



MOBILITY 2040



Pasco County MPO
Transportation Plan

Draft Technical Report No. 9 2040 Long Range Transit Element



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planning | design | engineering

Technical Report No. 9

2040 LONG RANGE TRANSIT ELEMENT

MOBILITY 2040



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Section 1: Introduction

Public transportation is an important component of a community's multimodal long range transportation plan. This Technical Report updates the Long Range Transit Element (LRTE) for Pasco County between 2020 and 2040. The updated LRTE has been incorporated into the MOBILITY 2040 Long Range Transportation Plan (LRTP), which has been developed by the Pasco County Metropolitan Planning Organization (MPO).

Overview of Report

The document is organized into four major sections, including this Introduction.

Section 2 documents the **Transit Needs Assessment** process. A review of the recently-completed Access Pasco Transit Development Plan (TDP) was conducted to obtain the identified transit needs for the next 10 years in Pasco County. An analysis of traditional and discretionary rider markets also was conducted to identify areas with population characteristics conducive to transit use. The public input received from public involvement efforts conducted as part of the MOBILITY 2040 LRTP development process also was reviewed. Regional coordination was facilitated by ensuring consistency with the regional transportation master plan developed by the Tampa Bay Regional Transportation Authority (TBARTA).

Section 3 describes the **Development and Evaluation of the Transit Needs Alternatives** for Pasco County. Needs Plan alternatives were developed based on the transit needs assessment results presented in Section 2. A multi-criteria evaluation process was developed to prioritize the Needs Plan alternatives. The prioritization process resulted in a list of service alternatives, which was used to develop the 20-year transit Cost Affordable Plan.

Section 4 presents the MOBILITY 2040 **Cost Affordable Plan**. Based on the transit alternatives prioritization results presented in Section 3, as well as a closer review of available revenues, a Cost Affordable Plan was developed for transit in Pasco County that evaluates the total operating and capital costs of the Needs Plan alternatives in Section 3 against available transit revenues. The final Cost Affordable Plan includes the highest-priority transit projects from the Needs Plan that can be financially supported by the existing and expected revenue sources.

Section 2: Transit Needs Assessment

This section summarizes the efforts undertaken to perform the MOBILITY 2040 transit needs assessment. The most recently completed TDP was reviewed to obtain the salient findings about transit needs in the next ten years. In addition, an evaluation of traditional and discretionary transit markets facilitated the identification of areas most conducive to transit in Pasco County in the next 25 years. Public input and regional coordination also were considered as part of the transit needs assessment process. Following is a brief description of these five components:

- **Access Pasco: A Plan for Transit** – The recently-adopted 2014–2023 Pasco County TDP is the strategic guide for transit in Pasco County, which represents the Pasco County Public Transportation (PCPT) vision for public transportation in its service area during the 10-year period. Transit needs information identified in this document was used as a key component in assessing the transit needs for Pasco in the next 25 years.
- **Discretionary Transit Market** – 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. This component considers 2040 population and employment density and its importance as a factor related to transit use.
- **Traditional Transit Market** – This component considers demographic factors that are traditionally conducive to transit use, including older adult and youth populations, low-income households, and zero-vehicle households.
- **Public Input** – Public input is another important component that must be considered when conducting a needs assessment. Needs Plan alternatives should reflect public opinion on topics related to the quality of existing transit service and how the existing service can be improved. Public input was considered from numerous public outreach efforts.
- **Regional Coordination** – This component considers consistency with the regional vision plan for transit in the form of the TBARTA Master Plan, including transit connectivity between counties in the region. The TBARTA Master Plan and transit plans in adjacent counties were reviewed to ensure coordination and consistency.

These five components were used to guide the development of the MOBILITY 2040 LRTE for Pasco County. Analysis of these five components results in a list of proposed transit service and capital improvements for Pasco County through the year 2040. Each of these five components is discussed in more detail in the remainder of this section.

Pasco County Ten-Year TDP

The latest Pasco County TDP (2014–2023), named *Access Pasco: A Plan for Transit*, serves as the strategic guide for public transportation in Pasco County over the 10-year period. The Pasco County TDP used a comprehensive data collection and analysis process to assess future transit needs and identify potential

transit improvements. The 10-Year Transit Plan identified operating and capital improvements that need to be implemented in the 10-year period. These operating and capital improvements were reviewed and given careful consideration when developing the long-range transit needs for the next 25 years. The following are the operating and capital needs identified in the TDP.

Improvements to Existing Routes

Expanding hours and increasing frequencies on existing bus routes were significant needs identified through the public involvement efforts conducted as part of the development of *Access Pasco* TDP. Needed improvements to existing fixed routes included 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 team and 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 is needed to make the route more attractive and productive. 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 PHSC West Campus; some classes end at 9:40 PM, approximately two hours after Route 14 last serves PHSC.
 - Route 19, the top performing route, provides connections to users of Route 14.
 - Route 21, which 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 would include the 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 Expansion

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 PHSC 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 bus service to PHSC 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 PHSC, the route could connect with transit services in Hernando County; Hernando County has requested that PCPT extend its services to PHSC and plans to extend its services to connect with PCPT at PHSC. This would provide riders in Hernando County with access to Pasco County via the PCPT bus 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 PHSC’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. Although 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 bus 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 the 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 and commute to work in Tampa.

Discretionary Transit Market

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 Density Threshold Assessment (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 and in the future. Dwelling unit and employment data developed as part of the MOBILITY 2040 LRTP were used to conduct the DTA.

Three levels of density thresholds were used to indicate if an area contains sufficient densities to sustain some level of fixed-route bus service:

- **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 2-1 presents the density thresholds for each of the noted categories.

**Table 2-1
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.

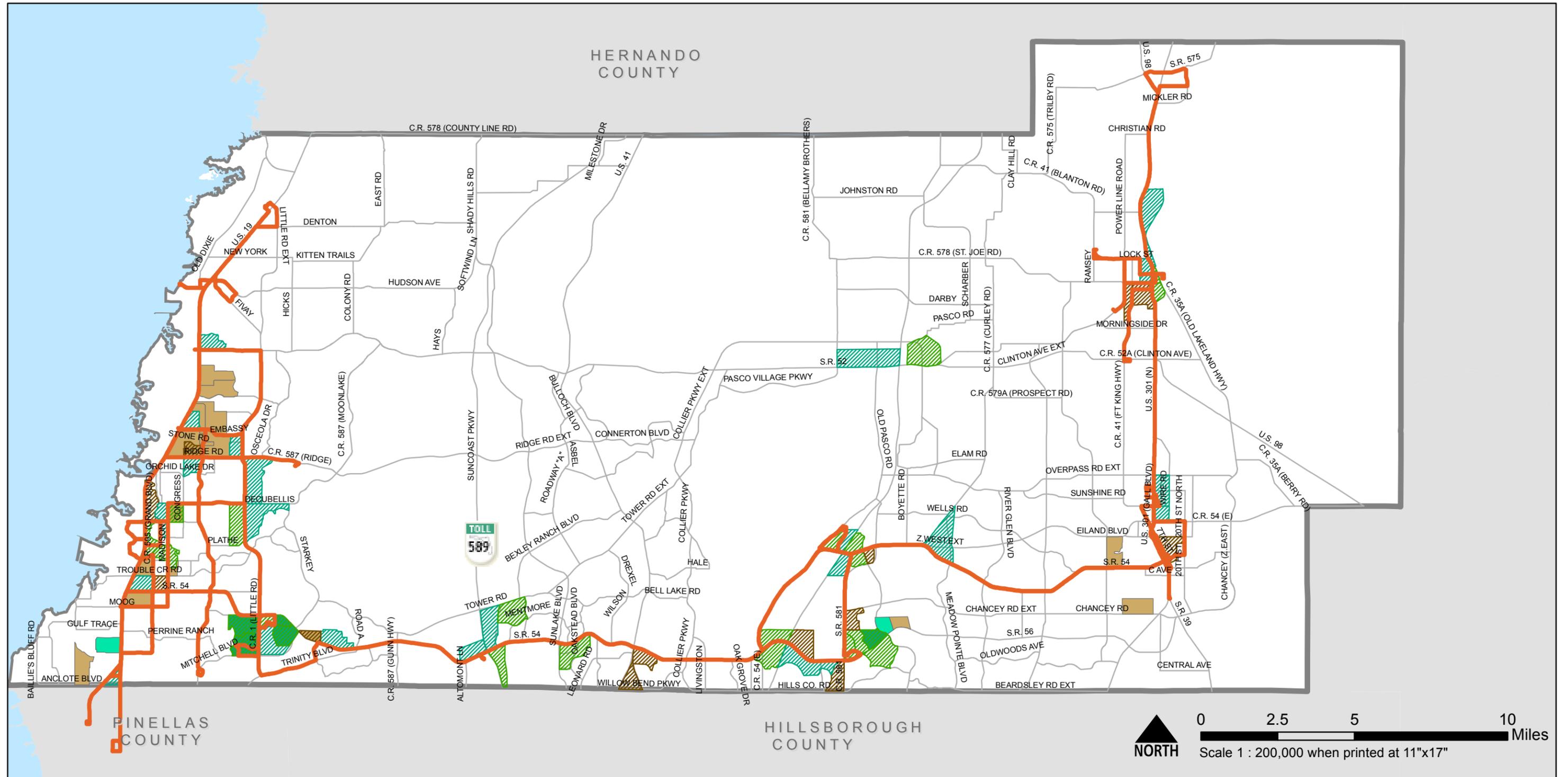
² Based on a review of research on the relationship between transit technology and employment densities.

Map 2-1 illustrates the 2040 DTA. In addition, the map shows the existing PCPT bus 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.

The 2040 DTA highlights new areas within the county that can support increased transit investment that are not served by existing transit services. In Eastern Pasco County, specifically Dade City and Zephyrhills, some areas are projected to support additional transit investment. 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 State College at Wiregrass
- Florida Hospital
- The Grove at Wesley Chapel

Map 2-1: Density Threshold Assessment (2040)



- | | | |
|-------------------------------------|--------------------------------|------------------------|
| Employment Density Threshold | Dwelling Unit Threshold | PCPT Bus Routes |
| Very High | Very High | PCPT Bus Routes |
| High | High | |
| Minimum | Minimum | |

Source: MPO Pasco County 2040 Socioeconomic Data Forecast.



Traditional Market

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

A Transit Orientation Index (TOI) assists in identifying areas of the county where traditional transit markets exist. To create the TOI for this analysis, five-year demographic data estimates from the 2011 American Community Survey (ACS) were compiled at the census block group level (the most detailed level of data available from ACS) and categorized according to each block group'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:

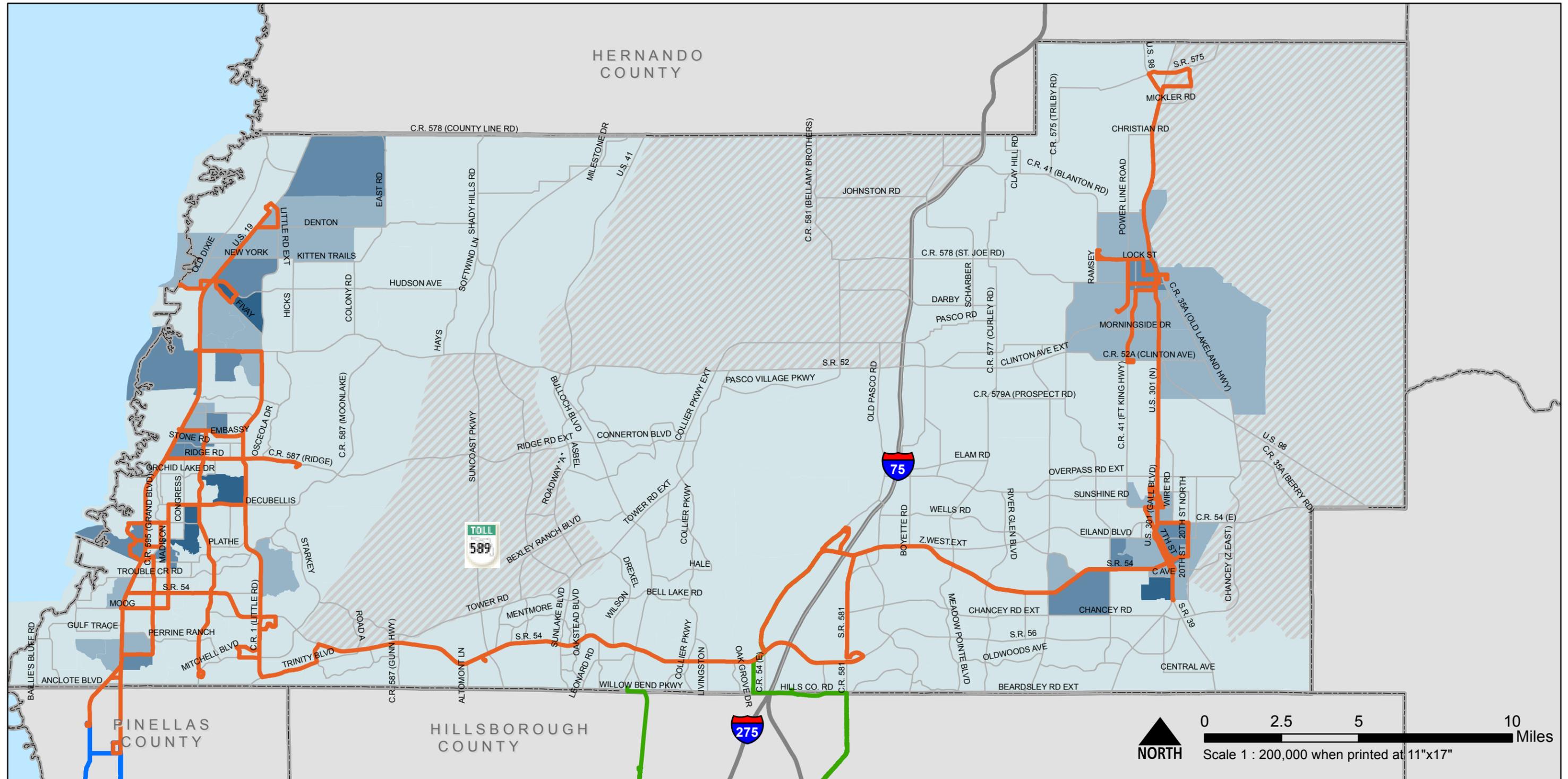
- Proportion of the population age 60 and over (older adults)
- Proportion of the population under age 15 (youth)
- Proportion of the population below the poverty level (\$25,000 for a household of 4)
- Proportion of households with no vehicles (zero-vehicle households)
- Population density (persons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

Using data for these characteristics, 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-oriented populations, and those ranked "Very Low" indicate much lower proportions of transit-oriented populations.

Map 2-2 illustrates the 2011 TOI, reflecting areas with varying traditional transit market potential. Also shown is the existing PCPT bus route network to indicate how well PCPT covers those areas. The TOI analysis shows that, for the most part, areas in Pasco County have Low or Very Low transit orientation. The few areas with Medium, High, or Very High transit orientation already are being served by transit. These areas are located in the US 19 corridor on the western side of the county and in some of the more developed areas on the eastern side of the county.

Although the TOI analysis shows no areas in the central part of the county that are specifically transit oriented, this may be misleading. The TOI is based on data from the most recent 2011 ACS. The ideal data source would be 2040 demographic data, which are not available for the demographic variables analyzed for the TOI. Therefore, the analysis results of TOI need to be examined with caution and do not preclude future possibilities for high or very high transit orientation throughout Pasco County.

Map 2-2: Transit Orientation Index



- PCPT Bus Routes
- PSTA Bus Routes
- HART 51X Express

Transit Orientation Index (TOI)

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Very High | Medium | Very Low |
| High | Low | |

Source: 2011 American Community Survey



Public Input

Numerous public involvement activities were planned to increase the likelihood of active participation from citizens and stakeholders during the process of developing the MOBILITY 2040 LRTP. Input from the public is critical in that it provides insights into what the public believes the future transportation network in Pasco County should be like in the next 25 years and is used as a guide to develop the MOBILITY 2040 Needs Plan. In 2014, 11 open house or discussion group workshops were held at different locations throughout Pasco County:

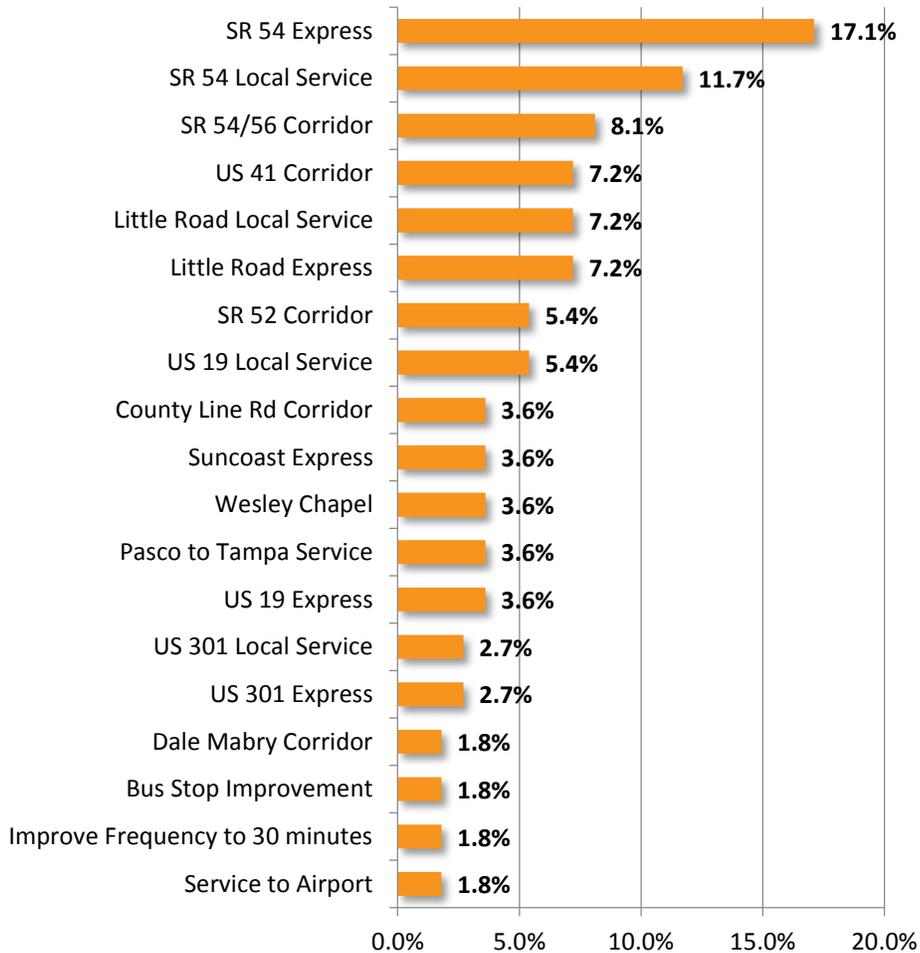
- Wiregrass Mall “Fresh Market at Wiregrass” (Saturday, March 15)
- West Pasco Government Center (Tuesday, March 25)
- Alice Hall Community Center (Wednesday, March 26)
- Pasco County Recreation Center (Thursday, March 27)
- MPO Board Meeting Workshop (Thursday, April 10)
- Rasmussen College (Tuesday, August 5)
- Lacochee Elementary School (Wednesday, August 6)
- New Port Richey Library (Thursday, August 7)
- Historic Pasco County Courthouse (Tuesday, August 12)
- West Pasco Government Center (Tuesday, November 18)
- Alice Hall Community Center (Wednesday, November 19)



Surveys were distributed at public workshops to solicit public opinions and ideas on topics including improvements to Pasco’s road network, transit services, and bicycle/pedestrian facilities. The MPO also set up an on-line survey on its website with the same survey questions. Results from the surveys were compiled to reflect overall public opinions. Results related to transit improvements were summarized and are presented in Figure 2-1. The most desirable transit service improvements indicated by respondents include:

- Express and local bus services on SR 54 corridor
- Local bus service on SR 54/SR 56 corridor
- Local bus service on US 41 corridor
- Express and local bus services on Little Road (US 1 corridor)
- Local bus service on SR 52 corridor
- Local bus service on US 19 corridor

**Figure 2-1
Most Desirable Transit Improvements**



Regional Coordination

As previously mentioned, the regional transit needs addresses those riders who wish to access destinations throughout the Tampa Bay area by using a connected regional transit system. As part of the regional coordination effort conducted for MOBILITY 2040, various regional plans were reviewed, including the most recent update to the TBARTA Regional Transportation Master Plan. This Plan creates the framework for development of an interconnected, linked transportation network consisting of a variety of modes (highways, rail, bus, ferry). The TBARTA Master Plan recognizes that improving the level of transit service in the Tampa Bay region is key to improving overall connectivity and mobility, as well as enhancing the capacity of existing roadways.

The TBARTA Master Plan includes a Mid-Term Regional Network for the year 2035 and a Long-Term Regional Network for the year 2050. The Regional Transit Network connects the eight counties in the West Central Florida region (Citrus, Hernando, Pasco, Polk, Hillsborough, Pinellas, Manatee, and Sarasota), and is reinforced by a supporting network of local bus routes. The implementation of the network will require coordination with local transit planning efforts, including future service alternatives presented in this 2040 transit plan.

The map series on the following pages illustrates the mid- and long-term transit networks included in the TBARTA Master Plan:

- Map 2-3 presents the TBARTA Mid-Term (2035) Regional Transit Network for the entire region.
- Map 2-4 presents the TBARTA Long-Term (2050) Regional Transit Network for the entire region.
- Map 2-5 presents the TBARTA Supporting Transit Network for the entire region.

The plan outlines transit projects that provide improved inter-county mobility to residents and increased level of service. The proposed TBARTA projects involving Pasco County include four express routes and two rail services. The following is a brief summary of these transit projects:

- **I-75 Express/Suncoast Express** – These two express routes provide north-south connections between Pasco, Hernando, and Hillsborough counties.
- **US-19 Express** – This express route connects West Pasco County to Pinellas County via the US 19 corridor. PSTA will accommodate this transit need by potentially providing enhanced transit service in the form of premium bus service on US 19 corridor.
- **SR 54 Express** – This east-west express service provides a direct connection between New Port Richey in West Pasco and Zephyrhills in East Pasco.
- **CSX Corridor Rail** – This is a proposed future long-distance rail operated within the existing CSX rail corridor to link Bradenton (Manatee County), Tampa (Hillsborough County), Land-O-Lakes (Pasco County), and Brooksville (Hernando County).
- **Tri-County Rail** – This short-distance rail service connects St. Petersburg/Clearwater (Pinellas County), Tampa (Hillsborough County), and Wesley Chapel (Pasco County).

Map 2-3

TBARTA Mid-Term (2035) Regional Transit Network

**TBARTA Master Plan
 Mid-Term Regional Transit Network**



Map 2-4

TBARTA Long-Term (2050) Regional Transit Network

**TBARTA Master Plan
 Long-Term Regional Transit Network**



Map 2-5

TBARTA Long-Term (2050) Supporting Transit Network

**TBARTA Master Plan
 Supporting Transit Network**



Section 3: Transit Needs Development & Prioritization

This section identifies transit needs between 2015 and 2040. Transit improvements include service expansion and supporting capital improvements. These transit improvements represent the transit needs for the next 25 years and were developed without consideration of funding constraints.

The identified transit service improvements were prioritized using a multi-criteria evaluation process. The prioritization process resulted in a list of projects ranked according to their relative importance to the community and provide the basis for the MOBILITY 2040 Cost Affordable Transit Plan.

Development of Transit Needs

As presented in the previous section, five components were used to guide the development of the MOBILITY 2040 transit needs:

- Summary of service improvement alternatives identified in Access Pasco: A Plan for Transit
- Assessment of the discretionary transit market
- Assessment of the traditional transit market
- Review of LRTP public involvement results
- Review and analysis of regional transit needs

Service Needs

Based on the five components presented above, the 2040 LRTP transit needs plan alternatives were developed and are summarized as follows. The service improvements are presented in terms of improvements to existing service and new service expansion.

Improvements to Existing Service

- Increase service frequency to 30 minutes on existing routes.
- Expand 3 hours of service at night on existing routes.
- Add Sunday service on existing routes.

New Services/Routes

- **New Premium Transit Service**
 - SR 54 Premium Service – 15-minute premium bus service (potentially includes BRT service in an exclusive lane from Little Road to Meadow Pointe Boulevard and in mixed-traffic from US 19 to Little Road and from Meadow Pointe Boulevard to US 301).
 - US 19 Premium Service – Premium bus service offering 15-minute service frequency along US 19 corridor between US 19 and Little Road in Pasco County and Tarpon Springs in Pinellas County.
 - Bruce B. Downs/Wesley Chapel BRT – BRT service operating on an exclusive lane and offering 15-minute service frequency between SR 52 and Pasco-Hillsborough County Line Road in Wesley Chapel.

- Dale Mabry/US 41 Premium Transit – Premium bus service operating along North Dale Mabry Highway between SR 54 and County Line Road, provided by HART’s MetroRapid service.
- Regional Rail on US 41 – Passenger rail service operating along the existing CSX corridor in Pasco County. This service also is identified as part of TBARTA’s 2050 regional transit network.
- **Express Service**
 - SR 54 Cross County Express – Express service running along SR 54 between New Port Richey and Zephyrhills.
 - US 19 Express – North-south express service operating along US 19 between Pasco-Hernando State College in Hernando County and Tarpon Mall in Pinellas County.
 - Suncoast Express – Express bus service operating along Suncoast Parkway from Pasco County to the Westshore area in Hillsborough County.
 - Regional Express on I-75 – Express bus service operating along the full length of the I-75 corridor in Pasco County, consistent with the regional I-75 express service identified by the TBARTA Master Plan.
 - Wesley Chapel/USF Express – Express service operating along Bruce B. Downs Boulevard and I-75 between SR 52 in Pasco County and the University of South Florida in Hillsborough County.
 - Spring Hill Connector Limited Express – Limited express service operating between Hudson and Spring Hill along US 19 corridor.
 - Wiregrass-Downtown Express – Express bus service connecting The Shops at Wiregrass in Pasco County and Downtown Tampa via SR 581 and I-275.
- **Local Service Needs**
 - Chancey Road Connector – Local bus route connecting Zephyrhills South with Wesley Chapel via Chancey Road.
 - Trouble Creek/River Crossing Service – Local bus route connecting Moon Lake with New Port Richey South via Trouble Creek Road and River Crossing Boulevard.
 - Land O’ Lakes-Hudson Connector – Local bus route operating between Land O’ Lakes and Hudson via future proposed Sunlake Boulevard.
 - Hudson Area Circulator – Circulator service serving the local communities in the Hudson area.
 - Land O’ Lakes Area Circulator – Circulator service serving the local communities in the Land O’ Lakes area.
 - US 41 Local Service – Fixed-route service operating along the US 41 corridor in Pasco County.
 - Zephyrhills to Wesley Chapel Local Service – Fixed-route service connecting Zephyrhills and Wesley Chapel via SR 54.
 - Blanton-Wiregrass Park-and-Ride Local Service – Local service connecting future park-and-ride facility in Wiregrass to Blanton via Meadow Pointe Boulevard and CR 577.
 - Zephyrhills to Cypress Creek Local Service – Fixed-route service running along Eiland Boulevard and future proposed SR 56, connecting Zephyrhills with Cypress Creek.

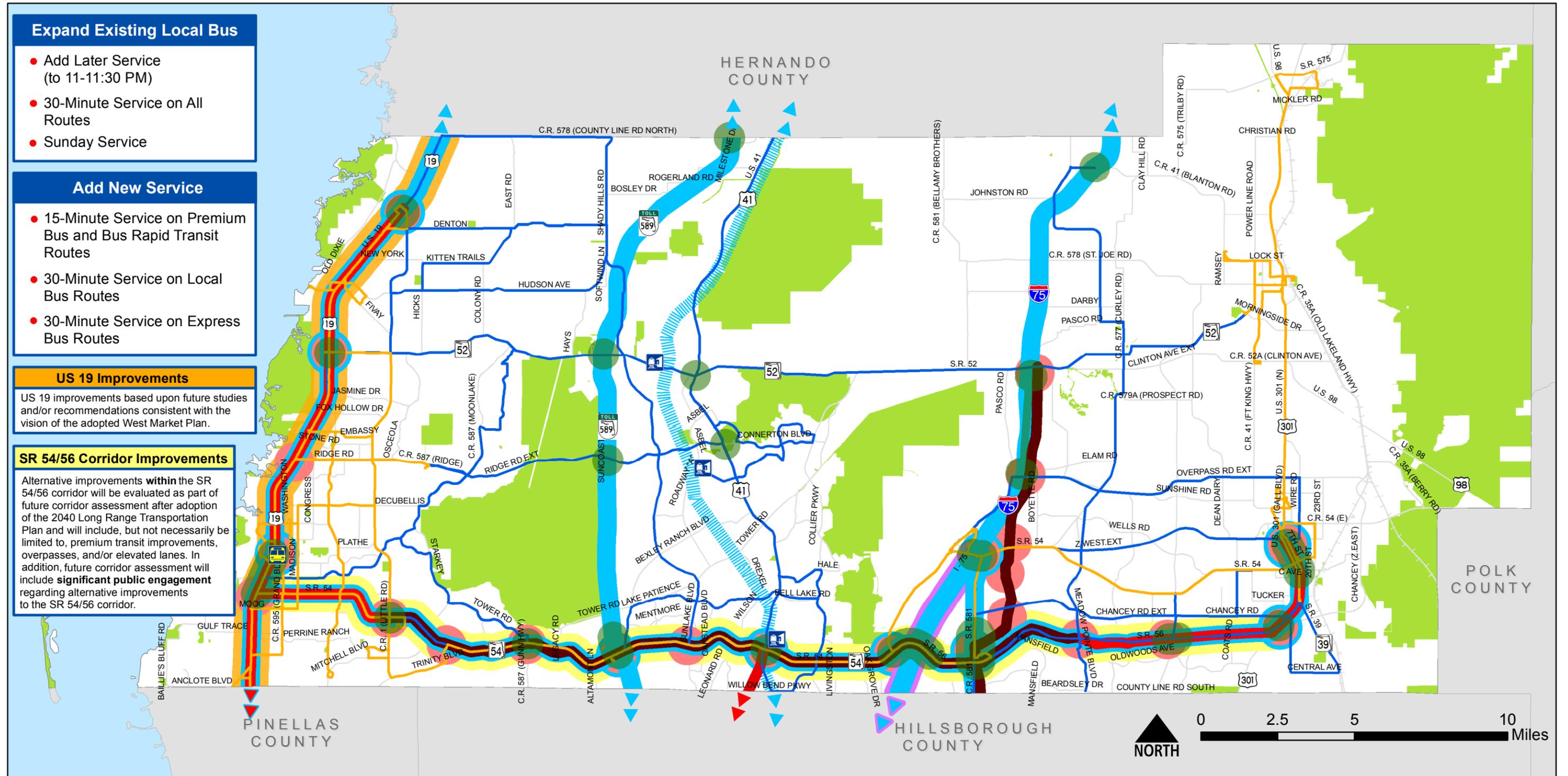
- Zephyrhills to Bruce B. Downs – Local service connecting Zephyrhills and Bridgewater via future proposed Overpass Road Extension.
- SR 52 Cross County Connector – Cross-county fixed-route service operating along SR 52 between Bayonet Point in West Pasco and Dade City in East Pasco.
- Ridge Road Connector – Local service connecting Pasco-Hernando State College West Campus with US 41 at Connerton Boulevard via Ridge Road and its future east extension.
- Moon Lake Connector – Local connector service that starts at the intersection of US 19 and SR 52 and ends at Pasco-Hernando State College West Campus.
- Wiregrass Circulator – Circulator service on Bruce B. Downs Boulevard connecting the key activity centers in the Wiregrass area to The Grove at Wesley Chapel.
- St. Leo-Dade-City Connector – Local service providing connections between St. Leo University and Dade City via SR 52.
- Starkey Connector – Local service from the intersection of River Crossing Boulevard and Alico Pass to the intersection of SR 54 and Gunn Highway, running along Starkey Boulevard and the proposed future Tower Road.
- Connerton Circulator – Local service circulating in the Connerton area.

Table 3-1 summarizes the transit service improvements presented above, along with their key operating characteristics. Map 3-1 illustrates the transit service alternatives included in the Needs Plan.

**Table 3-1
2040 Needs Plan Transit Service Alternatives Summary**

Route Name	Suggested Headway (min)	Daily Hours of Service	Service Days
Route 17 – Chancey Rd	30	18	Mon–Sat
Route 19 – 15-minute Premium Service	15	18	Mon–Sat
Route 26 – Trouble Creek/River Crossing Local Service	30	18	Mon–Sat
Route 27 – Land O’ Lakes-Hudson Connector	30	18	Mon–Sat
Route 28 – Hudson Area Circulator (round trip)	30	18	Mon–Sat
Route 40 – Land O’ Lakes Circulator (round trip)	30	18	Mon–Sat
Route 41 – US 41 Local Service	30	18	Mon–Sat
Route 45 – Zephyrhills to Wesley Chapel Local Service	30	18	Mon–Sat
Route 46 – Blanton-Wesley Chapel Local Service	30	18	Mon–Sat
Route 47 – Zephyrhills to Cypress Creek Local Service	30	18	Mon–Sat
Route 51 – Zephyrhills to Bruce B. Downs	30	18	Mon–Sat
Route 52 – Cross County Connector	30	18	Mon–Sat
Route 54 – Cross County Express	30	18	Mon–Sat
Ridge Road Connector Local Service	30	18	Mon–Sat
Wesley Chapel/USF Express	30	18	Mon–Sat
Moon Lake Connector	30	18	Mon–Sat
Wiregrass Circulator	30	18	Mon–Sat
St Leo -Dade City Connector	30	18	Mon–Sat
Spring Hill Connector Limited Express	30	18	Mon–Sat
SR 54 15-minute Premium Transit Service	15	18	Mon–Sat
Suncoast Express	30	18	Mon–Sat
US 19 Express (PHSC to Tarpon Mall)	30	18	Mon–Sat
Regional Express I-75 (off-peak)	30	12	Mon–Sat
Regional Express I-75 (peak)	20	6	Mon–Sat
Wiregrass – Downtown Express (on I-275)	30	18	Mon–Sat
Starkey Connector	30	18	Mon–Sat
Connerton Circulator	30	18	Mon–Sat
Bruce B. Downs/Wesley Chapel BRT	15	18	Mon–Sat
Dale Mabry/US 41 Premium Transit	15	18	Mon–Sat
Regional Rail on US 41 (Brooksville to Downtown) – peak	15	6	Mon–Sat
Regional Rail on US 41 (Brooksville to Downtown) – off-peak	30	12	Mon–Sat

Map 3-1: 2040 Transit Needs Plan



- ### Expand Existing Local Bus
- Add Later Service (to 11-11:30 PM)
 - 30-Minute Service on All Routes
 - Sunday Service

- ### Add New Service
- 15-Minute Service on Premium Bus and Bus Rapid Transit Routes
 - 30-Minute Service on Local Bus Routes
 - 30-Minute Service on Express Bus Routes

US 19 Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR 54/56 Corridor Improvements

Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

- ### Local/Express Bus
- Existing Local Bus
 - Future Local Bus
 - Future Express Bus

- ### Premium Transit
- Premium Bus (mixed traffic)
 - Bus Rapid Transit (add exclusive lanes)
 - Express Bus in Express Lanes
 - Commuter Rail

- ### Transit Access
- 🚉 Rail Stations*
 - 🚗 Intermodal Center*
 - 🌳 Park-and-Ride Vision Areas*
 - 🟠 Major Transit Stations/Stops*
 - 🟡 Major Transit Stations/Stops with Express Bus Service*

- 🟠 US 19 Premium Transit Corridor
- 🟢 Conservation/Parks/Public Lands
- 🟡 SR 54/56 Premium Transit Corridor

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.



Capital Needs

The capital needs include those capital components that need to be implemented to accommodate the transit service improvements presented in Table 3-1:

- Multimodal transit center on US 19
- 12 urban park-and-ride vision areas (1-acre lots with 100 spaces)
- 1 conceptual peripheral park-and-ride vision area (1-acre lot with 100 spaces)
- 8 conceptual rural park-and-ride vision areas (½-acre lots with 44 spaces)
- 22 major transit stations/stops (15 associated with park-and-ride vision areas)
- BRT exclusive running ways
- 3 commuter rail stations
- Signs, shelters, and transfer facilities to accommodate new bus services
- New buses to accommodate new and expanded services
- Dozens of possible transit accessibility improvements, such as sidewalks, crosswalks, ramps, ADA access, safety, etc., from the “Bus Stop Accessibility and Connectivity Study” (December 2012).

Project Prioritization

Alternatives Evaluation Methodology

A methodology was developed to evaluate and prioritize the transit alternatives presented previously in this section. By conducting an alternatives evaluation, the Pasco County MPO can better prioritize projects and allocate funding using an objective service assessment process. Three evaluation categories were identified for determining criteria for the evaluation:

- Public Outreach
- Transit Markets
- Productivity and Efficiency

Table 3-2 lists these evaluation categories, each category’s corresponding criteria, the associated measure of effectiveness, and the assigned weighting.

**Table 3-2
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 areas with “High” or “Very High” transit orientation	15%	40%
	Discretionary Market	Percent of corridor in areas that meet the “minimum” threshold for employment or dwelling unit density	15%	
	Urban/Regional Market	Connectivity to urban markets in adjacent counties	10%	
Productivity & Efficiency	Productivity	Trips per hour (2040 LRTP transit ridership modeling results and calculated revenue hours)	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 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. Thresholds were established based on industry-standard relationships to identify the areas of Pasco County that experience transit-supportive residential and employee density levels.

Public Outreach

An extensive public outreach process was conducted to support MOBILITY 2040, 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 elected officials and MPO advisory committees to gauge their views on the role that transit should play in Pasco County. 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:

- **Traditional Market** – This refers to existing population segments that historically have had a higher propensity to use transit and/or are dependent on transit for their transportation needs.
- **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.

- **Urban/Regional Market** – Each potential route was assessed for potential urban and/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.

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.

Measures included in this analysis include the following:

- **Ridership Productivity** – This is measured in terms of daily passenger trips per revenue hour of service. To normalize for ridership productivity, ridership (passenger trips) was projected using the regional travel demand model and revenue hours were calculated based on operating characteristics for each service alternative.
- **Cost Efficiency** – This is evaluated for each alternative using a standard transit industry efficiency measure, operating cost per passenger trip. The latest operating cost per trip for PCPT was used along with ridership from the regional travel demand model.

Each criterion was assigned a weight so reflect the relative importance of each categories of the evaluation. For each criterion, a scoring methodology was developed to facilitate the comparison of service alternatives. Following is a summary of the scoring methodology used in the evaluation process, including measures, scoring thresholds, and score values.

Alternatives Scoring Methodology

Weighting the criteria affords the opportunity to measure the relative importance of each criterion. 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. Scores were assigned to each service alternatives to facilitate a comparative evaluation. 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 3-3 shows the thresholds and scoring for each criterion used in the alternatives evaluation.

**Table 3-3
Alternatives Scoring Methodology**

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 standard deviation)	1
	Between (Average – 1 standard deviation) and Average	3
	Between Average and (Average + 1 standard deviation)	5
	More than (Average + 1 standard deviation)	7
Discretionary Market Potential (% serving discretionary market)	Less than (Average – 1 standard deviation)	1
	Between (Average – 1 standard deviation) and Average	3
	Between Average and (Average + 1 standard deviation)	5
	More than (Average + 1 standard deviation)	7
Urban/Regional Market Connectivity	No	0
	Yes	7
Trips per Hour	Less than (Average – 1 standard deviation)	1
	Between (Average – 1 standard deviation) and Average	3
	Between Average and (Average + 1 standard deviation)	5
	More than (Average + 1 standard deviation)	7
Operating Cost per Trip	More than (Average + 1 standard deviation)	1
	Between Average and (Average + 1 standard deviation)	3
	Between (Average – 1 standard deviation) and Average	5
	Less than (Average – 1 standard deviation)	7

Project Prioritization Results

A composite score for each service alternative was calculated based on the score received for each criterion and the weight assigned for the corresponding criterion. Table 3-4 shows the ranking summary for the transit service alternatives. The detailed results of the evaluation are presented in Appendix A. These rankings were used to assist in the development of the implementation plan for the MOBILITY 2040 Cost Affordable Transit Plan.

**Table 3-4
Ranking Summary of MOBILITY 2040 Transit Service Alternatives**

Proposed Improvement	Score	Rank
Expand Hours of Service 3 Hours at Night on All Routes	7.00	1
Increase Frequency to 30-minutes on Existing Routes	7.00	1
SR 54 15-minute Premium Transit Service	5.20	3
Route 19 – 15-minute Premium Service	4.90	4
Route 54 – Cross County Express	4.30	5
Spring Hill Connector Limited Express	4.30	6
Add Sunday Service on Existing Routes	4.20	7
Wiregrass – Downtown Express (on I-275)	4.00	8
Wiregrass Circulator	3.90	9
Wesley Chapel/USF Express	3.70	10
US 19 Express (PHSC to Tarpon Mall)	3.70	10
Dale Mabry/US 41 Premium Transit	3.70	10
Route 40 – Land O Lakes Circulator	3.60	13
Moon Lake Connector	3.60	13
Route 41 – US 41 Local Service	3.40	15
Route 52 – Cross County Connector	3.30	16
Suncoast Express	3.10	17
Regional Express I-75	3.10	17
Bruce B. Downs/Wesley Chapel Premium Transit	3.10	17
Route 45 – Zephyrhills to Wesley Chapel Local Service	3.00	20
Route 47 – Zephyrhills to Cypress Creek Local Service	3.00	20
Route 26 – Trouble Creek/River Crossing Local Service	2.40	22
Regional Rail on US 41 (Brooksville to Downtown)	2.20	23
Route 46 – Blanton - Wiregrass Park-and-Ride Local Service	2.10	24
Route 27 – Land O Lakes-Hudson Connector	2.10	25
Route 28 – Hudson Area Circulator	2.10	25
Route 51 – Zephyrhills to Bruce B. Downs	2.10	25
Ridge Road Connector Local Service	2.10	25
St. Leo–Dade City Connector	1.80	29
Route 17-Chancey Rd	1.50	30
Starkey Connector	1.50	31
Connerton Circulator	1.50	31

Section 4: 2040 Transit Mobility Cost Affordable Plan

This section presents the Transit Cost Affordable Plan for MOBILITY 2040. The Cost Affordable Plan is based on the Needs Plan improvements, input from Pasco MPO and PCPT staff, public involvement activities, and revenue projections. The process of prioritizing the transit improvements presented in Section 3 assisted in arranging the schedule of implementation for the projects that can be funded under the Cost Affordable Plan. A capital acquisition plan was developed to address capital needs for the planned transit improvements. Finally, operating and capital revenues that were projected based on various assumptions were compared with operating and capital costs to develop the MOBILITY 2040 transit financial plan.

Cost Affordable Transit Service Alternatives

Below is a summary of service improvement alternatives included in the transit Cost Affordable Plan:

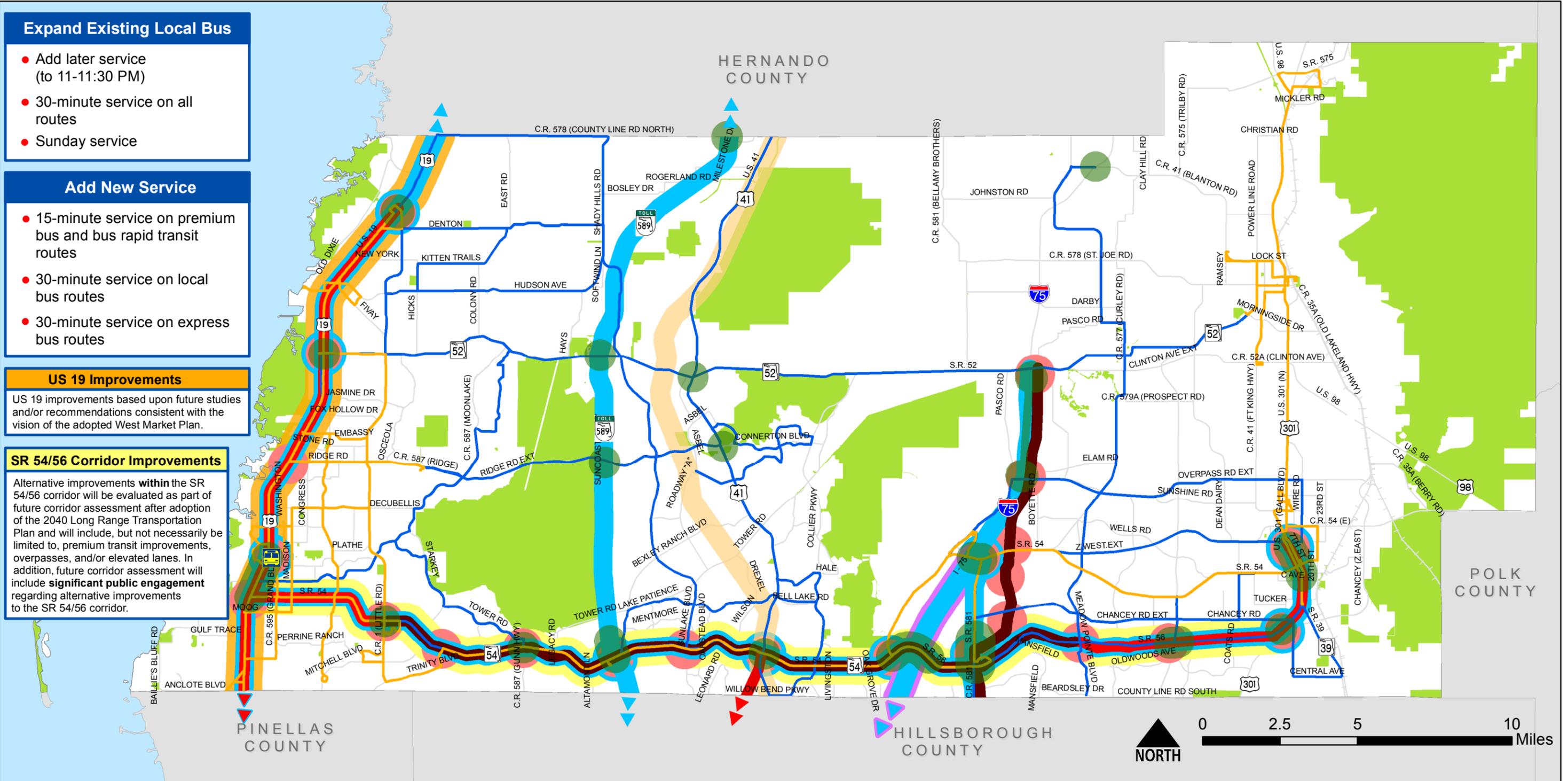
- **Existing Service Improvements** – In the 2040 transit Cost Affordable Plan, all the service improvements to existing routes identified in Section 3 are scheduled to be implemented. These improvements include:
 - Increase service frequency to 30 minutes on existing routes.
 - Expand 3 hours of service at night on existing routes.
 - Add Sunday service on existing routes.
- **New Service Expansion** – With the exception of the following transit improvements, all transit improvements from the Needs Plan can be funded in the Cost Affordable Plan.
 - Wiregrass-Downtown Express on I-275 (this service was removed, as similar service is being planned for implementation by the Hillsborough Area Regional Transit Authority - HART)
 - Regional Express Service on I-75 (north of SR 52 into Hernando County)
 - Commuter Rail Service on CSX corridor (feasibility study is funded in the Long Range Transportation Plan of the Hillsborough County MPO)
- **Expand Demand-Response Service As Needed** – Demand-response services will be maintained as appropriate through the year 2040. In particular, PCPT is required to provide complementary paratransit services within three-quarters of a mile of fixed-route local bus services.

The transit service improvement alternatives included in the 2040 Transit Cost Affordable Plan are summarized in Table 4-1 and illustrated in Map 4-1. In addition, Map 4-2 presents the interim 2030 Transit Cost Affordable Plan for MOBILITY 2040, including service and capital improvements that are scheduled for potential implementation by 2030.

**Table 4-1
Summary of Transit Projects in the 2040 Cost Affordable Plan**

Service Improvement	Service Type	Implementation Year	Service Frequency
Improvements to Existing Routes			
Implement 60-minute Frequency and Saturday Service on Route 54	Local Service	2015	60
Expand Hours of Service on All Routes (3 hrs @ night)	Local Service	2025	60
Wesley Chapel/USF Express (500X)	Express Service	2015	30
Increase Frequency to 30-minutes on Existing Routes	Local Service	2025	30
Add Sunday Service on Existing Routes	Local Service	2025	30
New Service Expansion			
Route 19 – Add 15–minute Premium Service	Premium Service	2036	15
Route 40 – Land O' Lakes Circulator	Local Service	2031	30
Route 41 – US 41 Local Service	Local Service	2031	30
Route 52 – Cross County Connector	Local Service	2031	30
Route 54 – Cross County Express	Express Service	2031	30
Route 17 – Chancey Rd	Local Service	2039	30
Route 26 – Trouble Creek/River Crossing Local Service	Local Service	2039	30
Route 27 – Land O' Lakes/Hudson Connector	Local Service	2039	30
Route 28 – Hudson Area Circulator (Roundtrip)	Local Service	2038	30
Route 45 – Zephyrhills to Wesley Chapel Local Service	Local Service	2039	30
Route 46 – Blanton/Wiregrass PnR Local Service	Local Service	2039	30
Route 47 – Zephyrhills to Cypress Creek Local Service	Local Service	2039	30
Route 51 – Zephyrhills to Bruce B. Downs	Local Service	2039	30
Ridge Rd Connector Local Service	Local Service	2038	30
Moon Lake Connector	Local Service	2016	30
Spring Hill Connector Limited Express	Express Service	2016	30
Wiregrass Circulator	Local Service	2031	30
SR 54 15-minute Premium Transit Service	Premium Service	2030	15
Suncoast Express	Express Service	2031	30
US 19 Express; PHSC to Tarpon Mall	Express Service	2031	30
St. Leo--Dade City Connector	Local Service	2031	30
Starkey Connector	Local Service	2031	30
Connerton Circulator	Local Service	2031	30
Bruce B. Downs/Wesley Chapel Premium Transit	Premium Service	2038	15
Regional Express I-75; Off-Peak (Pasco Portion ONLY)	Express Service	2031	30
Regional Express I-75; Peak (Pasco Portion ONLY)	Express Service	2031	20
Paratransit (ADA) service for New Local Routes	Local Service	2020-2040	N/A

Map 4-1: 2040 Transit Cost Affordable Plan



Expand Existing Local Bus

- Add later service (to 11-11:30 PM)
- 30-minute service on all routes
- Sunday service

Add New Service

- 15-minute service on premium bus and bus rapid transit routes
- 30-minute service on local bus routes
- 30-minute service on express bus routes

US 19 Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR 54/56 Corridor Improvements

Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Local/Express Bus

- Existing Local Bus
- Future Local Bus
- Future Express Bus

Premium Transit

- Premium Bus (mixed traffic)
- Bus Rapid Transit (add exclusive lanes)
- Express Bus in Express Lanes
- Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)
- US 19 Premium Transit Corridor
- SR 54/56 Premium Transit Corridor

Transit Access

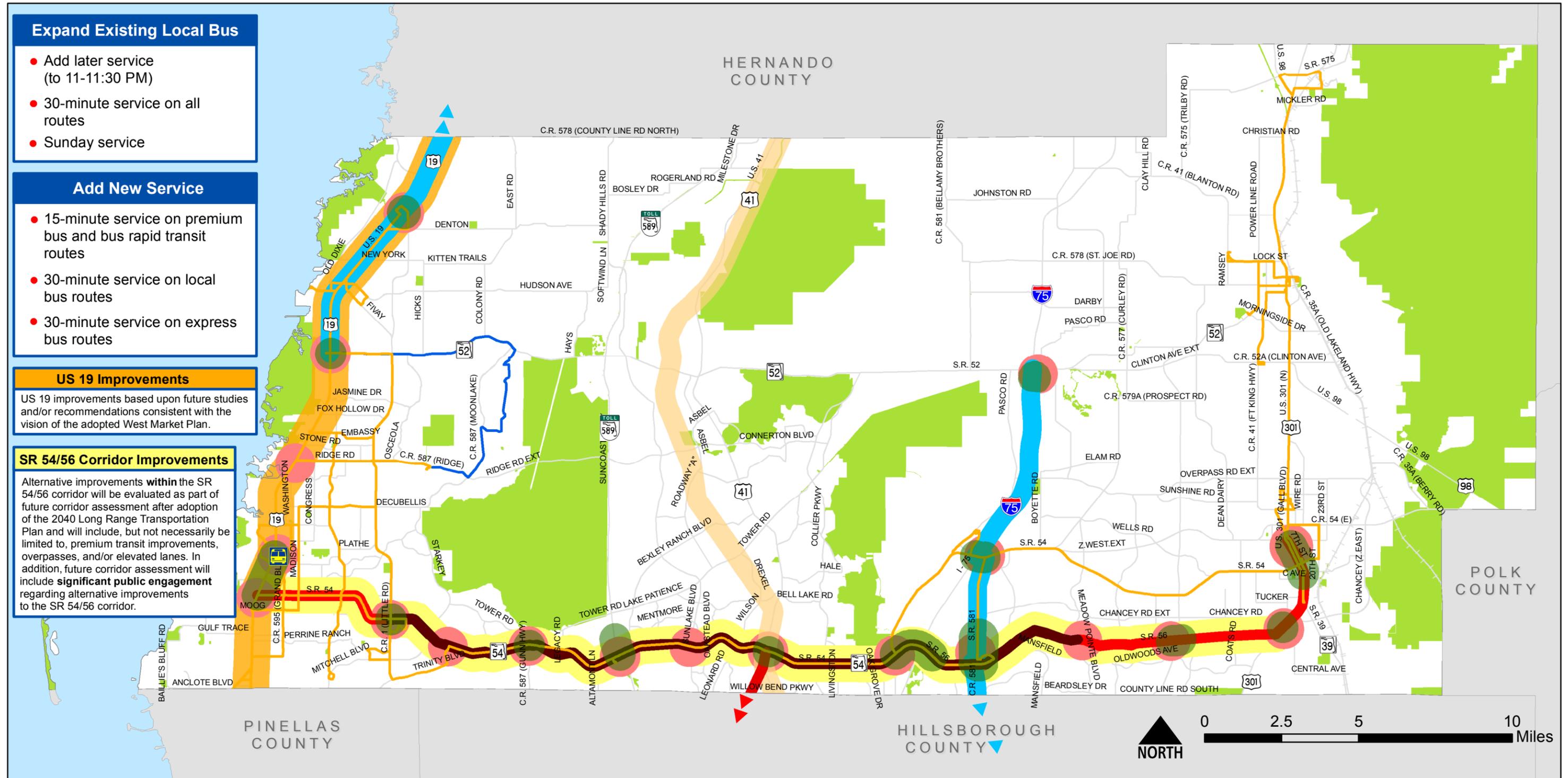
- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

— Conservation/Parks/Public Lands

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.



Map 4-2: 2030 Transit Cost Affordable Plan



Expand Existing Local Bus

- Add later service (to 11-11:30 PM)
- 30-minute service on all routes
- Sunday service

Add New Service

- 15-minute service on premium bus and bus rapid transit routes
- 30-minute service on local bus routes
- 30-minute service on express bus routes

US 19 Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR 54/56 Corridor Improvements

Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Local/Express Bus

- Existing Local Bus
- Future Local Bus
- Future Express Bus

Premium Transit

- Premium Bus (mixed traffic)
- Bus Rapid Transit (add exclusive lanes)
- Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)
- US 19 Premium Transit Corridor
- SR 54/56 Premium Transit Corridor

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*

— Conservation/Parks/Public Lands

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.



Cost Affordable Capital Acquisition Plan

A Transit Capital Acquisition Plan (TCAP) was developed as part of the MOBILITY 2040 transit element. The transit capital components are required to support the transit service expansion included in the Cost Affordable Plan. Capital improvements in the Cost Affordable Transit Plan are summarized below.

Vehicles

A significant number of new buses are needed to replace the existing service vehicle fleet and to support transit service expansion. The 2040 Cost Affordable Transit Plan includes the purchase of 272 transit vehicles, of which 235 are fixed-route buses, 31 are paratransit vehicles, and the remaining 6 are new support automobiles.

Park-and-Ride Lots

The plan includes the construction of 21 park-and-ride lots to serve as complementary facilities for transit use. It is estimated that 13 urban park-and-ride lots and 8 remote/rural park-and-ride lots will be needed to support the transit service expansions for the next 25 years.

BRT Stations and Running Way

BRT service distinguishes itself from local bus service with a host of premium features that include enhanced stations, dedicated/exclusive running way, low-floor bus vehicles, etc. The proposed Bruce B. Downs/Wesley Chapel BRT in the Cost Affordable Plan is initially planned to have enhanced stations and dedicated lane features. A total of 5 stations are planned. In addition, a major portion of SR 54/56 premium transit service will also be provided as exclusive lane BRT. A total of 13 stations are planned for the SR 54/56 corridor.

Other Transit Infrastructure

Other transit infrastructure improvements include the multimodal transit center on US 19, bus bays, bus shelters, benches, and signs that need to be considered to accommodate the new transit service expansion. Other capital infrastructure for SR 54 15-minute premium transit service and US 19 15-minute premium service also are included in this category.

To develop the total costs for each of the capital components described above, unit costs were obtained from various sources, including the 2014–2023 *Access Pasco* TDP, the *PCPT Transit Infrastructure Guidelines Manual*, the 2009 Update of Federal Transit Administration’s (FTA) “Characteristics of BRT” report (CBRT), and information provided by MPO and PCPT staff. Table 4-2 summarizes the key transit capital cost assumptions.

Table 4-2
Key Transit Capital Cost Assumptions

Capital Elements	Life Cycle	2015 Unit Costs/Units	Notes/Source
Spare Ratio - Bus	N/A	20%	FTA standard
Vehicle Unit Costs (Diesel Hybrid 40')	12 yrs	\$650,000	Based on other recent Florida TDPs
Vehicle Unit Costs – 40' Transit coach	12 yrs	\$405,000	PCPT staff
Vehicle Unit Costs – Paratransit Van	7 yrs	\$90,000	Pasco Office of Management and Budget (OMB) Staff
Vehicle Unit Costs – Support Vehicle	5 yrs	\$35,000	PCPT staff
Capital Cost Inflation Rate – Bus	N/A	3%	Based on other recent Florida TDPs, FDOT
Bus Stop Infrastructure Program – Signs, Benches, Shelters	N/A	\$75,000	Annually, PCPT staff
Urban Park-and-Ride Lot	20 yrs	\$1,050,000	Park-and-Ride Chapter in <i>PCPT Transit Infrastructure Guidelines Manual</i> , FDOT 2012 <i>State Park-and-Ride Guide</i>
Remote/Rural Park-and-Ride Lot	20 yrs	\$421,000	
BRT Station	20 yrs	\$482,000	CBRT
BRT Running Way (per mile)	20 yrs	\$8,350,000	CBRT

Overview of Capital Acquisition Plan

Based on the unit cost assumptions presented in Table 4-2, the TCAP was developed according to the implementation schedule of each service improvement alternative included in the Cost Affordable Plan. Table 4-3 presents the detailed vehicle replacement and expansion schedule through 2040, and Table 4-4 summarizes the capital facilities and amenities acquisition plan for the 2040 Cost Affordable Transit Plan.

Operating and Capital Costs Summary

Table 4-5 presents the total operating and capital costs for the cost affordable plan by project between 2020 and 2040. In year-of-expenditure dollars, total operating cost equals \$978 million while total capital costs equals \$903 million. Total operating and capital costs add up to \$1,881 million for the MOBILITY 2040 Cost Affordable Transit Plan.

**Table 4-3
Vehicle Replacement and Expansion Schedule**

Year	Fixed-Route Buses		Paratransit Vans		Support Vehicles	
	Replace	New	Replace	New	Replace	New
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
2024	0	22	0	1	2	0
2025	0	0	1	0	0	0
2026	5	0	3	0	0	0
2027	5	0	0	0	0	0
2028	1	0	3	1	0	0
2029	4	21	2	0	0	0
2030	1	46	5	0	0	0
2031	5	0	1	0	2	0
2032	4	0	0	2	0	0
2033	0	0	0	0	0	0
2034	4	0	0	0	0	0
2035	9	10	1	0	0	0
2036	22	0	0	1	0	0
2037	0	14	0	0	0	0
2038	5	34	4	0	2	0
2039	5	0	2	0	0	0
2040	0	1	3	1	0	0
Totals	87	148	25	6	6	0

Table 4-4

Capital Facilities and Amenities Acquisition Plan (units & cost by year in 2015 dollars)

Year	Urban Park-and-Ride		Remote/Rural Park-and-Ride		BRT Station		BRT Running Way		Other Infrastructure	
	Units	Cost	Units	Cost	Units	Cost	Units	Cost	Units	Cost
2020	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$366,400
2021	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$2,238,471
2022	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$145,000
2023	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$145,000
2024	0	\$0	5	\$2,105,000	0	\$0	0	\$0	N/A	\$345,000
2025	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$40,345,000
2026	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$50,345,000
2027	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$50,345,000
2028	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$50,345,000
2029	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$50,345,000
2030	3	\$3,150,000	0	\$0	0	\$0	0	\$0	N/A	\$10,345,000
2031	7	\$7,350,000	2	\$842,000	0	\$0	0	\$0	N/A	\$10,345,000
2032	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$10,345,000
2033	0	\$0	0	\$0	1	\$2,890,000	2.31	\$19,305,200	N/A	\$10,345,000
2034	0	\$0	0	\$0	1	\$2,890,000	2.31	\$19,305,200	N/A	\$10,345,000
2035	0	\$0	0	\$0	1	\$2,890,000	2.31	\$19,305,200	N/A	\$10,345,000
2036	3	\$3,150,000	0	\$0	1	\$2,890,000	2.31	\$19,305,200	N/A	\$345,000
2037	0	\$0	0	\$0	1	\$2,890,000	2.31	\$19,305,200	N/A	\$345,000
2038	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$345,000
2039	0	\$1,050,000	1	\$421,000	0	\$0	0	\$0	N/A	\$345,000
2040	0	\$0	0	\$0	0	\$0	0	\$0	N/A	\$345,000
Totals	13	\$13,650,000	8	\$3,368,000	5	\$14,450,000	11.56	\$96,526,000	N/A	\$323,817,112

**Table 4-5
Operating and Capital Costs Summary of 2040 Cost Affordable Plan, 2020–2040**

Project Description	Implementation Year	Capital Costs (YOE*)			Operating Cost (YOE*)	Total Cost (YOE*)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue existing fixed-route service	Ongoing	\$35,305,081	\$0	\$0	\$141,398,721	\$176,703,802
Continue existing paratransit service (ADA & TD)	Ongoing	\$2,683,910	\$0	\$0	\$73,317,525	\$76,001,435
Support vehicles	Ongoing	\$341,814	\$0	\$0	\$0	\$341,814
Implement 60-minute frequency and Saturday service on Route 54	2015	\$0	\$2,801,429	\$0	\$21,888,831	\$24,690,260
Wesley Chapel/USF Express (500X)	2015	\$0	\$0	\$0	\$48,708,673	\$48,708,673
Expand hours of service on all routes (3 hrs @ night)	2025	\$0	\$0	\$0	\$22,625,895	\$22,625,895
Increase frequency to 30 minutes on existing routes	2025	\$0	\$28,200,754	\$0	\$86,121,761	\$114,322,515
Add Sunday service on existing routes	2025	\$0	\$0	\$0	\$21,185,072	\$21,185,072
US 19 15-minute premium transit	2036	\$0	\$11,739,723	\$100,000,000	\$32,325,497	\$144,065,220
Land O' Lakes circulator (roundtrip)	2031	\$0	\$1,892,930	\$0	\$18,276,906	\$20,169,836
US 41 local service	2031	\$0	\$3,785,861	\$0	\$36,553,815	\$40,339,676
SR 52 cross county connector	2031	\$0	\$5,678,791	\$0	\$54,830,721	\$60,509,512
SR 54 cross county express	2031	\$0	\$4,416,838	\$0	\$42,646,118	\$47,062,956
Chancey Road local service	2039	\$0	\$4,795,815	\$0	\$8,044,394	\$12,840,209
Trouble Creek/River Crossing local service	2039	\$0	\$2,397,908	\$0	\$4,022,196	\$6,420,104
Land O' Lakes/Hudson connector	2039	\$0	\$6,394,420	\$0	\$10,725,858	\$17,120,278
Hudson area circulator (roundtrip)	2038	\$0	\$3,104,088	\$0	\$7,947,416	\$11,051,504
Zephyrhills to Wesley Chapel local service	2039	\$0	\$2,397,908	\$0	\$4,022,196	\$6,420,104
Blanton/Wiregrass park-and-ride local service	2039	\$0	\$3,996,513	\$0	\$6,703,662	\$10,700,175
Zephyrhills to Cypress Creek local service	2039	\$0	\$3,996,513	\$0	\$6,703,662	\$10,700,175
Zephyrhills to Bruce B. Downs Blvd local service	2039	\$0	\$3,197,210	\$0	\$5,362,929	\$8,560,139
Ridge Road connector local service	2038	\$0	\$2,328,066	\$0	\$5,960,562	\$8,288,628
Moon Lake connector	2016	\$0	\$2,801,429	\$0	\$18,826,050	\$21,627,479
Spring Hill connector limited express	2016	\$0	\$1,442,736	\$0	\$9,413,008	\$10,855,744
Wiregrass circulator	2031	\$0	\$1,892,930	\$0	\$18,276,906	\$20,169,836
SR 54 15-minute premium transit	2030	\$0	\$20,646,850	\$479,178,714	\$139,091,229	\$638,916,793
Suncoast express	2031	\$0	\$2,523,907	\$0	\$24,369,212	\$26,893,119
US 19 express (PHSC to Tarpon Mall)	2031	\$0	\$2,523,907	\$0	\$24,369,212	\$26,893,119
St. Leo--Dade City connector	2031	\$0	\$1,261,954	\$0	\$12,184,603	\$13,446,557
Starkey connector	2031	\$0	\$630,977	\$0	\$6,092,303	\$6,723,280
Connerton circulator	2031	\$0	\$1,261,954	\$0	\$12,184,603	\$13,446,557
Bruce B. Downs/Wesley Chapel BRT	2038	\$0	\$8,718,271	\$110,976,000	\$34,769,838	\$154,464,109
Regional express on I-75	2031	\$0	\$1,892,930	\$0	\$14,215,375	\$16,108,305
Paratransit (ADA) service for new local routes	2020-2040	\$0	\$1,874,430	\$0	\$4,548,848	\$6,423,278
Other capital infrastructure	2020-2040	-	-	\$5,359,871	-	\$5,359,871
Additional bus stop infrastructure (new routes)	2020-2040	-	-	\$3,400,000	-	\$3,400,000
Urban park-and-rides (includes land)	2020-2040	-	-	\$22,562,117	-	\$22,562,117
Remote/rural park-and-rides	2020-2040	-	-	\$4,953,517	-	\$4,953,517
Total		\$38,330,805	\$138,597,042	\$726,430,219	\$977,713,597	\$1,881,071,663

* YOE = Year Of Expenditure

Notes:

1. Transit improvements are funded by a mixture of local, state, and federal revenue sources. Fare revenues are only used to cover operating expenses.
2. Local sources for operating include local general revenues as matching funds for Federal Section 5307, 5311, and FDOT Block Grants, and Tax Increment Financing (TIF) funds.
3. For Capital, local sources include TIF, Mobility Fee, and Penny for Pasco funds.
4. State sources for operating include FDOT Block Grant, Urban Corridor, and Service Development Grants while no state funds are assumed for transit capital projects.
5. Federal Section 5307 and 5311 are assumed for funding both operating and capital improvements.
6. Table below shows the distribution of various sources of transit funding for the LRTP transit improvements.
7. For the purposes of this plan, it is assumed that the Charter County Surtax does not leverage additional Federal transit funding. This will likely change once the surtax is approved by referendum and is available to pursue additional Federal funding.

Funding Source	Operating	Capital	Overall
Local	22%	3%	16%
State	4%	0%	3%
Federal	1%	9%	3%
Fares	16%	0%	11%
Paratransit	6%	0%	4%
Local - Charter County Surtax	52%	88%	64%
Total	100%	100%	100%

Revenue Projections

Revenue projections for the Transit Element were prepared to fund the Cost Affordable Plan through 2040. Following is a summary of assumptions used in developing the capital and operating revenues. Tables 4-6 and 4-7 show the detailed breakdown of operating and capital revenues by revenue sources between 2020 and 2040.

Assumptions

- Federal Section 5307 and 5311 formula program and FDOT Block Grant funding are based on the adopted PCPT TDP. This plan assumes continuation of these sources beyond the TDP planning horizon with an annual growth rate of 2.5 percent.
- A new Charter County Surtax is assumed to be available starting in 2025 and is necessary to fund the significant increase in transit investments through 2040.
- Based on current data, the farebox recovery ratio (passenger fare revenue divided by total operating costs) for fixed-route bus service is 21.5 percent. For the purpose of the 2040 LRTE, farebox revenues are projected by applying this current farebox recovery ratio to the projected operating costs for each fiscal year.
- Local match for Federal Section 5307 and 5311 and FDOT Block Grant was assumed based on data provided by PCPT and Pasco County Office of Management and Budget (OMB). Estimated revenues generated from Tax Increment Financing (TIF) were also provided by OMB for 2014–2023. This revenue was further expanded to 2040 for this LRTE.
- According to Pasco County OMB, total funding available for capital from the Pasco County Mobility Fee proceeds was \$315,146 for the 10-year period from 2014–2023. This revenue was further expanded to 2040 for this LRTE.
- Funds from public-private partnerships are assumed for the development of park-and-ride lots at three locations, including Wiregrass, I-75 at SR 52, and Suncoast Parkway at SR 54.
- FDOT Transit Corridor and/or Service Development Grants are assumed to be available from 2015–2040 to fund some of the service improvements identified in the Cost Affordable Plan. It is assumed that these grants will require a 50 percent local match, which will be covered by the various local sources included in the plan.

**Table 4-6
Transit Cost Affordable Plan Operating Revenue Projections (FY 2020–FY 2040)**

Revenue Sources	FY 2020–FY 2025	FY 2026–FY 2030	FY 2031–FY 2035	FY 2036–FY 2040	Total
Federal 5307 for Operating	\$820,130	\$763,449	\$862,974	\$975,475	\$3,422,028
Federal 5307 from Capital to Operating	\$346,979	\$0	\$0	\$0	\$346,979
Federal 5311 for Operating	\$961,717	\$895,254	\$1,011,962	\$1,143,878	\$4,012,811
FDOT Block Grant Funds	\$5,171,267	\$4,813,875	\$5,441,407	\$6,150,753	\$21,577,302
FDOT Urban Corridor (Routes 19 and 54)	\$3,493,152	\$3,251,736	\$3,675,628	\$4,154,785	\$14,575,301
FDOT Service Development (Moon Lake Connector, 50%)	\$0	\$0	\$0	\$0	\$0
FDOT Urban Corridor (Wesley Chapel/USF Express, 100%)	\$1,470,129	\$1,401,501	\$1,584,201	\$1,790,716	\$6,246,547
FDOT Urban Corridor (Spring Hill Connector, 100%)	\$2,215,361	\$2,111,942	\$2,387,252	\$2,698,455	\$9,413,010
Tax Increment Financing (TIF) Funds	\$35,622,481	\$45,931,728	\$70,022,719	\$100,758,394	\$252,335,322
Local Match for 5307	\$656,104	\$610,758	\$690,380	\$780,384	\$2,737,626
Local Match for 5311	\$528,942	\$492,390	\$556,575	\$629,133	\$2,207,040
Local Match for FDOT Block Grant	\$4,660,246	\$4,338,170	\$4,903,695	\$5,542,944	\$19,445,055
Fare Revenue from Existing Service	\$7,141,523	\$6,808,140	\$7,695,649	\$8,698,854	\$30,344,166
Fare Revenue from Expanded Service	\$5,173,883	\$15,280,454	\$54,048,555	\$88,260,155	\$162,763,047
Bus Advertising	\$1,159,726	\$1,079,578	\$1,220,314	\$1,379,397	\$4,839,015
Paratransit	\$16,951,380	\$16,449,816	\$18,594,217	\$21,018,158	\$73,013,571
Charter County Surtax	\$12,835,889	\$48,986,984	\$234,234,021	\$353,556,597	\$649,613,491
Total Revenues	\$99,208,909	\$153,215,775	\$406,929,549	\$597,538,078	\$1,256,892,311

**Table 4-7
Transit Cost Affordable Plan Capital Revenue Projections (FY 2020–FY 2040)**

Revenue Sources	FY 2020–FY 2025	FY 2026–FY 2030	FY 2031–FY 2035	FY 2036–FY 2040	Total
Federal 5307 for Capital	\$17,776,401	\$11,215,000	\$11,215,000	\$11,215,000	\$51,421,401
Federal 5311 for Capital	\$530,822	\$1,327,055	\$1,327,055	\$1,327,055	\$4,511,987
FDOT TRIP Funding for New Terminal	\$0	\$0	\$0	\$0	\$0
FDOT Regional Fare Integration – Phase II	\$0	\$0	\$0	\$0	\$0
Tax Increment Financing (TIF) Funds	\$1,926,673	\$1,155,000	\$1,155,000	\$1,155,000	\$5,391,673
Pasco County Mobility Fee	\$1,562,182	\$1,719,434	\$2,217,849	\$2,861,899	\$8,361,364
Penny for Pasco – Buses	\$0	\$0	\$0	\$0	\$0
Penny for Pasco – Infrastructure	\$3,071,871	\$0	\$0	\$0	\$3,071,871
Charter County Surtax	\$42,091,023	\$260,771,204	\$143,349,089	\$106,666,077	\$552,877,393
Total Revenues	\$66,958,972	\$276,187,693	\$159,263,993	\$123,225,031	\$625,635,689

MOBILITY 2040 Cost Affordable Transit Financial Plan

A financial plan was developed for the MOBILITY 2040 Cost Affordable Transit Plan. This financial plan reflects transit revenues that are expected to be available from 2020–2040 from federal, state, and local sources, etc., and the total transit operating and capital costs for all the service improvements identified in the Cost Affordable Plan. As shown in Table 4-8, the Transit Element is essentially balanced at \$1.88 billion. In addition, Table 4-9 illustrates transit costs in present day expenditures (2014).

Table 4-8
20-Year Cost Affordable Transit Financial Plan (Year-of-Expenditure)

	2020–2025	2026–2030	2031–2040	Total
Operating				
Costs	\$87,589,455	\$164,835,229	\$1,004,467,627	\$1,256,892,311
Revenues	\$99,208,909	\$153,215,775	\$1,004,467,627	\$1,256,892,311
Local	\$41,467,773	\$51,373,046	\$183,884,224	\$276,725,043
State	\$12,349,909	\$11,579,054	\$27,883,197	\$51,812,160
Federal	\$2,128,826	\$1,658,703	\$3,994,289	\$7,781,818
Fares	\$13,475,132	\$23,168,172	\$161,302,924	\$197,946,228
Paratransit	\$16,951,380	\$16,449,816	\$39,612,375	\$73,013,571
Charter County Surtax	\$12,835,889	\$48,986,984	\$587,790,618	\$649,613,491
Capital				
Costs	\$66,958,972	\$276,187,693	\$281,032,687	\$624,179,352
Revenues	\$66,958,972	\$276,187,693	\$282,489,024	\$625,635,689
Local	\$6,560,726	\$2,874,434	\$7,389,748	\$16,824,908
State	\$0	\$0	\$0	\$0
Federal	\$18,307,223	\$12,542,055	\$25,084,110	\$55,933,388
Charter County Surtax	\$42,091,023	\$260,771,204	\$250,015,166	\$552,877,393
Total Costs & Revenues				
Costs	\$154,548,427	\$441,022,922	\$1,285,500,314	\$1,881,071,663
Revenues	\$166,167,881	\$429,403,468	\$1,286,956,651	\$1,882,528,000
Local	\$48,028,499	\$54,247,480	\$191,273,972	\$293,549,951
State	\$12,349,909	\$11,579,054	\$27,883,197	\$51,812,160
Federal	\$20,436,049	\$14,200,758	\$29,078,399	\$63,715,206
Fares	\$13,475,132	\$23,168,172	\$161,302,924	\$197,946,228
Paratransit	\$16,951,380	\$16,449,816	\$39,612,375	\$73,013,571
Charter County Surtax	\$54,926,912	\$309,758,188	\$837,805,784	\$1,202,490,884

Table 4-9
Operating and Capital Costs
20-Year Cost Affordable Transit Plan (Present Day Expenditures - 2014)

Costs	2020–2025	2026–2030	2031–2040	Total
Operating	\$66,286,429	\$106,287,692	\$501,679,072	\$674,253,193
Capital	\$48,908,802	\$179,480,351	\$145,484,444	\$373,873,597
Total	\$115,195,231	\$285,768,043	\$647,163,516	\$1,048,126,790

Appendix A
Transit Alternatives Evaluation Matrix

Transit Needs Plan Alternatives Evaluation Matrix

Evaluation Criteria		Expand Hours of Service 3 Hours at Night on All Routes	Increase Frequency to 30-minutes on Existing Routes	Add Sunday Service on Existing Routes	Route 17- Chancey Rd	Route 19 - 15-minute Premium Service	Route 26 - Trouble Creek/River Crossing Local Service	Route 27 – Land O Lakes-Hudson Connector	Route 28 – Hudson Area Circulator (Round trip)	Route 40 – Land O Lakes Circulator (Round trip)	Route 41 – US 41 Local Service	Route 45 – Zephyrhills to Wesley Chapel Local Service	Route 46 – Blanton - Wiregrass PnR Local Service	Route 47 – Zephyrhills to Cypress Creek Local Service	Route 51 – Zephyrhills to Bruce B. Downs	Route 52 – Cross County Connector	Route 54 – Cross County Express	Ridge Road Connector Local Service
Public Involvement	Interest	Very High	Very High	Low	Low	High	Medium	Low	Medium	High	Medium	Low	Low	Low	Medium	Medium	Very High	High
	Score	7	7	1	1	5	3	1	3	5	3	1	1	1	3	3	7	5
	weight	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Traditional Market	% in Trad. Market	3.46%	3.46%	3.46%	0.31%	0.45%	0.04%	0.30%	0.18%	0.00%	0.00%	0.07%	0.00%	0.14%	0.14%	0.22%	0.17%	0.00%
	Score	7	7	7	5	5	1	5	3	1	1	1	1	3	3	3	3	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Choice Market	% in Choice Market	5.31%	5.31%	5.31%	0.16%	0.57%	0.23%	0.04%	0.00%	0.33%	0.07%	0.43%	0.09%	0.68%	0.27%	0.39%	1.15%	0.00%
	Score	7	7	7	1	3	1	1	1	3	1	3	1	5	1	3	5	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Urban/ Regional Market	Yes/No?	Yes	Yes	No	No	Yes	No	No	No	No	Yes	No	No	No	No	No	Yes	No
	Score	7	7	0	0	7	0	0	0	0	7	0	0	0	0	0	7	0
	weight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Trips per Hour	Trip/Hr	20.74	25.78	12.90	1.65	9.95	5.78	3.27	2.56	10.41	9.47	16.20	7.00	10.59	2.68	6.36	0.03	0.94
	Score	7	7	7	1	5	3	3	1	5	5	7	5	5	1	5	1	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Operating Cost per Trip	Cost /Trip	\$3.23	\$2.60	\$5.19	\$40.64	\$6.73	\$11.59	\$20.48	\$26.21	\$6.44	\$7.07	\$4.13	\$9.57	\$6.33	\$24.99	\$10.52	\$2,109.87	\$70.92
	Score	7	7	5	1	5	5	3	3	5	5	7	5	5	3	5	1	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Total Score		7.00	7.00	4.20	1.50	4.90	2.40	2.10	2.10	3.60	3.40	3.00	2.10	3.00	2.10	3.30	4.30	2.10

Transit Needs Plan Alternatives Evaluation Matrix (cont.)

Evaluation Criteria		Wesley Chapel/USF Express	Moon Lake Connector	Wiregrass Hopper	St Leo - Dade City Connector	Spring Hill Connector Limited Express	SR 54 15-minute Premium Transit Service	Suncoast Express	US 19 Express (PHSC to Tarpon Mall)	Regional Express I-75	Wiregrass - Downtown Express (on I-275)	Starkey Connector	Connerton Circulator	Bruce B. Downs/Wesley Chapel Premium Transit	Dale Mabry/US 41 Premium Transit	Regional Rail on US 41 (Bville to Downtown)
Public Involvement	Interest	Very High	Very High	High	Medium	Very High	Very High	High	High	High	Very High	Medium	Medium	High	High	Medium
	Score	7	7	5	3	7	7	5	5	5	7	3	3	5	5	3
	weight	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Traditional Market	% in Trad. Market	0.00%	0.11%	0.00%	0.09%	0.34%	0.17%	0.00%	0.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Score	1	1	1	1	5	3	1	5	1	1	1	1	1	1	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Choice Market	% in Choice Market	0.37%	0.05%	0.43%	0.13%	0.04%	1.15%	0.15%	0.57%	0.41%	0.35%	0.03%	0.00%	0.35%	0.07%	0.07%
	Score	3	1	3	1	1	5	1	3	3	3	1	1	3	1	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Urban/Regional Market	Yes/No?	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes
	Score	7	0	0	0	7	7	7	7	7	7	0	0	7	7	7
	weight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Trips per Hour	Trip/Hr	0.14	3.89	14.22	2.19	2.37	5.84	2.26	1.99	1.27	2.33	1.67	0.61	0.57	4.85	2.64
	Score	1	3	7	1	1	3	1	1	1	1	1	1	1	3	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Operating Cost per Trip	Cost /Trip	\$463.71	\$17.22	\$4.71	\$30.52	\$28.26	\$11.47	\$29.66	\$33.72	\$52.73	\$28.71	\$40.19	\$109.60	\$293.04	\$13.80	\$142.94
	Score	1	5	5	3	3	5	3	1	1	3	1	1	1	5	1
	weight	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Total Score		3.70	3.60	3.90	1.80	4.30	5.20	3.10	3.70	3.10	4.00	1.50	1.50	3.10	3.70	2.20