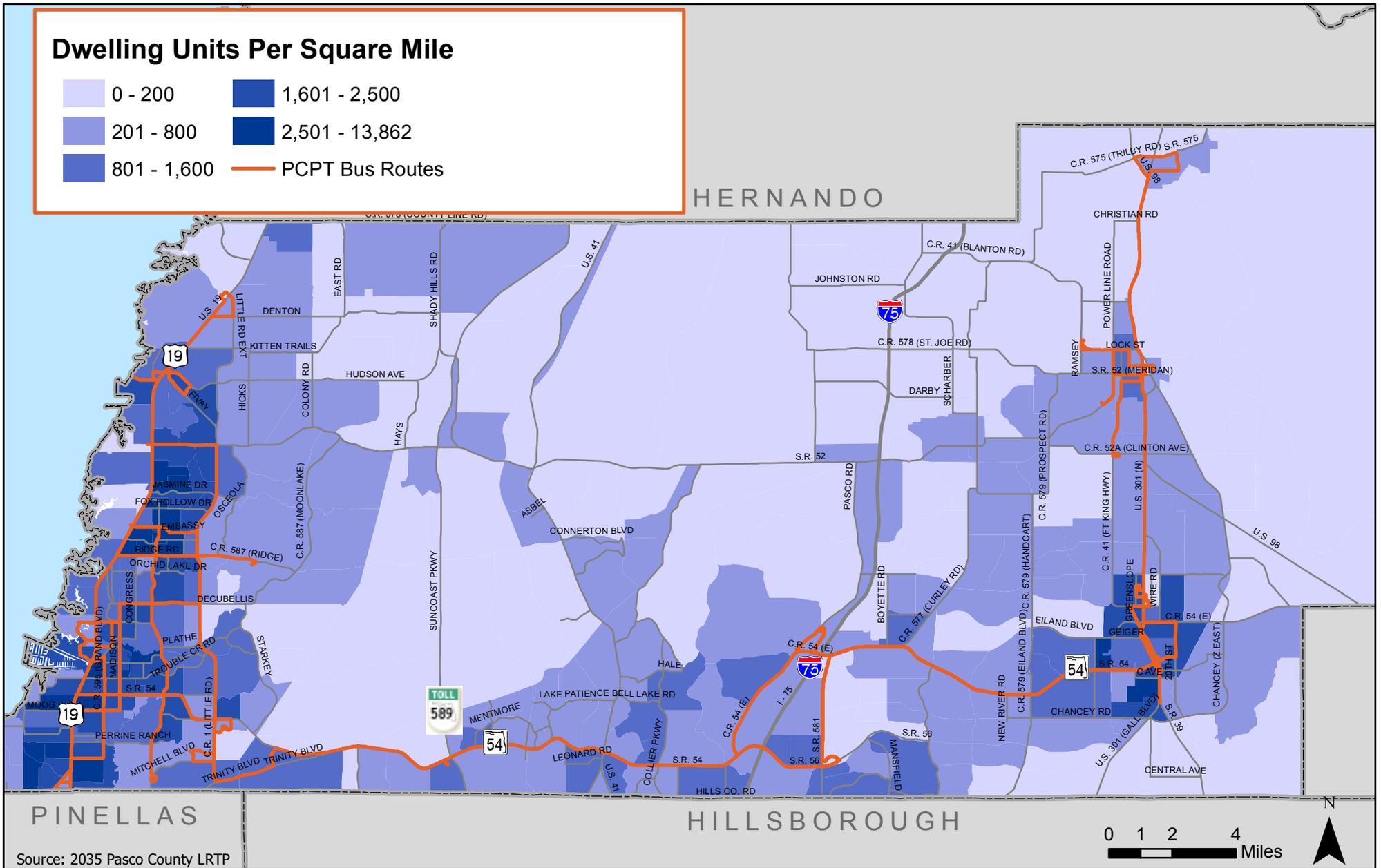
Map 2-4: Employment Density (2014)

Employees Per Square Mile



Map 2-5: Employment Density (2035)

Dwelling Units Per Square Mile



Map 2-6: Dwelling Unit Density (2014)

TRANSPORTATION DISADVANTAGED POPULATION

PCPT provides public transportation to the transportation disadvantaged (TD) population of Pasco County. Priority is given to those who do not own or drive their own vehicle and do not have family or friends to assist them in traveling to and from destination points. TD service also is provided based on needs; medical needs and life-sustaining activities are given higher priority than business or recreation.

Table 2-3 shows the trend in the TD population and TD passengers between 2007 and 2011 in Pasco County. The TD population has risen 10 percent, from 206,862 in 2007 to 228,418 in 2011. The number of TD passengers served has increased at about the same rate (12%), from 6,931 in 2007 to 7,764 in 2011.

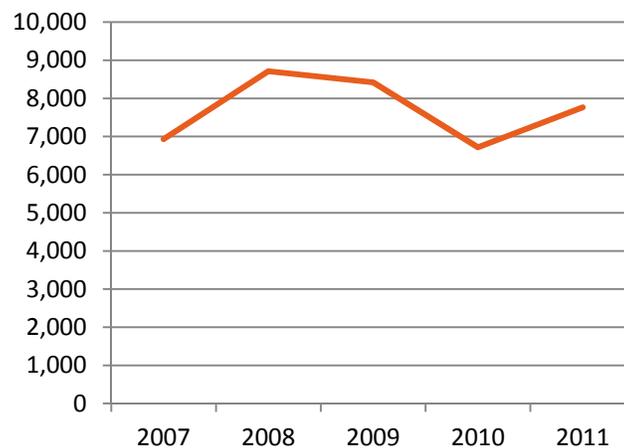
**Table 2-3
Pasco County TD Population and Passenger Trends, 2007–2011**

Year	2007	2008	2009	2010	2011	% Change (2007–2011)
Potential TD Population	206,862	212,025	217,334	222,797	228,418	10.4%
TD Passengers Served	6,931	8,712	8,419	6,717	7,764	12.0%

Source: Annual Operation Reports (AOR)

TD passenger ridership fluctuated between 2007 and 2011. There was a significant decrease in TD passengers from 2009 to 2010, but ridership started to rebound in 2011. Figure 2-1 shows the number of TD passengers served during the five-year period from 2007–2011.

**Figure 2-1
Number of TD Passengers Served, Pasco County, 2007–2011**



Source: Annual Operation Reports (AOR)

DEMOGRAPHIC AND JOURNEY-TO-WORK CHARACTERISTICS

Demographic and journey-to-work characteristics for Pasco County were compiled from the census and ACS data. Table 2-4 provides selected demographic data, and Table 2-5 illustrates journey-to-work characteristics for Pasco County. The demographic and journey-to-work characteristics analyzed in these tables are typically assumed to be conducive to transit use.

Table 2-4 shows that the county is becoming more ethnically diverse, with Hispanic or Latino populations almost doubling in size. The percentage of residents with an annual household income of more than \$50,000 has increased, a key demographic for transit in Florida; the percent population below the poverty line has actually increased since 1990. However, the percentage of zero-vehicle households, another key demographic conducive to transit, has decreased, and the percentage of households with three or more cars has also decreased.

Table 2-5 shows that public transit's mode share has increased since 2000. Driving alone has also increased. Carpooling and walking have decreased, and working at home has increased. Travel times have increased, with a greater percentage of people traveling for more than 30 minutes in 2010 than 2000.

Minority Population

Table 2-6 displays the percent distribution of minority populations within Pasco County. Both Black or African American populations and Hispanic- or Latino-origin populations more than doubled. This shows a significant growth in minority populations over the last 10-year period and represents a potentially growing market of traditionally transit-dependent populations.

**Table 2-4
Pasco County Demographic Characteristics, 2000, 2006, 2010**

Characteristic	2000	2006	2010
Gender			
Male	47.98%	48.24%	48.61%
Female	52.02%	51.76%	51.39%
Ethnic Origin			
White	93.70%	90.93%	88.18%
Black or African American	2.07%	3.49%	4.45%
Other	2.85%	4.37%	5.11%
Two or more races	1.38%	1.22%	2.25%
Hispanic Origin			
Not of Hispanic/Latino origin	94.31%	90.89%	88.26%
Hispanic or Latino origin	5.69%	9.11%	11.74%
Age¹			
<16 years	20.16%	16.56%	17.51%
16–59 years	47.56%	56.71%	55.08%
60+ years	32.28%	26.73%	27.42%
Educational Level			
<12th grade	23.02%	15.47%	n/a
High school grad	36.62%	37.82%	n/a
Some college	21.67%	20.11%	n/a
College graduate	18.69%	26.61%	n/a
Household Income			
Under \$10,000	9.16%	6.18%	2.40%
\$10,000–\$49,999	62.40%	51.34%	65.90%
\$50,000 or more	28.44%	42.48%	31.70%
Poverty Status			
Above poverty level	89.33%	n/a	86.20%
Below poverty level	10.67%	n/a	13.80%
Age by Work Disability			
16 to 64 years			
With a work disability	16.84%	n/a	n/a
No work disability	83.16%	n/a	n/a
65 years and over			
With a work disability	29.18%	n/a	n/a
No work disability	70.82%	n/a	n/a
Vehicle Available in Household			
None	6.12%	4.34%	4.78%
One	47.01%	41.68%	43.93%
Two	35.90%	35.84%	39.04%
Three or more	17.09%	18.13%	12.25%

¹The age categories for 2006 and 2010 are <15 years, 15–50 years, and 60+ years.
Sources: 2000 Census, 2006 American Community Survey, 2010 American Community Survey, 2010 Census

**Table 2-5
Pasco County Journey-to-Work Characteristics, 2000, 2006, 2010**

Characteristic	2000	2006	2010
Place of Work			
Worked inside county	54.32%	50.14%	51.48%
Worked outside county	44.93%	49.86%	48.52%
Mode to Work			
Drive alone	80.00%	82.17%	81.30%
Carpool	13.90%	10.43%	10.90%
Public transit	0.29%	0.37%	0.50%
Walk	1.35%	0.47%	0.90%
Work at home	2.92%	4.80%	4.90%
Other	1.54%	1.76%	1.50%
Travel Time to Work			
<10 minutes	11.91%	12.37%	11.28%
10–19 minutes	27.05%	23.21%	23.13%
20–29 minutes	16.06%	17.44%	17.53%
30–44 minutes	20.55%	20.09%	24.53%
45+ minutes	24.43%	26.90%	23.53%
Departure Time to Work			
6–9 AM	65.85%	62.60%	63.17%
Other times	34.15%	37.40%	36.83%
Private Vehicle Occupancy			
2-person carpool	11.22%	7.80%	8.90%
3-person carpool	1.86%	1.60%	1.40%
4+-person carpool	0.82%	1.00%	0.60%
Other Means	6.11%	n/a	n/a

Sources: 2000 Census, 2006 American Community Survey, 2010 American Community Survey

Table 2-6
Minority Populations in Pasco County, 2000 and 2010

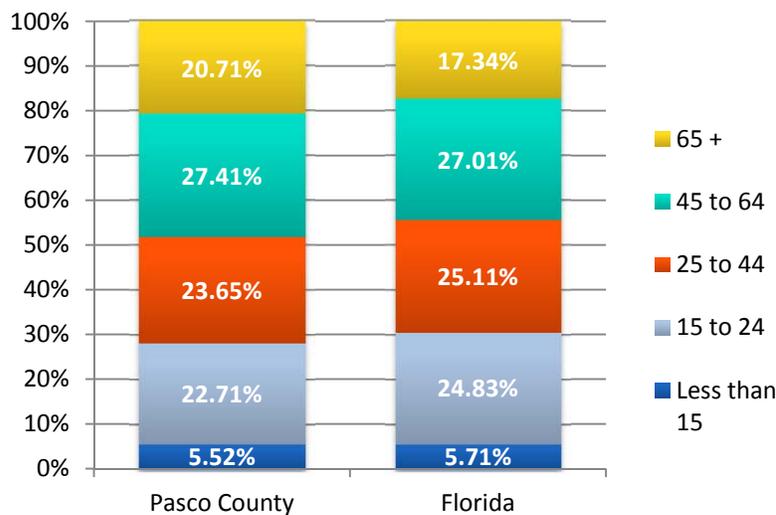
Category	2000	2010	% Change
Black or African American	2.07%	4.45%	115.0%
Hispanic or Latino Origin	5.69%	11.74%	106.3%

Source: 2010 Census

Age Distribution

The age distribution of population in Pasco County is a major factor when considering demand for public transportation and is shown in Figure 2-2. Almost 27 percent of the population is below age 15 or above age 65. The population segment between ages 45 and 65, which will be the next wave of retirees, represents approximately 27.4 percent of the total population within the county.

Figure 2-2
Age Distribution of Residents, Pasco County, 2010



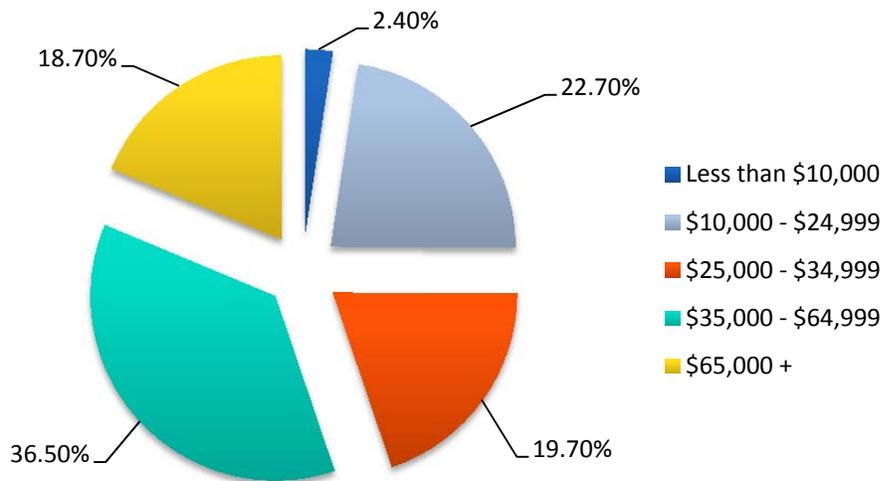
Source: 2010 Census

Furthermore, the age groups of 15 years or younger and older than 65 years are more likely to use public transportation. This is due to the fact that persons younger than age 15 cannot legally operate a motor vehicle and, therefore, typically have a higher propensity for using transit; persons age 65 years and older also face a higher chance of no longer being able to drive due to age-related driving impairments. In addition, according to the *2010 Statistical Abstract*, the county’s median age is expected to increase from 43.6 years in 2010, to 44.9 years in 2020, to 45.1 years by 2030. A growing need for public transit within Pasco County can be assumed, considering the projected increase in median age.

Income

Median income is an important factor in determining public transit needs. It can be inferred that persons with a low income will be less likely to own a vehicle and, therefore, more likely to use public transit. Figure 2-3 shows the distribution of income for residents in Pasco County.

**Figure 2-3
Pasco County Income, 2011**

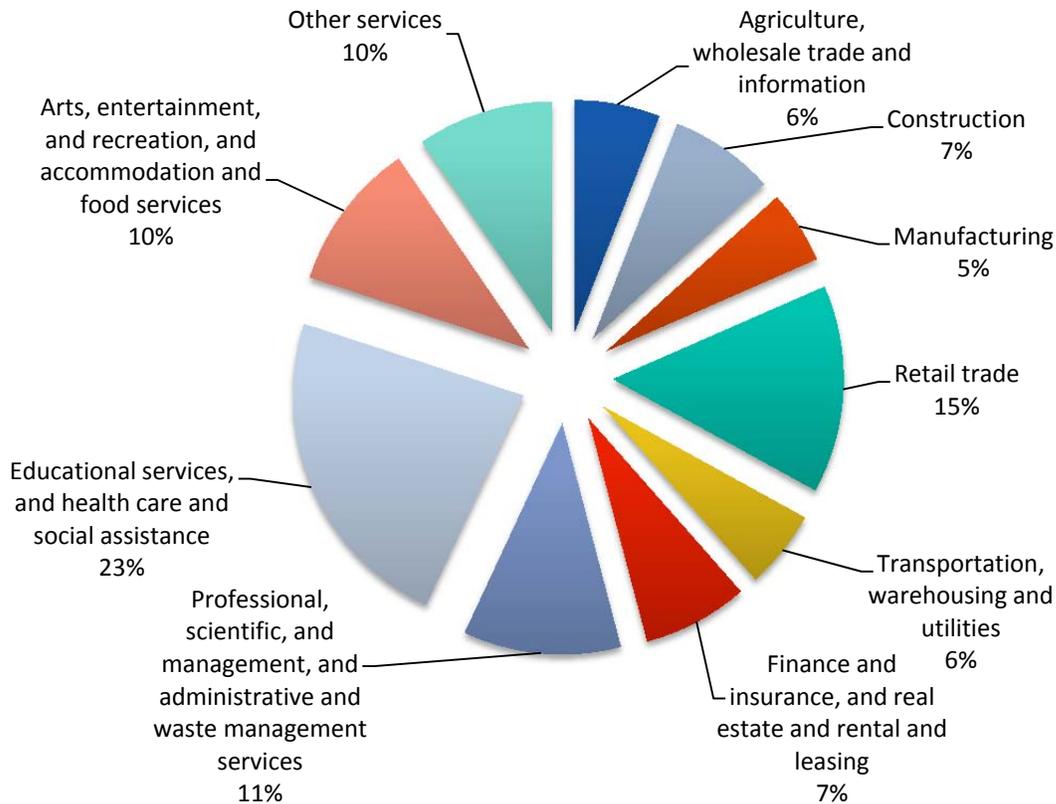


Source: 2011 American Community Survey, 3-year estimate

LABOR AND EMPLOYMENT CHARACTERISTICS

Figure 2-4 displays the percent of population broken down by employment sector in Pasco County. The largest service area in Pasco County includes educational services, healthcare, and social services, at 23 percent. The second highest sector is retail trade, which employs approximately 15 percent of the employed population in Pasco County.

**Figure 2-4
Pasco County Labor Force Distribution by Service Area, 2011**



Source: 2011 American Community Survey, 3-year estimate

Table 2-7 summarizes the employment in Pasco County residents by their work location. Based on the data referenced in the 2012 Pasco County Economic Development Strategic Plan, Pasco County had 184,865 people employed in 2009, of which 94,089 lived and worked within the county and more than 88,000 commuted to other counties, with the majority commuting to Hillsborough and Pinellas counties.

**Table 2-7
Pasco County Employment by Location, 2009**

	Estimate	Margin of Error (+/-)
Total	184,865	3,258
Worked in state of residence	182,468	3,258
Worked in county of residence	94,089	3,083
Worked outside county of residence	88,379	2,813
Worked outside state of residence	2,397	484

Source: 2012 Pasco County Economic Development Strategic Plan

TOURISM

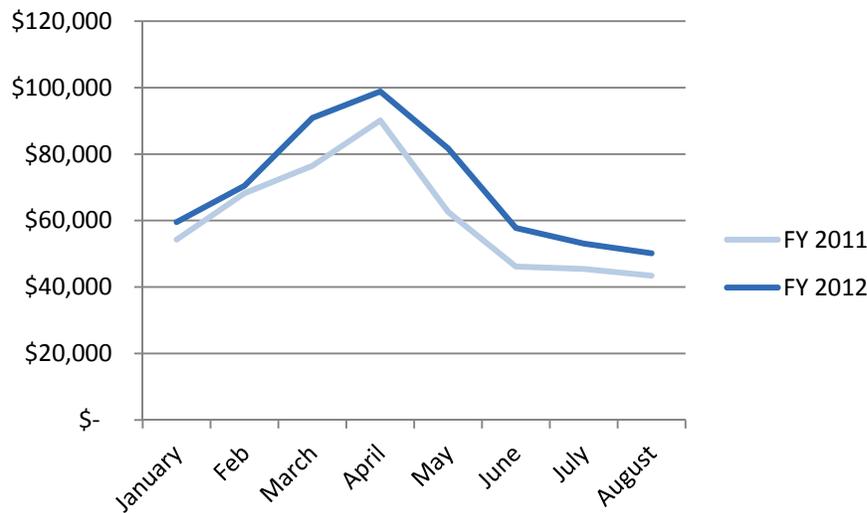
Located approximately 30 miles north of Tampa and 50 miles west of Orlando, Pasco County is located within reasonable distances from the key major tourist attractions in the region to leverage its location to attract visitors already in the area.

Some of the attractions include gulf beaches, the Pioneer Florida Museum and Village, and Downtown Dade City, which features historic buildings and housing, unique antique shops, and the Historic Courthouse. In addition, the area has many bike trails, including the 42-mile Suncoast Trail that runs along the Suncoast Parkway, and more than 30 parks to attract outdoor visitors, including the Jay B. Starkey Wilderness Park in New Port Richey and the Werner-Boyce Salt Springs State Park. The county also has emerging retail centers such as The Shops at Wiregrass in Wesley Chapel that attract visitors.



In 1990, Pasco County began collecting a two percent tourism development tax on short-term accommodations within the county. In 2009, the Pasco County BCC approved an increase in this tax to three percent to support Pasco becoming more competitive with surrounding areas with increased marketing and promotion efforts. The revenue generated by the tourism tax increased until 2008, the top tax year for the tourism development tax, and then decreased dramatically through the economic recession. The 2012 tax year revenues showed this source of revenue once more increasing to earlier tax revenue levels. Figure 2-5 shows available data for Tourist Development Tax Collections for 2011 and 2012.

**Figure 2-5
Pasco County Tourism Development Tax Collections, 2011 and 2012**



Source: 2012, Tourism Tidbits Newsletters, visitpasco.net

MAJOR TRIP GENERATORS

Major trip generators in Pasco County include a number of large industries, including retail, education, healthcare, and manufacturing. Table 2-8 shows the major manufacturers in Pasco County. Major employers are shown in Table 2-9. Combined, these two tables show major employers in Pasco County, including healthcare centers such as the Regional Medical Center at Bayonet Point, Florida Hospital Zephyrhills, and the Medical Center of Trinity, and manufacturing centers such as Zephyrhills Bottled Water and Zephyr Egg Company.

Wiregrass, a major retail, medical, and education center in Wesley Chapel, also has emerged as a major trip generator. Its retail center, The Shops at Wiregrass, is an open-air mall that sits on 67 acres and has more than 800,000 square feet of retail, entertainment, and restaurant space. Just north of the mall is a medical center area that currently includes a major hospital, Florida Hospital of Wesley Chapel, and a number of upcoming associated medical-related developments such as doctor’s offices and laboratory testing facilities. The education center just east of the mall includes the soon-to-be-completed campus of Pasco-Hernando Community College.



**Table 2-8
Pasco County Top Ten Manufacturers**

Manufacturer	Number of Employees
Pall Aeropower Corporation	579
Zephyrhills Bottled Water Co.	325
VLOC, subsidiary of II-VI Inc.	200
Zephyr Egg LLC	175
Preferred Materials, Inc.	125
B.E.T.E.R. Mix, Inc.	119
Earth Tech, Inc.	106
American Food Distributors, LLC	104
Great Bay Distributors	104
Cemex Construction Materials, Inc.	90

Source: Pasco County Economic Development Strategic Plan

**Table 2-9
Pasco County Top Ten Employers**

Name	Number of Employees
Pasco County Public Schools	9,289
Wal-Mart Supercenter*	2,050
Pasco County Government	2,000
Pasco County Sheriff	1,300
State of Florida	1,296
Regional Medical Center Bayonet Point	1,074
Florida Hospital Zephyrhills	1,050
Medical Center of Trinity	1,012
Florida Medical Clinic	909
Morton Plant North Bay Hospital/Recovery Center	777

*Includes stores in New Port Richey, Port Richey, Zephyrhills, and Hudson.

Source: Pasco County Economic Development Strategic Plan

Table 2-10 shows details of a number of major trip generators/attractors recently established or upcoming in Pasco County.

Table 2-10
Pasco County Major Developments, Existing and Upcoming

Name	Information
Raymond James Financial Services	<ul style="list-style-type: none"> • 600,000 sf office park • 750 jobs
Florida Hospital Wesley Chapel	<ul style="list-style-type: none"> • 300 beds • 400 jobs • 100,000 sf medical building
T. Rowe Price	<ul style="list-style-type: none"> • 450,000 sf office park • 1,500 jobs
Medical Center of Trinity	<ul style="list-style-type: none"> • 235 bed accredited acute care center
NorthPointe Village	<ul style="list-style-type: none"> • 1,000,000 sf entitled • Mixed-use development
Long Lake Ranch	<ul style="list-style-type: none"> • Future home of T. Rowe Price
Ashley Glen	<ul style="list-style-type: none"> • 260 acres master planned development • 1,800,000 sf office • 480,000 sf retail
Zephyrhills Municipal Industrial Airpark	<ul style="list-style-type: none"> • 400 acres • CSX Seaboard Line siding
ComPark 75	<ul style="list-style-type: none"> • 60 available acres
Pasco Commerce Park	<ul style="list-style-type: none"> • 170 acres • 1,500,000 sf entitled
Shops at Wiregrass	<ul style="list-style-type: none"> • 850,000 sf open air mall

Source: Pasco County Economic Development Strategic Plan

MAJOR DEVELOPMENTS

In addition to the major trip generators/attractors and key land use markets, a review of upcoming major development was also conducted. Map 2-8 shows the planned and approved major Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs) in Pasco County. Table 2-11 shows the non-residential and residential approved developments in Pasco County.

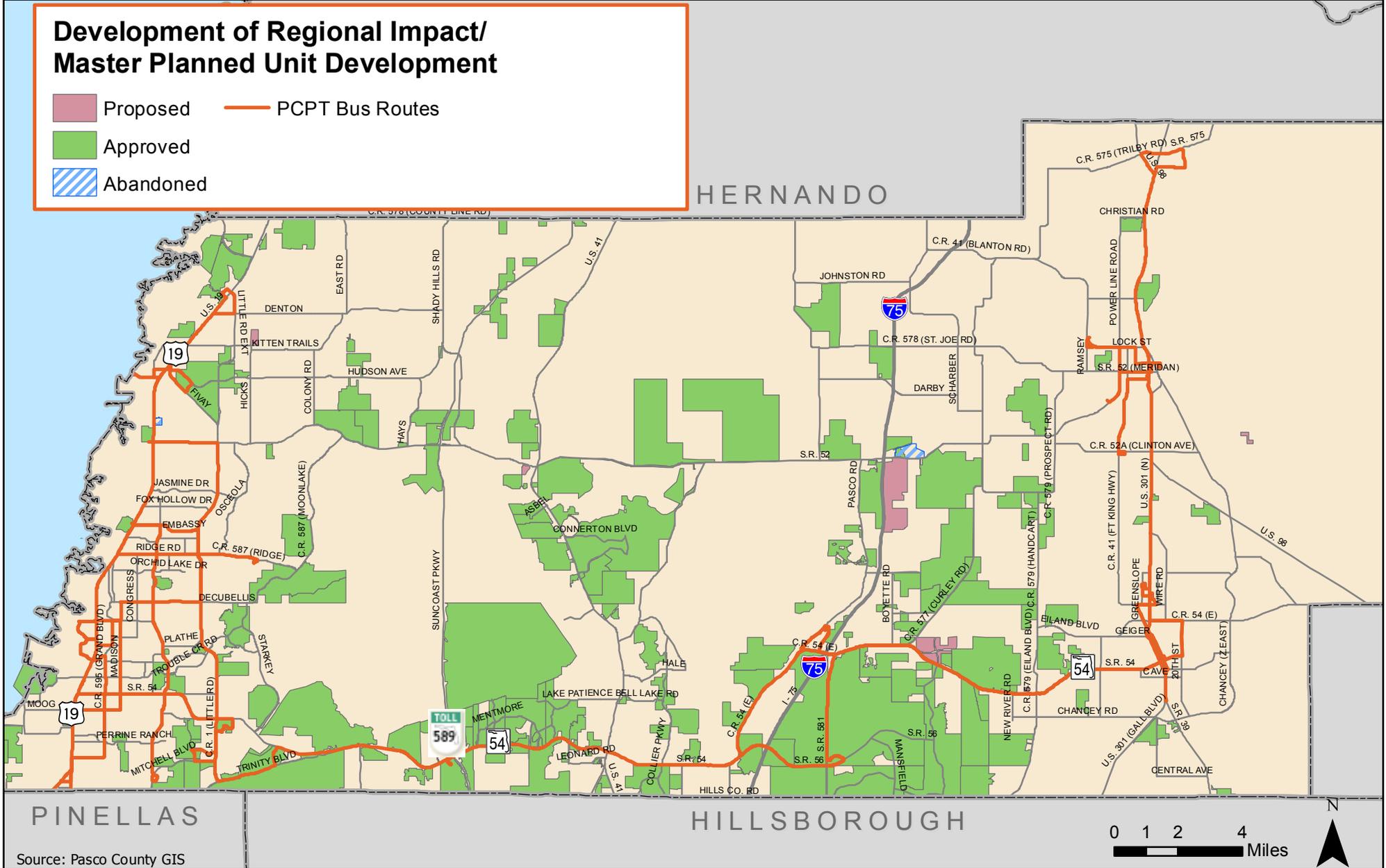
Table 2-11
Pasco County Approved Developments

Non-Residential Approved Entitlements	
Commercial	21.1 million sf
Office	12.6 million sf
Industrial	3.5 million sf
Hotel	2,600 (rooms)
Residential Approved Entitlements	
Single-family	117,000 dwelling units
Multi-family	130,000 dwelling units

Source: Pasco County Economic Development Strategic Plan

Development of Regional Impact/ Master Planned Unit Development

- Proposed
- Approved
- Abandoned
- PCPT Bus Routes



Source: Pasco County GIS

Map 2-8: MPUD and DRI Map

LAND USES

As part of the baseline conditions assessment, a review of current and emerging land uses was also conducted. As identified in the adopted 2035 LRTP, five key land use market areas were developed by Pasco County to provide a greater amount of guidance for land use and development:

- I. **Coastal Inland Market Area:** This area includes the cities of Port Richey and New Port Richey and the US 19 corridor. This is currently the most populous and urban part of the county. Growth will be encouraged in this area in the form of infill and redevelopment.
- II. **Gateway Opportunity Market Area:** This is the southern part of the county along the SR 54/SR 56 corridor, which is the fastest-growing part of the county due to its close proximity to Hillsborough County and Tampa. Because of the recent rapid growth and the plans included in this LRTP for managed lanes on the SR 54/SR 56 corridor, this market area is the primary target area for growth. Growth in this area should be contained in high-density, transit-oriented, center development.
- III. **Suburban Market Area:** This area makes up the central part of the county, north of SR 54/SR 56 and south of SR 52. Growth in this area will likely be lower-density residential development.
- IV. **East Cities Market Area:** The US 301 corridor and the cities of Zephyrhills and Dade City are included in this market area. Like Market Area I, growth will be encouraged in the form of infill and redevelopment within the cities.
- V. **Rural Market Area:** Growth likely will be discouraged from this area north of SR 52. The goal is to keep the rural aspect intact and avoid sprawling growth.

Map 2-9 shows the key land use market areas identified for Pasco County.

ROADWAY CONDITIONS

Existing roadway conditions were also considered for the assessment of baseline conditions. According to the Pasco County MPO's State of the System Report, developed as part of the 2011 Congestion Management Process (CMP), only five percent of the roadway miles operate at Level of Service (LOS) E or F. Typically, roadways operating at such LOS levels are considered as congested.

Map 2-10 shows roadways where the operating LOS is E or F, which represents nine percent of the total vehicle miles traveled on Pasco County major roadways.



Source: DRAFT 2012 Pasco Congestion Management Process

Map 2-10: Roadway Level of Service (2012)

EXISTING FIXED-ROUTE TRANSIT SERVICES

Service Characteristics

Transit services in Pasco County are provided by the Pasco County BCC through PCPT. Fixed-route bus services operate throughout east and west Pasco and along SR 54/56. PCPT also operates the county's paratransit service for those persons unable to access transit service because of a verifiable disability, environmental barrier, or distance from a route.

Currently, PCPT provides fixed-schedule service on 10 routes in Pasco County. Three routes serve East Pasco, six routes serve West Pasco, and one route provides cross-county service. Most routes operate between 5:00 AM and no later than 8:00 PM on weekdays and Saturdays. Headways run between 30 and 120 minutes. PCPT offers fixed-route service at a regular cash fare of \$1.50, with discounts offered for students, older adults, individuals with disabilities, and Medicare and Veterans Administration healthcare card holders. Table 2-12 shows characteristics of routes currently operated by PCPT.

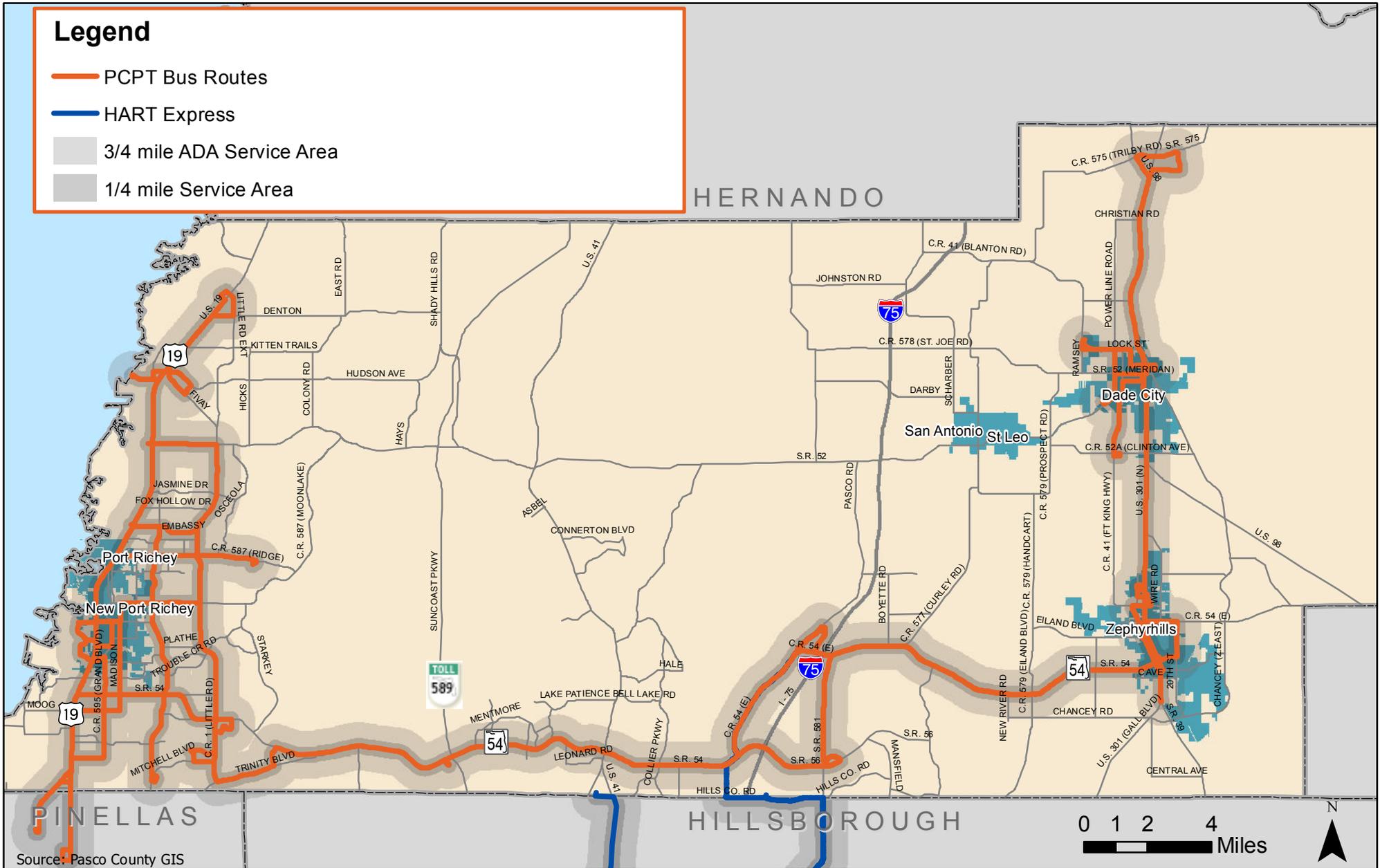
PCPT has eight transfer locations as part of its service:

- Dade City Government Center
- New Port Richey Government Center
- Gulf View Square Mall
- K-Mart (New Port Richey)
- Medical Center of Trinity
- Universal Plaza
- Victorious Life Church
- Zephyrhills City Hall/Library
- Bayonet Point
- East Pasco
- West Pasco

The bus routes operated by PCPT are illustrated in Map 2-11. Also included on the map are the $\frac{1}{4}$ -mile and $\frac{3}{4}$ -mile buffer service areas. The $\frac{1}{4}$ -mile buffer represents the maximum distance that riders are typically willing to walk to get on the bus. The $\frac{3}{4}$ -mile buffer indicates the service area where complementary ADA paratransit service must be provided.

**Table 2-12
PCPT Route Characteristics**

Route #	Key Location/Corridors Served	Freq.	Hours	Days
14	Pasco-Hernando Community College, Universal Plaza, West Pasco Government Center, Social Security Administration, North Bay Hospital, Community Hospital, Downtown New Port Richey, Centennial Library, Gulf High School	60 mins	5:25 AM–8:00 PM	Monday–Saturday
18	From K-Mart in New Port Richey to Tarpon Springs Sponge Docks in Pinellas County, with service to Southgate Plaza, Community Hospital, Career Central, South Holiday Library	60 mins	6:00 AM–6:50 PM	Monday–Saturday
19	From Bayonet Point Plaza to Tarpon Mall in Pinellas County, with service to Hollywood 18 Theaters, Embassy Crossing, Gulf View Square Mall, K-Mart in New Port Richey, Southgate Plaza, Universal Plaza, Holiday Plaza	30 mins	5:00 AM–8:25 PM	Monday–Saturday
21	From Scheer Commerce Center to Gulf View Square Mall, with service to Regional Medical Center, Hudson Library, Hudson Beach, Bayonet Point Plaza, Summit Medical Center, Health Department, VA Clinic, Regency Square Plaza, PCPT/Pasco County Community Services, Gulf View Square Mall, Marchman Technical Education Center	60 mins	4:52 AM–8:27 PM	Monday–Saturday
23	From Gulf View Square Mall to Universal Plaza, with service to West Pasco Government Center, Social Security Office, Counsel Square, Medical Center at Trinity, Trinity Outpatient Center, Mitchell Ranch Plaza, YMCA–Trinity, Wal-Mart Supercenter	60 mins	4:55 AM–7:28 PM	Monday–Saturday
25	From Gulf View Square Mall to Chelsea Place, with service to Regency Crossing, Regency Park Boulevard/Rowan Road, Marchman Technical Education Center, Pasco Square, All Children's Hospital, Veterans Village, Seven Springs Blvd.	60 mins	5:30 AM–7:10 PM	Monday–Saturday
30	From Cummer Road and Bower Road to Zephyrhills City Hall, with service to Stanley Park, Dade City Business Center, Downtown Dade City, County Judicial and Government Centers, Premier Community Center, Florida Hospital, Townview Shopping Center, Walmart Supercenter, Downtown Zephyrhills	30–50 mins	4:45 AM–7:45 PM	Monday–Saturday
31	From 6th Street/Martin Luther King Jr. Boulevard Transfer Point north to Pasco Hernando Community College and south to Sun Road and Orange Valley Road, with service to Children's Clinic/Family Medical Center, Pasco Regional Medical Center, County Health Department, Community Services, Social Security Administration, Downtown Dade City, Hugh Embry Library, Moore Mickens Educational Center	60 mins	7:15 AM–7:25 PM	Monday–Saturday
33	Saturday service only, from Zephyrhills City Hall/Library to The Shops at Wiregrass, with service to The Grove, Home Depot, Zephyrhills Park (Alice Hall), Zephyrhills Plaza	120 mins	9:22 AM–5:10 PM	Saturday
54	From Medical Center of Trinity to Zephyrhills City Hall/Library, with service to Mitchell Ranch Plaza, Super Target–Odessa, Collier Commons, The Shops at Wiregrass, The Grove, Home Depot, Zephyrhills Plaza	120 mins	5:25 AM–7:19 PM	Monday–Friday



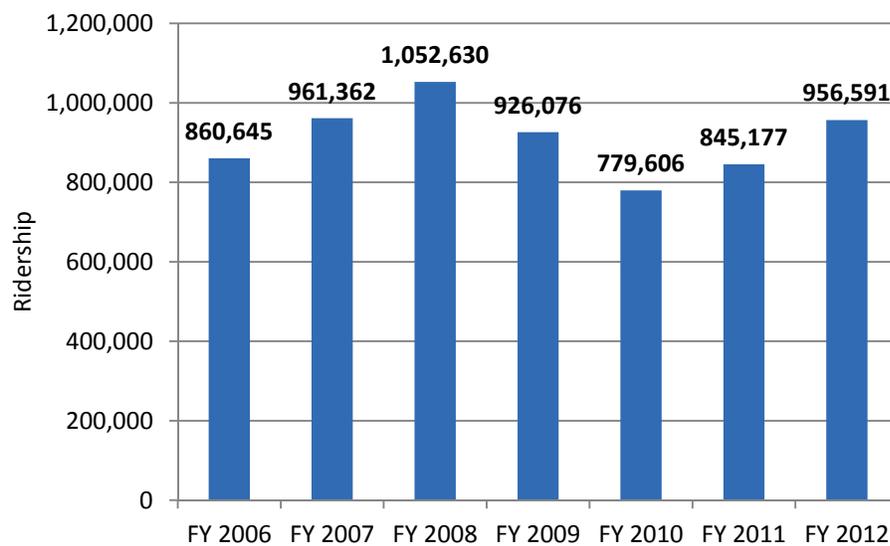
Map 2-11: Existing Routes and Service Area



Ridership Trend

The ridership for PCPT has shown an overall growth during the last seven years. During this period, the ridership peaked at more than 1 million riders in 2008, decreased through FY 2010, and is on the rise once more since 2011. The ridership decrease in 2009 and 2010 can be attributed to fare increase, as such temporary drops in ridership are typical for most transit systems after a fare increase. Figure 2-6 shows PCPT ridership from 2006 through 2012.

**Figure 2-6
PCPT Ridership, 2006–2012**



ENVIRONMENTAL JUSTICE ANALYSIS

The Federal Transit Administration (FTA) issued new guidance, effective October 1, 2012, to help recipients of FTA grant funding better comply with Title VI of the Civil Rights Act of 1964, which protects people from discrimination based on race, color, or national origin in programs or activities that receive federal financial assistance. One of the most significant changes to the revised Title VI circular was the removal of several references to Environmental Justice (EJ) that will help transit agencies better understand the important distinctions between Title VI and EJ.

In turn, FTA created a new EJ Circular, which became effective on August 15, 2012. The new EJ guidance is meant to ensure that FTA funding recipients avoid, minimize, or mitigate disproportionately high and adverse health and environmental effects, including social and economic effects, on minority and low-income populations. EJ focuses on enhanced public involvement and an analysis of the distribution of benefits and impacts. FTA funding recipients are also required to

incorporate EJ principles into transportation planning, decision-making processes, and project-specific environmental reviews.

As part of *Access Pasco*, an effort was made to address the guidance from FTA Circular 4703.1, “Environmental Justice Policy Guidance for Federal Transit Administration Recipients.” Unlike Title VI updates due every three years, EJ analyses are not required to be directly submitted to FTA unless prepared as part of the National Environmental Policy Act (NEPA) process. In addition to reviewing EJ analyses prepared for NEPA, FTA monitors recipients’ efforts to promote EJ through its oversight reviews, including triennial reviews, planning certification reviews, and state management reviews. FTA expects recipients to maintain documentation of EJ analyses undertaken as part of their transportation planning and decision-making processes for FTA’s review during its normal monitoring activities described above.

Additionally, an effort was made to address guidance related to service standards and service policies from Title VI Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients.” New Title VI guidance states that transit agencies are required to develop or update their system-wide standards and policies and submit them at the next Title VI update. PCPT’s next due date for Title VI program submission is January 27, 2014. According to FTA guidance in Title VI Circular 4702.1B, vehicle load and vehicle headway standards should be submitted in written and tabular format. Written format is required only for on-time performance standards, service availability standards, and service policies, including transit amenities for each mode and vehicle assignment for each mode. Providers currently not collecting data for vehicle load, vehicle headway, on-time performance, service availability, transit amenities, and vehicle assignments should begin the collection process for each mode so that reporting can be completed. Providers not collecting the required data may find it necessary to procure additional technologies.

Appendix A contains the results of this analysis, including information on policy statements, public engagement achievements, Limited English Proficiency (LEP) plans, and service and performance standards.

SECTION 3

EXISTING TRANSIT SERVICES

This section includes an overview of public transportation services and facilities in Pasco County, including a brief history of public transportation and the development of PCPT. It is followed by a review of existing PCPT rolling stock and facilities. This section also discusses the results of the trend analysis conducted for fixed-route bus services in Pasco County, which reviews the performance of the public transportation system over time, followed by a performance review of peers for PCPT. An additional peer analysis was also performed and summarized for the “future” peers for PCPT.

The following overview includes historical milestones important to shaping the public transit evolution in Pasco County and provides context for how PCPT operates today.

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 older adults. One of the major concerns was a need for specialized transportation in Pasco County. As a division of the Pasco County Government in 1977, STAR was created to address this concern and, over the years, to expand service to meet the transportation needs for all transportation-dependent persons throughout Pasco County. In 1982, STAR was designated as the lead agency to fulfill the requirements under Chapter 427, Rule 41, Florida Statutes, to provide door-to-door transportation service countywide, including urban and rural areas, and was open to the public on a space-available basis.

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 of two routes, each served by two buses, operating on weekdays along the main West Pasco roadway corridors, including US 19 and Little Road (CR 1). 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. Its 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.

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 western coast of the county.

PCPT

In October 1993, PATS was reorganized to serve as one integrated and comprehensive public transportation system. The names 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, PCPT provides 10 fixed-route bus routes, paratransit advance reservation sponsored and general public services, and specialized and subscription services. Paratransit, specialized, and subscription transportation services are provided countywide and fixed-route bus service is provided in the urbanized areas of West Pasco and Zephyrhills, as well as in Dade City, including connections between Dade City and Zephyrhills. In addition, PCPT recently implemented Route 54, a Cross County Connector on SR 54/SR 56, from Little Road (CR 1) to Zephyrhills.

Paratransit Services

Paratransit service was established in 1977 to support sponsored agency programs countywide and is available for TD persons and the general public on a limited basis. This service includes American Disabilities Act (ADA) complementary paratransit service, contract service, Medicaid transportation service, and subscription service. Registration and reservations are available through the PCPT information line. Where possible, users are referred to fixed-route service.

Paratransit services must be reserved at least 24 hours prior to the trip, Monday through Friday. Weekend service is available for ADA-eligible passengers. The fare is \$4 for a one-way trip, with a \$2 reduced fare available for qualifying individuals. 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.

These paratransit services are offered by PCPT directly and also by contracted providers. PCPT's directly operated service is offered Monday through Friday from 8 AM to 4 PM. Contracted providers supply additional services, thus making the system available 24 hours per day, 7 days per week.

TRANSIT SERVICE CHARACTERISTICS

Routes and Service Area

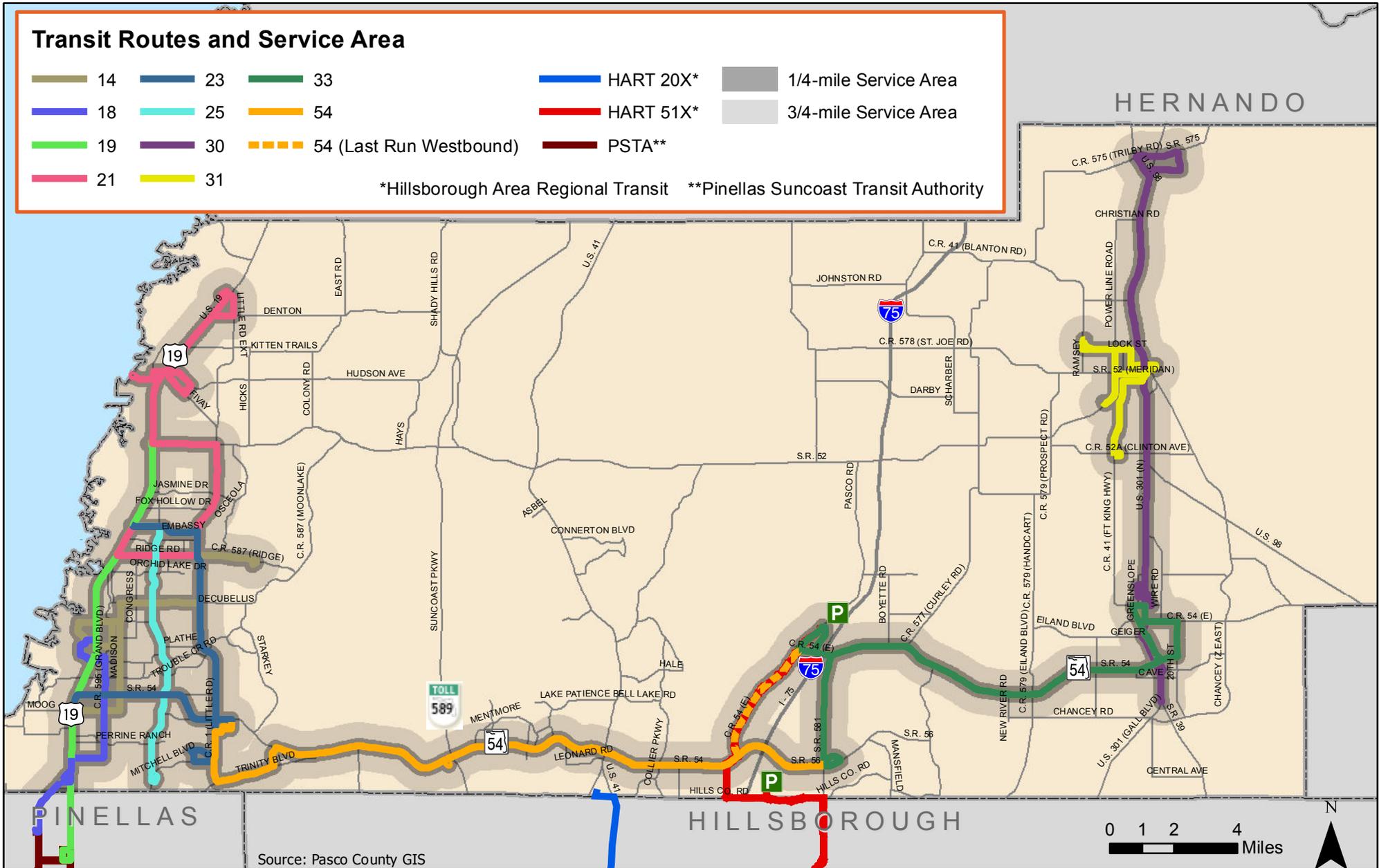
PCPT provides fixed-schedule service on 10 routes in Pasco County. Three services areas exist: East Pasco County (operating three routes), West Pasco County (operating six routes), and the cross-county route along SR 54/SR 56. Most routes operate between 5 AM and 8 PM on weekdays and Saturdays. Headways run between 30 and 40 minutes, except for the Cross County Connector service, which operates on a 120-minute headway Monday through Friday. In addition to the PCPT routes, Hillsborough Area Regional Transit (HART) also provides commuter service with two routes that connect Pasco County to Downtown Tampa.

The bus routes operated by PCPT are illustrated in Map 3-1. Also included on the map are the ¼-mile and ¾-mile buffer service areas. The ¼-mile buffer represents the maximum distance that riders typically are willing to walk to get on the bus; the ¾-mile buffer indicates the service area where complementary ADA paratransit service must be provided to eligible patrons.

Bus Fare and Pass Program

The Pasco BCC approved a revision to the fare structure on October 20, 2009, and the new fare schedule went into effect on November 1, 2009. The new schedule increased the full cash fare from \$1.00 to \$1.50. The reduced fare rose from \$0.50 to \$0.75 and is available to students of any age, older adults (age 65 and over), persons with disabilities, and persons with a valid Medicare card.

In addition to cash fares, PCPT offers three types of passes: a daily unlimited pass for \$3.75, a 31-day pass for \$37.50, and a 20-ride pass for \$25.00. All three passes are available at reduced fares for students, older adults, and persons with disabilities. Table 3-1 presents the existing fare structure for PCPT. The passes are available at PCPT, all County libraries, the Zephyrhills City Library, and the New Port Richey Pasco-Hernando Community College bookstore and offer a convenient method of paying for bus service, especially for frequent users of the system.



Map 3-1: Existing Bus Routes and Service Area

**Table 3-1
PCPT Fare Schedule**

Fare Category	Regular Fare	Reduced Fare
Single Trip*	\$1.50	\$0.75
Day Pass	\$3.75	\$1.85
31-Day Pass	\$37.50	\$18.75
20-Ride Pass	\$25.00	\$12.50

*Children under age 4 ride free.

Source: PCPT

TRANSIT VEHICLES AND FACILITIES

Vehicle Inventory

To operate fixed-route bus services, PCPT maintains a fleet of 35 buses. All fixed-route buses are fully accessible for patrons in wheelchairs. PCPT also has an active paratransit fleet of 32 paratransit and agency vehicles to provide paratransit services. An inventory of vehicles for fixed-route and paratransit services is provided in Tables 3-2 and 3-3.

Transit Facilities

Operations and Maintenance Facilities

PCPT currently has two operations facilities located in the county: the West Pasco facility, located on Galen Wilson Boulevard in Port Richey off of Ridge Road, and the East Pasco facility, located in San Antonio just off SR 52. Fuel facilities are located at each operations center location. In addition to these facilities, PCPT uses the county’s fleet maintenance for equipment servicing.



West Pasco Facility in Port Richey



East Pasco Facility in San Antonio

**Table 3-2
PCPT Fixed-Route Vehicle Inventory, 2012**

PCPT ID	Vehicle Type	Make	Year	Passenger Capacity ¹	Primary Use/Assignment
25089 (47)	Bus	Bluebird - 25 ft	2002	26 pass & 1 wchr (or 24 pass & 2 wchr)	Transit/Secondary
26793 (45)	Bus	Bluebird - 25 ft	2002	26 pass & 1 wchr (or 24 pass & 2 wchr)	Transit/Secondary
26968 (38)	Bus	Bluebird - 25 ft	2002	26 pass & 1 wchr (or 24 pass & 2 wchr)	Transit/Secondary
26969 (39)	Bus	Bluebird - 25 ft	2002	26 pass & 1 wchr (or 24 pass & 2 wchr)	Transit/Secondary
26970 (40)	Bus	Bluebird - 25 ft	2002	26 pass & 1 wchr (or 24 pass & 2 wchr)	Transit/Secondary
25108 (48)	Bus	Bluebird - 32 ft	2002	33 pass (or 27 & 2 wchr)	Transit/Secondary
25118 (56)	Bus	Bluebird - 32 ft	2002	33 pass (or 27 & 2 wchr)	Transit/Primary
26794 (44)	Bus	Bluebird - 32 ft	2002	33 pass (or 27 & 2 wchr)	Transit/Secondary
26971 (84)	Bus	Bluebird - 30 ft	2003	26 pass (or 20 pass & 2 wchr)	Transit/Secondary
28232 (85)	Bus	Bluebird - 30 ft	2003	26 pass (or 20 pass & 2 wchr)	Transit/Secondary
28233 (86)	Bus	Bluebird - 30 ft	2003	26 pass (or 20 pass & 2 wchr)	Transit/Secondary
30425 (87)	Bus	Bluebird - 35 ft	2006	30 pass (or 24 pass & 2 wchr)	Transit/Primary
30426 (88)	Bus	Bluebird - 35 ft	2006	30 pass (or 24 pass & 2 wchr)	Transit/Primary
31132 (89)	Bus	Bluebird - 35 ft	2006	30 pass (or 24 pass & 2 wchr)	Transit/Primary
31910 (90)	Bus	Bluebird - 30 ft	2007	30 pass (or 24 pass & 2 wchr)	Transit/Primary
31911 (91)	Bus	Bluebird - 30 ft	2007	24 pass (or 18 pass & 2 wchr)	Transit/Primary
31912 (92)	Bus	Bluebird - 30 ft	2007	24 pass (or 18 pass & 2 wchr)	Transit/Primary
31913 (93)	Bus	Bluebird - 30 ft	2007	24 pass (or 18 pass & 2 wchr)	Transit/Primary
31914 (94)	Bus	Bluebird - 30 ft	2007	24 pass (or 18 pass & 2 wchr)	Transit/Primary
33412 (95)	Bus	Bluebird - 35 ft	2007	30 pass (or 24 pass & 2 wchr)	Transit/Primary
33413 (96)	Bus	Bluebird - 35 ft	2007	30 pass (or 24 pass & 2 wchr)	Transit/Primary
33414 (97)	Bus	Bluebird - 35 ft	2007	30 pass (or 24 pass & 2 wchr)	Transit/Primary
33415 (98)	Bus	Bluebird - 35 ft	2007	30 pass (or 24 pass & 2 wchr)	Transit/Primary
34876 (49)	Bus	El Dorado - 35 ft	2009	34 pass (or 28 pass & 2 wchr)	Transit/Primary
34877 (50)	Bus	El Dorado - 35 ft	2009	34 pass (or 28 pass & 2 wchr)	Transit/Primary
34878 (51)	Bus	El Dorado - 35 ft	2009	34 pass (or 28 pass & 2 wchr)	Transit/Primary
34879 (52)	Bus	El Dorado - 35 ft	2009	34 pass (or 28 pass & 2 wchr)	Transit/Primary

¹Pass = passengers; wchr = wheelchair

Source: PCPT

Table 3-2
PCPT Fixed-Route Vehicle Inventory, 2012 (continued)

PCPT ID	Vehicle Type	Make	Year	Passenger Capacity ¹	Primary Use/Assignment
35435 (435)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35436 (436)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35566 (566)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35567 (567)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35568 (568)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35569 (569)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35570 (570)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary
35571 (571)	Bus	El Dorado - 35 ft	2011	34 pass (or 28 pass & 2 wchr)	Transit/Primary

Pass = passengers; wchr = wheelchair

Source: PCPT

Table 3-3
PCPT Paratransit and Miscellaneous Vehicle Inventory, 2012

PCPT ID	Vehicle Type	Make	Year	Passenger Capacity ¹	Primary Use
35583	Pick-up	Ford F-150	2011	n/a	Supervision
35584	Pick-up	Ford F-150	2011	n/a	Supervision
34430 (8)	Sedan	Ford	2009	n/a	Administration
34436 (9)	Sedan	Ford	2009	n/a	Administration
35781 (781)	Sedan	Ford	2012	n/a	Transit Relief
35782 (782)	Sedan	Ford	2012	n/a	Transit Relief
35783 (783)	Sedan	Ford	2012	n/a	Transit Relief
23705 (82)	Station Wagon	Ford	2000	5	Transit Relief
26851 (83)	Station Wagon	Ford	2002	5	Surplus/Pending Sale
28694 (3)	Station Wagon	Ford	2005	4	Transit Relief
28695 (4)	Station Wagon	Ford	2005	4	Transit Relief
28696 (5)	Station Wagon	Ford	2005	4	Transit Relief
28697 (6)	Station Wagon	Ford	2005	4	Paratransit
28698 (7)	Station Wagon	Ford	2005	4	Paratransit
29104 (30)	Bus	Ford	2004	18, or 16 pass & 2 wchr	Contingency
29105 (28)	Bus	Ford	2004	18, or 16 pass & 2 wchr	Pending Surplus Action
29106 (29)	Bus	Ford	2004	18, or 16 pass & 2 wchr	Pending Surplus Action

¹Pass = passengers; wchr = wheelchair

Source: PCPT

**Table 3-3
PCPT Paratransit and Miscellaneous Vehicle Inventory, 2012 (continued)**

PCPT ID	Vehicle Type	Make	Year	Passenger Capacity ¹	Primary Use/Status
30323 (31)	Bus	Ford	2006	18, or 16 pass & 2 wchr	Contingency
30324 (32)	Bus	Ford	2006	18, or 16 pass & 2 wchr	Paratransit/Secondary
30325 (33)	Bus	Ford	2006	18, or 16 pass & 2 wchr	Paratransit/Primary
30326 (34)	Bus	Ford	2006	18, or 16 pass & 2 wchr	Paratransit/Secondary
30327 (35)	Bus	Ford	2006	18, or 16 pass & 2 wchr	Contingency
34401 (19)	Bus	Ford	2009	18, or 16 pass & 2 wchr	Paratransit/Primary
34402 (20)	Bus	Ford	2009	18, or 16 pass & 2 wchr	Paratransit/Primary
34403 (21)	Bus	Ford	2009	18, or 16 pass & 2 wchr	Paratransit/Primary
34944 (14)	Bus	Ford	2009	12 pass & 2 wchr	Paratransit/Primary
34945 (15)	Bus	Ford	2009	12 pass & 2 wchr	Paratransit/Primary
35572 (572)	Bus	Chevy	2011	12 pass & 2 wchr	Paratransit/Primary
35573 (573)	Bus	Chevy	2011	12 pass & 2 wchr	Paratransit/Primary
35574 (574)	Bus	Chevy	2011	12 pass & 2 wchr	Paratransit/Primary
35575 (575)	Bus	Chevy	2011	12 pass & 2 wchr	Paratransit/Primary
35576 (576)	Bus	Chevy	2011	12 pass & 2 wchr	Paratransit/Primary

¹Pass = passengers; wchr = wheelchair

Source: PCPT

Park-and-Ride Facilities

PCPT currently does not own or operate any park-and-ride lots in Pasco County. However, HART operates two designated park-and-ride lots that are privately-owned as part of its network of express buses connecting to Pasco County. Both park-and-ride lots are located in the south central portion of Pasco County, one at the Victorious Life Church on Old Pasco Road and the other at the Crossroads Community Methodist Church, just north of the Hillsborough–Pasco County line. In addition to HART Route 51X, the park-and-ride lot at the Victorious Life Church is also served by PCPT’s Route 54 that operates across the county on SR 54.

OTHER PUBLIC TRANSPORTATION SERVICE PROVIDERS

Other private and public agencies also offer services for specific client groups. Table 3-4 is a list of other transportation providers that serve the general public. All the private transportation providers were contacted for general information. Social service providers were contacted for specific information about the service offered. Table 3-5 shows the table of social service providers.

**Table 3-4
Privately-Operated/Contracted Service Providers, Pasco County**

Organizations	Type of Service	Address	Phone
Jarr, Inc.	Taxi/Limo	6208 Ridge Rd, Port Richey	(727) 845-1834
Stephen Conrad Taxi	Taxi/Limo	9022 Parrish Ave, Brooksville	(352) 797-6080
Zephyr Cab	Taxi/Limo	7098 Fort King Rd, Zephyrhills	(813) 788-7157
Speedy Cab	Taxi/Limo	14903 Roscoe St, Dade City	(352) 523-0866
Medfleet, Inc.	Non-Emergency Ambulance	5334 Sunset Rd, New Port Richey	(727) 376-7240
Wheelchair/Stretcher Limo, Inc.	Non-Emergency Ambulance	6030 Massachusetts Blvd, New Port Richey	(727) 845-4454
Ambulance Service Non-Emergency	Non-Emergency Ambulance	4111 Land O' Lakes Blvd, Land O'Lakes	(727) 847-8182
Intensive Air, Inc.	Non-Emergency Ambulance	35636 Clinton Ave, Dade City	(352) 521-6953
Gulfcoast Yellow Cab, LLC	Taxi/Ambulatory	16991 U.S. Hwy 19 N, Clearwater	(727) 726-9776
Jaks Limo Service	Taxi/Limo	11317 Corey Pavin Ln, San Antonio	(352) 588-2526
MMG Transportation, Inc.	Taxi	4413 N. Hesperides, Tampa	(813) 253-8871
MSquare Transport Contracts, LLC	Non-Emergency Ambulance	12923 62 nd St N, Largo	(727) 446-0930
Gulf Coast Yellow Cab, LLC	Taxi	1635 Meathe Dr, West Palm Beach	(727) 843-0000

**Table 3-5
Social Service Transportation Providers, Pasco County**

Organizations	Address	Phone	Type	County Agreement	Service Area	Service Frequency	# Vehicles	Seating Capacity	Daily Ridership	Wheel Chair Equipped ?	Coordinate w/PCPT?
Gulf Coast Jewish Family & Mental Health Svcs	14041 Icot Blvd, Clearwater	(727) 538-7460	Special Service	n/a	Statewide	Monday - Saturday	3	n/a	n/a	n/a	Yes
Boys & Girls Club of Pasco, Inc.	8239 Youth Ln, New Port Richey	(727) 842-5673	Youth	Yes (receive funds)	Port Richey	Monday - Friday	1	30	Varies	no	Yes
James P. Gills Family YMCA	8411 Photonics Dr, Trinity	(727) 375-9622	Youth	Yes (receive funds)	New Port Richey Area	Monday - Friday	1	60	105	no	Yes
Lighthouse for Visually Impaired & Blind, Inc.	8610 Galen Wilson Blvd, New Port Richey	(727) 815-0303	Blind and visually impaired	Yes (grant assistance)	Countywide	Monday - Friday	5	7 (1 veh); 5 (4 veh)	Varies	no	Yes
Center for Independence	8726 Old CR 54, New Port Richey	(727) 376-2777	Specialized needs medically	no	Countywide	Monday - Friday	15	n/a	n/a	n/a	Yes
Youth & Family Alternatives, Inc.	6740 Commerce Ave, New Port Richey	(727) 816-1103	At-risk children	n/a	Countywide	Monday - Friday	2	n/a	n/a	no	Yes
Bay Care Behavioral Health, Inc.	7809 Massachusetts Ave, New Port Richey	(727) 841-4207	Bay Care Behavioral Health, Inc.	no	Countywide	Monday - Friday	21	15	Varies	no	Yes
A.F.I.R.E. of Pasco County, Inc.	PO Box 933, Elfers	(727) 849-8982	Developmentally impaired	n/a	West Pasco	Monday - Friday	5	12	Varies	no	yes (monitored by PCPT)
FL Dept of Veteran's Affairs	6919 Parkway Blvd, Land O' Lakes	(813) 558-5000	Older adults/ specialized needs	n/a	Countywide	Monday - Friday	2	n/a	n/a	n/a	Yes

TREND ANALYSIS

This section presents the results of the trend analysis conducted as part of *Access Pasco* to examine the performance of Pasco County’s fixed-route bus service. This evaluation was conducted using historical and the most current data available from the National Transit Database (NTD). As part of the overall performance review of the system, this analysis is used to help assess the extent to which the transit agency is meeting the stated goals and objectives for fixed-route transit service.

These analyses include statistical tables and graphs that summarize selected performance indicators and effectiveness and efficiency measures for the selected time period. Table 3-6 reflects the measures used in this performance trend analysis. These measures are designed to review various trend components, as follows:

- **Performance measures** report absolute data for the selected categories. These tend to be key indicators of overall system performance.
- **Effectiveness measures** refine the data further and indicate the extent to which various service-related goals are being achieved.
- **Efficiency measures** involve reviewing the level of resources required to achieve a given level of output. It is possible to have very efficient service that is not effective or to have highly effective service that is inefficient.

Table 3-6
PCPT Performance Review Measures, 2008–2012

General Performance	Effectiveness	Efficiency
Service Area Population	Vehicle Miles per Capita	Operating Exp. per Capita
Passenger Trips	Passenger Trips per Capita	Revenue Miles per Vehicle
Vehicle Miles	Passenger Trips per Revenue Mile	Operating Exp. per Passenger Trip
Revenue Miles	Passenger Trips per Revenue Hour	Operating Exp. per Revenue Mile
Operating Expense	Weekday Span of Service	Average Fare
Vehicle Hours	Revenue Mileage bet. System Failures	Farebox Recovery
Route Miles		Revenue Miles per Vehicle Mile
Full-Time Employees		Local Funding per Capita
Vehicles Operated in Max. Service		Revenue Hours per Employee
Gallons of Fuel Consumed		Passenger Trips per Employee
Passenger Revenue Service		Vehicle Miles per Gallon
Maintenance Expense		

The trend analysis is only one aspect of transit performance evaluation. However, when combined

with the peer review analysis (see next section), the results provide a starting point for understanding the transit system's performance over time when compared to other systems with similar characteristics.

Trend Analysis Summary

The analysis was conducted to examine the performance trends of PCPT's fixed-route bus service for the five years from 2008 through 2012, the most recent year of NTD data available. The results of the PCPT trend analysis can be found in Appendix B.

Some of the key trends observed are summarized below, but it is important to note that this analysis reviews the trend for the years from 2008 to 2012. The beginning year for the analysis, 2008, was the highest ridership year to date for PCPT due primarily to high gas prices and other economic factors, and the fare in 2008 was lower than what it is today. As a result, many measures appear to be on the decline over five years. However, in reality, these numbers are on the upswing from 2010 onward.

Service Consumption – Passenger trips per capita, per revenue mile, and per revenue hour have shown a decline over the five-year period. This trend is based partially on the landmark year of 2008 for the transit agency, followed by fare increases. While there has been a net decline overall, the trend for the last three years shows that all of these measures are improving.

Service Supply – Vehicle miles per capita (service supply) increased through 2012, indicating that the transit agency also increased service during the analysis period. By implementing service on the SR 54/56 corridor, PCPT has significantly increased the service supply connecting the routes serving west of Pasco County with the routes servicing the east side of Pasco County.

Cost Efficiency – Operating expense per capita and operating expense per revenue mile and per revenue hours all declined between 2008 and 2012, and operating expense per passenger trip increased. Overall, this shows a positive trend in efficiency, despite the increase in cost per passenger trip.

Table 3-7 summarizes the trend analysis showing the positive and negative trends identified in the analysis.

FAREBOX RECOVERY MONITORING

FDOT requires 10-year transit plans to include a one- to two-page summary report on the farebox recovery ratio and strategies implemented and planned to improve it. A one-page farebox recovery ratio analysis is presented in Appendix C of this report to fulfill this requirement.

**Table 3-7
Summary of PCPT Fixed-Route Trend Analysis, 2008–2012**

Measure/Indicator	% Change (2008–2012)
General Performance Service Supply	
Service Area Population	6.1%
Passenger Trips	-9.1%
Vehicle Miles	8.0%
Revenue Miles	8.6%
Total Operating Expense	0.9%
Passenger Fare Revenue	87.0%
Maintenance Expenses	17.4%
Revenue Hours	2.9%
Route Miles	54.0%
Full-Time Employees	-9.3%
Vehicles Operated in Maximum Service	12.5%
Total Gallons of Fuel Consumed	18.6%
Service Supply	
Vehicle Miles per Capita	8.1%
Service Consumption	
Passenger Trips per Capita	-14.2%
Passenger Trips per Revenue Mile	-22.3%
Passenger Trips per Revenue Hour	-11.7%
Availability	
Weekday Span of Service	No Change
Revenue Miles between System Failures	78.1%
Cost Efficiency	
Operating Expense per Capita	-4.9%
Operating Expense per Passenger Trip	11.1%
Operating Expense per Revenue Mile	-7.0%
Operating Expense per Revenue Hour	-1.9%
Revenue Hours per Employee	13.8%
Passenger Trips per Employee	0.9%
Local funding per Capita	-26.7%
Vehicle Utilization	
Farebox Recovery Ratio	85.2%
Operating Ratios	
Revenue Miles per Vehicle Mile	1.1%
Revenue Miles per Vehicle	-6.9%
Vehicle Miles per Gallon	-8.9%
Fare	
Average Fare	105.4%

PEER REVIEW ANALYSIS

A peer review analysis was conducted for PCPT's fixed-route bus service to compare its performance at a given point in time with other transit systems having similar characteristics. The review was conducted using validated NTD data for a set of peer systems selected for PCPT. Performance indicators and effectiveness and efficiency measures are provided throughout this section in tabular and graphical formats to illustrate the performance of PCPT's fixed-route bus system relative to the peer group. For each selected indicator and measure, the tables provide the PCPT value, the minimum value among the peer group, the maximum value among the peer group, the mean of the peer group, and the percent that PCPT's values are away from the mean.

The peer selection was conducted using 2011 NTD data available from the Florida Transit Information System (FTIS) database. The peers were identified through an objective assessment of five standard variables. The variables include:

- Geography (southeastern U.S.)
- Operating expense
- Revenue miles
- Average speed
- Vehicles operated in maximum service

First, the peer group selection was based on geographic location; the southeastern states in the U.S. were selected, including Texas, Louisiana, Arkansas, Mississippi, Alabama, Tennessee, Kentucky, Virginia, North Carolina, South Carolina, Georgia, and Florida. Fixed-route systems operating in these southeastern states were identified. The systems meeting this criterion then were analyzed based on the four remaining criteria.

A potential peer received 1 point for each measure when its value was within ± 10 percent of PCPT's performance value. In addition, 0.5 points were given for each measure that fell within ± 20 percent of PCPT's value. Table 3-8 presents the transit systems selected for the peer review analysis using this methodology.

After selecting the peer systems, the peer review analysis was conducted using 2011 NTD data. However, NTD data for service area population for PCPT were not used, as PCPT reports the county-wide population data to the NTD as its service area population. (NTD defines service area population as the population within $\frac{3}{4}$ -mile of fixed-route service.) To ensure a better peer-to-peer comparison in the analysis (as the majority of the selected agencies use population within $\frac{3}{4}$ -mile of fixed-route service), PCPT's service area population was calculated using the existing route network and used for this peer analysis.

**Table 3-8
Selected Peer Systems
PCPT Peer Review Analysis, 2011**

System	Location
Asheville Transit System (ART)	Asheville, NC
Clarksville Transit System (CTS)	Clarksville, TN
Coast Transit Authority (CTA)	Gulfport, MS
Fayetteville Area System of Transit (FAST)	Fayetteville, NC
Macon-Bibb County Transit Authority (MTA)	Macon, GA
Manatee County Area Transit (MCAT)	Manatee County, FL
Metra Transit System (Metra)	Columbus, GA
Polk County Transit Services Division (Polk)	Polk County, FL
Indian River Transit (GoLine)	Indian River County, FL
Waco Transit System (WTS)	Waco, TX

The results of the peer review analysis completed for the systems identified previously are summarized in Appendix B.

Summary Results of Peer Review Analysis

Table 3-9 provides a summary of the peer review analysis for the PCPT fixed-route system. The summary includes the percent that PCPT is away from the peer group mean for each performance measure.

**Table 3-9
PCPT Peer Review Analysis Summary, 2011**

Performance Indicators/Measures	Percent from Mean
Indicators	
Service Area Population	86.3%
Service Area Population Density	-6.4%
Passenger Trips	-14.7%
Revenue Miles	14.7%
Revenue Hours	4.9%
Vehicle Miles	20.7%
Vehicles Operated in Maximum Service	0.6%
Total Operating Expense	-1.2%
Service Supply	
Vehicle Miles per Capita	-44.9%
Service Consumption	
Passenger Trips per Revenue Mile	-27.9%
Passenger Trips per Revenue Hour	-19.6%
Passenger Trips per Capita	-61.0%
Quality of Service	
Weekday Span of Service (hours)	-0.4%
Cost Efficiency	
Operating Expense per Capita	-54.0%
Operating Expense per Passenger Trip	10.5%
Operating Expense per Revenue Mile	-14.0%
Operating Expense per Revenue Hour	-6.0%
Operating Ratio	
Farebox Recovery Ratio	59.0%
Vehicle Utilization	
Revenue Miles per Vehicle Mile	-3.1%
Fare	
Average Fare	69.7%

FUTURE PEER REVIEW ANALYSIS

An additional peer review analysis also was conducted for PCPT to compare its projected future performance with other similarly positioned transit agencies today. The future peer review was conducted for a set of transit agencies selected using Pasco County’s future population and most recent NTD data. The methodology used to select PCPT’s future peers is summarized below, and a review of selected performance indicators, effectiveness measures, and efficiency measures is provided in tabular format to summarize the projected future performance PCPT may desire to achieve in the next 10 years.

Future Peer Selection Methodology

The methodology involved a two-step process to select future peers for PCPT. The first step was to project PCPT’s 2023 service area population (determined based on using ¾-mile service area for the existing PCPT route network) and then to identify other systems with a similar service area population today. Systems in the southeastern U.S. with a service area population within ±10 percent of the projected 2023 PCPT service area population were selected. Then, a number of per-capita variables for those selected systems, including per capita ridership, revenue miles, revenue hours, operating expense, and vehicles operated in maximum service were calculated. The averages for each of the per capita variables were applied to PCPT’s 2023 service area population to derive the projected future ridership, revenue miles and hours, operating expense, and vehicles operated in maximum service for PCPT.

In the second step, the future performance characteristics derived for PCPT were used to select the future peers using 2011 NTD data, the most recent available. Similar to the peer analysis summarized previously for existing data, PCPT’s future peers also were identified through an objective assessment using five standard variables, including the following:

- Passenger trips
- Operating expense
- Revenue miles
- Average speed
- Vehicles operated in maximum service

A potential future peer received 1 point for each measure when its value was within ±10 percent of PCPT’s future performance value. In addition, 0.5 points were given for each measure that fell within ±20 percent of PCPT’s value. Table 3-10 presents the transit systems selected for the future peer review analysis using this methodology.

**Table 3-10
Future PCPT Peer Systems**

System	Location
Capital Area Transit System	Baton Rouge, LA
Central Arkansas Transit Authority	Little Rock, AR
Knoxville Area Transit	Knoxville, TN
Lee County Transit	Fort Myers, FL
Sarasota County Area Transit	Sarasota, FL

Future Peer Review Summary

Performance Indicators

Table 3-11 presents the performance indicators for the PCPT future peer review analysis.

Table 3-11
Performance Indicators, Future PCPT Peer Review, 2023

Indicator	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT 2012	Potential 10-Year Growth*
Passenger Trips	2,581,334	3,493,921	3,050,544	956,591	219%
Revenue Miles	1,540,957	3,070,521	2,423,647	1,210,382	100%
Revenue Hours	128,310	182,606	164,795	68,728	140%
Operating Expenses	\$11,302,970	\$16,992,743	\$13,686,674	\$4,284,245	219%
Vehicles Operated in Max. Service	43	68	51	18	183%

*Indicates 10-year growth for PCPT to meet selected future peer performance in each indicator.

Sources: FTIS and PCPT

The following is a summary of the peer review analysis performance indicators if PCPT were to commit to achieving the performance of future peers.

- Ridership would increase by 219 percent, and revenue miles and revenue hours would grow by 100 and 140 percent, respectively.
- To reach these ridership and service levels in the next 10 years, PCPT would need to triple its operating budget. In addition, it would also need to operate 51 vehicles in maximum service.

Effectiveness Measures

Table 3-12 presents the effectiveness measures for the future PCPT fixed-route peer review analysis.

Table 3-12
Effectiveness Measures, Future PCPT Peer Review

Measure	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT Existing	Potential 10-Year Growth*
Passenger Trips per Revenue Mile	1.0	2.3	1.3	0.73	78%
Passenger Trips per Revenue Hour	15.7	27.2	19.0	13.92	36%
Passenger Trips per Capita	7.3	17.2	11.3	3.33	240%
Weekday Span of Service (hours)	17	19	18	16	12.5%

*Indicates 10-year growth for PCPT to meet selected future peer performance in each indicator.

Sources: FTIS and PCPT

The following is a summary of effectiveness measures if PCPT were to commit to achieving the performance of future peers.

- PCPT would enhance its service effectiveness by increasing passenger trips per revenue mile and revenue hour by 78 and 36 percent, respectively.
- PCPT also would increase passenger trips per capita by 240 percent in the next 10 years. Weekday span would only need a 13 percent increase.

Efficiency Measures

Table 3-13 presents the efficiency measures for the future fixed-route peer review analysis.

**Table 3-13
Efficiency Measures, Future PCPT Peer Review**

Measure	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT Existing	Potential 10-Year Growth*
Operating Expense per Capita	\$29.09	\$95.00	\$53.17	\$14.93	256%
Operating Expense per Passenger Trip	\$3.24	\$5.51	\$4.53	\$4.48	1%
Farebox Recovery Ratio (%)	8.3	17.3	13.3	25.7	-48%

*Indicates 10-year growth for PCPT to meet selected future peer performance in each indicator.

Sources: FTIS and PCPT

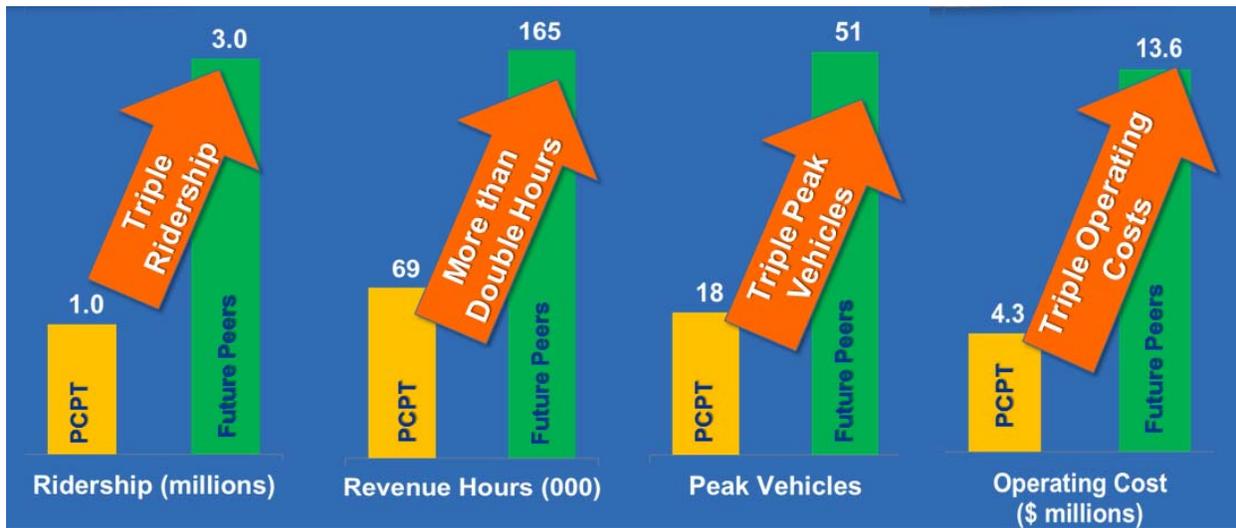
The following is a summary of efficiency measures if PCPT were to commit to achieving the performance of future peers.

- To reach these performance levels by the next 10 years, PCPT would need to increase its per-capita spending on operating expenses by 256 percent.
- PCPT is almost as efficient as its future peers in terms of operating expense per trip. The operating expense per passenger trip would only need to decrease by 1 percent over a 10-year period to match the future peers.

Future Peer Review Summary – Implications for PCPT

A future peer review can assist Pasco County and PCPT in setting measurable targets for ridership and other transit demand/supply indicators. As summarized previously and shown in Figure 3-1, PCPT potentially would have to triple ridership and more than double vehicle miles within the next 10 years to match the performance of selected future peers. In addition, the vehicles operated in peak service potentially would have to triple in the next 10 years. To support such a service growth, the operating expense potentially would also have to triple by 2023.

**Figure 3-1
Potential 10-Year Service Growth to Match Peers**



With added interest in transit locally and regionally and Pasco County potentially adding express lanes with premium transit to the SR 54/56 corridor, PCPT is at a crossroads. The next 10 years will provide an opportunity for PCPT to capitalize on both the growth in key transportation corridors in the county and local support due to the heightened regional interest in transit. However, challenges also remain regarding how Pasco County should fund the growth in transit services.

SECTION 4

PUBLIC INVOLVEMENT

The purpose of this section is to summarize the public involvement activities undertaken as part of *Access Pasco*, the 10-year transit plan for PCPT. The goal of the public involvement activities is to increase the likelihood of active participation from citizens and stakeholder agencies during the development of the updated plan. Input from the public is critical since the 10-year plan provides a strategic guide for public transportation in the community over the next 10 years.

Current legislation requires that the PCPT provide documentation of its public involvement plan to be used in the TDP process. Pertinent language from the TDP rule is as follows:

The TDP preparation process shall include opportunities for public involvement as outlined in a TDP public involvement plan, approved by the Department, or the local Metropolitan Planning Organization's (MPO) Public Involvement Plan, approved by both the Federal Transit Administration and the Federal Highway Administration.

—Florida Rule 14-73.001

Public involvement is an ongoing process in which feedback from the public is continuously received and accumulated. Specific public involvement activities described in this section include workshops with public and elected officials, discussion groups, and rider and non-rider surveys to receive public feedback and comments. This section summarizes these public involvement activities and findings.

PUBLIC INVOLVEMENT ACTIVITIES

PCPT has developed a Public Involvement Plan (PIP) to be used during the FY 2014–2023 transit plan update process to formally document all planned public outreach activities. The plan provides numerous opportunities for public involvement as well as involvement on the part of local agencies and organizations. In accordance with current Florida Rule 14-73.001, the PIP was developed to be consistent with the MPO's Public Participation Plan (PPP) and was approved by FDOT for the development of the PCPT FY 2014–2023 transit plan. A copy of the PIP can be found in Appendix D.

Numerous types of public involvement techniques were selected for inclusion in the PIP to ensure the active participation of citizens in the community. These public involvement activities are presented in the remainder of this section.

PUBLIC INVOLVEMENT SUMMARY

The following list of public involvement activities that gauged public perception of transit services in the county are summarized in the remainder of this section.

- On-board survey
- Public workshops
- Discussion group workshops
- MPO committees and Board transit workshops
- Review team meetings
- Comments and suggestions collected by PCPT
- Social media outreach

Surveys were distributed at most of these events to gather a wide range of opinions from the general public to develop a comprehensive and thorough analysis of the perception of PCPT services. Public events were advertised through flyers, notices, and social media and were posted in English and Spanish. Flyers used to advertise these events are provided in Appendix D. Each event included a survey distributed to those in attendance. The surveys were collected and aggregated to develop a comprehensive analysis of answers to the questions asked and recommendations for improvements from users and non-users of PCPT services, bus operators, and stakeholders.

Table 4-1 summarizes the public involvement activities that took place as part of *Access Pasco*.

**Table 4-1
Public Involvement Activities Summary**

Task	Date	Status	Attendance/ Outreach
Discussion Group			
Stakeholders	3/5/2013	Completed	13
Bus Operators	3/20/2013	Completed	9
Total			22
Public Workshops			
Wesley Chapel	2/16/2013	Completed	67
New Port Richey	2/19/2013	Completed	58
Dade City	4/12/2013	Completed	44
New Port Richey	4/23/2013	Completed	37
Total			206
MPO Committees and Board Transit Workshops			
Citizens Advisory Committee	4/03/2013	Completed	15
Technical Advisory Committee	4/08/2013	Completed	12
MPO Board	4/11/2013	Completed	6
Total			33
Surveys			
On-Board Survey	March 2013	Completed	1228
Workshop Survey	Feb–April 2013	Completed	135
Operator Survey	March 2013	Completed	33
Total			1396
E-Mail Blasts			
Project Initiation & Workshops	February 2013	Completed	272 Opens
Project Update & Workshops	May 2013	Completed	314 Opens
Total			586
Social Media			
Twitter	n/a	Ongoing	8 followers (13 tweets)
Facebook	n/a	Ongoing	49 Likes (89 unique views)
Total			57
Total Participants			2300

ON-BOARD SURVEY

This section discusses the on-board survey that was conducted in March 2013 to collect socio-demographic information and travel behavior of PCPT passengers. The surveys were distributed on 90 percent of PCPT bus runs for one full weekday and Saturday.

The method used for surveying bus riders was the distribution of a self-administered, 21-question survey instrument to all passengers aboard PCPT bus routes. Riders on all PCPT routes received identical surveys. The standard survey instrument was translated into Spanish for distribution to Spanish-speaking passengers who were not able to complete the English version.

The on-board survey was distributed by a team of trained survey personnel. Prior to sending survey personnel out on PCPT buses, an orientation session was conducted to instruct them on duties and responsibilities and to discuss possible issues or concerns they might have while conducting the survey.

Survey Characteristics

The survey consisted of questions to identify passenger travel characteristics, rider socio-demographics, and customer service satisfaction.

Passenger travel characteristics were identified by questions that included:

- Common reasons for the riding the bus
- Usual method for reaching the bus
- If a wheelchair was used to board the bus
- List of bus routes used when taking a one-way trip
- Number of one-way bus trips typically made per week
- Most important reason for riding the bus
- Length of time using PCPT services
- Fare type used
- Retrieval method of information relating to bus service
- Access to other modes of transportation

Socio-demographic information was identified by questions that included:

- Possession of driver's license
- Age
- Race
- Ethnic origin
- Language
- Household income
- ZIP code of primary residence

Customer service information was identified by questions that included:

- Bus service experience
- Recommendations for service improvements
- Recommendations for technology improvements

- Satisfaction with overall PCPT bus service

General Survey Characteristics

A total of 1,228 PCPT passengers responded to the survey. Tables 4-2, 4-3, and 4-4 represent the response rate by question, completed surveys by language versions, and completed surveys by day of week, respectively. As shown in Table 4-2, on average, 1,058 passengers responded to each question, for a completion rate per question of 86 percent. A total of 1,146 surveys completed were in English (93%); 82 Spanish surveys were received (7%). A total of 767 surveys (63%) were completed on a weekday, and 441 surveys (37%) were completed on Saturdays. A copy of the survey instrument is located in Appendix D.

**Table 4-2
Rate of Responses Received by Question**

Question	Responses Received	
Q1	1,203	97.96%
Q2	921	75.00%
Q3	1,135	92.43%
Q4	1,193	97.15%
Q5	1,193	97.15%
Q6	1,184	96.42%
Q7	1,081	88.03%
Q8	1,178	95.93%
Q9	1,183	96.34%
Q10	1,070	87.13%
Q11	1,012	82.41%
Q12	938	76.38%
Q13	756	61.56%
Q14	1,115	90.80%
Q15	1,115	90.80%
Q16	1,014	82.57%
Q17	1,056	85.99%
Q18	1,108	90.23%
Q19	996	81.11%
Q20	993	80.86%
Q21	767	62.46%
Total Surveys Received	1,228	
Average Responses Received to Each Question	1,058	86.13%

Table 4-3
Completed Survey Summary by Language

Language	Number Completed	Percent
English	1,146	93.32%
Spanish	82	6.68%
Total	1,228	100.00%

Table 4-4
Completed Survey Summary by Day of Week

Day	Number Completed	Percent
Saturday	441	36.51%
Weekday	767	63.49%
Total	1,208	100.00%

Passenger Travel Characteristics and Behaviors

This section identifies characteristics of passenger travel habits, trip origin and destination, and history of using PCPT bus services.

Passengers were asked to choose from a list of five options that describe their most common reason for using PCPT bus services (Figure 4-1). A total of 483 passengers (52%) responded that they use the bus to travel to and from work; 141 passengers (15%) responded that their most common use of PCPT bus services is to shop or complete errands. Travel to medical appointments or to school were noted by 79 respondents (8.5%), and 71 passengers (8%) responded that they use the bus for social, recreational, or entertainment purposes. Passengers were also able to write in other reasons that were not listed to describe why they use PCPT bus services. A total of 22 passengers responded that they use the bus for all activities listed. Other reasons included lack of access to private vehicles and using the bus to visit friends and family. Figure 4-2 shows the 2005, 2007, and 2013 survey responses to the same question.

Figure 4-1
What is the most common reason you ride the bus?

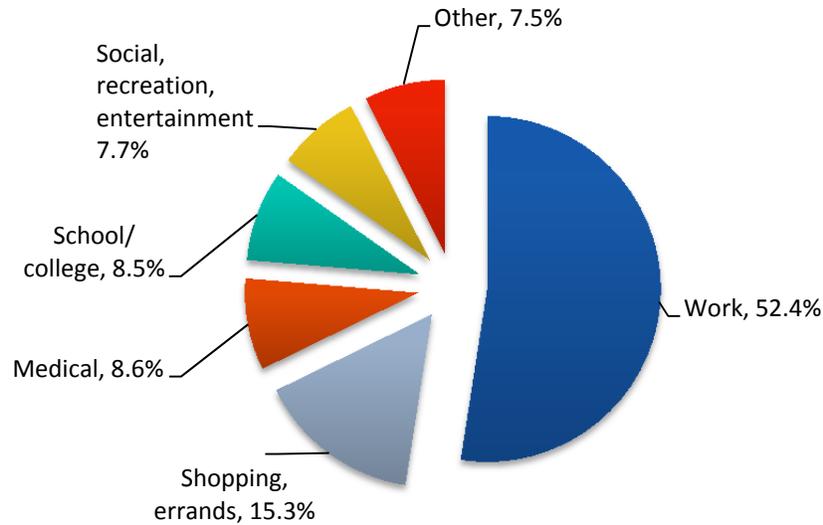
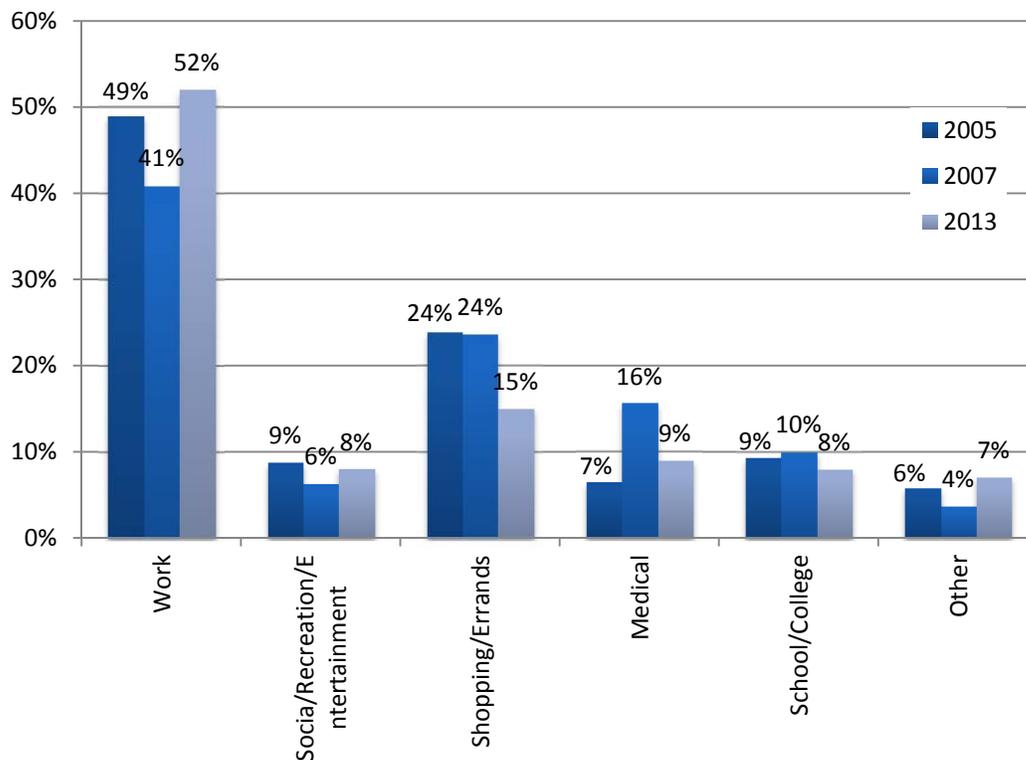


Figure 4-2
What is the most common reason you ride the bus? 2005, 2007, 2013



Passengers were asked to identify how they usually get to the bus stop (Figure 4-3). A total of 959 passengers (85%) said they walked or used wheelchairs to reach the bus stop; 105 (9%) used their bicycles to get to the bus stop; 39 (3%) were dropped off at the bus stop; and 13 (1%) drove to and parked at the bus stop. Less than 1 percent rode with someone to the bus stop. Figure 4-4 shows the 2005, 2007, 2013 survey responses to the same question.

This question also asked passengers to describe how long it takes them to reach the stop. A total of 151 passengers (24%) that walked or used a wheelchair to reach the stop did so in 10 minutes; 88 (14%) reached the stop in 15 minutes; 46 passengers (7%) took 20 minutes; and 31 passengers (5%) got to the stop in 30 minutes. A quarter of the passengers that bicycled to the bus stop reached the bus stop in 10 minutes; 20 percent took 20 minutes and 15 percent took 5 minutes.

Figure 4-3
How do you usually get to the bus stop?

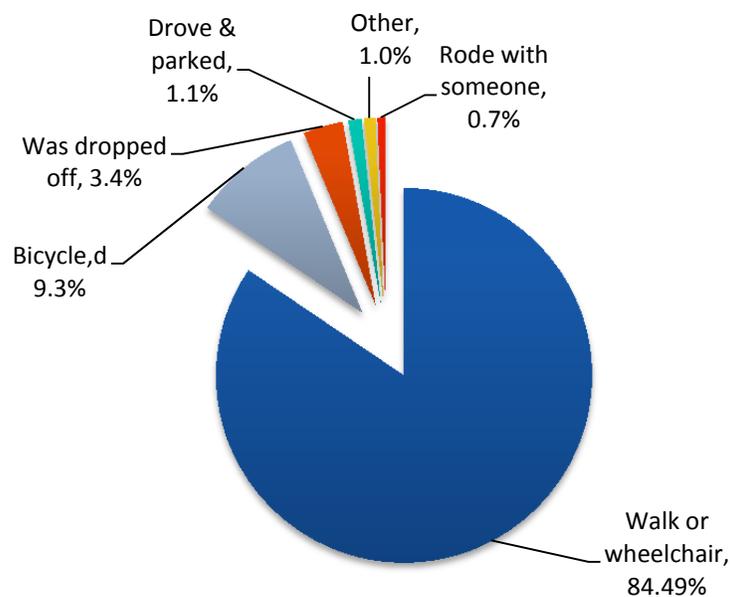


Figure 4-4
How do you usually get to the bus stop? 2005, 2007, 2013

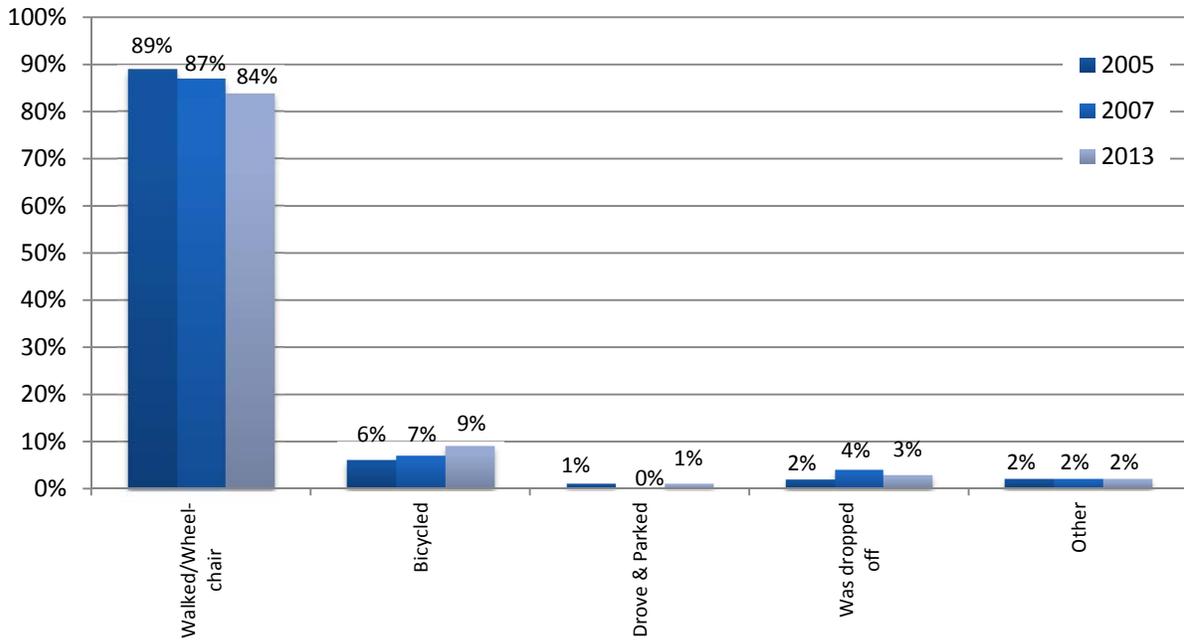
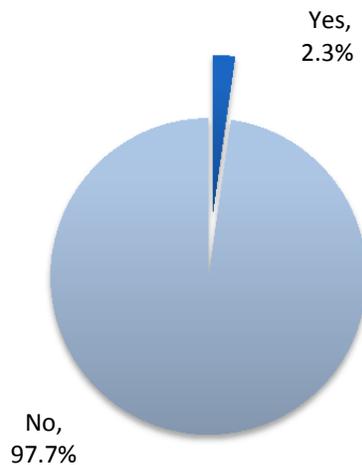


Figure 4-5 shows 27 passengers (2%) used a wheelchair lift to board the bus.

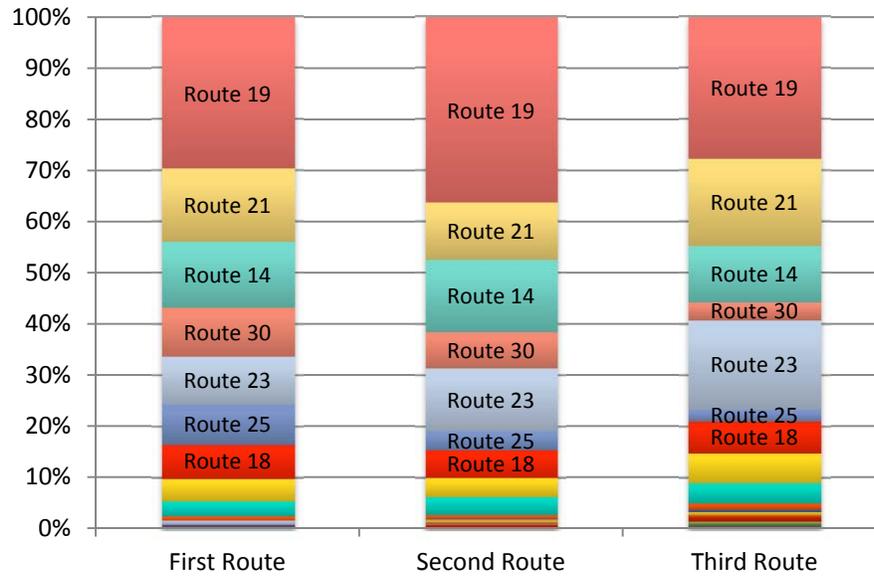
Figure 4-5
Did you use a wheelchair lift to board the bus today?



Passengers were asked to list the order of bus routes that they used to make the one-way trip the day the survey was taken (Figure 4-6). Most passengers started their one-way journey on Route 19 (297 riders, 30%); 143 riders (14%) began their journey using Route 21.

Figure 4-6

List all the bus routes in the exact order you will use to make this one-way trip.



Passengers were asked how many one-way trips they make per week using PCPT bus services (Figure 4-7). The responses received indicate that passengers use the bus on a regular basis, with more than 33% (390) indicating that they make more than 6 one-way trips per week; slightly more than 25 percent (301 passengers) make 3-4 one way trips; 21 percent (250 passengers) make 1-2 trips per week, and 21 percent (243 passengers) make 5-6 trips per week. Figure 4-8 shows the 2005, 2007, 2013 survey responses to the same question.

Figure 4-7

Typically, how many one-way trips do you make per week using the bus?

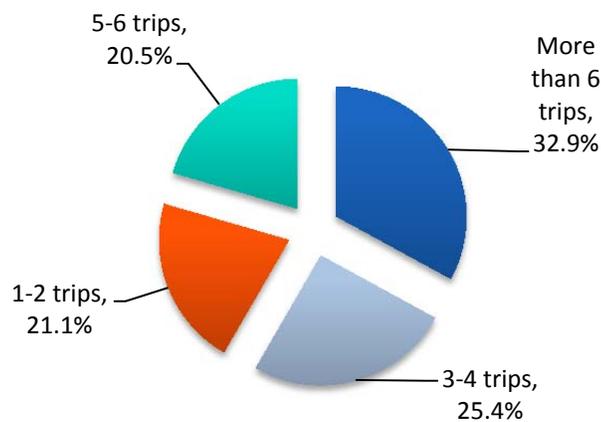
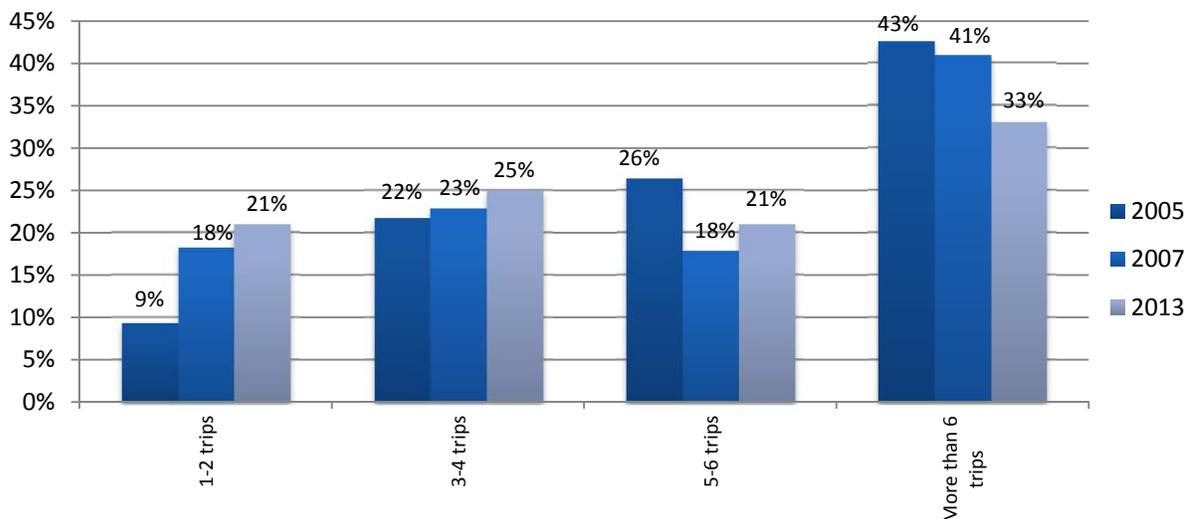
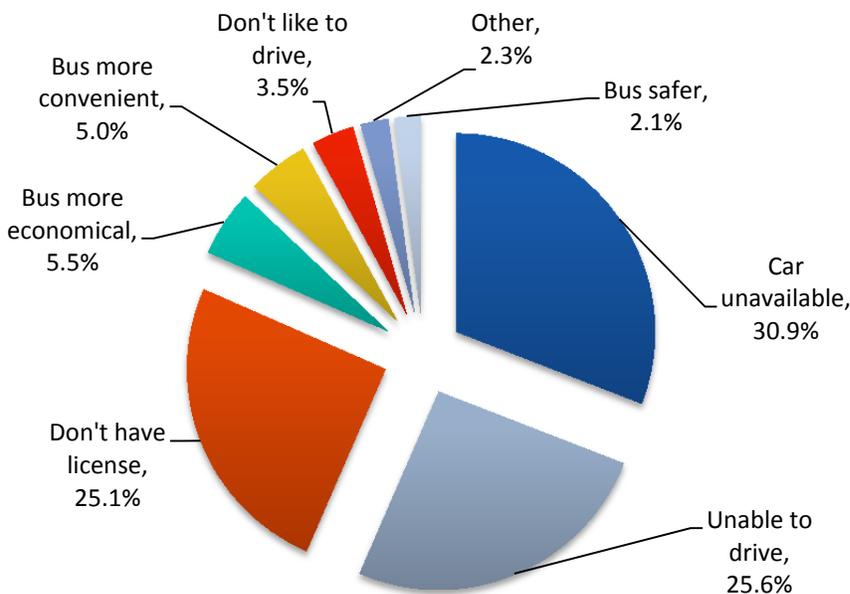


Figure 4-8
One-way trips per week using the bus, 2005, 2007, 2013



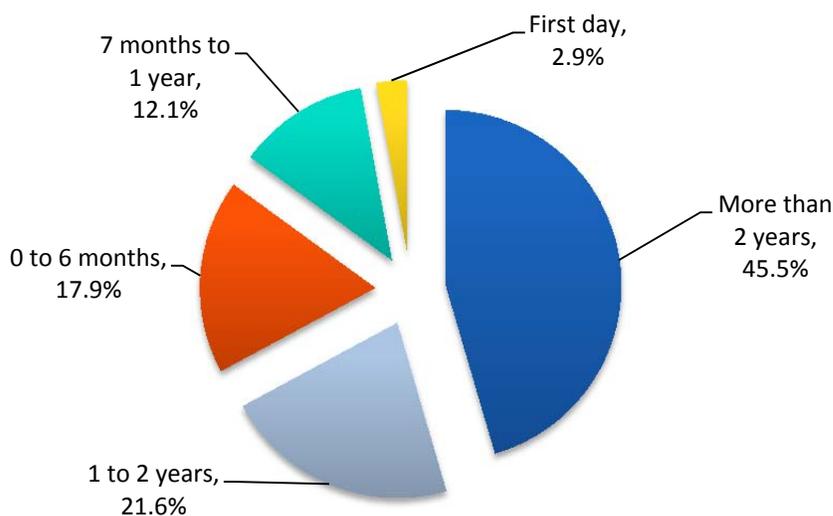
To identify the most important reasons why passengers ride the bus, nine choices were provided on the survey (Figure 4-9). The unavailability of a car was cited as an important reason for using the bus for 334 riders (31%); not being able to drive (26%) or not having a license (25%) were reasons for using the bus for slightly more than half of the passengers surveyed. Other reasons, including the economy, convenience, and safety of riding the bus or not liking to drive, were cited, representing about 18 percent or less of the responses received.

Figure 4-9
What is the most important reason you ride the bus?



The survey also asked about the length of time that passengers have been using PCPT services. The results are shown in Figure 4-10. The majority of riders, or about 45 percent (538 passengers), have been using PCPT services for more than 2 years; 21 percent (256 passengers) for 1–2 years; 18 percent (212 passengers) for up to 6 months; and 12 percent for 7 months to 1 year. The day of the survey was the first day using PCPT bus services for 34 riders (about 3%).

Figure 4-10
How long have you been using PCPT bus service?



Passengers were asked which type of fare they usually pay when they ride the bus (Figure 4-11). Most passengers (423 riders, 40%) pay the regular cash-fare when using the bus. Unlimited 31-day passes are used by 160 passengers (15%); 148 passengers (14%) use one-day passes when using the bus, and 144 passengers (13%) use a reduced 31-day pass. Reduced cash fare is paid by 73 passengers (7%). Reduced 1-day, reduced 20-ride, or full-fare 20-ride passes were used by 3 percent or less. Passengers also provided details of the type of discounted fare they use; Medicaid passes are the most common reduced fares used by passengers.

The survey identified the methods that passengers receive information about PCPT bus service (Figure 4-12). Receiving information from the printed bus schedule was cited by 476 of passengers (47%); 133 (13%) receive information by calling PCPT; 122 (12%) visit the PCPT website for information; and 184 (18%) receive information from notices on buses or the bus driver. Other sources of information include bus signs, friends, or newspapers, representing about 10 percent of the responses received.

Passengers were asked if they would have access to another method of transportation if the bus were not available (Figure 4-13). A total of 808 passengers (69%) responded that they would not have access to other modes of transportation and 370 (31%) would.

Figure 4-11
What type of fare do you usually pay when you ride the bus?

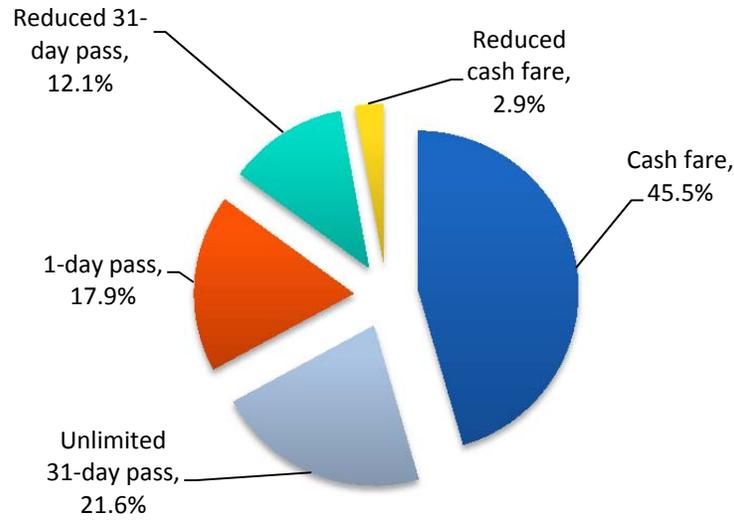


Figure 4-12
How do you usually get information on bus service?

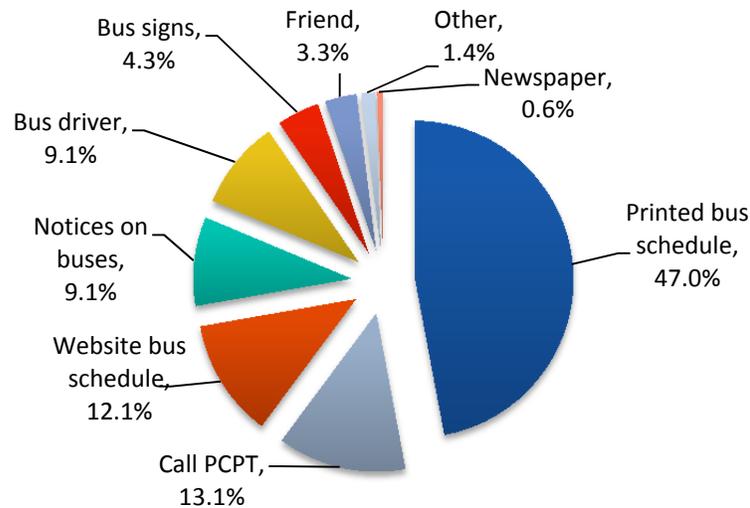
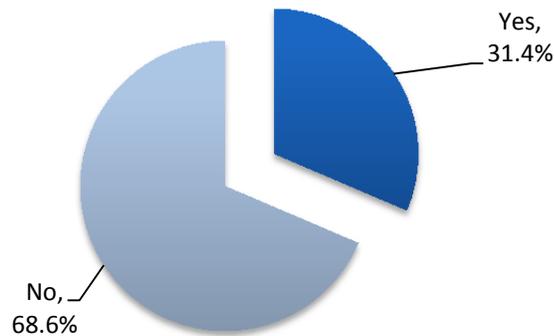


Figure 4-13
If the bus were not available today,
would you have another option to get to your destination?



Passenger Socio-Demographic Information

This section identifies socio-demographic characteristics of passengers that use PCPT services, including ethnicity, household income, ZIP code of primary residence, and possession of a driver's license. These types of questions enable PCPT to construct a profile of the typical passenger.

Passengers were asked if they possess a driver's license (Figure 4-14). A total of 689 passengers (62%) have a driver's license; 426 (38%) do not.

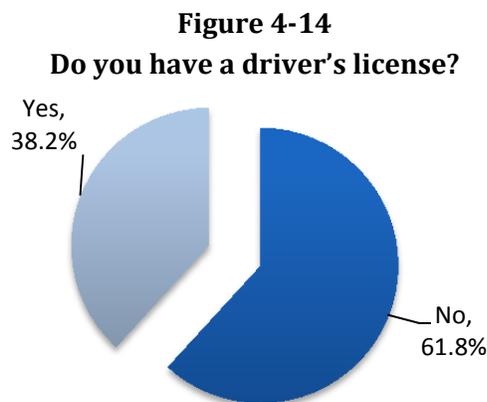


Figure 4-15 shows the age profile of PCPT passengers. Most passengers are 24–40 years (379 passengers, 34%); 366 passengers (33%) are ages 41–60; and 226 (20%) are 18–24. The fewest passengers are over age 60+ (9%) or under age 18 (4%). Figure 4-16 shows the 2005, 2007, 2013 survey responses to the same question.

Figure 4-15
What is your age?

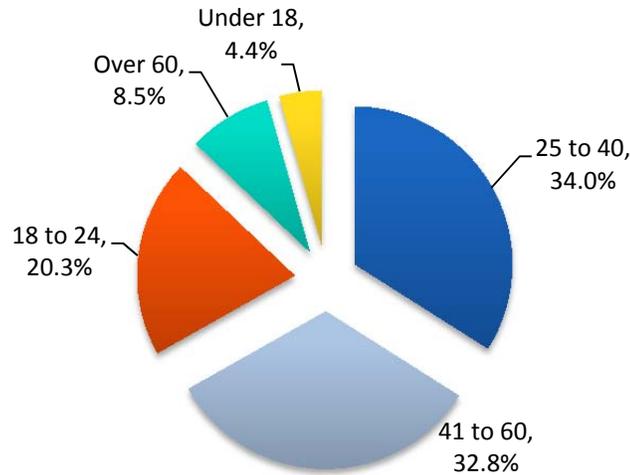
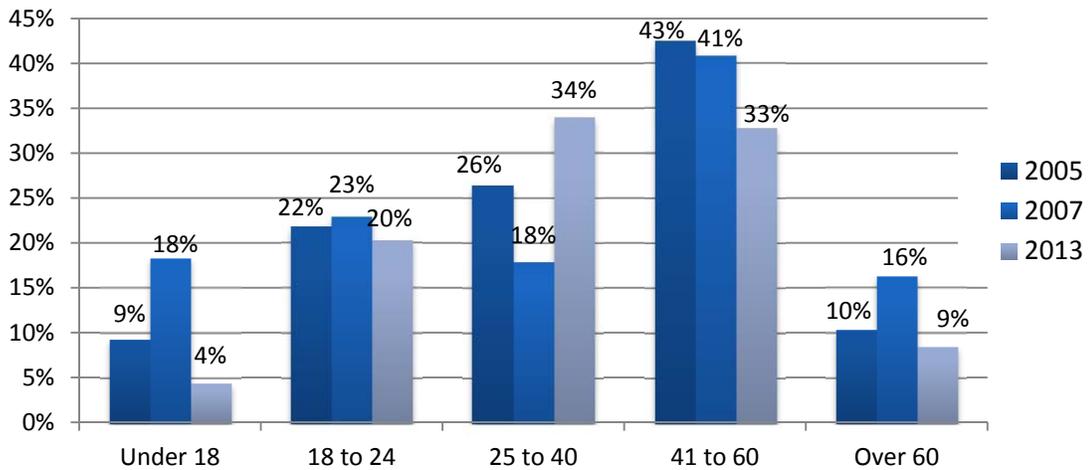
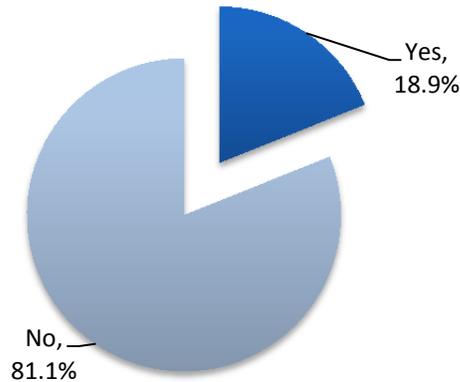


Figure 4-16
Passenger Age, 2005, 2007, 2013



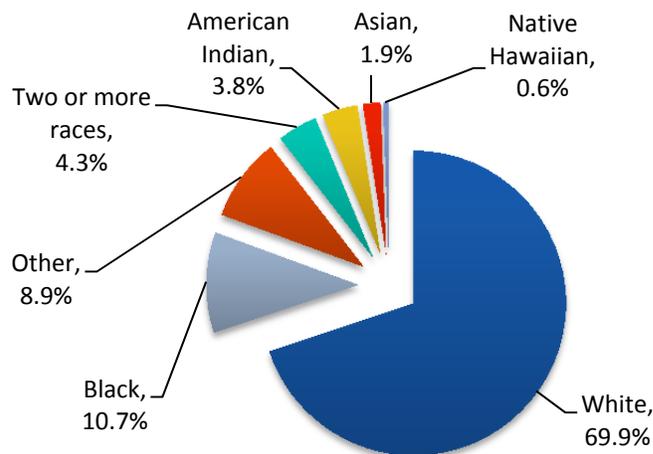
Related to ethnicity, survey results indicated that about 192 passengers (19%) are of Hispanic, Latino, or Spanish origin, and 822 (81%) are not. These results are shown in Figure 4-17.

Figure 4-17
Are you of Hispanic, Latino, or Spanish origin?



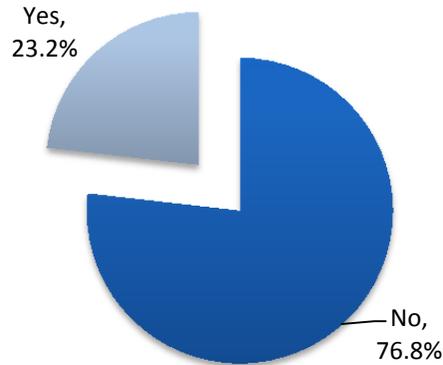
Passengers were asked to indicate their race from a list of seven choices (Figure 4-18). A total of 738 passengers (70%) indicated that they are White, and 113 (11%) said Black; 45 passengers (4%) indicated that they are two or more races, 40 passengers (4%) are American Indian, and 20 (2%) are Asian. Fewer than 1 percent identified themselves as Native Hawaiian.

Figure 4-18
What is your race?



The survey also asked if passengers speak a language other than English at home (Figure 4-19). The majority (851 riders, 77%) indicated that they speak only English at home, and 257 (23%) speak another language at home. Spanish is the second most-common language spoken at home, indicated by 78 passengers.

Figure 4-19
Do you speak a language other than English at home?



The survey identified 2012 household income levels of PCPT passengers. Figure 4-20 shows that 409 passengers (41%) have a 2012 household income of less than \$10,000, 287 (29%) have a 2012 household income of \$10,000–\$19,000, and 157 passengers (16%) have a household income of \$20,000–\$29,000. The fewest passengers (7%) have a household income of more than \$40,000. Figure 4-21 shows the 2005, 2007, 2013 survey responses to the same question.

Figure 4-20
What was the range of your household income for 2012?

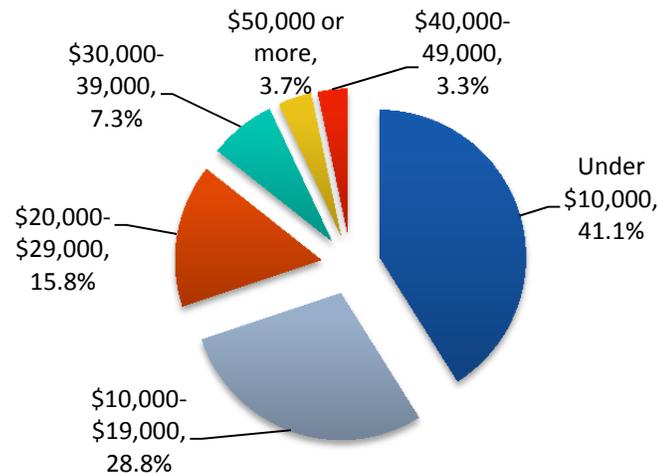
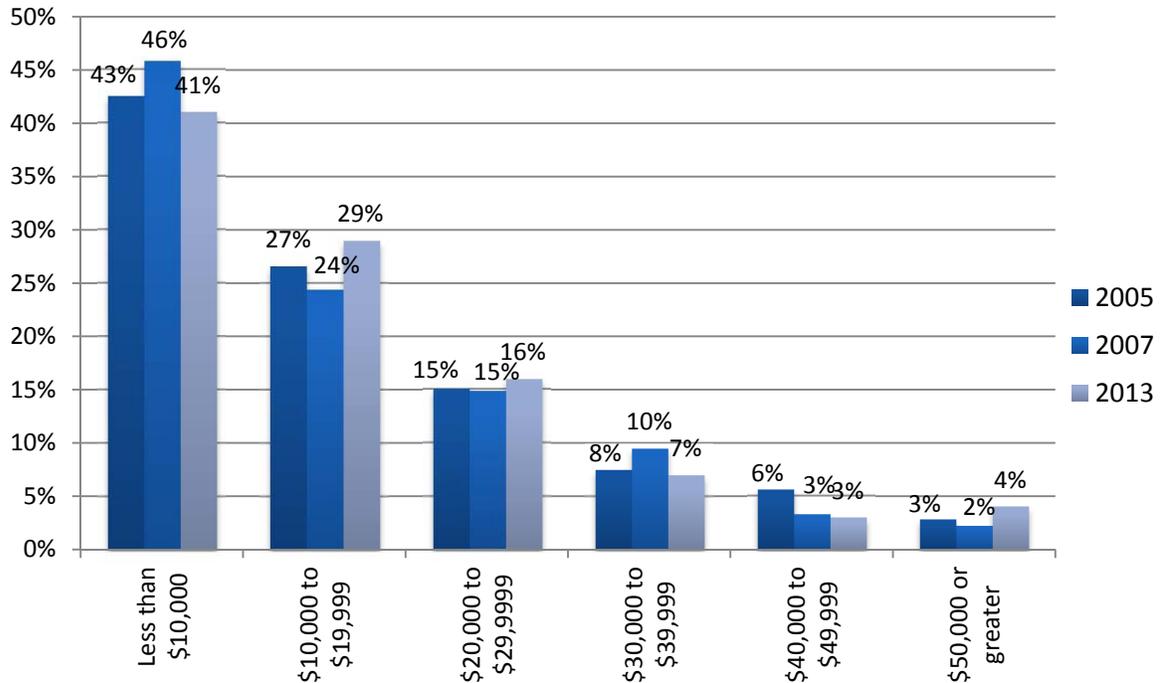


Figure 4-21
Passenger Household Income, 2005, 2007, and 2013



Passengers were also asked to indicate the ZIP code of their primary residence (Figure 4-22).¹ Most passengers live in the New Port Richey area in ZIP codes 34668 (185 riders, 19%) and 34652 (124 riders, 13%).

Customer Satisfaction

Customer service and general satisfaction questions identified passenger satisfaction levels, recommendations for service improvements, and overall perception of PCPT bus services.

Passengers were asked to rate their overall bus service experience over the past year (Figure 4-23). Most passengers (448, 37%) rated their bus service experience as “very good,” 39 percent rated their experience as “good,” 237 riders (20%) rated their experience as “average,” and 55 (5%) rated their experience as “poor.”

¹ZIP codes that received less than one percent are not shown.

Figure 4-22
What is the ZIP code of your primary residence?

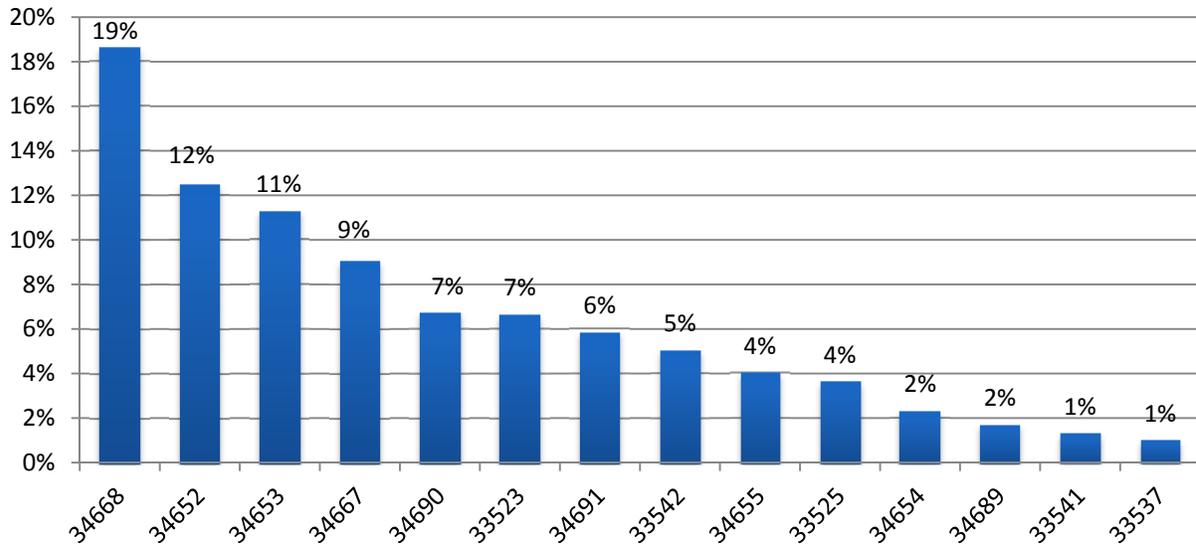
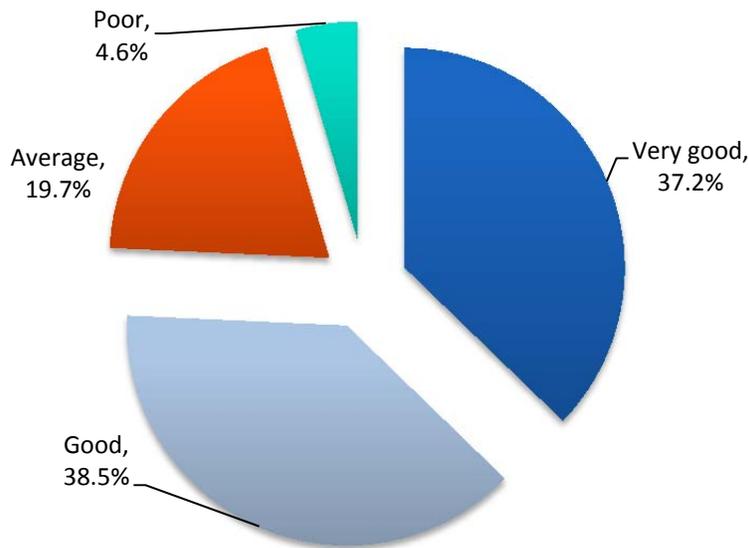


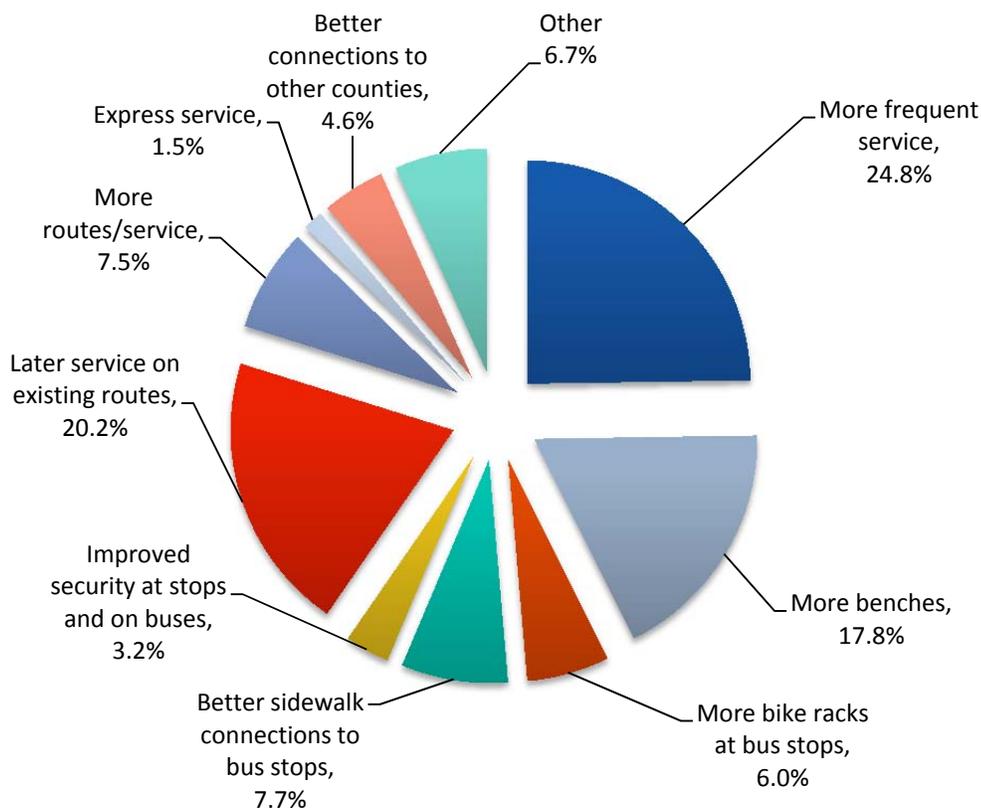
Figure 4-23
How would you rate your bus service experience over the past year?



The survey asked passengers to indicate three service improvements (of 10 choices) that would make PCPT better to use (Figure 4-24). A total of 697 (25%) would like to see more frequent service on existing routes, and later service was cited by 503 passengers (20%). When asked until what time the buses should operate, 92 passengers (29%) said 10:00 PM, 84 passengers (26%) said 9:00 PM, and 43 passengers (13%) said 11:00 PM.

Figure 4-24

Which three of the following service improvements would make PCPT better for you to use?



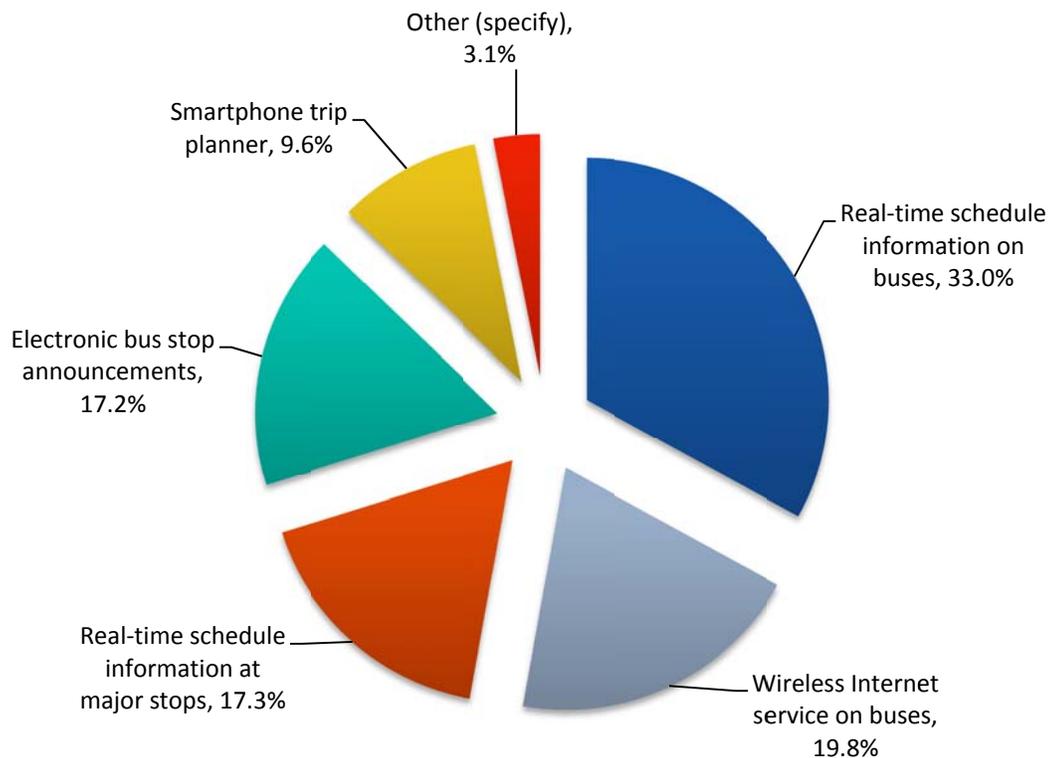
A total of 503 passengers (18%) would like to see more benches and shelters at bus stops. Some passengers would like to see better sidewalk connections at bus stops (8%), more routes or service (8%), and more bike racks at bus stops (6%). A total of 91 passengers (3%) would like to see improved security at stops and on buses, and 41 (2%) would like to see express service. “Better connections to other counties” was chosen by 5 percent, and “Other” was chosen by 7 percent of those surveyed.

When asked where PCPT should add more routes, the majority of passengers that chose this service improvement said they would like to see more routes or service on SR 52 and in the Land O’ Lakes and Zephyrhills areas. A total of 129 passengers (5%) would like to see better connections to other

counties, specifically Hernando, Hillsborough, and Pinellas.

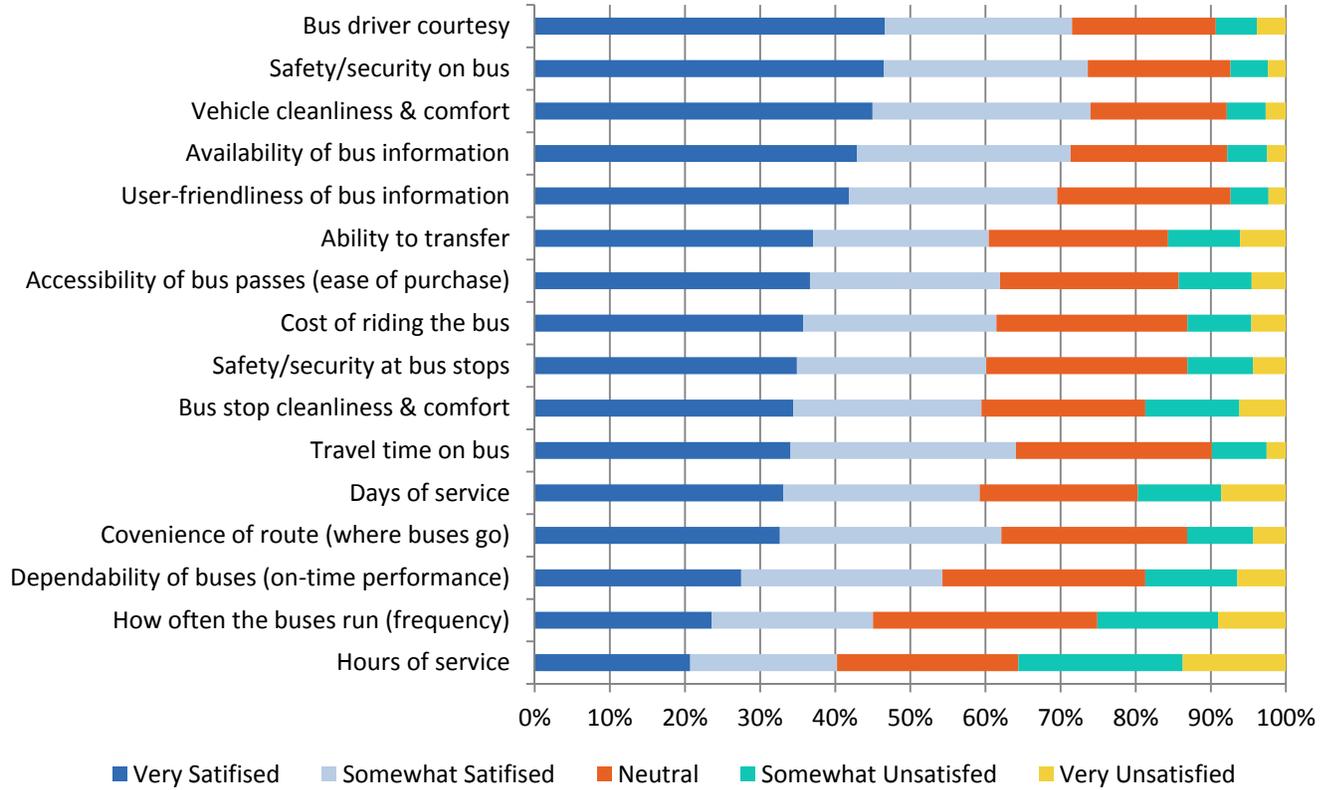
Passengers were asked to identify which technology improvements would make PCPT better for them to use, selecting three from a list of six; results are summarized in Figure 4-25. One-third (749) of passengers would like to see real-time schedule information on buses; 449 (20%) would like to see wireless Internet service on buses; and 393 (17%) would like real-time schedule information at major stops or electronic bus stop announcements. The availability of a smartphone trip planner was selected by 217 passengers (10%). Those who chose “Other” added that smartphone applications and multiple methods of payments are technology improvements that would make PCPT better to use.

Figure 4-25
Which three technology improvements would make PCPT better for you to use?



Finally, passengers were also asked to rank their satisfaction with various aspects of PCPT. Based on the responses summarized in Figure 4-26 and Table 4-5, a total of 86 percent said convenience is the most important factor; 47 percent are most satisfied with bus driver courtesy and safety and security on board buses; and 42 percent are very satisfied with the availability of bus information and its user friendliness.

Figure 4-26
How satisfied are you with each of the following?



**Table 4-5
Ranking of Transit Characteristics**

Question	Very Satisfied	Somewhat Satisfied	Neutral	Somewhat Unsatisfied	Very Unsatisfied
Bus driver courtesy	46.63%	24.90%	19.15%	5.46%	3.87%
Safety/security on bus	46.45%	27.17%	18.98%	5.00%	2.40%
Vehicle cleanliness & comfort	44.97%	29.01%	18.15%	5.18%	2.69%
Availability of bus information	42.89%	28.46%	20.84%	5.31%	2.51%
User-friendliness of bus information	41.83%	27.72%	23.08%	5.04%	2.32%
Ability to transfer	37.06%	23.38%	23.88%	9.59%	6.09%
Accessibility of bus passes (ease of purchase)	36.64%	25.30%	23.79%	9.72%	4.55%
Cost of riding the bus	35.74%	25.73%	25.43%	8.51%	4.60%
Safety/security at bus stops	34.90%	25.20%	26.80%	8.70%	4.40%
Bus stop cleanliness & comfort	34.43%	25.03%	21.82%	12.51%	6.21%
Travel time on bus	34.06%	30.01%	26.06%	7.31%	2.57%
Days of service	33.11%	26.12%	21.05%	11.10%	8.61%
Convenience of route (where buses go)	32.64%	29.48%	24.73%	8.80%	4.35%
Dependability of buses (on-time performance)	27.49%	26.79%	26.99%	12.25%	6.47%
How often the buses run (frequency)	23.54%	21.50%	29.86%	16.05%	9.05%
Hours of service	20.71%	19.53%	24.14%	21.88%	13.74%

On-Board Survey General Conclusions

Results from the on-board survey provide insight into various aspects of PCPT bus service. Conclusions drawn from the on-board survey analysis are summarized in this section.

- The overall passenger experience of PCPT was rated as “good” (37%) or “very good” (39%).
- Passengers are satisfied with several characteristics of PCPT, including bus driver courtesy, safety aboard buses, bus vehicle cleanliness, and user-friendliness of bus information. However, focus should be placed on expanding days of service, offering more convenient routes, increasing on-time performance, increasing frequency, and expanding hours of service.
- More than 79 percent of passengers use the bus more than 3 times per week.
- More frequent service on existing routes was indicated as the most desirable service improvement for PCPT. Other desirable service improvements include later service on existing routes, Sunday service, and more benches and shelters at bus stops. Passengers would also like to see connections to Hillsborough, Pinellas, and Hernando counties.

- Real-time schedule information on buses was indicated as the most desirable technology improvement. Other technology improvements that ranked high include real-time schedule information at terminals, electronic bus stop announcements on buses, and wireless Internet service on buses.
- The majority of survey respondents are transit-dependent; fewer than 30 percent of respondents identified themselves as discretionary transit riders.
- Full-fare payment is used by approximately 45 percent of respondents; only 16 percent use passes, including full and reduced 20-ride passes and full and reduced monthly passes, as their fare payment type.

PUBLIC WORKSHOPS

As part of the process to identify how the transit system can improve the services it offers, three open house public workshops were held in February and April 2013 that focused on identifying what improvements to the system were needed. The workshops were informal, with participants arriving and leaving as they pleased; no formal presentations were made during these workshops. A fourth open house public workshop was held in West Pasco County that focused on gathering opinions from participants on service improvements presented. This workshop was also informal; no presentations were made. The following is a summary of the workshops.

Wiregrass Open House

The first public workshop was held at The Shops at Wiregrass, an open-air shopping mall in Wesley Chapel, from 10:00 AM to 3:00 PM on February 16, 2013. The workshop coincided with the Fresh Market, a festival held every first and third Saturday of each month that hosts local food, crafts, and live music. The workshop was attended by 67 participants who asked questions, provided input, and/or filled out surveys.



The following is a summary of the comments received at the Wiregrass Open House on existing and future transit services in Pasco County.

- *Frequency:* Increased frequency was a topic of interest to those that attended the workshop. A few attendees commented that the frequency of buses needs to be increased. One person commented that if frequency were increased, she would ride the bus more often.
- *Infrastructure:* Comments on the overall transit infrastructure in the county were also provided. One person commented that there needs to be more sidewalks located throughout the county, and another commented that there needs to be safer parking at bus stops.
- *Vehicle Design:* Several comments related to the size or design of buses—smaller buses could be added to routes so that buses would not operate empty, and implementing electric buses along routes could help save money on fuel.
- *Regional Connectivity:* There is an interest in improving regional connectivity among different areas around the county. For example, one respondent would like to see service between Wesley Chapel and St. Petersburg, while another would like to see service on US 19 to Hernando County. Another person commented on the need for increased connectivity to Hillsborough County along Bruce B. Downs Blvd and to the University of South Florida.
- *Rail:* A few comments indicated an interest in rail service. One attendee suggested light-rail service to Tampa. Another commented that high-speed rail needs to be discussed in the region.
- *Transit Governance:* There were also comments on the transit agency in Pasco County. A new resident to the area suggested that the transit operators in the region should be consolidated into one single entity to allow for smoother operation of services in the Tampa Bay region. The open-mindedness in the county and of the County Commissioners on transit issues was noted.
- *Technology:* Improvements to technology and applications were recommended, including Google Transit, a tool that can be integrated within the system to allow for a better ridership experience by allowing riders to locate bus stops that are nearest to them and plan bus routes to their destinations via hand-held devices.

Pasco Government Center Open House

A second workshop was held on February 19, 2013, from 11:00 AM to 2:00 PM at the Pasco Government Center. Similar to the first workshop, this event gathered information on perceptions related to transit issues in the county. There were 58 participants at this workshop.

The following is a summary of the comments received regarding existing and future transit services in Pasco County.



- **Frequency:** Similar to the workshop held at Wiregrass, attendees commented on the need for increased frequency throughout the county. Some suggested that express bus service be introduced or increased during peak hours, and others commented on the need for more stops along high ridership routes.
- **Infrastructure:** The need to improve system infrastructure was suggested, including mitigating ant and trash problems at bus stops, adding benches, improving landscaping at stops to allow for better boarding of vehicles, improving lighting, and constructing shelters at bus stops.
- **Vehicle Design:** There was a suggestion that buses should have route numbers present or better displayed on the vehicles, and another commented that advertising wraps on buses make it hard to see out of them. Similar to the other workshop, several people suggested that smaller buses should be included in the system so they would not travel empty so often.
- **Customer Service:** The need to improve overall customer service was also voiced. Comments called for the improvement of communication between bus riders and the bus driver when there are incidents while riding the bus, such as vehicle malfunctions. Customers also suggested that service at call centers needs to be improved. There was also a comment that bus drivers need to be aware of riders that may be approaching the bus stops before departing; this person commented that she was running to the stop but the bus driver pulled away and she had to wait an hour for the next bus.
- **Funding:** There was a comment in favor of an increased sales tax to improve transit in the region.

Dade City-Hugh Embry Library Open House

A third workshop was held on April 12, 2013, from 11:00 AM to 2:00 PM at the Hugh Embry Library in Dade City. Similar to the other two workshops, this event gathered information on perceptions related to transit issues in the county. There were 49 participants at this workshop.



The following is a summary of the comments received at the Hugh Embry Library Workshop on existing and future transit services in Pasco County.

- *Route Performance:* There was a comment that drivers on Route 30 are not properly completing the route at the northern terminus located near Trilby Road and US 301.
- *Route Service Improvements:* Comments on expanding bus service were also made at the workshop, specifically on the need for service on SR 52 from Dade City to St. Leo University to connect them to the existing route network.
- *Safety & Security:* Participants were concerned with the inconvenience that passengers with disabilities will encounter with the proposed removal of stops on Route 30 at a local Save-A-Lot, Wal-Mart, and hospitals. They mentioned that removal of these stops will cause them to change their travel behavior by forcing them to find a new location to board the bus safely. Further, passengers with disabilities that board the bus at Florida Hospital in Zephyrhills commented that changes should be implemented at this stop to allow for safer and easier boarding.

West Pasco Government Center Lobby

A fourth workshop was held on April 23, 2013, from 11:00 AM to 2:00 PM at the West Pasco Government Center Lobby. This workshop was different from the prior three workshops, in that it included information and maps on potential new PCPT bus service improvements. Participants were asked to fill out a survey that asked them to rank how favorably they viewed the suggested service improvements and to select major roads where they would like to see service improvements the most. There were 21 participants at this workshop.

The following is a summary of the comments received at the West Pasco Government Center workshop on potential service improvements.

- *Potential New Transit Service:* Participants commented that an express bus on US 19, connection to Hernando County, circulators in The Shops at Wiregrass and The Grove, and an express bus on the Suncoast Parkway from SR 52 to Citrus Park Mall in Tampa were the most desired new

transit services. There was also a suggestion to add new service from Jasmine Lake to Little Road (CR 1) in east Pasco.



- *Regional Connections:* Participants also suggested expanding service to connect to HART’s 20X Commuter Express route and implementing service along I-75 from SR 52 to the University of South Florida (USF) to help serve students and university staff living in Wesley Chapel and Pasco.
- *Potential Improvements to Existing Transit:* Participants were asked which improvements to existing transit are most favorable to PCPT riders. Comments received indicated that they would like to see increased bus frequency, later service on existing routes, expanded service on existing routes, and better sidewalk connections at bus stops.
- *Transit Service Improvement Areas:* Participants commented that they would like to see improved services along the US 19 corridor, in the Hudson area, and on the Little Road (CR 1) corridor.

Workshop Survey

A survey was conducted at all workshops to gather information on the public’s perception on transit issues and needs. A total of 14 questions were used to gather socio-demographic information of survey respondents, determine their willingness to use public transit, and gauge public awareness of transit issues in Pasco County. In addition, a question asked participants to rank what aspects of PCPT transit are more important to them. A total of 113 surveys were completed. The following summarizes results from the survey. A copy of the survey instrument is provided in Appendix D.

Most survey respondents were aware of public transportation services in Pasco County and agreed that awareness plays an important role in the county, with 72 percent believing that there is high-to-

moderate awareness in the community of public transportation (Figure 4-27). When asked what they thought about PCPT transit service, 71 percent responded that it must be provided (Figure 4-28). In addition, almost three-quarters of respondents agree that PCPT services should be provided and are absolutely necessary in the community (Figure 4-29).

Figure 4-27
How much awareness is there in the community about transit/public transportation?

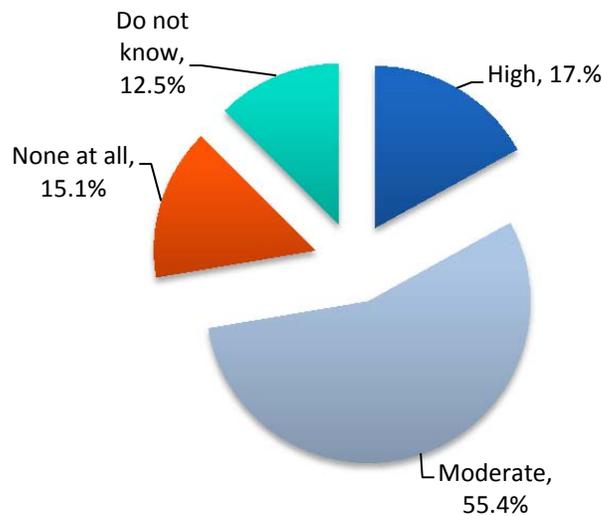


Figure 4-28
What do you think of PCPT transit service?

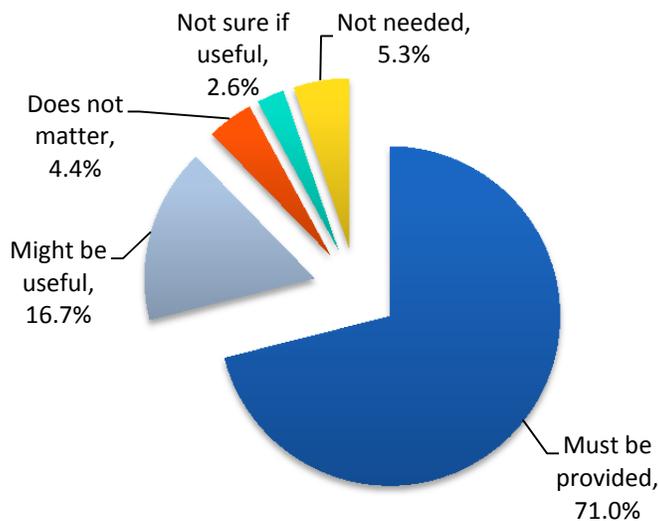
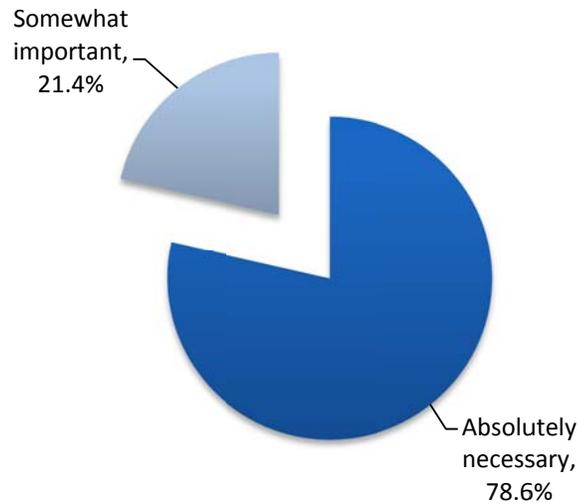




Figure 4-29
What is your perception of transit’s role in the community?



Most respondents agree that congestion is a problem in Pasco County (Figure 4-30), and more than 66 percent believe that better transit would help alleviate traffic congestion (Figure 4-31). The majority of respondents have not used PCPT’s transit services (Figure 4-32). Further, 93 percent of participants believe that there is a need for additional transit service throughout the county (Figure 4-33). When asked which services should be added to the transit network, half of the participants choose more frequent bus service. Following more frequent bus service, respondents would like to see increased coverage and express bus services added, at 24 and 13 percent, respectively (Figure 4-34).

Figure 4-30
Is traffic congestion a problem in Pasco County?

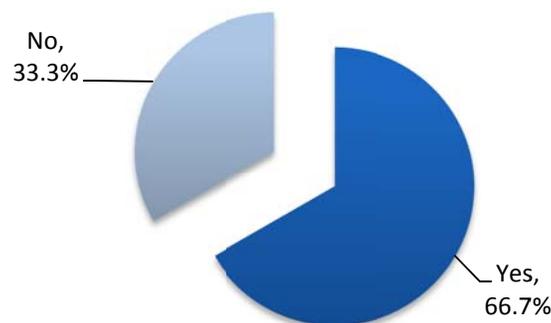


Figure 4-31

What role do you see transit playing in alleviating the congestion?

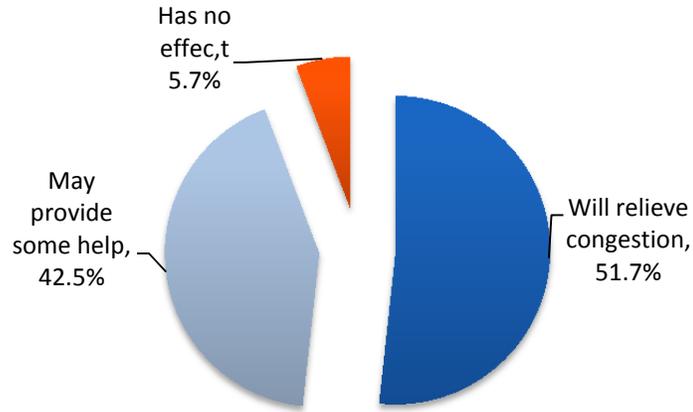


Figure 4-32

Have you used PCPT's transit services?

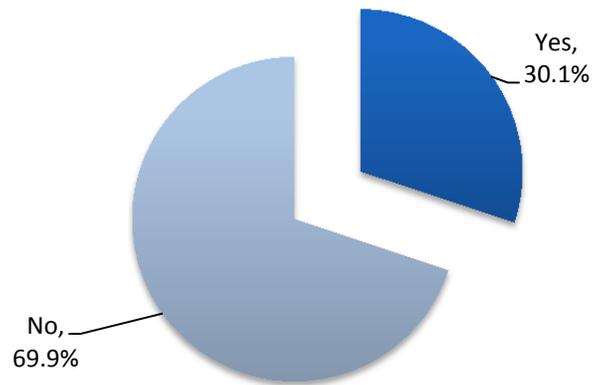


Figure 4-33
Do you think there is a need for additional transit service in Pasco County?

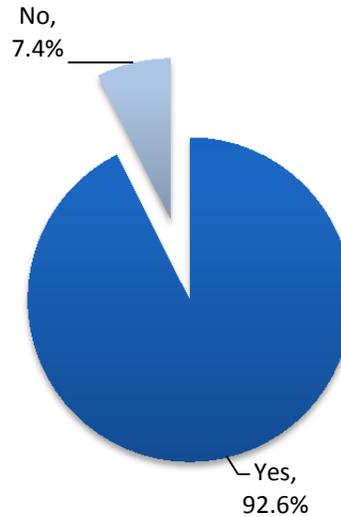
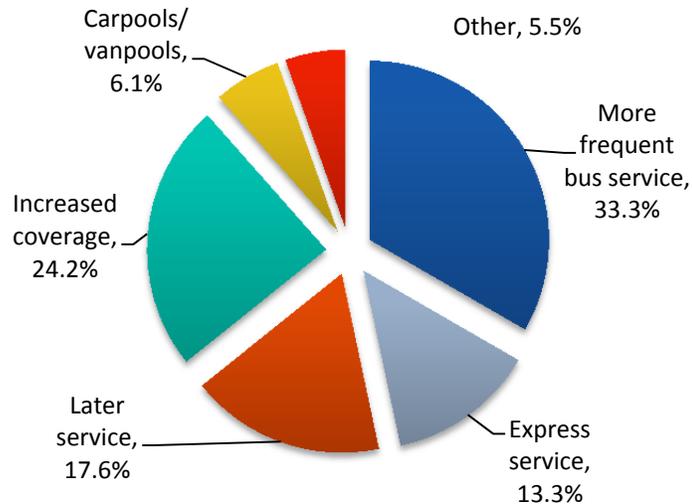


Figure 4-34
What types of additional transit service would you like to see?



A total of 34 percent of respondents think that a one-way fare between \$0.51 and \$1.00 is reasonable, and 26 percent said between \$1.01 and \$1.50 (Figure 4-35). In addition, there is a willingness to finance transit through local taxes (Figure 4-36). Almost 80 percent believe that the community is willing to pay for transit services. Further, 76 percent are willing to pay or will consider paying for expanded transit services in the county (Figure 4-37).

Figure 4-35

What do you think is a reasonable one-way fare to pay for transit service?

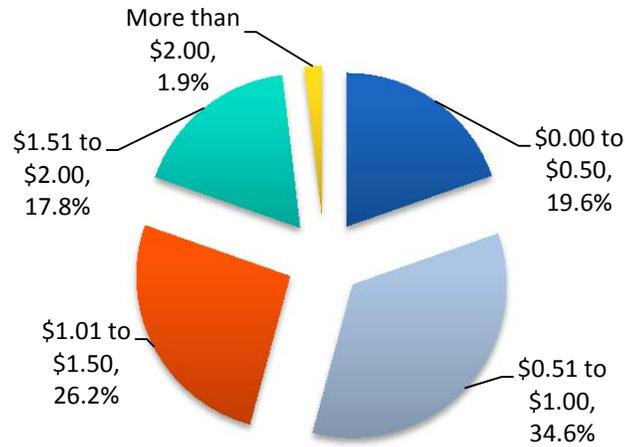


Figure 4-36

Do you believe there is a willingness in the community to pay for transit service?

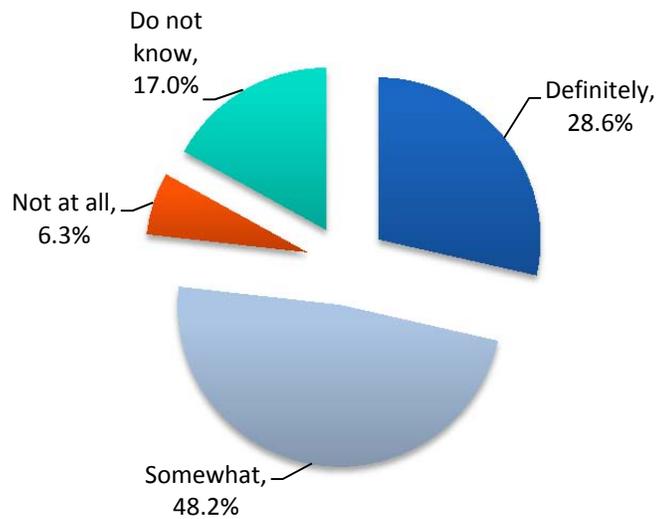
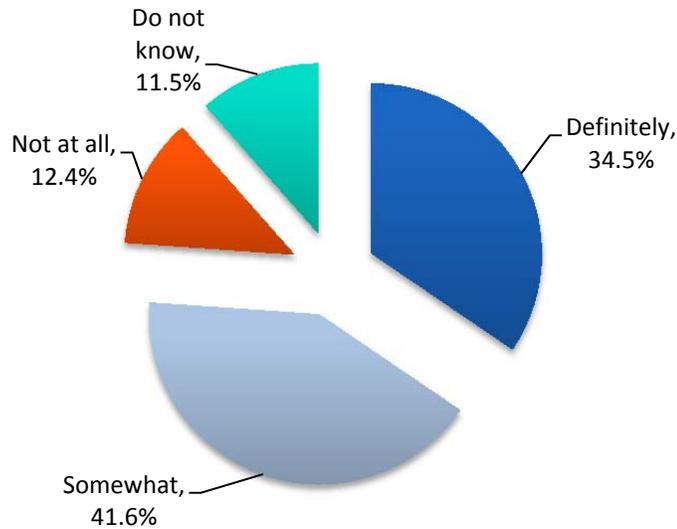


Figure 4-37
Are you willing to pay additional local taxes for an expanded transit system?



Socio-demographic information of participants is shown in Figures 4-38 and 4-39 and indicates that 40 percent of respondents were age 60 or older and 38 percent were ages 41–60. A total of 43 percent of participants have a household income of more than \$50,000. As shown in Figure 4-40, for the Wiregrass workshop, most came from Dade City (ZIP codes 33525 and 33523); for the Government Center workshop, attendees were primarily from Port Richey, Dade City, and Hudson (ZIP codes 34668, 33525, and 34667).

Figure 4-38
What is your age?

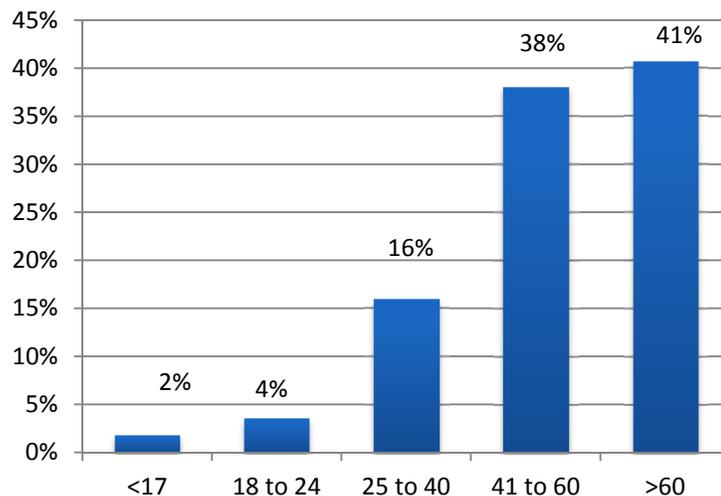


Figure 4-39
What is your total household income for 2012?

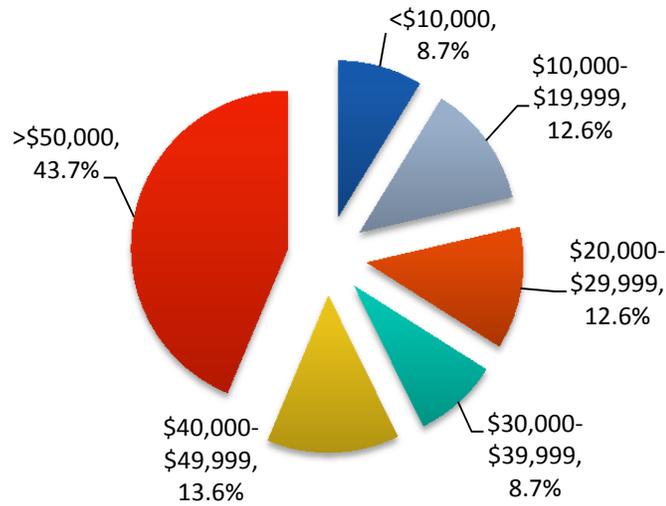
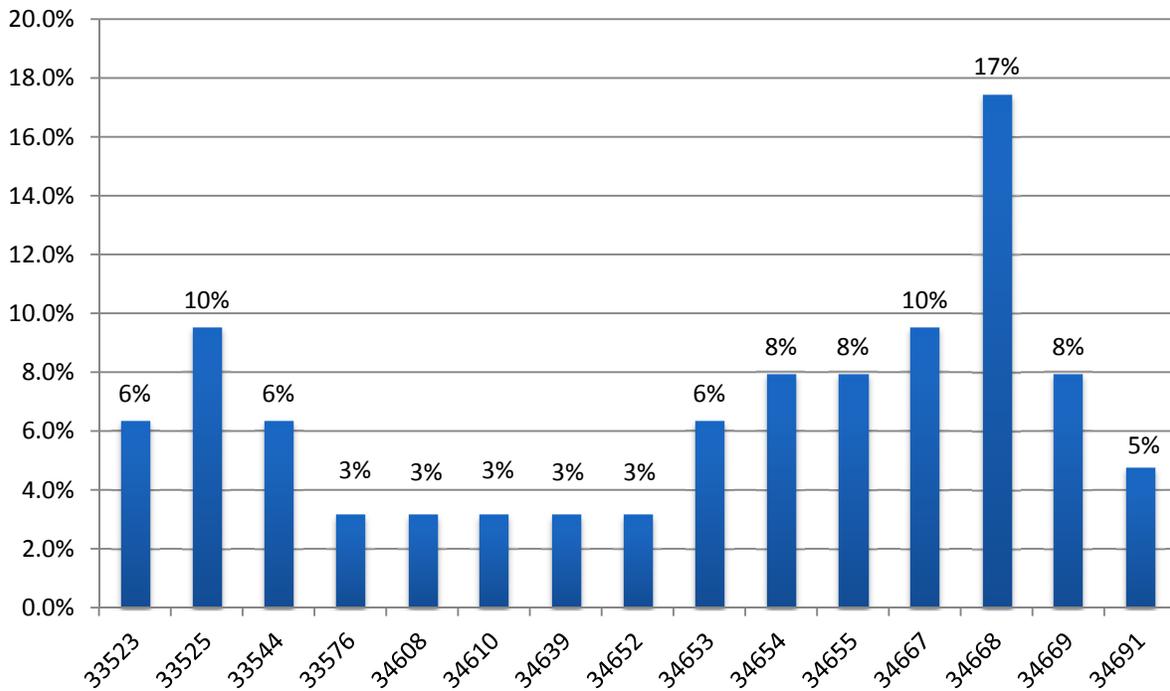
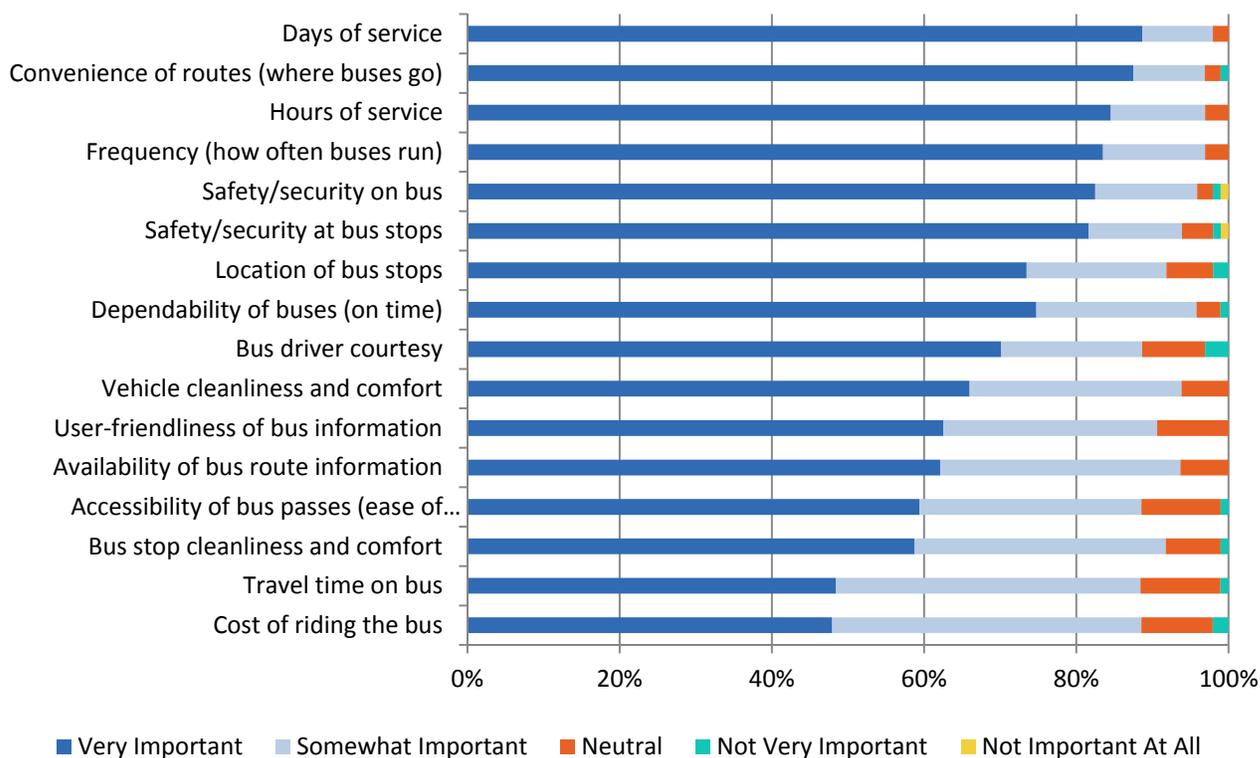


Figure 4-40
What is your ZIP code?



Participants were also asked to rank which aspects of transit are most important to them. Based on the responses summarized in Figure 4-41 and Table 4-6, 86 percent said convenience is the most important factor. Frequency of service and hours that buses operate are also important, at 83 and 84 percent, respectively. Cost of riding the bus and travel time on the bus are less important, with only 48 percent of respondents identifying these aspects as very important to them.

Figure 4-41
Ranking of Transit Characteristics



**Table 4-6
Ranking of Transit Characteristics**

Survey Question	Very Important	Somewhat Important	Neutral	Not Very Important	Not Important at All
Days of service	88.7%	9.3%	2.1%	0.0%	0.0%
Convenience of routes (where buses go)	87.5%	9.4%	2.1%	1.0%	0.0%
Hours of service	84.5%	12.4%	3.1%	0.0%	0.0%
Frequency (how often buses run)	83.5%	13.4%	3.1%	0.0%	0.0%
Safety/security on bus	82.5%	13.4%	2.1%	1.0%	1.0%
Safety/security at bus stops	81.6%	12.2%	4.1%	1.0%	1.0%
Location of bus stops	75.0%	18.8%	6.3%	2.1%	0.0%
Dependability of buses (on time)	74.7%	21.1%	3.2%	1.1%	0.0%
Bus driver courtesy	70.1%	18.6%	8.2%	3.1%	0.0%
Vehicle cleanliness and comfort	66.0%	27.8%	6.2%	0.0%	0.0%
User-friendliness of bus information	63.2%	28.4%	9.5%	0.0%	0.0%
Availability of bus route information	62.1%	31.6%	6.3%	0.0%	0.0%
Accessibility of bus passes (ease of purchase)	59.4%	29.2%	10.4%	1.0%	0.0%
Bus stop cleanliness and comfort	58.8%	33.0%	7.2%	1.0%	0.0%
Travel time on bus	48.4%	40.0%	10.5%	1.1%	0.0%
Cost of riding the bus	47.9%	40.6%	9.4%	2.1%	0.0%

DISCUSSION GROUP WORKSHOPS

Stakeholder Discussion Group Workshop

As part of *Access Pasco*, an invitation-only discussion group workshop was also held to gauge existing and future public transportation needs in Pasco County. The meeting was held on March 5, 2012, from 2:00–4:00 PM at the Pasco Economic Development Council conference room. Attendees from business, educational, workforce, medical, welfare, workforce, agricultural, and medical organizations were invited to participate in the discussion so PCPT and the MPO could learn more about the public transportation needs and issues of the people and organizations they represent in Pasco County and the region. Each attendee was provided with the following:

- Fact sheet summarizing existing PCPT services and the Access Pasco 10-year transit plan and how input from the workshop will be used in the planning process
- Maps of existing and future transit services
- Map of potential park-and-ride facilities
- PCPT bus system map and route maps

- Materials for map exercise—colored dots and maps to prioritize areas where PCPT services and park-and-ride facilities are needed
- Workshop survey

The input received from the attendees and the results of the map exercise are summarized below.

Experience with PCPT Services

- Attendees were asked about their experience with current transit services as well as any input on transit they may have from the people they represent. Most responded that, while they may have not ridden PCPT, there is high acceptance and approval for the PCPT services. Most attendees also indicated that the populations they represent rely on the bus service to get around, and most appreciate the recently-implemented cross-county bus routes on SR 54/56.

Perception of Current Role of Transit in Pasco County

- Most agreed that the existing transit system provides an important mobility option to both captive riders (who have no other mode available to travel) and discretionary riders (who have access to other modes but choose transit) in Pasco County. However, there was general agreement that attracting large numbers of discretionary riders will not likely be possible until a much higher level of transit service can be provided (mainly frequency of service). They agree that it plays a key role in moving people to jobs, educational facilities, shopping, medical services, etc., within Pasco County and regionally.

Needed Transit Service Improvements

- There was consensus among the attendees that more transit service is needed. The population in Pasco County is growing, and there is an uptick in new development throughout the county. In addition to a number of existing activity centers needing transit connections, there are new or planned retail, residential, and educational facilities such as the new Pasco-Hernando Community College (PHCC) Wiregrass campus that is not currently served by PCPT. Attendees recognize the need to connect these existing and new developments to the overall PCPT system to provide residents, workers, visitors, students, and other riders with new or better services to these locations.
- The workforce in the Lacochee area is in need of increased transit service. There is a need to expand the existing service in this area to allow potential workers to reach new businesses and jobs in other areas in Pasco County.
- Nearly all attendees at the discussion group meeting agreed that service to St. Leo is crucial and badly needed. The lack of service to St. Leo University is a disadvantage for students that need public transportation.
- There is also a need to connect the PHCC campuses in Dade City and New Port Richey with adequate transportation. Each PHCC campus offers a different curriculum and, therefore,

students may have to attend different campuses daily, making transportation between campuses crucial.

- One major issue PHCC students have when they consider using PCPT services is lack of later service. Service hours and frequency need to be improved to allow students to use transit. Some classes end as late as 9:40 PM, and PCPT services end around 8:00 PM. Later service needs to be added to the current routes serving the PHCC campuses.
- Attendees also indicated that SR 52 is congested during peak hours and that traveling to and from Dade City has become an unpleasant experience for motorists during peak traffic periods. Because there are a lot of people who travel from west Pasco to Dade City, the attendees suggested implementing a local or express bus route on SR 52 connecting east Pasco to Dade City.
- The need for transit to access jobs was also highlighted. The Pasco-Hernando Workforce Development Board currently helps its customers plan for transportation and access to their job locations, and staff at the Board currently recommend using PCPT to its customers as a way to get to their potential job locations.
- Various government centers throughout the county need to be better connected. These locations should have access to the bus system, as a significant number of people that visit these centers use public transportation and do not have access to private transportation, do not like to drive, or do not have a valid driver’s license. More specifically, the government center in Dade City needs to be connected via SR 52 so people in St. Leo and St. Antonio can use transit to access the center and other jobs and services in Dade City.
- Overall, the following service improvements were identified as transit priorities for the next 10 years:
 - Increased frequency
 - Later service, especially on routes serving PHCC campuses
 - Service to the following new areas/locations
 - Moonlake Road
 - St. Leo University
 - Lacochee
 - Hudson
 - Pasadena Hills area (with future development)
 - Cross-county service on SR 52
 - More frequent service in Dade City
 - Connections to Pasco County health offices in Zephyrhills on US 41

Awareness of Transit and How to Educate the Public

- There was consensus that more marketing of the available services is necessary. Most agreed that there is a significant segment of population who are unaware of the services provided by

PCPT and improved marketing efforts focused on all types of potential riders are needed. Some of the participants were not aware of PCPT's website that provides information, maps, and schedules for the existing bus routes and other services offered by PCPT.

- Attendees at the workshop also commented that PCPT should market its services more to younger demographics. They indicated that young people are more likely to ride public transportation if PCPT were to inform them about the service options using social media. The attendees believe such an effort may result in increased transit ridership from these demographics.

Willingness to Consider Additional Local Funding for Transit

- Attendees agree that with the heightened interest in transit in Pasco County, there also seems to be an increased willingness in the community to support improvements to the transit system.
- Attendees were pleased to learn that the implementation of transit service on SR 54/56 was funded entirely through grants. They recommended that PCPT search for similar grants or funding mechanisms that provide 100 percent funding for improvements. However, as most funding programs require a local match, also discussed were other revenue opportunities, such as the revenue set-asides for transit from the Pasco County Mobility Fee and tax increment financing program. Other options such as advertising on vehicles and private contributions were suggested as possible opportunities.

Thoughts on Current PCPT Logo

- Some indicated that the current PCPT logo does not represent the bus system well and needs to be refreshed. Some suggested removing reference to the term "public transportation" and aligning the service more with the term "access."
- Most attendees agreed that a rebranding of PCPT services is needed. Current branding and marketing seem to reinforce PCPT as a service for individuals with no other transportation alternative. Rebranding will help PCPT attract new, discretionary riders, as would targeted marketing, technological improvements such as Wi-Fi on buses, clearer and more appealing advertising, and better use of social media to reach different demographics.
- There were recommendations to hold a logo contest in the community that would give residents and businesses the opportunity to take part in the rebranding of the system. This would also lead to increased exposure for transit in the community.
- It was recognized that the cost of rebranding would likely be an issue and that PCPT should explore ways to have the private sector participate in paying for this effort. One suggestion was to facilitate a consensus-building process to develop a plan for the "right" approach and then determine how to pay for it.

Results of Map Exercise

- As part of the workshop, attendees also participated in a map exercise to identify areas that need transit service. Each attendee was asked to identify the top three priorities for service expansion within the next 10 years; Map 4-1 shows the areas identified. In addition, a map of potential park-and-ride locations that was recently developed by the MPO also was provided to the group. With the park-and-ride map, attendees identified their choices of the top three locations for developing park-and-ride lots to add to the overall transit network; Map 4-2 shows the areas identified by attendees.

Stakeholder Discussion Group Workshop Conclusions

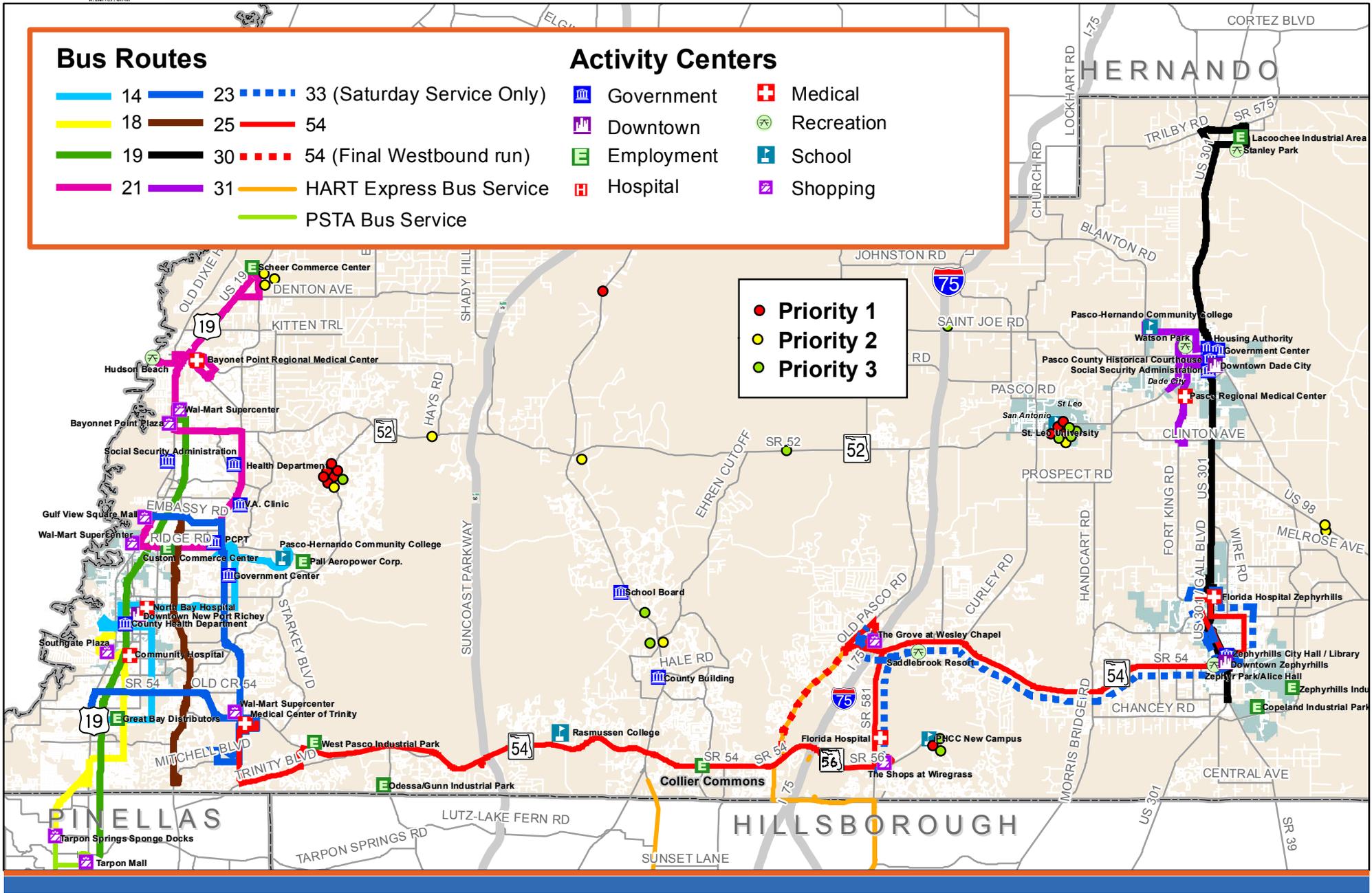
Overall, the discussion group provided an opportunity for PCPT and MPO staff to engage in a productive discussion with a group of partners representing population segments and organizations crucial for transit growth in Pasco County. In addition to the discussions summarized above, participants also indicated a strong willingness to work collaboratively towards improving transit in the community and stay engaged in the *Access Pasco* planning process.

Bus Operator Discussion Group Workshop

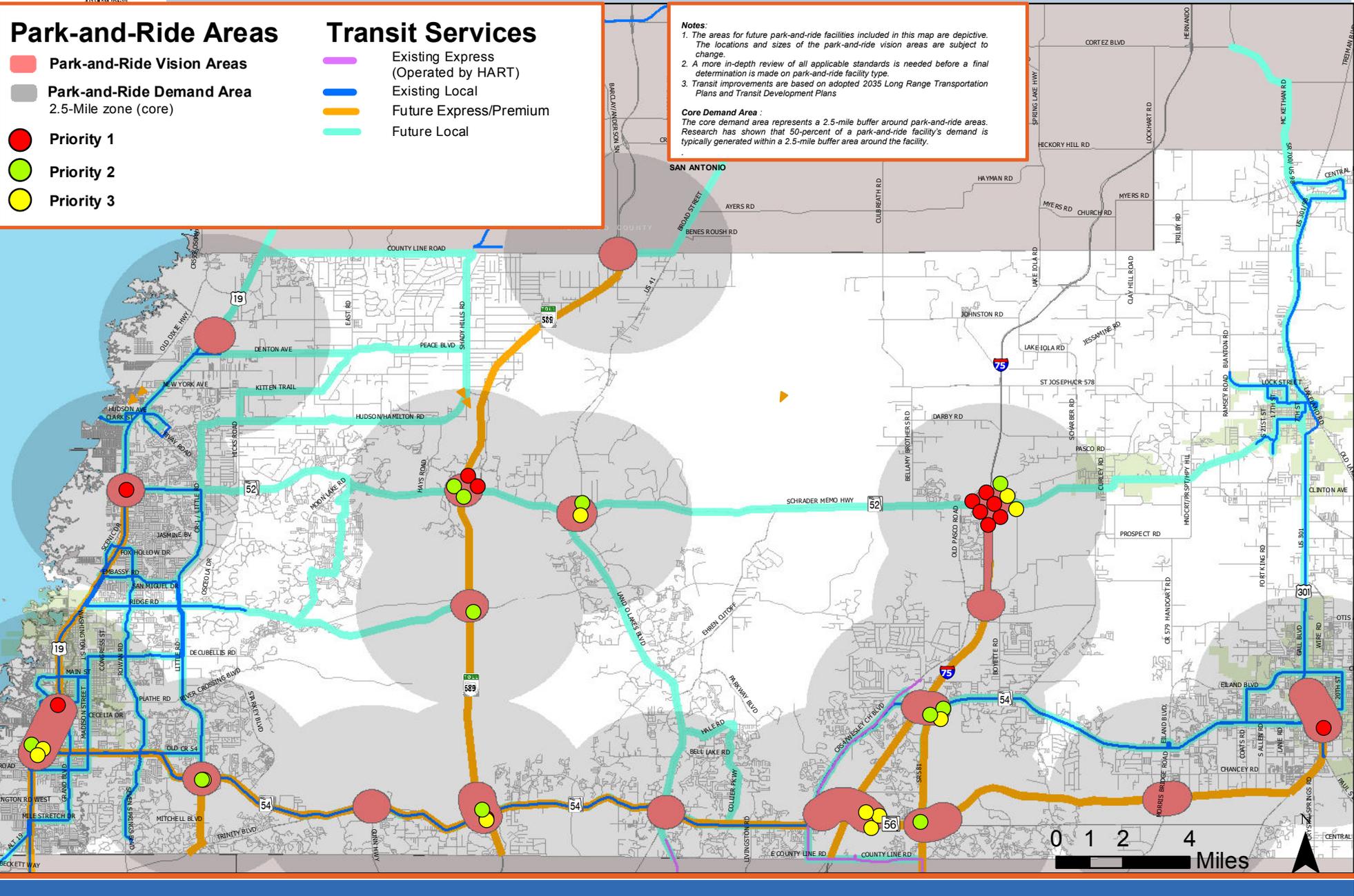
PCPT bus operators were asked to participate in a discussion group workshop that took place at PCPT on March 20, 2013. The workshop had multiple opportunities for operator input, including a survey, a discussion period, and an interactive process with a map of existing transit routes.

During the operator discussion group, participants were shown a large map of the PCPT bus system and asked to identify areas where they perceive service weaknesses. Bus operators identified locations where safety or operational issues exist as well as locations needing more or new bus service.

- *Frequency:* The majority of bus operators commented that PCPT riders would like to see increased frequency throughout the system. However, Routes 19, 21, 25, and 54 are the routes that need increased frequency the most.
- *Later service:* Most bus operators commented that riders would like to see later service at night to accommodate customers who work late.
- *Late buses/missed connections:* Bus operators also commented that passengers have complained that buses are late, which causes them to miss connections. Bus operators discussed variables along routes that cause them to be late. These include:
 - Limited connection times specifically at Cross Bayou stop
 - Large number of passengers in wheelchairs at Kmart stop



Map 4-1: Stakeholder Discussion Group Priorities for Service Expansion



Map 4-2: Stakeholder Discussion Group Priorities for Park-and-Ride Locations

- Uncoordinated traffic signals specifically at Tarpon and US 19
 - Construction along US 19
 - Continuous turn lanes along US 19 which make it difficult for buses to re-enter traffic
- *Expanded service:* Passengers have also expressed that minimal service on weekends and holidays make it difficult for them to visit shopping centers or supermarkets.
 - *Bus shelters/stop accessibility:* Bus operators commented that there is a need for more bus shelters and improved accessibility at bus stops throughout the PCPT system. Passengers would like to see improvements made at:
 - Zephyrhills and Kmart (need for bus shelters)
 - Zephyrhills (sidewalks to bus stops)
 - *Bus schedules:* Bus operators mentioned that passengers perceive the bus schedules as difficult to understand and read. This causes bus operators to spend time at bus stops directing passengers to connecting routes.

Operators were also requested to fill out a survey that asked about major customer complaints, whether those complaints were valid, and where there are specific safety concerns (Figure 4-42). A total of 36 surveys were received from PCPT bus operators. The following is a summary of those comments.

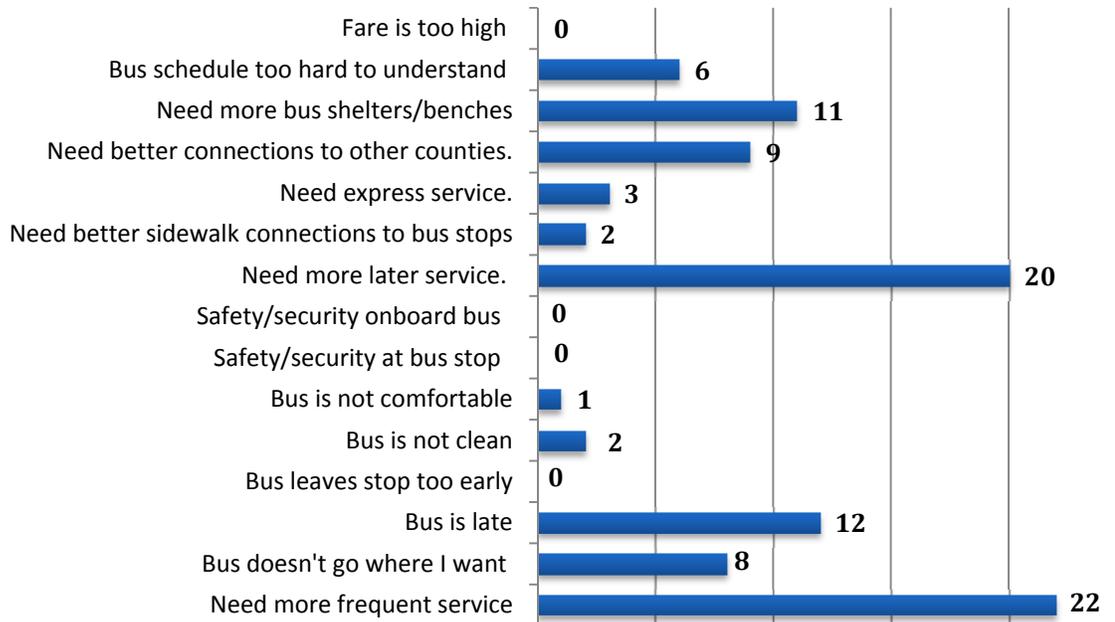
When asked to provide positive information on the feedback that they have received from riders relating to PCPT services, the operators indicated passengers have commented that:

- PCPT fares are affordable
- Bus operators are clean, professional, and courteous and have a positive interaction with passengers
- Vehicles are clean and well-maintained

There was also an opportunity for bus operators to identify safety problems on routes that they may have noticed or that have been communicated to them by customers. Safety issues include:

- Bus stops located before intersections, which causes drivers to inhibit traffic from turning right or forces bus drivers to wait for the traffic signal before proceeding through the intersection; drivers suggested relocating stops past intersections
- Bus stops located near railroad tracks
- Lack of sidewalks to bus stops

**Figure 4-42
Bus Operator Survey Results**



Operators were asked to provide suggestions on which PCPT routes need improvements. Drivers suggested the following:

- Route 14 – certain bus stops are removed or spread further apart so that drivers can maintain schedules
- Route 19 – continuous turn lanes along US 19 should be redesigned so buses can easily merge with traffic
- Route 21 – connection to Hernando County is needed
- Route 25 – needs another vehicle
- Route 31 – needs another vehicle; service at Moore and Sun Road and at Clinton should be eliminated
- Route 54 – stops should be moved further away from intersections

Finally, operators were asked to offer general opinions and comments of PCPT transit services. The following is a summary of those comments.

- Hudson Beach stop should be eliminated due to low ridership.
- Routes with large numbers of passengers with disabilities need more accessible vehicles and increased connection times to be accommodated.

- Service to Moon Lake is needed.
- Route 21 needs to be extended to Hernando County.
- Stops along Route 54 should be moved closer together or more stops should be introduced so that passengers can reach shopping centers or other commercial developments easier.
- Drivers would like to travel between Florida Hospital and The Shops at Wiregrass in Wesley Chapel using a back service road; using this route will save time by avoiding traffic signals along Bruce B. Downs Blvd.
- Stops in the vicinity of new developments or construction should be moved to accommodate new driveways or roads; specifically, new construction at Ridge Road and Little Road (CR 1) and SR 54 and US 19 have changed traffic patterns, and some bus stops are currently in areas no longer suitable.
- Vehicles should receive a more thorough cleaning and maintenance on a daily basis.
- There should be increased availability of vending machines throughout the system.

Operator Discussion Group Workshop General Conclusions

The following are the major summary results from the bus operator survey and the discussion group workshop.

- Bus operators cited a need for later service on weeknights.
- Large strollers, helping customers with the bus schedule, and helping passengers with disabilities sometimes slows down the routes.
- There is a need for shelters, and bus operators cited a number of locations that would benefit from added bus shelters, including Kmart on US 19 and heavily-used stops in Zephyrhills.
- New service to Moon Lake is crucial and needed.
- Connections to other routes are often missed due to uncoordinated traffic signals, continuous turn lanes along US 19, and a large number of passengers with disabilities.
- Service to Hudson Beach should be eliminated.
- Increased frequency on Routes 19, 21, and 25 and connections to Hernando County are the most requested service improvements.

MPO COMMITTEES AND BOARD TRANSIT WORKSHOPS

Workshops were held with the MPO Citizens Advisory Committee, the MPO Technical Advisory Committee, and the MPO Board. Each workshop is summarized below.

Citizens Advisory Committee Workshop

A workshop was held with the CAC on April 3, 2013. This workshop included an overview of the 10-year *Access Pasco* transit plan. A brief history and overview of milestones of PCPT were also discussed. A presentation was made that discussed service trends, existing PCPT bus routes, trends in current transit markets, public outreach activities, public input on transit priorities, and ridership trends. An overview of the 2035 plan that was adopted in 2009 was also presented.

Participants were asked a number of polling questions during the workshop to gauge what aspects of transit they believe are important, their willingness to support future transit investments, and where improvements are needed. The following is a summary of the results from this poll.

- Asked if bus service should be expanded in the next 10 years, all participants agreed that transit should be expanded.
- Expanding existing bus service and extending service to new areas should be a first priority, according to 60 percent of the participants; 20 percent agreed that expanding existing service is a primary priority, and the remaining 20 percent believe that extending service to new areas should be the first priority.
- Participants were asked to choose which top three transit markets should be targeted from eight possible choices—26 percent said commuters, 21 percent said inter-county travelers, and 12 percent said transit-dependent riders or current transit riders.
- The poll asked participants to identify the top three service improvement priorities for PCPT—29 percent chose improving frequency on existing routes, 27 percent chose providing service to new areas not currently served, and 24 percent chose improving hours of service.
- The top three capital and other improvement priorities were identified by the participants—30 percent chose installing more shelters, 23 percent chose installing more park-n-ride lots, and 14 percent chose installing more or improving sidewalks.
- Participants were asked to identify what ridership objectives should be undertaken in the county in the next 10 years—47 percent chose doubling or tripling ridership, and 7 percent did not have a ridership objective.

Technical Advisory Committee Workshop

Similar to the CAC workshop, a workshop was held with the TAC on April 8, 2013. This workshop presented the same information that was presented to the CAC. Participants were asked the same polling questions to gauge what aspects of transit they believe are important, their willingness to

support future transit investments, and where improvements are needed. The following is a summary of the results from this TAC poll.

- Asked if bus service should be expanded in the next 10 years, 83 percent of participants responded that transit should be expanded, and 17 percent believe that it should not.
- Asked which top three transit markets should be targeted from eight possible choices, 22 percent said residents in higher density areas, 19 percent said commuters, and 14 percent said transit-dependent riders.
- The top three service improvement priorities for the TAC were also identified—28 percent said either adding service to areas not currently served or increasing hours of service, 25 percent said increasing frequency on existing routes, and 17 percent said introducing commuter service.
- The top three capital and other improvement priorities were identified—28 percent said improving or installing sidewalk connections to bus stops, 25 percent said adding more shelters, and 22 percent said increasing the number of park-and-ride lots.
- Participants were asked to identify what ridership objectives should be undertaken in the county in the next 10 years—50 percent would like to double ridership and 33 percent want to triple ridership; 17 percent would like to see ridership increase by 50 percent in the next 10 years.

MPO Board Workshop

In addition to the TAC and CAC, a workshop was held with the MPO Board on April 11, 2013. This workshop presented the same information that was presented at the CAC and TAC workshops. Participants were asked the same polling questions to gauge what aspects of transit the MPO Board believe are important, their willingness to support future transit investments, and where improvements are needed. The following is a summary of the results from the MPO Board poll.

- Asked if bus service should be improved in the next 10 years, all participants said yes.
- Asked to identify the top three transit markets that should be targeted, 19 percent said transit-dependent riders or commuters; 13 percent said current riders, choice riders, inter-county travelers, and special event riders; and 6 percent said either non-riders or residents in higher-density areas.
- For the top three service improvement priorities, 29 percent agreed that frequency on existing routes should be increased and 24 percent believe that hours of service should be expanded or

that commuter service should be implemented; 18 percent said introducing new service to areas not currently served should be a priority.

- For the top three capital and other improvement priorities, 28 percent said improving or installing sidewalk connections to bus stops, and 22 percent said adding more shelters. Adding more park-and-ride lots, implementing priority signals on buses, improving technology, and expanding marketing were selected by 11 percent.
- Asked what ridership objective should be undertaken in the county in the next 10 years, 83 percent would like to double ridership and 17 percent want to triple ridership.

TECHNICAL REVIEW TEAM MEETINGS

Two meetings were held with the TRT to discuss the status of public outreach activities and 10-year improvement objectives and to obtain input from the review team. During the meeting held on March 26, 2013, the team discussed issues related to the *Access Pasco* process, public outreach activities, and approach for the MPO Board and committee workshops.

A second TRT meeting was held on May 7, 2013. This meeting focused primarily on the potential 10-year transit improvement needs for Pasco County. Numerous transit alternatives were discussed, as were operating and capital cost assumptions for new routes and potential revenue and funding initiatives.

GENERAL PUBLIC COMMENTS AND SUGGESTIONS RECEIVED BY PCPT

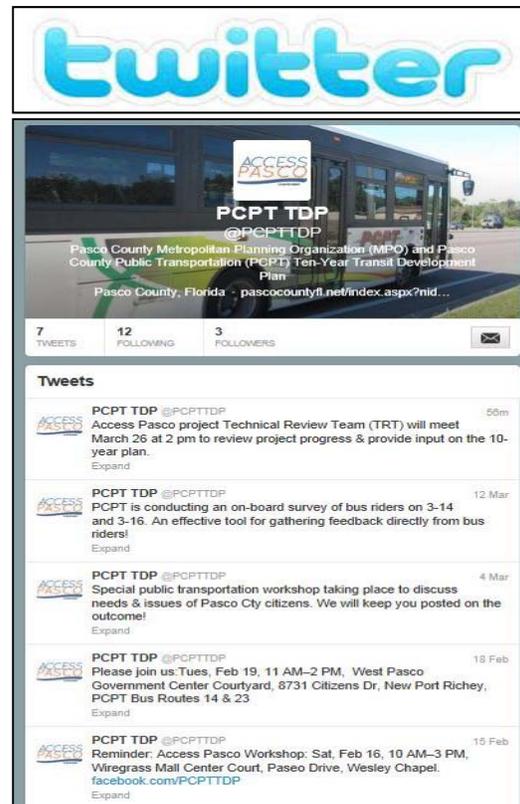
PCPT receives comments on an ongoing basis from the general public through comment cards, emails, phone calls, or regular mail. The following is a summary of comments received by PCPT.

- *Frequency*: Customers would like to see increased frequency on most PCPT routes and expanded service on holidays. They also indicated the need for later service.
- *Expanded Service*: Various areas in the county were identified for expanded PCPT services, including the Moon Lake area, areas east of Moon Lake on SR 52, and the Hudson area.
- *Bus Stop Location*: Customers commented that new bus stops are needed along routes to allow for better connectivity to the PCPT system. There have been requests for new bus stops at the Heritage Pines Community on County Line Road, Beacon Square, Academy at the Farm near The Grove in Wesley Chapel, La Casa Grande, the Marchman Technical Education Center, and the Moon Lake Area.

- **Regional Connectivity:** Comments were received about improving connectivity to the surrounding counties, including Hernando and Hillsborough. There were also comments on the need for express-type services regionally that connect Pasco County transit services with key regional locations such as Downtown Tampa.

SOCIAL MEDIA OUTREACH

Efforts were taken to connect with the community through various social media channels. Social media such as Facebook and Twitter were used to regularly inform PCPT users, the community, and those interested in learning more about the 10-year transit plan. The Facebook page was viewed by 89 unique users and “Liked” by 48 people. The Twitter account for *Access Pasco* had eight followers. In addition, two e-mail blasts were sent out using an email distribution list (to those who signed up to receive such communication) before each series of public workshops to encourage the community to attend the events and provide input. A total of 586 email blast opens were observed for the two email blasts. A copy of one e-mail blast is located in Appendix D.



SECTION 5

SITUATION APPRAISAL

REVIEW OF PLANS AND STUDIES

This section reviews transit policies at local and regional levels of government. Various transportation planning and programming documents are summarized, with an emphasis on issues that may have implications for PCPT.

A number of organizations in Pasco County are putting forth efforts to address regional transportation issues and intermodalism. In addition to FDOT and the many agencies and organizations at the county level, there are other organizations working toward creating a transportation system that is more regional in scope, such as TBARTA and the Pasco County MPO.

The following local, regional, and federal plans and studies were reviewed to understand current transit policies and plans with potential implications for PCPT service:

- **Comprehensive Plans**
 - City of Dade City Comprehensive Plan
 - City of New Port Richey Comprehensive Plan
 - City of Zephyrhills Comprehensive Plan
 - Pasco County Comprehensive Plan
- **Transit Development Plans**
 - HART 2012–2021 TDP
 - Hernando County MPO 2010-2019 TDP
 - PCPT 2009–2018 TDP
 - PSTA 2011–2020 TDP
- **Additional Local Plans**
 - Pasco County 2035 Long Range Transportation Plan (LRTP)
 - Hillsborough, Pasco, and Pinellas MPOs 2009 Tri-County Access Plan Update
 - Pasco County Economic Development Strategic Plan: Bringing Opportunities Home
 - Pasco County Transportation Disadvantaged Service Plan (TDSP)
 - Pasco County Transportation Improvement Program (TIP)
 - Pasco County SR 54/56 Form-Based Transit Center Overlay Plan
 - Pasco County Yearly Building Permit Report
 - PCPT System Safety Program Plan & Operations Manual

- **Regional Plans**
 - TBARTA Master Plan Vision and Regional Corridor Studies
 - Multimodal Transit and Managed Lanes Feasibility Evaluation for SR 54/56 Corridor
- **State Plans**
 - Florida Transportation Plan: Horizon 2060
 - State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan
 - Florida’s Strategic Intermodal System Strategic Plan
 - Transportation Disadvantaged Memorandum of Agreement
- **Federal Plans**
 - Moving Ahead for Progress in the 21st Century Act (MAP-21)
 - Title VI and Environmental Justice

Summary of Findings

Pasco County’s transportation system is influenced by many agencies and governmental jurisdictions. When reviewing and comparing the plans and programs of these agencies and jurisdictions, a shared vision is revealed. Increased mobility to ensure residents’ quality of life is expected and desired by the region’s businesses and residents. Strategies to maintain and improve mobility can be achieved by creating an efficient, effective, and balanced intermodal and multimodal transportation system. The shared vision can be initiated and achieved only by coordinating the multitude of plans, programs, and policies in the region.

PCPT must effectively operate in the local planning, financial, and policy environment to maintain and expand the regional transit system. In addition, PCPT must have input into future land use programs and development regulations of the member jurisdictions for land use and transit planning to be effective. The following are critical themes that are important for the integration of transit into the urban fabric in Pasco County:

- **Transit-Friendly Land Development Patterns:** The existing highway-based system has become overburdened. Building and improving roads can no longer be the only alternative for Pasco County’s mobility. Land uses and development patterns must evolve to better support the use of public transportation and the introduction of premium transit services.
- **Sufficient Financing to Operate and Maintain the Necessary Transit System:** A dedicated funding source is necessary to achieve and maintain the enhanced and premium transit services of the PCPT vision.
- **Regional Connectivity:** The Tampa Bay region comprises multiple counties and cities. An interconnected regional transportation system is important for connecting activity centers, providing accessibility, and improving mobility for the region’s residents.

Table 5-1 presents summary information and discusses the overarching goals of these plans. Appendix E contains a detailed summary of each plan reviewed as part of PCPT's 2014–2023 TDP.

**Table 5-1
Pasco County 2014–2023 TDP Plan Review Summary Table**

Plan	Agency	Year	Goals
City of Dade City Comprehensive Plan	Dade City	2010	Develop multimodal transportation system that places importance on public transportation systems and public safety.
City of New Port Richey Comprehensive Plan	New Port Richey	2008	Emphasize multimodal transportation, including public transit, walking, bicycling, and intermodal transportation connections, along with traditional planning for automobile circulation and roadway beautification.
City of Zephyrhills Comprehensive Plan	Zephyrhills	2010	Create a diverse and sustainable economy; protect and preserve natural and historical resources; revitalize urban communities; develop livable communities.
Pasco County Comprehensive Plan	Pasco County	2006	Focus on quality-of-life issues and sustaining livability of community.
HART 2012–2021 TDP	HART	2011	Address immediate challenges facing HART and laying groundwork for accommodating a greater share of Hillsborough County’s mobility needs.
Hernando County MPO 2010–2019 TDP	Hernando County MPO	2009	Provide safe, efficient, and accessible transit services to citizens and visitors in need of transportation and evolve into a system that ultimately provides for mobility of all residents and visitors in Hernando County, offering a viable choice among travel modes.
PCPT 2009–2018 TDP	Pasco County MPO/PCPT	2008	Improve quality of service; increase public awareness of PCPT through education and marketing; pursue coordination activities with other jurisdictions and transportation providers; identify and meet needs for public transit; pursue transit-friendly land use and regulations.
PSTA 2011–2020 TDP	PSTA	2010	Enhance quantity and quality of service; implement system-wide infrastructure improvements; prioritize community partnerships and regional initiatives; encourage transit-supportive land use, development, and redevelopment; increase revenue through taxes, marketing, and partnerships.
Pasco County 2035 LRTP	Pasco County MPO	2009	Address long-term transportation needs of Pasco County and greater Tampa Bay area.
Hillsborough, Pasco, and Pinellas MPOs 2009 Tri-County Access Plan Update	Hillsborough, Pasco, Pinellas County MPOs	2009	Ensure that public transportation services and improvements benefit older adults, persons with disabilities, and low-income and unemployed populations.
Pasco County Economic Development Strategic Plan: Bringing Opportunities Home	Pasco County	2013	Through aggressive and proactive planning, propel Pasco into future for its residents and to “Bring Opportunities Home.”

Table 5-1 (continued)
Pasco County 2014–2023 TDP Plan Review Summary

Plan	Agency	Year	Goals
Pasco County TDSP	Pasco County	2012	Address needs of older adults, persons with disabilities, and/or economically disadvantaged people in Pasco County.
Pasco County TIP	Pasco County	2012	Identify transportation projects and programs within Pasco County.
Pasco County SR 54/56 Form-Based Transit Center Overlay Plan	Pasco County	2011	Transit center overlay zones recognized for potential to accommodate mixed-use, dense development that is transit-oriented and pedestrian-friendly.
Pasco County Yearly Building Permit Report	Pasco County	2012	Number of building permits increased as of 2012: 27,345 applications were submitted, up from 22,736 in 2009.
PCPT System Safety Program Plan & Operations Manual	PCPT	2012	Provide nonemergency transportation services in a safe, effective, and efficient manner.
TBARTA Master Plan Vision and Regional Corridor Studies	TBARTA	2011	Reflect needs and desires for a balanced transportation system that will improve mobility of passengers and freight.
Multimodal Transit and Managed Lanes Feasibility Evaluation for SR 54/56 Corridor	TBARTA	2012	Evaluate a broad range of multimodal transportation alternatives for corridor to provide mobility-oriented benefits, economic development, environmental and other benefits.
Florida Transportation Plan: Horizon 2060	FDOT	2010	Make Florida’s economy more competitive, communities more livable, and the environment more sustainable for future generations.
State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan	FL Comm. for Transportation Disadvantaged (CTD)	2005	Develop and field-test a model community transportation system for persons who are transportation disadvantaged; create a strategy for the Florida CTD to support the development of a universal transportation system.
Florida’s Strategic Intermodal System Strategic Plan	FDOT	2010	Strategies for improving mobility, increasing intermodal connectivity, and supporting economic development.
Transportation Disadvantaged Memorandum of Agreement	FL CTD	2012	Determine requirements for Community Transportation Coordinators (CTCs).
MAP-21	Federal Transit Admin (FTA)/USDOT	2012	Create streamlined, performance-based, multimodal program to address many challenges facing U.S. transportation system, including improving safety, maintaining infrastructure, reducing traffic congestion, improving system efficiency and freight movement, protecting environment, reducing delays in project delivery.
Title VI and Environmental Justice	FTA/DOT	2012	Assist recipients in integrating EJ principles in transit decision-making processes; prohibit discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.

REGIONAL COORDINATION

This section discusses regional transit issues and connections with local agencies. Regional coordination conducted as part of *Access Pasco* included updating the regional transit agencies in the neighboring counties and FDOT on regional improvements identified by the *Access Pasco* plan and discussion of regional issues and opportunities. The agencies contacted included HART, PSTA, THE Bus in Hernando County, TBARTA, and FDOT District 7. The input received is summarized below.

Hernando County

In 2012, THE Bus in Hernando County made efforts to bridge the geographical gap in the Tampa Bay region by extending fixed-route service to the Pasco-Hernando Community College (PHCC) Spring Hill Campus, located on US 19 in Hernando County about a mile north of the Pasco-Hernando county line. In addition to a connection to THE Bus service, adequate transit infrastructure also exists at the PHCC Spring Hill site, making it an ideal transfer point between THE Bus and PCPT. Hernando County has requested that PCPT plan for a fixed-route connection with THE Bus at the PHCC Spring Hill Campus as a short-term goal/objective in the development of *Access Pasco*.

The discussion with Hernando County MPO staff indicated that the County is eager to see enhanced regional connections. The staff indicated that the PHCC Spring Hill connection would benefit the citizens of both Hernando and Pasco counties economically and socially by enhancing the mobility of transit riders. Additionally, in terms of local needs, Hernando County mentioned that the agency's first priority is implementing service from Spring Hill Drive to Brooksville via Mariner and US 41.

HART

HART currently serves Pasco County via routes 20X (Pasco/Lutz Express) and 51X (New Tampa/Pasco). HART provided input on several of the alternatives proposed in *Access Pasco*, in addition to other useful information for consideration as part of PCPT's TDP planning process.

- HART noted that 100 percent of operating costs for the 20X are funded by FDOT due to the route's inter-county, regional nature.
- HART agrees that PCPT's proposed Land O' Lakes Circulator would increase connectivity to the 20X. Additionally, if the proposed route crosses into Hillsborough County or is coordinated with the 20X, it may be eligible for funding through FDOT.
- Shared-use park-and-rides currently cost HART a significant amount each year in lease payments. A park-and-ride lot is currently scheduled for construction between The Shops at Wiregrass and Florida Hospital on Bruce B. Downs in Pasco County. The 51X will be routed to

the new park-and-ride lot when it is completed, thus creating additional connections to PCPT service in the Wiregrass area.

- HART is supportive of extending the 51X to SR 52 in Pasco County, particularly if the route qualifies for 100 percent operating funding through FDOT. However, HART notes that adding service to the 51X currently is not possible because HART does not have room in its operational facility to acquire additional buses for the peak fleet.
- Through the TDP planning process, PCPT has received comments about connecting Pasco County to USF. To meet this need, PCPT is proposing an express bus in mixed traffic starting at SR 52, south on I-75 to SR 54, south on Bruce B. Downs to I-75, south on I-75 to Fletcher Avenue, and west on Fletcher Avenue to one of the MetroRapid stations adjacent to USF (50th Street, Palm Drive, or Magnolia).
- HART hopes to continue coordination with PCPT regarding regional fare collection and plans to use fareboxes on the new MetroRapid BRT line as a test project for regional fare media. A study is planned to determine the appropriate regional fare media.
- HART supports a new route in coordination with PCPT to serve Pasco County to Citrus Park, particularly if the route meets requirements for 100 percent operating funds from FDOT. However, as noted previously, HART has no additional space at its operational facility and cannot make any improvements that would result in additional peak-hour buses. Storing buses for shared service at a PCPT facility could be a possible solution.
- HART also provided comments about the Bruce B. Downs Corridor Study being conducted by FDOT District 7. HART has noted some issues with the assumptions, particularly the fact that the operating cost for the proposed service is lower than some of the existing routes, and the ridership projections seem too high to accommodate the proposed 10-minute frequency.

TBARTA

TBARTA supports regional coordination in the Tampa Bay area and provided input on alternatives proposed as part of PCPT's 2014-2023 TDP.

- The agency supports enhancing transit frequency on SR 54 from 120 minutes to 60 minutes.
- TBARTA notes that potential demand for service to/from Pasco County appears to be most prevalent along the Bruce B. Downs corridor.
- TBARTA also sees the need for implementation of service from SR 56 to USF and enhancement of service from SR 56 to downtown Tampa.
- Related to the discussion with HART, TBARTA relayed the importance of establishing designated park-and-ride lots instead of shared-use lots at churches and shopping centers.

- TBARTA is also supportive of PCPT's connection to PHCC Spring Hill in Hernando County.
- TBARTA noted that recent iTownHall meetings identified transit as the biggest issue in Pasco, Hernando, and Citrus counties.

PSTA

PSTA's most recent TDP major update identifies the importance of encouraging convenient connections to regional transit services such as PCPT. PCPT service currently connects with PSTA at Huey Avenue and Tarpon Avenue in Tarpon Springs; four bus shelters exist at this stop. PSTA suggests the need for a more formal transfer location near US 19.

FDOT

The FDOT District 7 Office encourages transit agencies to identify opportunities for regional connections—both funded and unfunded—as part of the transit development planning process. FDOT is more easily able to allocate funding to previously-identified projects when funding becomes available. FDOT supports regional connections throughout the area, including along the Suncoast Parkway and I-75—particularly service that connects Wesley Chapel to USF. FDOT envisions the Wesley Chapel to USF service providing service for commuters and incorporating park-and-ride lots.

SITUATION APPRAISAL

The remainder of this section summarizes the situation appraisal conducted for the *Access Pasco* transit plan. The requirements for a major update of a 10-year transit plan in Florida include the need for a situation appraisal of the environment in which the transit agency operates. The purpose of this appraisal is to help develop an understanding of PCPT's transit operating environment in the context of the following elements:

- Socioeconomics
- Travel behavior
- Land use
- Public involvement
- Organizational issues
- Technology
- Funding

The assessment of these elements resulted in the identification of possible implications for Pasco County's transit program. The assessment and resulting implications are drawn from the following sources:

- Review of relevant plans, studies, and programs prepared at all levels of government
- Results of technical evaluation performed as part of the *Access Pasco* planning process
- Outcomes of discussions with PCPT and MPO staff
- Outcomes of public outreach activities.

Issues, trends, and implications are summarized for each of the major elements in the remainder of this section.

Socioeconomic Trends

To better assess the impact of the growth in population on public transportation needs, it is important to understand the trends and markets that could be impacted or may benefit from public transportation services.

- The *Florida Statistical Abstract*, prepared by the Bureau of Economics and Business Research (BEBR) at the University of Florida, indicates a county population projection of 570,621 by the year 2020 and 677,763 by the year 2030, increases of 23 percent by 2020 and 46 percent by 2030.
- The higher population densities in the county continue to be on the western side, whereas most of the rapid growth in population is seen in the south-central portions of the county between 2010 and 2035.
- Existing employment in Pasco County is densest along the western shore, the south-central portion of the county, and the eastern corridor between Dade City and Zephyrhills. The major corridors, including US 19, US 301, and SR 54/56, show higher employment densities. Similar to population, the highest level of future growth in employment will be in the south-central portion of the county.
- The county is becoming more ethnically diverse, with Hispanic or Latino populations almost doubling in size during the last ten years. This shows a significant growth in minority populations over the last 10-year period and represents a potentially growing market of traditionally transit-oriented populations.

The market assessments presented previously in *Access Pasco* Technical Memorandum #3, including the traditional and discretionary market assessments, indicate that most of the core areas of the county that are considered transit-supportive today in terms of traditional and discretionary markets are currently being served by PCPT. However, there are still a number of areas, primarily on the northwestern and southern portions of the county, with population from both traditional and discretionary transit markets currently not served or underserved by PCPT.



Implications – PCPT must continue to strive to meet the county’s demand for public transportation as the population continues to grow. Traditional and discretionary market segments are anticipated to grow consistent with the overall population growth within the county. PCPT should continue to target its base ridership, which consists of traditional bus users, while at the same time make efforts to gain discretionary riders. PCPT’s continued success depends on its ability to tailor services that will expand its rider base and capture new transit markets and riders.

Travel Behavior

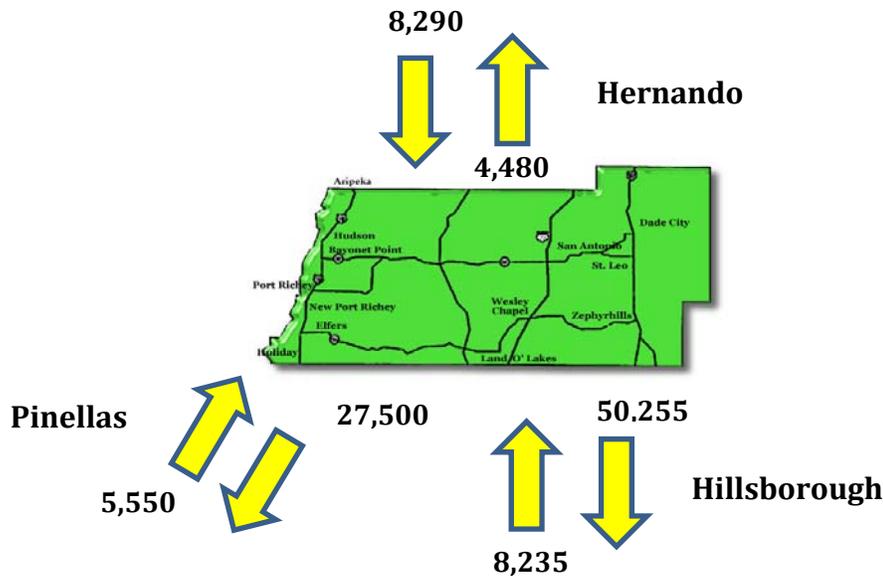
The analysis of trends in travel behavior for Pasco County indicates the following:

- Travel times commuters in Pasco County spend on average have increased over time, with a greater percentage of people traveling for more than 30 minutes in 2010 than 2000.
- Since 2000, driving alone, commuting by transit, and working at home have increased. Carpooling and walking have decreased.
- A review of regional travel behavior indicates the need for more regionally-connected transit services. As illustrated in Figure 5-1, the Trends and Conditions Special Report published by the American Community Survey (ACS) in February 2013 indicates a total of more than 87,000 commute daily to Pinellas and Hillsborough counties. However, more of the commuters are going to Hillsborough County (50,255), which is connected by two bus routes that only run during peak traffic hours.



Implications – PCPT will continually be challenged by the need to provide services locally and regionally to those dependent on public transportation to access work, shopping, educational services, etc. In addition, data from public involvement process also indicated a small but growing population of riders who have cars but wish to ride transit for many personal and environmental reasons. With changing demographics locally, increased attention regionally and locally on transit, and with Route 54 now linking west and east PCPT services for the first time, transit is starting to have the opportunity to become an integral part of travel behavior in Pasco County. If so, a more well-connected and often-run transit service can only help.

**Figure 5-1
Daily Commute Flows, 2006-2010**



Source: ACS, 2013 Trends and Conditions Special Report

Land Use

Pasco County has continued to develop land-use strategies to reshape its land use to increase mobility and quality of life for its residents. These land-use strategies are being developed through various coordinated planning efforts and have focused on creating an efficient, effective, and balanced intermodal and multimodal transportation system. Critical to the success of an efficient and effective transit system are the combination of basic employment opportunities and a mix of housing typologies supported with major retail, civic, cultural, entertainment and community facilities.

In a recent effort to reshape its future land use, Pasco County identified major market areas/nodes on its key corridors, including SR 54/56, US 19, Little Road (CR 1), US 41, etc., on which to focus its development strategies for the future. In addition, a concerted effort to create transit-oriented developments and communities has been initiated for the SR 54/56 corridor, located within the designated Pasco County Urban Service Area and targeted by Pasco County to support a significant portion of the projected growth within the county.

While the local land use policy is being reshaped, the land use policy environment at the state level has also been changed in recent years. By passing HB 7207, the State placed responsibility for transportation planning and growth management in the hands of local planners. This allows PCPT, MPO, and other agencies in Pasco County to work together to leverage their local resources and funding

to best suit local conditions. This bill also requires that Comprehensive Plan Transportation Elements provide “convenient multimodal transportation systems.”



Implications – PCPT and the Pasco County MPO must continue to participate in and coordinate with ongoing efforts that encourage a transit-oriented land use framework to create a vibrant mixed-use environment that supports transit use. PCPT and the Pasco County MPO have made significant progress in this aspect and should continue their work to ensure that land development policies and land development codes require transit infrastructure to support adequate levels of transit service. Pasco County has made a multimodal transit system a priority, so PCPT should be poised to leverage this investment to the best of its ability.

Public Involvement

As part of *Access Pasco*, PCPT, in collaboration with the Pasco County MPO, has undertaken an extensive outreach process to garner public input. Between February and April 2013, four public workshops were held to discuss existing PCPT services and future enhancements to the transit system. The activities were conducted to provide a forum for the public to express concerns and generate ideas regarding the most important needs for PCPT. Additionally, an on-board survey of PCPT fixed-route patrons was conducted in March 2013 to collect rider input on current transit services and provide direction for future improvements, marketing, and policies. Also, a series of meetings with elected officials, planning review committees, stakeholders, and bus operators was conducted to discuss existing and future service characteristics and needs. Email blasts and social media channels were also used to reach and inform the public.

General conclusions drawn from public involvement efforts conducted for the TDP as well as other efforts include the following:

- **More Service Frequency/Hours** – Public feedback emphasized the need for more frequency as a high priority. Implementing later hours at night was also a high priority with users. When asked during the PCPT on-board survey, respondents were least satisfied with how often the buses run and lack of late service.
- **Expand Service Coverage** – Public outreach process participants expressed a desire for PCPT to expand its service coverage and reach new areas of Pasco County. Need for service coverage in Moon Lake, Land O’ Lakes, and Wesley Chapel areas and a connection to Hernando County were indicated as service priorities during the public outreach efforts.

- **Regional Connectivity** – Feedback emphasized a need to connect Pasco County with its neighboring counties to the south and north. This includes connecting with Hernando’s transit services to the north and enhancing existing connections to the south, especially with Hillsborough County. As previously shown, most commuters who leave Pasco County daily to go to work travel south to Hillsborough County.
- **Infrastructure** – The need for more transit infrastructure at bus stops was mentioned as another priority for the current transit system by the participants at public outreach efforts. PCPT needs to upgrade current bus stops by adding more benches, shelters, and amenities and to concentrate on maintaining them. Improving the accessibility to bus stops was also indicated as a priority.



Implications – PCPT should take into account public input received when prioritizing service improvements for Pasco County. As indicated previously, a variety of improvements were identified across all public involvement efforts, including modifications to the existing structure of the PCPT fixed-route bus network, new routes, and infrastructure upgrades. Important to PCPT will be the need to balance the allocation of limited resources if and when these improvements are implemented. How to distribute public transportation service is a policy decision that Pasco County will need to balance based on the availability of resources. One of the major strategic planning considerations for Pasco County is whether to enhance public transportation by extending service to new areas, anticipating that new ridership will be generated, or improving service and service delivery in the existing service areas.

Organizational Issues

PCPT operates as a department of Pasco County Public Services, which is set up to provide services to meet many of the health, social, leisure, and safety needs of Pasco County residents. These include public transit, animal services, social and welfare services, and fire/rescue services, and recreation and library programs, as well as the planning, design, construction and maintenance of County buildings and parks.

As part of Pasco County Public Services, PCPT provides fixed-route transit services and paratransit (door-to-door transportation) services in compliance with the Americans with Disabilities Act (ADA). PCPT is currently the only fixed-route public transit provider in Pasco County and has served Pasco County since it began its operations in 1993 by combining the two separate transit providers at that time. In addition, PCPT also has consistently conducted assessments to evaluate the effectiveness of its transit operations and identify opportunities for improvements through changes to its operations, marketing, and administration.



Implications – While continuing the current organizational structure as a department of Pasco County, PCPT should continue to assess the transit system in its effort to increase service and management efficiencies. Such periodic efforts, conducted as part of a Comprehensive Operational Analysis (COA) (or an internal assessment more limited in scale) will identify whether any operations or management efficiencies can be gained. In addition, it will also enable the County to make policy decisions and proceed with a clear vision for the future of PCPT. In addition, PCPT also should continue its close coordination with the MPO to implement key plans, such as the Bus Stop Access & Safety Improvement Plan developed by the MPO to improve bus stop infrastructure and access.

Technology

PCPT is in the process of implementing a number of new technology components to enhance the overall transit experience for its patrons. The technology program may include the following key components/improvements to its bus fleet.

- **Wireless Internet technology on all buses** – This technology provides in-vehicle service to all passengers and improves the customer service experience.
- **Automatic Passenger Counters (APCs)** – APCs can assist the system in keeping track of its ridership at the route level.
- **Other Technology Upgrades** – Other improvements planned include installing automated voice announcement systems, mobile data terminals, and fixed-route and paratransit management software.

In addition, the SR 54/56 corridor study has identified a number of premium transit alternatives for the corridor, including implementing queue jump lane technologies at selected intersections on SR 54/56 between US 19 and Bruce B. Downs Boulevard. Queue jump lanes provide priority treatment to transit by letting buses bypass long queues at congested intersections. This transit priority technology uses special priority lanes and right-hand turn lanes and is often combined with a priority signal for bus that permits transit through movements at an intersection.

Transit agencies are increasingly opting to use alternative fuel vehicles. During the *Access Pasco* public outreach process, discussions occurred regarding upgrading PCPT fleet to be more fuel-efficient and environmental-friendly.



Implications – Agencies invest in technology improvements to enhance the rider experience while on board, but they sometimes may not market such additions adequately such the riders are unaware of their existence and suggest them as service improvements. For example, Wi-Fi service may go unnoticed unless it is communicated to riders. Wi-Fi services on buses may attract additional youth and discretionary riders. PCPT should consider additional marketing of such new technologies once that investment is made so current and potential riders will be aware of their existence. In addition, PCPT should implement technologies such as APCs, voice announcement systems, mobile data terminals, and software upgrades to enhance its quality of service and ridership data collection/performance monitoring efforts.

PCPT also should consider the purchase of alternative fuel buses as part of vehicle replacement and service expansion. It is important to note, however, that vehicle technologies are evolving rapidly and, since vehicle acquisition is likely to be several years in the future, technologies should be reassessed prior to making the investment decision at that time.

Funding

Securing a dedicated long-term funding source for public transportation services is a goal that many providers of transit have aspired to achieve. After consistently and collectively putting major emphasis on improving transit as an alternative mode, Pasco County has made significant progress in identifying a dedicated source of local transit funding. One-third (33.33%) of revenues generated by the recently-adopted Multimodal Tax Increment Financing (TIF) mechanism has been dedicated to fund transit operations in Pasco County. The TIF is an ad-valorem-based financing mechanism to capture the net new or incremental increases in property taxes every year. In addition, a small portion of the Pasco County Mobility Fee, a transportation system charge to recoup the proportionate cost of transportation demand generated by all new development, has been allocated for transit capital improvements. (The Mobility Fee encourages development of specific land uses in specific locations and promotes compact, mixed-use and energy efficient development and includes assessments for transit, in addition to roadways and bicycle/pedestrian facilities.) In addition to TIF and Mobility Fees, public-private partnerships and advertising should be considered as alternative methods to raise additional funds.

However, a major portion of the transit operations is still being funded by a mix of federal, state, and local funds allocated on a year-by-year basis. As the County works to balance its budget in the current economic climate, PCPT will have to continue to compete with other County departments to maintain/increase existing local funding levels.



Implications – To expand service, funding levels will need to increase. The economic climate is gradually improving, but it continues to make the ability to create new revenue streams for the agency more difficult. To assist any effort to market PCPT as an option worth greater local funding support, the potential benefits from expanded and more frequent transit service need to be emphasized. Awareness of the returns on transit investment may positively influence local funding decisions and any discussions with the private sector to form public-private partnerships to help fund transit.

SECTION 6

GOALS & OBJECTIVES

Goals and objectives are an integral part of any transportation plan because they provide the policy direction to achieve the community's vision. The goals and objectives presented in this section were prepared based on the review and assessment of existing conditions, feedback received during the public involvement process, and the review of local transportation planning documents.

PCPT PURPOSE STATEMENT

The goals and objectives are based on PCPT's purpose 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 the continuing pursuit of PCPT to ensure that these services meet the mobility needs of Pasco County residents and visitors in terms of:

- *Accessibility*
- *Cost Effectiveness*
- *Professionalism*
- *Quality of Service*
- *Reliability*
- *Safety & Security*

GOALS AND OBJECTIVES

Based on assessment of the PCPT system, public involvement activities, and a review of the goals and objectives from the previous PCPT TDP, the goals and objectives for the 10-year planning horizon are presented in Table 6-1.

**Table 6-1
PCPT Draft Goals & Objectives**

Goal 1: Enhance the quality and quantity of service.	
Objective 1.1	Double ridership from 1 million in 2013 to 2 million by 2023.
<i>Strategy 1.1.1</i>	Expand service hours and increase frequency on existing routes while exploring opportunities to provide new service as demand arises.
<i>Strategy 1.1.2</i>	Implement park-and-ride facilities along major route corridors.
<i>Strategy 1.1.3</i>	Strive to ensure the availability of service to meet the public transit needs of the citizens and visitors in Pasco County.
<i>Strategy 1.1.4</i>	Identify and address transportation needs of transit-oriented populations in the County.
<i>Strategy 1.1.5</i>	Strive to enhance the interconnectivity of the regional transportation system.
<i>Strategy 1.1.6</i>	Expand fare payment options.
<i>Strategy 1.1.7</i>	Enhance the user-friendliness of customer information and expand its availability.
<i>Strategy 1.1.8</i>	Distribute schedules and system information in public places throughout the County for residents and visitors (e.g., shopping centers, Chambers of Commerce, libraries, etc.).
<i>Strategy 1.1.9</i>	Pursue marketing and advertising opportunities through community associations and clubs.
Objective 1.2	Achieve on-time performance of 95% or better.
<i>Strategy 1.2.1</i>	Maintain vehicle replacement program.
<i>Strategy 1.2.2</i>	Perform periodic comprehensive operational analyses and review results from on-board surveys to optimize scheduling by route.
<i>Strategy 1.2.3</i>	Research and pursue funding for incorporating advanced technologies.
<i>Strategy 1.2.4</i>	Continually work to improve conditions for all PCPT employees.
Goal 2: Build consensus and community support for dedicated, stable funding sources for countywide public transportation services.	
Objective 2.1	Use quantitative analyses to demonstrate the cost effectiveness of PCPT services in operations reports, advisory committee meetings, and Pasco County Commission meetings.
<i>Strategy 2.1.1</i>	Maintain and seek to enhance existing performance monitoring program.
<i>Strategy 2.1.2</i>	Implement efficiency improvements as appropriate.
<i>Strategy 2.1.3</i>	Seek additional funding for services and programs.
<i>Strategy 2.1.4</i>	Identify and evaluate other opportunities to enhance revenues.
Goal 3: Pursue coordination activities with other jurisdictions and transportation providers	
Objective 3.1	Implement regional coordination and public involvement components in all relevant aspects of the transportation planning process.
<i>Strategy 3.1.1</i>	Ensure coordination and consistency with local, regional, and state plans for the future provision of public transit service in Pasco County.
<i>Strategy 2.2.2</i>	Develop an ongoing public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.
<i>Strategy 3.1.2</i>	Identify areas for cooperative efforts with neighboring county transit systems, including HART, PSTA, and THE Bus.

Table 6-1
PCPT Draft Goals & Objectives (continued)

Goal 4: Enhance the accessibility of transit services.	
Objective 4.2	Strive to ensure accessibility at all transit facilities within 10 years.
<i>Strategy 4.2.1</i>	Conduct transit infrastructure assessment.
<i>Strategy 4.2.2</i>	Continue to improve infrastructure including benches, shelters, and signage, and accessibility at bus stops.
<i>Strategy 4.2.3</i>	Ensure that all new transit infrastructure meets accessibility requirements.
Goal 5: Pursue transit-friendly land use and regulations	
Objective 5.1	Review all relevant land development proposals and regulations to ensure transit-friendly development.
<i>Strategy 5.1.1</i>	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).
<i>Strategy 5.1.2</i>	Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.
<i>Strategy 5.1.3</i>	Coordinate with local jurisdictions, planning agencies and the development community to encourage transit-supportive development patterns and investments.
<i>Strategy 5.1.4</i>	Support community initiatives that align affordable housing with transit service.

SECTION 7

TRANSIT DEMAND ANALYSIS

This section summarizes the demand and mobility needs assessment conducted as part of the *Access Pasco* transit plan. The assessment techniques are summarized, followed by the results of each analysis used to assess demand for transit services in Pasco County.

Transit demand and mobility needs were assessed using three assessment techniques:

- **Market Assessment** – Two market assessment tools were used to assess demand for transit services for the next 10 years. The tools assess traditional and discretionary transit user markets in Pasco County for various time periods.
- **Forecast Ridership Analysis** – Projected ridership demand for existing fixed-route transit services over the next 10-years was analyzed, assuming the maintenance of existing transit service levels and facilities. The projections were prepared using FDOT-approved ridership estimation software.
- **SR 54/56 Corridor Review** – A review of the growth and projected transit improvement activities on this crucial east-west corridor in Pasco County was conducted. The review takes a brief look at the recent local and regional efforts to plan and design transit improvements in the corridor.

After summary descriptions of these assessment techniques, results of the demand assessment are presented. When combined with the baseline conditions assessment, performance reviews, and public involvement feedback and the review of relevant plans and studies, the demand assessment yields the building blocks for evaluating the transit needs for the next 10 years.

MARKET ASSESSMENT

The *Access Pasco* transit market assessment includes an evaluation from two different perspectives—the discretionary market and the traditional market, which are the two predominant rider markets for bus transit service. Analytical tools for conducting each market analysis include a Density Threshold Assessment (DTA) and a Transit Orientation Index (TOI). These tools can be used to determine whether existing transit routes are serving areas of the county considered to be transit-supportive for the corresponding transit market. The transit markets and the corresponding market assessment tool used to measure each are described below.

Discretionary Market – Density Threshold Assessment (DTA)

The discretionary market refers to potential riders living in higher-density areas of the county that may choose to use transit as a commuting or transportation alternative. A DTA was conducted based on industry-standard relationships to identify the areas of Pasco County that experience transit-supportive residential and employee density levels today as well as in the future. Dwelling unit and employment data developed as part of the Pasco County MPO’s adopted 2035 LRTP were used to conduct the DTA.

Three levels of density thresholds were developed to indicate whether or not an area contains sufficient densities to sustain some level of fixed-route transit operations:

- **Minimum** – reflects minimum dwelling unit or employment densities to consider basic fixed-route transit services (i.e., fixed-route bus service).
- **High** – reflects relatively higher dwelling unit or employment densities that may be able to support higher levels of transit investment than areas that meet only the minimum density threshold (i.e., increased frequencies, express bus).
- **Very High** – reflects very high population or employment densities that may be able to support higher levels of transit investment than areas that meet the minimum or high density thresholds (i.e., premium transit services, etc.).

Table 7-1 presents the density thresholds for each of the noted categories.

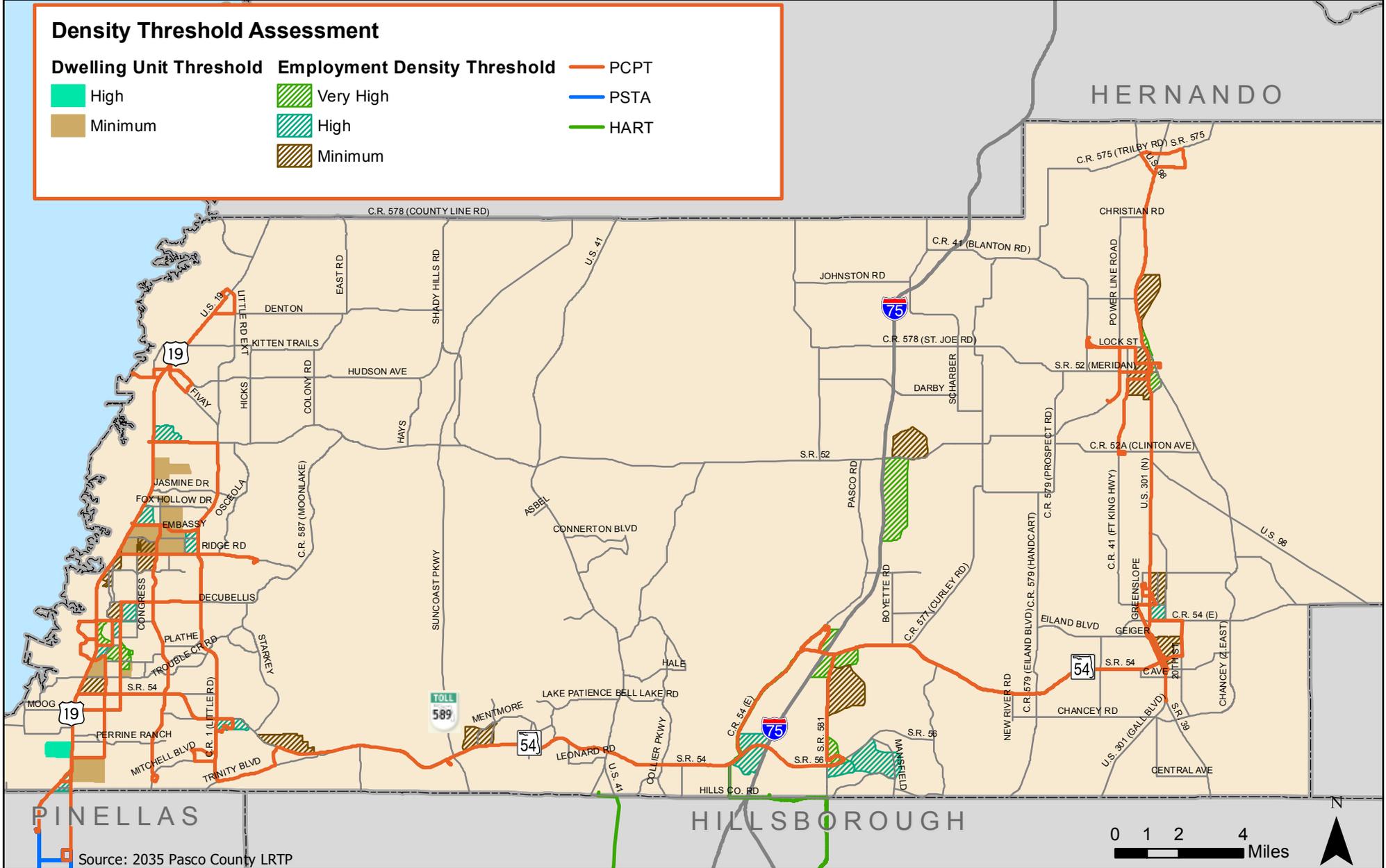
**Table 7-1
Transit Service Density Thresholds**

Transit Investment	Population Density Threshold ¹	Employment Density Threshold ²
Minimum	4.5–5 dwelling units/acre	4 employees/acre
High	6–7 dwelling units/acre	5–6 employees/acre
Very High	≥8 dwelling units/acre	≥7 employees/acre

¹ TRB, National Research Council, TCRP Report 16, Volume 1 (1996), *Transit and Land Use Form*, November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

² Based on a review of research on the relationship between transit technology and employment densities.

Maps 7-1 and 7-2 illustrate the 2014 and 2035 DTAs, respectively. In addition, these maps show the existing PCPT transit route network to indicate how well PCPT covers the areas of the county that are considered transit supportive, i.e., areas supporting at least a minimum investment in transit.



Map 7-2: Density Threshold Assessment (2035)

Traditional Market – Transit Orientation Index (TOI)

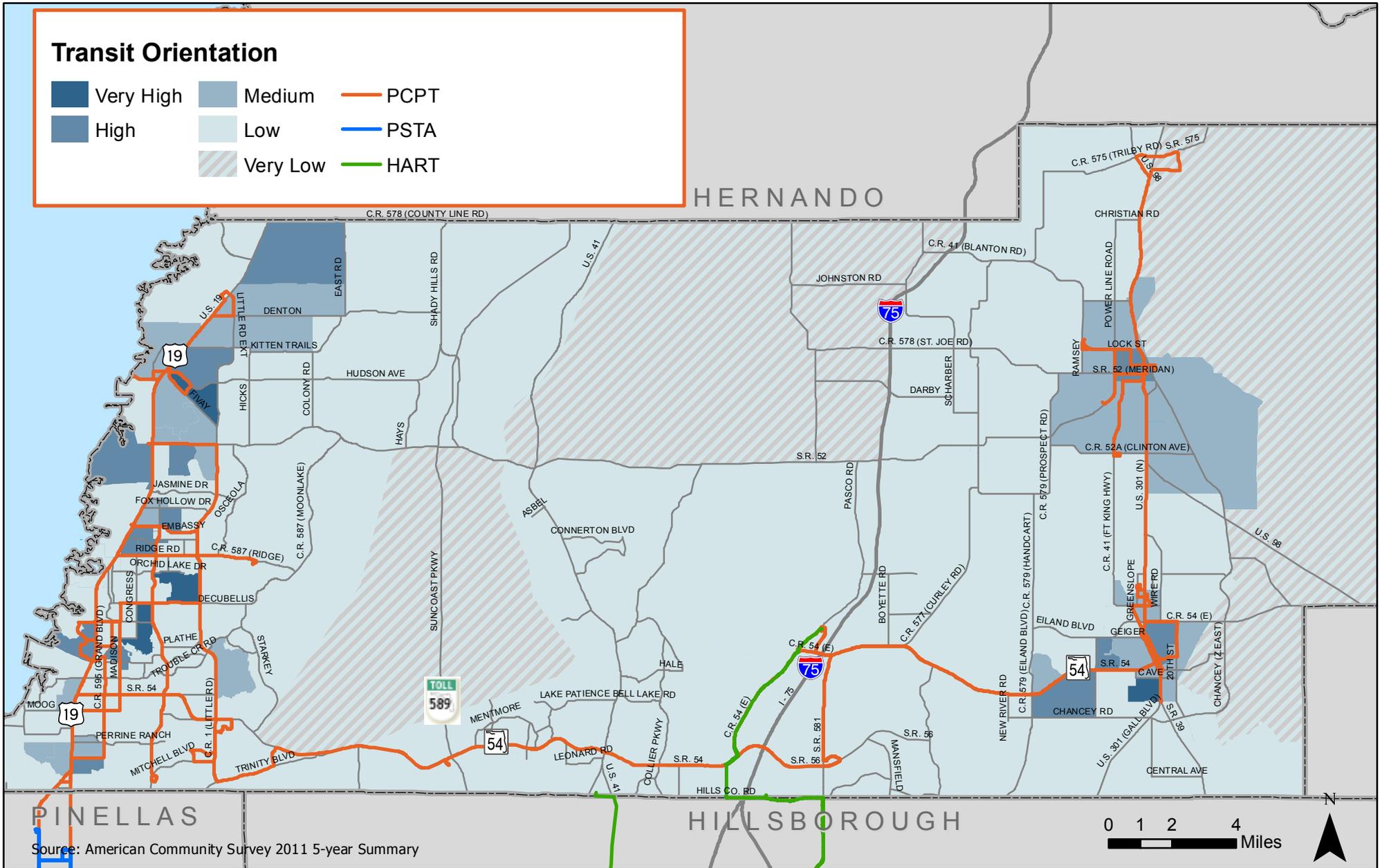
The traditional transit market refers to population segments that historically have had a higher propensity to use transit and are dependent on public transit for their transportation needs. Traditional transit users include older adults, youth, and households that are low-income and/or have no vehicles.

A TOI assists in identifying areas of the county where a traditional transit market exists. To create the TOI for this analysis, five-year demographic data estimates from the 2011 ACS were compiled at the census tract level (the most detailed level of data available from ACS) and categorized according to each tract's relative ability to support transit based on the prevalence of specific demographic characteristics. Five population and demographic characteristics that are traditionally associated with the propensity to use transit were used to develop the TOI:

- Population density (persons per square mile)
- Proportion of the population age 60 and over (older adults)
- Proportion of the population under age 15 (youth)
- Proportion of the population below the poverty level (\$25,000 for a family of 4)
- Proportion of households with no vehicles (zero-vehicle households)

Using data for these characteristics and developing a composite ranking for each census tract, each area was ranked as “Very High,” “High,” “Medium,” “Low,” or “Very Low” in their respective levels of transit orientation. The areas that ranked “Very High” reflect a very high transit orientation, i.e., a high proportion of transit-dependent populations, and those ranked “Very Low” indicate much lower proportions of transit-dependent populations.

Map 7-3 illustrates the 2011 TOI, reflecting areas with varying transitional market potential. Also shown is the existing PCPT transit route network to show how well PCPT covers those areas.



Map 7-3: Transit Orientation Index

Market Assessment Summary

This section discusses the results of the Discretionary Market Assessment and Traditional Market Assessment previously summarized to identify areas in Pasco County that support additional investment in transit to offer the residents and visitors a higher level of transit services.

2014 and 2035 DTAs

The 2014 DTA reveals that the western part of Pasco County located south of the SR 52 corridor has the most concentration of areas that meet or exceed the DTA thresholds for transit investment. Therefore, this region should receive additional transit investment, as data indicate that it can support higher levels of transit services and premium services. This region is currently served by routes 14, 18, 19, 21, 23, and 25 and contains various types of activity centers, such as:

- Downtown New Port Richey/Port Richey
- Major malls/retail establishments
- Colleges/educational facilities
- Major health/medical facilities
- Popular parks and recreational areas

The 2014 DTA indicates that eastern Pasco County, specifically Dade City and Zephyrhills, also has some areas that support additional transit investment. The Dade City area is currently served by routes 30 and 31, and Zephyrhills is currently served by routes 30 and 54, as well as 33 on Saturdays.

Similar to the 2014 DTA, the 2035 DTA indicates areas in the western part of Pasco County with “Minimum” to “Very High” density threshold levels. In addition, other areas in Zephyrhills and Dade City also show more investment potential for transit in eastern Pasco County.

The 2035 DTA also highlights new areas within the county that can support increased transit investment that were not identified in the 2014 DTA. In Wesley Chapel, the Wiregrass area along Bruce B. Downs Boulevard, the area near the SR 54 and I-75 interchange, and The Grove area around the SR 56/I-75 interchange show areas meeting or exceeding varying levels of density thresholds, indicating support for higher levels of transit services. Activity centers in this region include:

- The Shops at Wiregrass
- Pasco-Hernando Community College at Wiregrass
- Florida Hospital
- Saddlebrook Resort
- The Grove at Wesley Chapel

An area adjacent to I-75 and SR 52 also contains areas of “Minimum” to “Very High” density levels, indicating support for higher levels of transit. This area is not currently served by PCPT and does not include any significant activity centers at this time. Therefore, transit investment should be considered at a slower pace and increased in the future.

TOI

Based on socio-demographic characteristics, the TOI assessment identified areas within Pasco County where a traditional transit market exists, indicating the degree of propensity to support transit services. The western portion of Pasco County, which is currently served by 6 of PCPT’s 10 routes, contains most of the traditional transit market areas, with varying levels of transit orientation.

The TOI also show areas with “High” to “Medium” transit orientation in northwestern Pasco County, indicating segments of transit-dependent populations, presumably including older adult and/or low-income populations. The northern portion of this area is not served by PCPT at this time, but data indicate potential demand for transit services in this area.

Dade City and Zephyrhills continue to show traditional transit markets with varying levels of transit orientation, indicating a higher degree of transit dependency. Therefore, PCPT should continue to improve transit services in these areas.

FORECAST RIDERSHIP ANALYSIS

Ridership forecasts were prepared using T-BEST (Transit Boardings Estimation and Simulation Tool), the FDOT-approved transit demand forecasting tool. T-BEST is a comprehensive transit analysis and ridership-forecasting model that can simulate travel demand at the individual route level. The software was designed to provide near- and mid-term forecasts of transit ridership consistent with the needs of transit operational planning and TDP development. In producing model outputs, T-BEST also considers the following:

- *Transit network connectivity* – The level of connectivity between routes within a bus network—the greater the connectivity between bus routes, the more efficient the bus service becomes.
- *Spatial and temporal accessibility* – Service frequency and distance between stops—the larger the physical distance between potential bus riders and bus stops, the lower the level of service utilization. Similarly, less frequent service is perceived as less reliable and, in turn, utilization decreases.
- *Time-of-day variations* – Peak-period travel patterns are accommodated by rewarding peak service periods with greater service utilization forecasts.
- *Route competition and route complementarities* – Competition between routes is considered. Routes connecting to the same destinations or anchor points or that travel on common

corridors experience decreases in service utilization. Conversely, routes that are synchronized and support each other in terms of service to major destinations or transfer locations and schedule benefit from that complementary relationship.

The following section outlines the model input and assumptions, includes a description of the T-BEST scenario performed using the model, and summarizes the ridership forecasts produced by T-BEST.

Model Inputs/Assumptions and Limitations

T-BEST uses various demographic and transit network data as model inputs. The inputs and the assumptions made in modeling the PCPT system in T-BEST are presented below. The PCPT model used the recently-released T-BEST Land Use Model structure, which is supported by parcel-level data developed from the Florida Department of Revenue (DOR) statewide tax database. The DOR parcel data contains land use designations and supporting attributes that allow the application of ITE-based trip generation rates at the parcel level as an indicator of travel activity.

It should be noted, however, that the model is not interactive with roadway network conditions. Therefore, ridership forecasts will not show direct sensitivity to changes in roadway traffic conditions or speeds.

Transit Network

The transit route network for all PCPT routes was created to reflect 2012 conditions, the validation year for the model. The transit network for Pasco County was available in T-BEST; however, the system was not current, so data received from the transit agency were used to update the model. Data include:

- Current service span
- Existing headways (the frequency at which a bus arrives at a stop—e.g., 1 bus every 60 minutes)
- Passenger travel times on board a bus
- Special generators
- Observed average daily ridership

Demographic Data

The demographics used as the base input for the T-BEST model were derived from Census 2010 geography and population characteristics, ACS Five-Year Estimates (2006–2010), 2011 InfoUSA employment data, and 2011 parcel-level land use data from the Florida DOR. Using the data inputs listed above, the model captures market demand (population, demographics, employment, and land use characteristics) within $\frac{1}{4}$ mile of each stop.

Population and Employment Growth Rates

T-BEST uses a socio-economic data growth function to project population and employment data. A population growth rate and an employment growth rate were calculated using the socio-economic data forecasts developed for the adopted 2035 Pasco County LRTP. As indicated previously, population and employment data are hard-coded into the model and cannot be modified by end-users. As applied, the growth rates do not reflect fluctuating economic conditions as experienced in real time.

Special Generators

These were determined to evaluate locations with opportunities for high ridership. PCPT special generators include the following:

- Sims Park
- Zephyrhills Municipal Airport
- The Shops of Wiregrass
- The Grove
- Gulf View Square Mall
- Pasco-Hillsborough Community College (both campuses)

T-BEST Model Limitations

It has long been a desire of FDOT to have a standard modeling tool for transit demand that could be standardized across the state similar to the Florida Standard Urban Transportation Model Structure (FSUTMS) model used by MPOs in developing LRTPs. However, while T-BEST is an important tool for evaluating improvements to existing and future transit services, model outputs do not account for latent demand for transit that could yield significantly higher ridership, and, correspondingly, model outputs may over-estimate demand in isolated cases. In addition, T-BEST cannot display sensitivities to external factors such as an improved marketing and advertising program, changes in pricing service for customers, and other local conditions.

Although T-BEST provides ridership projections at the route and bus stop levels, its strength lies more in its ability to facilitate relative comparisons of ridership productivity. As a result, model outputs are not absolute ridership projections but, rather, are comparative for evaluation in actual service implementation decisions. T-BEST has generated interest from departments of transportation in other states and continues to be a work in progress that will become more useful as its capabilities are enhanced in future updates to the model. Consequently, it is important for PCPT to integrate sound planning judgment and experience when interpreting T-BEST results.

Ridership Forecast

Using these inputs, assumptions, and actual ridership data, the T-BEST model was validated. Using the validation model as the base model, T-BEST ridership forecasts for the *Access Pasco* planning horizon

year, 2023, were developed. The generated annual ridership forecasts reflect the estimated level of service utilization if no changes were to be made to any of the fixed-route services.

Tables 7-2 and 7-3 show the projected number of annual weekday and Saturday riders by route in 2014 and 2023 as well as average annual ridership growth rates from 2014 to 2023 derived from T-BEST.

**Table 7-2
PCPT Average Weekday Ridership and Growth Rates with No Improvements, 2014–2023***

Route	Average Weekday Daily Ridership, 2014	Average Weekday Daily Ridership, 2023	Absolute Change, 2014–2023	Average Annual Growth Rate, 2014–2023
14	438	691	253	5.8%
18	176	276	100	5.7%
19	1,311	1,993	682	5.2%
21	531	825	294	5.5%
23	295	418	123	4.2%
25	156	228	72	4.6%
30	457	736	279	6.1%
31	114	173	59	5.2%
33	No service	No service	–	0.0%
54	103	181	78	7.6%
Total All Routes	3,581	5,521	1,940	5.4%

*Based on T-BEST model.

**Table 7-3
PCPT Average Saturday Ridership and Growth Rates with No Improvements, 2014–2023***

Route	Average Saturday Daily Ridership, 2014	Average Saturday Daily Ridership, 2023	Absolute Change, 2014–2023	Average Annual Growth Rate, 2014–2023
14	223	338	115	5.3%
18	100	152	52	5.3%
19	894	1,345	451	5.0%
21	350	536	186	5.3%
23	162	220	58	3.7%
25	93	131	38	4.2%
30	256	407	151	5.8%
31	60	85	25	4.4%
33	38	64	26	6.8%
54	–	–	–	–
Total All Routes	2,176	3,278	1,102	5.1%

*Based on T-BEST model.

Forecast Ridership Analysis Summary

Based on the T-BEST model results shown in Tables 7-2 and 7-3, maintaining the status quo will result in a gradual increase in PCPT transit ridership over time. According to the projections, average weekday daily ridership is expected to increase by 54 percent (from 3,581 to 5,521 average daily riders) by 2023, an annual growth rate of about 5 percent. The model results show that the most significant weekday ridership growth in the existing PCPT network will occur on the following routes within the next 10 years:

- Route 54, connecting west Pasco County to east Pasco County (76%)
- Route 30, serving US 301 on the east side of the county (61%)
- Route 14, the second most popular route after Route 19 (58%)

However, for PCPT to increase its market share for transit, service expansion will need to occur, and service improvements identified in this plan, other transit planning efforts, and from the public feedback received will need to be implemented.

SR 54/56 CORRIDOR REVIEW

A review of the SR 54/56 corridor was conducted as part of the demand assessment. The corridor is located within the designated Pasco County Urban Service Area and is targeted by Pasco County to support a significant portion of the projected growth within the county. The review was conducted primarily to assure that various ongoing plans and upcoming improvements for this key corridor are considered in the development of *Access Pasco* transit alternatives.

Four recent planning efforts that focused on the corridor were reviewed:

- SR 54/56 Premium Transit Corridor Evaluation
- TBARTA Master Plan for Mid-Term (2035)
- SR 54/56 Form-based Transit Center Overlay Plan
- Major Market Areas Map

A summary of findings from these recent planning efforts as they relate to assessing the anticipated demand for transit is provided below.

SR 54/56 Premium Transit Corridor Evaluation

This transit study conducted by FDOT and TBARTA focused on the SR 54/56 corridor from US 19 to Bruce B. Downs Boulevard. The corridor, which has been constrained to six general-purpose use lanes by the MPO's 2035 LRTP, was evaluated for implementing premium transit (express bus, bus rapid transit [BRT], or light rail) on at-grade or elevated travel lanes. The study developed six alternatives

for the County’s consideration, including BRT and/or express bus service operating on at-grade or elevated lanes:

- BRT “light” in general-use lanes with queue jumps
- Express bus in general-use lanes with queue jumps
- Express bus/managed lanes with two lanes elevated
- Express bus/managed lanes with four lanes elevated
- BRT on dedicated guideway elevated in the median
- BRT on dedicated guideway elevated on the shoulder

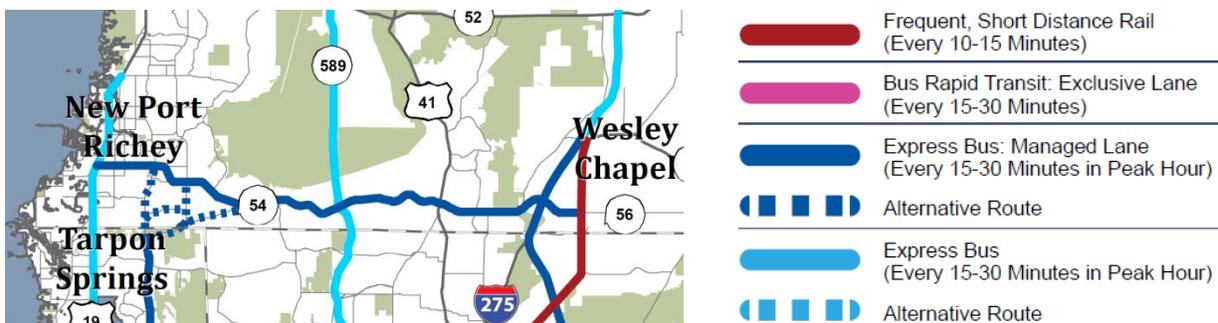
From these alternatives, Pasco County has selected the “Express bus/managed lanes with four lanes elevated” alternatives as the preferred alternative. The study also identified eight station locations on the SR 54/56 corridor to serve the identified alternatives:

- US 19
- Little Road
- Gunn Highway
- Suncoast Parkway
- Sunlake Boulevard
- US 41
- I-75
- Bruce B. Downs Boulevard

TBARTA Master Plan for Mid-Term (2035)

TBARTA’s Mid-Term Master Plan, developed and adopted by TBARTA in 2012, was reviewed to identify potential major transit improvements for Pasco County. The plan identified express bus service with 15- to 30-minute frequencies on the SR 54/56 corridor. As shown in Figure 7-1, the service potentially will operate on managed/express lanes from US 19 to Bruce B. Downs Boulevard.

**Figure 7-1
TBARTA Master Plan, Pasco County**

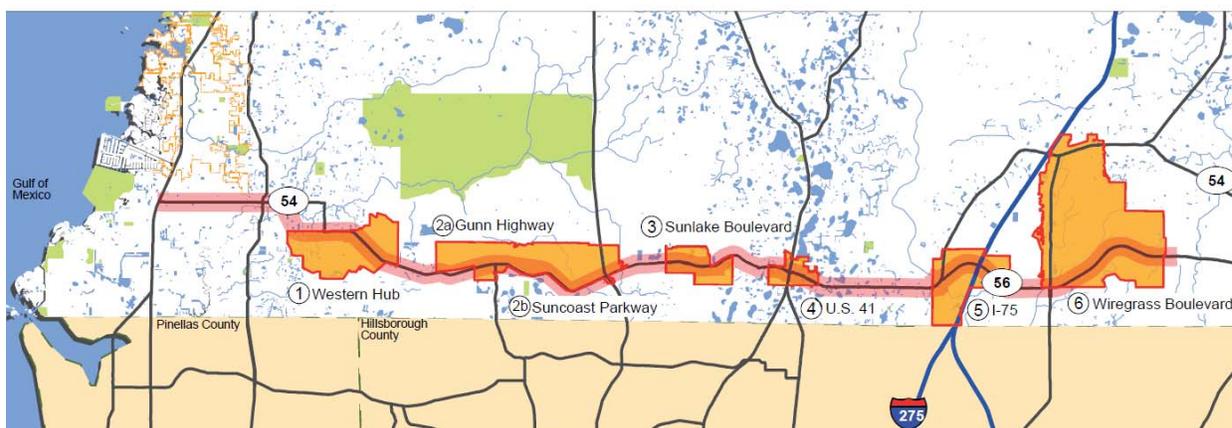


Pasco County SR 54/56 Form-Based Transit Center Overlay Plan

This study identifies six potential transit centers along the SR 54/56 corridor to develop dense, livable, and environmentally-responsible neighborhoods on the east/west corridor in Pasco County. As shown in Figure 7-2, the centers are envisioned to be developed based on transit-oriented design principles with mixed-use centers that are pedestrian- and transit-supportive. The plan identified the following six transit centers on SR 54/56 corridor:

- Western Hub
- Gunn Highway/Suncoast Parkway
- Sunlake Boulevard
- US 41
- I-75
- Wiregrass Boulevard

Figure 7-2
SR 54/56 Form-Based Transit Center Overlay Plan



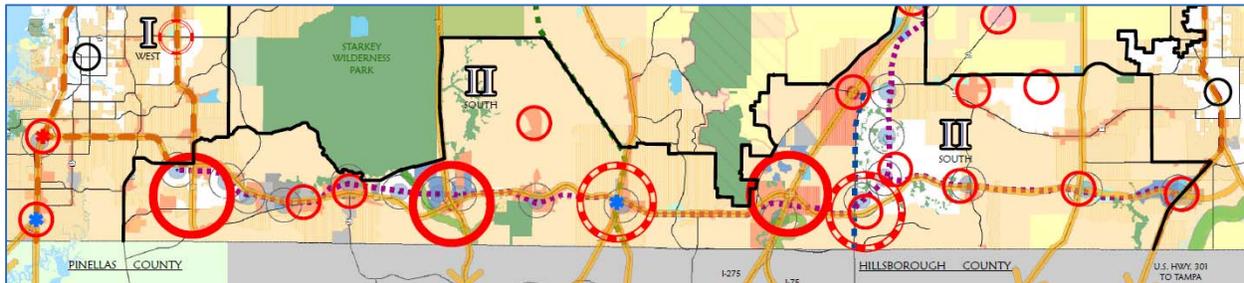
These transit overlay areas provide guidance on core areas to consider when developing alternatives that serve the SR 54/56 corridor. As the future for these areas is planned as transit-oriented development with much greater transit services and facilities, any early development and establishment of transit would complement such future plans.

Major Market Areas Map

In another recent effort to reshape future land use, Pasco County identified market areas/nodes on its key corridors, including SR 54/56, US 19, Little Road, US 41, etc., on which to focus its development strategies for the future. A review of the Pasco County Major Market Areas Map indicates that, out of six major market nodes/development impact areas identified, five are located on the SR 54/56

corridor. Figure 7-3 shows the portions of the Pasco County Major Market Areas Map that includes SR 54/56 corridor.

**Figure 7-3
Major Market Areas on SR 54/56 Corridor**



The larger circles on Figure 7-3 indicate major market nodes/development impact areas at the following locations on SR 54/56 corridor:

- Little Road
- Suncoast Parkway
- US 41
- I-75
- Bruce B. Downs Boulevard

SR 54/56 Corridor Review Summary

The review indicates significant transit-related investment for the SR 54/56 corridor by Pasco County to support the growth anticipated along this vital east-west corridor. In addition to potentially operating premium transit on the corridor, the corridor studies also identified key locations for developing transit centers and/or major transit stations. These service and location options clearly indicate the need to establish transit services and supporting facilities such as major bus stops/stations and park-and-ride facilities early on along the SR 54/56 corridor.

SECTION 8

ALTERNATIVES EVALUATION

This section identifies the potential transit improvements for the 10-year transit plan for PCPT. Those proposed improvements, or alternatives, for fixed-route service represent the transit needs for the next 10 years and were developed without consideration of funding constraints.

Once the identified service improvements are prioritized using an evaluation process discussed in the next section, the prioritized list of improvements will be used to develop the 10-year implementation and financial plans, which will be presented in the draft *Access Pasco* plan. As Pasco County continues to grow, the prioritized transit needs will assist the MPO and PCPT in selecting and implementing service improvements as funding becomes available.

DEVELOPMENT OF ALTERNATIVES

Access Pasco transit alternatives consist of improvements to enhance existing PCPT services and improvements that expand transit services to new areas. The alternatives reflect the transit needs of the community and have been developed based on information gathered through the following methods:

- **Public Workshops and Stakeholder Discussions** – Public workshops and stakeholder discussions have been an effective technique for obtaining substantive public input on transit needs throughout the *Access Pasco* planning process. Several well-attended public workshops and discussion groups were held to gather input from the public, stakeholders, and bus operators regarding what alternatives should be considered for the next 10 years.
- **Transit Surveys** – Four surveys were conducted as part of the *Access Pasco* planning process to obtain additional input from transit users, non-users, and PCPT bus operators. One on-board bus survey targeted bus passengers, and two other surveys targeted non-users; both were used at the public workshops and discussion groups. In addition, PCPT bus operators were surveyed to gather input on rider and operator comments/concerns.
- **MPO Board and Advisory Committees** – The *Access Pasco* planning process also included efforts to engage with County and municipal elected officials and planning advisory committees to assess their views on transit's current and future role in the community, transit finance, and other issues relevant to the transit plan. Results of these efforts also were considered in the development of 10-year transit plan alternatives.

- **Transit Demand Assessment** – As presented in Section 7 of this report, an assessment of transit demand and needs was conducted for Pasco County. The assessment included the use of various analysis tools and a review of recent planning efforts for the SR 54/56 corridor. These technical analyses, together with the baseline conditions assessment and performance reviews conducted previously, were also used in developing the list of transit alternatives by identifying areas that have characteristics shown to be supportive of transit.

Several improvement alternatives were developed and grouped into the following three main categories:

- Service Improvements
- Capital/Infrastructure Improvements
- Policy/Other Improvements

Improvements in each of these categories are summarized below.

SERVICE IMPROVEMENTS

Service improvements include enhancements to existing routes related to frequency, extended service hours, and/or more days of service. This also includes service expansion, including new routes for operating in areas not currently served by PCPT. Potential service improvements are summarized below.

Improvements to Existing Routes

Expanding hours and increasing frequencies on existing bus routes are significant needs identified through the public involvement efforts conducted as part of the development of *Access Pasco*. Needed improvements to existing fixed routes include the following:

- **Change to 30-minute frequencies on selected routes** – From the on-board survey and public workshops, PCPT users identified higher frequency on PCPT routes as one of their highest priorities. To address this need at a limited scale, frequencies of the three highest ridership routes currently operating at 60-minute frequencies could be changed to operate at 30-minute headways. These routes include:
 - Route 14, one of the top four performers in ridership, riders per hour, and riders per mile.
 - Route 21, second in ridership to Route 19 (which already operates at 30-minute headways) and one of the top four performers in riders per hour and riders per mile.

- Route 25, selected by the project review teams, one of the top six performers in riders per hour and riders per mile.

Routes 14 and 21 frequently run at high capacity and would benefit from increased frequency to increase capacity and rider satisfaction. In addition, increased frequency would enhance the bus system’s attractiveness to new ridership.

- **Change to 60-minute frequencies and add Saturday service on Route 54** – Route 54 was implemented by PCPT in 2012 and currently operates Monday through Friday at 120-minute frequencies, connecting the routes that operate at 30- and 60-minute frequencies that serve east and west Pasco County. The route is gradually gaining ridership, but input received at various public outreach activities indicates that an increase in frequency may be needed to make the route more attractive and productive. In addition, as the SR 54/56 corridor is under FDOT consideration for adding express lanes, establishing a ridership base early on may help such plans to be more attractive and feasible. This improvement would expand service to six days a week, from Monday to Saturday, and increase frequency to 60 minutes.
- **Add three hours of weekday service at night on selected routes** – Service could be extended by three hours on weekdays for the following routes :
 - Route 14, one of the top performing routes, providing service to PHCC West Campus; some classes end at 9:40 PM, approximately two hours after Route 14 last serves PHCC.
 - Route 19, the top performing route, provides connections to users of Route 14.
 - Route 21, has the second highest ridership, will provide additional connections to riders using routes 14 and 19.

Other considerations for improvements to existing fixed routes include the following:

- **Add three hours of weekday service at night on all routes** – Extend service by three hours on weekdays for all existing PCPT routes.
- **Implement limited Sunday service on all routes** – Implement Sunday service on all existing PCPT routes. The service will operate same hours/frequency as existing Saturday service.
- **Change 30-minute frequency on all routes** – Implement 30-minute headways on all existing PCPT routes.

New Service Expansions

Service improvements also could include the provision of new service not currently provided by PCPT, as follows:

- ***Moon Lake Connector*** – Input from the public involvement activities conducted as part of *Access Pasco* overwhelmingly indicated the need for a bus route serving the Moon Lake corridor. Implementing a route serving this area has been a priority for PCPT in its adopted 10-year TDP. This route would connect the Moon Lake area and the PHCC West Campus to the US 19 corridor, providing additional connectivity and coverage for existing patrons using PCPT Routes 14 and 21.
- ***Spring Hill Connector Limited Express (LX)*** – This route would provide limited express service to PHCC in Spring Hill in Hernando County. Public input clearly indicated the need for a transit connection to Hernando as one of the top priorities for the next 10 years. In addition to providing service to PHCC, the route could connect with transit services in Hernando County; Hernando County has requested that PCPT extend its services to PHCC and plans to extend its services to connect with PCPT at PHCC. This would provide riders in Hernando County with access to Pasco County via the PCPT route network.
- ***Wiregrass Connector*** – This route would connect the major activity centers in the Wesley Chapel area, including The Grove shopping mall off SR 54, Florida Hospital of Wesley Chapel, The Shops at Wiregrass on Bruce B. Downs Boulevard, and PHCC’s newest campus off SR 56. The route also would connect other retail, office, and medical facilities along Bruce B. Downs Boulevard with other major centers in the area.
- ***SR 52 Cross-County Connector*** – This route would connect Dade City with the US 19 corridor, allowing another cross-county travel option in addition to Route 54. While most of the SR 52 corridor still does not contain sufficient population and employment densities to support transit, the data compiled for this 10-year plan show some support for connecting Dade City to US 19 at least in the long term.
- ***Land O’ Lakes Circulator*** – This improvement would implement a circulator service in Land O’ Lakes, serving key activity and population centers along and on both sides of the SR 54 corridor. The route would connect with PCPT Route 54 and the HART 20X Commuter Express route, which is currently not connected to the PCPT route network.
- ***St. Leo University Connector*** – This route would connect St. Leo University with Dade City and the surrounding areas, providing direct access to various services and locations in Dade City. St. Leo has 2,000+ undergraduate and 3,000+ graduate students, and the data show that more than 80 percent of freshmen and more than 60 percent of all undergraduates live on campus. A connection to Dade City would provide students with a convenient and safe travel option to access Dade City during the day and at night.

- **Express Service on US 19** – Implementing an express route on US 19 would provide a much faster travel option between the key locations in the corridor. This new service would connect all major PCPT transfer points along the corridor and also connect with PSTA at Tarpon Mall, providing an alternative to riders, especially those on work trips who wish to avoid the numerous minor stops along US 19.
- **Wesley Chapel/USF Express** – This improvement would implement a commuter express route from SR 52 in Pasco County to the USF area in Hillsborough County. The data gathered from the *Access Pasco* public outreach process, discussions with FDOT, and input from regional coordination efforts clearly indicated a need for an express/commuter type service on I-75 and Bruce B. Downs Boulevard serving the USF area. The proposed route would operate mostly on I-75 and Bruce B. Downs Boulevard, serving the following locations:
 - SR 52 and I-75 – potential future park-and-ride at SR 52 and I-75
 - SR 54 and I-75 – Victorious Life Church park-and-ride
 - Wiregrass Mall/ Florida Hospital (Wesley Chapel) – future park-and-ride
 - Bruce B. Downs Boulevard and I-75 – Lowe’s park-and-ride
 - University Area Transfer Center near USF/Florida Hospital (Tampa)

The route would operate three morning and three afternoon peak trips on weekdays and would provide a one-seat trip from Pasco County to USF area, also connecting with HART’s MetroRapid (a new bus service featuring fewer stops, high frequency, and advanced technology), which provides service to Downtown Tampa.

- **Express Service on the Suncoast Parkway** – This improvement would provide express bus service from SR 52 to Hillsborough County via the Suncoast Parkway. Data collected as part of this plan and other recent efforts show a significant flow of commute trips from Pasco County to Hillsborough County, including the Westshore area and Downtown Tampa. Together with the Wesley Chapel/USF Express potential park-and-ride options (discussed later in this section), PCPT would be able to provide multiple options to people who wish to live in Pasco County but who commute to work in Tampa.

Map 8-1 presents the *Access Pasco* service improvement needs for the next 10 years.

CAPITAL IMPROVEMENTS

Potential capital improvements include the following:

- **Expand and improve bus stop infrastructure** – The MPO and PCPT should continue to improve infrastructure at bus stops, including benches, shelters, bicycle storage facilities, and other infrastructure needed to improve the rider experience at bus stops and the potential for attracting new riders.
- **Establish new transfer facilities** – The Pasco County MPO and PCPT should work together in the establishment of a major intermodal transit center for PCPT in west Pasco County. The plans are being drawn for a \$3.3 million facility along US 19 corridor.
- **Improve bus stop safety and ADA accessibility** – This would implement the Bus Stop Access and Safety Improvement Plan for Pasco County, developed in 2012 by the Pasco County MPO using data from field reviews and results of project prioritization processes, as summarized in the Bus Stop Accessibility & Connectivity Study. The plan includes improvements that can be implemented to improve safety, ADA accessibility, connectivity to the pedestrian network, and use of the PCPT bus system. The plan provides a capital improvement program to implement bus stop access and safety improvements and includes the following components:
 - Bus stop improvements – project priorities to improve the safety and access at bus stops along US 19 and US 301.
 - Accessible pathway improvements – project priorities to improve accessible pathways that provide access to and from bus stops along US 19 and US 301.
- **Establish park-and-ride lots** – Park-and-ride facilities provide collection points for travelers to transfer from auto to transit or between autos (from a single-occupant vehicle to a carpool or vanpool). When conveniently located and carefully planned and implemented, park-and-ride facilities are integrated into the overall transportation network and can encourage a shift from single-occupant vehicles to transit or other alternative modes. Based on public input and demand analysis for *Access Pasco* as well as a review of the Conceptual Vision for Park-and-Ride Facilities, recently developed by the Pasco County MPO, the following potential locations were identified for developing park-and-ride facilities in the next 10 years:
 - Suncoast Parkway and SR 54
 - Wiregrass area
 - SR 52 and I-75
 - US 19 and SR 52
- **Technology improvements** – Efficient and effective transit service delivery depends on accurate information collected about transit ridership and overall transit system operations. To meet this objective, PCPT should consider the deployment of necessary technological devices to better understand ridership patterns. Such capital improvements can assist collecting data on

boardings and alightings by bus stop and result in improved service performance. In addition, they also can help identify non-productive stops and/or route segments. The following technology improvements were identified for PCPT for the next 10 years:

- Automatic Passenger Counters (APCs)
- Automated Voice Announcement system (AVAs)
- Mobile Data Terminals (MDTs)
- Fixed-route management software
- Wi-Fi on buses

OTHER IMPROVEMENTS

Other potential improvements include various general improvements that are not necessarily route-specific or capital-related. These improvements are drawn primarily from input on public involvement efforts conducted as part of the development of *Access Pasco*. Other needed improvements identified for the next 10 years are as follows:

- ***PCPT rebranding*** – PCPT should consider rebranding PCPT. Input from the *Access Pasco* public outreach process indicated that a rebranding of PCPT services may be needed, as current branding and marketing seem to reinforce PCPT as a service only for individuals with no other transportation alternative. Rebranding would help PCPT to conduct more targeted marketing to attract new, discretionary transit riders with a more user-friendly and appealing image and advertising. How the rebranding effort would be funded is an important issue that would need to be addressed.
- ***Expand PCPT's transit marketing program*** – Marketing and public education are perhaps the most difficult tasks for public transportation systems, primarily due to the lack of available resources. It is recommended that PCPT continue to expand its marketing program for residents and visitors in Pasco County, including enhancing current activities such as summer bus promotion programs, patron mailing lists, and presentations. In addition, PCPT should improve Web-related marketing and develop social media channels such as Facebook. These activities are critical investments in the long-term development of the public transportation system.

Another part of the expanded marketing program would be to engage members of the business community to encourage them to become more proactive in providing travel choices for their employees. By providing employees with free bus passes or subsidized vanpools, commuter benefits programs also offer various tax benefits to participating employers. These strategies also could increase demand for establishing park-and-ride lots in Pasco County.

- **Improve route-level performance monitoring program** – Performance monitoring programs track the performance and efficiency of routes and the system as a whole and are a tool used by transit agencies for ensuring the provision of the most efficient and effective transit service. PCPT currently has a monitoring program that uses passengers per revenue hour and passengers per revenue mile to evaluate performance of its routes on a regular basis. PCPT should improve this program to include additional performance measures and/or thresholds.
- **Regional fare integration** – PCPT should continue to coordinate regionally on fare integration to eventually allow its riders and riders from other systems to seamlessly ride on transit services throughout the region using the same fare medium. A regional working group has been set up by HART, and meetings with regional transit agency representatives are ongoing to achieve the following:
 - Understand the current market for fare technology and the technological abilities of potential users
 - Craft a requirements document
 - Craft a scope of work and understanding that could be used in a future procurement and solicitation
- **Promote/expand transportation demand management (TDM) strategies** – Pasco County should continue to coordinate with TBARTA’s Commuter Services program to promote and expand the use of TDM strategies (providing alternative travel options such as transit, carpool, vanpool, etc., to reduce single-occupant vehicle trips.) Current major alternative mode options coordinated by TBARTA include the following:
 - Carpooling – two or more people share the ride to and from work, school, or other activity
 - Vanpooling – five or more people regularly share the ride to and from work each week; there is a fee to participate, based on the monthly distance traveled, and participants share the monthly cost of the vehicle plus gas, tolls, and parking expenses where applicable
 - Bike Buddy – connects people who use bicycles to travel to work
 - Ride the Bus – provides information on local transit agency services and facilities
 - Emergency Ride Home – offers a free taxi ride from work to home to registered participants who use a commute option other than driving alone at least two days per week

EVALUATION OF ALTERNATIVES

The remainder of this section summarizes the evaluation process for service alternatives developed for the *Access Pasco* 10-year transit plan, followed by the results of the alternatives evaluation process. Because many service alternatives are identified, ranging from expansion of existing routes to

implementation of new routes, it is important for Pasco County to prioritize these improvements to effectively plan and implement them within the next 10 years using existing and/or new funding sources.

Alternatives Evaluation Methodology

A methodology was developed to evaluate and prioritize the transit alternatives presented previously in this report. To prioritize and program these service improvements, it is important to weigh the benefits of each service improvement against the others. By conducting an alternatives evaluation, the Pasco County MPO and PCPT can better prioritize projects and allocate funding using an objective service implementation process. The remainder of this section identifies and defines the evaluation criteria to be used in prioritizing the service improvements developed for the *Access Pasco* 10-year transit plan and the methodology by which those criteria should be applied.

Three evaluation categories were identified for determining criteria for the evaluation:

- Public Outreach
- Transit Markets
- Productivity and Efficiency

Table 8-1 lists these evaluation categories, each category's corresponding criteria, the associated measure of effectiveness, and the assigned weighting for each criterion. A description of all the elements in the table follows.

Public Outreach

An extensive public outreach process was performed for the *Access Pasco* 10-year planning effort, which resulted in numerous opinions and suggestions on transit services from transit users, non-users, operators, and business, academic, social, and medical organizations. In addition, the public outreach process also included discussions with political leaders and planning advisory committees to gauge their views on transit services. Based on an in-depth review of input from this public outreach effort, interest on a particular improvement was categorized as "Low," "Moderate," "High," or "Very High" in the alternatives evaluation process.

Transit Markets

For the evaluation of alternatives, three transit markets were identified, including the traditional market (which uses TOI data), the discretionary market (which uses DTA data), and the regional market.

**Table 8-1
Alternatives Evaluation Measures**

Category	Criteria	Measure of Effectiveness	Relative Weighting	Overall Category Weight
Public Outreach	Public Input	Level of interest in specific alternatives (Very High, High, Moderate, Low)	30%	30%
Transit Markets	Traditional Market	Percent of corridor in “High” or “Very High” TOI	15%	40%
	Discretionary Market	Percent of corridor in areas that meet the “minimum” DTA tier for employment or dwelling unit density	15%	
	Urban/Regional Market	Connectivity to urban markets adjacent counties	10%	
Productivity & Efficiency	Productivity	Trips per hour (T-BEST-generated trips and revenue hours of service)	15%	30%
	Cost Efficiency	Cost per trip (including new trips)	15%	
Total			100%	100%

Notes:

1. The traditional transit market refers to population segments that historically have had a higher propensity to use transit and are dependent on public transit for their transportation needs. Traditional transit users include older adults, youths, and households that are low-income and/or have no vehicles.
2. The discretionary market refers to potential riders living in higher-density areas of the county that may choose to use transit as a commuting or transportation alternative. A DTA was conducted based on industry-standard relationships to identify the areas of Pasco County that experience transit-supportive residential and employee density levels.

- **Traditional Market** – This refers to existing population segments that historically have had a higher propensity to use transit and/or are dependent on public transit for their transportation needs. For the alternatives evaluation, the proportion of each corridor operating within a “High” or “Very High” TOI area was calculated.
- **Discretionary Market** – This refers to potential riders living in higher-density areas of the county that may choose to use transit as a commuting or transportation alternative. The proportion of each corridor meeting at least the “Minimum” dwelling unit or employment density threshold in the 2014 DTA was calculated and used for the alternatives evaluation.
- **Urban/Regional Market** – Each potential route was assessed for potential local urban or regional connectivity. Routes connecting major urban markets within Pasco County or serving key areas outside of the county were considered. Intra-county routes connecting major local urban markets or inter-county routes having connections to adjacent counties were scored higher. Based on conclusions drawn from public involvement input, connecting major local urban areas and providing regional service to adjacent counties are much-desired attributes for PCPT routes.

Productivity and Efficiency

Productivity is generally measured in terms of ridership. Service efficiency is used by transit agencies to gauge how well they are using their existing resources. Each measure is critical to the success of the agency, and services performing well in terms of their productivity and efficiency should receive a higher priority. Forecast ridership, revenue hours, and operating cost figures for each individual alternative are used in this measure.

- **Ridership Productivity** – This is measured in terms of annual passenger trips per revenue hour of service. To provide for an equal comparison between alternatives, passenger trips and revenue hours of service were generated using output from T-BEST 2023 ridership data.
- **Cost Efficiency** – This is evaluated for each alternative using a standard transit industry efficiency measure, operating cost per passenger trip. Operating costs used are calculated using operating cost per trip based on PCPT performance data and T-BEST 2023 ridership data.

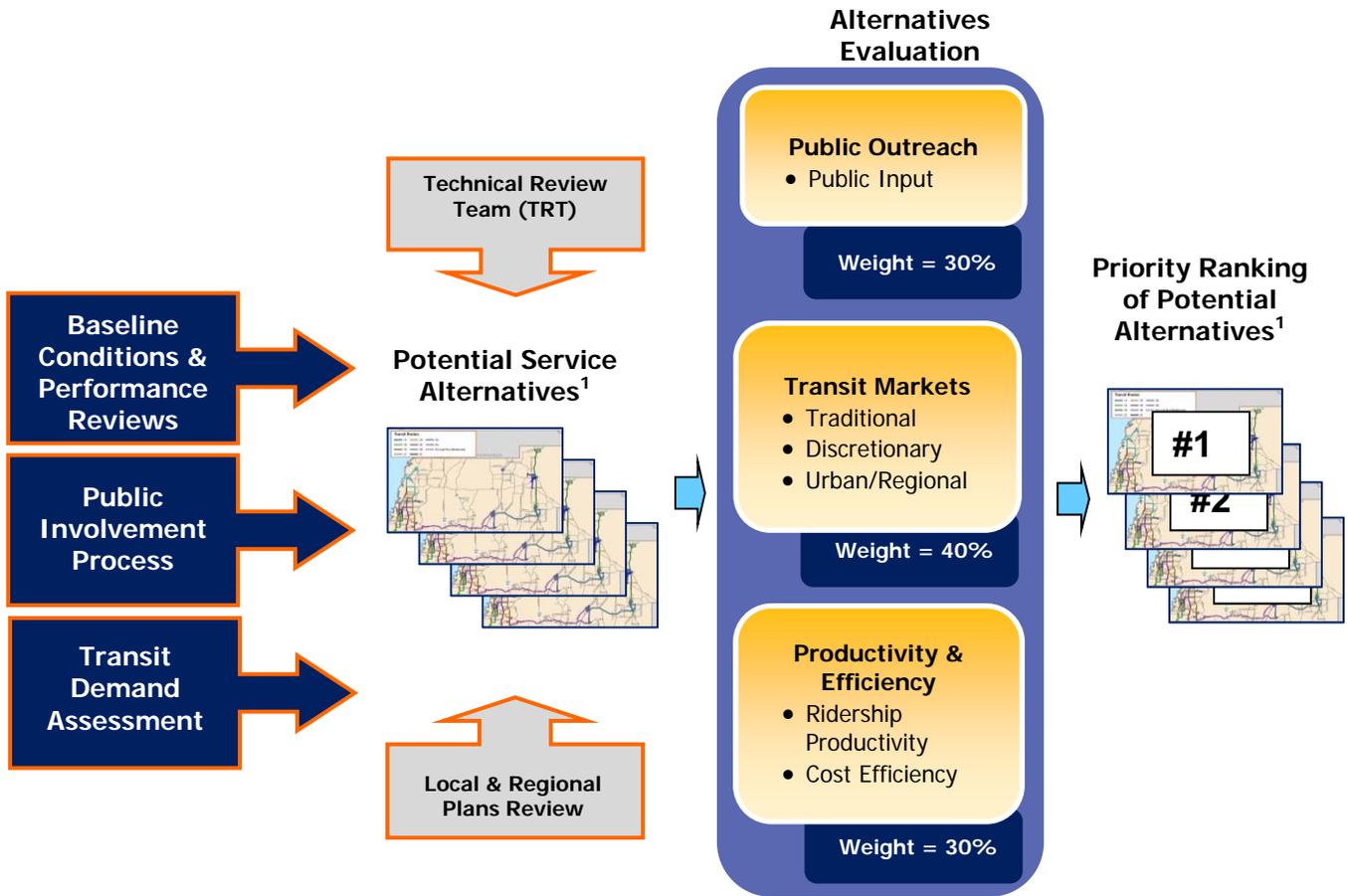
Figure 8-1 shows the *Access Pasco* 10-year transit service alternatives evaluation process, including criteria, measures, and weights used for each category. A summary of various criteria and measures used in each tier, as well as the evaluation results, are presented in the remainder of this section.

Alternatives Scoring Thresholds

As noted, each criterion is assigned a weight. Weighting the criteria affords the opportunity to measure the relative importance of each criterion among the group of criteria to be applied. For each transit alternative, a score was determined either through the computation of the selected measure of effectiveness or through the educated judgment of the analyst. Potential scores were assigned depending on 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 for a given alternative for the criterion being evaluated.

The thresholds for computation-based criteria (traditional market, discretionary market, trips per hour, operating cost per trip) were determined using the average of the entire data set and one standard deviation above or below the average. Table 8-2 shows the thresholds and scoring for each criterion used in the alternatives evaluation.

**Figure 8-1
Transit Service Alternatives Evaluation Process**



¹ For illustration purposes only. See list of alternatives summarized previously.

Table 8-2
Alternatives Evaluation – Scoring Thresholds

Criteria	Range	Score
Public Input – Interest in Improvement	Low	1
	Moderate	3
	High	5
	Very High	7
Traditional Market Potential (% Serving Traditional Market)	Less than (Average – 1 STDEV)	1
	Between (Average – 1 STDEV) to Average	3
	More than Average to (Average + 1 STDEV)	5
	More than (Average + 1 STDEV)	7
Discretionary Market Potential (% Serving Discretionary Market)	Less than (Average – 1 STDEV)	1
	Between (Average – 1 STDEV) to Average	3
	More than Average to (Average + 1 STDEV)	5
	More than (Average + 1 STDEV)	7
Urban/Regional Market Connectivity	No	0
	Yes	7
Trips per Hour	Less than (Average – 1 STDEV)	1
	Between (Average – 1 STDEV) to Average	3
	More than Average to (Average + 1 STDEV)	5
	More than (Average + 1 STDEV)	7
Operating Cost per Trip	More than (Average + 1 STDEV)	1
	More than Average to (Average + 1 STDEV)	3
	Between (Average – 1 STDEV) to Average	5
	Less than (Average – 1 STDEV)	7

Note: STDEV = statistical standard deviation.

ALTERNATIVES EVALUATION

Once the alternatives were reviewed and finalized by the project review committee, each alternative was evaluated using the process summarized above. The detailed results of the evaluation are presented in Appendix F, where the service alternatives are scored based on the criteria and thresholds identified previously.

Each alternative was scored and then ranked based on the score. Table 8-3 shows the rankings of each TDP service alternative. This ranking identifies the priorities based on the evaluation methodology used. The rankings were used to assist in development of the implementation plan for the TDP alternatives.

Table 8-3
Rankings of 10-Year Transit Service Alternatives

Rank	Improvement	Score
1	Expand hours of service 3 hours at night on all routes	5.70
2	Implement 60-minute frequency and Saturday service on Route 54	5.50
3	Expand hours of service 3 hours at night on selected existing routes (14, 19, 21)	5.40
3	Implement 30-minute frequency on selected existing routes (14, 21, 25)	5.40
5	Spring Hill Connector LX	5.20
6	Wesley Chapel/USF Express	4.90
7	Implement 30-minute frequency on all existing routes	4.80
8	Moon Lake Connector	4.50
9	Add Sunday service on all existing routes	4.20
10	Wiregrass Connector	3.60
11	St. Leo University Connector	3.60
12	Suncoast Express	3.40
13	Land O' Lakes Connector	3.30
14	Express service on US 19	3.00
15	SR 52 Cross County Connector	2.40

Tables 8-4, 8-5, and 8-6 show the same improvements priorities but divided based on whether the improvement is to existing PCPT services or an additional new service improvement.

Table 8-4
Existing Service Improvement Priorities

Priority #	Improvement	Evaluation Rank
1	Expand hours of service 3 hours at night on all routes	1
2	Implement 60-minute frequency and Saturday service routes 54	2
3	Expand hours of service 3 hours at night on selected existing routes (14, 19, 21)	3
4	Implement 30-minute frequency on selected existing routes (14, 21, 25)	3
5	Implement 30-minute frequency on all existing routes	7
6	Add Sunday service on all existing routes	9

**Table 8-5
New Service Improvements – Local Priorities**

Local Priority #	Improvement	Evaluation Rank
1	Moon Lake Connector	8
2	Wiregrass Connector	10
3	St. Leo University Connector	10
4	Land O’ Lakes Connector	13

**Table 8-6
New Service Improvements – Regional Priorities**

Regional Priority #	Improvement	Evaluation Rank
1	Spring Hill Connector LX	5
2	Wesley Chapel/USF Express	6
3	Suncoast Express	12
4	Express Service on US 19	14
5	SR 52 Cross County Connector	15

Table 8-7 shows the capital priorities identified for the next 10-years period.

**Table 8-7
10-Year Capital Priorities**

Priority Year	Improvement
2014	Improve bus stop safety and ADA accessibility – US 19
2014	Improve bus stop safety and ADA accessibility – US 301
2014	Transit technology improvements
2015	Establish park-and-ride lot - I-75 at SR 52
2014-2017	Expand and improve bus stop infrastructure – East Pasco
2014-2023	Expand and improve bus stop infrastructure – shelters/benches/etc.
2015	Improve bus stop safety and ADA accessibility – connecting paths
2015	Establish park-and-ride lot – Wiregrass
2015	Regional fare integration
2015-2016	Establish park-and-ride lot - Suncoast Parkway and SR 54
2014-2016	Establish new transfer facilities – major terminal along US 19
2020-2021	Expand and improve bus stop infrastructure – SR 54 bus bays

Note: Other improvements include improvements to PCPT’s transit marketing, TDM, and performance monitoring programs (ongoing/every year). In addition, an effort to rebrand PCPT has also been identified as a priority (implementation year to be determined.)

SECTION 9

TEN-YEAR TRANSIT PLAN

This section presents the 10-year implementation program and finance plan for PCPT's fixed-route bus transit service. First, the recommended 10-year transit needs are presented. (These needs were identified and summarized in detail previously in Section 8.) Thereafter, an implementation plan is provided with a summary of cost-feasible projects and unfunded needs. Finally, the 10-year financial plan is presented, including a summary of the assumptions and capital and operating costs used in developing the 10-year financial plan.

TEN-YEAR TRANSIT NEEDS

Recommended transit needs for the next 10 years, developed and evaluated based on input from numerous public outreach efforts, analyses of transit demand and market conditions, and input from the project review team, are summarized below. The needed improvements are grouped into four categories, including the following:

- Improvements to Existing Routes
- New Service Expansions
- Capital/Infrastructure Improvements
- Other Improvements

Each category and its corresponding needs are described below. More detailed descriptions of each improvement were presented in Section 8 previously.

Improvements to Existing Routes

- ***Change to 30-minute frequencies on selected routes*** – Change frequencies of the three highest ridership routes currently operating at 60-minute frequencies to operate at 30-minute frequencies. These routes include:
 - Route 14
 - Route 21
 - Route 25
- ***Change to 60-minute frequencies and add Saturday service on Route 54*** – Expand Route 54 service to 6 days per week, from Monday to Saturday, and increase frequency to 60 minutes.

- **Add three hours of weekday service at night on selected routes** – Add additional trips on the following routes so the service could be extended by an extra three hours on weeknights for the following routes:
 - Route 14
 - Route 19
 - Route 21
- **Add three hours of weekday service at night on all routes** – Add trips on all PCPT routes so the service would be extended by an extra three hours on weeknights.
- **Implement limited Sunday service on all routes** – Implement Sunday service on all existing PCPT routes; the service would operate the same hours/frequency as existing Saturday service.
- **Change 30-minute frequency on all routes** – Implement 30-minute frequencies on all existing PCPT routes.

New Service Expansion

- **Moon Lake Connector** – Add a new route to connect the Moon Lake area and the PHCC West Campus to the US 19 corridor; this route would operate service every hour on six days per week from Monday through Saturday.
- **Spring Hill Connector Limited Express (LX)** – Provide limited express service to PHCC in Spring Hill in Hernando County; this route would operate hourly on US 19 from SR 52 in Pasco County to PHCC in Spring Hill from Monday through Saturday.
- **Wiregrass Connector** – Provide a route to connect major activity centers in the Wesley Chapel area; this route would operate every 40 minutes on six days per week from Monday through Saturday.
- **SR 52 Cross-County Connector** – Add a cross-county connector on SR 52 that would operate every hour on six days per week from Monday through Saturday and connect Dade City, US 301, and St. Leo University with the US 19 corridor.
- **Land O’ Lakes Connector** – Add a circulator that operates every hour on six days per week from Monday through Saturday that serves Land O’ Lakes and would connect with PCPT Route 54 and HART’s 20X commuter express route.
- **St. Leo University Connector** – Provide a route that connects St. Leo University with Dade City every hour on six days per week from Monday through Saturday.

- **Express Service on US 19** – Implement an express route on US 19 from Little Road to SR 52 to Tarpon Mall in Pinellas County; this service would operate every hour on five days per week from Monday through Friday, providing a much faster travel option between the key locations on the US 19 corridor.
- **Wesley Chapel/USF Express** – Implement a commuter express route from SR 52/I-75 in Pasco County to the USF area in Hillsborough County; the route would operate three morning peak trips and three afternoon peak trips on weekdays.
- **Express Service on the Suncoast Parkway** – Provide express bus service from SR 52 to the proposed Tampa International Airport (TIA)/Westshore Multimodal Facility in Hillsborough County, operating on the Suncoast/Veterans Parkway and I-275.

Capital/Infrastructure Improvements

Potential capital improvements include the following:

- **Expand and improve bus stop infrastructure** – Expand current PCPT/MPO programs to improve infrastructure at bus stops in Pasco County. This also includes improving existing transfer facilities at Cross Bayou Station off US 19.
- **Establish new transfer facilities** – Establish intermodal transit center along US 19 corridor to serve as PCPT's main hub in west Pasco County. In addition, the MPO and PCPT should continue their discussions with the Gulf View Square Mall on moving the current service location to a new service facility developed on the mall site. A cost for this facility has not been determined, as the discussions are ongoing.
- **Improve bus stop safety and ADA accessibility** – Implement the Bus Stop Access & Safety Improvement Plan for Pasco County, including the following:
 - Bus Stop Improvements – project priorities to improve the safety and access at bus stops along US 19 and US 301.
 - Accessible Pathway Improvements – project priorities to improve accessible pathways that provide access to and from bus stops along US 19 and US 301.
- **Establish park-and-ride lots** – Establish four park-and-ride facilities at the following locations:
 - Suncoast Parkway and SR 54
 - Wiregrass area
 - SR 52 and I-75
 - US 19 and SR 52

- **Technology improvements** – Implement technology improvements to better understand ridership patterns and improve service performance (automatic passenger counters, Wi-Fi, real-time customer information, etc.).

Other Improvements

- **PCPT rebranding** – Consider rebranding PCPT; a strategy for the rebranding effort and funding for the effort should be discussed by PCPT and the MPO.
- **Expand PCPT's transit marketing program** – Continue to expand marketing program.
- **Improve route-level performance monitoring** – Improve performance monitoring program to include a comparative analysis of route performance. PCPT currently has a monitoring program which uses passengers per revenue hour and passengers per revenue mile to evaluate performance of its routes on a regular basis. Appendix G provides the recommended program for PCPT to enhance the current monitoring effort. The methodology uses specific route-level data and identifies three levels of performance thresholds for tracking routes for potential monitoring/modification/discontinuation.
- **Regional fare integration** – Continue to coordinate regionally on fare integration.
- **Promote/expand transportation demand management (TDM) strategies** – Continue to coordinate with TBARTA's Commuter Services program to promote and expand the use of TDM strategies.

TEN-YEAR PLAN COST/REVENUE ASSUMPTIONS

This section presents the capital and operating cost assumptions, along with the costs and revenues associated with the 10-year transit plan. The summary shows the service, capital, and other improvements that can be programmed within the next 10 years using the revenues that are reasonably expected to be available.

Operating Cost Assumptions

Numerous cost assumptions were made to forecast transit costs for the time period from 2014 through 2023. These operating costs assumptions are based on a variety of factors, including service performance data from PCPT, information from other recent Florida transit plans, and discussions with Pasco County MPO and PCPT staff. These assumptions are summarized as follows:

- Annual operating cost for fixed-route service is based on the total revenue hours and operating cost per hour. The operating cost per revenue hour for existing fixed-route

services and future operating enhancements is assumed at \$63.83. The rate was derived using 2012 cost per revenue hour for PCPT.

- Based on the Consumer Price Index (CPI) data for the last 10 years, from 2003 to 2012, an average annual inflation rate of 2.48 percent was used for all operating cost projections.
- Annual paratransit costs (ADA and other) were projected based on 2012 cost of \$2.22 million and using a 2.48 percent annual inflation rate.
- Based on the complementary ADA operating cost for 2012, the annual complementary ADA paratransit operating cost for new service improvements was calculated at 2 percent of the fixed-route operating costs.
- As ADA paratransit service is not mandatory for serving express routes, it is assumed that any express or limited express services, including Spring Hill Connector LX, Wesley Chapel/USF Express, or Suncoast Express, would not require complementary ADA paratransit services if implemented.

Capital Cost Assumptions

Several assumptions were developed to project the costs for capital needs identified previously. These capital cost assumptions are summarized as follows:

- Vehicle costs are summarized in Table 9-1. The assumptions were developed based on input from PCPT staff and a review of various recent transit plans in Florida.

**Table 9-1
Vehicle Unit Costs/Life Cycle Assumptions**

Type	Life Span (years)	Unit Cost (2013\$)
Diesel Hybrid Bus (40')	12	\$615,000
Regular Bus (40')	12	\$405,000
Paratransit Bus	7	\$85,000
Support Vehicles	n/a	Varies

- Based on the data available from recent transit plans in Florida as well as data published by FDOT, an annual growth rate of 3 percent was used for capital cost projections for fixed-route and paratransit services. However, based on discussions with Pasco County/PCPT staff, no inflation was used for capital items that are already included in the Pasco County/PCPT 5-year budget.
- A 20-percent spare ratio was factored into the vehicle replacement and expansion schedule.

- The 10-year cost of PCPT’s bus stop infrastructure program (including placement of shelters, benches, signs, etc.) is assumed at \$1,255,262. This also includes improvements to the Cross Bayou Transfer Station at \$100,667.
- The cost of establishing PCPT’s major intermodal transit center along US 19 corridor is assumed to be \$3.3 million.
- The following costs of bus stop safety and ADA accessibility improvements are assumed. The costs are based on the Bus Stop Accessibility and Connectivity Study developed by the Pasco County MPO in 2012:
 - Bus stop improvements
 - On US 19 at \$460,039
 - On US 301 at \$190,344
 - Accessible pathway improvements (to access bus stops) along the US 19 and US 301 at \$460,390
- The scope and costs of the proposed park-and-ride lots are assumed as follows. The locations were identified based on public input and demand analysis for *Access Pasco* as well as a review of the Conceptual Vision for Park-and-Ride Facilities, recently developed by the Pasco County MPO.
 - Park-and-ride lot located at Wiregrass is assumed to be a one-acre lot with 150 spaces at a cost of \$1.5 million. (This assumes \$1,350,000 in construction costs¹ and \$150,000 per acre land cost. Land cost was based on limited land value data in and around the general location of the facility available from the Pasco County Property Appraisers website. Note that land costs are preliminary and more detailed site-specific data should be used to refine this assumption.)
 - Park-and-ride lot at SR 52 and I-75 is assumed as a ½-acre lot with 44 spaces at a cost of \$416,000 (includes \$396,000 in construction costs and 20,000 land cost. (Land cost was based on limited land value data in and around the general location of the facility.)
 - Cost of the Suncoast/SR 54 park-and-ride transit center was assumed at \$1.75 million, per data provided by PCPT.
 - No cost is assumed for the Bayonet Pointe park-and-ride lot at US 19/SR 52. This is assumed to be operated as a shared lot and, per FDOT’s *2012 State Park-and-Ride Guide*, the cost to maintain a parking space at a shared lot is approximately \$12 per space per year.

¹ Park-and-ride facilities were assumed to cost \$9,000 per parking space (surface lot cost) for construction. (Costs based on data available from FDOT’s *2012 State Park-and-Ride Guide*.) The per-space cost excludes the cost of right-of-way acquisition needed to construct the lot. Park-and-ride construction costs include supervision, staking, inspection, and testing; facility elements such as earthwork, pavement, drainage, embankments, structures, and ramps; landscaping and erosion control; maintenance of traffic; and traffic control devices.

- Based on data from PCPT, the following capital costs were also assumed:
 - Bus bays at strategic points along SR 54 at \$2.3 million
 - East Pasco maintenance and wash rack facilities at \$4.2 million
 - Annual cost of the transit marketing program at \$70,000
 - Regional fare integration effort at \$235,700
 - Implementation of proposed technology program for PCPT at \$1.1 million

Revenue Assumptions

Revenues for fixed-route service are based on information from a number of State and local agencies and assumptions for different revenue sources, including the following:

- Operating and capital funding from federal, state, and local sources was based on the projected PCPT budget, adopted FDOT Work Program, and information/discussions with PCPT, Pasco County MPO, and the Pasco County Office of Management and Budget (OMB).
- Federal Section 5307 and 5311 revenues for operating and capital were based on data from PCPT.
- FDOT Block Grant funds for operating were based on data from PCPT.
- FDOT Urban Corridor grants for operating existing Routes 19 and 54 were assumed at \$575,000 per year, based on data from PCPT.
- FDOT Urban Corridor Grants are assumed for the following improvements:
 - \$2.0 million to fund operations for the Wesley Chapel/USF Express route
 - \$2.7 million to fund the Spring Hill Connector LX
- Local match for Federal Section 5307 and 5311 and FDOT Block Grant was assumed based on data provided by PCPT and OMB.
- Estimates provided by the OMB indicated a total of \$16.1 million from 2015 through 2023 from Tax Increment Financing (TIF). This includes \$13.8 million for operating and \$2.3 million for capital expenses.
- Total funding available for capital from Pasco Mobility fee proceeds was \$315,146 for the 10-year period (estimates provided by OMB).
- Funding for PCPT's major intermodal transit center along US 19 is assumed from the following sources:
 - \$313,935 of Penny for Pasco sales tax revenues in 2014
 - \$1.5 million in 2016 from Penny for Pasco for the land to construct the facility
 - \$1.5 million from the FDOT Transportation Regional Incentive Program (TRIP) funding, also in 2016

- Penny for Pasco sales tax revenues are also assumed to fund the following:
 - East Pasco maintenance and wash rack facilities at \$1.15 million
 - Five buses at \$2.08 million
 - Bus stop infrastructure program (shelters, etc.) at \$214,695 in 2014
- Funding to improve bus stop safety and ADA accessibility along US 19 and US 301 is assumed from federal Section 5307 funds.
- Funding from FDOT for the regional fare integration effort is assumed at \$235,700.
- Farebox revenues from existing services are calculated using historical and current farebox recovery ratio data. Farebox revenues from the new/expanded services are calculated using a farebox recovery ratio of 21.5 percent.
- No growth rate was used to grow revenues for the 10-year plan.
- Per direction from MPO staff, funds from private–public partnerships are assumed for development of park-and-ride lots at the following locations:
 - Wiregrass (\$1.50 million)
 - I-75 at SR 52 (\$416,000)
 - Suncoast Parkway and SR 54 (\$1.75 million)

Using these cost and revenue assumptions as well as other additional assumptions, two funding scenarios for the next 10 years were developed for Access Pasco, as described in detail below.

DOUBLE THE RIDERSHIP PLAN

Given policy direction from the MPO Board and its committees to double ridership in the next 10 years, the implementation plan presented in Table 9-2 outlines service improvements that are projected to achieve the objective of doubling ridership from 1 million in 2013 to 2 million in 2023. The table also shows the operating and capital costs associated with the improvements. It is important to emphasize that the schedule shown in the table does not preclude the opportunity to advance or delay any projects. As priorities change, funding assumptions do not materialize, or more funding becomes available, this project implementation schedule should be adjusted.

Double the Ridership Financial Plan

The remainder of this section presents the financial plan for the Double the Ridership Plan. First, Figures 9-1 and 9-2 show the operating and capital costs for the plan and the local revenue needs for the next 10 years, respectively. Then, the additional operating and capital revenue assumptions used to develop the Double the Ridership Plan are presented.

**Table 9-2
Double the Ridership Implementation Plan**

Improvement	Implement. Year	Annual Operating Cost (2013\$)	Capital Cost (2013\$)	Potential Revenue Source
Improvements to Existing Routes				
Change to 60-minute frequencies and add Saturday on Route 54	2015	\$ 679,665	\$ 810,000	Local
Add 3 hours of weekday service at night on all routes	2016	\$ 872,819	\$ -	Federal Section 5307
Change to 30-minute frequencies on Routes 14, 21, and 25	Unfunded	\$ 1,441,922	\$ 2,025,000	n/a
Implement limited Sunday service on all routes	Unfunded	\$ 678,042	\$ -	n/a
Change 30-minute frequency on all routes	Unfunded	\$ 3,322,245	\$ 7,290,000	n/a
Add 3 hours of weekday service at night on Routes 14, 19, 21	Unfunded	\$ 387,920	\$ -	n/a
New Service Expansion				
Local				
Moon Lake Connector	2015	\$ 584,563	\$ 810,000	Local/FDOT Service Dev.
Wiregrass Connector	Unfunded	\$ 584,563	\$ 810,000	n/a
Land O' Lakes Circulator	Unfunded	\$ 292,281	\$ 405,000	n/a
St. Leo University Connector	Unfunded	\$ 292,281	\$ 405,000	n/a
Regional				
USF/Wesley Chapel Express	2015	\$ 193,960	\$ 1,230,000	FDOT Urban Corridor
Spring Hill Connector LX	2016	\$ 292,281	\$ 405,000	FDOT Urban Corridor
Suncoast Express	Unfunded	\$ 193,960	\$ 810,000	n/a
Express Service on US 19	Unfunded	\$ 484,900	\$ 810,000	n/a
SR 52 Cross-County Connector	Unfunded	\$ 1,169,126	\$ 1,620,000	n/a
Capital/Infrastructure Improvements				
Improve bus stop safety and ADA accessibility - US 19	2014	\$ -	\$ 460,039	Section 5307
Improve bus stop safety and ADA accessibility - US 301	2014	\$ -	\$ 190,344	Section 5307
Technology improvements*	2014	\$ -	\$ 1,095,250	Section 5307
Expand and improve bus stop infrastructure - shelters/benches/etc.	2014-2023	\$ -	\$ 1,255,362	Penny for Pasco, Section 5307
Expand and improve bus stop infrastructure - East Pasco	2014-2017	\$ -	\$ 4,213,519	Penny for Pasco, Section 5307, FDOT
Establish park-and-ride lot - Wiregrass	2015	\$ -	\$ 1,500,000	Private-Public Partnership
Establish park-and-ride lots - I-75 at SR 52	2015	\$ -	\$ 416,000	Private-Public Partnership
Improve bus stop safety and ADA accessibility - connecting paths	2015	\$ -	\$ 460,390	Section 5307
Establish park-and-ride lot - Suncoast Parkway and SR 54	2015-2016	\$ -	\$ 1,750,000	Private-Public Partnership
Establish new transfer facilities - major terminal along US 19	2014-2016	\$ -	\$ 3,313,953	Penny for Pasco/FDOT
Expand and improve bus stop infrastructure - SR 54 bus bays	2020-2021	\$ -	\$ 2,314,871	Penny for Pasco
Other Improvements				
PCPT rebranding	To be evaluated	To be determined	To be determined	To be determined
Expand PCPT's transit marketing program	Annually	\$ -	\$ 70,000	Pasco County, FDOT
Regional fare integration	2015	\$ -	\$ 235,700	FDOT
Improve route-level performance monitoring	To be evaluated	\$ -	\$ -	Existing budget
Promote/expand TDM strategies	Ongoing	\$ -	\$ -	Regional coordination

*Technology improvements include Automatic Passenger Counters (APCs), Automated Voice Announcement system (AVAs), Mobile Data Terminals (MDTs), fixed-route management software, and Wi-Fi wireless Internet on buses.

Figure 9-1
Double the Ridership Plan - Annual Operating and Capital Costs (millions)

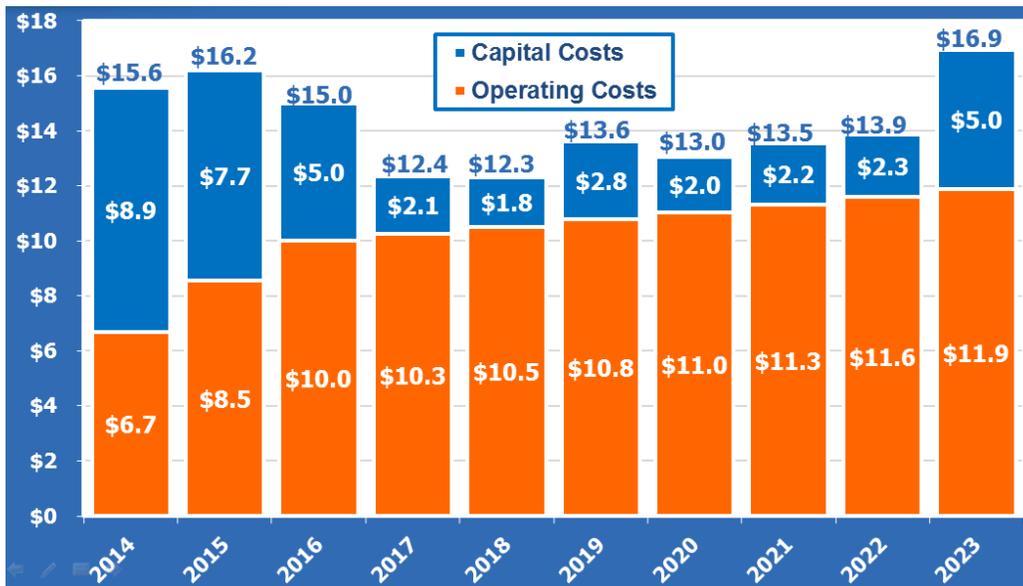


Figure 9-2
Double the Ridership Plan - Local Revenues (millions)



The following additional assumptions were made for the Double the Ridership Plan:

- A total of \$0.9 million in FDOT Service Development grants are assumed to fund the operating costs of the first three years of Moon Lake Connector at 50 percent with a local match of 50 percent.
- A total of \$5.3 million in Federal 5307 funding is transferred from capital to operating to fund operating costs.
- Additional local funding for operating and capital is \$8.9 million.
- Vehicle replacement and expansion schedule is provided in Table 9-3.

**Table 9-3
Double the Ridership Plan – Vehicle Plan**

Year	Existing Service			New Service		
	Regular Buses	Paratransit Buses	Support Vehicles	Regular Buses	Hybrid Buses	Paratransit Buses
2014	5	3	1	5	2*	2
2015	1	0	1	0	0	0
2016	0	3	0	1	0	0
2017	4	2	2	0	0	0
2018	1	5	0	0	0	0
2019	5	0	0	0	0	2
2020	4	0	0	0	0	0
2021	0	0	0	0	0	0
2022	4	0	0	0	0	0
2023	9	0	0	0	0	0
Total	33	13	4	6	2	4

*Two hybrid buses are assumed for Wesley Chapel/USF Express improvement.

Table 9-4 presents the detailed 10-year financial plan for PCPT. The table categorizes costs by service and capital improvement categories. First, the summary shows operating/capital costs and revenues projected based on the existing cost and revenue assumptions presented previously in this section; then the balanced plan is presented assuming additional revenues from state and local sources.

**Table 9-4
Double the Ridership Plan - Financial Plan**

Cost/Revenue	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10-Year Total
Operating											
Costs											
Maintain Existing Fixed-Route	\$4,499,466	\$4,511,098	\$4,725,499	\$4,842,739	\$4,962,887	\$5,086,017	\$5,212,201	\$5,341,515	\$5,474,038	\$5,609,849	\$50,365,311
Maintain Paratransit	\$2,179,110	\$2,390,929	\$2,450,248	\$2,511,038	\$2,573,337	\$2,637,182	\$2,702,610	\$2,769,662	\$2,838,377	\$2,908,797	\$25,961,289
Service/Frequency Improvements to Existing Services	\$0	\$713,808	\$1,670,926	\$1,712,382	\$1,754,866	\$1,798,404	\$1,843,022	\$1,888,748	\$1,935,608	\$1,983,630	\$15,301,394
New Fixed-Route Service	\$0	\$317,632	\$1,152,498	\$1,181,091	\$1,210,394	\$1,240,424	\$1,271,199	\$1,302,738	\$1,335,058	\$1,368,181	\$10,879,216
Complementary ADA Paratransit for New Fixed-Route	\$0	\$12,279	\$12,583	\$12,895	\$13,215	\$13,543	\$13,879	\$14,224	\$14,576	\$14,938	\$122,133
Total Costs	\$6,678,576	\$8,545,745	\$10,011,754	\$10,260,146	\$10,514,700	\$10,775,570	\$11,042,911	\$11,316,886	\$11,597,653	\$11,885,396	\$102,629,342
Existing Revenues											
Federal 5307 for Operating	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$1,350,000
Federal 5311 for Operating	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$1,583,058
FDOT Block Grant Funds	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$8,512,308
FDOT Urban Corridor (Routes 19 and 54)	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$5,750,000
Tax Increment Financing (TIF) Funds	\$0	\$927,904	\$511,479	\$658,845	\$820,948	\$999,261	\$1,915,550	\$2,458,661	\$2,658,633	\$2,863,566	\$13,815,847
Local Match for Federal 5307	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$1,080,000
Local Match for Federal 5311	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$870,684
Local Match for FDOT Block Grant	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$7,671,131
Fare Revenue from Existing Services	\$965,585	\$989,542	\$1,014,092	\$1,039,252	\$1,065,036	\$1,091,459	\$1,118,538	\$1,146,289	\$1,174,729	\$1,203,874	\$10,808,396
Fare Revenue from Expanded Services	\$0	\$328,647	\$605,907	\$620,939	\$636,345	\$652,133	\$668,312	\$684,893	\$701,885	\$719,299	\$5,618,359
Bus Advertising	\$190,500	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$1,909,000
Paratransit	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$27,288,729
Total Revenues	\$6,567,076	\$7,847,584	\$7,732,969	\$7,920,527	\$8,123,819	\$8,344,344	\$9,304,891	\$9,891,334	\$10,136,733	\$10,388,229	\$86,257,512
Revenues Minus Costs	(\$111,500)	(\$698,162)	(\$2,278,785)	(\$2,339,619)	(\$2,390,880)	(\$2,431,226)	(\$1,738,020)	(\$1,425,552)	(\$1,460,920)	(\$1,497,167)	
Rollover from Prev. Year	\$0	(\$111,500)	(\$809,661)	(\$3,088,446)	(\$5,428,065)	(\$7,818,945)	(\$10,250,171)	(\$11,988,192)	(\$13,413,744)	(\$14,874,664)	
Surplus/Shortfall	(\$111,500)	(\$809,661)	(\$3,088,446)	(\$5,428,065)	(\$7,818,945)	(\$10,250,171)	(\$11,988,192)	(\$13,413,744)	(\$14,874,664)	(\$16,371,831)	(\$16,371,831)
Capital											
Costs											
Vehicles	\$5,787,233	\$434,000	\$685,000	\$1,910,000	\$1,695,000	\$2,692,989	\$1,660,000	\$0	\$2,113,733	\$4,898,575	\$21,876,530
Replacement Buses for Existing Services	\$2,245,483	\$420,000	\$270,000	\$1,840,000	\$1,695,000	\$2,490,000	\$1,660,000	\$0	\$2,113,733	\$4,898,575	\$17,632,791
Replacement of Support Vehicles	\$14,000	\$14,000	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000
Expand Existing Services	\$834,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$834,300
Add New Transit Service	\$2,693,450	\$0	\$415,000	\$0	\$0	\$202,989	\$0	\$0	\$0	\$0	\$3,311,439
Other Capital/Infrastructure	\$3,114,948	\$7,218,220	\$4,285,000	\$184,073	\$110,000	\$145,000	\$366,400	\$2,238,471	\$145,000	\$145,000	\$17,952,112
Intermodal transit center along US 19	\$313,553	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,313,553
Cross Bayou Transfer Station	\$100,667	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,667
Bus Stop Infrastructure Program - Signs, Benches, Shelters	\$639,695	\$20,000	\$40,000	\$40,000	\$40,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$1,154,695
Bus Stop Safety & ADA Accessibility Improvements - US 19	\$460,639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460,639
Bus Stop Safety & ADA Accessibility Improvements - US 301	\$190,344	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,344
Bus Stop Safety & ADA Accessibility Improvements - Paths	\$0	\$460,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460,390
PCPT Bus Bays at Strategic Points Along SR 54	\$0	\$0	\$0	\$0	\$0	\$0	\$221,400	\$2,093,471	\$0	\$0	\$2,314,871
Transit Facility Infrastructure (East Pasco)	\$315,000	\$3,524,446	\$300,000	\$74,073	\$0	\$0	\$0	\$0	\$0	\$0	\$4,213,519
Park-and-Ride Transit Center at SR 54 and Suncoast	\$0	\$375,000	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Park-and-Ride Lot at Wiregrass	\$0	\$1,591,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,591,350
Park-and-Ride Lot SR 52 & I-75	\$0	\$441,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,334
Technology Program	\$1,095,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,095,250
Marketing and Communications	\$0	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$630,000
Regional Fare Integration	\$0	\$235,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$235,700
Total Costs	\$8,902,131	\$7,652,220	\$4,970,000	\$2,094,073	\$1,805,000	\$2,837,989	\$2,026,400	\$2,238,471	\$2,258,733	\$5,043,575	\$39,828,642
Existing Revenues											
Federal 5307	\$4,530,783	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$24,717,783
Federal 5311	\$315,000	\$333,519	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,519
FDOT TRIP Funding for New Terminal	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
FDOT Regional Fare Integration- Phase II	\$0	\$235,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$235,700
Tax Increment Financing (TIF) Funds	\$0	\$1,514,415	\$602,809	\$0	\$0	\$0	\$0	\$0	\$0	\$193,171	\$2,310,395
Pasco Mobility Fee	\$111,500	\$26,170	\$37,244	\$26,106	\$17,168	\$18,005	\$19,560	\$18,753	\$19,369	\$21,271	\$315,146
Penny for Pasco - Buses	\$0	\$0	\$0	\$830,000	\$830,000	\$415,000	\$0	\$0	\$0	\$0	\$2,075,000
Penny for Pasco - Infrastructure	\$528,648	\$1,150,000	\$1,500,000	\$0	\$0	\$0	\$221,400	\$2,093,471	\$0	\$0	\$5,493,519
Total Revenue	\$5,485,931	\$6,002,804	\$5,883,053	\$3,099,106	\$3,090,168	\$2,676,005	\$2,483,960	\$4,355,224	\$2,262,369	\$2,457,442	\$37,796,062
Revenue Minus Cost	(\$3,416,200)	(\$1,649,416)	\$913,053	\$1,005,033	\$1,285,168	(\$161,984)	\$457,560	\$2,116,753	\$3,636	(\$2,586,133)	
Rollover from Prev. Year	\$0	(\$3,416,250)	(\$5,065,666)	(\$4,152,613)	(\$3,147,580)	(\$1,862,412)	(\$2,024,396)	(\$1,566,836)	\$549,917	\$553,553	(\$2,032,580)
Surplus/Shortfall	(\$3,416,250)	(\$5,065,666)	(\$4,152,613)	(\$3,147,580)	(\$1,862,412)	(\$2,024,396)	(\$1,566,836)	\$549,917	\$553,553	(\$2,032,580)	(\$2,032,580)
Double the Ridership Plan											
Operating Costs	\$6,678,576	\$8,545,745	\$10,011,754	\$10,260,146	\$10,514,700	\$10,775,570	\$11,042,911	\$11,316,886	\$11,597,653	\$11,885,396	\$102,629,342
Existing Operating Revenues	\$6,567,076	\$7,847,584	\$7,732,969	\$7,920,527	\$8,123,819	\$8,344,344	\$9,304,891	\$9,891,334	\$10,136,733	\$10,388,229	\$86,257,512
Additional Operating Revenues											
Federal 5307 from Capital to Operating	\$111,500	\$187,494	\$1,440,867	\$1,480,912	\$1,841,253	\$215,828	\$0	\$0	\$0	\$0	\$5,277,854
FDOT Service Development (Moon Lake Connector) (50%)	\$0	\$306,964	\$314,580	\$322,385	\$0	\$0	\$0	\$0	\$0	\$0	\$943,929
Additional Local Funding for Operating	\$0	\$0	\$0	\$0	\$0	\$1,652,134	\$1,160,782	\$833,992	\$854,684	\$875,889	\$5,377,481
FDOT Urban Corridor (Wesley Chapel/USF Express) (100%)	\$0	\$203,704	\$208,757	\$213,937	\$219,244	\$224,684	\$230,258	\$235,971	\$241,826	\$247,825	\$2,026,206
FDOT Urban Corridor (Spring Hill Connector) (100%)	\$0	\$0	\$314,580	\$322,385	\$330,383	\$338,580	\$346,980	\$355,589	\$364,411	\$373,452	\$2,746,360
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Surplus/Shortfall	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Costs											
Revised Existing Capital Revenues	\$8,902,131	\$7,652,220	\$4,970,000	\$2,094,073	\$1,805,000	\$2,837,989	\$2,026,400	\$2,238,471	\$2,258,733	\$5,043,575	\$39,828,642
Additional Capital Revenues											
Private-Public Partnership for I-75/SR 52 Park-and-Ride (100%)	\$0	\$441,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,334
Private-Public Partnership for Wiregrass Park-and-Ride (100%)	\$0	\$1,591,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,591,350
Private-Public Partnership for Suncoast/SR 54 Park-and-Ride (100%)	\$0	\$375,000	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Additional Local Funding for Capital	\$3,527,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,527,750
Rollover from Prev. Year	\$0	\$0	\$1,070,774	\$1,417,960	\$942,081	\$385,996	\$8,184	\$465,744	\$2,582,497	\$2,586,133	\$0
Capital Surplus/Shortfall	\$0	\$1,070,774	\$1,417,960	\$942,081	\$385,996	\$8,184	\$465,744	\$2,582,497	\$2,586,133	\$0	\$0

COST FEASIBLE PLAN

A cost feasible funding scenario also was developed for the *Access Pasco* 10-year transit plan. The 10-year *Access Pasco* Cost Feasible Plan assumes no new local revenue sources except the committed operating and capital funding levels. Table 9-5 outlines service improvements, implementation years, and anticipated funding sources for the Cost Feasible Plan. The table also shows the operating and capital costs associated with the improvements.

Similar to the Double the Ridership Plan, it is important to emphasize that the schedule shown in the table does not preclude the opportunity to advance or delay any projects. As priorities change, funding assumptions do not materialize, or more funding becomes available, this project implementation schedule should be adjusted.

Cost Feasible Financial Plan

The financial plan for the *Access Pasco* Cost Feasible Plan is summarized in the remainder of this section. Figures 9-3 and 9-4 show the operating and capital costs for the plan and the available local revenues for the next 10 years.

**Table 9-5
Cost Feasible Implementation Plan**

Improvement	Implement. Year	Annual Operating Cost (2013\$)	Capital Cost (2013\$)	Potential Revenue Source
Improvements to Existing Routes				
Change to 60-minute frequencies and add Saturday on Route 54	2015	\$ 679,665	\$ 810,000	Local
Add 3 hours of weekday service at night on all routes	Unfunded	\$ 872,819	\$ -	n/a
Change to 30-minute frequencies on Routes 14, 21, and 25	Unfunded	\$ 1,441,922	\$ 2,025,000	n/a
Implement limited Sunday service on all routes	Unfunded	\$ 678,042	\$ -	n/a
Change 30-minute frequency on all routes	Unfunded	\$ 3,322,245	\$ 7,290,000	n/a
Add 3 hours of weekday service at night on Routes 14, 19, 21	Unfunded	\$ 387,920	\$ -	n/a
New Service Expansion				
Local				
Moon Lake Connector	2016	\$ 584,563	\$ 810,000	Local/FDOT Service Dev.
Wiregrass Connector	Unfunded	\$ 584,563	\$ 810,000	n/a
Land O' Lakes Circulator	Unfunded	\$ 292,281	\$ 405,000	n/a
St. Leo University Connector	Unfunded	\$ 292,281	\$ 405,000	n/a
Regional				
USF/Wesley Chapel Express	2015	\$ 193,960	\$ 810,000	FDOT Urban Corridor
Spring Hill Connector LX	2016	\$ 292,281	\$ 405,000	FDOT Urban Corridor
Suncoast Express	Unfunded	\$ 193,960	\$ 810,000	n/a
Express Service on US 19	Unfunded	\$ 484,900	\$ 810,000	n/a
SR 52 Cross-County Connector	Unfunded	\$ 1,169,126	\$ 1,620,000	n/a
Capital/Infrastructure Improvements				
Improve bus stop safety and ADA accessibility - US 19	2014	\$ -	\$ 460,039	Section 5307
Improve bus stop safety and ADA accessibility - US 301	2014	\$ -	\$ 190,344	Section 5307
Technology improvements*	2014	\$ -	\$ 1,095,250	Section 5307
Expand and improve bus stop infrastructure - shelters/benches/etc.	2014-2023	\$ -	\$ 1,255,362	Penny for Pasco, Section 5307
Expand and improve bus stop infrastructure - East Pasco	2014-2017	\$ -	\$ 4,213,519	Penny for Pasco, Section 5307, FDOT
Establish park-and-ride lot - Wiregrass	2015	\$ -	\$ 1,500,000	Private-Public Partnership
Establish park-and-ride lots - I-75 at SR 52	2015	\$ -	\$ 416,000	Private-Public Partnership
Improve bus stop safety and ADA accessibility - connecting paths	2016	\$ -	\$ 460,390	Section 5307
Establish park-and-ride lot - Suncoast Parkway and SR 54	2015-2016	\$ -	\$ 1,750,000	Private-Public Partnership
Establish new transfer facilities - major terminal along US 19	2014-2016	\$ -	\$ 3,313,953	Penny for Pasco/FDOT
Expand and improve bus stop infrastructure - SR 54 bus bays	2020-2021	\$ -	\$ 2,314,871	Penny for Pasco
Other Improvements				
PCPT rebranding	To be evaluated	To be determined	To be determined	To be determined
Expand PCPT's transit marketing program	2015-2023	\$ -	\$ 70,000	Pasco County, FDOT
Regional fare integration	2015	\$ -	\$ 235,700	FDOT
Improve route-level performance monitoring	To be evaluated	\$ -	\$ -	Existing budget
Promote/expand TDM strategies	Ongoing	\$ -	\$ -	Regional coordination

*Technology improvements include Automatic Passenger Counters (APCs), Automated Voice Announcement system (AVAs), Mobile Data Terminals (MDTs), fixed-route management software, and Wi-Fi wireless Internet on buses.

Figure 9-3
Cost Feasible Plan - Annual Operating and Capital Costs (millions)

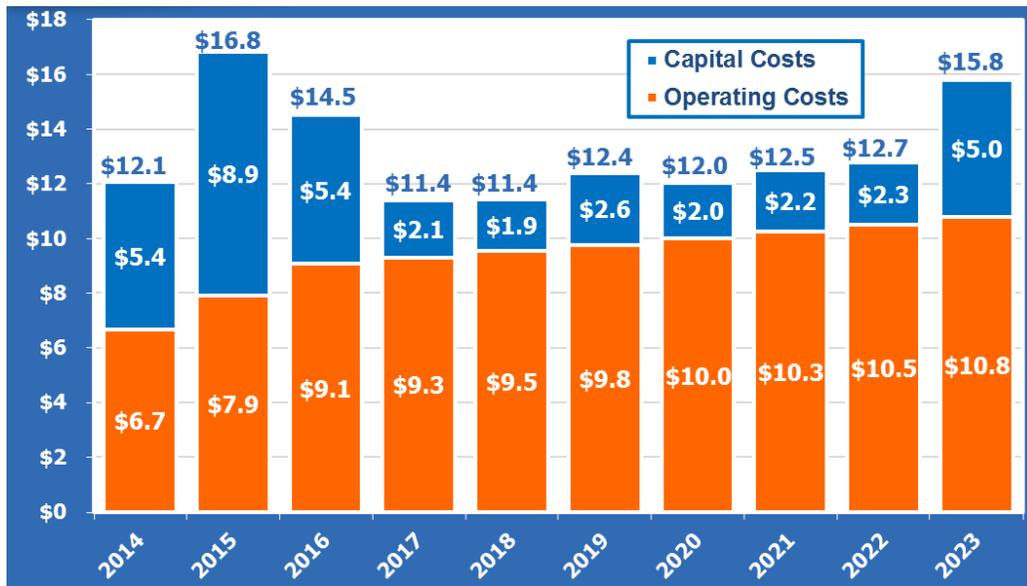


Figure 9-4
Cost Feasible Plan - Local Revenues (millions)



The following additional assumptions were made for the Cost Feasible Plan:

- FDOT Service Development grants of \$1 million are assumed to fund three years of Moon Lake Connector operating costs at 50 percent with a local match of 50 percent. The local match will use existing local revenues.
- A total of \$3.7 million in Federal 5307 funding is transferred from capital to operating to fund operating costs.
- No additional local funding sources are assumed.
- Vehicle replacement and expansion schedule is provided in Table 9-6.

**Table 9-6
Cost Feasible Plan – Vehicle Plan**

Year	Existing Service			New Service		
	Regular Buses	Paratransit Buses	Support Vehicles	Regular Buses	Hybrid Buses	Paratransit Buses
2014	5	3	1	0	0	0
2015	1	0	1	4	0	0
2016	0	3	0	1	0	0
2017	4	2	2	0	0	0
2018	1	5	0	0	0	1
2019	5	0	0	0	0	0
2020	4	0	0	0	0	0
2021	0	0	0	0	0	0
2022	4	0	0	0	0	0
2023	9	0	0	0	0	0
Total	33	13	4	5	0	1

The detailed 10-year financial plan for the Cost Feasible Plan is presented in Table 9-7.

**Table 9-7
Cost Feasible Plan – Financial Plan**

Cost/Revenue	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10-Year Total
Operating											
Costs											
Maintain Existing Fixed-Route	\$4,499,456	\$4,611,098	\$4,725,499	\$4,842,739	\$4,962,887	\$5,086,017	\$5,212,201	\$5,341,515	\$5,474,038	\$5,609,849	\$50,365,311
Maintain Paratransit	\$2,179,110	\$2,590,929	\$2,450,248	\$2,511,038	\$2,573,337	\$2,637,182	\$2,702,610	\$2,769,662	\$2,838,377	\$2,908,797	\$25,961,289
Service/Frequency Improvements to Existing Services	\$0	\$713,808	\$731,517	\$749,666	\$768,266	\$787,326	\$806,860	\$826,878	\$847,393	\$868,417	\$7,100,131
New Fixed-Route Service	\$0	\$203,704	\$1,152,498	\$1,181,091	\$1,210,394	\$1,240,424	\$1,271,199	\$1,302,738	\$1,335,058	\$1,368,181	\$10,265,287
Complementary ADA Paratransit for New Fixed-Route	\$0	\$0	\$12,583	\$12,895	\$13,215	\$13,543	\$13,879	\$14,224	\$14,576	\$14,938	\$109,854
Total Costs	\$6,678,576	\$7,919,538	\$9,072,346	\$9,297,430	\$9,528,100	\$9,764,492	\$10,006,749	\$10,255,016	\$10,509,443	\$10,770,183	\$93,801,873
Existing Revenues											
Federal 5307 for Operating	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$1,350,000
Federal 5311 for Operating	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$158,306	\$1,583,058
FDOT Block Grant Funds	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$851,231	\$8,512,308
FDOT Urban Corridor (Routes 19 and 54)	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$5,750,000
Tax Increment Financing (TIF) Funds	\$0	\$927,904	\$511,479	\$658,845	\$820,948	\$999,261	\$1,916,550	\$2,458,661	\$2,658,633	\$2,863,566	\$13,815,847
Local Match for Federal 5307	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$108,000	\$1,080,000
Local Match for Federal 5311	\$87,058	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$87,068	\$870,684
Local Match for FDOT Block Grant	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$767,113	\$7,671,131
Fare Revenue from Existing Services	\$965,535	\$989,542	\$1,014,092	\$1,039,252	\$1,065,036	\$1,091,459	\$1,118,538	\$1,146,289	\$1,174,729	\$1,203,874	\$10,808,396
Fare Revenue from Expanded Services	\$0	\$196,898	\$404,310	\$414,341	\$424,620	\$435,155	\$445,951	\$457,015	\$468,354	\$479,974	\$3,726,619
Bus Advertising	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$190,900	\$1,909,000
Paratransit	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$2,728,873	\$27,288,729
Total Revenues	\$6,567,076	\$7,715,835	\$7,531,372	\$7,713,928	\$7,912,095	\$8,127,366	\$9,082,531	\$9,563,457	\$9,903,207	\$10,148,905	\$84,365,772
Revenues Minus Costs	(\$111,500)	(\$203,704)	(\$1,540,974)	(\$1,583,502)	(\$1,616,005)	(\$1,637,125)	(\$924,218)	(\$591,560)	(\$606,237)	(\$621,278)	
Rollover from Prev. Year	\$0	(\$111,500)	(\$315,203)	(\$1,856,177)	(\$3,439,679)	(\$5,055,683)	(\$6,692,809)	(\$7,617,027)	(\$8,208,587)	(\$8,814,823)	
Surplus/Shortfall	(\$111,500)	(\$315,203)	(\$1,856,177)	(\$3,439,679)	(\$5,055,683)	(\$6,692,809)	(\$7,617,027)	(\$8,208,587)	(\$8,814,823)	(\$9,436,101)	(\$9,436,101)
Capital											
Costs											
Vehicles	\$2,259,443	\$2,152,658	\$685,000	\$1,910,000	\$1,785,000	\$2,490,000	\$1,660,000	\$0	\$2,113,733	\$4,898,575	\$19,954,449
Replacement Buses for Existing Services	\$2,245,433	\$420,000	\$270,000	\$1,840,000	\$1,695,000	\$2,490,000	\$1,660,000	\$0	\$2,113,733	\$4,898,575	\$17,632,791
Replacement of Support Vehicles	\$14,000	\$14,000	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000
Expand Existing Services	\$0	\$859,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$859,329
Add New Transit Service	\$0	\$859,329	\$415,000	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$1,364,329
Other Capital/Infrastructure	\$3,114,948	\$6,757,830	\$4,745,390	\$184,073	\$110,000	\$145,000	\$366,400	\$2,238,471	\$145,000	\$145,000	\$17,952,112
Intermodal transit center along US 19	\$313,953	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,313,953
Cross Bayou Transfer Station	\$100,657	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,657
Bus Stop Infrastructure Program - Signs, Benches, Shelters	\$639,695	\$20,000	\$40,000	\$40,000	\$40,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$1,154,695
Bus Stop Safety & ADA Accessibility Improvements - US 19	\$460,039	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460,039
Bus Stop Safety & ADA Accessibility Improvements - US 301	\$190,344	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,344
Bus Stop Safety & ADA Accessibility Improvements - Paths	\$0	\$0	\$460,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460,390
PCPT Bus Bays at Strategic Points Along SR 54	\$0	\$0	\$0	\$0	\$0	\$0	\$221,400	\$2,093,471	\$0	\$0	\$2,314,871
Transit Facility Infrastructure (East Pasco)	\$315,000	\$3,524,446	\$300,000	\$74,073	\$0	\$0	\$0	\$0	\$0	\$0	\$4,213,519
Park-and-Ride Transit Center at SR 54 and Suncoast	\$0	\$875,000	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Park-and-Ride Lot at Wiregrass	\$0	\$1,591,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,591,350
Park-and-Ride Lot SR 52 & I-75	\$0	\$441,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,334
Technology Program	\$1,095,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,095,250
Marketing and Communications	\$0	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$630,000
Regional Fare Integration	\$0	\$235,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$235,700
Total Costs	\$5,374,431	\$8,910,488	\$5,430,390	\$2,094,073	\$1,895,000	\$2,635,000	\$2,026,400	\$2,238,471	\$2,258,733	\$5,043,575	\$37,906,561
Existing Revenues											
Federal 5307	\$4,530,733	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$2,243,000	\$24,717,783
Federal 5311	\$315,000	\$833,519	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,519
FDOT TRIP Funding for New Terminal	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
FDOT Regional Fare Integration - Phase II	\$0	\$235,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$235,700
Tax Increment Financing (TIF) Funds	\$0	\$1,514,415	\$602,809	\$0	\$0	\$0	\$0	\$0	\$0	\$193,171	\$2,310,395
Pasco Mobility Fee	\$111,500	\$26,170	\$37,244	\$26,106	\$17,168	\$18,005	\$19,560	\$18,753	\$19,369	\$21,271	\$315,146
Penny for Pasco - Buses	\$0	\$0	\$0	\$830,000	\$830,000	\$415,000	\$0	\$0	\$0	\$0	\$2,075,000
Penny for Pasco - Infrastructure	\$528,648	\$1,150,000	\$1,500,000	\$0	\$0	\$0	\$221,400	\$2,093,471	\$0	\$0	\$5,493,519
Total Revenue	\$5,485,911	\$6,002,804	\$5,883,053	\$3,099,106	\$3,090,168	\$2,676,005	\$2,483,960	\$4,355,224	\$2,262,369	\$2,457,442	\$37,996,062
Revenue Minus Cost	\$111,500	(\$2,907,684)	\$452,663	\$1,005,033	\$1,195,168	\$41,005	\$457,560	\$2,116,753	\$3,636	(\$2,586,133)	
Rollover from Prev. Year	\$0	\$111,500	(\$2,796,184)	(\$2,343,521)	(\$1,338,488)	(\$143,320)	(\$102,315)	\$355,245	\$2,471,998	\$2,475,634	
Surplus/Shortfall	\$111,500	(\$2,796,184)	(\$2,343,521)	(\$1,338,488)	(\$143,320)	(\$102,315)	\$355,245	\$2,471,998	\$2,475,634	(\$110,499)	(\$110,499)
10-Year Cost Feasible Plan											
Operating Costs	\$6,678,576	\$7,919,538	\$9,072,346	\$9,297,430	\$9,528,100	\$9,764,492	\$10,006,749	\$10,255,016	\$10,509,443	\$10,770,183	\$93,801,873
Existing Operating Revenues	\$6,567,076	\$7,715,835	\$7,531,372	\$7,713,928	\$7,912,095	\$8,127,366	\$9,082,531	\$9,563,457	\$9,903,207	\$10,148,905	\$84,365,772
Additional Operating Revenues											
Federal 5307 from Capital to Operating	\$111,500	\$0	\$1,017,636	\$724,796	\$735,994	\$735,281	\$346,979	\$0	\$0	\$0	\$3,672,185
FDOT Service Development (Moon Lake Connector) (50%)	\$0	\$0	\$0	\$322,385	\$330,383	\$338,580	\$0	\$0	\$0	\$0	\$991,348
FDOT Urban Corridor (Wesley Chapel/USF Express) (100%)	\$0	\$203,704	\$208,757	\$213,937	\$219,244	\$224,684	\$230,258	\$235,971	\$241,826	\$247,825	\$2,026,206
FDOT Urban Corridor (Spring Hill Connector) (100%)	\$0	\$0	\$314,580	\$322,385	\$330,383	\$338,580	\$346,980	\$355,589	\$364,411	\$373,452	\$2,746,360
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Surplus/Shortfall	\$0	\$0	(\$0)	\$0	\$0	\$0	(\$0)	(\$0)	(\$0)	(\$0)	\$0
Capital Costs											
Revised Existing Capital Revenues	\$5,374,431	\$6,002,804	\$4,865,417	\$2,374,310	\$2,354,174	\$1,940,724	\$2,136,981	\$4,355,224	\$2,262,369	\$2,457,442	\$34,123,877
Additional Capital Revenues											
Private-Public Partnership for I-75/SR 52 Park-and-Ride (100%)	\$0	\$441,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,334
Private-Public Partnership for Wiregrass Park-and-Ride (100%)	\$0	\$1,591,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,591,350
Private-Public Partnership for Suncoast/SR 54 Park-and-Ride (100%)	\$0	\$875,000	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Rollover from Prev. Year	\$0	\$0	\$0	\$310,027	\$590,264	\$1,049,439	\$355,163	\$465,744	\$2,582,497	\$2,586,133	
Capital Surplus/Shortfall	\$0	\$0	\$310,027	\$590,264	\$1,049,439	\$355,163	\$465,744	\$2,582,497	\$2,586,133	(\$0)	\$0

ENVIRONMENTAL JUSTICE SUMMARY

POLICY STATEMENT

As a major provider of public transportation whose employees have extensive daily contact with the public, PCPT recognizes its responsibility to the community it serves and is committed to a policy of nondiscrimination. PCPT works to ensure non-discriminatory transportation in support of its mission to be committed to the effective and efficient management and delivery of public, specialized, and coordinated transportation services in Pasco County. PCPT's continuing pursuit is 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.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. § 2000d).

The EJ component of Title VI guarantees fair treatment for all people and requires PCPT to identify and address, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations, such as undertaking reasonable steps to ensure that Limited English Proficient (LEP) persons have meaningful access to the programs, services, and information PCPT provides. The basis for addressing EJ is Executive Order 12898, which directs agencies to "make achieving environmental justice part of its mission." EJ regulations require PCPT:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

PROGRAM CHECKLIST

The following checklist addresses EJ reporting requirements as described in FTA Circular 4703.1. Additionally, service standards and service policies have been developed to assist PCPT with Title VI compliance based on requirements identified in FTA Circular 4702.1B.

- ✓ *Achieving Meaningful Public Engagement*
 - Submit information about outreach methods to engage EJ populations and a summary of outreach efforts.

- ✓ *Integrating Principles of EJ in Transportation Planning and Service Delivery*
 - The mobility needs of EJ populations are an important consideration in the planning process. Incorporate EJ principles into Statewide, metropolitan, and local planning processes.
- ✓ *Incorporating EJ Principles into the NEPA Process*
 - Environmental justice should be considered and addressed in all NEPA decision-making and appropriately documented in Environmental Impact Statements, Environmental Assessments, or Categorical Exclusions.
- ✓ *Service Standards*
 - Submit the agency’s system-wide service standards for vehicle load, vehicle headway, on-time performance, and service availability.
- ✓ *Service Policies*
 - Submit the agency’s system-wide policies for transit amenities and vehicle assignment.

ACHIEVING MEANINGFUL PUBLIC ENGAGEMENT

Know Your Community by Analyzing Demographic Data

Effective transportation planning starts with knowing who lives and works in your community and what their mobility needs are. An EJ analysis starts with knowing basic socioeconomic information about the people who live and/or work in your community. Without this information, you cannot determine whether your proposed activity will affect minority and/or low-income populations.

—FTA Circular 4703.1

Census data on age, race, and ethnicity are available at the Census block level, which is the most geographically-detailed level of Census data available. Other types of socioeconomic data, such as income, poverty, and education, are available from ACS at the Census tract, block group, or block level.

The composite residential demographic profile may be portrayed and analyzed most effectively when a GIS software platform is used. The data overlay and mapping capabilities of GIS are useful tools in evaluating the patterns of completed or planned transportation activities relative to the locations of EJ populations and can help you evaluate how various populations may be differentially affected by a plan or proposed project. By conducting a GIS analysis, the percent of minority populations and low-income populations relative to a planning area or to a project can be spatially depicted and analyzed. Additional maps can depict disaggregated minority populations so outreach strategies can be tailored to the specific needs of the community.

Basic socioeconomic information about Pasco County residents in PCPT’s service area are documented previously in the Baseline Conditions section of this report. The Baseline Conditions contain an analysis of the location of low-income and minority populations in the county.

Determining Disproportionately High and Adverse Effects

The first of the three guiding EJ principles is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. The definition of adverse effects includes the totality of significant individual or cumulative human health or environmental effects to human health, the natural and social environment, community function, etc. It also includes the denial, reduction, or delay in receiving benefits, which should be addressed like any other impact.

—FTA Circular 4703.1

PCPT undertakes reasonable efforts to engage members of EJ populations who may be impacted by a proposed project, program, or activity, regardless of whether the proposed activity may have an overall benefit to the community.

Public Engagement

Once you know who is in your community, you can develop a targeted public engagement plan that will encourage the full and fair participation by all members of the affected communities. Your public engagement plan will then help guide you through the rest of the analysis as you consider whether the proposed programs, policies, and activities will result in disproportionately high and adverse human health or environmental effects on EJ populations.

Fundamental to the planning process at all levels is the development of a vision for future transportation. In developing that vision, we recommend that you engage EJ populations on mobility, accessibility, community environment, and any other goals that help to identify unmet needs and prepare options for addressing those needs. We recommend that you consider capturing the EJ population's goals and visions, keeping in mind that these are fluid concepts and can change over time.

—FTA Circular 4703.1

Public involvement is an ongoing process that involves continuously receiving and accumulating feedback about service. PCPT has developed a Public Involvement Plan (PIP) to be used during the 2014–2023 plan update process to formally document all planned public outreach activities. This plan provides numerous opportunities for public involvement as well as involvement on the part of local agencies and organizations. Activities proposed within the PIP include review team meetings, an MPO Board transit workshop, an on-board survey, discussion group workshops, and public workshops.

A number of public involvement techniques were selected for inclusion in the PIP to ensure the active participation of citizens in the community, including EJ populations. Table A-1 presents the types of public involvement activities that were completed for *Access Pasco* and the techniques associated with each type of activity. Future *Access Pasco* documentation will describe results of the public outreach process.

**Table A-1
Public Involvement Activities**

Public Participation Activity		Access Pasco PIP
Public Review and Comment	Formal Public Review & Comment Period	30 Days
	Comment Forms, Surveys, & Questionnaires	✓
	Email, Mail, In-Person, or Telephone Comments	✓
	Public Hearing	✓
MPO Website		✓
Social Media Networking (Facebook/Twitter)		✓
MPO Committee and Board Meetings		✓
Collateral Materials and Visual Aids	Fact Sheets or Other Informational Items	✓
	Visual Aids	✓
Engaging the Community	Bus Rider Surveys	✓
	Public Workshops	✓
	Discussion Group Workshops	✓
	Transit Summit	✓
Agency Coordination	Regional Coordination	✓
	Federal, State, & Local Officials	✓
Media Relations		✓

Source: *Access Pasco* Public Involvement Plan

Limited English Proficient (LEP) Populations

We recommend that you include strategies that address the needs of limited English proficient (LEP) persons as appropriate to ensure compliance with Title VI.

—FTA Circular 4703.1

1. Results of the Four-Factor Analysis, including a description of LEP population(s) served.

To continue reaching LEP persons in Pasco County, PCPT conducted targeted needs assessments and gathered data to gain an understanding of the public transportation needs. PCPT used the four-factor framework provided in Section V of the DOT LEP Guidance to determine the following:

- **Factor 1** – *The number and proportion of LEP persons served or encountered in the eligible service population.*

The first step toward understanding the profile of individuals who could participate in using public transportation service is a review of Census data. According to data from the 2011 ACS, 11.3 percent of the population in Pasco County is Hispanic, 4.5 percent is Black or African American, and 2.2 percent is Asian. According to ACS data, Pasco County’s population ages 5 years and over is 436,132, with 87 percent speaking English. The ACS estimates that 35,724 people (8.2% of the population) speak Spanish or Spanish Creole. Table A-2 provides a detailed breakdown of the languages spoken in Pasco County. Nearly 4.5 percent of the total population speaks English less than “very well.” Spanish speakers comprise the greatest proportion of those who speak English less than very well (3.05%), followed by Vietnamese (0.16%) and Greek (0.14%). Maps A-1 and A-2 show the spatial locations of workers in Pasco County who speak English less than “very well.” Map A-1 provides LEP populations by Census Tract compared with the total population. Map A-2 shows the location of LEP populations who use public transportation to get to work. PCPT has targeted Spanish speakers as the predominant LEP population for assistance. The agency will continue to target areas with a high proportion of LEP populations to ensure all needs for assistance are met.

- **Factor 2** – *The frequency with which LEP persons come into contact with the agency’s programs, activities, and services.*

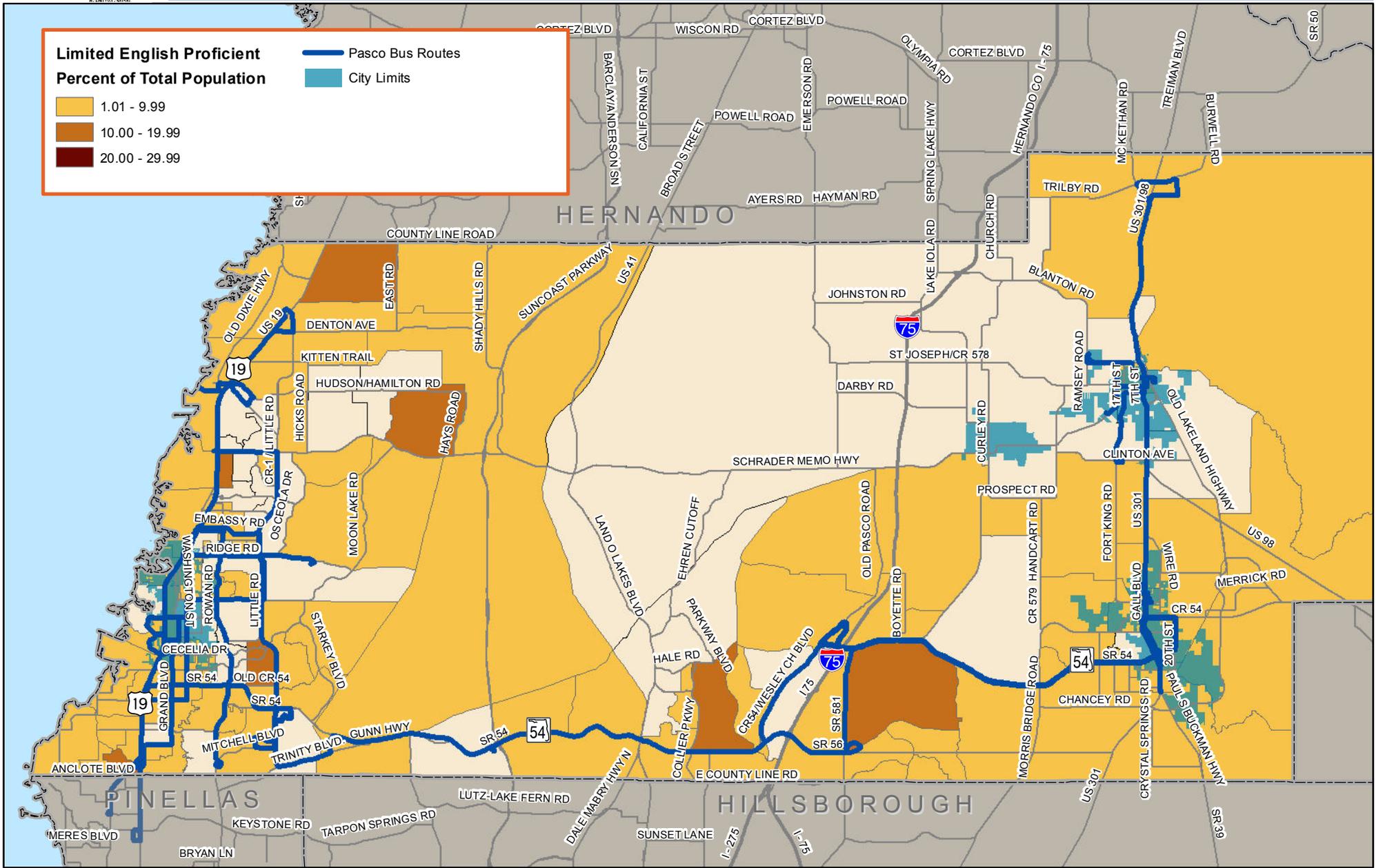
An on-board survey was conducted in March 2013 as part of *Access Pasco* and included a variety of questions regarding respondent household income levels, age, gender, and ethnicity, among other things. The results of the on-board survey will assist PCPT in determining the frequency with which LEP persons come into contact with the agency’s programs, activities, and services.

Current contact with LEP individuals is relatively infrequent, but PCPT’s commitment to serve this group is a priority. In areas with more concentrated LEP populations, LEP individuals often ride PCPT buses with English-speaking family members (often their children). This is especially apparent along the East Pasco routes where there is a contingent of migrant workers located in the area. This area is where PCPT has the majority of its Spanish-speaking bus operators employed. Other bus operators speak Creole French, Hungarian, and Greek.

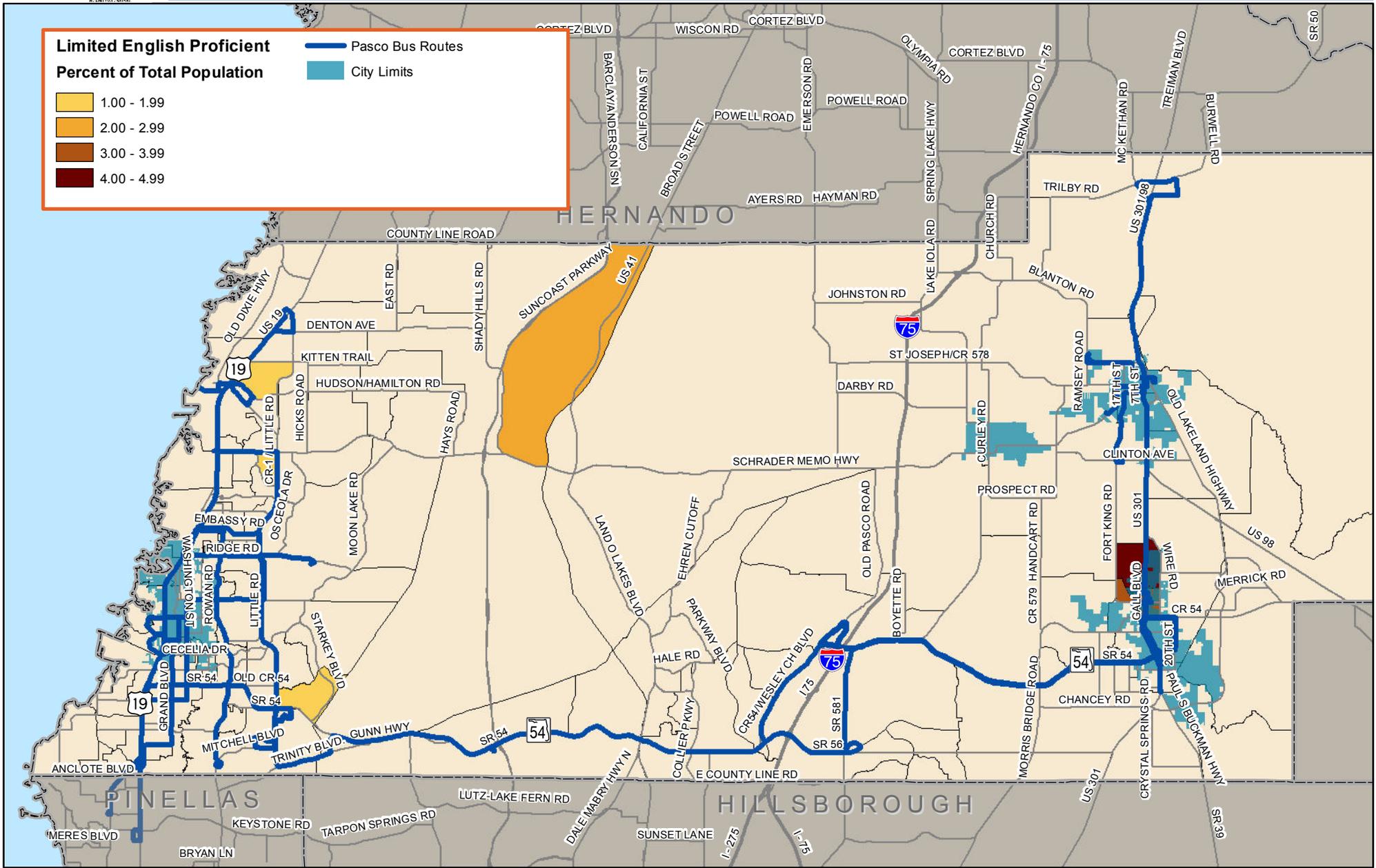
Table A-2
Languages Spoken at Home, Pasco County, Ages 5+

Language	Total Population	Population Speaking English Less than "Very Well"	Percent of Total Population Speaking English Less than "Very Well"
English	378,949	-	-
Spanish or Spanish Creole	35,724	13,287	3.05%
Vietnamese	1,382	685	0.16%
Greek	1,973	620	0.14%
French (incl. Patois, Cajun)	2,223	435	0.10%
Italian	1,506	431	0.10%
Chinese	607	427	0.10%
Serbo-Croatian	791	353	0.08%
German	2,327	342	0.08%
Polish	869	339	0.08%
Tagalog	1,007	317	0.07%
French Creole	540	261	0.06%
Portuguese or Portuguese Creole	950	248	0.06%
Arabic	992	245	0.06%
Other Indic languages	887	194	0.04%
Hungarian	484	187	0.04%
Russian	501	159	0.04%
Thai	148	134	0.03%
Mon-Khmer, Cambodian	165	112	0.03%
Gujarati	478	110	0.03%
Korean	295	108	0.02%
Other Indo-European languages	308	103	0.02%
Other Slavic languages	544	80	0.02%
Other Pacific Island languages	262	68	0.02%
Other West Germanic languages	294	38	0.01%
Other and unspecified languages	54	38	0.01%
Other Native North American languages	36	36	0.01%
Urdu	155	35	0.01%
Other Asian languages	514	34	0.01%
African languages	85	31	0.01%
Japanese	206	30	0.01%
Hebrew	190	24	0.01%
Scandinavian languages	243	10	0.00%
Farsi	178	9	0.00%
Hindi	275	0	0.00%
Total	436,142	19,530	4.48%

Source: U.S. Census Bureau, 2007-2011 American Community Survey



Map A-1: LEP Population in Pasco County



Map A-2: LEP Population in Pasco Using Transit to Commute

Several customer service telephone calls (usually from the same few people) are received each week from Spanish-speaking residents and referred to Spanish-speaking staff. Telephone operators, administrative, and operations staff are provided “Spanish Expressions for Courteous Service,” which is a written document that contains pertinent phrases to aid in assisting the caller or visitor until a Spanish-speaking person is available.

Language Identification Flashcards, called “I Speak” cards, are also available in the administrative offices for walk-ins. A manager who is located in the administrative offices speaks fluent Spanish. Arrangements have been made with the Pasco County Personnel Department to put together an extensive list of employees who speak languages other than English to be available for translation services if needed. At workshops or other events, a bilingual staff member attends and translates as needed.

LEP persons may also view the PCPT website. Title VI information and the information guide are currently provided in Spanish on the website. Other information is gradually being translated into Spanish. Additionally, PCPT offers Google Translate on its website to provide translation of materials into a variety of languages.

- **Factor 3** – *The importance of the programs, activities, and services to LEP persons.*

PCPT realizes that public transportation services can be very important to LEP individuals. LEP persons may need these critical services to travel to jobs, go shopping for basic items such as food and clothing, or for attending medical appointments.

So LEP persons can access public transportation services, PCPT provides brochures, flyers, and schedules for the Spanish-speaking population of Pasco County. These materials are distributed to commercial establishments, churches, and social service agencies frequented by the Spanish-speaking community in eastern Pasco County and are also available upon request throughout the entire county. Flyers announcing workshops, route or schedule changes, closings, and other significant events are also provided in Spanish. These are posted on buses for the most widespread notice to riders. A Spanish-speaking staff member attends all workshops.

The Title VI Policy Statement, the Title VI Complaint Procedures, and the Title VI Complaint Form are also provided in Spanish. These documents are available in the PCPT administrative offices and on the PCPT website. These documents can also be provided in large print formats if required.

PCPT ensures that all segments of the population, including LEP persons, have been involved, or have had the opportunity to be involved, in the public transportation planning process. The impact of proposed transportation investments on underserved and under-represented population groups is part of the evaluation process for use of Federal funds in several major areas: 1) TDP, 2) five-year Transportation Improvement Program, 3) Comprehensive Operational Analysis (COA), and 4) Long Range Transportation Plan (LRTP) covering 20+ years.

Inclusive public participation is a priority in these plans, studies, and programs as well. The impacts of public transportation enhancements resulting from these planning activities do have an impact on all residents. Understanding and involvement are encouraged throughout the process. PCPT is concerned with input from all stakeholders, and every effort is made to make the planning process as inclusive as possible.

- **Factor 4** – *The costs and resources available.*

Given the size of the LEP population in Pasco County and financial constraints, full translation of all transportation documents is not appropriate at this time. However, bus schedules, information brochure, Title VI information, and flyers announcing workshops, route or schedule changes, closings, and other significant events will be provided in Spanish. These are designed in-house by Spanish-speaking staff. Items are printed in-house or sent to outside print agencies.

Continued growth of Pasco County and its Spanish-speaking population makes offering Spanish translations in many areas a good community investment; therefore, the County makes efforts to partner with State and local agencies to provide language translation and interpretation services when practical within the scope of funding available. To accommodate LEP persons, PCPT requests that the public make requests seven days in advance of public meetings to accommodate LEP assistance requests.

PCPT will continue to monitor the need for additional language assistance, including the need for greater dissemination of information in the existing languages provided and/or translation to new languages. If additional services are needed, PCPT will determine which additional language assistance measures are cost-effective and feasible for implementation based on the current and projected financial resources.

2. Describe how the recipient provides language assistance services by language.

Ongoing PCPT service standards include:

- Coordination with the Pasco County Personnel Department to provide an interpreter for phone-in or walk-in customers for languages other than Spanish.
- Coordination with The Lighthouse for the Visually Impaired and Blind, Inc., to translate small documents (up to three pages) into Braille with seven-day advance notice.
- Coordination with partner agencies and special needs organizations to meet requested needs.

PCPT will initiate:

- Creation of a list of inside and outside sources that can provide competent oral and written translation services.
- Analysis of the cost of these services, if any.
- Identification of potential budget and personnel limitations pertaining to these services.

3. Describe how the recipient provides notice to LEP persons about the availability of language assistance.

LEP guidance indicates that once an agency has decided to provide language services, based on the four factors, it is important that the recipient notify LEP persons of services available free of charge in languages LEP persons would understand. Examples of methods for notification include:

- Stating in outreach documents that language services are available.
- Signage when free language assistance is available with advance notice.
- Working with community-based organizations and other stakeholders to inform LEP individuals of the MPO's services and the availability of language assistance.
- Providing information as to the availability of translation services (free of charge) when advertising for public hearings or MPO-related workshops.

PCPT and the Pasco County MPO intend to take reasonable steps to make available interpreter services free of charge and to include at the minimum Spanish translators upon request at least seven business days prior to Board and committee meetings, workshops, forums, or events. An interpreter is defined as a person who translates spoken language orally, as opposed to a translator who translates written language and transfers the meaning of written text from one language into another.

4. Describe how the recipient monitors, evaluates, and updates the language access plan.

PCPT provides an ongoing needs assessment to determine how best to continue reaching LEP persons in Pasco County and improving ongoing efforts. To ensure that the intent of the LEP plan remains current, PCPT staff will continue to monitor and update the plan and report progress every three years. These efforts will include the following actions:

- Monitor current LEP populations in the service area and in emerging populations affected or encountered.
- Document and monitor frequency of encounters with LEP language groups.
- Assess the availability of resources, including technological advances (e.g., ITS projects) and sources of additional resources and the cost imposed.
- Assess its success in meeting the needs of the LEP persons.
- Communicate the goals and objectives of the LEP plan and evaluate the opportunity for community involvement and planning.
- Strive to identify sources of assistance and opportunities to implement LEP goals.
- Include language services available on outreach documents, brochures, booklets, and in recruitment materials.

- Whenever possible, make announcement in vehicles in other languages.
- Whenever possible, make available telephone voicemail and menu systems in Spanish and services about how to get them.
- Publish notices and other information in local newspapers in languages other than English.
- Conduct outreach presentations and notices to schools, community, and faith-based organizations. PCPT will provide announcements and collect information on how best to serve LEP persons through community and faith-based organizations.
- When possible, include Spanish and other languages on its website.

5. Describe how the recipient trains employees to provide timely and reasonable language assistance to LEP populations.

All PCPT staff will be provided with the LEP Plan and will be educated on procedures and services available. This information will also be part of the PCPT staff orientation process for new hires. PCPT will establish meaningful access to information and services for LEP individuals and employees in public contact positions, and those who will serve as translators or interpreters will be properly trained. Such training will be developed to ensure that staff are fully aware of LEP policies and procedures and can effectively work in person and/or by telephone with LEP individuals.

PCPT will continue to develop standards and training for staff regarding its responsibilities to persons with limited English proficiency.

INTEGRATING PRINCIPLES OF EJ IN TRANSPORTATION PLANNING AND SERVICE DELIVERY

Once you have determined who lives in the relevant areas related to projects and activities addressed in the state or metropolitan plan, and the residential locations of EJ populations, you are in a position to develop and implement a strategy for engaging EJ populations at the earliest stages of planning. Your public engagement strategies should be flexible and robust enough to solicit meaningful input from EJ populations on transportation needs and approaches to address those key elements in the planning process.

—FTA Circular 4703.1

Environmental Justice requires that PCPT engages EJ populations to obtain their feedback on the need for new or expanded transit services, as well as improvements to how existing facilities and service are being operated and maintained. When planning for future service operations, PCPT will engage EJ populations, especially when considering possible reductions or restructuring of transit service.

Fundamental to the planning process at all levels is the development of a vision for future transportation. In developing that vision as part of the 10-year transit planning process, PCPT will

engage EJ populations on mobility, accessibility, community environment, and any other goals that help to identify unmet needs and prepare options for addressing those needs. PCPT will consider the EJ population’s goals and visions as determined through public involvement activities, keeping in mind that these are fluid concepts and can change over time.

INCORPORATING EJ PRINCIPLES INTO THE NEPA PROCESS

Environmental justice should be considered and addressed in all NEPA decision-making and appropriately documented in Environmental Impact Statements, Environmental Assessments, or Categorical Exclusions. Environmental review is required for all Federally-funded projects and includes reviewing important adverse effects of the project to determine whether those adverse effects are significant; determining whether adverse effects can be avoided, minimized, or mitigated; and, assessing the project’s benefits versus its burdens on the environment.

—FTA Circular 4703.1

When undertaking a NEPA process, PCPT will make determinations of disproportionately high and adverse effects while taking into consideration mitigation and enhancement measures. PCPT’s analysis will include consideration of offsetting benefits to the affected minority and low-income populations. As applicable, PCPT’s NEPA EJ analysis will include a review of the totality of the circumstances before determining whether there will be disproportionately high and adverse effects on EJ populations.

SERVICE STANDARDS

In order to comply with 49 CFR §21.5(b)(2) and (7), Appendix C to 49 CFR part 21, recipients to which this chapter applies shall adopt quantitative system-wide service standards necessary to guard against discriminatory service designs or operations decisions.

—FTA Circular 4702.1B

FTA requires all fixed-route transit providers of public transportation to develop quantitative standards for four indicators. Individual public transportation providers will set these standards; therefore, these standards will apply to each individual agency rather than across the entire transit industry.

Vehicle Load

Vehicle load or load factor is a ratio of the number of seats on a vehicle and the number of passengers on a particular route during periods of peak travel. Load factors are used by transit systems to

determine the extent of probable overcrowding or the need for additional vehicles. PCPT maintains a policy of allowing standees on any of its buses. PCPT’s goal is to operate vehicle loads at a threshold that meets safety and performance standards. PCPT monitors vehicle loads through feedback from passengers, on-the-road supervision, periodic ride checks, and online customer comments. Once overcrowding is reported, staff will conduct follow-up checks to ensure that the vehicles assigned to these trips can accommodate peak passenger loads.

The average of all loads during the peak operating period should not exceed vehicles’ achievable capacities, which are described in Table A-3. During off-peak hours, PCPT’s policy is to have no standing passengers.

**Table A-3
Vehicle Load Factors**

Vehicle Type	Average Passenger Capacities			Maximum Load Factor	
	<i>Seated</i>	<i>Standing</i>	<i>Total</i>	<i>Off-Peak</i>	<i>Peak</i>
Bluebird 25'	26	5	31	1.0	1.2
Bluebird 30'	24	5	29	1.0	1.2
Bluebird 30'	26	5	31	1.0	1.2
Bluebird 30'	30	6	36	1.0	1.2
Bluebird 32'	33	7	40	1.0	1.2
Bluebird 35'	30	15	45	1.0	1.5
El Dorado 35'	34	17	51	1.0	1.5

Procedures

1. The largest vehicles will be assigned to those routes that carry the highest number of passengers per revenue hour.
 - a. PCPT will evaluate the maximum passenger loads for selected high-volume routes to ensure that the vehicle(s) assigned to these routes can accommodate peak passenger loads.
2. New buses will be assigned to routes based upon factors such as seating capacity and system-wide wheelchair accessibility.
 - a. When a new bus has a smaller capacity than the bus it is to replace, passenger loads will be evaluated to ensure the new bus will accommodate the market demand.
 - b. PCPT will monitor bus assignments and the distribution of equipment within the service area.
3. PCPT will maintain a bus inventory which includes vehicle length, seating capacity, ancillary bus equipment, purchase date, and useful life of the vehicle.

Vehicle Headway

Frequency of service is expressed as an increment of time separating vehicles traveling in the same direction on the same route for peak and off-peak service. Routes with the most frequent service generally have the highest levels of service in terms of the number of vehicles assigned and the total number of daily revenue hours. PCPT has more frequent service (30-minute service frequency) on Route 19. Route 30 has 40-minute service on weekdays. The remaining services operate every 60 minutes, with 2 routes at 120 minutes, as shown in Table A-4.

**Table A-4
Existing Headways**

Route	Type	Average Headway		
		Weekday	Saturday	Sunday
14	Urban Radial	60 mins	60 mins	-
18	Urban Radial	60 mins	60 mins	-
19	Urban Radial	30 mins	30 mins	-
21	Urban Radial	60 mins	60 mins	-
23	Urban Radial	60 mins	60 mins	-
25	Urban Radial	60 mins	60 mins	-
30	Urban Radial	40 mins	60 mins	-
31	Urban Radial	60 mins	60 mins	-
33	Regional	-	120 mins	-
54	Regional	120 mins	-	-

Access Pasco will identify a number of improvements to existing transit service to accommodate current demand. Table A-5 shows the PCPT policy headways by route type. Route type should be considered when implementing new service.

Procedures

1. Routes and schedules will be monitored to improve system connectivity and timed transfers.
2. Routes will be evaluated according to passenger productivity to determine the need for improved service frequency.
3. Routes will be evaluated according to improvements proposed in *Access Pasco*.

**Table A-5
Policy Headways**

Type	Weekday	Saturday	Sunday
Regional	120 mins	120 mins	120 mins
Urban Radial	60 mins	60 mins	60 mins

On-Time Performance

PCPT continually strives for on-time bus service at all stops. The agency performs frequent checks for on-time performance and records the number of early, on-time, and late arrivals at major time points. The service standard for on-time performance is 95 percent. Paratransit customers should be delivered no earlier than 60 minutes before their scheduled appointment time. On-time performance is defined as when transit buses should arrive no earlier than the scheduled time and no more than five minutes past the scheduled time. PCPT staff will continue to monitor on-time performance.

Procedures

1. Each month, PCPT will follow up and evaluate customer complaints, road supervisor reports, and any ridecheck reports which pertain to on-time performance.
2. PCPT will monitor on-time performance to determine the cause for delays and recommend changes in scheduling or routing when necessary.

Service Availability

Service availability is a measurement of the distance a person must travel to gain access to transit service. Access can be measured in time intervals, so that it can be included as a component of the calculation of travel time. Transit access is a general measure of the distribution of transit service within a transit district. Standards developed with respect to transit access would apply to existing services as well as any proposed service modifications affecting transit service levels. PCPT makes every effort to ensure that transit services are accessible to all persons in Pasco County and are provided in a manner consistent with the Americans with Disabilities Act (ADA).

Procedures

1. PCPT will maximize the general coverage of transit service in the service area, while following a market-driven implementation strategy. PCPT will continue to emphasize service enhancements for major urban roadway corridors serving major transit generators and attractors.
2. PCPT will support and promote land use designs that shorten the walking distance to bus stops.
3. Routes that are not meeting performance standards will be evaluated to determine the productivity of route segments that are duplicative. Any proposed realignment will then be

evaluated based upon the number of transit generators and attractors within a quarter-mile of transit service.

4. Routes that are not meeting performance standards will be evaluated to determine segments where ridership exists and recommend those segments be combined with existing routes, if possible.
5. PCPT will evaluate routes that are recommended for elimination to determine the impact on low-income and minority users.
6. PCPT will request that city, county, and state governmental entities include PCPT in the development review process for pedestrian accessibility to transit stops. PCPT staff will recommend developments that are mixed-use and include multiple points of direct and convenient pedestrian access to transit stops.
7. Land development designs that are conducive to pedestrian activity or transit service will be supported by PCPT and promoted for new developments and redevelopments.
8. PCPT will attend pre-construction meetings so that contractors are aware of accessibility needs with respect to sidewalk and roadway construction.
9. PCPT will continue to work cooperatively with state and local jurisdictions on passenger loading pads, pedestrian bridges (for swale crossings), and accessible connections from sidewalks to bus stops, whenever a roadway is constructed, re-constructed or re-surfaced. All accessibility improvements will conform to ADA requirements.
10. PCPT will continue to conduct periodic market research to determine the distance most users must travel to gain access to transit service. Market research should be undertaken at minimum every five years.

SERVICE POLICIES

In order to comply with 49 CFR §21.5(b)(2) and (7), Appendix C to 49 CFR part 21, recipients to which this chapter applies shall adopt quantitative system-wide service policies necessary to guard against discriminatory service designs or operations decisions.

—FTA Circular 4702.1B

FTA requires that all providers of fixed-route public transportation develop qualitative policies for two indicators. These policies are to be set by individual transit providers; therefore, these policies will apply to individual agencies rather than across the entire transit industry.

Transit Amenities

Transit amenities are items of comfort and convenience such as passenger benches and shelters. Transit operators must address how these amenities are distributed within a transit system, since the manner in which amenities are distributed determines whether transit users have equal access to them. The primary factor in assessing what type of bus stop should be implemented at a particular location is the amount of daily passenger activity that typically occurs. The potential for bus passenger activity at any particular spot can be influenced by a number of variables, including the population and employment density of the surrounding area, the intensity and type of nearby land use, the accessibility and design of the site, and the condition of the adjacent traffic facilities. Capital equipment and facilities will be equitably distributed throughout Pasco County.

Policies

1. Passenger shelters will be installed at high usage bus stops throughout the PCPT service area.
2. Passenger benches will be installed to provide seating at PCPT bus stops.
3. Bicycle racks will be installed at major transfer points and other bus stops when installation can be justified according to market demand.
4. All vehicles will be equipped with bike racks.
5. All passenger amenity installations will be constructed in accordance with ADA implementation regulations.

Passenger Shelters

1. PCPT will establish a bus shelter implementation and maintenance plan that identifies potential shelter locations through ridership data, passenger requests, and recommendations from bus drivers.
 - a. Public/private facilities such as libraries, hospitals, municipal buildings, shopping centers, educational, residential and employment centers will also be identified as potential shelter locations and evaluated according to ridership data.
 - b. PCPT will investigate shelter locations when requests are received from passengers.
2. PCPT will include the location of shelters and their distribution within the transit service area in each 10-year transit plan update.
3. Passenger shelter contractors will schedule cleaning of the shelters at regular intervals. Staff will periodically inspect the shelters and report any damage to PCPT to enable timely repair.

Passenger Benches

1. PCPT will place benches as applicable at locations that are requested by staff and/or passengers.

2. PCPT will request construction of bench pads to be part of roadway and sidewalk projects whenever feasible.
3. PCPT will establish an inventory of benches that includes a maintenance schedule and existing accessibility features. PCPT will monitor bench placements and the distribution of benches within the service area for Title VI considerations.

Bicycle Racks

1. PCPT will develop a process for identifying locations where bicycle racks should be installed and schedule installation.
2. PCPT will create and monitor bicycle rack inventory and will notify the Planning Department when additional racks or maintenance is needed.
3. All fixed-route buses will be equipped with bicycle racks.

Vehicle Assignment

PCPT vehicles are assigned to specific runs based on load factors and the number of wheelchair requirements. The process by which transit vehicles are assigned to routes throughout the system involves:

- Variations among vehicles (e.g., age, type or size, amenities, etc.)
- Types of service offered (e.g., express or local, long- or short-haul, etc.)
- Timing of vehicle assignment, (e.g., time of day, day of week, holiday/non-holiday, etc.)
- Other factors (e.g., origin points of vehicles, etc.)

Policies

1. PCPT will consider peak-load requirements and assign vehicles with additional capacity to routes with the highest passenger productivity (i.e., passengers per revenue hour). Conversely, PCPT will assign smaller vehicles to routes with the lowest passenger productivity.

PERFORMANCE TREND AND PEER REVIEW ANALYSIS

PCPT TREND ANALYSIS

Performance Indicators

The performance indicators are used to present the data that relate to overall system performance. The following is a summary of the trends that are observed among the performance indicators provided in Table B-1 and Figures B-1 through B-12.

- Service area population increased from approximately 437,846 to 464,697 persons, for an increase of 6.1 percent during the five-year period from 2008 to 2012, or an average increase of 1.2 percent per year. (It should be noted that PCPT reports to NTD the total county population as its service area population due to paratransit service)
- The total number of passenger trips decreased from approximately 1,052,630 in 2008 to 956,591 in 2012, a decrease of 9.1 percent. However, it should be noted that 2008 was the highest ridership year in PCPT's history, declining to 180,000 in 2010 and increasing the subsequent year. Early data for 2013 indicate that ridership will likely exceed 1 million once again.
- Revenue miles of service increased by 8.6 percent, from approximately 1,114,958 in 2008 to 1,210,382 in 2012 while the number of vehicle miles of service increased from approximately 1,208,065 in 2008 to 1,304,794 in 2012, an increase of 8 percent.
- Total operating expense increased slightly from \$4.24 million in 2008 to \$4.28 million in 2012, an increase of less than 1 percent.
- Revenue hours increased 2.9 percent from 66,786 in 2008 to 68,728 in 2012.
- Route miles increased from 235 in 2008 to 362 in 2012, for an increase of 54 percent.
- Full-time employment decreased 9.3 percent, from 54 employees in 2008 to 49 employees in 2012.
- Vehicles operated in maximum service increased 12.5 percent, from 16 in 2008 to 18 in 2012.
- Total gallons of fuel consumed increased 18.6 percent from 218,099 in 2008 to 258,604 in 2012.
- Passenger fare revenue increased from approximately \$588,091 in 2008 to \$1,099,739 in 2012, an increase of 87 percent. This increase is primarily due to the fare increases in 2008 and 2009 and subsequent ridership increases in 2011 and 2012.
- Maintenance expenses increased from \$632,050 in 2008 to \$741,993 in 2012, an increase of more than 17 percent.

Table B-1
PCPT Performance Indicators
Trend Analysis, 2008–2012

Indicator	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	% Change 2008-2012
Service Area Population	437,846	462,715	471,709	464,697	464,697	6.1%
Passenger Trips	1,052,630	926,076	779,606	845,177	956,591	-9.1%
Vehicle Miles	1,208,065	1,194,100	1,167,929	1,170,563	1,304,794	8.0%
Revenue Miles	1,114,958	1,112,571	1,088,923	1,094,528	1,210,382	8.6%
Operating Expense	\$ 4,244,249	\$ 4,087,859	\$ 3,876,444	\$ 4,097,123	\$ 4,284,245	0.9%
Revenue Hours	66,786	66,508	64,956	64,657	68,728	2.9%
Route Miles	235	235	236	259	362	54.0%
Full-Time Employees	54	53	50	48	49	-9.3%
Vehicles Operated in Max. Service	16	16	16	16	18	12.5%
Gallons of Fuel Consumed	218,099	214,753	218,976	226,645	258,604	18.6%
Passenger Fare Revenue	588,091	655,968	814,021	947,437	1,099,739	87.0%
Maintenance Expense	632,050	678,465	736,744	750,963	741,993	17.4%

Sources: FTIS

Figure B-1
Service Area Population
(Includes Paratransit Service) (000)

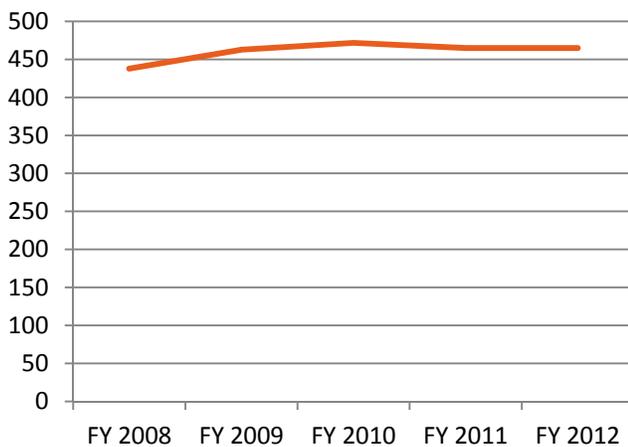
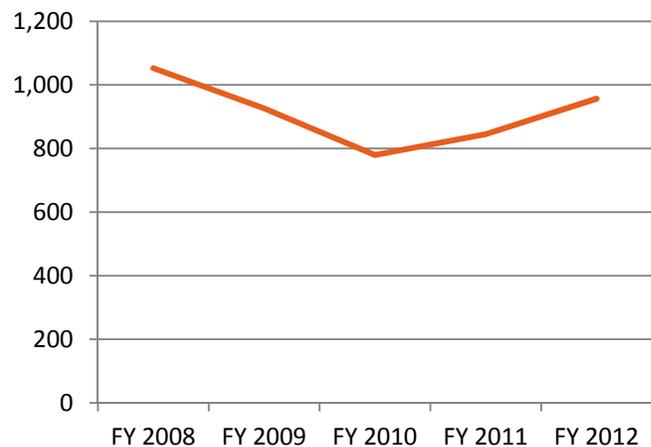
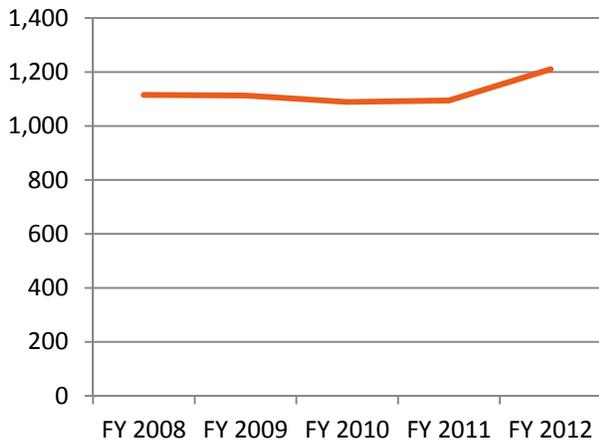


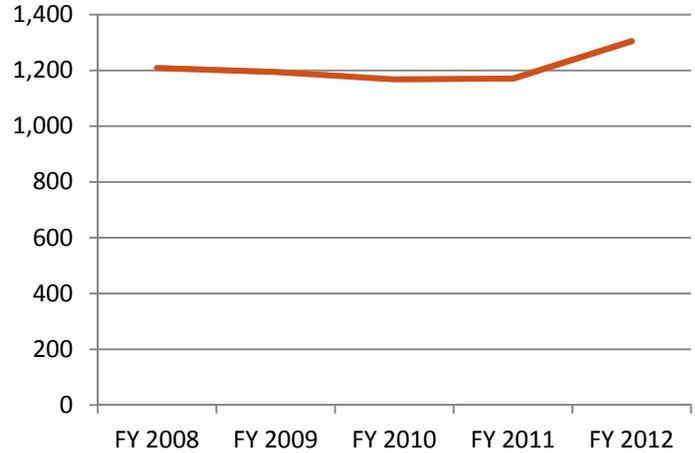
Figure B-2
Passenger Trips (000)



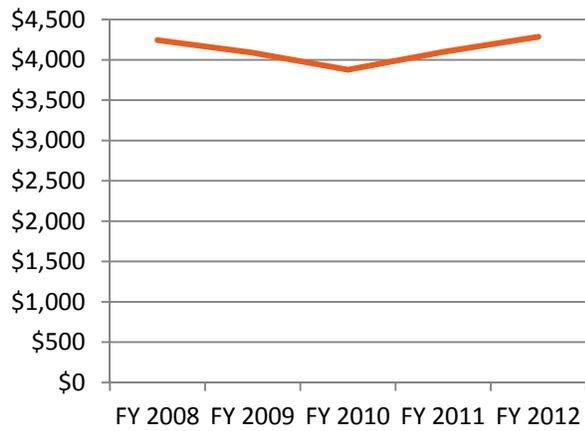
**Figure B-3
Vehicle Miles (000)**



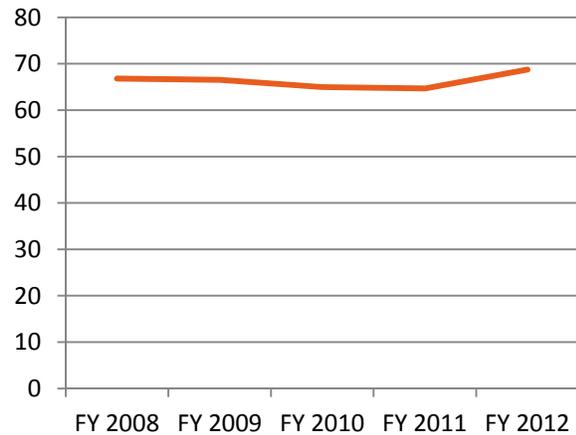
**Figure B-4
Revenue Miles (000)**



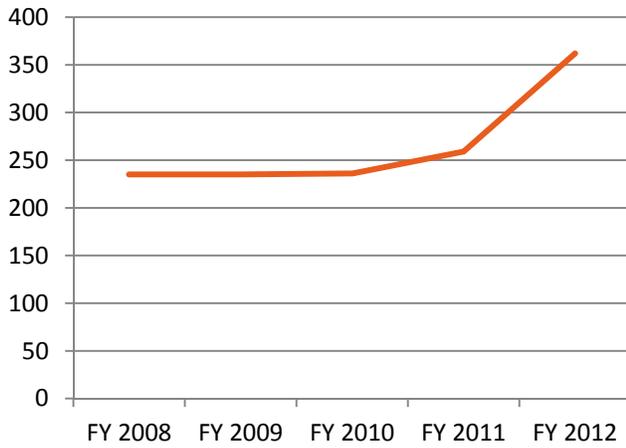
**Figure B-5
Operating Expense (\$000)**



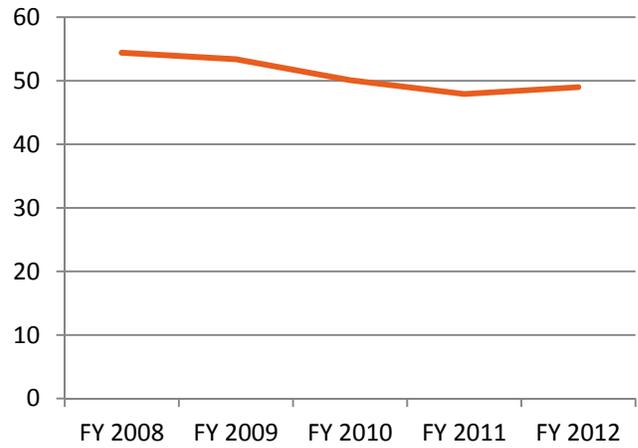
**Figure B-6
Revenue Hours (000)**



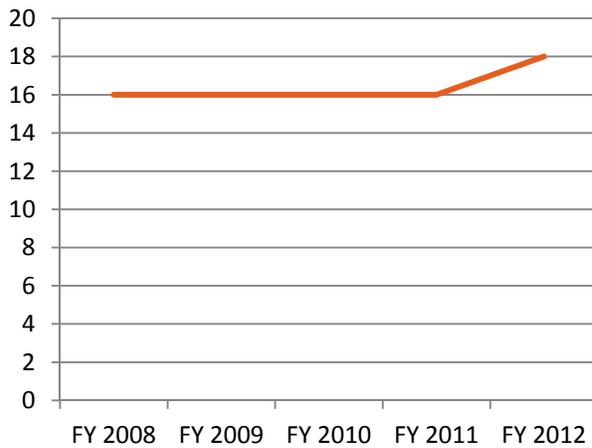
**Figure B-7
Route Miles**



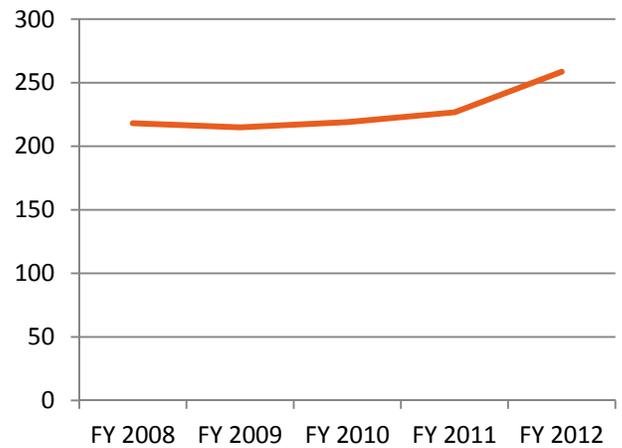
**Figure B-8
Full-Time Employees**



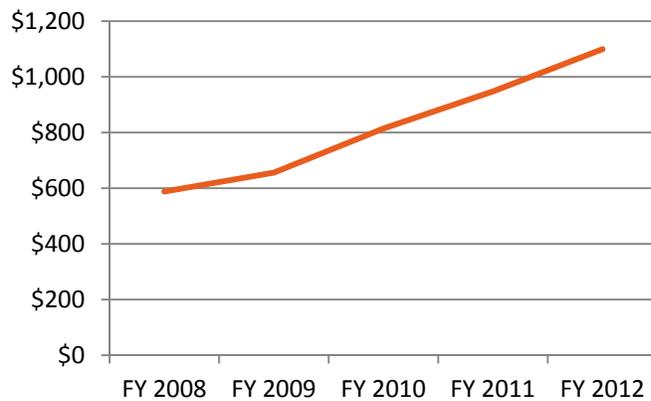
**Figure B-9
Vehicles Operated in Maximum Service**



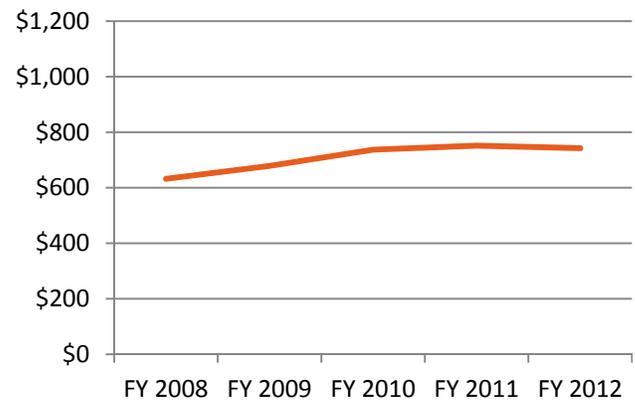
**Figure B-10
Gallons of Fuel Consumed (000)**



**Figure B-11
Passenger Fare Revenues (\$000)**



**Figure B-12
Maintenance Expenses (\$000)**



Effectiveness Measures

Effectiveness measures indicate the extent to which service-related goals are being met. Selected effectiveness measures are presented in Table B-2 and Figures B-13 through B-18.

- Vehicle miles per capita increased by 8 percent from 2.6 miles per capita in 2008 to 2.8 miles per capita in 2012.
- Passenger trips per capita decreased from 2.40 trips per capita in 2008 to 2.06 trips per capita in 2012, an overall decrease of more than 14 percent.
- Passenger trips per revenue mile decreased from 0.94 trips in 2008 to 0.79 trips in 2012, a decrease of 16 percent.
- Passenger trips per revenue hour decreased from 15.76 trips in 2008 to 13.92 trips in 2012, a decrease of 11.7 percent.
- Weekday span of service remained the same, at 15.63 hours per day.
- Revenue miles between system failures increased 78 percent from 5,810 miles in 2008 to 10,350 miles in 2012.

Table B-2
PCPT Effectiveness Measures
Trend Analysis, 2008–2012

Measure	2008	2009	2010	2011	2012	% Change 2008–2012
Service Supply						
Vehicle Miles per Service Area Capita	2.76	2.58	2.48	2.52	2.8	1.8%
Service Consumption						
Passenger Trips per Capita	2.40	2.00	1.65	1.82	2.06	-14.2%
Passenger Trips per Revenue Mile	0.94	0.83	0.72	0.77	0.73	-22.3%
Passenger Trips per Revenue Hour	15.76	13.92	12.00	13.07	13.92	-11.7%
Availability						
Weekday Span of Service (hours)	15.63	15.63	15.63	15.63	15.63	0.0%
Revenue Miles between Failures (000)	5.81	4.35	3.46	5.02	10.35	78.1%

Sources: FTIS

Figure B-13
Vehicle Miles per Capita

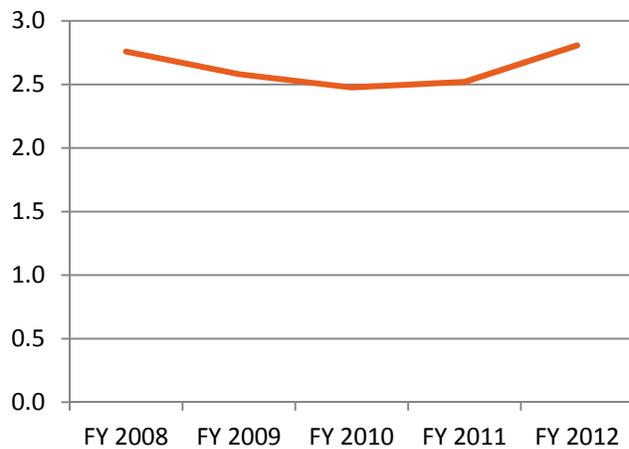


Figure B-14
Passenger Trips per Capita

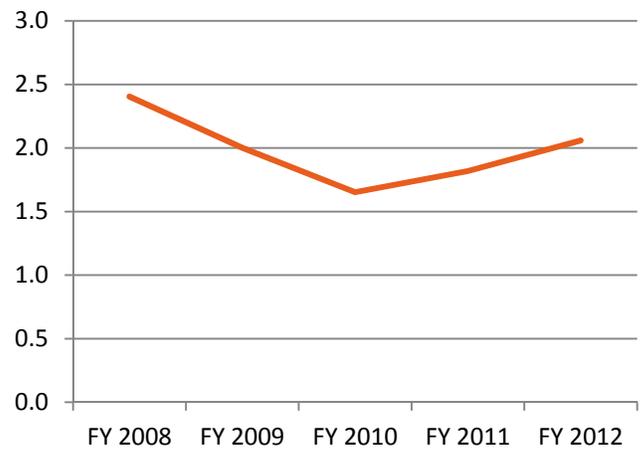


Figure B-15

Passenger Trips per Revenue Mile

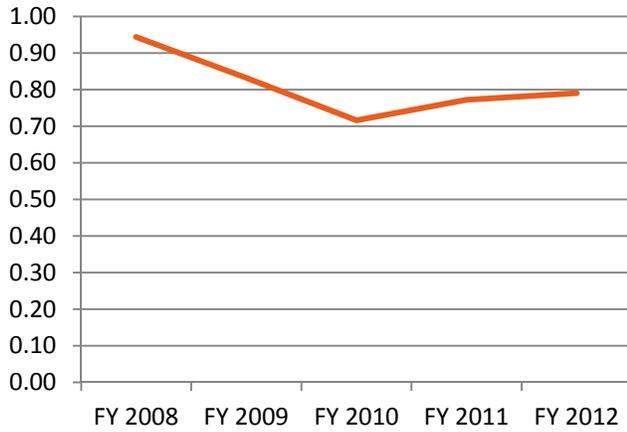


Figure B-16

Passenger Trips per Revenue Hour

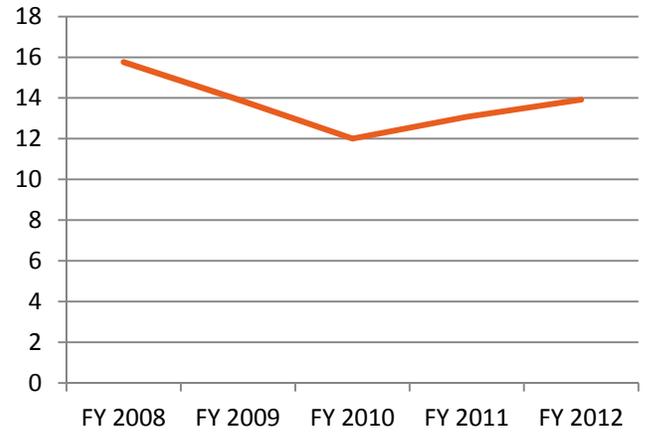


Figure B-17

Weekday Span of Service

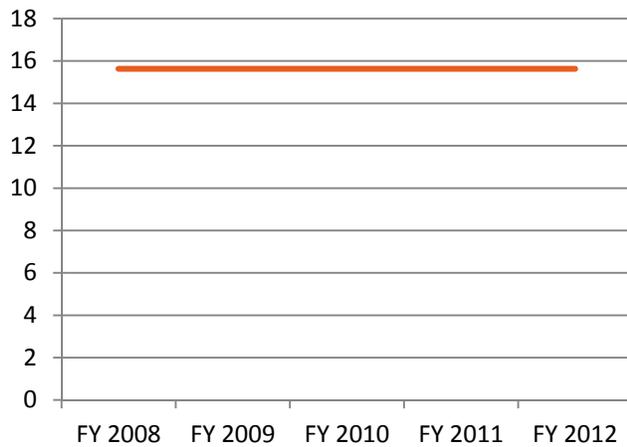
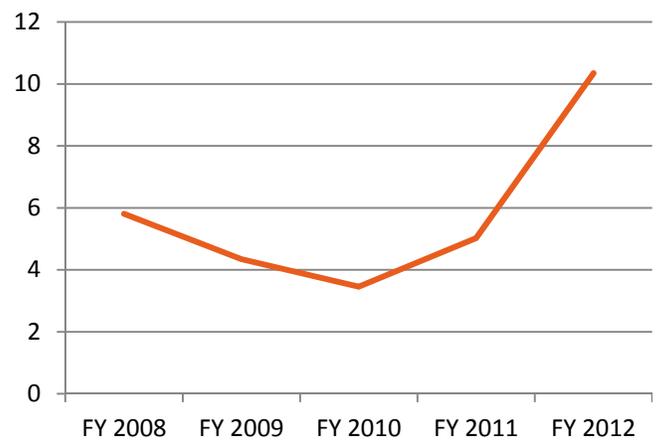


Figure B-18

Revenue Miles Between System Failures (000)



Efficiency Measures

Efficiency measures are intended to measure the level of resources necessary to achieve a given level of output. Efficiency measures are presented in Table B-3 and Figures B-19 through B-30.

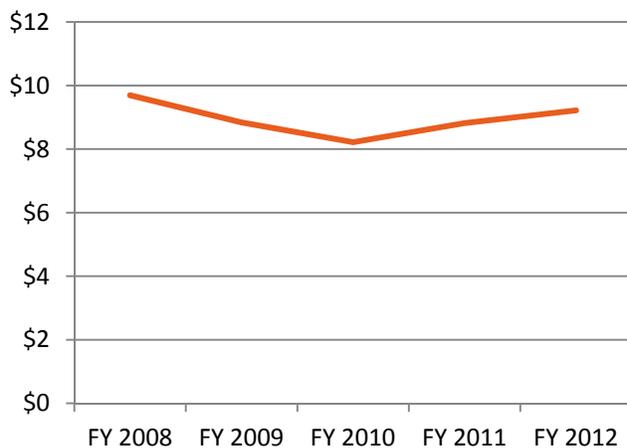
- Operating expense per capita decreased by almost 5 percent from \$9.69 in 2008 to \$9.22 in 2012.
- Operating expense per passenger trip increased from \$4.03 in 2008 to \$4.48 in 2012, an increase of 11 percent.
- Operating expense per revenue mile decreased from \$3.81 in 2008 to \$3.54 in 2012, a decrease of 7.0 percent.
- Operating expense per revenue hour decreased from \$63.55 in 2008 to \$62.34 in 2012, a decrease of nearly 2 percent.
- Revenue hours per employee increased 14 percent, from 1.23 in 2008 to 1.40 in 2012.
- Passenger trips per employee increased nearly 1 percent, from 19.35 in 2008 to 19.52 in 2012.
- Local funding per capita decreased by 10 percent, from \$3,190 in 2008 to \$2,866 in 2012.
- Farebox recovery ratio increased significantly, from 13.86 percent in 2008 to 25.67 percent in 2012, an increase of 85.2 percent over the five-year period. This is due to increases in fares that in 2008 and 2009 and increases in ridership in 2011 and 2012.
- Revenue mile per vehicle mile increased slightly, from 0.92 in 2008 to 0.93 in 2012, an increase of 1.1 percent.
- Revenue miles per vehicle decreased by 6.95 percent, from 37,165 in 2008 to 34,582 in 2012.
- Vehicle miles per gallon decreased from 5.54 in 2008 to 5.05 in 2012, a decline of nearly 9 percent.
- The average fare increased from \$0.56 in 2008 to \$1.15 in 2012, an increase of 105.4 percent.

**Table B-3
PCPT Efficiency Measures
Trend Analysis, 2008–2012**

Measure	2008	2009	2010	2011	2012	% Change 2008-2012
Cost Efficiency						
Operating Expense Per Capita	\$9.69	\$8.83	\$8.22	\$8.82	\$9.22	-4.9%
Operating Expense Per Passenger Trip	\$4.03	\$4.41	\$4.97	\$4.85	\$4.48	11.1%
Operating Expense Per Revenue Mile	\$3.81	\$3.67	\$3.56	\$3.74	\$3.54	-7.1%
Operating Expense Per Revenue Hour	\$63.55	\$61.46	\$59.68	\$63.37	\$62.34	-1.9%
Revenue Hours Per Employee (000)	1.23	1.25	1.30	1.35	1.40	13.8%
Passenger Trips Per Employee (000)	19.35	17.35	15.56	17.64	19.52	0.9%
Local Funding Per Capita	\$3,910	\$2,273	\$2,315	\$2,585	\$2,866	-26.7%
Operating Ratios						
Farebox Recovery Ratio	13.86	16.19	21.00	23.12	25.67	85.2%
Vehicle Utilization						
Revenue Miles per Vehicle Mile	0.92	0.93	0.93	0.94	0.93	1.1%
Revenue Miles per Vehicle	37,165	38,365	37,549	32,192	34,582	-6.9%
Vehicle Miles per Gallon	5.54	5.56	5.33	5.16	5.05	-8.9%
Fare						
Average Fare	\$0.56	\$0.71	\$1.04	\$1.12	\$1.15	105.0%

Sources: FTIS

**Figure B-19
Operating Expense per Capita**



**Figure B-20
Operating Expense per Passenger Trip**

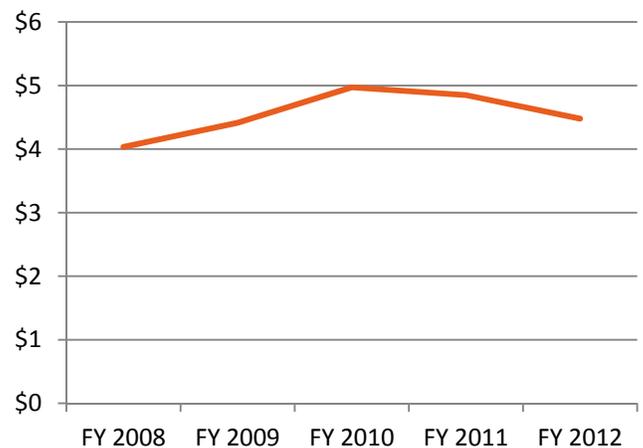


Figure B-21

Operating Expense per Revenue Mile

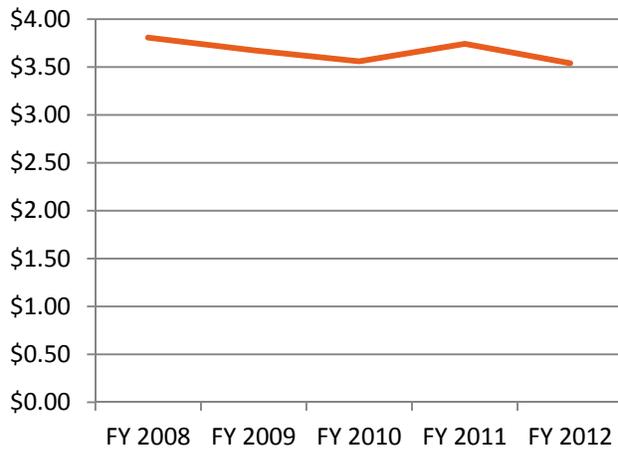


Figure B-22

Operating Expense per Revenue Hour

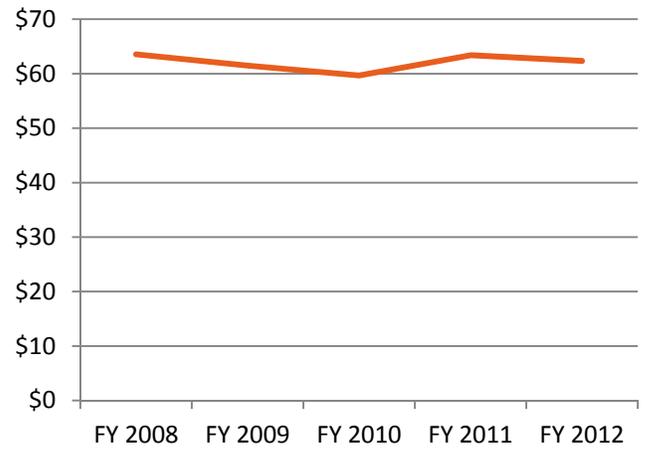


Figure B-23

Revenue Hour per Employee (000)

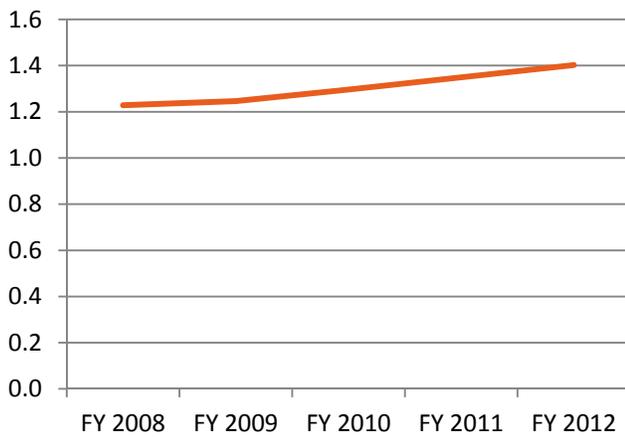


Figure B-24

Passenger Trips per Employee (000)

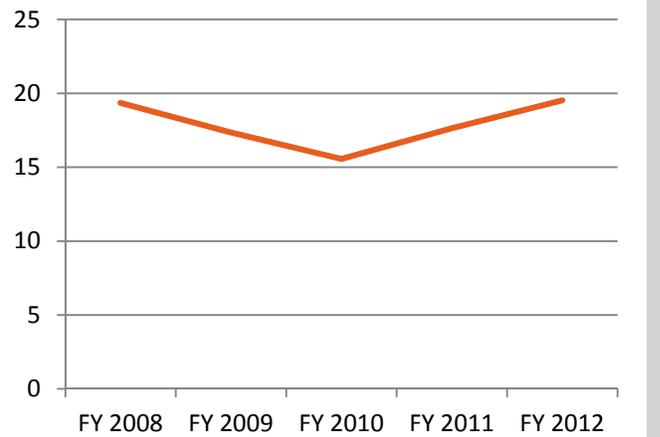


Figure B-25
Farebox Recovery Ratio (%)

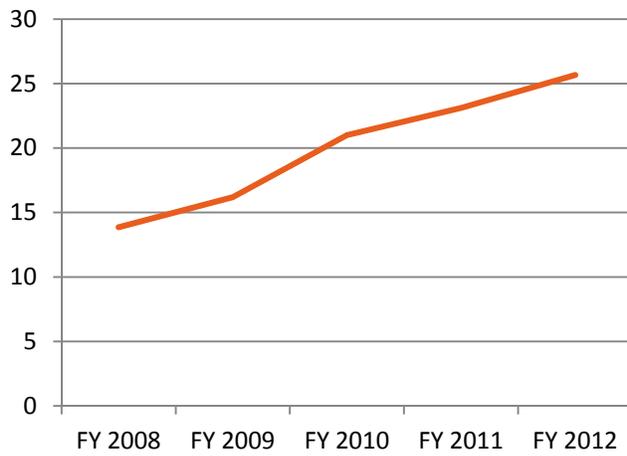


Figure B-26
Revenue Miles per Vehicle Mile

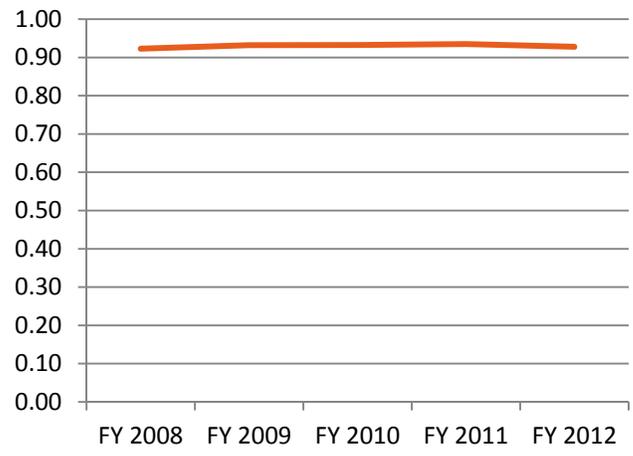


Figure B-27
Average Fare

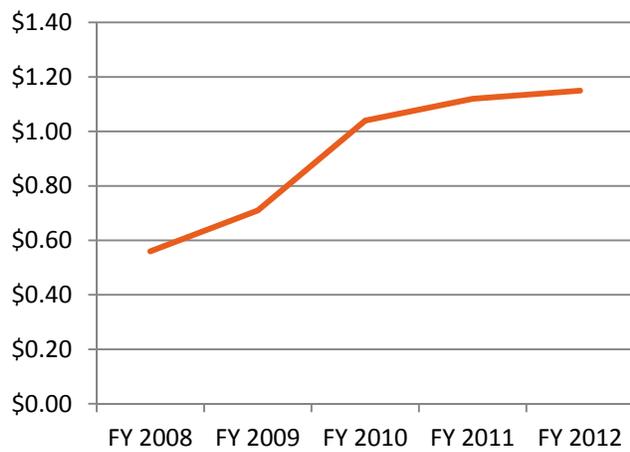
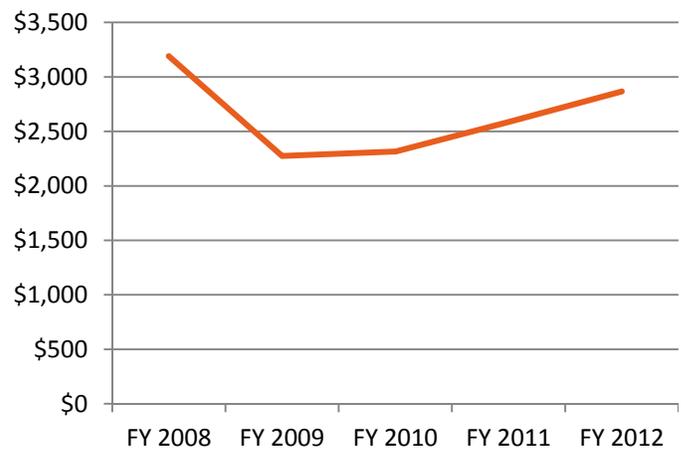
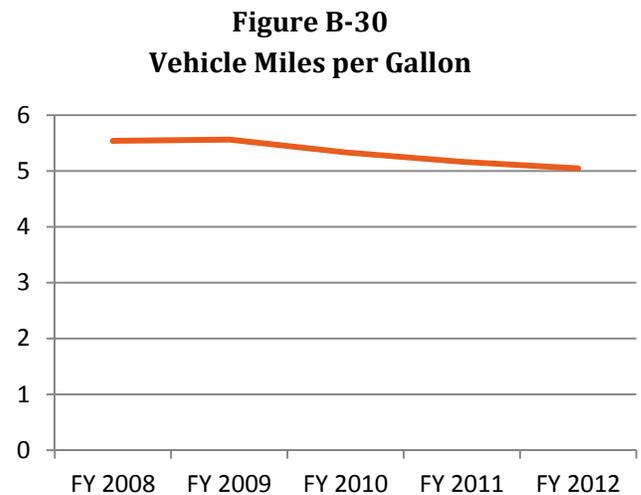
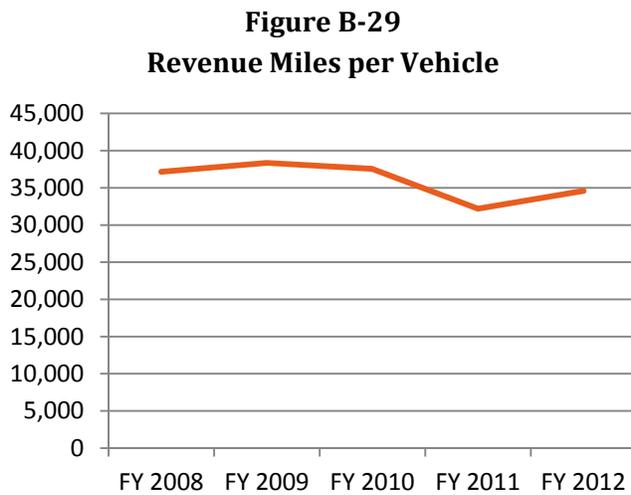


Figure B-28
Local Funding Per Capita





Performance Indicators

Selected performance indicators for the peer review are presented in this section. Categories of performance indicators include service area population, population density, ridership, revenue miles, and vehicles. Table B-4 and Figures B-31 through B-40 present the performance indicators for the PCPT peer review analysis.

Table B-4
Performance Indicators
PCPT Fixed-Route Peer Review, 2011

Indicator	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % from Mean
Service Area Population	287,356	83,393	287,356	154,211	86.3
Service Area Pop. Density (persons/sq. mi.)	1,642	665	3,207	1,754	-6.4
Passenger Trips	845,177	536,571	1,523,361	990,880	-14.7
Revenue Miles	1,094,528	731,064	1,328,020	954,145	14.7
Vehicle Miles	1,170,563	749,063	1,368,339	969,599	20.7
Revenue Hours	64,657	34,103	82,830	61,593	4.9
Operating Expenses	4,097,123	1,830,420	6,436,798	4,148,191	-1.2
Route Miles	259	167	269	218.6	18.5
Vehicles Operated in Max. Service	16	11	20	16	No change
Fuel Consumption (gallons)	226,645	79,494	300,935	192,645	17.6

Source: FTIS

The following is a summary of the peer review analysis performance indicators, based on the information previously presented.

- Service area population for PCPT is 86 percent more than the peer group mean; the service area population density is 6.4 percent below the peer group mean.
- The passenger trips for PCPT are nearly 15 percent below the peer group mean of 990,880. PCPT had approximately 845,177 passenger trips in 2011. (However, PCPT ridership has increased to more than 950,000 in 2012 and estimated to be more than 1 million in 2013.)
- The revenue miles for PCPT are above the peer group mean by nearly 15 percent; vehicle miles for PCPT are nearly 21 percent above the peer group mean.
- The revenue hours of service for PCPT are nearly 5 percent above the peer group mean.
- Route miles for PCPT are above the peer group mean by more than 18 percent; the number of vehicles operated in maximum service for PCPT is equal to the peer group mean.
- Operating expense for PCPT is 1.2 percent below the peer group mean, at \$4.01 million.
- PCPT is operating above the peer group mean in fuel consumption. The peer group mean is 192,645, and PCPT consumed 226,645 gallons, more than 17 percent above the peer group mean.

Figure B-31

Service Area Population

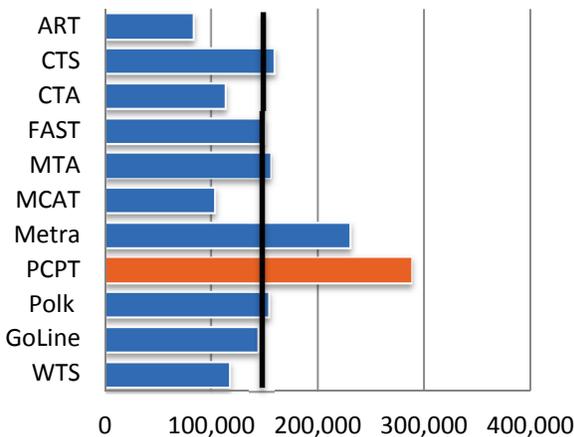
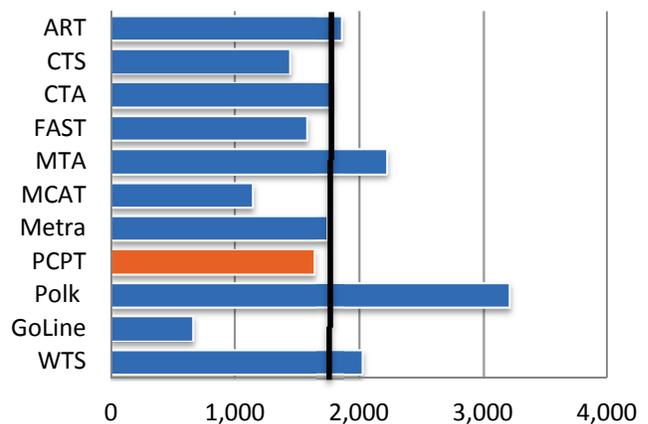
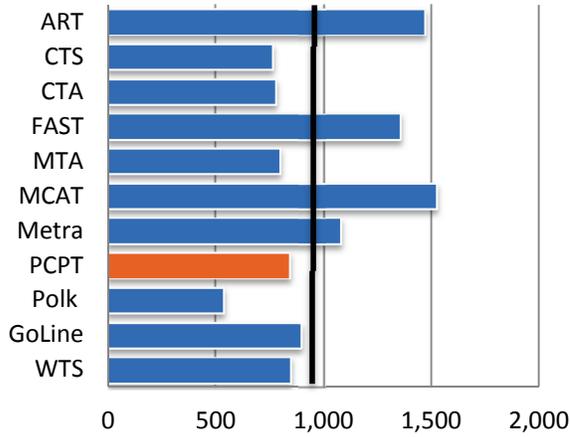


Figure B-32

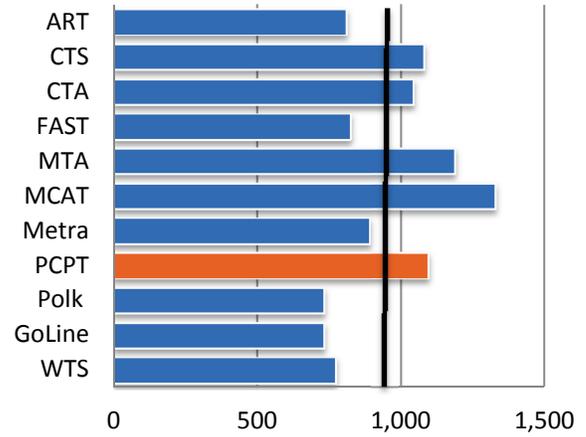
Service Area Population Density (persons/square mile)



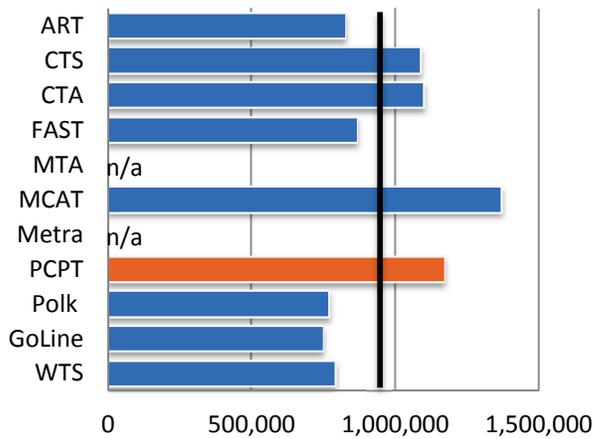
**Figure B-33
Passenger Trips (000)**



**Figure B-34
Revenue Miles (000)**



**Figure B-35
Vehicle Miles**



**Figure B-36
Revenue Hours**

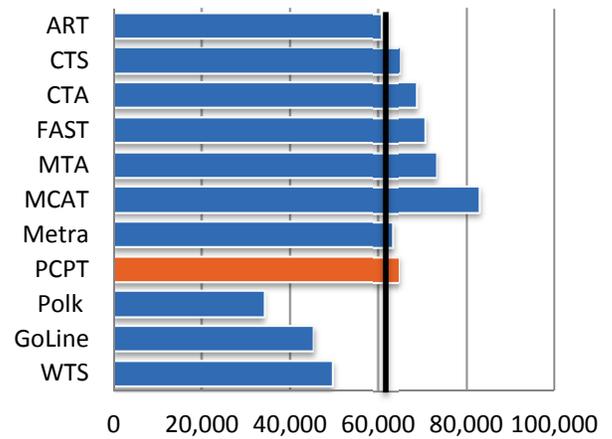


Figure B-37
Operating Expense (\$000)

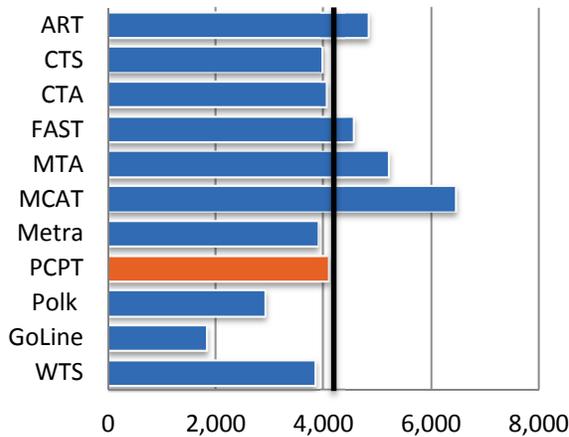


Figure B-38
Route Miles

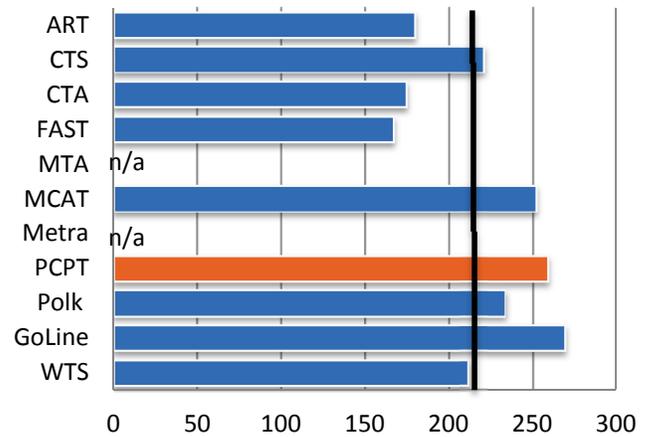


Figure B-39
Vehicles Operated in Maximum Service

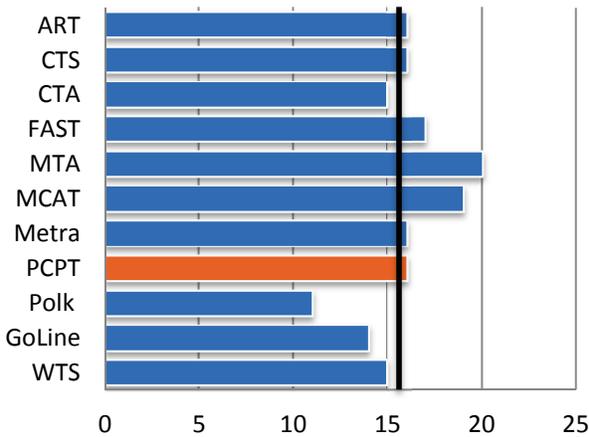
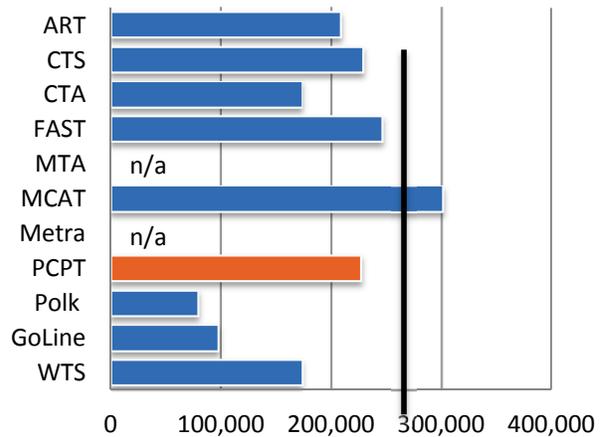


Figure B-40
Gallons of Fuel Consumed



Effectiveness Measures

Categories of effectiveness measures include service supply, measured by vehicle miles per capita; service consumption, measured by passenger trips per revenue mile; and quality of service, measured by weekday span of service. Table B-5 and Figures B-41 through B-44 present the effectiveness measures for the PCPT fixed-route peer review analysis. The following is a summary of the effectiveness measures for the peer review analysis.

- Vehicle miles per capita for PCPT are nearly 45 percent below the peer group mean at 4.07 vehicle miles.

- Passenger trips per revenue mile for PCPT are nearly 28 percent below the peer group mean at 0.77 passenger trips per revenue mile.
- PCPT has 13.07 passenger trips per revenue hour, which is 19.6 percent below the peer group mean.
- Passenger trips per capita for PCPT are 2.94, which is 61 percent below the peer group mean.
- PCPT’s weekday span of service is 15.63 hours, which is essentially the same as the peer group mean of 15.69 hours.

Table B-5
Effectiveness Measures
PCPT Fixed-Route Peer Review, 2011

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % from Mean
Vehicle Miles per Capita	4.07	4.07	13.28	7.39	-44.91
Passenger Trips per Revenue Mile	0.77	0.67	1.81	1.07	-28.03
Passenger Trips per Revenue Hour	13.07	10.93	24.17	16.25	-19.55
Passenger Trips per Capita	2.94	2.94	17.59	7.53	-60.96
Weekday Span of Service (hours)	15.63	10.00	20.45	15.69	-0.38

Source: FTIS

Figure B-41
Vehicle Miles per Capita

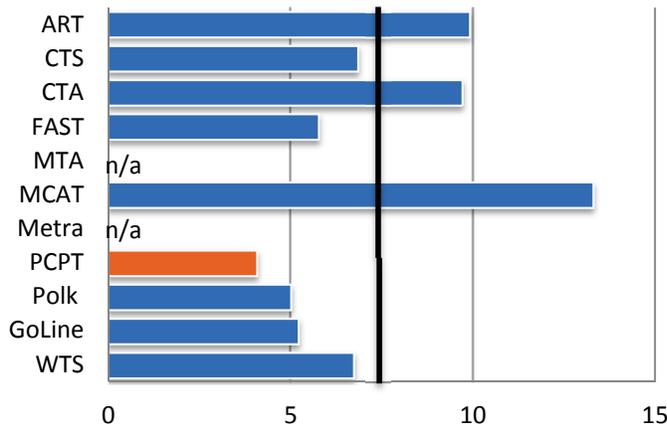


Figure B-42
Passenger Trips per Revenue Mile

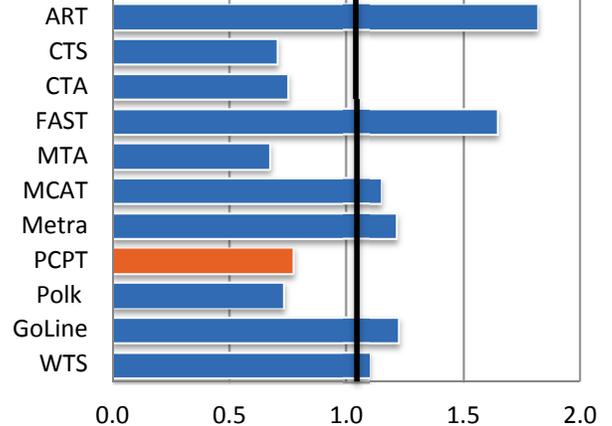


Figure B-43
Passenger Trips per Revenue Hour

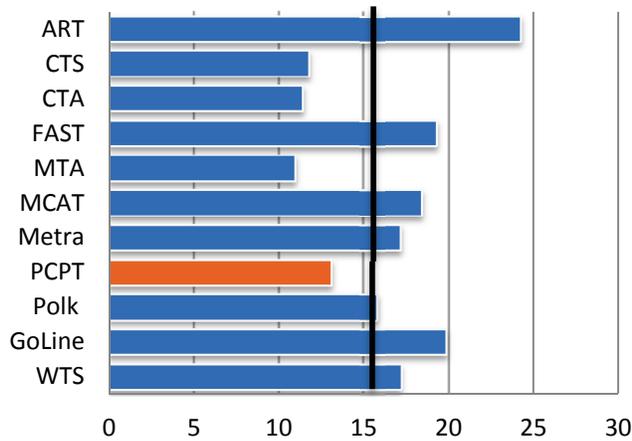


Figure B-44
Passenger Trips per Capita

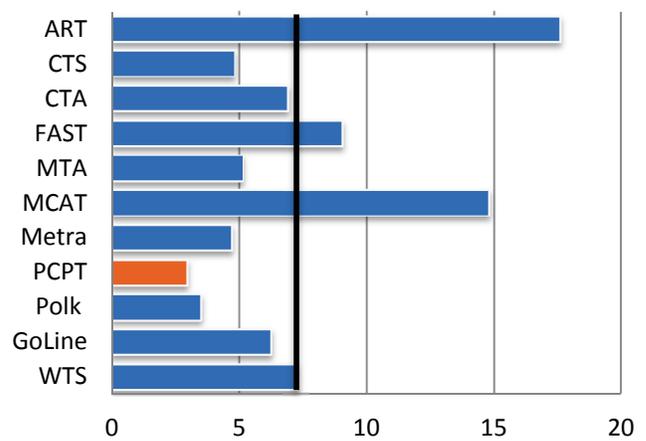
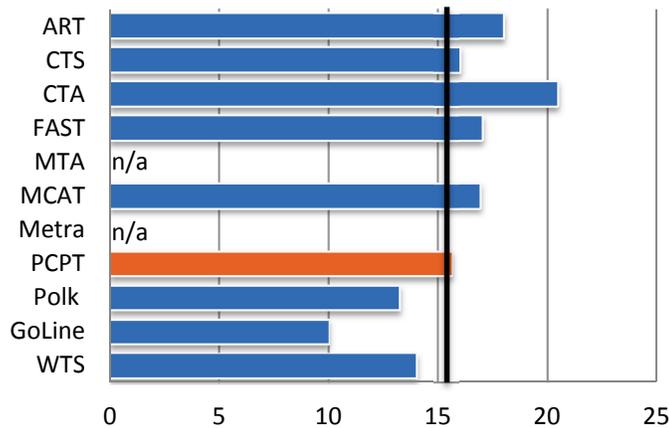


Figure B-45
Span of Service



Efficiency Measures

Categories for efficiency measures include cost efficiency and operating ratios. Table B-6 and Figures B-46 through B-52 present the efficiency measures for the PCPT fixed-route peer review analysis. The following is a summary of efficiency measures for peer review.

- Operating expense per capita for PCPT is 54 percent below the peer group mean.
- Operating expense per passenger trip for PCPT is 10.6 percent above the peer group mean.

- Operating expense per revenue mile is 14 percent below the mean while operating expense per revenue hour is 6 percent below the mean.
- Farebox recovery for PCPT is 59 percent over the peer group mean.
- PCPT achieves 0.94 revenue miles per vehicle mile, 2.7 percent below the peer group mean.
- Average fare for PCPT is almost 70 percent above the peer group mean.

Table B-6
Efficiency Measures
PCPT Fixed-Route Peer Review, 2011

Measure	PCPT	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	PCPT % from Mean
Operating Expense per Capita	\$14.26	\$12.74	\$62.49	\$30.97	-53.96
Operating Expense per Passenger Trip	\$4.85	\$2.04	\$6.52	\$4.39	10.48
Operating Expense per Revenue Mile	\$3.74	\$2.50	\$5.96	\$4.35	-14.01
Operating Expense per Revenue Hour	\$63.37	\$40.51	\$85.46	\$67.43	-6.02
Farebox Recovery Ratio (%)	23.12	8.41	23.12	14.54	59.02
Revenue Miles per Vehicle Mile	0.94	0.94	0.99	0.97	-3.09
Average Fare	\$1.12	\$0.00	\$1.12	\$0.66	\$69.70

Source: FTIS

Figure B-46
Operating Expense per Capita

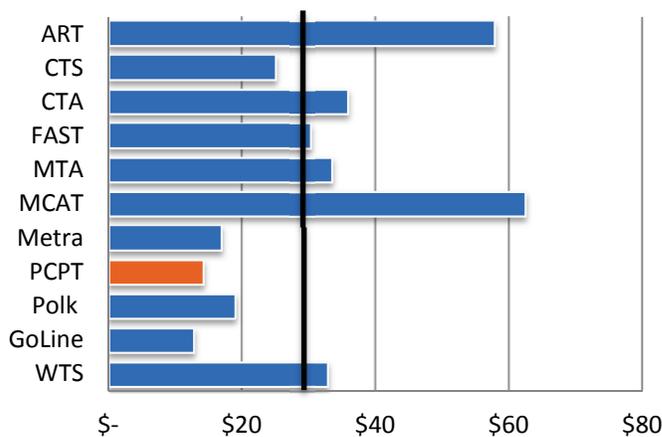


Figure B-47
Operating Expense per Passenger Trip

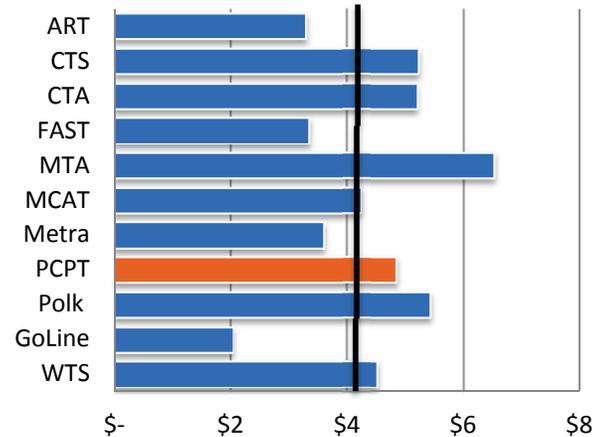


Figure B-48
Operating Expense per Revenue Mile

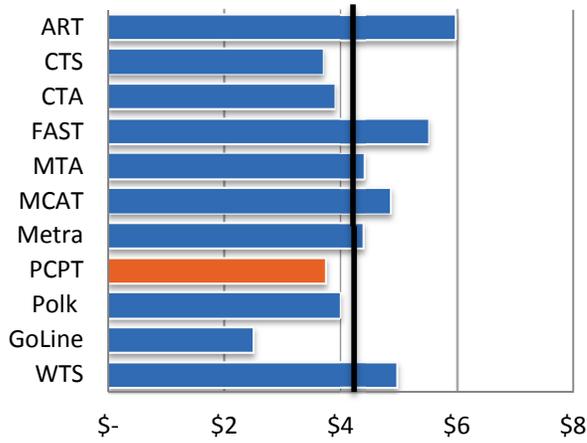


Figure B-49
Operating Expense per Revenue Hour

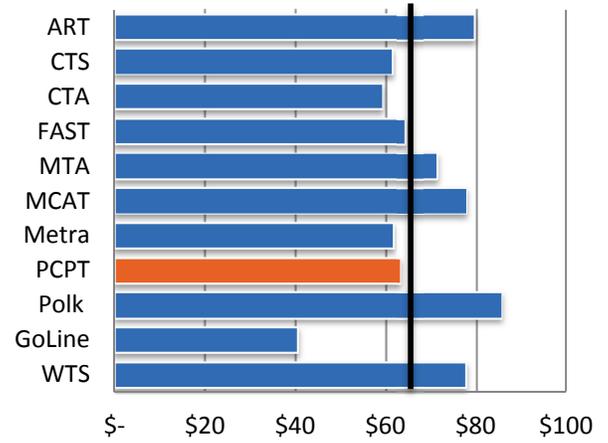


Figure B-50
Farebox Recovery (%)

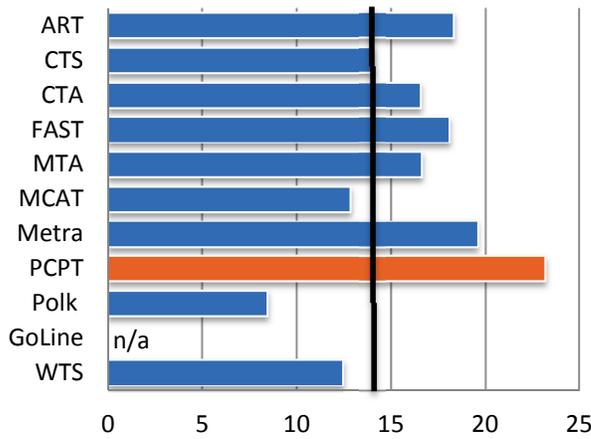
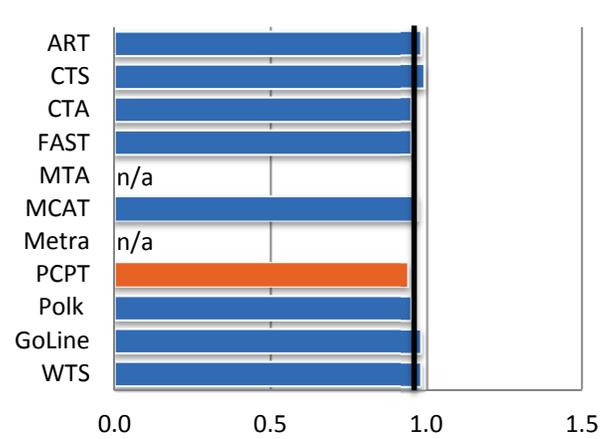
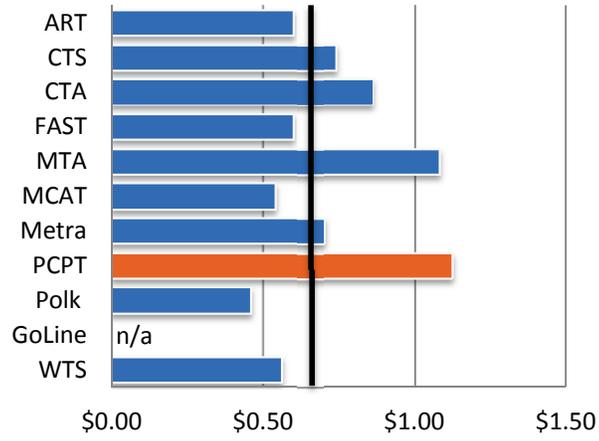


Figure B-51
Revenue Miles per Vehicle Mile



**Figure B-52
Average Fare**



FAREBOX RECOVERY REPORT

ANNUAL FAREBOX RECOVERY RATIO REPORT 2013
PCPT FIXED-ROUTE BUS SYSTEM, PASCO COUNTY, FLORIDA
JUNE 2013

CURRENT FAREBOX RECOVERY RATIO

The farebox recovery ratio for PCPT, the public transportation provider for Pasco County, was 25.67 percent in FY 2012. The background with regards to the farebox recovery ratio includes the following.

PRIOR YEAR FARE STUDIES AND CHANGES

PCPT was established in 1972 (paratransit service only) and began offering limited fixed-route service in 1996 with a fare of \$2.00. In May 1997, fares were reduced to 50 cents. In 1999, a new fare structure based on mileage was implemented. A rate increase became affective in 2004, around the same time a Medicaid program began and service was expanded. Monthly bus passes increased in 2005 to \$15.00. In 2006, fares were increased from \$1.00 to \$1.50 and a student fare was initiated. A rate increase was implemented in March 2008 a few months after the first time that 1 million trips were provided in a 12-month period. Fares subsequently increased in November 2009 around the same time holiday service was eliminated and reduced fare photo ID cards became mandatory.

PROPOSED FARE CHANGES FOR THE UPCOMING YEARS

PCPT is not planning to implement a fare increase at this time.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

The following is a list of strategies PCPT will employ to improve the farebox recovery ratio:

1. Determine most cost-effective service type on all major corridors, given demand, routings, and coverage areas.
2. Increase ridership by increasing average frequency and improving fare collection options and fare media accessibility for riders.
3. Increase ridership by transitioning paratransit service patrons to fixed-route service.
4. Minimize costs required to operate and administer transportation services.
5. Continuously monitor performance to determine if adjustments need to be made.
6. Conducted bus on-board surveys to gather valuable information on how to make services more convenient and useful to patrons.
7. Strive to increase ridership by enhancing marketing activities.

**PUBLIC INVOLVEMENT PLAN
& SUPPORT MATERIALS**

INTRODUCTION

The Pasco County Board of County Commissioners (BCC) currently provides a county transportation system program through Pasco County Public Transportation (PCPT), which consists of fixed-route bus service, paratransit advance-reservation sponsored and general public services, and specialized and subscription services. Paratransit, specialized, and subscription transportation services are provided countywide, and fixed-route bus service is provided in the urbanized areas of West Pasco and Zephyrhills, as well as in Dade City, including connections between Dade City and Zephyrhills. In addition, PCPT recently implemented Route 54, a Cross County Connector on SR 54/SR 56, from Little Road to Zephyrhills.

Under current legislation that became effective February 20, 2007, Pasco County must submit a Transit Development Plan (TDP) Major Update every five years. PCPT is currently undertaking this process. The 10-year TDP is a strategic guide for public transportation in the community over the next 10 years and represents the PCPT's vision for public transportation during the 10-year time period.

Current legislation requires that PCPT document its public involvement plan to be used in the transit development planning process. Pertinent language from the TDP rule is as follows:

The TDP preparation process shall include opportunities for public involvement as outlined in a TDP public involvement plan, approved by the Department, or the local Metropolitan Planning Organization's (MPO) Public Involvement Plan, approved by both the Federal Transit Administration and the Federal Highway Administration.

—Florida Rule 14-73.001

Public involvement is an ongoing process that involves continuously receiving and accumulating feedback about service. PCPT has developed this Public Involvement Plan (PIP) to be used during the FY 2014–2023 TDP update process to formally document all planned public outreach activities. This plan provides numerous opportunities for public involvement as well as involvement on the part of local agencies and organizations. Activities proposed within this PIP include review team meetings, an MPO Board transit workshop, an on-board survey, discussion group workshops, and public workshops. In accordance with current Florida Rule 14-73.001, this plan was developed to be consistent with the MPO's Public Participation Plan (PPP). The results of the public involvement activities will be used in the development of the PCPT FY 2014–2023 TDP Major Update.

PUBLIC INVOLVEMENT PROCESS

Numerous public involvement techniques were selected for inclusion in the PIP to ensure the active participation of citizens in the community. Table D-1 presents the types of public involvement activities that will be completed for the TDP and the techniques associated with each type of activity. The public involvement activities and techniques presented in Table C-1 are consistent with the Pasco County MPO PPP.

**Table D-1
TDP Public Involvement Activities**

Public Participation Activity		TDP PIP
Public Review and Comment	Formal Public Review & Comment Period	30 Days
	Comment Forms, Surveys, & Questionnaires	☑
	Email, Mail, In-Person, or Telephone Comments	☑
	Public Hearing	☑
MPO/PCPT Website		☑
Social Media Networking (Facebook/Twitter)		☑
MPO Committee and Board Meetings		☑
Collateral Materials and Visual Aids	Fact Sheets or Other Informational Items	☑
	Visual Aids	☑
Engaging the Community	Bus Rider Surveys	☑
	Public Workshops	☑
	Discussion Group Workshops	☑
	Transit Summit	☑
Agency Coordination	Regional Coordination	☑
	Federal, State, and Local Officials	☑
Media Relations		☑

TDP PUBLIC INVOLVEMENT TECHNIQUES

The public involvement techniques to be used for the Pasco County TDP update have been placed into two major categories: direct involvement techniques and information distribution techniques. Direct involvement techniques refer to activities that engage the public in “hands-on” workshops and/or discussion about the project. Information distribution techniques refer to public information materials that are used to inform the general public of issues regarding the project.

Direct Involvement Techniques

Direct involvement techniques for the Pasco County TDP are described below. The number of times each activity is programmed to be performed is noted where appropriate.

- **Project Kickoff Meeting** – A project kickoff meeting will be scheduled and conducted to discuss the objectives, scope, and milestones of the project.
- **On-Board Survey** – A system-wide on-board survey of fixed-route bus patrons will be conducted to capture demographic, travel behavior, and rider satisfaction data from PCPT fixed-route bus riders. This information will enable PCPT to focus on relevant transit needs and issues such as modifying bus schedules, locating bus stops, modifying the fare structure, planning for future service, focusing on marketing campaigns, and identifying historical trends in rider satisfaction. The survey will be available in both English and Spanish.
- **Public Workshops** – Public workshops have proven to be an effective technique for obtaining substantive public participation in the planning process. A total of four public workshops will be conducted to obtain input from the general public about the TDP update process; two will be held early in the process to collect input on needs, and two will be held later in the project to collect input on potential alternative improvements. To maximize opportunities for citizen participation, locations will be selected to ensure geographic coverage and, to the extent possible, piggyback on other community events.
- **MPO Board Transit Workshop** – An MPO Board workshop will be facilitated and dedicated to education about and discussion of transit issues in Pasco County. The workshop will seek to assess political leaders’ views on transit’s current and future role in the community, transit finance, and other issues relevant to the transit plan.
- **Review Team Meetings** – A Technical Review Team (TRT) will be established at the outset of the project to monitor and provide input throughout the study and to evaluate the deliverables. The composition of the TRT will include PCPT, the MPO, and Florida Department of Transportation (FDOT) staff. Project deliverables will be distributed to the TRT for review and comment. Most of the communication with the review team will be via e-mail and telephone; however, in addition to the kickoff meeting, two on-site meetings will be held during the course of the update effort.
- **Discussion Group Workshops** – Two discussion group workshops will be held to identify and assess perceptions of transit to help identify issues and opportunities for the transit agency. Although there are several methodologies for collecting such information, one of the more cost-effective methods of obtaining public input on transit is through the use of discussion group workshops. Although not intended to provide a statistically-valid sample, a discussion group is an excellent tool for revealing the attitudes of a particular group because of the open-ended nature of group discussions. One of the workshops will be conducted with representatives of social service agencies, the business, health, and education communities, and local chambers of commerce to help represent the views of

informed “non-transit users.” The second workshop will be facilitated with PCPT bus operators.

- **Comments and Suggestions Collected by PCPT** – Over time, PCPT accumulates comments and suggestions from citizens (users and non-users) regarding existing and future transit services. This information will be obtained from PCPT staff and reviewed for consideration in the TDP.
- **Project Presentations** – As part of the public outreach process, a user-friendly, graphical presentation will be incrementally developed to support the communication and adoption of the TDP. The presentation will also be available for use by PCPT staff beyond the adoption of the TDP.
- **Public Hearing** – Following the completion of the Draft TDP, a public hearing will be held with the MPO Board to receive public feedback and comments on the document.
- **Peer Review and Involvement** – The public involvement process for the TDP Major Update will include, in addition to the PCPT and MPO staffs, other entities such as FDOT, the Regional Workforce Development Board, and other interested parties, as appropriate. These parties will be invited to all public participation events and provided with an opportunity to review and comment on the draft TDP.

Transit Summit – A county-wide transit summit will be planned and facilitated following the completion and submittal of the adopted TDP. The summit will present the transit plan and educate community leaders and citizens on local and regional transit issues, topics, connectivity, and coordination. The key objectives of the summit are to roll out the new TDP, raise the awareness of transit in the community, strengthen the identity of PCPT, and increase support for existing and future transit services throughout Pasco County, especially on the US 19, US 301, and SR 54/56 corridors.

Information Distribution Techniques

The information distribution techniques used for the TDP Major Update are described below.

- **Notification of General Public** – The general public will be notified about public meetings through legal advertisements, PCPT and MPO websites, flyers, and social media.
- **Notification of State and Local Agencies** – The Regional Workforce Development Board, the MPO, and FDOT will be advised of all public meetings via email. In addition, project deliverables will be submitted to them to solicit feedback and comments.
- **Reports and Information for PCPT Website** – Technical reports, community workshop and meeting schedules, surveys or questionnaires, and other appropriate items will be provided to the PCPT staff for posting on their websites.

- **Mailing/Contact List** – Email contacts from PCPT for the Pasco County MPO, the Technical Advisory Committee, and the Citizens Advisory Committee groups and local government will be used for e-mail blasts, including the following:
 - Email Blast #1 – Sent at project initiation, will include a press release.
 - Email Blast #2 - Sent prior to the information workshops to encourage participation.

As necessary, the content for these e-mail blasts will be distributed three times each as reminders to the distribution list.

- **Social Media Outreach** – Social networking opportunities for the project will be provided using Facebook and Twitter. Social media links will be integrated into the MPO and PCPT websites.

PUBLIC INVOLVEMENT SCHEDULE

A tentative project schedule has been developed for the public participation portions of the PCPT TDP Major Update, as shown in Figure D-1. Please note that the dates for specific meetings and public involvement activities are approximate and subject to change pending guidance from the PCPT, MPO, and TRT.

**Figure D-1
TDP Public Involvement Schedule, 2013 (Tentative)**

Activity		Schedule							
		FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
1	Project Kickoff Meeting	■							
2	Public Workshop #1	■							
3	Public Workshop #2	■							
4	Bus On-Board Survey		■						
5	MPO Board Workshop		■						
6	Discussion Group Workshop #1		■						
7	Discussion Group Workshop #2		■						
8	TRT Meeting #1		■						
9	Public Workshop #3			■					
10	Public Workshop #4			■					
11	TRT Meeting #2				■				
12	Present Draft Report To MPO TAC,CAC, and Board					■			
13	Present Final Report To MPO TAC,CAC, Board, and Pasco County BCC							■	
14	Transit Summit								■



Pasco County Public Transportation (PCPT) On-Board Survey



PCPT would like your input to help improve its transit service. Please help us serve you better by completing this survey. Thank you.

1. How would you rate your bus service experience over the past year?

- 1__ Very Good
- 2__ Good
- 3__ Average
- 4__ Poor

2. What is the most common reason you use the bus? (Please ✓ only one)

- 1__ Work
- 2__ Social/Recreation/Entertainment
- 3__ Shopping/Errands
- 4__ Medical
- 5__ School/College
- 6__ Other (specify) _____

3. How do you **USUALLY** get to the bus? (Please ✓ only one)

- 1__ Walked/Wheelchair ➡ How long does it usually take? _____ minutes
- 2__ Bicycled ➡ How long does it usually take? _____ minutes
- 3__ Drove & parked ➡ How long does it usually take? _____ minutes
- 4__ Was dropped off
- 5__ Rode with someone who parked
- 6__ Other (specify) _____

4. LIST ALL of the **BUS ROUTES** in the **EXACT ORDER** you will use to make **THIS ONE-WAY TRIP**:



5. Did you use a wheelchair lift to board the bus today?

- 1__ Yes
- 2__ No

6. Typically, how many **ONE-WAY** bus trips do you make per week using the bus?

- 1__ 1-2 trips
- 2__ 3-4 trips
- 3__ 5-6 trips
- 4__ more than 6 trips

7. What is the **MOST IMPORTANT** reason you ride the bus? (Please ✓ only one)

- 1__ Unable to drive
- 2__ Don't like to drive
- 3__ Don't have a driver's license
- 4__ Bus is more convenient
- 5__ Bus is more economical
- 6__ The bus is safer/less stressful
- 7__ Parking is difficult/expensive
- 8__ Car is not available
- 9__ Other (specify) _____

8. If the bus **WERE NOT AVAILABLE TODAY**, would you have another option to get you to your destination?

- 1__ Yes
- 2__ No

9. How long have you been using PCPT bus service?

- 1__ This is the first day
- 2__ 0 to 6 months
- 3__ 7 months to 1 year
- 4__ 1 to 2 years
- 5__ More than 2 years

10. What type of fare do you **USUALLY** pay when you ride the bus?

- 1__ Cash Fare (\$1.50)
- 2__ Reduced Cash Fare (75¢)
- 3__ 1-Day Pass (\$3.75)
- 4__ Reduced 1-Day Pass (\$1.85)
- 5__ Full Fare 20-Ride Pass (\$25.00)
- 6__ Reduced Fare 20-Ride Pass (\$12.50)
- 7__ Unlimited 31-Day Pass (\$37.50)
- 8__ Reduced Unlimited 31-Day Pass (\$18.75)
- 9__ Other (specify) _____

11. How do you **USUALLY** get information on bus service? (Please ✓ only one)

- 1__ Printed bus schedule
- 2__ Website bus schedule
- 3__ Notice on buses
- 4__ Call PCPT
- 5__ Bus driver
- 6__ Bus signs/shelters
- 7__ Newspaper
- 8__ Friend/relative
- 9__ Other (specify) _____

PLEASE CONTINUE ON BACK OF SURVEY ➡

12. Which three of the following service improvements would make PCPT better for you to use? (Please ✓ **THREE**)

- 1 ___ More frequent service on existing routes
- 2 ___ More benches and shelters at bus stops
- 3 ___ More bike racks at bus stops
- 4 ___ Better sidewalk connections to bus stops
- 5 ___ Improved security at stops and on buses
- 6 ___ Later service on existing routes _____ (specify until what time)
- 7 ___ More routes/service. Where? _____
- 8 ___ Express service. Where? _____
- 9 ___ Better connections to other counties. Where? _____
- 10 ___ Other (Specify) _____

13. Which three of the following technology improvements would make PCPT better for you to use? (Please ✓ **THREE**)

- 1 ___ Real-time schedule information on buses
- 2 ___ Real-time schedule information at major stations
- 3 ___ Wireless internet service on buses
- 4 ___ Electronic bus stop announcements on buses
- 5 ___ Smartphone trip planner
- 6 ___ Other (specify) _____

14. Do you have a driver's license ?

- 1 ___ Yes
- 2 ___ No

15. Your age is?

- 1 ___ Under 18
- 2 ___ 18 to 24
- 3 ___ 25 to 40
- 4 ___ 41 to 60
- 5 ___ Over 60 years

16. Are you Hispanic, Latino, or of Spanish origin? 1 ___ Yes 2 ___ No

17. What is your race? (Please ✓ only one)

- 1 ___ American Indian or Alaska Native
- 2 ___ Black/African American
- 3 ___ White
- 4 ___ Asian
- 5 ___ Native Hawaiian or Other Pacific Islander
- 6 ___ Two or more races
- 7 ___ Other (specify) _____

18. Do you speak a language other than English at home?

- 1 ___ No
- 2 ___ Yes (specify language): _____

19. What was the range of your total household income for 2012?

- 1 ___ Under \$10,000
- 2 ___ \$10,000 to \$19,999
- 3 ___ \$20,000 to \$29,999
- 4 ___ \$30,000 to \$39,999
- 5 ___ \$40,000 to \$49,999
- 6 ___ \$50,000 or more

20. What is the zip code of your permanent residence? _____

21. How satisfied are you with each of the following? Circle a score for each characteristic.

Please indicate	Very Satisfied	Neutral	Very Unsatisfied		
a. Days of service	5	4	3	2	1
b. How often the buses run (frequency)	5	4	3	2	1
c. Hours of service	5	4	3	2	1
d. Convenience of route (where the buses go)	5	4	3	2	1
e. Dependability of buses (on-time performance)	5	4	3	2	1
f. Travel time on bus	5	4	3	2	1
g. Cost of riding the bus	5	4	3	2	1
h. Accessibility of bus passes (ease of purchase)	5	4	3	2	1
i. Availability of bus information	5	4	3	2	1
j. User-friendliness of bus information	5	4	3	2	1
k. Vehicle cleanliness & comfort	5	4	3	2	1
l. Bus stop cleanliness & comfort	5	4	3	2	1
m. Bus driver courtesy	5	4	3	2	1
n. Safety/security on bus	5	4	3	2	1
o. Safety/security at bus stops	5	4	3	2	1
p. Ability to transfer	5	4	3	2	1

THANK YOU FOR COMPLETING THE SURVEY!



Encuesta de Usuarios de PCPT



PCPT necesita su ayuda para mejorar el servicio de transporte público. Por favor, ayúdenos a servirle mejor y complete esta encuesta. Gracias.

1. ¿Califique su experiencia con PCPT este pasado año?

- 1__ Muy Bueno
- 2__ Bueno
- 3__ Neutro
- 4__ Malo

2. ¿Cuál es la razón mas común por la cual usas PCPT? Marque con (✓) una sola respuesta:

- 1__ Trabajo
- 2__ Social/Personal/Recreo
- 3__ Compras
- 4__ Médico
- 5__ Escuela/College/Universidad
- 6__ Otro _____

3. ¿Normalmente, cómo hace para llegar al paradero del autobús? Marque con (✓) una sola respuesta:

- 1__ Camino/Silla de Ruedas ➡ ¿Cuánto tiempo te demoras? ____ (minutos)
- 2__ Bicicleta ➡ ¿Cuánto tiempo te demoras? ____ (minutos)
- 3__ Manejo y estaciono ➡ ¿Cuánto tiempo te demoras? ____ (minutos)
- 4__ Alguien me trajo en vehículo
- 5__ Alguien me trajo y estacionó su carro
- 6__ Otro _____

4. ANOTE TODAS las RUTAS en el ORDEN EXACTO que usted usará para completar este VIAJE:



5. ¿Usaste hoy el ascensor de sillón de ruedas?

- 1__ Si
- 2__ No

6. ¿Típicamente, cuántos viajes a la semana completas usando el servicio de autobús?

- 1__ 1 ó 2 Viajes
- 2__ 3 ó 4 Viajes
- 3__ 5 ó 6 Viajes
- 4__ Más de 6 Viajes

7. ¿Cuál es la razón más importante por la cual utilizas el autobús? Marque con (✓) una sola respuesta:

- 1__ No puedo manejar
- 2__ No me gusta manejar
- 3__ No tengo licencia de conducir
- 4__ El autobús es más conveniente
- 5__ El autobús es más económico
- 6__ El autobús es más seguro
- 7__ Estacionamiento es muy caro/difícil
- 8__ No tengo un carro disponible
- 9__ Otro _____

8. ¿Si el autobús no estaba disponible hoy, tienes otra opción para completar este viaje?

- 1__ Si
- 2__ No

9. ¿Cuánto tiempo llevas usando los servicios de PCPT?

- 1__ Este es mi primer día
- 2__ 0 a 6 meses
- 3__ 7 meses a 1 año
- 4__ 1 a 2 años
- 5__ Más de 2 años

10. ¿Qué tipo de tarifa generalmente utilizas para pagar cuando montas en autobús?

- 1__ Tarifa en Efectivo (\$1.50)
- 2__ Tarifa Reducida en Efectivo (75¢)
- 3__ Pase de 1 día (\$3.75)
- 4__ Pase de 1 día Reducido (\$3.75)
- 5__ Pase para 20 viajes (\$25.00)
- 6__ Pase para 20 viajes Reducido (\$12.50)
- 7__ Pase de 31 días (\$37.50)
- 8__ Pase de 31 días Reducido (\$18.75)
- 9__ Otro _____

11. ¿Típicamente cómo recibes información sobre los servicios de autobús? Marque con (✓) una sola respuesta:

- 1__ Horarios de autobús impresos
- 2__ Página de web de PCPT
- 3__ Notificación en el autobús
- 4__ Llamar a PCPT
- 5__ El chofer
- 6__ En la parada de autobús
- 5__ Periódico
- 8__ Amigos/Familia
- 9__ Otro _____

12. ¿Cuales **TRES** de los siguientes mejoras al servicio piensas tú que son más importantes?
 Marque con (✓) **TRES** respuestas:

- 1__ Servicio más frecuente en las rutas existentes
- 2__ Más asientos y refugios de sombras en las paradas
- 3__ Más estacionamiento para bicicletas
- 4__ Mejores conexiones de aceras a las paradas
- 5__ Más seguridad en los paraderos y autobuses
- 6__ Servicios más tarde en las rutas existentes. _____ (Indique hasta que hora)
- 7__ Más servicios/rutas ¿Dónde? _____
- 8__ Servicio Express (paradas limitadas) ¿Dónde? _____
- 9__ Mejores conexiones a otros condados ¿Dónde? _____
- 10__ Otro _____

13. ¿Cuales **TRES** de las siguientes mejoras tecnológicas harían PCPT mejor para tu uso?
 Marque con (✓) **TRES** respuestas :

- 1__ Información actual de los horarios en los autobuses
- 2__ Información actual de los horarios en los terminales
- 3__ Servicio Wireless de Internet en los autobuses (Wi-Fi)
- 4__ Anuncio de paradas de autobús electrónicos
- 5__ Opción de planear tu viaje con tu Smartphone
- 6__ Otro _____

14. ¿Tienes una licencia de conducir válida?

- 1__ Sí
- 2__ No

15. ¿Su edad es?

- 1__ Menos de 18 años
- 2__ 18 a 24 años
- 3__ 25 a 40 años
- 4__ 41 a 60 años
- 7__ Más de 60

16. ¿Eres de origen hispano o latino? 1__ Sí 2__ No

17. ¿Cuál es su raza? Marque con (✓) una sola respuesta:

- 1__ Americano Indígena o nativo de Alaska
- 2__ Negro
- 3__ Anglo
- 4__ Asiático
- 5__ Hawaiano/Nativo del Pacífico
- 6__ Dos razas o mas
- 7__ Otro _____

18. ¿En su casa se habla otro idioma además del inglés?

- 1__ No
- 2__ Sí (especifique cual idioma) _____

19. ¿Cuál fue el ingreso total de su casa en el año 2012?

- 1__ Menos de \$10,000
- 2__ \$10,000 a \$19,999
- 3__ \$20,000 a \$29,999
- 4__ \$30,000 a \$39,999
- 5__ \$40,000 a \$49,999
- 6__ \$50,000 o más

20. ¿Indique el código postal de su residencia permanente? _____

21. ¿Cuán satisfecho estás con cada una de las siguientes preguntas? Marque con un círculo su respuesta:

Por favor indique...	Muy Satisfecho	Neutral	Muy Insatisfecho		
a. Días de servicio	5	4	3	2	1
b. Frecuencia del servicio	5	4	3	2	1
c. Horas de servicio	5	4	3	2	1
d. Conveniencia (donde van las rutas)	5	4	3	2	1
e. La puntualidad del autobús	5	4	3	2	1
f. El tiempo que se demora en hacer su viaje	5	4	3	2	1
g. El costo de usar el autobús	5	4	3	2	1
h. Facilidad de conseguir pases de autobús	5	4	3	2	1
i. Disponibilidad de mapas e información de los horarios	5	4	3	2	1
j. Facilidad de usar mapas e información de los horarios	5	4	3	2	1
k. Limpieza y comodidad del autobús	5	4	3	2	1
l. Limpieza y comodidad de las paradas	5	4	3	2	1
m. La cortesía del conductor	5	4	3	2	1
n. Seguridad en el autobús	5	4	3	2	1
o. Seguridad en los paradas	5	4	3	2	1
p. Conveniencia de cambiar de autobuses	5	4	3	2	1

GRACIAS POR COMPLETAR ESTA ENCUESTA



PCPT WANTS YOUR INPUT!

If you are unable to attend one of the workshops, written comments will be accepted through April 26, 2013, and may be sent to:

PCPT
Attn: **Thelma Williams**
8620 Galen Wilson Boulevard
Port Richey, FL 34668
(727) 834-3200

For disability accommodations, within at least five (5) business days before the meeting, please contact the Pasco County Consumer Affairs Section:

- New Port Richey – (727) 847-8110 (V)
- Dade City – (352) 521-4272, Ext. 8110 (V)
- Hearing Impaired – (800) 955-8771

You may also send a written request to Pasco County Consumer Affairs, West Pasco Government Center, 7530 Little Road, New Port Richey, FL 34654.

PCPT Ten-Year Transit Development Plan

Open House Public Workshops

Pasco County Public Transportation (PCPT) is planning for its future, and we want your input! Please stop by any time during the following four public workshops and let us know how you think PCPT should grow.

Workshop #1 Saturday, February 16, 2013 (10 AM – 3 PM)

Wiregrass Mall Center Court

Paseo Drive, Wesley Chapel, FL 33543
(PCPT Bus Route 54)

Workshop #2 Tuesday, February 19, 2013 (11 AM – 2 PM)

West Pasco Government Center Courtyard

8731 Citizens Drive, New Port Richey, FL 34654
(PCPT Bus Routes 14 & 23)

Workshop #3 Friday, April 12, 2013 (11 AM – 2 PM)

Hugh Embry Library

14215 North 4th Street, Dade City, FL 33523
(PCPT Bus Routes 30 & 31)

Workshop #4 Tuesday, April 23, 2013 (11 AM – 2 PM)

West Pasco Government Center Lobby

8731 Citizens Drive, New Port Richey, FL 34654
(PCPT Bus Routes 14 & 23)



In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the PCPT that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, the elderly persons with disabilities, and persons with limited English proficiency. You may contact PCPT at (727) 834-3200 if you have any discrimination complaints.



¡PCPT NECESITA TU AYUDA!

Si usted no puede atender uno de los talleres, puede enviar sus comentarios por escrito hasta el 26 de abril del 2013 a la siguiente dirección:

PCPT
Attn: **Thelma Williams**
8620 Galen Wilson Boulevard
Port Richey, FL 34668
(727) 834-3200

Para personas con discapacidades físicas que necesiten asistencia, por favor contactar al Pasco County Consumer Affairs Section, 5 días previos a la reunión:

- New Port Richey – (727) 847-8110 (V)
- Dade City – (352) 521-4272, Ext. 8110 (V)
- Problemas Auditivos – (800) 955-8771

También puede enviar el requisito por escrito al Pasco County Consumer Affairs, West Pasco Government Center, 7530 Little Road, New Port Richey, FL 34654.

Plan de 10 Años para el Desarrollo del Transporte Público Open House/Talleres al Público

¡Pasco County Public Transportation (PCPT) esta trabajando para su futuro y necesita tu ayuda! Por favor visítanos durante los siguientes talleres al publico y danos tu opinión:

Taller #1 **Sábado, 16 de febrero del 2013 (10 AM – 3 PM)**

Wiregrass Mall Center Court
Paseo Drive, Wesley Chapel, FL 33543
(PCPT Ruta 54)

Taller #2 **Martes, 19 de febrero del 2013 (11 AM – 2 PM)**

West Pasco Government Center Courtyard
8731 Citizens Drive, New Port Richey, FL 34654
(PCPT Rutas 14 & 23)

Taller #3 **Viernes, 12 de abril del 2013 (11 AM – 2 PM)**

Hugh Embry Library
14215 North 4th Street, Dade City, FL 33523
(PCPT Rutas 30 & 31)

Taller #4 **Martes, 23 de abril del 2013 (11 AM – 2 PM)**

West Pasco Government Center Lobby
8731 Citizens Drive, New Port Richey, FL 34654
(PCPT Rutas 14 & 23)



En acordanza con el Title VI del Civil Rights Act de 1964 y otra leyes no discriminatorias, el servicio de transporte público es solicitado sin importar la raza, el color, nación de origen, edad, sexo, religión, discapacidad física, familia o ingreso económico. Es la prioridad de PCPT que todos los ciudadanos de Pasco County sean dados la oportunidad de participar en el futuro de PCPT incluyendo a personas de bajo recursos, ancianos con discapacidades físicas y personas con poco conocimiento de inglés. Usted puede contactar a PCPT al (727) 834-3200 si tiene alguna queja de discriminación.



PASCO COUNTY PUBLIC TRANSPORTATION (PCPT) SURVEY

Please take a minute to help us plan for transit needs in Pasco County!

(1) How much awareness is there in the community about transit/public transportation?

- High
- Moderate
- None at all
- Do not know

(2) 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

(3) What is your perception of transit's role in the community?

- Absolutely necessary
- Somewhat important
- Somewhat unimportant
- Unnecessary

(4) Is traffic congestion a problem in Pasco County?

- Yes
- No

(5) 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

(6) Have you used Pasco County transit service?

- Yes
- No

(7) Do you think there is a need for additional transit service in Pasco County?

- Yes
- No

(8) If you answered yes to question 7, select the type of service you would most like to see?

- More Frequent Bus Service
- Express Service, where? _____
- Later Service
- Increased Coverage Area where? _____
- Carpools/Vanpools
- Other, specify _____

(9) What do you think is a reasonable one-way fare to pay for transit service?

- | | |
|---|---|
| <input type="checkbox"/> \$0.00 to \$0.50 | <input type="checkbox"/> \$1.51 to \$2.00 |
| <input type="checkbox"/> \$0.51 to \$1.00 | <input type="checkbox"/> More than \$2.00 |
| <input type="checkbox"/> \$1.01 to \$1.50 | |

(10) Do you believe there is a willingness in the community to consider additional local funding for transit?

- Definitely
- Somewhat
- Not at all
- Do not know

(11) Are you willing to pay additional local taxes for an expanded transit system?

- Definitely
- Somewhat
- Not at all
- Do not know

(12) Your age is...

- | | |
|---|---|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 41 to 60 years |
| <input type="checkbox"/> 18 to 24 years | <input type="checkbox"/> Over 60 years |
| <input type="checkbox"/> 25 to 40 years | |

(13) What is the range of your total household income for 2012?

- | | |
|--|--|
| <input type="checkbox"/> Less than \$10,000 | <input type="checkbox"/> \$30,000 - \$39,999 |
| <input type="checkbox"/> \$10,000 - \$19,999 | <input type="checkbox"/> \$40,000 - \$49,999 |
| <input type="checkbox"/> \$20,000 - \$29,999 | <input type="checkbox"/> \$50,000 or greater |

(14) What is the zip code of your residence?

Please continue survey on the other side of this page.

(15) If you were going to consider using PCPT transit services, please rate how important each of the following aspects of transit service would be in your decision-making process.

	Very Important	Somewhat Important	Neutral	Not Very Important	Not Important At All
a. Days of service	<input type="checkbox"/>				
b. Frequency (how often buses run)	<input type="checkbox"/>				
c. Hours of service	<input type="checkbox"/>				
d. Convenience of routes (where buses go)	<input type="checkbox"/>				
e. Dependability of buses (on time)	<input type="checkbox"/>				
f. Travel time on bus	<input type="checkbox"/>				
g. Cost of riding the bus	<input type="checkbox"/>				
h. Location of bus stops	<input type="checkbox"/>				
i. Accessibility of bus passes (ease of purchase)	<input type="checkbox"/>				
j. Availability of bus route information	<input type="checkbox"/>				
k. User-friendliness of bus information	<input type="checkbox"/>				
l. Vehicle cleanliness and comfort	<input type="checkbox"/>				
m. Bus stop cleanliness and comfort	<input type="checkbox"/>				
n. Bus driver courtesy	<input type="checkbox"/>				
o. Safety/security on bus	<input type="checkbox"/>				
p. Safety/security at bus stops	<input type="checkbox"/>				

Other Comments and Suggestions



THANK YOU FOR YOUR COOPERATION
Please return your survey to your survey taker





Bus Operator Survey

Please take a few moments to answer the following questions. This survey is part of an effort to improve PCPT service. Please do NOT put your name or other identifying mark on the survey. When complete, please return the survey to the Operations Manager's mailbox.

1. The following is a list of possible complaints PCPT riders may voice to bus operators. Please read the list of common complaints below carefully and mark the 3 complaints that you hear most frequently from riders.

- | | |
|--|--|
| <input type="checkbox"/> need more frequent service | <input type="checkbox"/> need more later service. Until what time? _____ |
| <input type="checkbox"/> bus doesn't go where I want | <input type="checkbox"/> need better sidewalk connections to bus stops |
| <input type="checkbox"/> bus is late | <input type="checkbox"/> need express service. Where? _____ |
| <input type="checkbox"/> bus leaves stop too early | <input type="checkbox"/> need better connections to other counties. Where? _____ |
| <input type="checkbox"/> bus is not clean | <input type="checkbox"/> need more bus shelters/benches |
| <input type="checkbox"/> bus is not comfortable | <input type="checkbox"/> bus schedule too hard to understand |
| <input type="checkbox"/> safety/security at bus stop | <input type="checkbox"/> fare is too high |
| <input type="checkbox"/> safety/security onboard bus | <input type="checkbox"/> other (please specify) _____ |

2. Do you think these complaints are valid? Please explain.

3. What do riders like about PCPT? Please list the 3 compliments that you hear most frequently from riders.

4. Do you know of any safety problems on any routes? Please explain.



PASCO COUNTY PUBLIC TRANSPORTATION (PCPT) SURVEY
Ten-Year Transit Plan
Public Workshop, April 2013

Please take a minute to help us plan for transit needs in Pasco County!

1) Please tell us how you rate each of the following potential service improvements.

<u>Potential New Transit Service</u>	Not Very Favorable		Neutral		Very Favorable
Moon Lake Road area	1	2	3	4	5
Connection to Hernando County	1	2	3	4	5
Circulator in Land O' Lakes	1	2	3	4	5
Circulator in Wiregrass and Groves (Wesley Chapel)	1	2	3	4	5
Dade City to St. Leo University	1	2	3	4	5
Cross-county bus service on SR 52	1	2	3	4	5
Express bus on US 19	1	2	3	4	5
Express bus on I-75 (SR 52 to Downtown Tampa)	1	2	3	4	5
Express bus on Suncoast Parkway (SR 52 to Citrus Park Mall)	1	2	3	4	5

Potential Improvements to Existing Transit Service

Have buses come more often	1	2	3	4	5
Extend service later into the evening on existing bus routes	1	2	3	4	5
Add more hours on HART 51X Downtown Tampa Express	1	2	3	4	5
Add Sunday service to existing bus routes	1	2	3	4	5
Add more bus shelters and benches	1	2	3	4	5
Better sidewalk connections to bus stops	1	2	3	4	5

2) Please circle the top three (3) major roads or areas for more transit service improvements.

<input type="checkbox"/> US 19	<input type="checkbox"/> SR 52	<input type="checkbox"/> Wesley Chapel	<input type="checkbox"/> Hernando
<input type="checkbox"/> US 41	<input type="checkbox"/> SR 54/56	<input type="checkbox"/> New Port Richey	<input type="checkbox"/> Hudson
<input type="checkbox"/> US 301	<input type="checkbox"/> Little Road	<input type="checkbox"/> Dade City	<input type="checkbox"/> St. Leo
Other (please identify)	<input type="text"/>	<input type="text"/>	<input type="text"/>

Please explain what improvements are needed to the roads/areas you identified above.

General Comments and Suggestions

THANK YOU FOR YOUR COOPERATION!
PLEASE RETURN YOUR SURVEY TO THE PUBLIC WORKSHOP ATTENDANTS WHEN YOU ARE FINISHED.



PCPT Launches *Access Pasco: A Plan for Transit*

Pasco County Public Transportation (PCPT), in coordination with the Pasco County Metropolitan Planning Organization, has launched a major update to the County's 10-year Transit Development Plan (TDP). Dubbed *Access Pasco: A Plan for Transit*, the update will serve as a guide for the future of public transportation in Pasco County from 2014–2023. It represents the transit agency's vision to promote transit growth and improvement in Pasco over the next decade.



Public participation is an important part of the process, and numerous activities have been planned to support *Access Pasco*, including a bus on-board survey, stakeholder interviews, focus group discussions, open house public workshops, and a transit summit.

Members of the public are encouraged to attend one of several open house public workshops to provide input on existing and future transit services. Staff and consultants will be available at these workshops to provide information, answer questions, and take comments.

Saturday, February 16, 2013 — 10 AM–3 PM

Wiregrass Mall Center Court (coincides with Fresh Market)
Paseo Drive, Wesley Chapel, Florida 33543
(PCPT Bus Route 54)

Tuesday, February 19, 2013 — 11 AM–2 PM

West Pasco Government Center Courtyard
8731 Citizens Drive, New Port Richey, FL 34654
(PCPT Bus Routes 14 & 23)

Friday, April 12, 2013 — 11 AM–2 PM

Hugh Embry Library
14215 North 4th Street, Dade City, Florida 33523
(PCPT Bus Routes 30 & 31)

Tuesday, April 23, 2013 — 11 AM–2 PM

West Pasco Government Center Lobby
8731 Citizens Drive, New Port Richey, FL 34654
(PCPT Bus Routes 14 & 23)

For more information on *Access Pasco*, please contact PCPT at (727)834-3322 or info@ridepcpt.com.

PLANS AND STUDIES REVIEW

**City of Dade City Comprehensive Plan
(Dade City, 2010)**

Overview
<p>The City of Dade City comprises approximately 2,400 acres located in the rural northeastern area of rapidly urbanizing Pasco County. Primarily comprising low density, single-family neighborhoods, the city also supports a traditional downtown business district, medical and office establishments, and a few light industrial uses. Local businesses are supported by residents and visitors to the city and the surrounding region.</p> <p>There are eight main components of the Comprehensive Plan, each comprising a technical support document and goals, objectives, and policies (GOPs). The elements include Future Land Use, Transportation, Housing, Infrastructure (i.e., Potable Water, Sanitary Sewer, Solid Waste, Stormwater Drainage), Conservation, Recreation and Open Space, Intergovernmental Coordination, and Capital Improvements.</p> <p>The purpose of the Transportation Element is to plan for a multimodal transportation system that places importance on public transportation systems and public safety. The Transportation Element is concerned with all transportation facilities used for the movement of persons and goods. The element establishes existing and projected transportation systems for motorized and non-motorized traffic circulation in the City.</p>

Transportation Element: Selected Goals, Objectives & Policies	
Goal 1	Establish and maintain a safe, convenient, and efficient multimodal transportation system that serves to increase mobility and reduce reliance upon the automobile.
Objective 1.1	The City shall continue to provide safe, efficient, and quality roadways in the City of Dade City that maintain transportation efficiency.
<i>Policy 1.1.6</i>	Establish with the assistance of the Pasco County MPO, numerical indicators on modal split, transit trips per capita, automobile occupancy rates, and the like to help measure progress towards improved transportation system efficiency.
Objective 1.3	By December 2001, the City, through revisions to the Land Development Code, establish criteria and procedures to ensure the maintenance of a safe, convenient, and energy efficient multimodal transportation system.
<i>Policy 1.3.1</i>	Maintain development regulations and design standards for on-site motorized and non-motorized parking; safe and convenient on-site vehicle circulation systems; and access points through the development review process to ensure adequate vehicular, transit, bicycle, and pedestrian site access and to discourage use of single-occupant vehicles.
<i>Policy 1.3.2</i>	Through the City's annual operating budget and the land development regulations, provide bicycle and pedestrian ways for connecting residential areas to recreation areas, school, shopping areas, and transit terminal areas as appropriate.
<i>Policy 1.3.8</i>	Support and encourage through site plan review alternative modes of transportation/transit friendly design features along roadways to accommodate the needs of pedestrians, cyclists, and handicapped persons, and promote ridesharing by public and private sector employees.
<i>Policy 1.3.9</i>	As an ongoing policy, the City's traffic circulation system shall emphasize pedestrian safety and transit-friendly design.
<i>Policy 1.3.10</i>	In conjunction with Pasco County MPO and FDOT, participate in transportation demand management measures such as alternate transportation modes (bicycle, pedestrian, transit), telecommuting, ridesharing, etc., to reduce peak hour travel demand on arterial roadways.
Objective 1.5	Continue to participate on the Pasco County MPO to ensure that County operated public transportation efficiently serves existing and proposed major trip generators and attractors, land uses, and the transportation disadvantaged in Dade City.
<i>Policy 1.5.1</i>	Continue to facilitate the efforts of the Pasco County MPO and FDOT to provide convenient and efficient public transportation.

<i>Policy 1.5.2</i>	Coordinate with PCPT to provide additional bus stops.
<i>Policy 1.5.3</i>	The City will attempt to continue construction of bicycle/pedestrian paths that provide connections to transit routes in the City.
<i>Policy 1.5.4</i>	By December 2004, develop parking strategies that promote transportation objectives. Strategies could include: <ul style="list-style-type: none"> • Maximum, in lieu of minimum, parking requirements • Elimination of parking requirements in Downtown or for proposed traditionally designed developments • Park-and-ride lots • On-street parking as a traffic calming technique • Location of parking lots behind buildings
<i>Policy 1.5.5</i>	Encourage compact, mixed use, nodal development in designated public transportation corridors to promote convenient and efficient use of public transportation.
<i>Policy 1.5.6</i>	Coordinate with the Pasco County MPO and PCPT to provide bus service to areas of the City which demonstrate a need for service, especially assisted living facilities (ALFs) and low income neighborhoods, with focus on providing basic transportation needs to those who have no private means of transportation.
<i>Policy 1.5.7</i>	Attempt to increase public awareness regarding PCPT transit schedules, services, and route information.

Future Land Use Element: Selected Goals, Objectives & Policies	
Goal 1	To promote compatible land uses which will maximize, enhance, and preserve Dade City’s unique and attractive characteristics in a manner consistent with the economic, physical, ecological, and social needs, capabilities, and desires of the community.
Objective 1.1	Future growth and development shall be managed through the preparation, adoption, implementation, and enforcement of land development regulations consistent with this adopted Comprehensive Plan.
<i>Policy 1.1.7</i>	Recognizing older adults as an asset to the state, consider participating in the Elder-Ready Communities program administered by the State of Florida Department of Elder Affairs. An Elder-Ready Community is one that enhances an elder’s independence through attention to such quality of life issues as: <ul style="list-style-type: none"> • Walking or transit accessibility to shopping, medical, and other daily needs • Transportation alternatives to driving (e.g., bus, train, and paratransit) • Infrastructure of services • Street design (e.g., sidewalks, pedestrian crossings, road conditions, and signage) • Leisure activities (e.g., recreational, cultural, educational, and religious facilities/services) • Housing options (e.g., accessory units, public, group, and assisted living) afforded through zoning laws • Housing maintenance assistance • Public involvement in the governmental processes

City of New Port Richey 2020 Comprehensive Plan (New Port Richey, 2008)

Overview

The City of New Port Richey is located in west central Florida approximately one mile inland from the Gulf of Mexico. The City's land area spans approximately 4.54 square miles, or 2,905 acres. US 19 is the major north/south transportation corridor in the city, providing connectivity to urban Pinellas County to the south and urbanizing Hernando County to the north. The Pithlachascotee River traverses the City on its way to the Gulf of Mexico. Neighboring jurisdictions include Port Richey to the north and unincorporated Pasco County.

New Port Richey is the most populous of Pasco County's six municipalities. In 2005, the estimated population of the city was 16,928, and its population density was 3,658 persons per square mile (5.67 persons per acre). Slightly more than 94 percent of the local population is white. Approximately 5 percent of the local population is Hispanic. The median age of a City resident is 44.2 and the average persons per household is 2.11. The median family income in the city is \$32,172, and 16.6 percent of the local population is at or below the poverty level. Almost 12 percent of city households do not have a vehicle for transportation.

There are 10 main components of the Comprehensive Plan, each comprising a technical support document and goals, objectives, and policies (GOPs). The elements include Livable City, Future Land Use, Transportation, Housing, Infrastructure (with Potable Water, Sanitary Sewer, Solid Waste and Stormwater Drainage sub-elements), Conservation, Coastal Management, Recreation and Open Space, Intergovernmental Coordination and Capital Improvements. The Livable City is an optional element. All elements of this Comprehensive Plan were developed to be mutually supportive and interactive.

The City recognizes that future transportation needs cannot be met by the automobile alone. Therefore, **multimodal transportation in New Port Richey, including public transit, walking, bicycling, and intermodal transportation connections, is emphasized in the element along with traditional planning for automobile circulation and roadway beautification.** The element also acknowledges land use, which has a strong relationship with transportation system efficiency.

City of Zephyrhills 2010 Comprehensive Plan (Zephyrhills, 2010)

Overview
<p>The City of Zephyrhills Comprehensive Plan was updated and approved in September 2010. The document serves to provide a "blueprint" for how the city envisions growing through the year 2025. Unmanaged growth and development will lead to problems of urban and suburban sprawl. The goal of the Transportation Element is to provide for the safe, efficient, and convenient movement of people and goods.</p> <p>Based on updates to the Comprehensive Plan, four Key Focus Areas were developed that allow the city to prioritize pressing issues and illustrate the relationship between the Goals and Actions in the Comprehensive Plan. The result is a more user-friendly plan that pinpoints tasks over the next 10-year period. The Key Focus Areas are:</p> <ul style="list-style-type: none"> • Creating a diverse and sustainable economy. • Protecting and preserving our natural and historical resources. • Revitalization of our urban communities. • Developing livable communities. <p>An action needed to develop livable communities includes developing aesthetically-pleasing, interconnected transportation systems that encourage walking, biking and public transit, and discourage high-speed traffic.</p>

Transportation Element: Selected Goals, Objectives & Policies	
Multimodal Transportation System	
Objective 1.4	Through revisions to the Land Development Code, establish criteria and procedures to ensure the maintenance of a safe, convenient, and energy efficient multimodal transportation system.
<i>Policy 1.4.1</i>	Support and encourage through site plan review alternative modes of transportation/transit friendly design features along roadways to accommodate the needs of pedestrians, cyclists, and handicapped persons, and promote ridesharing by public and private sector employees.
<i>Policy 1.4.2</i>	As an ongoing policy, traffic circulation system shall emphasize pedestrian safety and transit-friendly design.
<i>Policy 1.4.5</i>	In conjunction with the Pasco County MPO and FDOT, participate in TDM measures such as alternative transportation modes (i.e., bicycle, pedestrian, transit), telecommuting, and ridesharing, etc., to reduce peak hour travel demand on US 301 and SR 54.
Public Transit System	
Objective 1.5	Continue to participate on the Pasco County MPO to ensure that County-operated public transportation efficiently serves existing and proposed major trip generators and attractors, land uses, and the transportation disadvantaged in Zephyrhills.
<i>Policy 1.5.1</i>	Continue to facilitate the efforts of the Pasco County MPO and FDOT to provide convenient and efficient public transportation.
<i>Policy 1.5.2</i>	Coordinate with PCPT to provide additional bus stops.
<i>Policy 1.5.3</i>	Attempt to continue construction of bicycle/pedestrian paths that provide connections to transit routes in the city.

<i>Policy 1.5.4</i>	<p>Implement parking strategies that promote transportation objectives. Strategies could include:</p> <ul style="list-style-type: none"> • Maximum, in lieu of minimum, parking requirements • Elimination of parking requirements in Downtown or for proposed traditionally designed developments • Park-and-ride lots • On-street parking as a traffic calming technique • Location of parking lots behind buildings
<i>Policy 1.5.5</i>	<p>Encourage compact, mixed use, nodal development in designated public transportation corridors to promote convenient and efficient use of public transportation.</p>
<i>Policy 1.5.6</i>	<p>Coordinate with the Pasco County MPO and PCPT to provide bus service to areas of the city which demonstrate a need for service, especially assisted living facilities and other retirement facilities, with focus on providing basic transportation needs to those who have no private means of transportation.</p>
<i>Policy 1.5.7</i>	<p>Attempt to increase public awareness regarding PCPT transit schedules, services, and route information.</p>
<i>Policy 1.5.9</i>	<p>Maintain development regulations and design standards for on-site motorized and non-motorized parking; safe and convenient on-site vehicle circulation systems; ad access points through the development review process to ensure adequate vehicular, transit, bicycle, and pedestrian site access and to discourage use of single-occupant vehicles.</p>

**Pasco County 2025 Comprehensive Plan
(Pasco County, Adopted 2006/Revised 2010)**

Overview	
<p>As Pasco County has grown, changed, and become more urbanized, the focus, vision, and approach to growth management has changed. These changes are reflected in a change in policy and program emphasis that begins with a community that has a predominately rural lifestyle and is focused on building basic government institutions to serve the developing community. As more development occurs and a more suburban development form emerges, there is a change of emphasis to building roadways and major infrastructure to serve the growing population. As this community becomes more urbanized and has met its "basic needs" in the form of institutions and infrastructure, the planning framework must look ahead toward policies that focus more on quality-of-life issues and sustaining the livability of the community.</p> <p>This planning framework relies upon a solid foundation for future planning, which is reflected in the adopted Future Land Use Map and facility strategy that protects rural neighborhoods and effectively limits urban sprawl; a land acquisition program that is designed to preserve key ecosystems and protect wildlife, water resources, and natural areas; an economic incentives program to attract target businesses and create new high-paying jobs; and a solid infrastructure support system. The inclusion of urban design policies and programs through the Future Land Use Element will maintain community quality and create neighborhood compatibility in order to provide an effective planning strategy for the county.</p> <p>The Pasco County Comprehensive Plan includes Administration, Future Land Use, Conservation, Coastal Management, Recreation and Open Space, Housing, Transportation, Public Schools Facilities, Capital Improvements, Public Facilities, Economic, and Intergovernmental Coordination elements.</p>	
Future Land Use Element: Selected Goals, Objectives & Policies	
Goal 1	<p>Foundation for Growth Management: Implement the County's Future Land Use Plan to achieve an appropriate balance between public and private interests in the:</p> <ul style="list-style-type: none"> • Protection of the environment • Creation of favorable economic conditions • Provision of affordable housing • Provision of adequate services and facilities • Maintenance of established residential neighborhoods • Protection of rural and agricultural areas • Provision of high quality, aesthetically designed roadways • Protection of private-property rights
Objective 1.8	<p>Growth Management Policies for Innovative Planning Strategies to Reduce Urban Sprawl: To develop and enforce innovative planning techniques and land development regulations designed to protect residential neighborhoods, enhance the economic viability of the community, promote the efficient use of infrastructure, preserve natural resources, and reduce the proliferation of urban sprawl. Pasco County recognizes the need to facilitate transit-oriented design development along major roadways to provide alternate modes of travel by providing a mix of transit-supportive uses that focus on accessibility for the elderly and special needs community.</p>
<i>Policy 1.8.1</i>	<p><i>Traditional Neighborhood Design:</i> Provide a development option for traditional neighborhood developments as a means to require efficient urban growth patterns and shall ensure that each traditional neighborhood design (TND) exhibits the following characteristics and conforms to the following design principles:</p> <ul style="list-style-type: none"> • Village or town centers with mixed uses. A mixture of nonresidential and residential uses of various densities, intensities, and types

	designed to promote walking between uses and a variety of transportation modes, such as bicycles, transit, and automobiles.
<i>Policy 1.8.5</i>	<p><i>Transit-Oriented Design:</i> Amend the Land Development Code by December 2008 to include transit-oriented design (TOD) standards to reinforce the use of public transportation by locating higher-density, mixed-use development, including employment-oriented businesses and higher-density residential uses, adjacent to transit stops, which shall address at a minimum:</p> <ul style="list-style-type: none"> • Establishment of block lengths • Building setbacks and orientation to the street • Establishing minimum density and floor area ratio • Uses that support public transportation and walkability • Reduction in parking requirements and encourage shared parking • Prohibiting auto-oriented uses within a transit-oriented design • Open-space requirements
<i>Policy 1.8.6</i>	<p><i>Town Centers/Transit Coordination:</i> Require Transit Coordination Plans for all town centers. These plans shall cover an area equivalent to one-quarter-mile radius from a planned transit stop in the town center and up to one-half-mile radius for the surrounding neighborhoods. Pedestrian connections to other more distant neighborhoods shall be indicated. Transit Coordination Plans are required to include:</p> <ul style="list-style-type: none"> • Land use • Layouts of public streets and open spaces • Vehicular, pedestrian, and bicycle circulation • Parking design • Parks and green space • Transit stop design guidelines • Capital improvements programming • Transit service details • Market feasibility studies <p>Phasing</p>
<i>Policy 6.4.1</i>	<p><i>Connected, Multimodal Transportation System:</i> The transportation system for the Pasadena Hills Study Area shall provide multimodal capabilities and be connected through a network of streets that are visually appealing and supportive of non-motorized travel modes. The visual/functional characteristics of streets are important in the design of the community; shall be guided by the following design principles:</p> <ul style="list-style-type: none"> • Streets should be designed to create a sense of place, with attention to maintaining the visual integrity of the community including sidewalks, street trees, landscaped medians, and other rights-of-way. • Streets should be designed to accommodate a mix of travel modes including vehicles, bikes, transit, and pedestrians. • Streets should be designed holistically considering the pavement, curbing, bikeways, pedestrian ways, lighting, signs, front-yard setback areas, and building facades. <p>Neighborhood streets should be designed to address two specific goals: connectivity and protection of the neighborhood. This should be accomplished by providing connections to adjacent activities and neighborhood-serving businesses with streets that offer multiple route choices, but do not encourage cut-through traffic.</p>
Objective 6.5	<p>Land Use and Form: To prevent low-density sprawl development by guiding the development of urban lands inside the Pasadena Hills Study Area into compact, mixed-use, pedestrian-friendly villages connected by areas of permanent open space.</p>

<i>Policy 6.5.1</i>	<p><i>Establishment of Planning Framework:</i> Pasco County, through the adoption of the Pasadena Hills Area Plan, has established a development policy framework that enhances the livability of the County and preserves its natural, cultural, physical, and other resources by creating planning and development policies and Future Land Use categories that address development issues. This new development pattern shall:</p> <ul style="list-style-type: none"> • Be formed around neighborhoods that include a broad range of family sizes and incomes in a variety of housing types including affordable housing units, which are integrated with commercial, office, and civic uses • Support a fully-connected system of streets and roads that encourage alternative means of transportation (pedestrian, bicycle, transit) • Integrate permanently-dedicated open space
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Transportation Element: Selected Goals, Objectives & Policies	
Summary of Key Transportation Issues and Corresponding Policies	<p>Alternative Modes: Increase emphasis on alternative modes of transportation (transit, bicycle facilities, and sidewalks). <i>Policy Reference: 1.1.3, 3.2.2, 3.2.3 (and all policies under the following Objectives: 1.5, 6.1, 6.2, 7.1, 7.2, 7.3, 8.1, 8.2, 9.1, 9.2, 9.3, 9.4, 10.1, 10.2).</i></p>

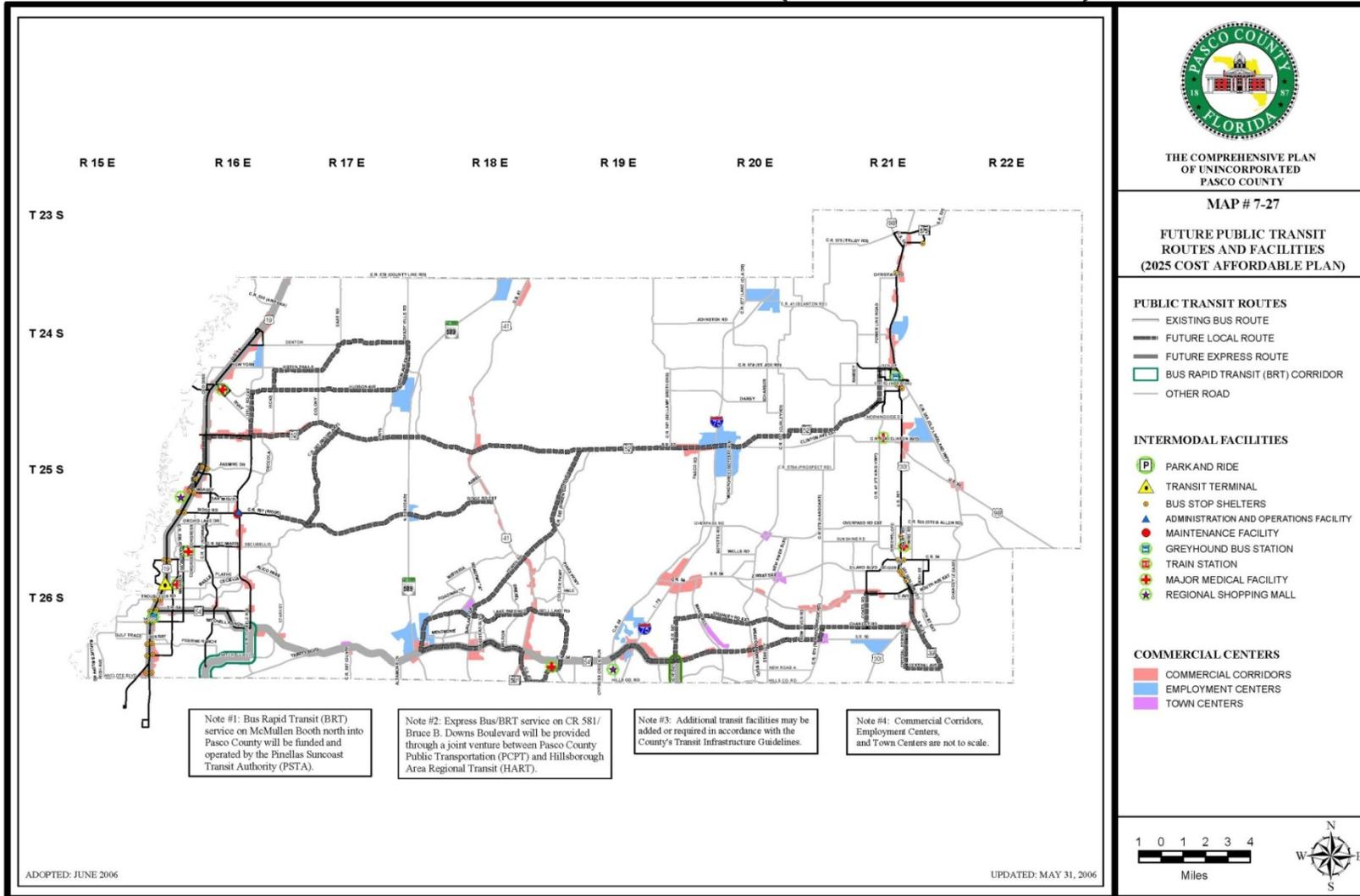
Transportation Element: Selected Goals, Objectives & Policies	
Goal 1	Develop an integrated, multimodal, transportation system that provides for the safe, efficient, and effective movement of people, goods, and services in Pasco County.
Objective 1.1	Multiple Modes
<i>Policy 1.1.3</i>	<i>Public Transportation Alternatives:</i> Promote public transportation alternatives to the automobile, emphasizing fixed-route bus service through various marketing strategies.
Goal 3	Coordinate the traffic circulation system with future land uses and natural resource constraints.
Objective 3.2	<p>Growth Management Policies for Innovative Planning Strategies to Reduce Urban Sprawl (Consistent with Objective FLU 1.8): To develop and enforce innovative planning techniques and land development regulations designed to protect residential neighborhoods, enhance the economic viability of the community, promote the efficient use of infrastructure, preserve natural resources, and reduce the proliferation of urban sprawl. Pasco County recognizes the need to facilitate TOD development along major roadways to provide alternate modes of travel by providing a mix of transit-supportive uses that focus on accessibility for the older adult and special needs community.</p>
<i>Policy 3.2.1</i>	<p><i>Traditional Neighborhood Design (Consistent with Policy FLU 1.8.1):</i> Provide a development option for TND developments as a means to require efficient urban growth patterns and ensure that each exhibits the following characteristics and conforms to these design principles:</p> <ul style="list-style-type: none"> • Village or Town Centers with Mixed Uses: A mix of nonresidential and residential uses of various densities, intensities, and types designed to promote walking between uses and a variety of transportation modes, such as bicycles, transit, and automobiles. • Functional Neighborhoods: Residential areas are located and designed as neighborhoods and embrace a full range of urban facilities, including neighborhood retail centers, a variety of housing types, public/civic space and a variety of open space amenities, schools, central water and sewer, and fire/safety accessibility. • Walkable Streets: Integrated neighborhoods and a compact TND development that designs a community based on reasonable walking distances, the location of parking, and the design of streetlights, signs, and sidewalks. • Interconnected Circulation Network: An interconnected street system that prioritizes pedestrians and bicycle features and links neighborhoods to shopping areas, civic uses, parks, and other recreational features. • Respect for Natural Features: Development activity recognizes the natural and environmental features of the area and incorporates the protection, preservation, and enhancement of these features as a resource amenity to the development.

<p>Policy 3.2.2</p>	<p><i>Transit-Oriented Design (Consistent with Policy FLU 1.8.5):</i> Amend the Land Development Code by December 2008 to include transit-oriented design standards to reinforce the use of public transportation by locating a higher density mixed-use development, including employment-oriented businesses and higher density residential uses, adjacent to transit stops, which shall address, at a minimum:</p> <ul style="list-style-type: none"> • Establishment of block lengths • Building setbacks and orientation to the street • Establishing minimum density and Floor Area Ratio • Uses that support public transportation and walkability • Reduction in parking requirements and encourage shared parking • Prohibiting auto-oriented uses within a transit-oriented design • Open-space requirements
<p>Policy 3.2.3</p>	<p><i>Town Centers/Transit Coordination (Consistent with Policy FLU 1.8.6):</i> Require transit coordination plans for all town centers; shall cover an area equivalent to a ¼-mile radius from a planned transit stop in the town center and up to a ½-mile radius for surrounding neighborhoods. Pedestrian connections to other more distant neighborhoods shall be indicated. Transit coordination plans are required to include:</p> <ul style="list-style-type: none"> • Land use • Layouts of public streets and open spaces • Vehicular, pedestrian, bicycle circulation • Parking design • Parks and green space • Transit stop design guidelines • Capital improvements programming • Transit service details • Market feasibility studies • Phasing
<p>Goal 4</p>	<p>Support a coordinated intergovernmental and interagency transportation planning process.</p>
<p>Objective 4.2</p>	<p>Coordination with Other Systems, Agencies, and Jurisdictions Regarding Public Transportation: Ensure coordination and consistency with local, regional, and State plans for the future provision of public transportation service in Pasco County.</p>
<p>Policy 4.2.1</p>	<p><i>Review Plans Relevant to Transit:</i> Review relevant local, regional, and State transit plans as they are prepared and provide comments, as appropriate.</p>
<p>Objective 4.3</p>	<p><i>Cooperative Transit Efforts:</i> Identify cooperative efforts with neighboring county transit systems, including HART, PSTA, The Hernando Express (THE) Bus.</p>
<p>Goal 5</p>	<p>Improve the quality of public transportation service.</p>
<p>Objective 5.1</p>	<p>Transit Quality and Level of Service: Maintain an on-time performance of 90% and expand transit service as new markets, trip generators, and attractors are identified.</p>
<p>Policy 5.1.1</p>	<p><i>Percentage of On-time Trips:</i> Estimate the percentage of trips that are early or within 5 minutes of designated arrival time.</p>
<p>Policy 5.1.2</p>	<p><i>Improve Driver Training Program:</i> Continue and improve the driver training program.</p>
<p>Policy 5.1.3</p>	<p><i>Headways:</i> Maintain headways that do not exceed 60 minutes on all local fixed-route bus services.</p>
<p>Policy 5.1.4</p>	<p><i>Monitor Transit Service Trends:</i> Monitor trends in revenue miles, headways, and hours of service.</p>

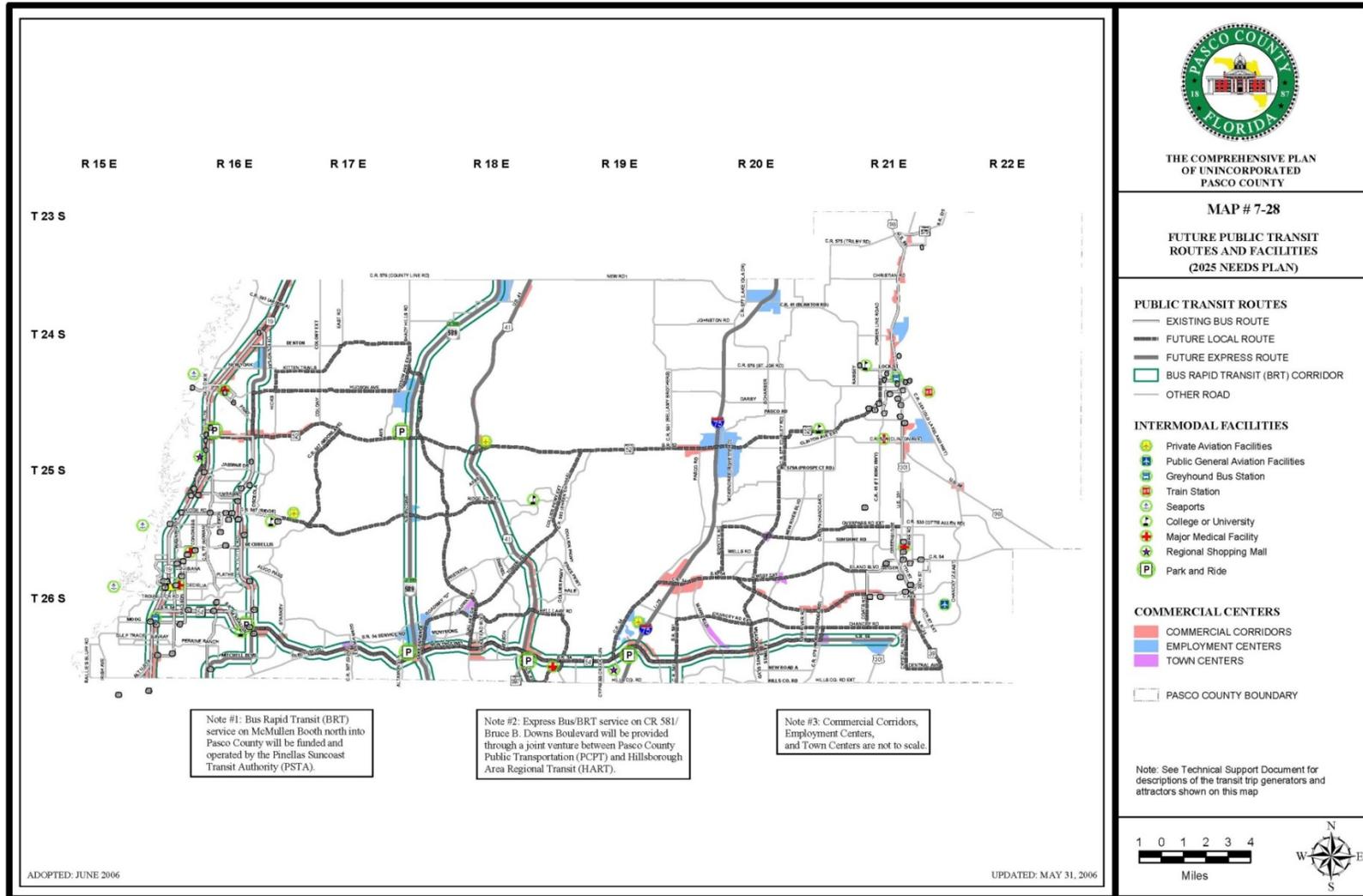
<i>Policy 5.1.5</i>	<i>Implementation of Recommendations and Updates to the Transit Development Plan:</i> Implement the recommendations of the 2005–09 Pasco County Transit Development Plan and subsequent updates to the Transit Development Plan.
Objective 5.2	Transit Performance: Maintain a transit performance monitoring program.
<i>Policy 5.2.1</i>	<i>Publishing Transit Performance Reports:</i> Continue publishing annual performance reports in newspapers (required by Florida Statutes).
<i>Policy 5.2.2</i>	<i>Produce Monthly Transit Performance Reports:</i> Continue to produce monthly transit performance reports.
<i>Policy 5.2.3</i>	<i>Transit Performance Weaknesses:</i> Address transit performance weaknesses identified in the monitoring process.
Objective 5.3	Transit Working Conditions: Continue to improve working conditions for all Pasco County Public Transportation employees.
<i>Policy 5.3.1</i>	<i>Improve Transit Employee Training Programs:</i> Continue and improve employee training programs.
<i>Policy 5.3.2</i>	<i>Open Communications with Transit Employees:</i> Maintain open communications with transit employees to identify and solve problems.
Objective 5.4	Transit Budget: Continue the annual development and submission for each fiscal year of service, a transit budget for approval through the Metropolitan Planning Organization's Transportation Improvement Program process.
<i>Policy 5.4.1</i>	<i>State and Federal Policies Regarding Grants:</i> Subscribe/adhere to the State and Federal policies regarding the submission of transit grant applications and the receipt of transit grant funds.
Objective 5.5	Advanced Transit Technologies: Evaluate potential for incorporating advanced transit technologies, such as electronic fare collection.
<i>Policy 5.5.1</i>	<i>Pursue Funding for Advanced Technologies:</i> Pursue funding to evaluate application of advanced transit technologies to PCPT by 2008.
Goal 6	Increase public awareness of PCPT through education and marketing.
Objective 6.1	Public Awareness and Marketing: Expand the distribution of transit system information and route schedules and pursue marketing opportunities through community associations and clubs.
<i>Policy 6.1.1</i>	<i>Distribute Schedules and System Information:</i> Distribute schedules and system information in public places throughout the county for residents and visitors; e.g., shopping centers, Chambers of Commerce, libraries, etc.
<i>Policy 6.1.2</i>	<i>Increase Number of Schedule Locations:</i> Increase the number of locations where schedules are displayed.
<i>Policy 6.1.3</i>	<i>Comprehensive Mailing List:</i> Maintain comprehensive mailing list of community associations/clubs to inform about PCPT programs/services.
<i>Policy 6.1.4</i>	<i>Present an Overview of Transit Programs and Services:</i> PCPT shall proactively seek opportunities to present an overview of the transit programs and services provided by PCPT.
Objective 6.2	Public Involvement: Develop an ongoing public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.
<i>Policy 6.2.1</i>	<i>Transit Quality of Service Survey:</i> Conduct an annual Transit Quality of Service Survey to measure the change in patron satisfaction over time.
<i>Policy 6.2.2</i>	<i>Participate in Public Workshops:</i> PCPT shall participate in public transportation or related public workshops hosted by Pasco County MPO.
<i>Policy 6.2.3</i>	<i>Complaint Tracking Procedure:</i> PCPT shall maintain and improve the transit complaint tracking procedure and response system.
Goal 7	Identify and meet needs for public transportation.
Objective 7.1	Transit Service Availability: Ensure the availability of service to meet the public transportation needs of the citizens of Pasco County.
<i>Policy 7.1.1</i>	<i>Prepare TDP Updates:</i> Prepare annual and major TDP updates to identify transit needs.
<i>Policy 7.1.2</i>	<i>Monitor Population/Demographic Characteristics:</i> Monitor population/demographic characteristics throughout the county.
<i>Policy 7.1.3</i>	<i>Implement Recommendations:</i> Implement TDP recommendations.

Objective 7.2	Transit-Oriented Populations: Identify and address the public transportation needs of transit-oriented populations in the county.
<i>Policy 7.2.1</i>	<i>Transit Orientation Index:</i> Update the transit orientation index with the most current data in conjunction with the major TDP update.
<i>Policy 7.2.2</i>	<i>Population Density:</i> Estimate the population density for areas determined to have a high transit orientation with the most current data in conjunction with the major TDP update.
<i>Policy 7.2.3</i>	<i>Implement Transit Recommendations:</i> Implement TDP recommendations.
Objective 7.3	Other Service Opportunities: Investigate need for other service opportunities, such as expanded fixed-route bus services, park-and-ride services, and carpools/vanpools.
<i>Policy 7.3.1</i>	<i>Travel Behavior and Park-and-Ride:</i> Obtain travel behavior characteristics of workers in areas with a potential for park-and-ride service.
<i>Policy 7.3.2</i>	<i>Coordinate to Develop Vanpools:</i> Coordinate with Bay Area Commuter Services to develop vanpools, particularly in areas identified as having the potential for future park-and-ride bus service.
Goal 8	Pursue transit-friendly land uses and regulations.
Objective 8.1	Transit-Friendly Development: Support land development regulations that encourage transit-friendly development.
<i>Policy 8.1.1</i>	<i>Transit Land Development Regulations:</i> Develop transit land development regulations based on <i>Transit Infrastructure Guidelines Manual</i> .
<i>Policy 8.1.2</i>	<i>Future Transit on Frontage Road System:</i> Require the frontage and reverse frontage road system to be designed to accommodate future transit, particularly in identified locations for town centers, employment centers, and other major activity centers.
<i>Policy 8.1.3</i>	<i>Developer Incentives for Transit:</i> Create incentives for developers to promote transit services through the construction of transit facilities.
Objective 8.2	Connectivity of Sidewalks and Bicycle Facilities to Public Transportation: Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.
<i>Policy 8.2.1</i>	<i>Sidewalk and Bicycle Facilities at Transit Stops:</i> Pasco County shall, through the development review process, require sidewalk and bicycle facilities at existing and future bus stops and routes.

**Pasco County 2025 Comprehensive Plan
Future Public Transit Routes and Facilities (2025 Cost Affordable Plan)**



**Pasco County 2025 Comprehensive Plan
Future Public Transit Routes and Facilities (2025 Needs Plan)**



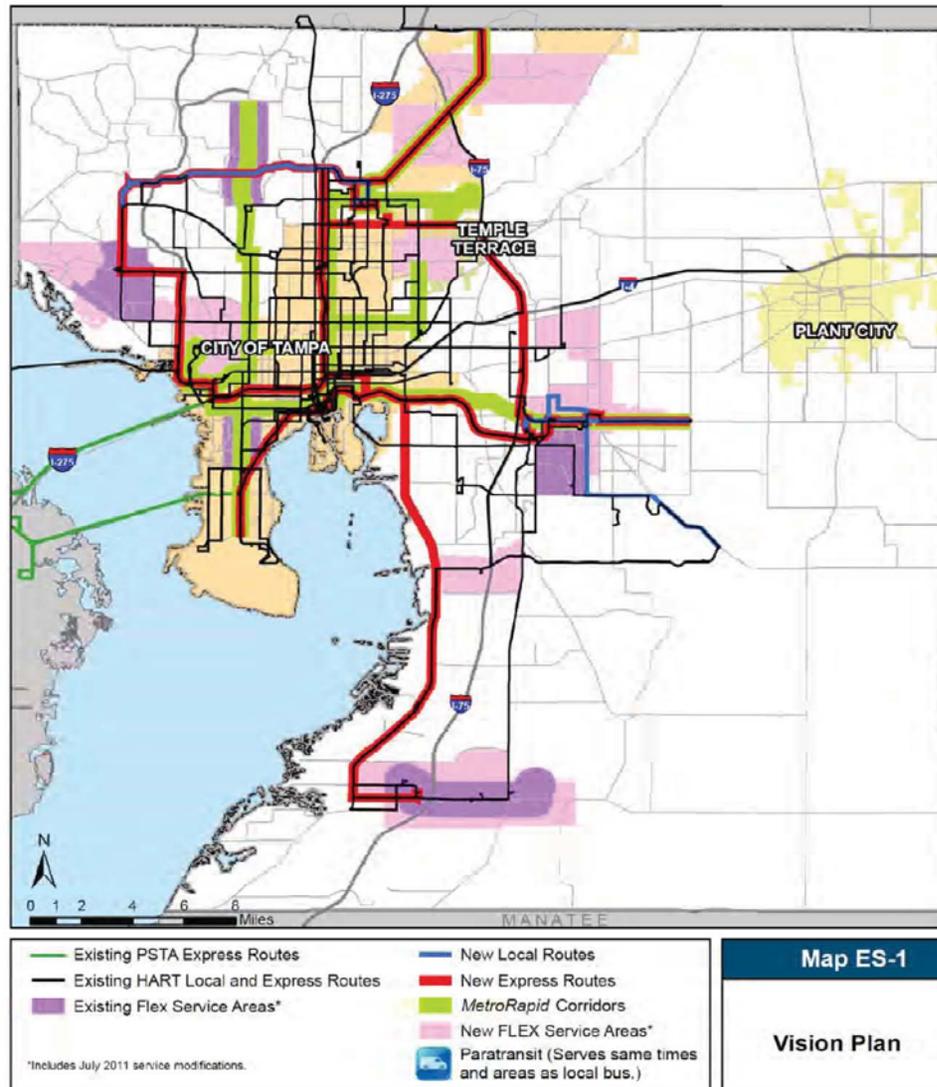
HART 2012-2021 Transit Development Plan (HART, 2011)

Overview

HART's most recent TDP major update covers the FY 2012 - FY2 021 time period. The update emphasizes the following requirements:

- Comprehensive public involvement program to solicit input from passengers, the public and key stakeholder groups on needs, priorities and strategies.
- Estimation of community's demand for transit using the FDOT prescribed TBEST (Transit Boarding Estimation and Simulation Tool) demand analysis tool.
- Detailed assessment of existing conditions and an analysis of the service to determine how effectively HART's services are addressing needs as well as key trends impacting the delivery of service.
- Preparation of a Situation Appraisal, using public input, technical analysis, and a review of policies and plans, identifying important critical issues affecting transit over the next 10 years.
- Development of a set of goals and objectives to guide the development of the ten year plan.
- Presentation of alternative courses of action in Ten-Year Vision and Status Quo Plans, with detailed financial plans of projected revenues and expenses.
- Action plan of the efforts to address **the immediate challenges facing HART as well as lay the groundwork for accommodating a greater share of Hillsborough County's mobility needs.**

**HART 2012-2021 Transit Development Plan
HART Vision Plan**



HART 2012-2021 Transit Development Plan (continued)

Status Quo Plan Overview	Implications
<p>The Status Quo Plan stands in contrast to the Vision Plan. It presents a scenario for what HART service would be over the next 10 years if no additional revenue sources are available for the transit program. Similar to the Vision Plan, the Status Quo Plan is a bus-oriented plan. In contrast to the Vision Plan, however, the Status Quo Plan does not include any service expansions over the 10-year period. Instead, the plan clearly illustrates that the existing service cannot be sustained after FY2013 with the existing revenue sources currently available to HART. A \$4.6 million operating deficit is shown in FY2014, which is maintained at approximately the same level each year. Several initiatives have been examined to reduce expenditures and offset continued critical revenue declines, including ad valorem reductions. These initiatives include:</p> <ul style="list-style-type: none"> • Reductions in administrative costs, including consultant services, staffing levels, overtime, travel and training. • Service restructuring focused on redirecting resources from lowest performing services to higher performing services. • Replacement of larger buses with smaller buses. • Redirecting additional revenues into operating budget. • Increased ad valorem revenues through a higher mil rate. • Additional federal revenues reallocated from capital budget. • Higher passenger revenues through a passenger fare increase in FY 2013. 	<p>Additional work was undertaken to assess needs as well as project revenues over the 10-year planning period. The following are some of the key issues impacting HART over the remaining years (FY2014–FY2021) of the planning period:</p> <ul style="list-style-type: none"> • Federal and state revenues are uncertain and expected to decline. • Ad valorem revenues are anticipated to be relatively flat over the 10-year planning period after several years of declining property values. • Many federal and state revenue sources are one-time in nature, resulting in significant budget shortfalls if additional revenues are not secured. • Federal and State formula revenues increasingly are being directed to the operating budget, reducing revenues available for capital projects. • The Fund Balance comprising HART reserves has declined to balance previous annual budgets. Further reductions would not enable HART to maintain the agency’s three-month operating reserve. • HART operating expenses will increase with the introduction of the MetroRapid North-South service on Nebraska and Fletcher Avenues, beginning in FY2013 with a partial year of service and the first full year of service in FY2014. • Paratransit demand has been increasing over the past several years, with expenses increasing at a similar rate. Strategies to make the service more efficient are under development. • State of Good Repair issues require the provision of ongoing significant revenues for capital projects, including bus replacement, information technologies, facility modernization, and repair and infrastructure. • To complete accessibility improvements at all HART bus stops, additional funding is required.

Hernando County MPO 2010-2019 Transit Development Plan (Hernando County MPO, 2009)

Overview

The Hernando County MPO’s most recent TDP major update covers FY 2010–FY 2019. Its public transit mission is **“to provide safe, efficient, and accessible transit services to citizens and visitors in need of transportation and to evolve into a system that ultimately provides for the mobility of all residents and visitors in Hernando County, offering a viable choice among travel modes.”** The TDP update includes:

- Review of the study area population, demographic, travel behavior, commuting patterns, development activities, land use, and roadway conditions for Hernando County.
- Overview of the existing fixed-route transit services in Hernando County and a performance assessment conducted for fixed-route services.
- Summary of the public involvement activities that were undertaken as part of the TDP update process and other related efforts by the MPO.
- Situation appraisal to help develop an understanding of the Hernando County transit operating environment, including regional issues, socioeconomics, travel behavior, existing and future land use, policy issues, organizational issues, technological issues, and environmental issues.
- Review and evaluation of transit demand and mobility needs regarding transit services in Hernando County.
- Transit mission for Hernando County and the goals, objectives, and policies to accomplish the transit mission. The mission, goals, objectives, and policies were developed based on discussions with MPO staff, input through the public involvement process, and the results of the technical evaluations.
 - Increase quality and level of transit services in Hernando County.
 - Increase transit ridership and improve cost efficiency.
 - Increase the visibility and name recognition of transit services.
 - Pursue coordination activities with regional entities and neighboring counties.
 - Pursue transit-supportive land use and development.
- Potential transit alternatives developed as part of the 10-year planning horizon of this TDP Update using public and MPO/THE Bus staff input, results of various demand analyses, and policy guidance provided by County and MPO staff, administration, and elected officials.

**Hernando County MPO 2010-2019 Transit Development Plan
Hernando County MPO Programmed Projects, Unfunded Needs, and Other Improvements**

Ten-Year Programmed Projects	
Implement two-hour headways	2010
Continue to operate complementary ADA paratransit service	2010
Increase service frequency back to 60-minute headways	2015
Implement West Pasco Connector (local bus service to Pasco County on US 19)	2016
Implement peak-hour commuter service (service in Brooksville, Spring Hill Airport Area, and Spring Hill)	2017
Implement Spring Hill Airport area peak-hour flex route	2017
Provide Transportation Demand Management strategies (vanpools)	2017
Implement East Pasco Connector (local bus service to Pasco County on SR 50/US 98)	2019
Ten-Year Unfunded Needs	
Add Saturday service to existing routes	TBD
Implement East Hernando Connector (local bus service on SR 50)	TBD
Implement Spring Hill/Airport Connector (local bus service on SR 50/Barclay Ave/Powell Rd/California St/Spring Hill Dr)	TBD
Other Improvements	
Implement Airport commuter service on US 41	TBD
Implement South Brooksville flex route	TBD
Implement Ridge Manor flex route	TBD
Implement Express Bus on Suncoast Parkway	TBD
Implement Express Bus on SR 50, from I-75 to Suncoast Parkway	TBD
Implement Express Bus on I-75, from Pasco County Line to SR 50	TBD

**PCPT 2009-2018 Transit Development Plan
(Pasco County MPO/PCPT, 2008)**

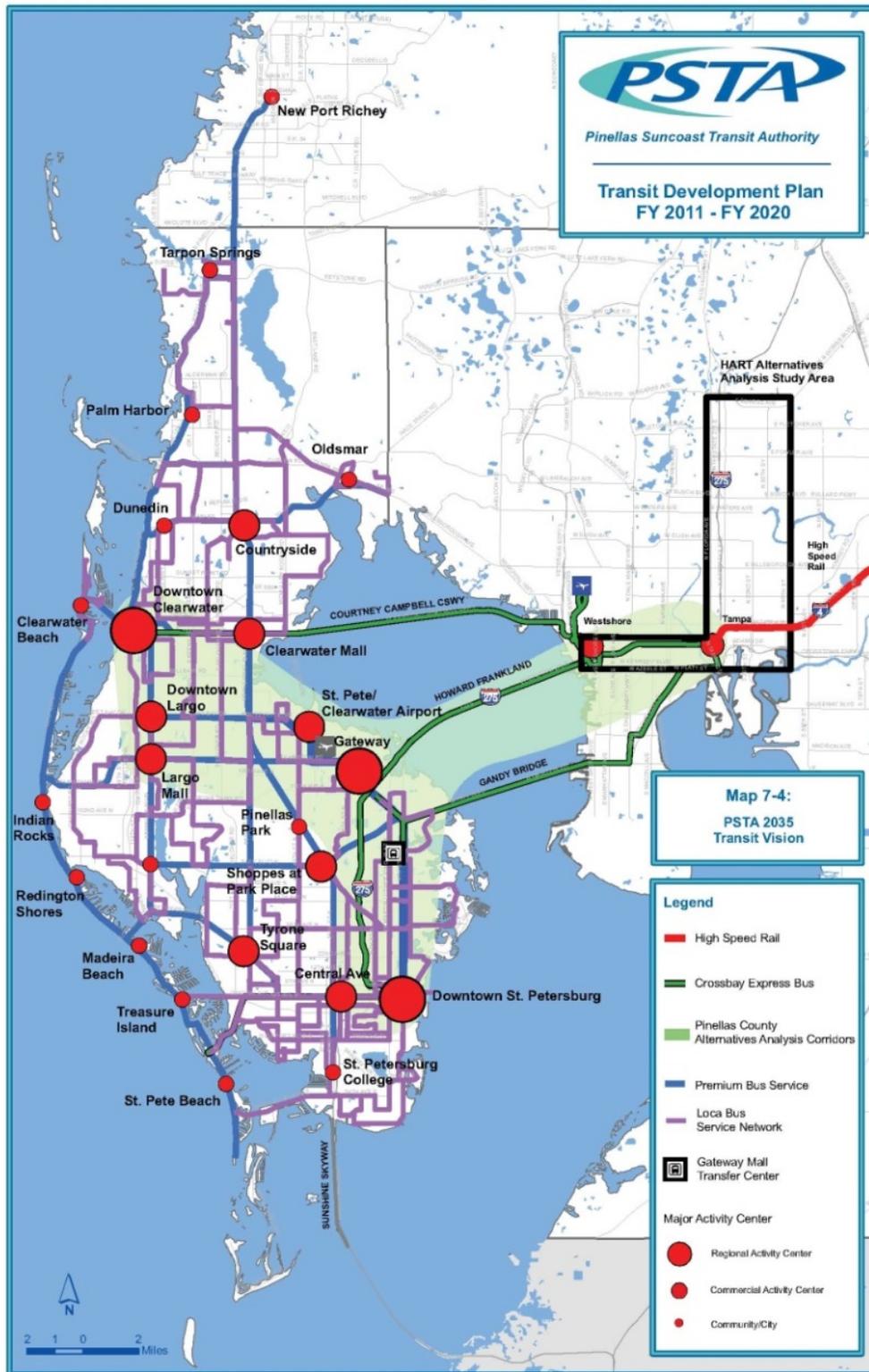
Overview	TDP Alternatives
<ul style="list-style-type: none"> The PCPT 2009-2018 TDP includes an overview of the data collection and analyses undertaken throughout the TDP process, a summary of the public involvement comments received, results of the transit demand analysis, a discussion of funding options, the goals and objectives of the TDP, a list of transit alternatives and their evaluation, and the 10-year development plan. The 10-year TDP includes alternatives that fall in three categories: service improvements, capital investments, and general improvements. 	<ul style="list-style-type: none"> Maintain all existing routes. Add more infrastructure to the bus system, including shelters, benches, bus stop signs, and information displays. Implement new local service. Implement Land O' Lakes circulator, provide fixed-route bus service on Bruce B. Downs Boulevard, provide flex-route bus service in the Wesley Chapel area, and add service between Zephyrhills and Wesley Chapel. Increase hours of service. Implement new express service. Increase frequency. Expand days of service (add Sunday service).

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

PSTA 2011–2020 Transit Development Plan (PSTA, 2010)

Overview				Goals and Recommendations		
<p>The TDP includes a review of transit planning and policy documents, a documentation of study area conditions and demographic characteristics, an evaluation of existing PSTA services, a summary of market research and public involvement efforts, the development of a situation appraisal and needs assessment, and the preparation of a 10-year transit development plan and a 25-Year Vision Plan. The TDP contains two financial plans:</p> <ul style="list-style-type: none"> • The revenue-constrained plan provides a financial plan under the assumption that current revenue sources continue, but no additional revenue sources are secured. • The vision plan assumes that a new revenue source is secured and provides for future transit growth that meets the demand for transit service and that will support the economic development and transit-supportive land use planning efforts occurring throughout the county. 				<ul style="list-style-type: none"> • Enhance the quantity and quality of service. • Implement system-wide infrastructure improvements. • Prioritize community partnerships and regional initiatives. • Encourage transit-supportive land use, development, and redevelopment. • Increase revenue through taxes, marketing, and partnerships. 		
Project List						
Plan	Project Summary	Mode	Proposed Year of Completion	Cost	Project Type	Status
Revenue-Constrained	Service adjustment and fare change	Bus	2010	-	Operating	Completed
	St. Petersburg to Clearwater rail connector (two phases)	Rail	2024	\$310/hour	Operating	Unfunded
Vision	Track construction	Rail	2024	\$71 million/mile	Capital	Unfunded
	Vehicles and station construction	Rail	2024	Not specified	Capital	Unfunded
	Command center and maintenance yard	Rail	2024	\$21 million	Capital	Unfunded
	Transfer/intermodal facility improvements/construction	Intermodal	2013-2023	\$77.5 million	Capital	Unfunded
	Park-and-ride facilities	Intermodal	Not specified	\$525,000 each	Operating	Unfunded
	Enhance 10 most productive local bus routes with premium bus service, improve peak local feeder routes connecting with premium bus network to 10- to 15-minute frequencies	Bus	2014	\$79.22/hour	Operating	Unfunded
	Additional 339,000 annual revenue hours of service for premium bus service, expanded local bus service, cross-bay service, Bus Rapid Transit (BRT) over Memorial Causeway in Clearwater	Bus	2014	Not specified	Operating	Unfunded
	Total of 134 expansion vehicles: 115 vehicles for premium/ local bus service expansion, 19 for cross-bay/BRT service	Bus	2014	Not specified	Capital	Unfunded
	Additional 246,000 revenue hours of service to system	Bus	2020	\$79.22/hour	Operating	Unfunded
	66 expansion vehicles	Bus	2020	\$625,000 each	Capital	Unfunded

**PSTA 2011-2020 Transit Development Plan
PSTA 2035 Transit Vision**



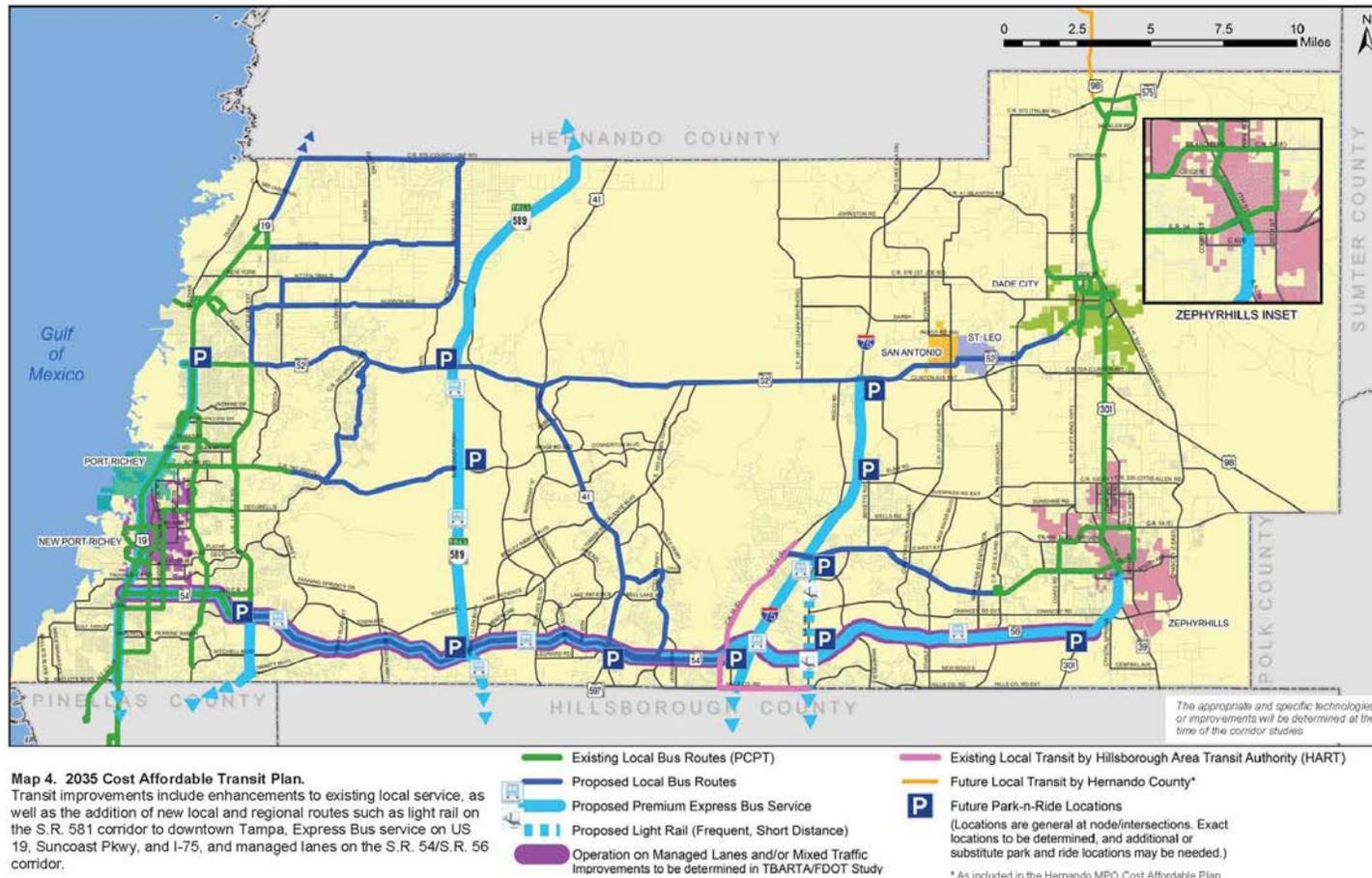
**Pasco County MPO 2035 Long Range Transportation Plan
(Pasco County MPO, 2009)**

Overview	2035 Cost Affordable Plan: Public Transportation
<p>This 2035 LRTP represents a significant effort to address the long-term transportation needs of Pasco County and the greater Tampa Bay area. Key highlights of the plan include:</p> <ul style="list-style-type: none"> • Identification of funding for over \$9.7 billion for transportation improvements from 2015 to 2035. • Development of \$1+ billion for public transportation service and improvements, including implementation of key elements of TBARTA Mid-Term Master Plan. Improvements, as planned, include light rail, BRT, and express bus service on key regional roadways. • Significant investment in SR 54/SR 56 corridor resulting in \$870+ million in capital improvements, which are intended to address anticipated intense development forecast to occur in this area of the county and to provide for continued corridor mobility. 	<p>The plan includes a total investment of \$1+ billion in capital and operating costs through 2035 that will facilitate the significant growth projected throughout the county and specifically along SR 54 and SR 56. Nearly all improvements to the public transportation system are dependent on the implementation of Charter County Transportation System Surtax (one cent countywide sales tax) by 2020. The TBARTA adopted master plan was considered in the development of the Cost Affordable Plan projects. Some of the highlights include:</p> <ul style="list-style-type: none"> • Proposed light rail on the Bruce B. Downs corridor from Hillsborough County Line to SR/C.R. 54 (connection to University of South Florida). • Develop Managed Lanes on the SR 54/SR 56 corridor to accommodate enhanced mobility options including express bus or BRT, as determined by the ongoing TBARTA/FDOT Project Concept Development Study. • Develop express service on the entire length of Suncoast Parkway to service major destinations throughout the Tampa Bay region. • Add express bus service on I-75 north to SR 52 and on US 19 from Pinellas County to SR 52. • Provide cross-county local bus service from West Pasco County to Dade City along SR 52. • Develop a series of park-and-ride lots or stations at strategic locations along regional roadways. • Add local bus service connections to adjoining bus systems including connections to Hernando, Hillsborough, and Pinellas County to facilitate travel across county lines.

**Pasco County MPO 2035 Long Range Transportation Plan
2035 Cost Affordable Public Transportation Improvements**



PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) | 2035 Long Range Transportation Plan |
2035 Cost Affordable Public Transportation Improvements



**Pasco County MPO 2035 Long Range Transportation Plan
2035 Cost Affordable Public Transportation Implementation Schedule for New or Expanded Service**

Project Description	Implementation Year
Moon Lake Road Route	2021
Cross-County Connector	2021
Moon Lake Connector	2021
Ridge Road Connector	2021
SR 54/56 BRT Corridor (15-minute headway)	2021
Suncoast Express Service from Hillsborough Co. Line to SR 52	2023
I-75 Express from HC Line to CR 54	2023
I-75 Express from CR 54 to SR 52	2023
Express Service on US 19	2024
Land O' Lakes Circulator	2024
Zephyrhills to Wesley Chapel Local Route	2024
Wesley Chapel Flex Route	2024
Implement Later Evening Service	2024
Implement Bruce B. Downs Local Route	2024
SR 52 Connector – Suncoast to West of I-75 2024	2024
SR 52/I-75 Connector	2024
Increase frequency on existing routes	2026
Increase frequency on Route 19	2026
Implement CR 1 (East Lake/Trinity/Little Rd) route	2026
Add Sunday Service on existing routes	2027
Implement Hudson Area local route	2027
Implement Hudson Area local service	2027
Bruce B. Downs short-distance rail from Hernando Co. line to CR 54	2028
Suncoast Express service from SR 52 to Hernando Co. line	2031
Park-and-ride facilities	N/A

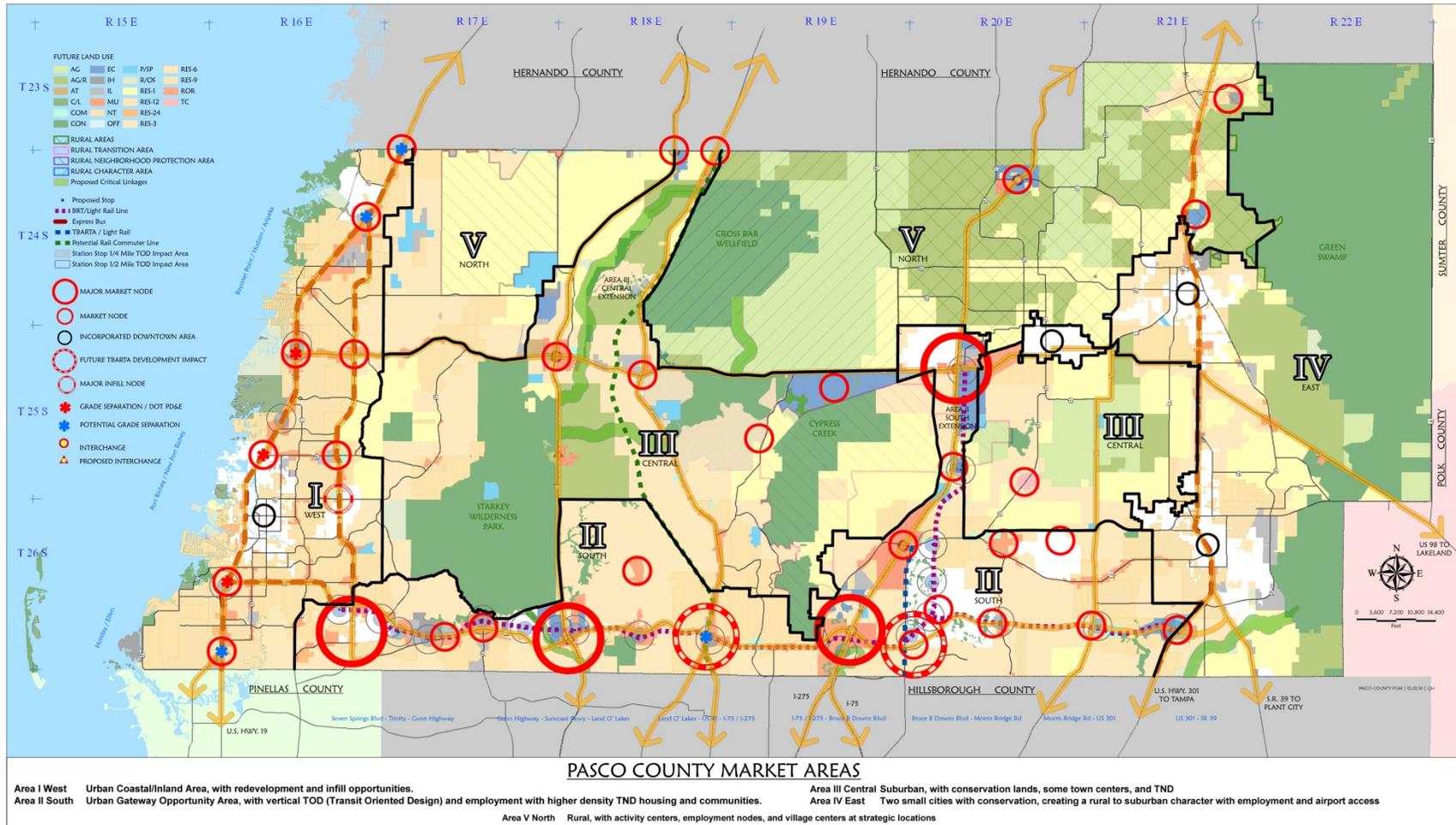
Pasco County MPO 2035 Long Range Transportation Plan (continued)

Key Land Use Market Areas

As identified in the adopted 2035 LRTP, five key land use market areas were developed by Pasco County to provide a greater amount of guidance for land use and development:

- **Coastal Inland Market Area:** This area includes the cities of Port Richey and New Port Richey and the US 19 corridor. This is currently the most populous and urban part of the county. Growth will be encouraged in this area in the form of infill and redevelopment.
- **Gateway Opportunity Market Area:** This is the southern part of the county along the SR 54/SR 56 corridor, which is the fastest-growing part of the county due to its close proximity to Hillsborough County and Tampa. Because of the recent rapid growth and the plans included in this LRTP for managed lanes on the SR 54/SR 56 corridor, this market area is the primary target area for growth. Growth in this area should be contained in high-density, transit-oriented, center development.
- **Suburban Market Area:** This area makes up the central part of the county, north of SR 54/SR 56 and south of SR 52. Growth in this area will likely be lower-density residential development.
- **East Cities Market Area:** The US 301 corridor and the cities of Zephyrhills and Dade City are included in this market area. Like Market Area I, growth will be encouraged in the form of infill and redevelopment within the cities.
- **Rural Market Area:** Growth likely will be discouraged from this area north of SR 52; goal is to keep rural aspect intact and avoid sprawling growth.

Pasco County MPO 2035 Long Range Transportation Plan Key Land Use Market Areas



**Hillsborough, Pasco, & Pinellas MPOs 2009 Tri-County Access Plan Update
(Hillsborough County MPO, Pasco County MPO, Pinellas County MPO, 2009)**

Overview	Goals
<p>The Locally Coordinated Public Transit Human Services Transportation Plan (LCHSTP) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.</p> <p>This planning effort is specifically meant to ensure that public transportation services and improvements benefit older adults, persons with disabilities, and low-income and unemployed populations. Development of the Tri-County Access Plan Update (TCAP) included an extensive public involvement initiative designed to obtain meaningful input related to the needs of the target populations.</p>	<p>The following TCAP goals were developed to support the plan development process and the selection of projects for Job Access and Reverse Commute (JARC) and New Freedom (NF) funding:</p> <ul style="list-style-type: none"> • Improve transportation access to employment and employment related activities for welfare recipients and eligible low-income individuals throughout the tri-county area. • Provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation into society. • Remove duplications of transportation services in order to maximize transportation funding within the tri-county area. • Increase coordination and communication between transportation and social service providers, through public forums. • Provide increased transportation options to less urban area populations to improve access to services and employment. • Increase support for public transportation programs and funding. • Increase safety while utilizing public transportation within the tri-county area through pedestrian amenities. • Enhance quality of life for elderly and disabled populations by providing greater public transportation access to the community. • Increase housing and employment options by ensuring transportation connectivity throughout the Tri-County area.

**Pasco County Economic Development Strategic Plan: Bringing Opportunities Home
(Pasco County, 2013)**

Overview	Vision & Principles
<p>Pasco County’s employment base is transitioning from a regional bedroom community into a large diversified regional employment base.</p> <p>Pasco is well-positioned at the center of Tampa Bay growth corridors—US 19, US 41, the Suncoast Parkway, I-75, and US 301. The County’s Master Planned Unit Developments (MPUD) and Developments of Regional Impact (DRI) represent the “greenfield” opportunities of Pinellas and Hillsborough counties’ northerly growth corridor. Currently, Pasco’s DRIs and MPUDs have nearly 34 million square feet of commercial and office space entitled and 3.5 million square feet of industrial space in our Green-field areas. Through aggressive and proactive planning, Pasco is positioned to propel itself into the future for its residents and to “Bring Opportunities Home.”</p>	<p>Pasco will develop and implement an award-winning transformational model for planned urbanism, place making, redevelopment, and the integration of natural and built environments. Guiding principles include:</p> <ul style="list-style-type: none"> • To effectively pursue economic growth, the community must better manage its total economic process (business development, tourist development, community development and workforce development). A new emphasis on thinking and acting as a unified county, requiring better co-operation between cities, the county and private sector, and as a multi-county (MSA) region. • The county’s economic development efforts must refocus attention on programs to support existing business and existing job skills. Further economic diversification is also needed, through continued development of Manufacturing, Hospitality, Distribution, Health Care and Knowledge-Based Commerce; through aggressive, targeted business attraction programs; and through expanded support for entrepreneurs and growth in our midst. • Significantly greater funds must be invested over the next decade in adult work-force development and education, public infrastructure, and managing and marketing this sustainable economic development program. • To achieve effective and consistent leadership for planning, infrastructure investment, and the delivery of other public services to support economic development, cooperation among all stakeholders will be required. Growth must accommodate the protection and enhancement of the natural and manmade resource base that defines the community’s existing quality of life. Economic Growth & Diversification and Environmental Protection must proceed hand-in-hand.

**Pasco County Transportation Disadvantaged Service Plan
(Pasco County, 2012)**

Overview
<p>The inability to travel often leads to isolation, withdrawal from society and neglect of medical needs. The Pasco County TDSP addresses the needs of older adults, persons with disabilities, and/or economically disadvantaged people in Pasco County. Pasco County is responsible for accomplishment of certain requirements regarding the arrangement of cost-effective, efficient, unduplicated, and unfragmented transportation disadvantaged services within its service area. The TDSP lays out a strategy for meeting these requirements through development, service, and quality assurance components. The TDSP is required by the Florida CTD and approved by the Local Coordinating Board (LCB).</p>

Goal 1	Ensure availability of transportation services to transportation disadvantaged (TD) populations.
<i>Objective 1.1:</i>	Provide ongoing transportation service to meet the demand for TD trips, to the maximum extent feasible.
<i>Objective 1.2:</i>	Maximize cooperation between entities involved in the provision of TD services.
<i>Objective 1.3:</i>	Improve public awareness of the TD Program.
Goal 2	Ensure cost-effective and efficient transportation services.
<i>Objective 2.1:</i>	Deliver a cost-affordable, cost-feasible transportation service.
<i>Objective 2.2:</i>	Maximize the utilization of services available.
Goal 3	Provide quality of service to TD population.
<i>Objective 3.1:</i>	Demonstrate professionalism and courtesy in customer relations.
<i>Objective 3.2:</i>	Maximize customer comfort and safety.
<i>Objective 3.3:</i>	Minimize customer travel and wait time.
Goal 4	Ensure necessary funding to support the program.
<i>Objective 4.1:</i>	Increase funding for TD trips to meet demand.
<i>Objective 4.2:</i>	Encourage public and private agencies to identify and allocate sufficient funding to meet the transportation needs of their clients.
<i>Objective 4.3:</i>	Ensure funding continues for inter-county services.
Goal 5	Ensure program accountability.
<i>Objective 5.1:</i>	Adhere to and disseminate ongoing TD providers, rules, regulations, and procedures established by the Legislature and CTD.
<i>Objective 5.2:</i>	Evaluate the TD Program.
Goal 6	Develop and promote alternative transportation.
<i>Objective 6.1:</i>	Continue development, refinement, and expansion of transit service.
<i>Objective 6.2:</i>	Continue expanding the Agency-Sponsored Bus Pass Program to allow for substantial cost savings.

**Pasco County Transportation Improvement Program
(Pasco County, 2012)**

Overview
<p>The purpose of the TIP is to identify all transportation projects and programs within Pasco County that will either be funded by Title 23, United States Code (USC), and FTA or are of such regional significance that they will require Federal Highway Administration (FHWA) or FTA approval. This requirement is necessary whether or not the projects are to be funded with Title 23, USC, or FTA funds (e.g., addition of an interchange to the Interstate System). For informational purposes and air quality conformity analysis, the TIP shall identify all regionally-significant transportation projects, as defined in 40 CFR 51.392, not funded with federal funds. Executive Summary provides FHWA with information on TIP development process and includes the following:</p> <ul style="list-style-type: none"> • Depicts the MPO's priorities for the expenditure of Federal funds for major funding categories by State fiscal year • Demonstrates that the TIP is financially feasible • Provides assurance to the FHWA that the project selection process has been carried out in accordance with Federal requirements, Subsections (h)(2) and (i)(4) of Section 134 of Title 23, USC, per the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

List of Priority Projects: Premium (Regional) Public Transportation (Transit)

Priority Number	Project/Service	Status
1	SR 54/56 BRT Corridor (15-minute headway)	Per LRTP by 2025
2	SR 54/56 Transit Mobility Enhancements	Study Underway
3	Park-and-ride Facilities	Studies Underway
4	Suncoast Express Service from Hillsborough Co. Line to SR 52	Included in TBARTA/FDOT Transit Corridor Study
5	I-75 Express from Hillsborough Co. Line to CR 54	Included in TBARTA/FDOT Transit Corridor Study
6	I-75 Express from CR 54 to SR 52	Included in TBARTA/FDOT Transit Corridor Study
7	Express Service on US 19 (Inter-county Travel)	Per LRTP by 2025
8	Implement CR 1 (East Lake/Trinity/Little Rd) Route	Per LRTP by 2025
9	Bruce B. Downs Blvd Short-Distance Rail from Hillsborough County Line to CR 54	Per LRTP by 2025
10	Suncoast Express Service from SR 52 to Hernando Co. Line	Per LRTP by 2025

List of Priority Projects: Local Public Transportation (Transit)

Priority Number	Project/Service	Status
1	Continue Existing Fixed-Route Service	Ongoing
2	Continue Support (Administrative/Maintenance Vehicle – Transit	Ongoing
3	Continue Existing Paratransit Service	Ongoing
4	Continue Support (Administrative/Maintenance) Vehicle – Paratransit	Ongoing
5	Signs (Bus Stop)	Ongoing
6	Shelters	Ongoing
7	Cross-Country Connector	2012
8	Acquire Automatic Passenger Counters	2013
9	Transfer Facility	2013
10	Moon Lake Road Route	2014
11	Implement Later Evening Service	2015
12	Express Service on US 19	2016
13	Increase Frequency on Existing Routes (except US 19)	2017
14	Land O'Lakes Circulator	2018
15	Increase Frequency on Route 19	2019
16	Add Sunday Service on Existing Routes	2020
17	Implement Hudson Area Local Routes	2021
18	Zephyrhills to Wesley Chapel Local Route	2022
19	Wesley Chapel Flex Route	Beyond 2022
20	Implement Bruce B. Downs Boulevard Local Route	Beyond 2022
21	SR 52 Connector-Suncoast Parkway to West of I-75	Beyond 2022
22	SR 52/I-75 Connector	Beyond 2022
23	Implement Transit Signal Priority Equipment	Beyond 2022

**Pasco County SR 54/56 Form-Based Transit Center Overlay Plan
(Pasco County, 2011)**

Overview	Urban Design Guidelines
<p>Pasco County has developed a form-based transit center plan for key development zones along SR 54/56. The transit center overlay zones have been recognized by Pasco County for their potential to accommodate mixed-use, dense development that is transit-oriented and pedestrian-friendly.</p> <p>Critical to the success of an efficient and effective transit system is the combination of basic employment opportunities and a mix of housing typologies supported with major retail, civic, cultural, entertainment and community facilities.</p>	<p>Placemaking: The creation of transit-supportive communities requires an understanding of the broader land use and transit network considerations that have an impact on the ability to deliver efficient and effective local transit service as well as strategies aimed at district-level and site specific guidelines.</p> <ul style="list-style-type: none"> • A Transit-Oriented Land Use Framework • A Vibrant Mixed-Use Environment with Higher Land Use Intensity • An Attractive Public Realm • A Minimized Ecological Footprint <p>Mobility: The quality of transportation networks, including services, operations, programs and facilities play an important role in enhancing user experience and increasing transit ridership. This category deals with objectives and guidelines aimed at increasing ridership through a range of tools, management approaches and technologies.</p> <ul style="list-style-type: none"> • Prioritize Transit & Pedestrians • Strategic Parking Management • Seamless Integration of Modes at Transit Station • Well-Designed Transit Station for a High Quality User Experience <p>Implementation Framework: This section provides an overview of a range of implementation tools that can be used to achieve the principles of these guidelines. Focus is on the role of transit agencies’ and County’s planning policies and strategies, Public-Private Partnerships, and other processes that play a part in developing more transit supportive communities.</p> <ul style="list-style-type: none"> • Effective Partnerships & Incentives for Increased Public & Private Investment • Innovative Planning Approaches That Account for Flexible Planning to Accommodate Growth & Change

Pasco County SR 54/56 Form-Based Transit Center Overlay Plan Form-Based Overlay Districts

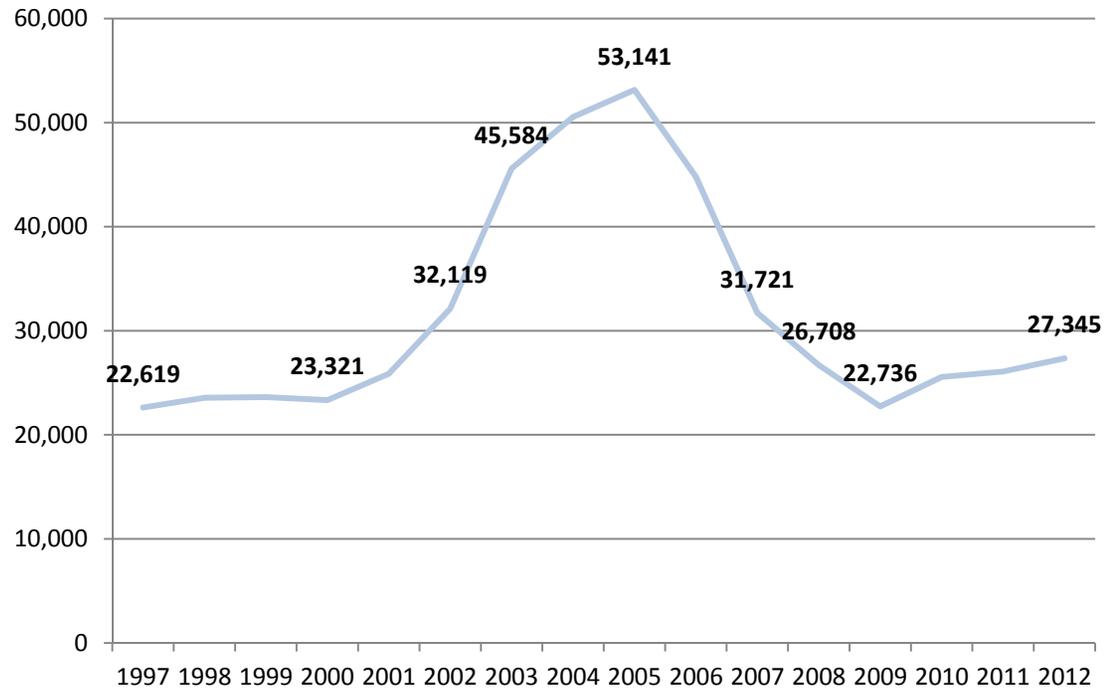


Pasco County Yearly Building Permit Report
(Pasco County, 2012)

Overview

Pasco County's annual yearly building permit totals have fluctuated greatly during the 1997–2012 time period. The increase in building permits from 2002 through 2006 reflects the massive increase in construction that occurred during the housing boom years. In contrast, building permit applications in 2009 dropped to 1997 levels. **The number of building permit totals has increased again as of 2012, with 27,345 applications submitted.**

Pasco County Yearly Building Permit Totals, 1997–2012



PCPT System Safety Program Plan & Operations Manual (PCPT, 2012)

Overview

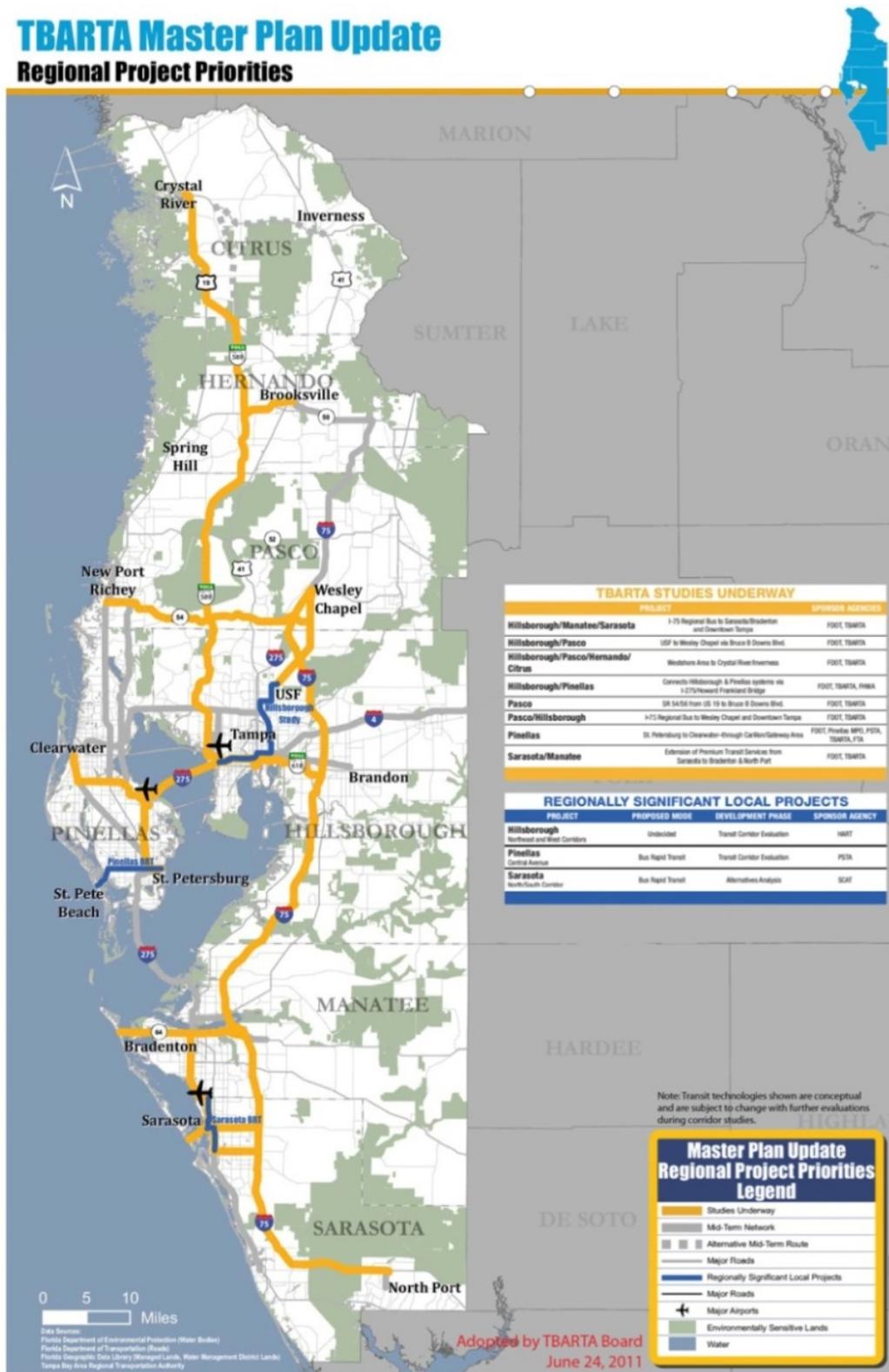
PCPT is committed to maintaining the highest level of safety and security to its employees, contract operators, and the public it serves. The overall goal of PCPT is to **provide nonemergency transportation services in a safe, effective, and efficient manner.**

- The System Safety Program Plan describes the policies, procedures, and processes to be followed by management and staff to ensure a safe, secure environment for the public, agency personnel, and contract operators. The primary task for ensuring operational safety is to properly identify and assess hazards or conditions that result or could result in accidents.
- The intent of the *PCPT Operations Manual* is to provide a basic guide to assist in the performance of operational duties at the agency. The manual presents guidance related to rules and regulations; radio operation, procedures, and discipline; fare collection; miscellaneous driver requirements; incident reporting; accident handling procedures and reporting; safety checks; driving skills; customer courtesy and passenger assistance; and Americans with Disabilities Act (ADA) service requirements.

**TBARTA Master Plan Vision and Regional Corridor Studies
(TBARTA, 2011)**

Overview	Objectives
<p>The TBARTA Master Plan was updated and adopted in June 2011 to reflect the needs and desires for a balanced transportation system that will improve mobility of passengers and freight. Components addressed in the update that were not emphasized in the adopted Master Plan include the regional roadway network, improvements to freight movements, and regional air quality.</p> <ul style="list-style-type: none"> • Northern Projects: <ul style="list-style-type: none"> ○ I-75 Regional Bus to Wesley Chapel and downtown Tampa ○ SR 54/56 from US 19 to Bruce B. Downs Boulevard ○ Westshore Area to Crystal River/Inverness • Central Projects: <ul style="list-style-type: none"> ○ Howard Frankland Bridge (PD&E) Study ○ St. Petersburg to Clearwater through Carillon/Gateway Area (Pinellas Alternatives Analysis) ○ USF to Wesley Chapel via Bruce B. Downs Boulevard • Southern Projects: <ul style="list-style-type: none"> ○ I-75 Regional Bus to Sarasota/Bradenton and downtown Tampa ○ Extension of Premium Transit Services from Sarasota to Bradenton and North Port 	<ul style="list-style-type: none"> • Traffic Congestion: Make the best use of tax dollars, while reducing traffic congestion and providing more options for travelers in the region. • Air Quality: Transportation emissions have a significant impact on air quality, and strategies to reduce these emissions focus on better fuels, more efficient vehicles, and reducing the amount of miles traveled with higher capacity options. If the region does not address air quality in our transportation planning, we run the risk of losing federal transportation funding. • Development Patterns: By focusing many of our daily activities within a quarter- to half-mile of a rail or major bus transit station, we can enjoy a lifestyle with fewer car trips. • Pedestrian and Bicycle Safety: With Tampa Bay leading the nation in pedestrian injuries and fatalities, partners around the region are joining forces to develop educational programs to promote pedestrian safety. • Benefits of Transportation Infrastructure: Investing in our region, creating jobs, encouraging economic development, increasing environmental and health benefits, and enhancing quality of life.

TBARTA Master Plan Vision and Regional Corridor Studies, Regional Project Priorities



**TBARTA Master Plan Vision and Regional Corridor Studies
(TBARTA, 2009)**

Corridor	County	Mode/Study	Funding Source	Fiscal Year Project Initiation
Clearwater to St. Petersburg (through Carillon/Gateway)	Pinellas	Short Distance Rail Alternative Analysis	Pinellas MPO/PSTA & FDOT District 7	2010
Howard Frankland Bridge	Pinellas, Hillsborough	Bridge - PD&E Transit Bridge/Rail Feasibility Study	FDOT District 7	2010
SR 54/56 (US 19 to Bruce B. Downs Blvd)	Pasco	Express Bus in Mixed Traffic & Managed Lanes Conceptual Analysis	FDOT District 7	2010
Sarasota BRT Extension to Palmetto/Bradenton (via US 41, SR 301, Bee Ridge Rd)	Sarasota, Manatee	Express Bus/BRT in Mixed Traffic & Limited Dedicated Busway Alternative Analysis	FDOT District 1	2011
Sarasota BRT/Express Bus Extension to North Port (via US 41, I-75, Fruitville)	Sarasota	Express Bus/BRT Alternative Analysis	FDOT District 1	2011
USF to Wesley Chapel (via Bruce B. Downs Blvd)	Hillsborough, Pasco	Short Distance Rail Alternative Analysis	FDOT District 7	2010
Westshore/Hillsborough to Inverness/Citrus (via SR 50, US 19, SR 44, SR 54/56, Veterans/Suncoast)	Hillsborough, Pasco, Hernando, Citrus	Express Bus in Mixed Traffic Conceptual Analysis	FDOT District 7	2010
I-75 Regional Express Bus Downtown Tampa/SR 54	Pasco, Hillsborough	Express Bus in Managed Lanes Conceptual Analysis	FDOT District 7	2011
I-75 Regional Bus (Crosstown to Bradenton and Sarasota via SR 64 and Fruitville/Bee Ridge Rd)	Hillsborough, Manatee, Sarasota	Express Bus/BRT in Mixed Traffic Conceptual Analysis	FDOT District 7	2011

Multimodal Transit and Managed Lanes Feasibility Evaluation for SR 54/56 Corridor—US 19 to Bruce B. Downs Boulevard (TBARTA, 2012)

Overview
<p>The purpose of the SR 54/56 Project Concept Development Study is to evaluate a broad range of multi-modal transportation alternatives for the corridor that provide not only mobility-oriented benefits, but also economic development, environmental, and other benefits as well. The project is located in southern Pasco County along SR 54/56 from US 19 to SR 581/Bruce B. Downs Boulevard. The project corridor operates as an Urban Principle Arterial and spans a distance of 25.2 miles. The facility exists primarily as a six-lane divided roadway; however, a four-lane divided segment exists from SR 589/Suncoast Parkway to just west of US 41. The SR 54/56 Corridor serves as the primary east/west route in southern Pasco County. The roadway passes through a developing area of the county that is currently dominated by large master-planned residential developments, retail centers, and undeveloped farmland. The remaining farmland along SR 54/56 is being replaced with residential and commercial development.</p> <p>The six potentially-feasible alternatives brought forward for more detailed analysis are as follows:</p> <ul style="list-style-type: none"> • Alternative 1: BRT “Light” in general use lanes with queue jumps • Alternative 2: Express Bus in general use lanes with queue jumps • Alternative 4: Express Bus/Managed Lane option 2-2 lanes grade separated • Alternative 6: Express Bus/Managed Lane option 4-4 lanes grade separated • Alternative 8B: BRT on dedicated guideway elevated in the median • Alternative 8D: BRT on dedicated guideway outside the shoulder

**Multimodal Transit and Managed Lanes Feasibility Evaluation for SR 54/56 Corridor —US 19 to Bruce B. Downs Boulevard
Project Location Map**



SOURCE: FDOT, 2010

Florida Transportation Plan: Horizon 2060 (FDOT, 2010)

Overview
<p>In 2010, FDOT completed the 2060 Florida Transportation Plan (FTP) Update, which looks at a 50-year transportation planning horizon. The plan calls for a fundamental change in how and where Florida invests in transportation and defines transportation goals, objectives, and strategies to make Florida's economy more competitive, communities more livable, and the environment more sustainable for future generations. 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.</p>

Long-Range Goals and Objectives	
Goal	Invest in transportation systems to support a prosperous, globally competitive economy.
<i>Objective</i>	Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas.
<i>Objective</i>	Invest in transportation capacity improvements to meet future demand for moving people and freight.
Goal	Make transportation decisions to promote responsible environmental stewardship.
<i>Objective</i>	Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts.
<i>Objective</i>	Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.
Goal	Maintain and operate Florida's transportation system proactively.
<i>Objective</i>	Achieve and maintain a state of good repair for transportation assets for all modes.
<i>Objective</i>	Minimize damage to infrastructure from transportation vehicles.
<i>Objective</i>	Optimize the efficiency of the transportation system for all modes.
Goal	Improve mobility and connectivity for people and freight.
<i>Objective</i>	Expand transportation options for residents, visitors, and businesses.
<i>Objective</i>	Reinforce and transform Florida's Strategic Intermodal System facilities to provide multi-modal options for moving people and freight.
<i>Objective</i>	Expand and integrate regional public transit systems in Florida's urban areas.
<i>Objective</i>	Increase the efficiency and reliability of travel for people and freight.
<i>Objective</i>	Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

**State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan
(Florida CTD, 2005)**

Overview	Key Considerations
<p>The plan, required under the Florida Statutes, includes the following elements:</p> <ul style="list-style-type: none"> • Explanation of the Florida Coordinated Transportation System • Five-Year Report Card • Florida Office of Program Policy Analysis and Government Accountability Review • Strategic Vision and Goals, Objectives, and Measures 	<p>The five-year and long-range strategic visions were reviewed and used for guidance.</p> <p>Five-Year Strategic Vision: Develop and field-test a model community transportation system for persons who are TD incorporating the following features:</p> <ul style="list-style-type: none"> • Statewide coordination of community transportation services, 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 multimodal 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. • Development of a multimodal 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. <p>Long-Range Strategic Vision: Create a strategy for the Florida CTD to support the development of a universal transportation system with the following features:</p> <ul style="list-style-type: none"> • 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. • Services that are designed and implemented regionally (both inter-county and inter-city) throughout the state.

**Florida’s Strategic Intermodal System Strategic Plan
(FDOT, 2010)**

Overview

Florida’s Strategic Intermodal System (SIS), a high-priority network of transportation facilities critical to Florida’s economic competitiveness and quality of life, was created in 2003. The SIS comprises the state’s largest and most strategic transportation facilities, including major air, space, water, rail, and highway facilities. SIS facilities are the primary means for moving people and freight between Florida’s diverse regions, as well as between Florida and other states and nations. The SIS is Florida’s highest statewide priority for transportation capacity improvements. The 2010 SIS Strategic Plan strengthens **strategies for improving mobility, increasing intermodal connectivity, and supporting economic development** and sets the stage for the SIS to be:

- **More strategic:** The overall size of the SIS will remain similar to the period prior to 2010, enabling the SIS to continue to account for the vast majority of long distance person and freight trips to, from, and within Florida.
- **More intermodal:** The SIS will become more multimodal and intermodal, providing more choices for moving people and freight, and seamless transfers among these choices. SIS designation will expand to include urban fixed guideway transit corridors connecting multiple urbanized area counties within a single region; integrated logistics centers combining truck, rail, and other forms of freight transportation; and commercial spaceports. FDOT and partners will place greater emphasis on alternatives for moving people and goods statewide, including expanded use of rail, water, and urban fixed guideway transit. The SIS also will continue to emphasize intermodal connectors—roads, rail, and waterways linking hubs and corridors. FDOT will work with partners to expand the types of connectors designated on the SIS, including transit corridors directly connecting two SIS hubs and local roads primarily used to move freight shipments between two SIS hubs.
- **More system-wide:** FDOT and partners also will give more attention to how the SIS functions as a system to move people and freight, including how the SIS links with regional and local facilities to support trips from beginning to end. In congested urban areas as well as between regions, FDOT will work with partners to develop corridor-wide solutions for improving the safety and efficiency of travel and transport. These corridor solutions may involve multiple facilities and modes, and will coordinate SIS investments with needed improvements to regional and local roads, transit services, and general aviation airports to help keep local traffic off the SIS.
- **More partnership-oriented:** FDOT will continue to ensure the state’s full range of transportation partners are able to participate in SIS planning and implementation.

Transportation Disadvantaged Memorandum of Agreement (Florida CTD, 2012)

Overview

The Transportation Disadvantaged Memorandum of Agreement is a **contract between the Florida CTD and the Community Transportation Coordinator (CTC)**. The CTC is required to comply with the following:

- Become and remain totally apprised of all of the Transportation Disadvantaged resources available or planned in their designated service area.
- Plan and work with CTCs in adjacent and other areas of the state to coordinate the provision of community trips that might be handled at a lower overall cost to the community by another Coordinator.
- Return any acquired profits or surplus funds originating through the course of business.
- Develop a TDSP.
- Maximize the use of available public school transportation resources and public fixed-route or fixed-schedule transit services.
- Provide or arrange 24-hour, 7-day-per-week transportation disadvantaged service as required in the designated service area by any federal, state or local government agency sponsoring such services.
- Comply with all local, state, and federal laws and regulations that apply to the provision of transportation disadvantaged services.
- Submit an Annual Operating Report detailing demographic, operational, and financial data regarding coordination activities in the designated service area.
- Comply with safety, insurance, audit and record keeping, and performance requirements.

**Moving Ahead for Progress in the 21st Century Act (MAP-21)
(FTA/DOT, 2012)**

Overview	Key Considerations
<p>On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act extends federal highway and transit funding through federal fiscal year 2014.</p> <p>The intention of MAP-21 is to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure, reducing traffic congestion, improving system efficiency and freight movement, protecting the environment, and reducing delays in project delivery.</p>	<ul style="list-style-type: none"> • The Section 5309 program (Transit Capital Investment) previously provided capital assistance for new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems. The program is now the Fixed Guideway Capital Investment Grants and focuses on providing grants to assist in financing new fixed guideway capital projects, small start projects, and core capacity improvement projects. • The Section 5310 program (Transportation for Elderly Persons and Persons with Disabilities) and Section 5317 program (New Freedom) are combined into an expanded Section 5310 program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities. Expanded project eligibility to include services that exceed ADA requirements, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit, and alternatives to public transportation that assist seniors and individuals with disabilities with transportation. Areas with populations of 200,000 or more will receive 60% of the funding and at least 55 percent of the apportionment must be spent on capital projects. • The Section 5316 program, JARC is eliminated, but JARC projects are given a modified definition and are now eligible for funding under the Section 5307 and Section 5311 programs. • A new program, Section 5324 (Public Transportation Emergency Relief), can provide operating and capital assistance in cases where a state of emergency has been declared to support evacuation services, rescue operations, and temporary public transportation service, among other needs during or after an emergency. • A new program, Section 5326 (Transit Asset Management), establishes and implements a National Transit Asset Management System in which federal funding recipients must prepare transit asset management plans and report on the condition of their respective systems. • A new program, Section 5337 (State of Good Repair Grants), takes over the Fixed Guideway Modernization program that was originally part of Section 5309 and shifts to a primarily formula-based process for distributing funds to advance transit systems to a state of good repair. • A new program, Section 5339 (Bus and Facilities Formula Grants), establishes funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

**Title VI and Environmental Justice
(FTA/DOT, 2012)**

Overview	Key Considerations
<p>The new Environmental Justice (EJ) Circular issued by FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into plans, projects, and activities. The effective date of the EJ Circular is August 15, 2012. The EJ Circular moves EJ language from the Title VI Circular to the new circular with exception of the service and fare equity analysis section that remains in the Title VI Circular.</p> <p>Concurrently, FTA issued new guidance on Title VI, effective October 1, 2012, to help recipients of FTA grant funding better understand and comply with federal civil rights requirements. The revised Title VI Circular includes the removal of several references to EJ, which are now incorporated into the separate EJ Circular, to better understand the distinctions between Title VI and EJ.</p>	<p>Environmental Justice Circular</p> <ul style="list-style-type: none"> • Designed to provide a framework to assist recipients in integrating EJ principles into its transit decision-making process. • Contains recommendations for agencies on how to fully engage EJ population in the transportation decision-making process, how to determine whether a policy, project or action will subject the EJ population to a disproportionately high and adverse human health or environmental effects, and how to avoid minimize, or mitigate these effects. • Discusses that the agencies public engagement plan incorporate outreach designed to encourage meaning full participation from members of the EJ population. • Identifies the guiding principles of EJ as follows: <ul style="list-style-type: none"> ○ To avoid, minimize, and mitigate disproportionately high and averse affects. ○ To ensure the full and fair participation by all potential affected communities ○ To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. <p>Title VI Circular</p> <ul style="list-style-type: none"> • Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. • All recipients are required to submit Title VI programs every three years. • Title VI program must be approved by grantee’s Board of Directors or equivalent before it is submitted to FTA. • Grantees must submit all documents that comprise a complete Title VI Program, even if the documents have not changed since the last submission. • Reporting requirements are based on whether the transit provider operates 50 or more fixed route vehicles in peak service and are located in an urbanized area of 200,000 or more in population. • Transit providers are required to evaluate service and fare equity changes or monitor transit service for Title VI impacts.

RESULTS OF ALTERNATIVES EVALUATION

**Table F-1
Results of the Alternatives Evaluation**

Evaluation Criteria		Expand Hours of Service 3 Hours at Night on Select Existing Routes (14, 19, 21)	Expand Hours of Service 3 Hours at Night on All Routes	Implement 30-minute Frequency on Select Existing Routes (14, 21, 25)	Implement 60-minute Frequency and Saturday Service Routes 54	Implement 30-minute Frequency on All Existing Routes	Add Sunday Service on All Existing Routes	Moon Lake Connector	Spring Hill Connector LX	WireGrass Hopper	SR 52 Cross-County	Land O' Lakes Connector	St. Leo University Connector	Express Service on US 19	500X USF Express	Express Service on Suncoast Parkway
Public Involvement	Interest	Very High	Very High	Very High	Very High	High	Low	Very High	Very High	Moderate	Low	Moderate	Moderate	Moderate	Very High	Low
	Score	7	7	7	7	5	1	7	7	3	1	3	3	3	7	1
	weight	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Traditional Market	% in Trad. Market	2.155538%	6.757731%	1.942358%	0.000016%	6.757731%	6.757731%	0.000017%	0.000068%	0.000000%	0.000013%	0.000000%	0.000033%	0.000046%	0.000000%	0.000000%
	Score	5	7	5	3	7	7	3	3	3	3	3	3	3	3	3
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Choice Market	% in Choice Market	2.128143%	4.718169%	1.665246%	0.000007%	4.718169%	4.718169%	0.000008%	0.000010%	0.000005%	0.000007%	0.000000%	0.000019%	0.000050%	0.000002%	0.000000%
	Score	5	7	5	3	7	7	3	3	3	3	3	3	3	3	3
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Urban/Regional Market	Yes/No?	No	No	No	Yes	No	No	No	Yes	No	No	No	No	No	Yes	Yes
	Score	0	0	0	7	0	0	0	7	0	0	0	0	0	7	7
	weight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Trips per Hour	Trip/Hr	31.10	12.75	28.53	8.2	12.75	11.3	4.9	6	7.9	2.5	5.4	8.7	2.8	2.1	2.7
	Score	5	3	5	7	3	7	7	7	7	7	7	7	7	7	7
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Operating Cost per Trip	Cost /Trip	\$0.75	\$0.99	\$2.06	\$9.35	\$4.10	\$6.81	\$16.68	\$15.24	\$10.45	\$29.51	\$18.37	\$12.34	\$30.36	\$33.92	\$23.96
	Score	7	7	7	5	5	5	3	3	5	1	3	5	1	1	3
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Total Score		5.40	5.70	5.40	5.50	4.80	4.20	4.50	5.20	3.60	2.40	3.30	3.60	3.00	4.90	3.40

RECOMMENDED PCPT MONITORING PROGRAM

RECOMMENDED PCPT PERFORMANCE MONITORING PROGRAM

Performance Measures & Indicators

The following fixed-route performance indicators and measures should be monitored by PCPT on a quarterly basis as part of the recommended performance monitoring program. These data are currently collected monthly by PCPT.

- **Passenger Trips** – Annual number of passenger boardings on the transit vehicles.
- **Revenue Miles** – Number of annual miles of vehicle operation while in active service (available to pick up revenue passengers).
- **Revenue Hours** – Total hours of operation by revenue service in active revenue service.
- **Passenger Trips per Revenue Mile** – The ratio of passenger trips to revenue miles of service. This is the key indicator of service effectiveness that is influenced by the levels of demand and the supply of service provided.
- **Passenger Trips per Revenue Hour** – The ratio of passenger trips to revenue hours of operation.

Evaluation Methodology & Process

This process is based on two measures—trips per mile and trips per hour—that are weighted equally to derive an overall route score. A route's score for a particular measure is based on a comparison of the measure as a percentage of the system average for that particular measure. These individual measure scores are added together and divided by 2 to get a final aggregate score. This final composite performance score is an indication of a route's performance for all three measures when compared to the system average for those measures. A higher score represents better overall performance when compared to other routes.

The noted comparative performance evaluation can be beneficial, but care should be taken when using the final scores and rankings, because these figures are comparing routes to one another and may not reflect the specific goals established for a particular route (i.e., geographic coverage vs. ridership performance). The process is particularly useful, however, in highlighting those routes that may have performance-related issues. These routes can then be singled out for closer observation in future years to determine specific changes that may help mitigate any performance issues. Once a route score is determined, routes can be ranked to show the highest performing and lowest performing routes.

The rankings are a useful proxy for determining the comparative performance of any route, as well as highlighting changes in performance over time. To track the performance variation over time, three performance levels have been developed:

- **Level I – Good (≥ 75%)**
 Transit routes that fall in this category are performing efficiently compared with the average level of all the agency’s routes.
- **Level II – Monitor (30–74%)**
 Routes that fall in this category exhibit varying levels of performance problems and need more detailed analysis (e.g., ridechecks, on-board surveys, increased marketing efforts, etc.) to aid in identifying specific changes that can be made to help improve the route’s performance.
- **Level III – Route Modification or Discontinuation (≤ 29%)**
 Routes that fall in this category exhibit poor performance and low efficiency. Recommendations for these routes may include truncation of the route, reduction in the route’s number of revenue hours, or discontinuation of the route.

Figure G-1 illustrates the three evaluation levels and notes the recommended thresholds for each level. In the future, PCPT may want to consider changing the thresholds noted for each performance level to more specific performance standards. Setting such a performance standard will assist in eliminating any scoring bias towards routes that appear to be performing poorly because of the average-based scoring proposed for the performance monitoring program. To implement such standards, PCPT would need to select appropriate performance standards.

Figure G-1
Evaluation Levels

