

PC-137-1

**ANALYSIS OF FLORIDA
DEPARTMENT OF
TRANSPORTATION TRANSIT
CORRIDOR
PROGRAM/PROJECTS**

Technical Memoranda Numbers
One, Two, and Three

REVIEW AND SUMMARY OF TRANSIT CORRIDOR PROJECTS

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Review and Summary of Existing Transit Corridor Projects

PURPOSE

The purpose of this project is to undertake a consolidated, comprehensive review of the Florida Department of Transportation Transit Corridor Program. The project team will review all transit corridor projects completed on or after July 1, 1993. Specific tasks associated with this effort will be the review of the project scopes defined in the joint participation agreements (JPAs) between the district offices and the various recipients; the identification of the goals and objectives of each of the projects and the milestones established as a measure of the progress in meeting and/or exceeding those established goals and objectives; and quarterly and final reports submitted by the grantee for the project.

Based on the information obtained through this effort, CUTR will seek to establish the relative success of each project in meeting the goals and objectives established and the overall statewide goal of the program to relieve congestion and improve system capacity along designated corridors. Along with this exercise, CUTR will also identify those areas that have demonstrated significant local commitment to ensuring the success of the project. Finally, the lessons learned from the implementation of these projects will be shared with other transit systems within the State of Florida.

In an effort to assist the Department in streamlining and/or improving current procedures and policies, during this review and subsequent discussions with FDOT staff, CUTR will review the overall Transit Corridor Program process. Recommendations for procedural changes are contained in Technical Memorandum Three.

Consistent with Task 1 of this project CUTR has summarized all the project descriptions from the Joint Participation Agreements for the Transit Corridor Program executed from July 1, 1993 through December 31, 1999 and for those projects which began prior to July of 1993 but have continued into the review period through supplemental agreements. Recently implemented projects have been summarized in lesser detail using the scope contained in the JPA and any available progress reports. Where critical reporting/data was lacking, CUTR interviewed FDOT and transit agency personnel in an attempt to gather the required information. As necessary, site visits were made to the FDOT district offices

and/or transit agencies (or other grantees) in order to interview personnel and observe project accomplishments.

Task 2 builds on Task 1 with the emphasis on identifying the success and failure of Transit Corridor projects. This information is provided in Technical Memorandum Two entitled *“Summary of Transit Corridor Projects Strengths and Weaknesses.”* It is intended that the results of this analysis may also be presented at the Florida Transit Association’s annual or mid-year conferences.

Finally, in Task 3 CUTR interviewed involved FDOT personnel at both the Central Office and District Offices to discuss the strengths and weaknesses of the overall Transit Corridor Program. CUTR also studied the FDOT Transit Corridor Procedure, Topic Number 725-030-003-d, reviewing the sections developed for program management and implementation; funding and eligible costs; capital acquisition and management; and project implementation and monitoring. From these efforts recommendations have been provided in Technical Memorandum Three to improve the Transit Corridor Procedure and related processes.

TRANSIT CORRIDOR PROGRAM

Section 341.051, Florida Statutes defines the authority of the FDOT for funding transit corridor projects. The FDOT Transit Corridor Program was enacted by the Florida Legislature to provide funding to public agencies to undertake projects *“... to relieve congestion and improve capacity within identified transportation corridors by increasing people-carrying capacity of the system through the use and facilitated movement of high-occupancy conveyances”* (341.031(10), Florida Statutes). The Department is authorized to fund up to 100 percent of the capital and net operating costs of transit corridor projects (Section 341.051(5)(e), F.S.). The initial duration of these projects shall not exceed a period of two years unless the project is reauthorized by the legislature. Reauthorizations are based on a determination that the project has meet or is exceeding the goals and objectives established for the project.

Transit corridor projects must have clearly defined goals and objectives. Milestones must be developed by that will allow a measurement of progress toward achieving the goals and objectives. Goals, objectives, and milestones must be consistent with the local government comprehensive plan(s) of the affected jurisdiction(s), the strategic regional

policy plan developed for the region, the MPO's long range transportation plan, and the Florida Transportation Plan and must be approved by the district FDOT office initiating the project. As mentioned previously, after the initial two-year period, projects consistently meeting milestones may be reauthorized through the Department's Work Program.

The FDOT Central Office annually reviews existing Transit corridor projects and allocates to the district offices sufficient funds to cover these ongoing projects. Priority for funding is given to those projects meeting the adopted goals and objectives. Any funds that remain are allocated to each of the district offices by a formula based on each district's percentage of the total urbanized population for the state. The district offices may program up to 100 percent of the cost for implementing the project.

Upon the approval of a project, a technical advisory group (TAG) is established with membership that may include but not be limited to representatives from the district's public transportation, planning, traffic engineering, and design offices; the MPO; city and/or county planning, traffic operations, and law enforcement offices; the local transit agency and transportation providers; regional commuter service program; transportation management organizations/associations; and FDOT Central Office. The TAG is chaired by the FDOT district office. This group is responsible for establishing the goals and objectives for the project; evaluating the project's successes and/or failures; and recommending future actions relative to the project.

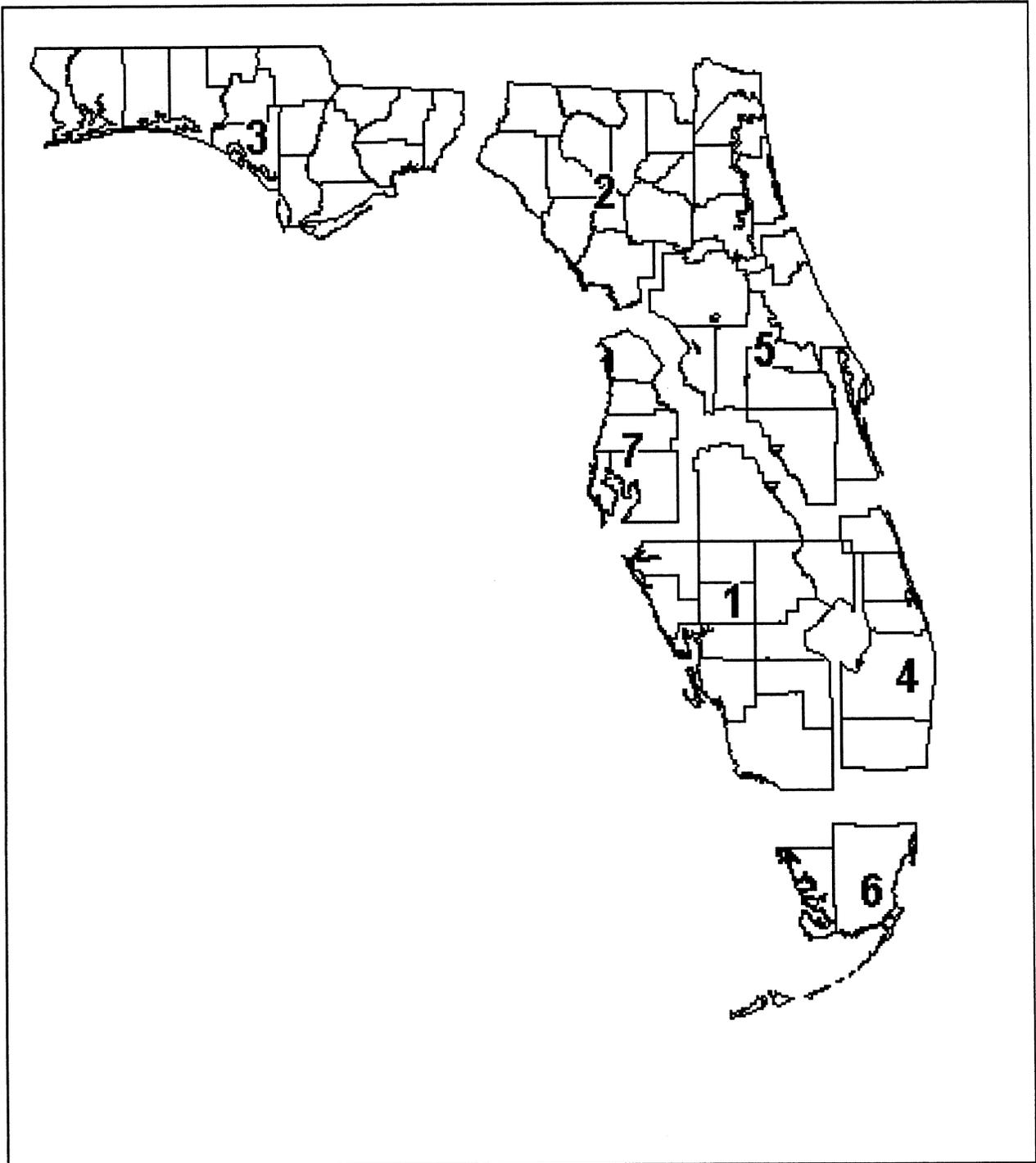
District offices are required to review and, if necessary, assist in the development of, and approve transit corridor plans; select transit corridor projects for funding based on priorities established in consultation with the Central Office; select membership and chair the TAG; monitor and evaluate all transit corridor projects within their district; provide biennial reports to Central Office on the success and/or failure of each of the projects; manage contracts with each recipient; and provide technical assistance to grantees, as required.

FDOT DISTRICT OFFICES

There are currently seven FDOT District offices serving the 67 counties of Florida. Figure 1 shows the boundaries served by the District offices. Each district's Public Transportation Office is responsible for project management and implementation of the program at the local level. This includes the execution of the Joint Participation

Agreements (JPAs) and any supplemental agreements that change the project's scope, expiration date, or budget; invoicing; monitoring of the project's progress; and other activities as discussed above.

FIGURE 1
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT BOUNDARIES



**Table 1
Transit Corridor Program Participants By FDOT District**

FDOT District/ Public Transit Office Location	Public Transportation Agency Recipient	Other Recipient
1 - Bartow/ Ft. Myers	Lee County Transit (LeeTran) Sarasota County Area Transit (SCAT) Manatee County Area Transit (MCAT)	
2 - Jacksonville	Jacksonville Transportation Authority (JTA) Gainesville Regional Transit System (RTS)	
3 - Chipley	Escambia County Area Transit (ECAT)	
4 - Ft Lauderdale	Broward County Mass Transit Division (BCT)	
5 - Orlando	Central Florida Regional Transportation Authority (LYNX)	
6 - Miami	Miami-Dade Transit Agency (MDTA)	City of Miami Beach
7 - Tampa	Hillsborough Area Regional Transit Authority (HART) Pasco County Public Transportation Division Pinellas Suncoast Transit Authority (PSTA)	

PROJECT SUMMARIES

Summary of Funded Projects

Between July 1, 1993 and December 31, 1999, funding for 27 transit corridor projects was awarded by the FDOT to local providers of public transportation services. The total FDOT transit corridor program funds allocated for these projects was \$31,602,626. This total includes projects that were initially started prior to July 1, 1993 that have been continued through subsequent or supplemental JPAs and project that were awarded prior to January 1, 2000 but are not yet under a JPA. Table 2 summarizes the projects funded by each of the seven FDOT districts. This table also shows the Work Program Identification (WPI) number or financial project number (FPN) used by the FDOT to identify JPAs by district, and provides the execution date of any supplemental agreements for the project, if applicable. Finally, the table shows the funds allocated by the FDOT, and whether written progress or final reports were completed for each project.

Based on the progress and final reports submitted by the recipients of the transit corridor funds, as well as interviews with FDOT staff and/or the recipients, summary project descriptions have been developed and are highlighted by district and by recipient in the following pages.

SUMMARY OF FDOT TRANSIT CORRIDOR PROJECTS
Projects Awarded Between July 1, 1993 and December 31, 1999

District #/ Agency Name/ Project Name	WPI/FPN#	SJPA (N or Date(s))	JPA Execution Date	FDOT Funds Allocated	Progress Reports (Y or N)	Final Report (Y, N or N/A)
District 1						
LeeTran						
U.S. 41 Corridor Project	#1814972	12/98	4/24/96	\$8,264,881	Y	N/A
Sarasota County Area Transit						
U.S. 41 (S. Tamiami Trail) Corridor Project	#4071071	N/A	N/A	\$267,000	N/A	N/A
Manatee County Area Transit						
Manatee Avenue/S.R. 64 Corridor Project	#4071171	N/A	3/30/00	\$261,000	N/A	N/A
District 2						
Jacksonville Transportation Authority (JTA)						
Park-N-Ride Commuter Express Routes	#2814311	12/97; 12/99	12/22/95	\$109,000	Y	N/A
Gainesville Regional Transit System (RTS)						
SW Gainesville Enhanced Bus Service	#2810791	6/98 6/99	12/18/97	\$248,335	Y	N/A
Night Bus Service	#2810829	N	9/2/98	\$140,000	Y	N/A
Tower Road Corridor Service	#2810830	N	12/31/98	\$83,000	Y	N/A

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District #/ Agency Name/ Project Name	WPI/FPN#	SJPA (N or Date(s))	JPA Execution Date	FDOT Funds Allocated	Progress Reports (Y or N)	Final Report (Y, N or N/A)
District 3						
Escambia County Area Transit (ECAT)						
Davis Highway Corridor Project	#2258251	N	1/97	\$873,962	Y	N/A
Blue Angel Highway Corridor	#2258341	N	12/97	\$468,500	Y	N/A
District 4						
Broward County Transit (BCT)						
Southwest Broward Express	#4811331	7/96; 4/99	6/94	\$1,125,000	Y	N/A
District 5						
Central Florida Regional Transportation Authority (CFRTA), d.b.a. LYNX						
I-4 Express Survey	#5815144	N	3/95	\$10,000	Y	Y
District 6						
Metro-Dade Transit Agency						
Northwest 27 th Avenue MAX	#6819003	6/91; 6/94 10/95	6/26/87	\$1,216,000	Y	Y

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District #/ Agency Name/ Project Name	WPI/FPN#	SJPA (N or Date(s))	JPA Execution Date	FDOT Funds Allocated	Progress Reports (Y or N)	Final Report (Y, N or N/A)
Flagler MAX	#6810184/ #6810237	6/93; 6/94 10/95; 6/96 6/97; 12/97 1/99; 12/99 10/95	11/14/91	\$6,722,172	Y	N/A
South Dade Busway	6810309	12/97; 1/99 12/99	2/3/97	\$2,996,976	Y	N/A
City of Miami Beach						
Miami Beach Electric Shuttle	6810341	10/96; 11/98 2/00	6/20/96	\$650,000	Y	N/A
District 7						
Hillsborough Area Regional Transit Authority (HART)						
Express Bus Service from Downtown Tampa to Clearwater (200X)	7813923	6/88; 11/88 8/90; 4/91 8/91; 5/92 12/94	10/26/95	\$2,270,000	Y	N/A

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District #/ Agency Name/ Project Name	WPI/FPN#	SJPA (N or Date(s))	JPA Execution Date	FDOT Funds Allocated	Progress Reports (Y or N)	Final Report (Y, N or N/A)
Express Bus Service from Downtown Tampa to Clearwater Mall (Continuation of 200X - WPI #7813923)	7814028	4/97	5/28/96	\$500,000	Y	N/A
U.S. 41 Corridor Improvement Program	7810010/ and 7814115	11/99	3/24/92 9/30/98	\$2,144,493	Y	N/A
Express Bus Service from Net Park Transit Center to Oldsmar	4064791	N	11/22/99	\$125,000	N/A	N/A
Pinellas Suncoast Transit Authority (PSTA)						
Ulmerton Road Corridor - Route 59 (Supplemental JPA extended Route 73)	7816678	12/96; 7/97	11/21/95	\$1,100,000	Y	N/A
Route 100X	7816679	9/95; 9/95 7/97; 9/98 11/99	6/1/95	\$1,149,265	Y	N/A
Alternate US 19 and SR 686 Corridors Route #98 Express Service	4039011	9/99	9/24/98	\$225,712	N	N/A
Ulmerton Road (SR 688) Corridor Route #99 Express Service	4039031	9/99	9/24/98	\$232,690	Y	N/A
US 19 Corridor Service Marketing	4064761	N	8/18/99	\$25,000	N	N/A
Cross-County Service CR 296 Corridor Route 58	4064771	N	9/28/99	\$80,708	N	N/A

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District #/ Agency Name/ Project Name	WPI/FPN#	SJPA (N or Date(s))	JPA Execution Date	FDOT Funds Allocated	Progress Reports (Y or N)	Final Report (Y, N or N/A)
Fixed Route Service from Tarpon Mall to Oldsmar (SR 584 Corridor)	4064781	N	11/9/99	\$28,076	N	N/A
Pasco County Public Transportation						
US 19 Corridor Project	4064811	N	10/28/99	\$285,856	N	N/A
TOTAL FDOT CORRIDOR FUNDS				\$31,602,626		

District 1 Project Summaries

During the project time period from July 1, 1993 through December 31, 1999 the FDOT District 1 Office awarded \$8,264,881 in Transit Corridor funding to LeeTran, \$267,000 to Sarasota County Area Transit (SCAT) and \$261,000 to Manatee County Area Transit (MCAT). The SCAT and MCAT projects have been awarded, however, JPAs were not in place on December 31, 1999. The project summaries are as follows:

LeeTran

Lee County Transit (LeeTran) is an independent division of the Lee County Government, and is governed by the Lee County Board of County Commissioners. LeeTran operates fixed-route motorbus service and contracts the demand response (ADA) service.

US 41 Transit Corridor Project - WPI #1814972

Project Scope

This is a transit corridor project selected based on Lee County's transit corridor proposal which was approved by the Lee County Metropolitan Planning Organization on September 22, 1995. The project originally included the acquisition of buses, fareboxes and related equipment for use along the US 41 corridor; promotion and marketing of services; and operating assistance.

The joint participation agreement, in the amount of \$8,264,881 (100% state funds), between Lee Tran and the Department provided for the purchase of nine (9) full size, accessible, heavy duty, diesel powered transit coaches, nine (9) fareboxes and related equipment. The nine buses were to be used exclusively in the corridor. A minimum of three (3) information kiosks, 40 information signs, and eight park-n-ride signs were to be purchased by Lee Tran. In addition, a minimum of four (4) shelters were to be purchased and installed by Lee Tran. Total estimated capital costs provided in the project budget was \$2,227,850. The balance of the total project cost (an estimated \$5,711,031) was, and continues to be used to fund 100 percent of the operating deficit and for marketing (an estimated \$326,000). This is a five year project that commenced on April 24, 1996 (actual service start date 5/1/97) and will continue through State Fiscal Year 2000/2001.

Project Milestones/Goals

The following annual ridership goals were initially established for the program:

	<u>Ridership</u>	<u>Annual % Change</u>	<u>% Change from Current</u>
Prior to Project Start	251,588	-----	-----
End of First Year	280,481	11.4%	11.4%
End of Second Year	327,228	16.7%	30.0%
End of Third Year	373,975	14.2%	48.6%
End of Fourth Year	420,722	12.5%	67.2%

Service Description

On May 1, 1997, service was implemented along the US 41 corridor. The hours of service at that time were 5:25 a.m. to 8:05 p.m., Monday through Saturday. Seven buses were placed in service with two additional buses available as spares. The 18.2 mile route followed US 41 from SR 78 (Pine Island Road) south to Sanibel Boulevard and returned with 20 minute headways. The route made appropriate connections and transfers with other Lee Tran buses in the system and with park-n-ride lots on both ends of the corridor and along the route. In December 1998, the JPA was modified extending the hours of operation to 10:00 p.m. and temporarily placed an additional vehicle in service for a total of eight, with one spare. The additional bus was needed to meet headways during road construction along the route. Project goals were changed with the extension of operating hours as follows:

	# Passengers	% Change
1st Year	280,481	0%
2nd Year	346,380	19%
3rd Year	433,879	20%
4th Year	488,114	11%

Progress

Year One - At the close of the first year of operation, Lee Tran reported that the project had been very successful, exceeding all the goals that were established. Ridership was 51 percent higher than expected with 423,451 passenger trips and farebox revenues were 77 percent higher than original estimates. Operating expenses came in at 10.5 percent under budget even though an additional bus had to be used to maintain 20 minute headways.

Year Two - The second annual report noted continued success for the project. During this year, Lee Tran added an additional 1 hour and 40 minutes of service in the evening providing service until 10:00 p.m. The expansion of service hours resulted in a ridership increase during December 1998 of 18 percent over that of December 1997. The annual ridership goal established for the second year of service was 346,380 passengers. Lee Tran surpassed this goal providing service to 493,988 passengers, 42.61 percent more than the established goal. The annual farebox goal for year two was \$152,407. Lee Tran collected \$259,021 in passenger fares, 69.95 percent higher than the established goal.

Year Three - In February 2000, Lee Tran submitted the third quarterly report for the third year of operation. As provided in that report, the project ridership, farebox revenue, and operating expense statistics demonstrates that the project is exceeding the goals established for year 3. During the third quarter, there were 167,277 passenger trips and \$82,329 collected in farebox revenues for the Monday through Saturday service. Comparing the third quarters of the 2nd and 3rd year of operation, for the prior year there were 124,759 passenger trips, representing a third year increase of over 30percent. The farebox revenue for the quarter (\$82,329) represents an increase of over 25 percent from the same quarter in year 2. Sunday service for the quarter carried 3,758 passengers and collected \$2,477 in farebox revenue. The measure of average passenger trips per day for Sunday during this quarter was 289. When this service began, the average number of trips per day for Sunday was 150.

The marketing for the start-up of this project was exceptional. During the Winter of 1996, LeeTran partnered with 96K-Rock (a local radio station) to sponsor a "Magic Bus Design" contest. Nine division awards, one in each division, were made representing designs made by a person within a particular age group (i.e., under 7 years old; 7 - 13; 14 - 19; 20 - 29; 30 - 39; 40 - 49; 50 - 59; 60 - 69; and 70+ years of age). Each contestant was

required to design one side of a Lee Tran bus (designs were placed on both sides of each bus; and each individual winners name and sponsor logos were placed on the rear of the bus). The contest was extremely successful. An unveiling of the buses was held on Friday, April 25, 1997. The nine winning artists received computers from a local computer store and public recognition for their designs.

District Department staff indicated that while the service was and continues to be extremely successful, it has served an even greater purpose - as a catalyst to significantly increase systemwide ridership. The example given was that for a 20 percent increase in ridership on the U.S. 41 route a 10 percent increase in overall system ridership is gained.

Sarasota County Area Transit (SCAT)

The Sarasota County Transportation Authority functionally operates as the transit department of Sarasota County government. The transit system is informally known as the Sarasota County Area Transit system and uses the acronym "SCAT" for marketing purposes. SCAT is governed by a five member board of county commissioners. SCAT serves the urbanized portion of Sarasota County including the cities of Longboat Key, Sarasota, Venice, Englewood, and North Port. SCAT provided fixed route motorbus service and provides demand response services via a contracted operator.

U.S. 41 (South Tamiami Trail) - FPN # 4071071

Project Scope

Route 17 is SCAT's principal spinal route in Sarasota County, connecting downtown Sarasota to downtown Venice via U.S. 41 (Tamiami Trail). SCAT Route 17 serves the most densely populated, intensively utilized land in the county, including two large hospitals, three regional malls, two large downtowns, and hundreds of service establishments. With hourly service, some trips are actually overloaded at certain points along the route during particular times of the day. As the land uses along this corridor continue to intensify, SCAT's planning and operations personnel have forecast that with no improvements made, "crush loads" will begin to occur within the next two years. Some passengers may even be left stranded for an hour to wait for the next bus if service is not added. At the same time, SCAT also saw an opportunity for increasing ridership in the corridor by offering more frequent service.

This project is for the purchase of four new 35-foot transit coaches to enable SCAT to operate at 30 minute frequencies along the U.S. 41 corridor from Sarasota to Venice. Additional expenses include a doubling of operating expenses for the route, promotional and marketing activities. The Department is funding 50 percent of the project cost of \$534,000 (\$267,000 state/\$267,000 local).

Project Milestones/Goals

SCAT has established criteria for project success that includes ridership on the entire corridor at or above the SCAT minimum standard of 16 passengers per hour and a 52 percent increase in existing route ridership (an increase of 123,370 passenger trips) during the first year; nine percent (or 32,440 additional passenger trips) in the second year; and a stabilization of ridership in the third year.

Service Description

To provide 30 minute service along the U.S. 41 corridor from downtown Sarasota to downtown Venice, integrating the service into the existing SCAT Route 17.

Progress

This is a new project. The JPA has not been signed and therefore, service has not begun.

Manatee County Area Transit (MCAT)

Manatee County Area Transit is a division within the Community Services Department of Manatee County government. MCAT is governed by the Manatee County Board of County Commissioners. The system provides service to the urbanized areas of Manatee County. MCAT operates fixed route motorbus service as well as demand response transportation services.

Manatee Avenue/SR 64 Corridor Project - FPN # 4071171

Project Scope

This project consists on adding one bus to the Manatee Avenue/SR 64 corridor (MCAT Route 3). The project includes operating assistance, promotion and marketing of service. The project is expected to improve headways and contribute toward a reduction of vehicle congestion along the SR 64 corridor. The Department is funding 50 percent of the total project cost of \$522,000 (\$261,000 state/\$261,000 local).

Project Milestones/Goals

The primary goal is to increase ridership on MCAT's fixed route system, specifically for Routes 3, 5 and 6. The benchmarks established for ridership on these routes are 170,777 annual passengers and 15.8 passengers per revenue hour.

Phase I Goals (3/31/01)

A 15 percent increase in ridership over the benchmark period bringing the project routes total to 196,394 passengers. This represents an average of 12.4 passengers per revenue hour for the three routes.

Phase II Goals (3/31/02)

An additional 15 percent increase in ridership over the Phase I period bringing the project routes total to 225,853 passengers at an average of 14.2 passengers per revenue hour.

Phase III Goals (3/31/03)

An additional 15 percent increase in ridership over Phase II bringing ridership to 259,731 passengers with an average of 16.4 passengers per revenue hour.

Progress

This is a new project. The JPA was signed on March 3, 2000.

District 2 Project Summaries

During the project time period from July 1, 1993 through December 31, 1999, the FDOT District 2 Office awarded \$580,335 in transit corridor funds. The project summaries are as follows:

Jacksonville Transportation Authority (JTA)

The Jacksonville Transportation Authority (JTA) is an independent authority governed by a seven member board of directors. Three of those members are appointed by the Governor of Florida, three are appointed by the Mayor of Jacksonville, and the final member is the FDOT district secretary. JTA provides services in Duval and northern Clay County. JTA directly operates fixed-route motorbus and automated guideway service. Demand responsive services are provided via contract with private providers.

Park-N-RideCommuter Express Routes - WPI # 2814311

Project Scope

This project provides enhanced express commuter service to park-n-ride lots along highly congested areas in the north, south, and southwest areas of the City of Jacksonville, specifically, but not limited to the areas of Baymeadows, Southpoint, Deerwood, the Barnett Office Park, and the Naval Air Station.

Project Goals/Milestones

Milestones were established for the project as follows:

First Year - Develop public awareness campaign/schedules for the express services; prepare for the implementation of the express service; and implement.

Year Two - 1st Quarter: Increase service express services and ridership by 1%
2nd Quarter: Increase ridership by 1.5%
3rd Quarter: Increase ridership by 1.5%
4th Quarter: Increase ridership by 1% and review project.

The criteria for the overall success of the project will be measured in the increased patronage of park-n-ride lots and mass transit services.

Service Description

Service is provided between Orange Park and the Naval Air Station through the areas mentioned above. Two trips in the "primary direction" are provided during the a.m. peak period and two trips in the "primary direction" are provided during the p.m. peak period on the established express routes.

Progress

The primary expenses that have been paid by FDOT were for marketing and promotional activities and the purchase and installation of 13 automated passenger counters (APCs). As of the latest billing, made in October 1999, \$74,396 had been spent on the project. Ridership data was not provided in the invoicing support materials.

Gainesville Regional Transit System (RTS)

Gainesville Regional Transit System (RTS) is a department within the City of Gainesville. The board of directors is the City of Gainesville Board of City Commissioners who are responsible for policy decisions regarding RTS as well as other City of Gainesville departments. RTS has an advisory board that is composed of citizens from the community who provide input to the City Commission regarding the transit system and its structure. RTS provides service within the City of Gainesville and adjacent areas of Alachua County. RTS directly operates fixed-route motorbus service and provides demand responsive services via contract with private providers.

SW Gainesville Enhanced Bus Service - WPI # 2810791

Project Scope

The objective of this project is to increase weekday service on SW 20th Avenue from the Oaks Mall to the University of Florida (UF) campus (Route 20, old Route 4); on SW 13th Street from Landings to UF campus (Route 13, old Route 3); on SW 23rd Terrace/Archer Road to UF (Route 9); and on 34th Street/Campus Club Apartments to UF (Route 12, old

Route 9). The service enhancements include increased service hours, frequency of service, and number of buses.

Project Milestones/Goals

There were no project milestones/goals included in the documentation in the project file. However, district staff personnel indicated that goals were not established for the project initially because RTS needed to review the performance of the project following the first year of operations. Once the performance and operating characteristics of the route are well established and baseline data are available, goals and objectives will be established for the project.

Service Description

The UF Express provides express bus service between the Oaks Mall and the University campus. This route was created to provide an alternative to on-campus parking. The service is provided free to UF students, and UF and Shands faculty and staff members. The hours of operation are Monday through Friday from 6:20 a.m. to 8:55 a.m. and from 3:40 p.m. to 6:15 p.m. Service was originally provided every 20 minutes but was increased to every 15 minutes in the Spring of 1999.

In the Spring of 1998, Route 3 was improved by adding one bus, increasing frequency from 60 to 45 minutes. Route 9 was divided into two new routes (Routes 9 and 12) going from 30 to 15 minute frequency and from two buses to three on Route 9 and three buses on Route 12. The headways on Route 4 were improved from 30 to 15 minutes with an adjustment from two to four buses.

During the Summer of 1998, service was enhanced through the addition of three buses: one on Route 3 (now called Routes 13 and 15); and two buses on Route 9 (one on the new Route 9 and one on Route 12).

Beginning in the Fall of 1998, students were permitted to ride the bus for free by showing their student card resulting in tremendous ridership increases. As a result, Route 3 (new Routes 13 and 15) was enhanced with one more bus, with rerouting resulting in a 15 minute headway during peak hours (Route 13); Route 9 (new Routes 9 and 12) was enhanced with eight more buses (four for each route) with 10 minute headways; and Route 4 (new Route 20) added two additional buses, reducing headways to 15 minutes. By the

end of September 1998, Route 9 was reduced by two buses, leaving six total buses (three for each route).

In January 1999, a new route, the Lexington Express, was added providing service in the morning and afternoon peak hours within the same area as Route 9. The Lexington Express is served by one bus that runs on 30 minute headways from two different apartment complexes to the University.

Project Progress

Ridership has dramatically increased since the implementation of the enhanced service. The following table identifies the changes in ridership from 1997 to 1999 (includes only those months with significant student populations due to the focus on student transportation), based on data provided in the most recent report submitted in May 1999.

**Ridership 1997-1999
Routes 3, 9, and 4 (20), Inclusive
(January - April; September - December)**

Month	1997 Ridership	1998 Ridership	1999 Ridership	% Change
January	33,236	-	146,076	339.51%
February	34,126	-	153,541	349.92%
March	28,981	-	135,772	368.49%
April	29,337	-	126,308	330.54%
September	23,895	60,282	-	152.28%
October	70,433	158,463	-	124.98%
November	48,969	117,112	-	139.15%
December	38,157	73,408	-	92.38%
Total	307,134	409,265	561,697	

Note: Service enhancements implemented in Fall 1998. Data available through April 1999.

In summary, this enhancement project has significantly increased the transit ridership within the major transportation corridors in Southwest Gainesville, alleviating traffic congestion within the area and reducing parking demands within the University area.

Night Bus Service - "Later Gator" - WPI # 2810829

Project Scope

At the time this service was implemented, service on RTS bus routes ended between 8:00 p.m. and 9:00 p.m., Monday through Friday. On Saturdays, service ended at between 6:00 p.m. and 7:00 p.m. The University of Florida Student Government approached RTS identifying a need for students to have access to safe, reliable, and comfortable public transit much later into the evening and early morning hours.

The UF Student Government, UF Administration, and the City of Gainesville established an objective to provide public transit service to meet the mobility requirements of UF students by operating all student oriented bus routes until at least midnight on a six day per week basis and that additional after midnight service be operated to provide a safe ride home for students after regular bus service stops.

Project Milestones/Goals

There were no project milestones/goals included in the documentation in the project file. However, district staff personnel indicated that goals were not established for the project initially because RTS needed to review the performance of the project following the first year of operations. Once the performance and operating characteristics of the route are well established and baseline data are available, goals and objectives will be established for the project.

Service Description

Prior to full implementation of the service, interim service was provided on selected weekends during the Fall Semester, 1998. The interim service consisted of modified existing routes linking a number of on- and off-campus student housing areas with destinations such as the Reitz Union, the libraries, downtown, the Oaks Mall, Butler Plaza, etc. A successful interim service period justified the full implementation of the service.

The "Later Gator" began running on Thursday, September 3, 1998. During the spring of 1999, this service was provided on Thursday, Friday and Saturday evenings, running every 10 minutes from the Reitz Union to the RTS Downtown Plaza. Five routes were established using nine buses. Buses operate with 15 minute headways, except for the

campus to downtown connector which operates every 10 minutes. The hours of operation is from 9:30 p.m. to 3:00 a.m. University of Florida students ride for free. All other passengers pay \$1.00 per ride or \$0.50 for all other students, the disabled, and the elderly.

Progress

The following table identifies the ridership totals and average passengers per hour for the service with data for September 1998 through April 1999.

Month	Ridership	Passengers/ Hour
September 1998	2,561	8.9
October 1998	5,139	14.3
November 1998	7,244	17.6
December 1998	3,770	17.5
January 1999	6,677	33.7
February 1999	7,394	37.3
March 1999	3,912	19.8
April 1999	6,956	32.4
Total	43,653	----
Average/Month	5,457	22.69

Significant ridership increases were reported through the period. Decreases in December 1998 and March and April 1999 can be attributed to low student populations during the University's Winter and Spring breaks, respectively.

Tower Road Corridor Service - WPI # 2810830

Project Scope

The scope of the project included the enhancement of bus service within the Tower Road Corridor, including the development and implementation of the service. FDOT funds are used for operating and capital costs association with the service.

Project Milestones/Goals

There were no project milestones/goals included in the documentation in the project file.

Service Description

Service is provided via Routes 1 and 75 running between the University of Florida and the Oaks Mall along Archer Road and Tower Road (SW 75th Street); Route 4 running from downtown to Shands; and segments of Route 5 running from Cedar Ridge to the Oaks Mall.

Route 1 provides service every 30 minutes during peak hours on weekdays and hourly service during off-peak. Service is provided every hour on Saturdays and holidays. Route 4 provides service every 30 minutes during weekdays and Saturdays. Route 5 provides service every 30 minutes during peak hours and every 40 minutes during off-peak hours. Route 75 provides service every 30 minutes during peak hours on weekdays and hourly service during off-peak hours.

Progress

In Spring 1998, Route 1 carried a total of 60,293 passengers from the month of January through April, with an average of 24.1 passengers per hour. The ridership data for the segment of Route 5 included in the enhanced service is not available.

In Spring 1999, Route 1 carried a total of 60,514 passengers from January through April. The average boardings were 28.4 passengers per hour. Route 4 carried a total of 42,399 passengers over the same four month period, with an average of 28.3 passengers per hour. Route 75 carried a total of 42,414 passengers at an average of 20.2 passengers per hour.

Service availability was significantly increased between the spring of 1998 and the spring of 1999. Total in service hours increased from 3,414.3 hours in 1998 (January through April) to 5,728.1 hours in 1999 (January through April). Along with this increase in service was a corresponding increase in the overall cost to provide the service, from \$131,451 in the spring of 1998 to \$220,528 in the spring of 1999.

This project is scheduled to be terminated on December 31, 2000. It is unknown whether a supplemental agreement will be established extending the project.

District 3 Project Summaries

During the project time period from July 1, 1993 through December 31, 1999, the FDOT District 3 Office awarded \$1,342,462 in transit corridor funds to two projects. The project summaries are as follows:

Escambia County Area Transit (ECAT)

Davis Highway Transit Corridor Project (Route 19) - FPN # 22582518401

Project Scope

The project scope is to provide 30 minute express bus service on Davis Highway between the ECAT transfer facility and West Florida Regional Medical Center to relieve congestion in the corridor. During the first year of operation, an aggressive marketing campaign was established to promote ridership among commuters and shoppers for Davis Highway businesses, the University Mall and West Florida Regional Medical Center.

Project Milestones/Goals

The goals established for the program include the following:

	<u>FY 1997</u>	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
Passengers/Mile	.70	.77	.85	1.3
Revenue/Mile	\$0.42	\$0.46	\$0.50	\$0.80

The following table summarizes the annual goals established with corresponding averaged system performance data for FY 1997 through FY 1999.

	FY 1997		FY 1998		FY 1999	
	<u>Goal</u>	<u>Actual</u>	<u>Goal</u>	<u>Actual</u>	<u>Goal</u>	<u>Actual</u>
Pass./Mile	0.70	1.13	0.77	1.14	0.85	1.35
Rev./Mile	\$0.42	\$0.68	\$0.46	\$0.73	\$0.50	\$0.83

Service Description

Service is provided at 30 minute intervals between the ECAT transfer facility and the West Florida Regional Medical Center via Davis Highway.

Progress

This project has been significantly successful in meeting and exceeding the goals established. Ridership and route revenue continue to increase at a healthy rate. The following annualized ridership and revenue data was provided by ECAT to the District 3 Public Transportation Office.

<u>Fiscal Year</u>	<u>Ridership</u>	<u>% Increase over FY 97</u>	<u>Revenue</u>	<u>% Increase over FY 97</u>
FY 1997	109,099	N/A	\$66,044	N/A
FY 1998	147,342	35.1	\$93,863	42.1
FY 1999	166,963	53.0	\$103,401	56.6

Blue Angel Highway Corridor Project (Route 18) - FPN # 22583418401

Project Scope

The Blue Angel Express transit corridor project was developed to provide express service along the heavily congested central northeast/southwest corridor within Pensacola. The original JPA executed on January 2, 1993 provided \$200,000 in funding to support the first year of operation of the express bus service. A supplemental JPA was signed on May 23, 1994 adding an additional \$200,000 to support the second year of operation. In 1996,

ECAT requested an annual allocation of \$150,000 for fiscal years 1998 through 2000 to continue the project with additional marketing efforts and enhanced service levels including limited Saturday and Sunday service, the continuation of a park-and-ride lot feeder system, and airport service to accommodate incoming/outgoing Naval Air Station personnel.

Project Milestones/Goals

The goals originally established for the program include an annual increase of 5 percent in both ridership and revenue over the 1996 base year as follows:

	<u>1996 Base Year</u>	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
Ridership	16,800	17,640	18,500	19,500
Revenue	\$11,140	\$11,700	\$12,285	\$12,900

Service Description

The Blue Angel Express provides express bus service on the Blue Angel Highway, Monday through Friday with limited Saturday and Sunday service. The Blue Angel Express also serves park-and-ride lots along the corridor and also provides airport service to accommodate incoming/outgoing Naval Air Station personnel.

Progress

Actual annual ridership and revenues collected on the route for FY 1998 and FY 1999 are as follows:

	<u>1998 Goal</u>	<u>1998 Actual</u>	<u>1999 Goal</u>	<u>1999 Actual</u>
Ridership	17,640	35,985	18,500	55,743
Revenue	\$11,700	\$29,637	\$12,285	\$41,184

As illustrated in the tables above, the Blue Angel Highway Corridor Project has been extremely successful in meeting and exceeding the goals established for the project. In 1998, ridership was 104 percent above the goal established and the revenue was over

153 percent above the established goal. Likewise, ridership and revenue in FY 1999 were also well above the goals established for the project.

Additional goals were established for passengers per mile and revenues per mile. The following table summarizes the annual goals established with corresponding averaged system data for FY 1998 and FY 1999.

	<u>1998 Goal</u>	<u>1998 Actual</u>	<u>1999 Goal</u>	<u>1999 Actual</u>
Passengers/Mile	0.28	0.58	0.75	0.69
Revenue/Mile	\$0.18	\$0.47	\$0.53	\$0.51

Again, the Blue Angel Highway project has well exceeded the goals established in FY 1998. In FY 1999, the project fell short of the goals established. However, the system data does show an improvement over FY 1998. In addition, information contained in the most recent status reports provides that the net cost per passenger for the route decreased from \$3.96 per passenger in FY 1998 to \$2.87 per passenger in FY 1999, a 27.5 percent decrease. Considering all factors, this project has been significantly effective in meeting the overall goals established for the corridor.

District 4 Project Summaries

During the project time period from July 1, 1993 through December 31, 1999, the FDOT District 4 Office awarded \$1,125,000 in transit corridor program funds to Broward County Transit. The project summary is as follows:

Broward County Transit (BCT)

The Broward County Mass Transit Division is a division of the Broward County Community Services Department. The Transit Division is governed by the Board of County Commissioners of Broward County. The service area of BCT is Broward County. Connections are made to Palm Tran in Boca Raton and to Miami-Dade Transit Agency in North Miami Beach and Carol City. The system directly operates fixed-route motorbus service as well as contracting for some services such as Tri-Rail Commuter Rail feeder bus service and community service to Cooper City, Margate, Pembroke Pines, Coconut Creek, Miramar, Hillsboro Beach, Deerfield Beach, Davie, and TSI which provides

express peak service from western Broward County to downtown Ft. Lauderdale. In addition, paratransit service is offered via contract with a private provider.

The Broward Urban Shuttle (BUS) and Western Express - WPI # 4811331

Project Scope

The original contract, dated June 27th, 1994, was for \$700,000 to be used to develop a neighborhood shuttle that would feed into BCT's mainline. Included in the costs were contracted services, lease vehicles, marketing, and a passenger and preliminary ridership report. A supplemental agreement was signed on July 15, 1996 providing an additional \$200,000 to the project to expand the service provided and purchase and install bus shelters. In April 1999 a second supplemental agreement was signed providing an additional \$200,000 for service expansion and operation and \$225,000 for the purchase of electric buses.

Project Milestones/Goals

The following goals have been established for the project:

Goal 1: To increase mass transit accessibility.

Objectives:

- Provide and encourage intermodal access to Ft. Lauderdale Tri-Rail Station, the FDOT park-and-ride lot, and Lauderhill Mall.
- Provide enhanced accessibility for neighborhood residents according to their expressed needs.

Goal 2: Increase productivity/ridership in designated residential communities contiguous to the corridor.

Objectives:

- Increase transit ridership by 25% within the expanded study area.
- Decrease transit travel times along the Broward Boulevard Corridor by examining the feasibility of enhanced fixed route service along major corridors that intersect the study area.

- Schedule timed transfers between fixed-route services and neighborhood service.

Goal 3: Divert paratransit trips onto the fixed-route service or onto alternative neighborhood circulator service.

Objectives:

- Maintain statistics on wheelchair ridership.
- Develop a list of comprehensive public participation plan.
- Prepare a comprehensive plan for marketing and promotion of services within the study area.
- Coordinate marketing efforts with Tri-Rail Marketing staff.
- Attend meetings with affected neighborhood and homeowners' associations.
- Conduct regular on-board and community surveys to assess the suitability of the transit services being provided.
- Evaluate community input to enhance transit services and improve passenger amenities.
- Include representatives of all transportation modes in promotional processes (e.g. Tri-Rail, Gold Coast Commuter Services, County Bicycle Coordinator, etc.).

Service Description

The Mini BUS provides door-to-door service to residents who live in an area bounded by Sunrise Boulevard to the north; Northwest 27th Avenue/Riverland Road and the Tri-Rail Station to the east; Davie Boulevard to the south and State Road 7-Lauderhill Mall to the west.

Progress

Passenger and community surveys were completed in the Winter of 1998. A survey report was developed, dated February 1999. 72 surveys were distributed to riders of the BUS with 71 responses. 9,074 surveys were mailed to the community. 8,646 were delivered successfully and 522 were completed and returned. The rider survey asked questions related to trip purpose, car availability, demographics (age), and service rating. The community survey focused on the communities awareness of the BUS, the vehicle availability, trip purpose, and demographics.

The most recent progress report was received by the Department in July 1999 for the fourth quarter of FY 1999 (April through June) and included year-to-date statistics. Compared with the prior year, ridership on the BUS and the Southwest Broward Express increased 11.6 percent (a 19.1 percent increase for the Southwest Express and a 6.7 percent increase on the BUS). Comparing the fourth quarter of FY 1997 (service began in late March 1997) to the fourth quarter of FY 1999, total ridership on the routes increase 114 percent, with the BUS ridership increasing 102 percent and the Southwest Broward Shuttle increasing by 127 percent. Favorable performance data for both routes and for the project.

District 5 Project Summary

During the project time period from July 1, 1993 through December 31, 1999, the FDOT District 5 Office awarded \$10,000 in transit corridor program funds to LYNX. The project summary is as follows:

LYNX (Central Florida Regional Transportation Authority)

The Central Florida Regional Transportation Authority (LYNX) is an independent authority created under Florida Statute, and is governed by a Board of Directors with members from Orange, Seminole and Osceola Counties, the Cities of Orlando, Altamonte Springs, and Kissimmee, the FDOT District Five Secretary, and two gubernatorial appointees. LYNX operates fixed-route motorbus service, and is the CTC for the three county region providing demand-responsive service.

I-4 Express Survey - WPI #5815144

Project Scope

This project was undertaken to determine the relative feasibility of establishing express bus service along Interstate 4 between Volusia, Seminole and Orange Counties. The total project budget for the survey was \$10,000 (100% state funds).

Project Milestone/Goals

To develop and conduct the survey and provide a written summary of the results.

Service Description

Not Applicable

Progress

In May 1995, origin and destination surveys were conducted at three I-4 interchanges in Volusia County. The survey was established to interview only those drivers who would be traveling westbound (toward Orlando) on I-4. The survey instrument asked drivers to identify the purpose of their trip, the number of times the trip was made during a week, the closest major intersection to their home, the closest intersection to their work place, the number of vehicles owned by the household, and whether or not they would ride a non-stop bus from a Deltona area park-and-ride location to their work destination. The interviewer was asked to make a number of observations including the estimated age range within which the person fell, the sex of the driver, their ethnic origin and the auto occupancy.

Of those interviewed 95 to 97 percent were traveling to the Orange County/Seminole County area. When asked if they would ride a non-stop bus from a Deltona area park-and-ride location to their work destination, 39 to 44 percent indicated that they would consider riding a non-stop bus to their work area.

(LYNX and VOTRAN have since implemented express bus service between Volusia and Orange/Seminole Counties with FDOT Service Development funds.)

District 6 Project Summaries

During the project time period from July 1, 1993 through December 31, 1999, the FDOT District 6 Office awarded \$11,585,148 (includes \$2,066,944 in funds awarded to the Northwest 27th Avenue MAX and Flagler MAX projects prior to July 1, 1993) in transit corridor program funds to Miami-Dade Transit Agency and the City of Miami Beach. The project summaries are as follows:

Miami-Dade Transit Agency

The Miami-Dade Transit Agency (MDTA) is a department of Miami-Dade County, and is governed by the Board of County Commissioners. MDTA operates fixed-route motorbus

service, heavy rail and automated guideway services. Demand-response service is both directly operated and purchased.

N.W. 27th Avenue MAX - WPI # 6819003

Project Scope

In 1987, the Florida Department of Transportation completed a study of the N.W. 27th Avenue/University Drive corridor in northern Dade and southern Broward Counties. The purpose of the project was to develop public transit operation treatments for implementation within this corridor. The study recommended several improvements to public transit in this corridor. One of the recommendations was a demonstration project using small buses to link residential areas within the N.W. 27th Avenue corridor to the Metrorail stations. At the time, a similar service was being successfully demonstrated in the Kendall area (Kendall Area Transit (KAT)). To implement the recommendation, the Miami-Dade Transit Agency (MDTA) entered into a joint participation agreement with the Department for a project aimed at improving transit service in the N.W. 27th Avenue corridor in northern Dade County.

The first step in the project was to define the N.W. 27th Avenue corridor study area - defined as an area bounded by the Dade-Broward County line on the north; SR-112 (Airport Expressway) on the south; I-95/Florida's Turnpike on the east and N.W. 57th Avenue on the west (except the area bounded by N.W. 119th Street and N.W. 42nd Avenue). The second step involved detailed market research in the study area. MDTA on-board surveys of current transit passengers and a random telephone survey of households in the study area helped determine the travel patterns of transit and non-transit travelers within the corridor. The survey findings indicated that there was a need for a limited, high-speed bus service to major N.W. 27th Avenue corridor activity centers and the Metrorail.

Project Milestones/Goals

Two productivity measures were used to evaluate the project: average passengers per revenue hour and net cost per passenger. The resource-measurement goal of the project was for average boardings per revenue hour to be at least half of the average for comparable peer routes and for the net cost per passenger to be less than twice the average for comparable routes.

Service Description

With the potential market identified, the route design of the new limited stop service on N.W. 27th Avenue was finalized. The route was designed to operate between the North Dade neighborhood west of Calder Race Track and Martin Luther King (MLK), Jr. Metrorail Station via N.W. 27th Avenue.

The new service, the 27th Avenue MAX, was inaugurated on December 9, 1991. The route operated every 15 minutes during peak periods as a limited stop service along N.W. 27 Avenue. The service level remained unchanged during the demonstration period.

Service was provided along N.W. 27th Avenue between N.W. 211th Street and the MLK Metrorail Station. There were 10 stops spaced an average of one-mile apart including stops at major activity centers and transfer points. At the north end of the route, local stops were placed at shorter intervals along a loop via N.W. 207th Street and N.W. 211th Street between 27th and 32nd Avenues. The alignment remained unchanged with the exception of the following modifications:

- In April 1994, the service was extended west from N.W. 32nd Avenue to N.W. 37th Avenue between N.W. 207th and 211th Street to serve the Vista Verde neighborhood. This improvement was in response to requests at MDTA community meetings in the northwest Dade area.
- In November 1994, several morning and afternoon trips were extended south from the MLK Metrorail Station to N.W. 36th Street and 27th Avenue to link passengers of the airport.
- In August 1996, a stop was added at Ali Baba Avenue in Opa-Locka.

Minor running time adjustments were implemented through the project to improve service reliability to account for changing traffic conditions in the corridor.

The minibus vehicles were so successful in attracting potential riders and building a steady base of passengers that MDTA assigned full size (45 seat) transit coaches to the route in July 1993 to provide additional capacity.

Progress

For the first two years of operation, ridership steadily rose from slightly over 300 boardings per day to almost 700 boardings per day in the Winter of 1993/1994. From that time through the last quarter of the project, ridership declined somewhat to approximately 550 riders per day. However, while ridership declined during the period, actual transit ridership in the corridor increased by 3.7 percent from the Winter of 1991, prior to the start of the 27th Avenue MAX to the Winter of 1997, the last quarter of the project.

Metrorail also showed increasing ridership since the implementation of the 27th Avenue MAX. Boardings at the MLK Metrorail Station increased by 16 percent from the Winter of 1991 to the Winter of 1997. Total Metrorail ridership increased only 1 percent during the same time period.

The 27th Avenue MAX was terminated by the Department in the Winter of 1997 due to low ridership.

Flagler MAX - WPI # 6810184

Project Scope

The Flagler MAX project was established in November 1991 through a JPA with the FDOT. The project purpose is to reduce congestion along the Flagler Street corridor from downtown Miami to Miami Beach.

Project Milestones/Goals

The resource management goal of passengers per revenue hour was to be at least one-half the average of comparable peer routes (the Biscayne MAX and the 27th Avenue MAX); and the cost per passenger trip was to be less than twice the average on comparable routes.

Service Description

The Flagler MAX is a limited stop express bus route from west Dade County to downtown Miami primarily through the Flagler Street corridor and to Miami Beach via the MacArthur Causeway. It operates every 15 minutes during weekday rush hours.

Progress

The Flagler MAX compares favorably to the peer routes established for the project. During the last report available for the project (April 1, 1999 through June 30, 1999), average daily ridership was 1,726, a two percent increase above the same period within the prior fiscal year and a three percent increase above the prior quarter.

South-Dade Busway - WPI # 6810309

Project Scope

The scope of this project is to provide express service, within exclusive bus lanes, along the US Highway 1 corridor.

Project Milestones/Goals

The resource management goal of passengers per revenue hour was to be at least one-half the average of comparable peer routes and the cost per passenger trip was to be less than twice the average on comparable routes.

Service Description

The South-Dade Busway connects the Dadeland South Metrorail Station and Cutler Ridge, providing exclusive roadway lanes for buses operated by or for the Miami-Dade Transit Agency and emergency vehicles. Areas east, west, and south of the Busway are served by five bus routes also operated with transit corridor funds through this project: the Busway MAX; Busway Local; Coral Reef MAX, Saga Bay MAX, and the 1 Busway (description and ridership information provided below). They offer local and limited-stop service on the Busway and in the neighborhoods between Florida City and the Dadeland South Metrorail Station.

Progress

The South-Dade Busway is one of the most successful transit corridor projects discussed within this report. The Busway corridor ridership continues in an upward trend. Average weekday corridor ridership for the most recently reported period (April 1, 1999 through June 30, 1999) was 11,578, a 10 percent increase over the average corridor ridership in

the same reporting period for the previous year, and a 70 percent increase over the same period in 1996 (the year before the busway opened). Average weekend ridership for the most recent reporting period was 12,576, a 26 percent increase from the average ridership for the same period during the prior fiscal year, and a 118 percent increase over the same quarter in FY 1996.

Ancillary Routes

Busway MAX - The Busway MAX is a limited-stop route between Florida City and the Metrorail. The route operates on the Busway north of Cutler Ridge and along US 1 south of Cutler Ridge, serving Goulds, Homestead, and Florida City. Service between the S.W. 152nd Street Busway Station and the Dadeland South Metrorail Station is non-stop during weekday rush hours. The route serves all Busway stations during off-peak. The Busway MAX operates every 15 minutes during weekday rush hours and every 30 minutes during off-peak. Average boardings per day during the most recently reported period (April through June) were 3,283 for weekdays, 2,905 for Saturdays, and 2,392 for Sundays. Average passengers per revenue hour was 28.4 passengers per weekday hour, 35.2 for Saturdays, and 29.0 for Sundays for the quarter ending June 30, 1999. The average cost per passenger was \$1.57 during the weekdays, \$0.45 on Saturdays, and \$0.65 for Sundays. The Busway MAX continues to meet and exceed the resource-measurement goals of average passengers per revenue hour (at least one-half the average of comparable peer routes) and the average net cost per passenger (less than twice the comparable average of the peer routes).

Busway Local - The Busway Local operates on the Busway serving all Busway Stations between Cutler Ridge and the Dadeland South Metrorail Station, seven days per week. Full-sized transit coaches are used during weekday rush hours and mini-buses are used at all other times. The Busway Local operates every 15 minutes during weekday rush hours and every 30 minutes during off-peak. Average boardings per day during the most recently reported period (April through June) were 1,581 for weekdays, 1,105 for Saturdays, and 972 for Sundays. Average passengers per revenue hour was 33.4 passengers per weekday hour, 34.2 for Saturdays, and 30.1 for Sundays for the quarter ending June 30, 1999. The average cost per passenger was \$1.01 during the weekdays, \$0.65 on Saturdays, and \$0.69 for Sundays. The Busway Local continues to meet and exceed the resource-measurement goals of average passengers per revenue hour (at least one-half the average of comparable peer routes) and the average net cost per passenger (less than twice the comparable average of the peer routes).

Coral Reef MAX - The Coral Reef MAX provides limited stop service seven days a week service between Country Walk and the Dadeland South Metrorail Station via S.W. 152nd Street and the Busway. The route provides service to the MetroZoo during its operating hours. The service, provided by mini-buses, runs every 20 minutes during weekday rush hours, every 45 minutes during weekday off-peak, and every 40 minutes on weekends.

Average boardings per day during the most recently reported period (April through June) were 1,037 for weekdays, 592 for Saturdays, and 339 for Sundays. Average passengers per revenue hour was 23.8 passengers per weekday hour, 22.6 for Saturdays, and 12.9 for Sundays for the quarter ending June 30, 1999. The average cost per passenger was \$0.92 during the weekdays, \$1.12 on Saturdays, and \$2.52 for Sundays.

The Coral Reef Max quarterly boarding averages for the most recent reporting period were down slightly over the prior quarter. While weekday average boardings remained the same, Saturday and Sunday boarding declined by five percent and 19 percent respectively. It is suggested that this decline, similar to one experienced during the same quarter as last year, is most likely due to seasonal fluctuations.

Although the Coral Reef MAX has experienced a slight decrease in boardings, it meets the target goals of average passengers per revenue hour (at least one-half the average of comparable peer routes) and for average net cost per passenger (less than twice the comparable average).

Saga Bay MAX - The Saga Bay MAX is a limited stop, weekday rush hour service between Saga Bay and Metrorail. The route, operated by mini-buses, serves Busway stations between S.W. 168th Street and the Dadeland South Metrorail Station. Service is every 15 minutes during weekday rush hours.

Average boardings per day during the most recently reported period (April through June) were 344 (only operates on weekdays). Average passengers per revenue hour was 20.2 for the quarter ending June 30, 1999. The average cost per passenger was \$1.17.

Average boardings declined 40 percent from last quarter, although ridership is consistent with the levels experienced during the 1998 reporting year. Overall, the Saga Bay MAX meets and exceed the resource-management goals of the project.

1 Busway - The Route 1 Busway provides local service seven days per week between the South Miami Heights area, east Perrine, and Metrorail. The route serves all Busway stations between S.W. 168th Street and the Dadeland South Metrorail Station. It operates every 15 minutes during weekday rush hours.

Average boardings per day during the most recently reported period (April through June) were 1,563 for weekdays, 907 for Saturdays, and 511 for Sundays. Average passengers per revenue hour was 21.0 passengers per weekday hour, 22.1 for Saturdays, and 17.6 for Sundays for the quarter ending June 30, 1999. The average cost per passenger was \$2.13 during the weekdays, \$2.18 on Saturdays, and \$2.96 for Sundays.

The Route 1 Busway quarterly boarding averages were four percent below weekday ridership for the previous quarter, 15 percent below Saturday boardings, and 27 percent below Sunday boardings. While the previous quarter fell behind in passenger boardings, the Route 1 Busway continues to meet the resource-measurement goals established for the project. In the most recently submitted quarterly report, the Route 1 Busway met or exceeded the average for comparable peer routes on weekdays and weekends. It also met the goal for average net cost per passenger. This was the first quarter that the route met the target goal for Saturdays.

City of Miami Beach

The City of Miami Beach is a municipal government within Miami-Dade County.

Miami Beach Electric Shuttle "Electrowave" Project - WPI # 6810341

Project Scope

The original scope of this project was to purchase and operate seven electric buses to link under-utilized City of Miami Beach parking facilities with a newly created park-n-ride program to help alleviate the congestion and parking problems in South Beach.

Project Milestones/Goals

The goals of this project are to:

- provide a cost effective and environmentally sensitive transportation alternative in the South Beach area.
- demonstrate the effectiveness of a public/private partnership in solving existing transportation problems.
- demonstrate the effectiveness of electric vehicle technology to address traffic congestion problems.
- increase the use of existing under-utilized City of Miami Beach parking facilities in the South Beach area.

The following are objectives to measure the project success:

- Operating cost of the shuttle service will be compared with the operating cost of traditional powered vehicles, with a criteria for success of having lower operating costs.
- \$35,000 in outside advertising will be obtained in the first year to promote the shuttle, rising to \$85,000 in the second year of operation.
- Operating performance in South Florida's climate will be compared to traditionally powered vehicles, with a criteria for success of better reliability.
- Parking utilization at the Seventh, Twelfth, and seventeenth street garages will increase by 5% during the first year, and 10% by the end of the second year of shuttle operation.

Service Description

The project supports the operation shuttle services in the South Beach area of Miami Beach 365 days per year. Service is provided by seven electric trolleys. Headways are anticipated to be between 8 and 10 minutes. On July 1, 1999 a \$0.25 fare was instituted. Prior to that time, the shuttle provided free service.

Progress

The electric shuttle project known as the "Electrowave" had its dedication and inauguration reception on Friday, January 30, 1998 from 3:00 p.m. until 5:00 p.m.. At 7:00 p.m. on the 30th of January, service began. The charging, storage and maintenance of the vehicles will be done by the City of Miami Beach fleet management department at a prefabricated building next to its facility on Terminal Island (at the eastern end of MacArthur Causeway). The City of Miami Beach is in the process of obtaining funding for the development of a permanent multi-modal center to be constructed at the terminus of MacArthur Causeway on Fifth Street. This will provide permanent shuttle terminal, along with storage, charging equipment, maintenance facilities, and a 750 plus parking facility.

Shuttle drivers are provided by American Bus Lines - Red Top, a subsidiary of Coach USA. A total of 26 drivers have been hired for the 365 days per year/20 hours per day operation. American Bus Lines also provides dispatch, backup vehicles, as well as general operations assistance.

Vehicle tracking systems have been installed in each of the seven vehicles. This system provides accurate ridership counts and provides system management control for shuttle dispatch and operation. Each vehicle can be tracked by street location and nearest cross street. The system will also track and record service delays, movement, speed of the vehicle, direction, and safety problems.

In addition, an energy monitoring system has been installed in six of the seven vehicles that provides driver and vehicle performance summaries, battery energy-efficiency and depth of discharge histories, fuel reports, and battery recharge and driving profiles.

The City of Miami Beach has leased property at the terminus of the MacArthur Causeway, on the south side of Fifth Street, for a park and ride lot for *Electrowave* users. The Miami Beach TMA has worked with employers and employees in the shuttle service area to encourage the purchase of special parking permits that will allow them on this lot. Permits allow employees and employers the use of the lot from Monday through Saturday, 6 a.m. until 8 p.m., at \$25 per month, plus tax. With other City lots in the area charging \$50 per month for parking, this has been quite popular.

The *Electrowave* has been extremely popular, carrying 1,392,454 passengers in its first year of operation. In 1999, the trend continued with monthly passenger trips averaging

112,284. If the trend continues, the second year of operation for the *Electrowave* will continue to be successful.

The most important aspect of this project is the public-private partnerships that have been created. Only 18.51 percent of the total project budget was FDOT funds (Transit Corridor and Service Development). The remaining budget was funded by the City of Miami Beach, Florida Power & Light (FP&L), the Florida Alliance for Clean Technologies (donation of the energy monitoring system along with FP&L), the Florida Department of Environmental Protection, and the Clean Cities Coalition. Additional support was provided by the Miami Beach TMA, the Miami Beach Police Department, the Miami Dade Transit Agency, and the merchants and other employers in South Beach.

District 7 Project Summaries

During the project time period from July 1, 1993 through December 31, 1999, the FDOT District 7 Office awarded \$4,500,204 in transit corridor funds to HART, PSTA, and Pasco County (includes \$1,269,493 for the US 41 Corridor project that was originally awarded prior to July 1, 1993 but was continued through supplemental agreements and \$2,270,00 for the 200X that began under WPI # 7813923 in April 1988). The project summaries are as follows:

Hillsborough Area Regional Transit Authority (HART)

The Hillsborough Area Regional Transit Authority (HART) was created in October 1979 as a subdivision of the State of Florida. HART's Board of Directors consists of eleven members. Hillsborough County appoints five members, the City of Tampa three members, the City of Temple Terrace one member, and the State of Florida appoints two members. The Board of Directors selects an Executive Director who appoints or promotes individuals to the various positions of responsibility within the organization. HART directly operates fixed-route motorbus service and provides paratransit services through the County's Share-A-Van program.

Tampa/Clearwater Express Service via Courtney Campbell Causeway (200X) - WPI # 7813923/# 7814028

Project Scope

This project began in August 1985 as the Gandy/Courtney Campbell corridor project providing intra-county services between Pinellas and Hillsborough Counties via the Gandy Boulevard/Gandy Bridge and Courtney Campbell Causeway corridors to relieve congestion within those corridors. In 1990, service along these corridors was reduced by 20 percent to "...maintain a balanced budget..." (due to low ridership). At the same time, fares were increased from \$1.00 to \$1.50. In October 1990, the Gandy corridor portion of the project was transferred to the Pinellas Suncoast Transit Authority (PSTA) and became PSTA's 100X (discussed below). The Courtney Campbell Express remained with HART and became the 200X. Under WPI #7813923, \$2,270,000 in state funds was provided to the project. The project is continuing through funding allocated to HART under WPI # 7814025.

The budget of \$500,000 (under WPI # 7814025) is primarily for operation and administration of the project, but does include funds for the installation and/or construction of two passenger shelters; leasing of park-n-ride lot space at Clearwater Mall and marketing expenses.

Project Milestones/Goals

The goal originally established for the project was a 30% farebox recovery. In 1990, the goal was changed to a 2% per year increase in ridership.

Service Description

This project provides commuter express bus service from downtown Tampa in Hillsborough County to Clearwater in Pinellas County. The service runs through the Westshore area of Tampa and utilizes the Courtney Campbell Causeway (SR 60) to cross Tampa Bay.

The 200X stops at Westshore once in the morning on the way to Tampa and once in the evening on the way out to Clearwater. Two midday trips also stop at Westshore. With the addition of a stop at Clearwater Mall greater accessibility is provided to mall patrons. It

also allows for easy transfers between HART and PSTA bus routes 19, 60, and 63. The 200X then continues to Drew Street via US 19, serving the HART/PSTA park-and-ride lot located at the Drew Shopping Center.

Progress

The following table identifies ridership and farebox recovery trends since the first quarter of Fiscal Year 1991 (100X was separated between PSTA (the Gandy Express) and HART (the Courtney Campbell Express) in October 1990). In this table, the fiscal year begins on October 1 and ends on September 30.

Fiscal Year	Estimated Annual Ridership*	Average Farebox Recovery Ratio
FY 1991	41,730	18.4%
FY 1992	44,460	26.4%
FY 1993	43,160	30.7%
FY 1994	48,685	30.2%
FY 1995	Not Available	26.1%
FY 1996	47,580	22.8%
FY 1997	46,280	22.9%
FY 1998	42,987	19.9%

*Based on average daily boardings multiplied by 260 operating days per year (Monday through Friday, excluding holidays).

Annual ridership has fluctuated since October 1990, however, a gradual decline in ridership began in 1996 (although it may have occurred during FY 1995 - complete ridership data for FY 1995 was not provided in the progress reports). Since 1994, ridership has decreased 11.7 percent. The average farebox recovery ratio has also fluctuated through the period, peaking at 30.2 percent in FY 1994 and gradually decreasing in the years following to 19.9 percent in FY 1998, a decrease of 34.1 percent. The annual ridership goal of 2 percent over the previous year was met in FYs 1992 and 1994. The average farebox ratio goal of 30 percent was met in FYs 1993 and 1994.

US 41 Corridor Improvement Project - WPI # 7810010/# 7814114

Project Scope

This project was initiated in March 1992. The purpose of the project is to provide more frequent service in the US 41 corridor in Tampa by providing frequent north-south service north of downtown Tampa on transit. The fixed route service is designed to attract riders to bus service for the work commute as a congestion mitigation strategy with a goal to increase ridership and reduce congestion on the corridor.

A supplemental agreement was signed on July 15, 1996 providing an additional \$200,000 to the project to expand the service provided and purchase and install bus shelters. In April 1999 a second supplemental agreement was signed providing an additional \$200,000 for service expansion and operation and \$225,000 for the purchase of electric buses.

Project Milestones/Goals

Goal 1: Increase transit ridership on routes participating in the project (Routes 1, 2, 7, 12, 20X, 26X, 50X, and 56X).

Performance Measure: Ridership will increase by 3 percent in 2000 on the eight participating routes.

Goal 2: Maintain a reasonable farebox recovery ratio.

Performance Measure: Maintain an average farebox ratio of at least 30 percent on local routes and 10 percent on express routes.

Service Description

In order to relieve congestion along the US 41 Corridor (defined as Nebraska Avenue and Interstate 275), a number of routes were established and are supported by funds received by HART from the FDOT. The routes participating in the project include the following:

Route 1 - providing north/south fixed route service between HART's downtown Marion Street Transit Parkway to North Boulevard and Bearss Avenue. Northbound departures begin from the Marion Street facility at 5:23 a.m. with 15 minute

headways until 9:00 a.m. At that time, headways go to 30 minutes and then return to 15 minutes after 3:00 p.m. Service is available until 9:00 p.m. Southbound departures begin at 5:05 a.m. until 9:05 a.m. with 30 minute headways. After the 9:05 a.m. departure time, service is provided on an hourly basis, resuming 30 minute service at 3:30 p.m. until 9:05 p.m. Saturday service is provided from 6:29 a.m. until 8:29 p.m. with 30 minute headways. Hourly service is provided Sunday from 6:28 a.m. until 6:25 p.m.

Route 2 - providing north/south fixed route service between HART's downtown Northern Terminal to the University Area Transfer Center. Northbound departures begin at 5:00 a.m. with headways averaging 15 minutes. After 9:00 a.m. service is provided with 30 minute headways and returns to 15 minute headways after 3:00 p.m. Service is available until 10:00 p.m. Southbound departures begin at 4:45 a.m. until 8:30 a.m. with 15 minute headways. Headways are increase to 30 minutes from 9:00 a.m. until 10:50 p.m. Saturdays service is provided from 6:35 a.m. until 7:20 p.m. with headways that average 30 minutes. Southbound service is provided until 8:20 p.m. Hourly service is provided on Sunday from 6:35 a.m. until 6:25 p.m. northbound and 6:35 until 8:35 southbound.

Route 7 - providing north/south fixed route service between HART's Tampa downtown Washington Street Station to North Boulevard and Bearss Avenue. Northbound departures are provided from 5:23 a.m. until 7:21 p.m with headways averaging 30 minutes. Southbound departures begin at 5:15 a.m. until 7:15 a.m. with 60 minute headways. Saturdays service is provided from 6:28 a.m. until 7:23 p.m. with headways that average 60 minutes. Southbound service is provided until 7:55 p.m. Hourly service is provided on Sunday from 6:19 a.m. to 7:02 p.m. northbound and from 6:19 to 7:55 p.m. southbound.

Route 12 - providing north/south fixed route service between HART's downtown Tampa Northern Terminal to University Area Transfer Center. Northbound departures begin at 5:00 a.m. with headways averaging 15 minutes. After 9:00 a.m. service is provided with 30 minute headways until 3:00 p.m. From 3:00 p.m. until 4:00 p.m. service is provided with 15 minute headways. Service is available until 10:00 p.m. Southbound departures begin at 5:15 a.m. until 10:05 p.m. with an average headway of 30 minutes. Saturdays service is provided from 6:35 a.m. until 7:35 p.m. with headways that average 30 minutes. Southbound service is provided

until 7:33 p.m. Hourly service is provided on Sunday from 6:35 a.m. until 7:35 p.m. northbound and 6:35 until 7:35 southbound.

Route 20X - providing north/south peak period express bus service from HART's park-n-ride lot facility in Lutz to Tampa General Hospital. Southbound departures begin at 6:10 a.m. from the 1st Baptist Church in Lutz with an average headway of between 35 and 40 minutes until 7:10 a.m. There are 3 southbound departures. Northbound departures are provided from 3:50 p.m. until 5:05 p.m. with an average headway of between 35 and 40 minutes. There are 3 northbound departures. This route does not provide services on weekends. Major service centers for this express route include the 1st Baptist Church Park-N-Ride-Lutz, Fletcher Plaza Park-N-Ride, the Tampa Tribune, and Tampa General Hospital.

Route 26X - providing south/north peak period express bus service from HART's park-n-ride facility in Lutz to Tampa General Hospital. Southbound departures begin at 6:10 a.m. from the 1st Baptist Church in Lutz with an average headway of between 35 and 40 minutes until 7:10 a.m. There are 3 southbound departures. Northbound departures are provided from 3:50 p.m. until 5:05 p.m. with an average headway of between 35 and 40 minutes. There are 3 northbound departures. This route does not provide services on weekends. Major service centers for this express route include North Lakeview Park-N-Ride, Mission Bell Shopping Center, the Tampa Tribune, and Tampa General Hospital.

Route 50X - providing south/north peak period express service between HART's Citrus Park Park-N-Ride facility to the Marion Street Transit Parkway. There are two southbound departures from Citrus Park at 6:30 a.m. and 7:20 a.m. each with an average headway of 50 minutes. There are two northbound departures from the Marion Street Transit Parkway at 4:40 p.m. and 5:15 p.m. with a 35 minute headway. This route does not provide services on weekends. Major service centers for this express route include Citrus Park Park-N-Ride facility, Carrollwood Park-N-Ride facility, Casey Park-N-Ride facility, and Orange Grove Park-N-Ride facility.

Route 56X - providing northbound peak period express service between Tampa General Hospital and Citrus Park Park-N-Ride facility. There is one northbound departure at 5:30 p.m. from Tampa General. No southbound travel is available. (Service will be eliminated in April 2000 due to low ridership.)

Progress

In a status report for the project, dated November 1999, it was reported that farebox recovery averaged 27 percent. Also in that report, it was suggested that the 56X be eliminated and that the funds that had been spent on the route be used to provide extended evening service hours on the 20X and the 50X . In the justification prepared by the district office in October 1999 for a budget increase, it was stated that “...*This project has contributed to increasing and stabilizing transit ridership on all routes participating in this project...*”

Oldsmar/Tampa Express Service - FPN #40647918401

Project Scope

The purpose of this project is to provide express service within Hillsborough County from Net Park through Downtown Tampa to Oldsmar. This project is needed to respond to employment growth and congestion in the Tampa/Oldsmar corridor. At the present time, there is no direct transit service from Tampa to Oldsmar. Oldsmar's industrial and manufacturing industries have job openings that cannot be filled. Employers express interest in whether public transportation would have an impact on reducing their job vacancies. HART also received petitions from riders on Route 200X, Westchase area residents, and others commuting from west of Oldsmar to downtown Tampa requesting direct transit service.

The project budget is \$125,000, including \$100,000 for the operation of the express service and \$25,000 for marketing. The project is 100 percent state funded. The JPA was executed on November 22, 1999 with service anticipated to begin by April 2000.

Project Milestones/Goals

There were no project milestones/goals included in the documentation in the project file.

Service Description

The service will provide two morning express bus trips and two evening express bus trips to/from Net Park through downtown Tampa to Oldsmar.

Progress

This is a new project. There have been no progress reports submitted to date.

Pinellas Suncoast Transit Authority (PSTA)

The Pinellas Suncoast Transit Authority (PSTA) is an independent authority created by a special act of the Florida Legislature, and is governed by a Board of Directors comprised of one appointee from Pinellas County and one from the City of St. Petersburg, one elected County Commissioner, and 8 elected officials representing the 24 municipalities served by PSTA. PSTA directly operates fixed-route motorbus service and demand-response services, with some of the demand response service purchased from local private providers.

Route 59/Route 73 Service - WPI #7816678

Project Scope

The purpose of this project was to provide continuous fixed route service along the Ulmerton Road/Roosevelt Boulevard/9th Street North corridor from Indian Rocks Shopping Center in western Pinellas County to the Gateway Mall in eastern Pinellas County via PSTA Route 59. (Route 59 was initiated in October 1992 with a Service Development grant from the Department). It also includes the extension of Route #73 from its original terminus at Starkey and Ulmerton Roads to downtown Clearwater in order to provide linkages to major residential areas and employment and other attractors along County Road 1 and northwest Clearwater via other PSTA bus routes.

From October 1992 through December 1994, the FDOT and PSTA jointly funded Route 59 as a Service Development project. Effective November 21, 1995, service was funded by FDOT and PSTA under the FDOT Transit Corridor Program.

Project Milestones/Goals

Separate goals and objectives have been established for Routes 59 and 73. The following goals and objectives have been established for Route 59:

- Goal:** Facilitate intra-county transit work trips to/from western Pinellas County to/from the Gateway area of Pinellas County via Ulmerton Road and Roosevelt Boulevard.
- Objective:** Provide service along the Ulmerton Road/Roosevelt Boulevard Corridor linking Indian Rocks Shopping Center on the west with Gateway Mall on the east.
- Objective:** Provide at a minimum, 30 minute peak-period service frequency and 60 minute service frequency during off-peak periods.
- Objective:** Maintain schedule transfers when possible at off-street transfer locations including Indian Rocks Shopping Center, Largo Mall, and Gateway Mall.
- Goal:** Increase the level of ridership by continually monitoring service performance and comparing performance with established performance standards.
- Objective:** Total ridership of 130,000 one-way passenger trips in FY 1995-96. Once this goal is reached, a 5 percent ridership increase in FY 1996-97.
- Objective:** Compare passenger productivity with the system average for passengers per revenue hour and mile. Maintain 11.2 passengers per revenue hour in FY 1995-96 and 11.76 passengers per revenue hour in 1996-97.
- Goal:** Minimize operating deficits and maximize fare revenue.
- Objective:** Farebox recovery ratio shall be at a minimum 20 percent.
- Objective:** Review average fare quarterly and institute system-wide fare increases as necessary, to keep pace with increased operating costs.

Project Goals/Objectives Route 73

The following goals and objectives were established for Route 73:

- Goal:** Facilitate intra-county transit trips to/from southern Pinellas County to/from the downtown area of Clearwater, via Starkey/Keene road and Gulf-to-Bay Boulevard/Court Street.
- Objective:** Provide transit service along the Keene/Starkey Road and Gulf-to-Bay Boulevard/Court Street corridors linking Tyrone Square Mall in St. Petersburg with the Park Street Terminal in downtown Clearwater.
- Objective:** Provide, at a minimum, 60 minute service frequency during weekday periods.
- Objective:** Maintain scheduled transfers when possible at off-street transfer locations including Tyrone Square Mall and Park Street Terminal.
- Goal:** Increase the level of ridership by continually monitoring service performance and comparing performance with the established performance standards.
- Objective:** Total additional ridership of 213,192 one-way passenger trips over the course of the three-year demonstration period. Approximately 40,000 additional passenger trips in FY 1997/98.
- Objective:** Compare passenger productivity with the system average for passengers per revenue hour and mile. Achieve 10.3 passengers per revenue hour in FY 1998-99 and 10.8 passengers per revenue hour in 1999/00.
- Goal:** Minimize operating deficits and maximize fare revenue.
- Objective:** Farebox recovery ratio shall be at a minimum 20 percent at the conclusion of the three-year demonstration period.
- Objective:** Review average fare quarterly and institute system-wide fare increases as necessary, to keep pace with increased operating costs.

Service Description - Route 59

Route 59 provides service along the Ulmerton Road/Roosevelt Boulevard Corridor linking Indian Rocks Shopping Center on the west with Gateway Mall on the east. Service is provided at a 30 minute peak-period frequency and a 60 minute service frequency during off-peak periods.

Service Description - Route 73

Route 73 provides transit service along the Keene/Starkey Road and Gulf-to-Bay Boulevard/Court Street corridors linking Tyrone Square Mall in St. Petersburg with the Park Street Terminal in downtown Clearwater. Service is provided at a 60 minute frequency during weekday periods.

Progress - Route 59

In meeting the first goal established for Route 59, the route currently provides continuous fixed route service along the Ulmerton Road/Roosevelt Boulevard/9th Street North corridor from Indian Rocks Shopping Center in western Pinellas County to Gateway Mall in eastern Pinellas County. In addition, the provision of frequent peak period service (30 minute service frequency) on Route 59 helps facilitate cross-county movements through feeder service to/from other line haul routes, such as Routes 18, 19, and 52. Route 59 also provides for a maximum number of transfer opportunities from minor connectors in the PSTA system.

Ridership has shown steady increases since the implementation of the service in October 1992. During FY 1996, weekday ridership on Route 59 totaled 144,771 one-way passenger trips, which is an increase of 11.21 percent over the prior fiscal year. In FY 1997, ridership increased an additional 14.7 percent with 165,992 one-way passenger trips. In FY 1998, ridership increased 25.31 percent to 208,003 one-way passenger trips.

Passenger productivity (passengers per revenue hour) was 12.37 in FY 1996 and was 14.18 in FY 1997, exceeding the goal of 11.76 for the entire year. While this was short of the system average of 20 passengers per revenue hour, productivity in more recent fiscal years are closer to the overall system average. During the first nine months of FY 1999, passengers per revenue hour increased to 19.11 percent.

Growth in average daily ridership on Route 59 has reduced the operating deficit and as a result, improved the farebox recovery ratio. In FY 1996, the operating ratio was 20.53 percent. Through the first six months of FY 1999, the operating ratio was 29.36 percent.

Progress - Route 73

PSTA has met the first goals established for Route 73. The route currently provides continuous fixed route service along Park Street/Starkey/Keene Road and Gulf-to-Bay Boulevard/Court Street corridors from Tyrone Square Mall in western St. Petersburg to Park Street Terminal in downtown Clearwater. Service frequency is 60 minutes during weekdays and on Saturday.

Ridership growth has occurred on Route 73 as a result of the extension of service from the mid-county area to downtown Clearwater. An additional 3,457 one-way passenger trips were recorded during the first two months of operation. Ridership growth in FY 1998 resulted in an additional 31,348 one-way passenger trips for the entire fiscal year. Passenger productivity for the first two quarters of 1999 was 12.35 passengers per revenue hour.

In the most recent status report available, it was stated that continued ridership growth on Route 73 will be needed to offset the operating deficit and improve the operating ratio (at that time, 19.97 percent).

Route 100X - WPI # 7816679

Project Scope

The Route 100X was originally implemented in August 1985 by HART as a commuter express route providing inter-county service between Hillsborough and Pinellas Counties in an effort to help relieve congestion and improve capacity on east-west Pinellas to Hillsborough connectors. In October 1990, the operation of Route 100X was transferred from HART to PSTA.

The original Joint Participation Agreement between FDOT and PSTA was for \$124,949, providing operating, administrative, management and marketing support for the project. Subsequent supplemental agreements provided an additional \$1,024,316 to the project.

Project Milestones/Goals

Goal 1: Facilitate inter-county transit work trips to/from the Gateway area of Pinellas County to/from downtown Tampa, via the Gandy Bridge and the Crosstown Expressway.

Objective: Utilize Gateway Mall as an intermodal transfer point for cross-bay commuter express service via Route 100X.

Objective: Provide commuter bus service during periods of peak congestion with limited stops with premium fares and multi-ride tickets, and coordinate the Route 100X schedule for the convenience of work trip commuters and major employers in both downtown Tampa and the Gateway area in Pinellas County.

Objective: Establish Route 100X as an alternative to the automobile for work trips, thereby reducing traffic congestion.

Goal 2: Increase the level of ridership and customer satisfaction by continually monitoring service performance and comparing performance with established performance standards.

Objective: Achieve annual ridership level of 50,000 passengers in Fiscal Year 1995/96. Beginning in FY 1996/97 strive for ridership increases of 2% annually.

Objective: Utilize focus groups and continue conducting periodic on-board surveys to ascertain customer satisfaction and identify potential service improvements.

Goal 3: Minimize operating deficits and maximize fare revenue.

Objective: Farebox recovery ratio shall be a minimum of 20%.

Objective: Average vehicle load of 10 passengers for each scheduled bus trip.

Objective: Review average fare quarterly and institute fare increases as necessary to keep pace with increased operating costs.

Service Description

Route 100X remains a commuter route providing service from the Gateway Mall lot in St. Petersburg to the Marion Street Transit Parkway in Tampa, via 4th Street North, the Gandy Bridge, Gandy Boulevard, Dale Mabry Highway, and the Crosstown Expressway.

Progress

Consistent with the first goals established for the route, Route 100X provides round-trip commuter service from Gateway Mall to the Marion Street Transit Plaza in Tampa with 30 minute service frequency during a.m. and p.m. peak periods, Monday through Friday. Gateway Mall serves as the transfer point for the Route 100X, PSTA Routes 1, 4, 9, 11, 16, 59, and 74. HART also has local feeder routes providing frequent and direct access to Route 100X.

As part of a public-private partnership, PSTA has worked very closely with the management of the Gateway Mall to replace existing shelters and provide accessible paths of travel to/from those shelters in accordance with the Americans with Disabilities Act requirements. Unfortunately, the improvements at the mall resulted in the elimination of park-n-ride spaces used by 100X patrons. A replacement lot was established at Derby Lane on Gandy Boulevard, effective April 1998.

Ridership totaled 49,621 one-way passenger trips in Fiscal Year 1994/1995. While this was short of the annual ridership objective, there have been subsequent and continued improvement. Total ridership increased again in FY 1995/96 to 50,726 one-way passenger trips, achieving their ridership objective. In FY 1996/97, ridership increased 11.65 percent to 56,636 one-way passenger trips. In FY 1997/98 ridership increased an additional 2.17 percent.

In October 1995, PSTA implemented service improvements which combined PSTA routes 4 and 24 to provide frequent and continuous service along the 4th Street corridor from the Pinellas Point area to 116th Avenue north. This allowed passengers residing along 4th Street south to travel to/from the Gateway Mall without having to transfer, thereby providing a direct connection to Route 100X.

In 1998, a market research project was conducted using focus groups and an on-board survey instrument. One of the major conclusions of the report is that PSTA is growing as a

transportation option for workers. At the time the study was conducted, 76 percent of PSTA riders were using the bus to get to work, versus 53 percent in 1995.

Average vehicle load is currently less than 10 passengers. As a result, PSTA will continue to monitor those trips that fall below the norm. However, the operating ratio for this period was significantly greater than the minimum goal of 20 percent, 27.03 percent. The average fare collected was \$1.45.

Alternate US 19 and SR 686 Corridors - Route #98 Express Service - FPN # 40390118401

Project Scope

Express Route #98 was designed to provide intra-county transit work trips to/from the Clearwater and Largo areas of Pinellas County to/from Carillon Business Park in an effort to alleviate congestion along the Alternate US 19 and SR 686 corridors, following PSTA Route #52.

Immediately prior to the initiation of Route #98, the Carillon Business Park experienced a tremendous amount of employment growth. The new employers within the office park requested additional transit service for their employee commutes. A zip code analysis revealed that those employers had a significant number of employees who resided along the Alternate U.S. 19 and SR 686 corridors, justifying the need for the additional service within the corridor.

The joint participation agreement between the FDOT and PSTA provided \$98,064 for the operation of the project. A supplemental JPA was signed in September 1999 providing an additional \$127,648 to the project for a total approved budget of \$225,712. The project is 100% state funded.

Project Milestones/Goals

Goal 1: Facilitate intra-county transit work trips to/from the Clearwater and Largo areas of Pinellas County to/from Carillon Business Park, via the Alternate US 19 and SR 686 corridors effective October 1998.

Objective: Provide 30 minute service frequency during morning and afternoon peak periods.

Objective: Provide commuter bus service in only one direction during periods of peak congestion with limited stops, connecting downtown Clearwater with Carillon Business park along the Alternate US 19 and SR 686 corridor.

Goal 2: Increase the level of ridership and customer satisfaction by continually monitoring service performance and comparing performance with established performance standards.

Objective: Annual ridership of 16,000 passengers in FY 1998/1999, with a 10% ridership increase in FY 1999/2000.

Objective: Compare passenger productivity with the system average per passengers per revenue hour and mile for PSTA commuter routes.

Goal 3: Minimize operating deficits and maximize fare revenue.

Objective: Farebox recovery ratio shall be at a minimum of 10%.

Objective: Review average fare quarterly and institute fare increases as necessary, to keep pace with increased operating costs.

Service Description

Route #98 operates from 5:45 a.m. to 7:40 a.m. and from 4:05 p.m. to 6:05 p.m., Monday through Friday with 30 minute service frequency. Three trips are provided during the a.m. peak period and three are provided in the p.m. peak period to/from the Clearwater and Largo areas of Pinellas County to/from Carillon Business Park via Alternate US 19 and the SR 686 corridors.

Progress

The most recent progress report for this project is for the 1st quarter of FY 2000. Based on information contained in this report, PSTA met the first goal for the project and the

corresponding objectives. Route 98 provides peak commuter bus service along the SR 686 and US 19 corridors connecting downtown Clearwater with the Carillon Business Park. Service is provided Monday through Friday with 30 minute service frequency.

The second goal and corresponding objectives were met over the past year and through the first quarter of FY 2000. FY 1999 ridership was 21,251 persons well above the goal of 16,000 passengers. Ridership during the reporting period was 6,912 passengers. Annual ridership for FY 2000 is expected to increase significantly over the next year at a rate in excess of the 10 percent established as the objective. PSTA also exceeded the objective of 10% farebox recovery, reporting a recovery ratio of 13.4 percent for the quarter. They also maintained a level of average fare at \$0.77 per trip that was greater than the current system average of \$0.753.

The Action Plan provided in the progress report suggested that PSTA improve passenger amenities along the route and promote increased participation in Medicaid, Transportation Disadvantaged, and the WAGES bus pass programs and continue the performance monitoring and passenger productivity monitoring of the route.

Ulmerton Road (SR 688) Corridor - Route #99 Express Service - FPN # 40390318401

Project Scope

Express Route #99 was designed to provide intra-county transit work trips to/from western Pinellas County to/from Carillon Business Park in an effort to alleviate congestion along the Alternate US 19 and SR 686 corridors.

During the months immediately preceding the establishment of Route #99, the Carillon Business Park experienced a tremendous amount of employment growth. The new employers within the office park requested additional transit service for their employee commutes. A zip code analysis revealed that those employers had a significant number of employees who resided along the Ulmerton Road corridor from the Walsingham area in western Pinellas County east to US 19. Using the results of the zip code analysis as justification, PSTA proposed this new express route that would provide service from the Indian Rocks Shopping Center to Carillon Business Park via Ulmerton Road (SR 688).

Project Milestones/Goals

Goal 1: Facilitate intra-county transit work trips to/from western Pinellas County to/from the Carillon area of Pinellas County, via Ulmerton Road effective October 1998.

Objective: Provide commuter service in only one direction during periods of peak congestion with limited stops, connecting outlying suburbs with Carillon Business Park along the Ulmerton Road (SR 688) corridor.

Objective: Provide 30 minute service frequency during morning and afternoon peak periods.

Goal 2: Increase the level of ridership by continually monitoring service performance and comparing performance with established performance standards.

Objective: Compare passenger productivity with the system average for passengers per revenue hour and mile for PSTA commuter routes.

Goal 3: Minimize operating deficits and maximize fare revenue.

Objective: Farebox recovery ratio shall be at a minimum 10%.

Objective: Review average fares quarterly and institute system-wide fare increases as necessary to keep pace with increased operating costs.

Service Description

Route 99 provides commuter service in only one direction during periods of peak congestion with limited stops, connecting outlying suburbs with Carillon Business Park along the Ulmerton Road (SR 688) corridor. Service is provided with 30 minute frequency during morning and afternoon peak periods.

Progress

The most recent progress report for this project is for the 3rd quarter of FY 1999. Based on information contained in this report, PSTA met the first goal for the project and the corresponding objectives. Route 99 provides peak commuter bus service along the SR 688 corridor connecting suburban areas in western Pinellas County with the Carillon Business Park. Service is provided Monday through Friday with 30 minute service frequency.

The second goal and corresponding objective was not met during this period. Ridership during the period was 3,221 passengers. It was suggested that the target ridership of 14,000 one-way passenger trips for the fiscal year was too high based on the current level. PSTA did not meet the objective of 10% farebox recovery, reporting a recovery ratio of 7.5 percent. However, they did maintain a level of average fare at \$0.82 per trip that was greater than the system average of \$0.725.

The Action Plan provided in the progress report suggested that PSTA improve passenger amenities along the route and promote increased participation in Medicaid, Transportation Disadvantaged, and the WAGES bus pass programs. Additional activities included extending service to Scherer Drive and 34th Street to generate additional ridership in the mid-county industrial area; continue the performance monitoring and passenger productivity monitoring of Route 99.

US 19 Corridor Service Marketing - FPN # 406476100507

Project Scope

To market new U.S. 19 intercounty bus route services.

Project Milestones/Goals

The goal established for the project is the implementation of the following marketing program elements that were adopted for this project.

- Employer/Business Outreach - Develop a mailing list of local employers, employment agencies and temporary services. Communicate the availability of service for their employees and clients. Make supplies of schedules available to them. Attend local job fairs and employment oriented programs. Additionally, since this route serves the commercial corridor of U.S. 19, there may be some opportunities for cross-promotional advertisements with local businesses. Retail establishments should be contacted as the marketing materials are developed to solicit their support and cooperation.
- Outreach to St. Petersburg Junior College and Pasco-Hernando Community College (PHCC) - Request their assistance through the use of articles in the campus newspapers and admissions materials. Highlight the Bikes on Buses program for St. Petersburg Junior College.
- Churches and Community Organizations and Chambers of Commerce, Mobile Home Parks and Senior Housing - Conduct mailings and presentations to local community organizations such as seniors, etc. who can help market the new service to their members. Ask various locations to post the bus schedule. Additionally, contact should be made with local scout troops to ask for their assistance in distributing schedules.
- PSTA "On Board News" - Include information in the Fall or Winter issue of this publication.
- On-Board Announcements - Display special posters behind the drivers of all PSTA routes in and out of Countryside Mall.
- Employee Communication - Information should be included in employee newsletters such as PSTA's FOCUS on Communications.

Service Description

Not Applicable

Progress

There have been no progress reports submitted to date.

Cross-County Service (CR 296) Corridor - Route #58 - FPN # 40647718401

Project Scope

The CR 296 corridor is a major arterial roadway in Mid-Pinellas County, which links residential areas in western Pinellas County with commercial and industrial employment in eastern Pinellas County. This east-west corridor is located between Ulmerton Road (SR 688) and Park Boulevard (SR 694) and is designed to relieve congestion on both of these major urban corridors. Currently, PSTA has very productive cross-county transit service on both Ulmerton Road and Park Boulevard but not service on CR 296.

Implementation of public transit service along CR 296 will serve to facilitate transit strips to/from western Pinellas County and the ICOT Center Business Park including service to the new St. Petersburg Junior College Campus in Seminole. Moreover, the route will provide the opportunity for transfers to/from routes serving the Seminole Mall (Routes 18 and 74) and the Bay Area Outlet Mall (Routes 19,51,79, and 98).

Project Milestones/Goals

The following objectives and criteria for success have been established for the project.

Project Objectives: Funding for the initiation of service from the Seminole Mall to the Bay Area Outlet Mall and establishment of CR 296 as a primary east-west transit corridor.

Criteria for Success: Total ridership of 250,000 passengers during the course of the three year demonstration project.

Service Description

Route 58 operates from 5:30 a.m. to 7:30 p.m. Monday through Friday, with 30 minute service frequency during peak periods and 60 minute service frequency during off-peak. The service alignment provides opportunities for off-street transfers at Seminole Mall and the Bay Area Outlet Mall, thereby increasing access to numerous routes systemwide. Transfer activity is also available to routes serving Seminole Boulevard, Starkey Road, Belcher Road, 66th Street and Ulmerton Road, thereby increasing ridership on Routes 18, 59, 62, 73, and 79. This further facilitates intra-county movements, particularly for commuters.

Progress

This is a new project. There have been no progress reports submitted to date.

Fixed Route Service from Tarpon Mall to Oldsmar (SR 584 Corridor) - FPN # 40647818401

Project Scope

Funding has been provided for the initiation of fixed route transit service from the Tarpon Mall to the Tri-County Business/Industrial Park in Oldsmar, lending to the establishment of Tampa Road (SR 584) as a primary east-west transit corridor.

Project Milestones/Goals

There were no project milestones/goals included in the documentation in the project file.

Service Description

This project will enable the agency to provide fixed route transit service from the Tarpon Mall to the Tri-County Business/Industrial Park in Oldsmar.

Progress

This is a new project. There have been no progress reports submitted to date.

Pasco County Public Transportation

US 19 Corridor Project - FPN # 40648118401

Project Scope

To provide fixed route bus service along the U.S. 19 corridor through a joint effort with the Pinellas Suncoast Transit Authority.

Project Milestones/Goals

There were no project milestones/goals included in the documentation in the project file.

Service Description

Fixed route bus service along the U.S. 41 corridor between Pasco and Pinellas Counties.

Progress

This is a new project. There have been no progress reports submitted to date.

NEXT STEP

The next step in the process of reviewing the FDOT Transit Corridor Program is to develop a “lessons learned” document that provides insight into the relative success and/or failure of each of the corridor projects identified in this technical memorandum in meeting the goals, milestones that were established. In order to adequately evaluate the projects’ effectiveness in meeting the goals established, the next effort will include interviews and/or discussions with FDOT district and central office staff members and staff from Florida’s transit agencies. This effort will result in a second technical memorandum.

During the interviews discussed above, investigators will also be reviewing the overall effectiveness of the Transit Corridor Program in meeting the statewide program goals of relieving congestion and improving the capacity along and within constrained travel corridors. FDOT district and central office staff will also be asked to share any strengths or weaknesses they see in the program in the areas of program management and implementation, including the project selection process, eligible activities, funding issues, and monitoring. If there are areas identified as problematic, by those interviewed, recommendations will be made to the Department to aid in the continual improvement of the Transit Corridor Program. The results of the interviews and any recommendations that develop as a result of the interviews will be contained in a third technical memorandum.

**SUMMARY OF TRANSIT CORRIDOR PROJECTS
STRENGTHS AND WEAKNESSES**

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Technical Memorandum Number Two

Summary of Transit Corridor Projects Strengths and Weaknesses

EXECUTIVE SUMMARY

- Nine of the 26 (27 total projects - HART's 200X was continued under a separate contract) transit corridor projects funded from July 1, 1993 through December 31, 1999 have been categorized as **"Very Successful."** They include the following projects:
 1. Lee Tran - US 41
 2. Gainesville RTS - SW Gainesville Enhanced Bus Service
 3. Gainesville RTS - Later Gator
 4. Gainesville RTS - Tower Road
 5. Escambia County Area Transit - Davis Highway (Route 19)
 6. Miami-Dade Transit Agency - South Dade Busway
 7. City of Miami Beach - The "Electrowave"
 8. Pinellas Suncoast Transit Authority - Route 59/Route 73 Service
 9. Pasco County Transportation - US 19

- Thirteen of the 26 projects funded have been categorized as **"Successful."**

- Two factors that lend to increasing a project's chances of being "successful" include:
 1. Marketing, both at the beginning and throughout the project. It is critical to ensuring the success of a project.
 2. Public participation in the design and establishment of the project is extremely important and should not be overlooked.

- The effectiveness and success of express routes, coupled with frequently running shuttles or feeder services, have been demonstrated by the projects summarized in this technical memorandum.

- Flexibility in route design, operating hours, etc. is critical in the initial stages of the project. You need to take the time to experiment and "tweak" the route to ensure the greatest ridership capture.

- Both FDOT district offices and agencies who responded to the survey, along with subsequent verbal responses, stated that transit corridor projects should have multi-year joint participation agreements with dedicated, continued funding.
- FDOT district respondents suggested that the Transit Corridor Program funds be programmed beyond the first year of the FDOT Work Program.
- Through the review process, it became clear that carefully established goals and objectives are essential to the effective evaluation of a project. In addition, transit agencies should recognize the flexibility available to adjust originally established goals and objectives when warranted.
- Through the review of project reports, it was very apparent that consistent reporting requirements are needed. CUTR staff recommends that all agencies report the same information, both quarterly performance (if reports required on a quarterly basis) and annual performance. Each report should contain the WPI or FPN number; name of the project as it appears on the joint participation agreement; brief project summary; goals for the project; performance measures, including, but not limited to: ridership, revenue, and expenses; any changes to the route or schedule during the period; and any significant successes or activities that occurred during the reporting period. (This suggestion will also appear in Technical Memorandum Three).
- The Transit Corridor Program is an important program that allows public agencies to establish needed services that may not otherwise be financially feasible for them. Many of the projects identified in this technical memorandum have contributed to reduced congestion within significant regional transportation corridors, including US 1 (in Dade County), US 41 (in Lee and Hillsborough Counties) and US 19 (in Pinellas and Pasco Counties).
- The Transit Corridor Program should continue as a separate program within the FDOT Transit Office and should not be combined with any other program (as suggested by some respondents).

Technical Memorandum Number Two

Summary of Transit Corridor Projects Strengths and Weaknesses

PURPOSE

The purpose of this project is to review and summarize the performance of transit corridor projects funded by the FDOT during the time period from July 1, 1993 through December 31, 1999. Through surveys and interviews, CUTR will summarize the strengths and weaknesses of the individual projects. The lessons learned from the implementation of these projects will be shared with other transit systems within the State of Florida.

In Task 1 of this project, CUTR analyzed and summarized all Joint Participation Agreements (JPAA) for the Transit Corridor Program from July 1, 1993 through December 31, 1999. Transit corridor projects which are currently underway were summarized in detail using the available progress report data. Those projects which started in FY 1999, that did not have progress reports available at the time the data collection activities were conducted, were summarized as to project scope, goals and budget. Where critical reporting and/or data were lacking, CUTR interviewed FDOT and transit agency personnel to gather the required information. Technical Memorandum Number 1 presented this information.

Task 2 builds on Task 1 with an emphasis on identifying the level of success of the Transit Corridor projects. This information is summarized in Technical Memorandum Number 2 below in a "lessons learned" manner to share with the State of Florida transit industry. It is intended that the results of this analysis may also be presented at FTA annual and midyear conferences.

Finally, in Task 3 CUTR will interview involved FDOT personnel at both the Central Office and District Offices and agency personnel to discuss the strengths and weaknesses of the overall Transit Corridor Program, including the results of specific projects, as well as the FDOT procedures for project development, monitoring, project prioritization and funding. From these efforts recommendations may be made to aid in improving the Transit Corridor Program procedures and monitoring processes. Technical Memorandum Number Three will document these findings and recommendations.

SURVEY OF LESSONS LEARNED

In order to collect information regarding an individual project's success/failure, as well as to gain input into suggested changes to the Transit Corridor program, CUTR surveyed the transit agencies, and district FDOT personnel who were managing individual projects or FDOT district transit corridor programs during the timeframe of July 1, 1993 through December 31, 1999. The survey was sent to 13 systems who are or have been Transit Corridor Program fund recipients covering the active or completed transit corridor projects. The following five questions were asked of the project agencies (copy of cover letter and survey instrument provided in Appendix A of this document):

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?
2. Is the project still active? (A) If yes, do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire? (B) If no, upon completion of the project did you continue to locally fund the project? If no, why not?
3. Did you feel that you received adequate funding assistance from the FDOT to make the project a success?
4. What "Lessons Learned" from the project can you share with other agencies who may be interested in implementing a similar project?
5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

The surveys were sent out in November and December 2000, with follow-up phone contacts to ensure receipt of the survey by the most knowledgeable person. Of the 13 agencies sent the surveys, nine were completed and returned and two were completed via telephone, representing 25 of the 26 transit corridor projects referenced in this report.

The surveys were also sent to FDOT district representatives in December 2000 with follow-up phone calls placed in December 2000 and early January 2001. Of the seven district offices who received the surveys, four completed and returned the surveys, one district

representative responded via voicemail indicating they had no comments to make, two districts e-mailed their responses with subsequent follow-up phone calls. All responses are provided in Appendix B.

The following sections summarize the results of the survey. These results are addressed in two sections. The first section summarizes the responses to questions 1, 2, and 4 by project. The second section numerically summarizes the results of questions 3 and 5, related to the level of FDOT funding assistance, and suggestions for changes to the Transit Corridor Program. Note that some systems may not have answered all of the questions.

Project Success/Failure ,Continuation of Project, and Lesson Learned

The following section summarizes by District, agency, and specific project, the stated success/failure of the funded project, the current status of the project, and the lessons learned, as derived from a survey and interviews of recipient agencies. “No Response” is shown for questions where no response to the survey was given, and follow up contact with the participating agency or FDOT district office was not successful. In some cases the reason for lack of data was the change over of staff with no remaining documentation of a project’s success/failure.

District 1

LeeTran

US 41 Transit Corridor Project

Both LeeTran staff and district FDOT staff noted the continued success of this project. While the service has been and continues to be “very successful,” the project has served as a catalyst for systemwide ridership increases. Ridership goals are consistently exceeded (unlinked passenger trips), as are route efficiency (riders per hour/mile) and farebox recovery. One aspect that is noted as critical to the success of this project is public involvement and marketing. In addition, because actual operating expenses were less than originally anticipated, LeeTran was able to extend the service to an 18 mile route along US 41 with extended service hours (from 5:25 a.m. to 10:00 p.m., Monday through Saturday).

Lessons Learned

FDOT district staff suggested that grant recipients and FDOT district project managers “watch” the way in which the relative success of a project is measured. For example, with this project, it initially appeared that LeeTran’s unlinked passenger trips decreased. However, the actual decrease was the result of the elimination of many transfers. After the first seven to eight months of the project, the sheer growth in ridership overcame this issue.

In addition, it was also noted that success on a major corridor, such as US 41, should invariably lead to improved performance on all interconnecting routes and eventually systemwide (when looking at performance measures).

Other comments established the importance of public involvement, *“if done right, it’s worth it.”* Also, FDOT suggested that multi-year JPAs are the best, eliminating the need for the annual budgeting process.

LeeTran also included the importance of continued public participation and marketing of the service in their comments. In addition, it was noted that using the Metropolitan Planning Organization’s (MPO’s) Citizen’s Advisory Committee (CAC) and the Technical Advisory Committee (TAC) as the Technical Advisory Group (TAG) was helpful in ensuring continued public involvement.

Sarasota County Area Transit (SCAT)

US 41 (South Tamiami Trail)

This project began in FY 2000. Performance cannot be determined at this time.

Lessons Learned

There were no reported “lessons learned.”

Manatee County Area Transit (MCAT)

Manatee Avenue/SR 64 Corridor Project

This project began on March 3, 2000 (execution date of JPA). MCAT and FDOT agree that the project has been successful, exceeding the established "Phase I" ridership goals. The Phase I ridership goal for the first year of the project (through March 31, 2001) was a 15 percent increase over the benchmark established for a total of 196,394 passengers. During this period, ridership actually increased 22 percent. In addition, noted successes included better on-time performance. MCAT also stated that due to changes on the route (adding an additional bus), which allowed changes on other connecting routes, other MCAT routes are experiencing increased ridership with better connections.

Lessons Learned

MCAT staff noted the importance of providing sufficient lead time for staff, particularly drivers, to familiarize themselves with the project; the need for sufficient marketing/public awareness activities; and the importance of having schedules and other information readily available and easily accessible.

District 2

Jacksonville Transportation Authority (JTA)

Park-N-Ride Commuter Express Route

The primary expenses that were paid by FDOT were for marketing and promotional activities for the route and the purchase and installation of 13 automated passenger counters (APCs). In the survey response, JTA stated that preliminary goals and objectives were established for the project that have been met. Those established included increasing service express services and ridership by 1.5 percent per quarter.

Lessons Learned

Reducing headways definitely increases ridership.

Gainesville Regional Transit System (RTS)

SW Gainesville Enhanced Bus Service

RTS staff indicated that the project has done very well. Ridership on the routes included within the project area all experienced significant ridership increases. FDOT staff categorized this project as very successful.

Lessons Learned

RTS staff noted that this project did so well because it provides service to areas densely populated with University of Florida students. It provides direct routes to campus with reduced headways which served to increase ridership. Lessons learned: serving densely populated areas with reduced headways and direct routes will increase your ridership.

Night Bus Service (Later Gator)

RTS indicated that the project is doing well, noting continuing increases in both ridership and passengers/hour. Some fluctuation in ridership and in passengers/hour is experienced during periods of low student population (i.e., spring break, summer schedule, winter break, etc.). FDOT district staff stated that this project has been very successful.

One lesson learned by RTS staff was that it is important to have those you are serving (in this case University of Florida students) involved in route creation and planning.

Lessons Learned

As stated in the summary of this project, involve the people you are serving (in this case University of Florida students) in the design of the route. RTS added that including the students from the University in the creation of these late night routes added to the success of this project.

Tower Road Corridor Service

The Tower Road project provided funding assistance for four separate RTS routes, Routes 1 and 75 running between the University of Florida and the Oaks Mall; Route 4 running from downtown to Shands; and portions of Route 5 running from the Cedar Ridge area to the Oaks Mall.

Overall the project was successful in increasing ridership within and along the corridors established. Actual riders per hour on Route 1 increased from 24.1 to 28.4 riders. Service availability was also increased from 3,414.3 hours in the spring of 1998 to 5,728 hours in the spring of 1999.

Additional statistical data supporting the overall success of this project was unavailable. Quarterly reports did not contain consistent measures from one to the next. In addition, this project only supported a particular segment of Route 5, while data was gathered on the productivity, ridership, and operating costs on the entire route rather than the specific segment covered by the enhanced service. However, the district FDOT staff categorized this project as very successful.

Lessons Learned

Again, it was noted that reducing headways on routes helps to increase ridership not only on the enhanced route(s) but on other routes within the system.

District 3

Escambia County Area Transit (ECAT)

Davis Highway Transit Corridor Project (Route 19)

This project has been very successful in meeting and exceed the annual goals established for passengers per mile and revenue per mile. Ridership and route revenue continue to increase at a healthy rate. From the FY 1997 base year to FY 2000, ridership increased 65 percent, from 109,099 passengers to 180,352 passengers, and revenue increased 71.9 percent, from \$66,044 to \$113,536 per year. ECAT attributed the success of the project

to the environment of the area within which it operates. The Davis Highway Corridor is extremely congested. In addition, over the past two years, the highway has been under construction for widening, with lane closures adding to the congestion in the area.

Lessons Learned

Advertising and marketing is critical - and marketing to the right group. ECAT staff stated that you need to make sure schedules are maintained and you keep the project running long enough to build confidence in the service provided.

Blue Angel Highway Corridor Project (Route 18)

This project has not been as successful as the Davis Highway project; however, it has been meeting the annual ridership and revenue goals established. From FY 1998 to FY 2000, ridership increased 56.9 percent from 35,985 passengers to 56,474 passengers, and revenue increased 38.1 percent from \$29,637 to \$40,932. ECAT staff attributes the moderate increases in ridership and revenue to the closure of the airbase. However, they did indicate that through an increased marketing effort, they are rebuilding their ridership base.

Lessons Learned

Again, ECAT staff noted that advertising and marketing is critical - and marketing to the right group. ECAT staff stated that you need to make sure schedules are maintained and you keep the project running long enough to build confidence in the service provided.

District 4

Broward County Transit (BCT)

The Broward Urban Shuttle (BUS) and Western Express

FDOT District 4 staff stated that this project is a success. The main four goals of the project are to: 1) increase mass transit accessibility; 2) increase ridership/productivity in designated residential communities contiguous to the corridor; 3) divert paratransit trips

onto the fixed route or alternative neighborhood circulator service; and 4) encourage the use of all mass transit's family of services through effective media advertising. Ridership has been "good and steady." Broward County Transit staff indicated that the project has been successful in meeting the goals established.

Lessons Learned

To ensure the success of the project and the "buy in" of local patrons, a series of meetings were held with local homeowner groups to identify routes and accommodate local needs. In addition, the service was designed to connect to regular BCT routes, a major transit terminal at a mall, a major flea market, and to Tri-Rail. BCT has conducted on-board surveys and special promotions to afford maximum opportunity for input by patrons and attract new riders to the service.

BCT staff stated that you should never underestimate the importance of effective marketing. In addition, traffic congestion motivates people to seek alternative means of transportation.

District 5

Central Florida Regional Transportation Authority (d.b.a. LYNX)

I-4 Express Survey

This project was awarded to develop and conduct origin and destination studies at three Interstate 4 interchanges in Volusia County. Survey results were to be used to determine the relative feasibility of establishing express bus service along Interstate 4 between Volusia, Seminole and Orange Counties. The surveys were completed in May 1995. LYNX and VOTRAN has since implemented express bus service between Volusia and Orange/Seminole Counties.

Lessons Learned

None to report.

District 6

Miami-Dade Transit Agency (MDTA)

N.W. 27th Avenue MAX

This project was considered a success by MDTA. Ridership along this corridor increased since its inception in December 1991. The objective of the project, to connect passengers who used to ride a local route or drove their own vehicle to the fixed route rail system with a much quicker express route, was met.

The FDOT district office does not consider the project to have been a success. In addition, district staff stated that they could not support any additional operating assistance or capital improvements in the corridor, with the exception of local circulators.

The Transit Corridor funds for the project have been exhausted and the contract expired in 1997. Local funds are now being used to fund the project.

Lessons Learned

MDTA reported that this route is run on a mixed road corridor mainly as a quicker connection to the fixed route rail system or to major transfer points along this alignment. Nearly 50 percent of the northbound trips go to a major college along the route alignment according to MDTA's most recent market research project. Trips to the MetroRail station accounted for nearly 50 percent of the southbound trips.

FDOT stated that local circulators within this corridor may provide the residents with transit services more suited to their transportation needs.

Flagler MAX

This project is the oldest Transit Corridor project in the district that is still receiving funding. The Flagler MAX continues to exceed the target goals established for ridership. For a period of time, ridership was nearly double the goals established. The Flagler MAX also continues to increase the carrying capacity along the second busiest transit corridor within

Miami-Dade County. Another measurable success for this project is that the net cost per passenger is very near the established levels of the comparable routes identified for the project.

Lessons Learned

FDOT district staff stated that the requirement for an annual report for this project, rather than quarterly, came as a result of the longevity of this project.

South Dade Busway

The South Dade Busway is one of the most successful Transit Corridor projects discussed within this report. The average busway corridor ridership continues on an upward trend for both weekdays and weekends. Average weekday ridership for the first quarter of the 2000 calendar year was 12,765, an eight percent increase from the average for the first quarter of 1999, and a 76 percent increase in ridership within the corridor from the first quarter of 1996 (prior to the opening of the busway). Average weekend ridership for the same period was 14,193 (combined ridership for Saturday and Sunday) compared with 12,982 for the first quarter of the 1999 calendar year, with a 138 percent increase between the first quarter of 2000 and the first quarter of 1996.

Lessons Learned

Working closely with the community prior to the introduction of new service lays the ground work for a successful venture. In the case of the Busway, extensive pre-opening promotional work took place, including group presentations and direct mail. In addition, the opening day event became a mile-long block party with all the local media and a large number of area residents in attendance. Within days of the Busway's implementation, it had a loyal following among Dade County residents.

In addition, a dedicated right-of-way for the busway, allowing for reduced headways and travel times, was critical to its success. Also, the establishment of two local and three express bus routes have created a unified, coordinated network of service within the corridor feeding into and complimenting the busway.

City of Miami Beach

Miami Beach Electric Shuttle "Electrowave" Project

The Electric Shuttle, "Electrowave," has been a very successful project and public/private partnership for the City of Miami Beach. Since the service was implemented on January 28, 1998, the "Electrowave" has transported over 3.2 million passengers (one-way trips) along the seven mile, two way circular route. As a result of the project, the Miami Beach Transportation Management Association (TMA) reports that there have been reductions in traffic congestion and air pollution within the corridor. They add that the project has served to support the goals established of the park and ride system within the corridor.

While the project continues with assistance from the Transit Corridor Program, the local government has committed to continued funding. The City of Miami Beach has committed to \$1.3 million in operating funds for the shuttle for their 2000/2001 budget year, utilizing parking revenue generated from the project. In addition, the City recently completed an evaluation of parking meter rates in the South Beach area which resulted in a parking rate increase. Revenues generated through this additional rate will be used to continue operational support and the enhancement of the system. In addition, the funds will be available as a match for future grant activities.

Lessons Learned

Infrastructure, including a well located maintenance facility, trained mechanics, fleet storage, etc., needs to be in place prior to implementing an alternative fuel service such as the Electrowave. In addition, ongoing "nurturing" of the community and establishing firm political support was, and continues to be, critical for the life of the project.

The utilization of large full size buses in an already heavily congested area, such as in South Beach, was found to not be the key to traffic reduction in the area. Instead, this project afforded an opportunity to demonstrate that small shuttle buses, providing friendly, frequent service with an ability to coordinate stops and local parking facilities was much more effective. In addition, the psychological element of a small bus packed with passengers sent a message to tourists, visitors, and area residents that "if

everyone else was riding, I should give it a try.” The shuttle has become an attraction for the area as well as a transportation alternative.

District 7

Hillsborough Area Regional Transit Authority (HART)

200X/Continuation of the 200X

HART staff reported that the Route 200X is succeeding in the customers like it and use it. While the 200X has not met the annual performance goal established of a 10 percent increase in ridership for FY 1998 and FY 1999, FDOT district staff provided that it does have stable ridership and will be continued.

Lessons Learned

HART stated that more and continuous marketing and public outreach is needed for this project. They stated that their marketing budget has been too low.

US 41 Corridor Improvement Project

HART and FDOT staff agree that while this project has not consistently met the ridership goals established, it has been and continues to be very successful with farebox recovery averaging 27 percent. Because the services offered within the corridor maintain consistently high ridership, this may suggest that the ridership goals that were established were too aggressive. In a District 7 budget request (10/99) for addition project funding, FDOT staff stated that “...*This project has contributed to increasing and stabilizing transit ridership on all routes participating in this project.*”

Lessons Learned

Again, HART stated that more and continuous marketing and public outreach is needed for this project. They stated that their marketing budget has been too low. FDOT staff attributes some of the success of this project to major, ongoing road construction within the I-75/US 41 corridor.

Oldsmar/Tampa Express Service

HART staff indicated that this project has been somewhat successful. In part, this is due to the relative age of the project (JPA signed on November 22, 1999). Ridership is still building and route adjustments are being made to ensure the success of the project.

Lessons Learned

Coordination with local agencies and employers is “hugely” important and should be budgeted throughout the project.

Pinellas Suncoast Transit Authority (PSTA)

Route 59/Route 73 Service

PSTA staff stated that was probably one of the most successful transit corridor projects statewide in terms of consistently productive transit service that continues to grow in terms of ridership and productivity.

This project is no longer supported by Transit Corridor funds. However, it has been continued with local funding. The transit agency suggested that the continuation of the project with local funds but not corridor funds allowed state funds to be available for new projects.

Lessons Learned

The lesson learned for this Transit Corridor project is to realize the lag time required for a new service corridor to reach minimum performance standards. The provision of transit service along this major corridor has played an integral role in the growth of the overall PSTA system.

Route 100X

PSTA staff indicated that this project has also been successful in terms of ridership and farebox recovery, as well as providing an transportation alternative for residents of Pinellas and Hillsborough County residents who make intercounty commutes. This is a continuing FDOT Corridor project.

Lessons Learned

PSTA noted the importance of local feeder service for cross-county commuter bus service. In addition, the availability of premium employers along the route add to successes in transit ridership.

Alternate US 19 and SR 686 Corridors - Route 98

This project was successful in terms of ridership productivity, and service to the emerging Carillon Business Center in mid-county.

This project is no longer supported by Transit Corridor funds. However, it has been continued with local funding. Again, this is a case where utilizing locally funds in lieu of state funds enabled the transit agency to use state funds for new projects.

Lessons Learned

PSTA provided that commuter bus service is important to augment local bus service in metropolitan areas. In addition, it is important to note the influence that industrial land uses and employment have on transit ridership.

Ulmerton Road (SR 688) Corridor - Route 99X

PSTA staff stated that this project has been successful in terms of providing additional commuter bus service for the mid-county industrial areas. Ridership growth is evident, but additional time will be needed for full development. This is a continuing FDOT Corridor project.

Lessons Learned

It is important to provide transit service along major urban corridors, linking residential and industrial areas.

US 19 Corridor Service Marketing

This project has been successful in marketing new bus service along US 19 connecting Pinellas and Pasco counties. A multi-media marketing plan was developed and then fully implemented within the prescribed budget and timeframe established for the project. This project has been completed.

Lessons Learned

A detailed multi-media marketing plan is critical when introducing new bus service along major urban corridors.

Route 58

This is a new route and ridership is still under development. PSTA noted that a very minimal amount of Transit Corridor funds are being used for this project.

Lessons Learned

This project exemplifies the importance of serving urban corridors where industrial land uses are prevalent.

Tarpon Mall to Oldsmar (SR 584)

PSTA notes that this is a new route with ridership still building. PSTA also noted that a very minimal amount of Transit Corridor funds are being used for this project.

Lessons Learned

As noted with Route 58 above, serving urban corridors with industrial land uses is important.

Pasco County Public Transportation

US 19 Corridor Project

Pasco County reported that this project has been very successful. In the first three quarters of this year, the service exceeded the annualized ridership goal by 126 percent. The annual ridership goal of 47,384 was met as of the September 30, 2000 (third quarter) progress report.

Lessons Learned

Pasco County stated that continual advertising is needed to sustain continued growth of ridership within the corridor.

Summary of Project Success

Of the 27 (HART's 200X was continued under a separate JPA, therefore, only 26 projects appear in the summary section above) projects surveyed, 27 projects were represented in the responses (either from the agency, district staff, or both) to questions 1, 2, and 4, allowing for a summary of the projects' activity status, success, and "lessons learned." The projects' (26 projects due to continuation of HART's 200 X) activity status and successes have been categorized into six results. Eight of the projects have been deemed very successful and are still active, receiving FDOT funding. One of the projects has been deemed very successful and is being continued with local funding (allowing the use of transit corridor funds for new projects for the agency). Nine of the projects have been deemed successful and are still active, receiving FDOT funding. Three of the projects have been deemed successful and have been completed, JTA marketing for the Park and Ride Express; the LYNX I-4 Express Survey; and PSTA's U.S. 19 marketing. One project, PSTA's Route 98 was considered successful and is being continued with local funds.

Adequacy of FDOT Funding Assistance

In response to the surveys regarding the 26 (see notes regarding HART's 200X above) Transit Corridor projects funded during the period established for this analysis, eleven agencies, representing 23 projects, stated that they received adequate funding from the FDOT in order to make their projects successful. One agency, representing two projects, noted that funding was not sufficient for those projects. One agency, representing one project, did not respond.

Agency Suggested Changes to FDOT Transit Corridor Program

Of the agencies responding to the survey, representing 25 of the 26 projects studied, all responded to the "Suggested changes to the FDOT Transit Corridor Program" question. The following are the categorized responses to the survey question. Note that the number attributed to a categorized response is based on each individual project, and could for example be the same response from one transit system for its' four projects.

- No changes. (1 response)
- Longer-term funding and more availability. (2 responses)
- Need quicker turnaround of funds from time of application to award of JPA. This will help in local budgeting. (1 response)
- More funding. (3 responses)
- Expand the funding program to include demand responsive bus service within the corridor, targeting the transit dependent population. (1 response)

FDOT District Suggested Changes to FDOT Transit Corridor Program

Of the FDOT district staff who responded to the survey, the following responses were received related to suggested changes to the program.

- A minimum of three (3) years of funding in the tentative work program each year. (2 responses)
- The possibility of some minimum success standards to be used as a starting point for establishing project goals.
- A requirement to include public involvement in any/all project proposals.
- Make all new projects, and those that are successful and being continued with state funding, multi-year!
- Although there is no time limit on this program, maybe we should have a maximum of ten (10) years even if the project is meeting its goals. Particularly with a decrease in funds the last few years of the program.
- I would like to see the Transit Corridor Program be less labor intensive and more user friendly. Eliminate all the "transit corridor constraint"/TAG requirements, etc. It could be used for a sub-area or county. I feel several programs could be mixed with this one so you could blend funding to a better use. Commuter Assistance, carpool/vanpool assistance, park & ride facilities, and Service Development activities are all included in the eligible costs and could eliminate the need for separate funding sources and procedural requirements.
- State funding only pays for a small portion of the actual cost of providing the service. Suggest more funding.
- Only annual reports should be required for Transit Corridor projects that are long-term, ongoing projects.
- Dedicated district allocations.
- Combine this program with the Service Development Program.
- We don't have enough funds to provide the additional services that are needed. We need additional capital and operating funds.

- “I am always interested in reducing reporting requirements.”

Technical Memorandum Number Three will summarize interviews with FDOT District staff regarding the strengths and weaknesses of the Transit Corridor program, as well as suggested changes to procedure for project development, monitoring, prioritization and funding.

**EVALUATION OF
PROJECTS IN THE FDOT's
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

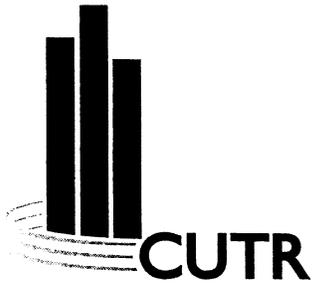
2. Is the project still active?
No _____ (skip to Part b) Yes _____ (continue to Part a)
 - a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

 - b. Upon completion of the project did you continue to locally fund the project?
If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?



Center for Urban Transportation Research
University of South Florida
4202 East Fowler Avenue, CUT 100
Tampa Florida 33620-5375
(813) 974-3120
SunCom 574-3120
Fax (813) 974-5168
Web: <http://www.cutr.eng.usf.edu>

05 December 2000

«Contact»
«Agency»
«Address1»
«Address2»
«City», FL «ZIP»

Dear «Contact»:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

«Projects»

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

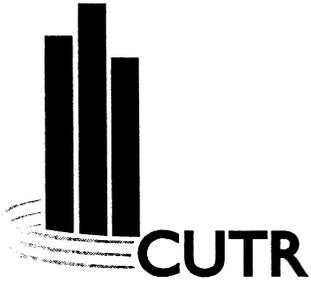
Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

APPENDIX A

FDOT and Agency Survey Cover Letter and Survey Instrument



Center for Urban Transportation Research
University of South Florida
4202 East Fowler Avenue, CUT 100
Tampa Florida 33620-5375
(813) 974-3120
SunCom 574-3120
Fax (813) 974-5168
Web: <http://www.cutr.eng.usf.edu>

29 November 2000

«Contact»
«Agency»
«Address1»
«Address2»
«City», FL «ZIP»

Dear «Contact»:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. Your agency is identified as having received funding to support a project or projects under this program.

«Projects»

For each project listed above, we would appreciate your taking the time to answer the five questions on the enclosed questionnaire to the best of your ability and returning your answers to us via mail, email, or FAX. **Please return your answers no later than Friday, 24 December.**

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

**EVALUATION OF
PROJECTS IN THE FDOT's
TRANSIT CORRIDOR PROGRAM**
FDOT District Staff

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

2. Is the project still active?

No _____ (If no, skip to Question 3) Yes _____

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

APPENDIX B

FDOT and Agency Written Responses To Survey

FDOT DISTRICT #1

FDOT District #1

Richard Dreyer
PO Box 1249
Bartow, FL 33831

FDOT District #1

Fran Theberge
PO Box 1030
Fort Myers, FL 33902-1030

Lee Tran

Chris Leffert
Lee County
Transit Division
PO Box 398
Fort Myers, FL 33902-0398
(941) 277-5012 x2232
* US 41 Corridor Project

WPL/FPN #1814972

Sarasota County Area Transit

Phil Lieberman
Transit Planner
5303 Pinkney Ave
Sarasota, FL 34233-2421
(941) 316-1738
plieberman@co.sarasota.fl.us
* US 41 (S Tamiami Tr) Corridor Project

WPL/FPN #4071071

Manatee County Area Transit

Peter Gajdjis
1108 26th Ave
Bradenton, FL 34208
(941) 747-8621
* Manatee Ave/SR 64 Corridor Project

WPL/FPN #4071171

FDOT DISTRICT #2

FDOT District #2

James Driggers
PO Box 1089
Lake City, FL 32056-1089

Jacksonville Transportation Authority

Dawn Chappel

PO Drawer "O"

100 N Myrtle Ave

Jacksonville, FL 32203

(904) 630-3106

* Park & Ride Commuter Express Routes

WPI/FPN #2814311

Gainesville Regional Transit System

Maria Sovoia

Chief Transit Planner

PO Box 490 Sta 5

Gainesville, FL 32601-0490

(352) 334-3682

* SW Gainesville Enhanced Bus Service

WPI/FPN #2810791

* Night Bus Service

WPI/FPN #2810829

* Tower Road Corridor Service

WPI/FPN #2810830

FDOT DISTRICT #3

FDOT District #3

Kathy Rudd

Public Transit Specialist

1074 Hwy 90

Chipley, FL 32428

(850) 638-0250

Kathy.rudd@dot.state.fl.us

Escambia County Area Transit

Bob Blandine

Financial Director

1515 W Fairfield Dr

Pensacola, FL 32501

(850) 595-3228

* Davis Highway Corridor Project

WPI/FPN #2258251

* Blue Angel Highway Corridor

WPI/FPN #2258341

FDOT DISTRICT #4

FDOT District #4

Toby Wright

3400 W Commercial Blvd

Ft Lauderdale, FL 33309

(954) 777-4490

Broward County Transit
Sylvia Smith
Transit Manager, Service Development
3201 W Copans Rd
Pompano Beach, FL 33069
(954) 357-8375
* Southwest Broward Express

WPI/FPN #4811331

FDOT DISTRICT #5

FDOT District #5
Karen Adamson
5151 Adanson St
Orlando, FL 32804

Central Florida Regional Transportation Authority
Belinda Balleras
Grants Manager
Ste 800
445 W Amelia St
Orlando, FL 32801-1128
(407) 841-2279
bballeras@golynx.com
* I-4 Express Survey

WPI/FPN #5815144

FDOT DISTRICT #6

FDOT District #6
Ed Carson
602 S Miami Ave
Miami, FL 33130
(305) 377-5906

Metro-Dade Transit Agency
John Garcia
Transit Planner II
MDTA - Service Planning
3300 NW 32nd Ave
Miami, FL 33142-5795
(305) 637-3749
jogarci@co.miami-dade.fl.us
* Northwest 27th Ave MAX
* Flagler MAX
* South Dade Busway

WPI/FPN #6819003
WPI/FPN #6810184 & #6810237
WPI/FPN #6810309

City of Miami Beach

Judy I Evans
Project Administrator, Electrowave
Miami Beach TMA
301 41st St
Miami Beach, FL 33140
(305) 535-9160
* Miami Beach Electric Shuttle

WPI/FPN #6810341

FDOT DISTRICT #7

FDOT District #7

Ray Clark
11201 N McKinley Dr
Tampa, FL 33612
(813) 975-6000

Hillsborough Area Regional Transit Authority

L Walker
Ste 1600
201 E Kennedy Blvd
Tampa, FL 33602
(813) 223-6831

- * Express Bus Service, Downtown Tampa to Clearwater, Route 200X
- * US 41 Corridor Improvement Program
- * Express Bus Service, Net Park Transit Center to Oldsmar

WPI/FPN #7813923 & #7814028

WPI/FPN #7810010 & #7814115

WPI/FPN #4064791

Pinellas Suncoast Transit Authority

Bill Steele
14840 49th St N
Clearwater, FL 34622-2893
(727) 530-9911

- * Ulmerton Rd Corridor, Routes 59 & 73
- * Route 100X
- * Alt US 19 & SR 686, Route #98 Express
- * Ulmerton Rd (SR 688) Corridor
Route 99 Express Service
- * US 19 Corridor Service Marketing
- * Cross County Service CR 296
Corridor Route 58
- * Fixed Route Service, Tarpon Mall to Oldsmar (SR 584 Corridor)

WPI/FPN #7816678

WPI/FPN #7816679

WPI/FPN #4039011

WPI/FPN #4039031

WPI/FPN #4064761

WPI/FPN #4064771

WPI/FPN #4064781

Pasco County Public Transportation

Thelma Williams

8620 Galen Wilson Blvd

Port Richey, FL 34668

(727) 834-3344

* US 41 Corridor Project

WPI/FPN #4064811

Chris Lott

US 41 Corridor

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Very successful.

2. Is the project still active?

No _____ (skip to Part b)

Yes _____ (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

- b. Upon completion of the project did you continue to locally fund the project?
If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Attention: Darin Allan

MCAT - Mainline Ave
SR 64

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met? **Successful. Met goals such as:**

- 1) Ridership up 22%
- 2) On time performance - more reliable Route
- 3) changes to this Route (additional bus) allowed for changes to other connected Routes which are also experiencing higher ridership & better connections

2. Is the project still active?

No (skip to Part b)

Yes (continue to Part a)

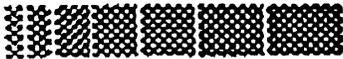
a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire? **A possibility. Unknown at this time.**

b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success? **Yes - generally. A higher FDOT participation would be helpful in the future, with a possibility of capital assistance**

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project? **Adequate lead time for staff (drivers), marketing, public information/schedules.**

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made? **Longer term funding / more availability**



FAX Transmission

JACKSONVILLE TRANSPORTATION AUTHORITY

Post Office Drawer "O"
100 North Myrtle Avenue
Jacksonville, Florida 32203
Telephone Number: (904) 630-3181
Fax Number: (904) 630-3166

From: Dawn Banzel

Questions? Call: 630-3106

To: Darin Allen

Company: CUTR

Fax Number: 813-974-5168

Date: 12/12/00

Time: 2:20 pm

Pages: (including this one) 2

Message: As Requested

**EVALUATION OF
PROJECTS IN THE FDOT's
TRANSIT CORRIDOR PROGRAM
Grant Recipients**

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

The project has not been completed. We have implemented some of the goals and objectives and the ones implemented were met.

2. Is the project still active?

No _____ (skip to Part b) Yes x (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire? That has not been determined at this

time.

- b. Upon completion of the project did you continue to locally fund the project?
If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success? That determination has not been made at this

time.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made? Less time from when projects are submitted for funding and when project implementation takes place.



City Of Gainesville Regional Transit System

Post Office Box 490, Sta. 5 • Gainesville, Florida 32601-0490
Voice: (352) 334-3682 • Fax: (352) 334-3681 • www.gu-rtts.com

Fax Cover Sheet

Date: 12/18/00

To: Darin Allan - CVTR

From: Maria Savoia - RTS

Fax Number: 813-974-5168

Number of Pages: 4

Comments:

FDOT Transit Corridor Program.
Please call me if you have any questions.

Maria Savoia
RTS Chief Transit Planner

RTS - Tower Rd

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

This project is doing well. Ridership has increased.

2. Is the project still active?

No _____ (skip to Part b) Yes X (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

Yes - funds will expire soon and we plan on maintaining current level of service.

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

—

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

Reducing headway on routes help to increase ridership.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

—

RTS- SW Gainesville Enhanced

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

This project did extremely well. Ridership increased significantly on the routes involved in this project

2. Is the project still active?

No (skip to Part b)

Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

- b. Upon completion of the project did you continue to locally fund the project?

If no, why not?

Yes due to success of project. Part of costs paid by Campus development Agreement.

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

Reducing headway increases ridership. Direct routes increase ridership. This project did so well because it provides service to areas populated by University of Florida students. The routes go directly to campus. Area served is high density.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

RTS - Night Bus Service

**EVALUATION OF
PROJECTS IN THE FDOT's
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Project is doing well.

2. Is the project still active?

No _____ (skip to Part b)

Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

Yes - the University is very interested
in continuing late night service.

- b. Upon completion of the project did you continue to locally fund the project?
If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project? The University of Florida students were very involved in creating late night routes, helps in success of project.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

X 24
Bob Blander

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM Grant Recipients

Blue Angel
Davis Highway

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

DH - Very successful - met all goals established

BA - Not as successful - getting better

Highly congested area - lane closures widely over last 2 yrs.

2. Is the project still active?

No _____ (skip to Part b)

Yes (continue to Part a)

a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

DH } yes - got everything they asked for.
BA }

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

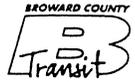
Need to work it from long term to build confidence in the service. make sure schedules are maintained

DH - Advertising + marketing helps - critical particularly obvious w/ BA. Market to the right group.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

more \$, less reports had best it can be.

Market to the right group. Air bus closure
↓
rebuild really a market etc



Community Services Department

Mass Transit Division

3201 W. Copans Road, Pompano Beach, FL 33069

Administration (954) 357-8300 / FAX (954) 357-8305 • Maintenance (954) 357-8423 / FAX (954) 357-8350
Marketing and Communications (954) 357-8355 / FAX (954) 357-8371 • Operations (954) 357-8383 / FAX (954) 357-8378
Paratransit (954) 357-8329 / FAX (954) 357-8345 • Service Development (954) 357-8375 / FAX (954) 357-8342
Transit Information Systems (954) 357-6792 / FAX (954) 357-8305

December 8, 2000

Darin Allan, Research Associate
Center for Urban Transportation Research
University of South Florida
4202 East Fowler Avenue, CUT 100
Tampa, Florida 33620-5375

Dear Mr. Allan:

Attached please find the questionnaire regarding the Southwest Broward Express (WPI/FPN #4811331).

If you need further information, please do not hesitate to contact me.

Sincerely,

Sylvia M. Smith, Transit Manager
Service Development

SMS:ccs

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM
Grant Recipients**

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Primary goal was to reduce some traffic congestion by moving downtown workers from cars to mass transit. This goal was accomplished.

2. Is the project still active?

No _____ (skip to Part b) Yes X (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

Yes. The funding of this project was continued with revenue derived from the implementation of a once-cent local option gas tax.

- b. Upon completion of the project did you continue to locally fund the project?
If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

YES

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

**Never underestimate the importance of effective marketing
Traffic congestion motivates seeking alternatives**

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Expand the funding program to include Demand Response Bus service within the corridor, targeting the transit dependent population.

To: Darin Allan
From: Belinda Balleras
Subject: CUTR Survey - Transit Corridor Program
Date: December 27, 2000

MEMORANDUM

Attached are the responses to the questionnaire. If you have questions, please let me know.

TRANSMITTAL by fax 813-974-5168



**EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM
LYNX I-4 EXPRESS**

1. How would you rate the project's success or failure? What goals and/or objectives for the project were met?

Service on Link 120 was started on November 10, 1997 and discontinued on August 14, 1998. Link 120 was in service for slightly less than one year due to low ridership and slow growth. Service objectives based on systemwide averages were established as follows:

	<u>1st year</u>	<u>2nd year</u>
a) Passengers per revenue hour	75% of system wide average	100% of system wide average
b) Passengers per revenue trip	75% of system wide average	100% of system wide average
c) % farebox return	75% of system wide average	100% of system wide average
d) Passengers per revenue mile	50% of system wide average	65% of system wide average

While the Link 120 service did not perform well based on established criteria, a lack of park & ride lots presented a problem in developing stops for the service. Based on a survey conducted an accumulation of several other factors contributed such as no express lanes on I-4, lack of knowledge about the benefit of the service and unwillingness to give up convenience of a car due to lack of park and ride lots. It is the lack of infrastructure which is an integral component of packaging a new express service that contributed primarily to the project not meeting the established goals.

When the goals were established there was no prior history to base a more reasonable performance criteria as LYNX has not operated other comparable limited stop express services. What is valuable from this project standpoint are the lessons learned which can be applied to future services.

2. Is the project still active?

NO

b. Upon completion of the project did you continue to locally fund the project. If no, why? Without the necessary park and ride, it was not cost effective to continue the service. Service development funds were reprogrammed to another express service, the Volusia Express which captured a significant number of riders on the 120 who originated from Volusia county.

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success? Yes.
4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

The necessary infrastructure must be secured and packaged together with the services to be implemented. A system of continuing public information and coordination with area employers, TMA and public agencies is also necessary.

5. What changes to the Transit Corridor Program funded by FDOT would you like to see made?

Multi-year funds programming and availability. As it stands there is very limited funding under this program.



December 8, 2000

Mr. Darin Allan, Research Associate
Center for Urban Transportation Research
University of South Florida
4202 East Fowler Avenue, CUT 100
Tampa, FL 33620-5375

Re: Questionnaire
Miami Beach Electric Shuttle
(WPI/FPN #6810341)

Dear Mr. Allan:

Please find enclosed the evaluation questionnaire related to FDOT's Transit Corridor Program and the City of Miami Beach **ELECTROWAVE** shuttle project.

Should you require any additional information please don't hesitate to call me at (305)535-9160.

Thank you.

Sincerely,

Judy I. Evans, Project Administrator
City of Miami Beach - **ELECTROWAVE** Shuttle Project

JIE:lh
Enclosure



MIAMI BEACH TRANSPORTATION
MANAGEMENT ASSOCIATION, INC.
301 41ST STREET
MIAMI BEACH, FL 33140
TEL 305-535-9160
FAX 305-535-9167

**EVALUATION OF
PROJECTS IN THE FDOT's
TRANSIT CORRIDOR PROGRAM**

Grant Recipients
(WPI/FPN#6810341)

1. **How would you rate the project's success or failure? What goals and/or objectives established for the project were met?**

The electric shuttle (*ELECTROWAVE*) has been an extremely successful project and public/private partnership for the City of Miami Beach. The service implemented on January 28, 1998 has transported over 3.2 million passengers (one-way trips) along a seven (7) mile, two-way circulator route. As a result of the project there have been reductions in traffic congestion and air pollution while also supporting the goals of a park & ride system.

2. **Is the project still active?**

No (Skip to Part b)

Yes (Continue to Part a)

- a. **Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?**

The City of Miami Beach has committed \$1.3 million dollars toward the operations of the shuttle for Budget Year 2000/2001, utilizing parking revenue funds. In addition, the City recently completed an evaluation of parking meter rates in the South Beach area (shuttle service area) resulting in a rate increase. Revenues generated through this additional rate will be used to continue support of operations and enhancement of the shuttle system. In addition, the funds will provide "hard match" funds for any future grant opportunities.

- b. **Upon completion of the project did you continue to locally fund the project? If no, why not?**

3. **Do you feel that you received adequate funding assistance from the FDOT to make the project a success?**

Yes. Without the initial funding commitment by FDOT the project would not have become a reality and the project would not have been able to generate the additional funding support from the City of Miami Beach, Florida Power & Light and other grantees.

Continued:

4. What “lessons learned” from the project can you share with other transit agencies that may be interested in implementing a similar project?

An infrastructure (well located maintenance facility, trained mechanics, fleet storage, etc.) needs to be in place prior to implementing an alternative fuel service such as the electric shuttles. Ongoing nurturing of community and political support will continue to be a crucial element for the future of the project.

The utilization of large full size buses in an already heavily congested area of a community such as South Beach was found to not be the key to traffic reduction. Instead, the project afforded an opportunity to demonstrate that small shuttle buses, providing friendly, frequent service with the ability to coordinate stops in conjunction with transit stops and local parking facilities was more effective. In addition, the psychological element of seeing a small shuttle bus packed with passengers sent a message to tourists, visitors and area residents that “if everyone else was riding it they should give it a try.” The shuttle has become an attraction as well as a transportation provider.....

5. What changes to the Transit Corridor Program funded by FDOT would you like to see made?

None. Other than continuing to be receptive to the development of new shuttle systems in heavily congested areas of a city such as South Beach, that support the goals of FDOT and the Transit corridor Program. In addition, the advocacy of shuttle projects that directly support the use of parking facilities and existing transit services and have the potential of reducing traffic congestion has an added benefit of supporting community growth, development and the quality of life for its residents and visitors/tourists.

response?

Evaluation of Projects in the FDOT's Transit Corridor Program

Grant Recipients

MDTA – NW 27th Avenue MAX
(WPI/FPN # 6819003)

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met? *We rate this project as a success. Ridership along this corridor has increased since its inception. We achieved the objectives of this project to connect passengers who used to ride the local route or drove their personal automobile to the fixed route rail system with a much quicker express bus route.*

2. Is the project still active?

No XX (skip to Part B)

Yes _____ (skip to Part A)

a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

b. Upon completion of the project did you continue to locally fund the project?

Yes, local monies have taken over as the funding source for this project.

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project? *This project route is run on a mixed road corridor mainly as a speedier connection to the fixed route rail system or to major transfer points along this alignment. Nearly 50% of the northbound trips are headed to the major college along this route alignment according to the most recent market research project, while the trips connecting to the MetroRail station also accounted for nearly 50% of the reported southbound trips.*

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made? *Additional funding to facilitate greater participation in capital acquisition and increase operational outlays in the areas of planning, park-n-ride facilities, marketing, etc.*

Evaluation of Projects in the FDOT's Transit Corridor Program

Grant Recipients

MDTA – Flagler MAX
(WPI/FPN # 6810184)

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met? *This project has exceeded the target goals for ridership. For a period of time, this project's ridership was nearly double the goals established. The Flagler MAX also increases the capacity along the second busiest transit corridor within Miami-Dade County. Another measurable goal on this project is that the net cost per passenger is very near to the established levels of the comparable routes.*

2. Is the project still active?
No _____ (skip to Part B) Yes XX (skip to Part A)
 - a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?
Yes

 - b. Upon completion of the project did you continue to locally fund the project?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?
Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project? *This project route is another program run on a mixed road corridor; however, this route nearly runs identical to a local bus route. This project connects the urban area in the west part of the county with the Central Business District and then into the South Beach area across a major causeway.*

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made? *Additional funding to facilitate greater participation in capital acquisition and increase operational outlays in the areas of planning, park-n-ride facilities, marketing, etc.*

Evaluation of Projects in the FDOT's Transit Corridor Program Grant Recipients

MDTA – South Dade Busway
(WPI/FPN # 6810309)

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met? *This project is seen as a major success. Weekday and weekend ridership has shown a steady increase every reporting period since its inception. Ridership growth on the combined routes running along the busway has experienced nearly double-digit growth since the same reporting period of the previous year. This project also incorporates different transit strategies that merge together to serve a major corridor and then the nearby areas.*

2. Is the project still active?

No _____ (skip to Part B)

Yes XX (skip to Part A)

a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

yes- (phone call 1-2-01 to confirm answer)

b. Upon completion of the project did you continue to locally fund the project?

~~Yes~~

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project? *This project is unique due to its operation alone a single use (dedicated) road. Also unique to this project is the implementation of two local and three express routes into a unified coordination of service that doesn't supplant resources already existing but runs in unison to provide a network of service along this corridor.*

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made? *Additional funding to facilitate greater participation in capital acquisition and increase operational outlays in the areas of planning, park-n-ride facilities, marketing, etc..*

HART- Route 200X

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Route 200X is succeeding in that customers like it and use it. However, HART did not meet the performance goal of a 10 percent increase in ridership for 1998 and 1999 fiscal years.

2. Is the project still active?

No _____ (skip to Part b) Yes X (continue to Part a)

a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

The service will be deleted when funding ends.

b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

More and continuous, marketing and public outreach is needed. Our marketing budget has been too low.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Continued funding.
Cross-county and cross-FDOT District programs are a state responsibility. They should be encouraged and funded.

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM

Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?
Ridership goals are not being met.

2. Is the project still active?

No _____ (skip to Part b) Yes X (continue to Part a)

a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

The service will be deleted when funding ends.

b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?
Yes.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

More, and continuous marketing and public outreach is needed. Our marketing budget has been too low.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Continued funding.
Cross-county and cross-FDOT District programs are a state responsibility. They should be encouraged and funded.

Please return mail to: Darin Allan, Center for Urban Transportation Research, University of South Florida, CUT 100, 4202 E Fowler Ave, Tampa, FL 33620-5375; or FAX (813) 974-5168; or email allan@cubr.eng.usf.edu



HART - Express Net Park to Oldsmar - Route 11

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Ridership goals are not being met.

2. Is the project still active?

No (skip to Part b) Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

The service will be deleted when funding ends.

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?
Coordination with local agencies and employers is hugely important and should be budgeted throughout the project.

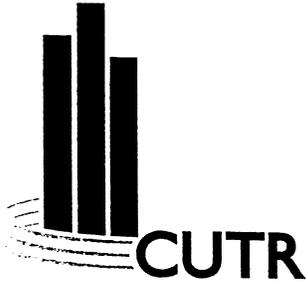
5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Continued funding.

Cross-county and cross-FDOT District programs are a state responsibility. They should be encouraged and funded.

Please return mail to: Darin Allan, Center for Urban Transportation Research, University of South Florida, CUT 100, 4202 E Fowler Ave, Tampa, FL 33620-5375; or FAX (813) 974-5168; or email allan@cutr.eng.usf.edu

Post-it® Fax Note	7671	Date	12/26/00	# of pages	3
To	Darin Allen	From	L. Walker		
Co./Dept	CUTR	Co	HART		
Phone #		Phone #	223-6831		
Fax #	974-5168	Fax #			



Center for Urban Transportation Research
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Web: <http://www.cutr.eng.usf.edu>

29 November 2000

Bill Steele
PSTA
14840 49th St N
Clearwater, FL 34622-2893

Dear Bill Steele:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. Your agency is identified as having received funding to support a project or projects under this program.

Ulmerton Rd (WPI/FPN #7816678), Route 100X (WPI/FPN #7816679), Alt US 19 & SR 686 (WPI/FPN #4039011), Route 99X (WPI/FPN #4039031), US 19 Marketing (WPI/FPN #4064761), CR 296 Route 58 (WPI/FPN #4064771), SR 584 Tarpon Mall to Oldsmar (WPI/FPN #4064781)

For each project listed above, we would appreciate your taking the time to answer the five questions on the enclosed questionnaire to the best of your ability and returning your answers to us via mail, email, or FAX. **Please return your answers no later than Friday, 24 December.**

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

This was probably one of the most successful urban corridor projects statewide in terms of consistently productive transit service that continues to grow in terms of

2. Is the project still active? *ridership and productivity.*

No (skip to Part b) Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

- b. Upon completion of the project did you continue to locally fund the project?
If no, why not?

Yes.

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

This project demonstrates the requisite long-term necessary for a transit corridor to develop consistent ridership and improved productivity.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

More funding.

EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Project was successful in terms of ridership and farebox recovery ratios, as well as providing commuter bus service linking Pinellas and Hillsborough Counties.

2. Is the project still active?

No _____ (skip to Part b)

Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

No.

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

N/A

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

The importance of local feeder service for cross-county commuter bus service and the effect of premium employment on transit ridership.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

More funding is needed for transit services to further develop major urban corridors in Pinellas County and FDOT District III.

EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

This project has been successful in terms of additional commuter bus service for the mid-county industrial area. Ridership growth is evident, but additional time will be needed for full development.

2. Is the project still active?

No _____ (skip to Part b)

Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

The importance of transit service along ~~the~~ major urban corridors linking residential and industrial land uses.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

More funding needed as new and enhanced transit services are needed in FDOT District 511.

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Project was very successful in terms of ridership productivity and service to the emerging Corridor Business Center in mid-county.

2. Is the project still active?

No (skip to Part b)

Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

Yes

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Funding from the District Urban Corridor allotment was not sufficient to continue in FY 2001/02.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

The importance of commuter bus service to augment local bus service in metropolitan areas. Also, the influence that industrial land use and employment patterns have on transit ridership.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

More funding.

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

Very successful in marketing new bus service along US 19 connecting Pinellas and Pasco Counties. A multi-media marketing plan was developed and then fully implemented within the prescribed budget.

2. Is the project still active?

No (skip to Part b)

Yes (continue to Part a)

a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

b. Upon completion of the project did you continue to locally fund the project? If no, why not?

No - This marketing was needed only to introduce new transit service along US 19.

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

Yes

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

The importance of a detailed multi-media marketing plan to introduce new bus service along major urban corridors.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

More funding.

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

This is a new route and ridership is still building. A very minimal amount of urban corridor funding was programmed for this project.

2. Is the project still active?

No _____ (skip to Part b) Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

Yes

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

See # 1. above.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

This project exemplifies the importance of serving urban corridors with industrial land uses.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Additional funding needed.

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met?

This is a new route and a ridership

has is still under development. A very minimal amount of urban corridor funding was programmed for this project

2. Is the project still active?

No (skip to Part b)

Yes (continue to Part a)

- a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire?

Yes

- b. Upon completion of the project did you continue to locally fund the project? If no, why not?

3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success?

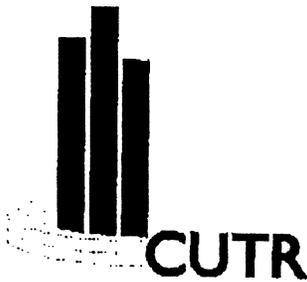
See #1 above.

4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project?

This project exemplifies the importance of serving urban corridors with industrial land uses.

5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

Additional funding needed.



Center for Urban Transportation Research
University of South Florida
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Tampa Florida 33620-5375
(813) 974-3120
SunCom 574-3120
Fax (813) 974-5168
Web: <http://www.cutr.eng.usf.edu>

29 November 2000

Thelma Williams
Pasco County Public Transportation
8620 Galen Wilson Blvd
Port Richey, FL 34668

Dear Thelma Williams:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. Your agency is identified as having received funding to support a project or projects under this program.

¹⁹
US 41 (WPI/FPN #4064811)

For each project listed above, we would appreciate your taking the time to answer the five questions on the enclosed questionnaire to the best of your ability and returning your answers to us via mail, email, or FAX. **Please return your answers no later than Friday, 24 December.**

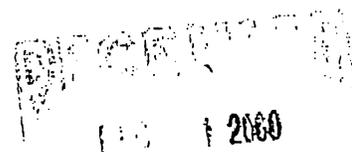
Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,



Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR



Pasco - US 41 19

EVALUATION OF PROJECTS IN THE FDOT'S TRANSIT CORRIDOR PROGRAM

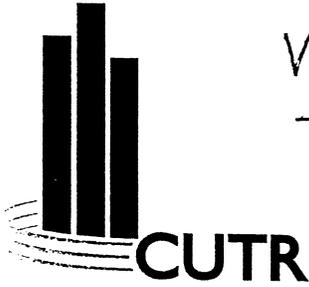
Grant Recipients

1. How would you rate the project's success or failure? What goals and/or objectives established for the project were met? *The project has been extremely successful. With 83% of the first year completed, 126% of the annual ridership goal (47,384) was attained as of 9/30/00 quarterly report.*
2. Is the project still active?

No _____ (skip to Part b) Yes (continue to Part a)

 - a. Do you foresee continuing to fund the project with local funds after FDOT funds are exhausted or expire? *Only if they are available and the Board of County Commissioners agree to fund this project.*
 - b. Upon completion of the project did you continue to locally fund the project? If no, why not? *N/A*
3. Do you feel that you received adequate funding assistance from the FDOT to make the project a success? *Yes, for the first two years of operation.*
4. What "lessons learned" from the project can you share with other transit agencies that may be interested in implementing a similar project? *Continual advertising of this service is needed to sustain continued growth.*
5. What changes to the Transit Corridor Program funded by the FDOT would you like to see made? *Since federal funds are not available for operating assistance, transit corridor funding is needed to continue intercounty service. This funding has been decreasing the past several years. Further decreases will jeopardize this service.*

Please return mail to: Darin Allan, Center for Urban Transportation Research, University of South Florida, CUT 100, 4202 E Fowler Ave, Tampa, FL 33620-5375; or FAX (813) 974-5168; or email allan@cutr.eng.usf.edu



VIA FAX

(813) 534-7172

Center for Urban Transportation Research
University of South Florida
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(813) 974-3120
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Web: <http://www.cutr.eng.usf.edu>

05 December 2000

Richard Dreyer
FDOT, District 1
PO Box 1249
Bartow, FL 33831

Dear Richard Dreyer:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

US 41 (WPI/FPN #1814972), US 41 (WPI/FPN #4071071), Manatee Ave/SR 64 (WPI/FPN #4071171)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

Mr. Dreyer -
FYI. Jan Parkman
& Fran Theberge have the
same letter.
DA

Richard
Dreyer

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
FDOT District Staff

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

LeeTems -
US 41

Yes! We exceeded Ridership goals
IN Numbers (Unlinked Passengers), in efficiency (Riders
per hour/mile), and Farebox Recovery! Each year
Continues to climb! Also, Public Involvement effort

2. Is the project still active? we were successful.

No (If no, skip to Question 3) Yes

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

Since this is on ~~the~~ US 41, we are expecting to
continue funding at some level. As time goes
on, it is expected that local funding will grow!

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

1- Watch the way you measure success. To begin with,
it appeared that unlinked trips went down, but it was
due to the elimination of many transfers. After 7-8
months, the sheer growth in ridership overcame the
problem.

2- Success on major corridor, should lead to improved (over)

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

1- A minimum of 3 years of funding in the
tentative work program each year!

2- The possibility of some minimum success
standards to be used as a starting
point for establishing project goals.

3- Requirement to include public involvement
in any/all project proposals. This program

#3 continued-

performance on all ~~to~~ interconnecting routes and then systemwide (when looking at performance indicators).

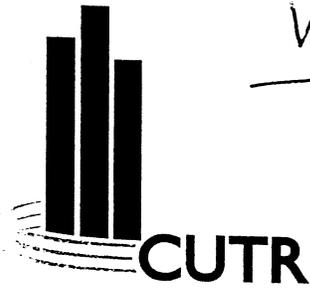
- Public Involvement, done right, is worth it!
- Success can cause changes, after our project got under, it was noticed that the fare box amounts was way larger than anticipated. They have never used all of the annual grant funds because revenues exceeded initial plans. Since then we ~~we~~ have expanded service into the evening. Further reviews will be completed at the end the current funding.

- Long term JPA's (multi-year) are the best! Don't have to worry about budgeting annually!

#4 Continued

Should require more public involvement than most transit programs.

- Make all new projects, and those that are successful and are being continued w/ State funding, multi-year!



VIA FAX
→
(941) 338-2353

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Fax (813) 974-5168
Web: <http://www.cutr.eng.usf.edu>

05 December 2000

Fran Theberge
FDOT, District 1
PO Box 1030
Fort Myers, FL 33902-1030

Dear Fran Theberge:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

US 41 (WPI/FPN #1814972)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

phone conversation 12/14/03

Lea Tran

EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM
FDOT District Staff

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

actual operational were lower than estimated

allowed longer coverage - frequent service 1/2 mi ~~corridor~~ corridor on US 91

2. Is the project still active?

No (If no, skip to Question 3) Yes

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

4 year - 100% FDOT (current = 4th year)

FDOT - hopes to continue funding at less than 100% of local match

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

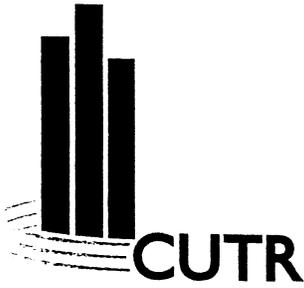
✓ reduced #s

contest

public participation (1) ^{will} bus ~~fare~~ appearance / Bids submission
(2) CRC/TA = -MPO / TAB = MPO

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

1st year - 100%
2nd year - ↓ less
3rd year - ↓
↓ ↓



VIA FAX
(813) 534-7172

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05 December 2000

Jan Parham
FDOT, District 1
PO Box 1249
Bartow, FL 33831

Dear Jan Parham:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

US 41 (WPI/FPN #4071071), Manatee Ave/SR 64 (WPI/FPN #4071171)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

Staes, Lisa

From: James DRIGGERS [james.driggers@dot.state.fl.us]
Sent: Monday, February 19, 2001 11:20 AM
To: staes
Subject: FW: Transit Corridor Projects

Reference: Your note of 02/12/01 13:39 attached below

Lisa: I guess I am OK.

In response to your questions concerning the four (4) projects listed:

1. The JTA Commuter Express (Downtown Trolley Shuttle) is very successful. The route has been extended a few blocks.
2. Gainesville's SW Enhanced Bus Service: Very successful, buses over loaded at times, Still in service.
3. Gainesville's Night Service (Later Gator): Very successful. Great service to students as well as employees.
4. Gainesville's Tower Road: Very successful.

On a scale of 1 to 10:

Service provided = 10

Success - Gainesville all 3 = 10

Jacksonville = 9 only because I don't think the

ridership is

what I expected.

Failure - Don't have enough funds to provide additional services that is needed

Need additional capital and operating funds.

Lessons learned - Plan for the worst case senerio and hope for the best.

Gainesville had more riders than anticipated thus causing a need for additional

buses in the SW areas. You may need to alter your plans in the middle of the stream.

The only thing/s I would say about the program is: combine it with the Service

Development Program. One Procedure. Get more funds into the program.

Thanks!!! James M. Driggers, Sr.

----- ATTACHED NOTE

Date: 02/12/01 13:40

From: staes@cutr.eng.usf.edu

STAES -

MAIL

To: DRIGGERS, James

PT229JD -

DOT1

Copylist: Stutts, Elizabeth

PT943ES -

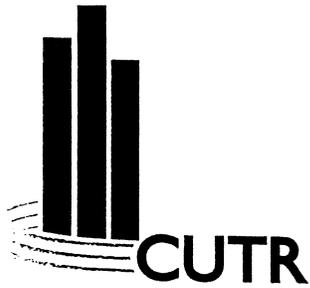
FDOT

Subject: FW: Transit Corridor Projects

Mo:

Are you o.k.?? Sorry this is so impersonal. Please see my e-mail below.

Thank you,
Lisa



VIA FAX
(850) 638-6021

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05 December 2000

Kathy Rudd
FDOT, District 3
PO Box 607
Chipley, FL 32428

Dear Kathy Rudd:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

Davis Hwy (WPI/FPN #2258251), Blue Angel Hwy (WPI/FPN #2258341)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

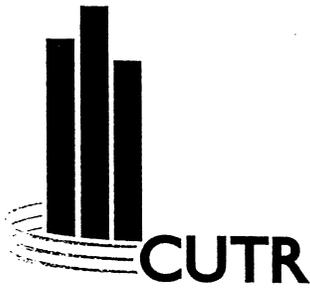
Sincerely,

Darin Allan

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

*Voice mail received
1/4/01
"no comments"*



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VIA FAX

(954) 677-7892

05 December 2000

Toby Wright
FDOT, District 4
3400 W Commercial Blvd
Ft Lauderdale, FL 33309

Dear Toby Wright:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

Southwest Broward Express (WPI/FPN #4811331)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

Allan, Darin

From: Toby WRIGHT [Toby.WRIGHT@dot.state.fl.us]
Sent: Thursday, January 04, 2001 11:14 AM
To: allan
Subject: Transit Corridor Program

Reference: Document 'MEMO 01/03/01 11:39' received from you

This is for Broward Blvd. Corridor Project

1. I would say that the the project was a success. The 4 main goals were to:
 - a. Increase mass transit accessibility.
 - b. Increase productivity/ridership in designated residential communities contiguous to the corridor.
 - c. Divert paratransit trips onto fixed-route service or onto alternative neighborhood circulator service.
 - d. Encourage the use of all mass transit's family of services through effective media advertising.

The County selected a small minority business to provide the shuttle service for this project and the CMAQ western express reverse commute project. Meetings were held with local homeowners groups to select routes and to try and accommodate local needs. The service connects to regular BCT routes, a major transit terminal at a mall, a major flea market and to Tri-rail. Ridership has been good and steady. There have been on-board surveys, special promotions, etc.

2. The project is still active, although local participation has waned and we have advised BCT that we will not extend this project without a renewed interest, new goals and objectives, and possible expansion of the service area.
3. Once the project was established, it became hard to keep up the enthusiasm with ALL parties. Attendance at TAG meetings ended up being only FDOT and County staff reviewing ridership and status. The project concept was good and could easily be implemented in other areas. I think that now that we have an additional staff person who can spend more time on this project, that it could be sparked up and continued.
4. Although there is no time limit on this program, maybe we should have a maximum of 10 years even if they are meeting goals. With a decrease in funds the last few years of the project. These are only my thoughts on this and I support funding transit systems as much as we can, especially the smaller/newer systems that are struggling to survive.

I hope this is what you needed from me. If not, give me a call.
Later, Toby

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
FDOT District Staff

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

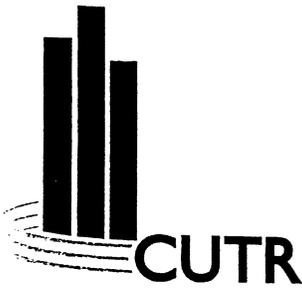
2. Is the project still active?

No _____ (If no, skip to Question 3) Yes _____

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?



VIA FAX
(305) 482-5967
377

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05 December 2000

Ed Carson
FDOT, District 6
620 S Miami Ave
Miami, FL 33130

Dear Ed Carson:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

Northwest 27th Ave MAX (WPI/FPN #6819003), Flagler MAX (WPI/FPN #6810184 & #6810237), South Dade Busway (WPI/FPN #6810309), Miami Beach Electric Shuttle (WPI/FPN #6810341)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

EVALUATION OF
PROJECTS IN THE FDOT's
TRANSIT CORRIDOR PROGRAM
FDOT District Staff

27 AVE MAX
6819003

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

FAILURE. Ridership was lower than expected.

2. Is the project still active?

No _____ (If no, skip to Question 3) Yes

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

MDTA continues to operate + plans
major transit improvement despite
poor ridership.

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

Community or local circulators would better
serve this community.

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

NONE.

FLAGLER MAX
6810194/237

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
FDOT District Staff

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

Successful. Ridership has been good enough
to warrant continued STATE funds

2. Is the project still active?

No (If no, skip to Question 3) Yes

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire? YES

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

NONE.

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

State ^{fund} only pays for a small portion of
the Actual cost.

EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM
FDOT District Staff

S. Miami Dade
Busway
6010309

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

Successful. Ridership has greatly exceeded expectations.

2. Is the project still active?

No _____ (If no, skip to Question 3) Yes _____

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

YES. Busway extension in pde stage at this time. Expect much greater demand for same in this corridor.

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

NONE.

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM
FDOT District Staff

MIAM BEACH
ELECTRONICS

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

Successful. High ridership has been experienced.

2. Is the project still active?

No _____ (If no, skip to Question 3) Yes

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

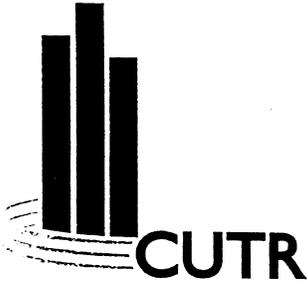
YES. State Govt has continued or New route along Collins Avenue.

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

~~None~~. *Be prepared to deal w unexpected needs. City was not prepared to have the vehicle.*

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

NONE



VIA FAX
975-6443

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05 December 2000

George Boyle
FDOT, District 7
11201 N McKinley Dr
Tampa, FL 33612

Dear George Boyle:

The Center for Urban Transportation Research (CUTR) is under contract with the Florida Department of Transportation (FDOT) to evaluate the FDOT's Transit Corridor Program. As a FDOT District staff person overseeing local Transit Corridor projects, your insight into the program's strengths and weaknesses is invaluable.

Route 200X (WPI/FPN #7813923 & #7814028), US 41 (WPI/FPN #7810010 & #7814115), Express Service Net Park to Oldsmar (WPI/FPN #4064791), Ulmerton Rd (WPI/FPN #7816678), Route 100X (WPI/FPN #7816679), Alt US 19 & SR 686 (WPI/FPN #4039011), Route 99X (WPI/FPN #4039031), US 19 Marketing (WPI/FPN #4064761), CR 296 Route 58 (WPI/FPN #4064771), SR 584 Tarpon Mall to Oldsmar (WPI/FPN #4064781), US 41 (WPI/FPN #4064811)

We would appreciate your insight into the strengths and weaknesses of the Transit Corridor Program as it relates to each of the projects listed above. Either Lisa Staes or myself will contact you via phone to solicit your answers to the four questions on the enclosed questionnaire. If you prefer, you may return your written answers via mail, email, or FAX.

Please do not hesitate to call me at (813) 974-2850 if you have any questions. Thank you for your time.

Sincerely,

Darin Allan

Darin Allan,
Research Associate

Cc: Elizabeth Stutts, FDOT
Lisa Staes, CUTR

*Mr. Boyle,
Were you able to locate
any program reports since
1-1-00?
- DA
Comments rec'd
via phone.*

**EVALUATION OF
PROJECTS IN THE FDOT'S
TRANSIT CORRIDOR PROGRAM**
FDOT District Staff

1. How would you rate the project's success or failure? (What goals and/or objectives established for the project were met?)

2. Is the project still active?

No (If no, skip to Question 3) Yes

Do you foresee the project continuing with local funds after FDOT funds are exhausted or expire?

3. What "lessons learned" from the project could you share with other transit agencies and/or FDOT staff who may be interested in implementing a similar project?

4. What changes to the Transit Corridor Program funded by the FDOT would you like to see made?

TRANSIT CORRIDOR PROGRAM CONCLUSIONS/RECOMMENDATIONS

Based on the review of project summaries, surveys of program recipients and FDOT district offices, and discussions with FDOT Central and District Offices, CUTR has drawn the following conclusions and recommendations regarding the Transit Corridor Program procedure and monitoring.

Overall Program Issues

1. Definition of eligible projects under the Transit Corridor Program

The current definition of eligible transit corridor projects as outlined in the definition section of the Transit Corridor Program Procedure (Topic #725-030-003-e) includes *“a project identified in a Transit Development Plan, Congestion Management System Plan, or other formal study undertaken by a public agency designed to relieve congestion and improve capacity within an identified corridor, by increasing people carrying capacity through the use and facilitated movement of high occupancy conveyances.”* CUTR has concluded that all 27 Joint Participation Agreements (JPA’s) executed for the report period followed the criteria for the current definition. Surveys of recipients did not indicate that any changes to eligible projects were desired.

RECOMMENDATION: *No change to the definition.*

2. Project Management and Implementation

This section identifies the specific project management and responsibilities of both FDOT Central Office and District Office personnel who manage the Transit Corridor Program.

Section 2. (H), provides that districts report to the Central Office “periodically,” no less than biennially, on the success and failure of the program and asks for recommendations for change, if any.

CUTR suggests that FDOT Central Office staff be informed of the relative success/failure of projects on an annual basis as justification for their continuance. This report should be provided prior to any work program development activities related to the project and should contain a listing of all goals and objectives with corresponding data suggesting the

project either exceeded, met, or did not meet those goals and objectives. This should assist Central Office staff with the annual project reviews and corresponding targeting of funds for the projects.

RECOMMENDATION: *Language in 2.H should be revised to read: Districts shall report to Central Office on an annual basis to provide documentation supporting the relative success of a project in meeting the goals, objectives, and milestones established for the period. This shall be done prior to work program development activities for the continuation of the project.*

3. Funding and Eligible Costs

The first priority for funding under the Transit Corridor Program is to existing projects meeting their adopted goals and objectives. Next, remaining funds are to be allocated to the districts by formula. The districts have the opportunity to program up to 100 percent of the cost for transit corridor projects.

RECOMMENDATION: *Due to the limited funding in the program and based on comments received that suggest there are not enough funds available to adequately fund existing projects or new projects, it is CUTR's recommendation that the Department consider distribution of funds and continuation of projects based on the local participation provided to that project. In other words new projects that have garnered a great deal of local funding support and existing programs receiving local support and meeting the goals, objectives, and milestones established should be considered for funding prior to new projects requesting 100 percent state funds or existing projects that are receiving 100 percent state funds with little or no local funding made available.*

4. Capital Acquisition and Management

Section 2.1.2 states that vehicles that are no longer required for a particular project be returned to the State Bus Fleet for reallocation or disposal.

RECOMMENDATION: *CUTR recommends revising the current procedure to allow the Department to release the title of vehicles purchased through the program to the public agencies who have control of those vehicles, as long as they are being used to provide*

public transportation services. Or, for newer vehicles, allow agencies to purchase vehicles from the Department for the balance of the depreciated value of the vehicle.

5. Project Implementation and Monitoring

The Technical Advisory Group (TAG)

Section 3.1 provides that a Technical Advisory Group (TAG) be established “upon the approval of a transit corridor project.” Section 3.4 establishes that goals, objectives, and milestones and decision points for a transit corridor project be defined by the grantee, adding that “input may be received from the TAG and Central Office.” This section is inconsistent with the definition of the TAG which states: *“This group establishes goals and objectives for the project, evaluates the project’s successes and/or failures, and recommends further actions.* Recognizing the importance of allowing the grantees to define the goals, objectives, and milestones of their projects, CUTR’s recommendation would be as follows:

RECOMMENDATION: *CUTR recommends that the language in the definition be changed to reflect the TAG’s role in providing input into the process of establishing goals, objectives, milestones, and decision points for the project. While this lessens the TAG’s authority over each of the projects in establishing benchmarks for performance it still enables them to accurately and effectively evaluate each project. If at the end of a review period a project has either not met or has exceeded the objectives and milestones established, the TAG should be involved in determining whether or not the objectives and milestones established should be revisited and/or adjusted. The grant recipient should then follow the guidance provided by the TAG.*

Goals, Objectives, Milestones

Section 3.4 provides that all corridor projects have clearly defined goals and objectives. Milestones must also be established by which progress is evaluated. Goals and objectives with corresponding milestones were not readily available in all of the project files. In addition, in cases where goals, objectives and/or milestones had been revised, these changes were not consistently identified and justified.

RECOMMENDATION: *This is an area that should continually be reviewed and monitored. If goals, objectives and milestones are not clearly delineated in a project file, how will new FDOT district staff, the TAG, or others confirm the success/failure of a project? Again, the annual reports provided to Central Office should reveal those projects where these are missing or are inconsistent with previously established goals, objectives, and milestones. Goals, objectives, and milestones should clearly be established and reviewed by the districts when making the case for continued funding.*

As stated previously, an accurate and effective annual evaluation of each project should be completed by the TAG. If at the end of a review period a project has either not met or has exceeded the objectives and milestones established, the TAG should be involved in determining whether or not the objectives and milestones established should be revisited and/or adjusted. The grant recipient should then follow the guidance provided by the TAG.

Progress Reports

Section 3.5 of the procedure provides that written progress reports be established as part of the Joint Participation Agreement and submitted no less than quarterly. In review of the transit corridor projects, progress report submittals ranged from quarterly to annually and were provided in a plethora of formats from very sketchy to lengthy. The absence of consistent progress reporting has made the evaluation of the program a difficult task.

RECOMMENDATION: *CUTR's recommendation is that the district transit staff be given the opportunity to require progress reports at greater intervals, especially for long-term ongoing, successful projects. For some projects, it may only be necessary to require annual reports with updates periodically when changes are made or if sufficient activity related to the project has occurred. In addition, for those projects that are limited in their scope (example: marketing campaign or surveys), it is recommended that only a final report be required.*

In order to address the diversity in the reports submitted, CUTR recommends that all agencies report the same core information, both quarterly performance (if reports required on a quarterly basis) and annual performance (which, if only annual reports are required, would provide cumulative monthly or quarterly statistics). Each report should

contain the WPI or FPN number; name of the project as it appears on the joint participation agreement; brief project summary; goals for the project (and if there have been any changes to the goals, objectives or milestones during the period); performance measures, including, but not limited to: ridership, revenue, and expenses; any changes to the route or schedule during the period; and any significant successes or activities that occurred during the reporting period. Any requested changes to a projects' scope, time or budget should also be included in the progress report.

We are not suggesting a standard format or "boilerplate" for the report, but are suggesting that minimum reporting criteria are met.

FDOT DISTRICT CONCLUSIONS/ RECOMMENDATIONS FOR THE TRANSIT CORRIDOR PROGRAM

The following section identifies suggested changes to the Transit Corridor Program made by FDOT district staff.

- A minimum of three (3) years of funding in the tentative work program each year. (2 responses)

CUTR Response: *This is a good suggestion. At a minimum, districts should have the ability to program in the second and third year of the Work Program, the amount of Transit Corridor funds they are currently receiving. This may also lend itself to the establishment of multi-year JPAs for transit corridor projects. This could result in a reduction of work load for district staff.*

- The possibility of some minimum success standards to be used as a starting point for establishing project goals.

CUTR Response: *Absolutely agree. However, establishing statewide minimum standards may be too exhausting. A project's success relative to the standards established locally is strictly subjective. Operating environments, external influences, etc. all effect an agency's ability to implement corridor projects. Locally developed standards (which in this case I would establish as goals, objectives, and milestones) should be just that, local.*

There certainly are valid arguments for reviewing projects that consistently are either exceeding or failing to meet the goals and objectives established. It may be that the objectives and milestones established for the project were not ambitious enough or were too ambitious. As provided above, if at the end of a review period a project has either not met or has exceeded the objectives and milestones established, the TAG should be involved in determining whether or not the objectives and milestones established should be revisited and/or adjusted. The grant recipient should then follow the guidance provided by the TAG.

- A requirement to include public involvement in any/all project proposals.

CUTR Response: *In previous technical memoranda the importance of public involvement throughout the process was noted time and again. CUTR would concur with this recommendation to provide for public involvement in the development stage. This could include a locally developed process for gaining public input through the use of the MPO's various advisory committees, the transit agency's advisory or citizens committees, or advocacy groups. Any process/procedure that is developed should be a part of the contract file at the district FDOT office and should be provided as an attachment to the first progress supported for the project. We would not suggest that this public involvement occur through a "public hearing" or other formalized process.*

- Make all new projects, and those that are successful and being continued with state funding, multi-year!

CUTR Response: *CUTR concurs with this recommendation. The use of multi-year joint participation agreements should result in fewer FDOT district staff hours spent in the contract renewal process.*

- Although there is no time limit on this program, maybe we should have a maximum of ten (10) years even if the project is meeting its goals, particularly with a decrease in funds the last few years of the program.

CUTR Response: *While in general this suggestion makes sense, especially for those ongoing projects that may be meeting the goals established yet are not as*

successful as the FDOT district would have anticipated, it may be too limiting. Projects that are extremely or “very successful,” as noted in prior technical memoranda, may continue for many years. It would be unfortunate to end the project because of a procedural requirement. CUTR would suggest maintaining the flexibility that exists in the current procedure.

- I would like to see the Transit Corridor Program be less labor intensive and more user friendly. Eliminate all the “transit corridor constraint”/TAG requirements, etc. It could be used for a sub-area or county. I feel several programs could be mixed with this one so you could blend funding to a better use. Commuter Assistance, carpool/vanpool assistance, park & ride facilities, and Service Development activities are all included in the eligible costs and could eliminate the need for separate funding sources and procedural requirements.

CUTR Response: *We agree that the administration of the Transit Corridor Program should be less labor intensive and more user friendly. The use of multi-year joint participation agreements should result in fewer FDOT district staff’ hours spent in the contract renewal process. In addition, with minimum criteria established for progress reports and fewer reports required per year, this should result in fewer FDOT and agency staff hours devoted to progress report development and review.*

*CUTR recommends that the FDOT **NOT** consider combining the Transit Corridor Program with any other FDOT funding program. It is critical to maintain the separate identity and integrity of this program. The Transit Corridor Program has a very specific goal, to provide funding to public agencies to undertake projects designed to relieve congestion and improve capacity within an identified constrained corridor. It is important to maintain the autonomy of the program to ensure the continued success of the program and allow for effective comprehensive reviews of each project.*

- State funding only pays for a small portion of the actual cost of providing the service. Suggest more funding.

CUTR’s Response: *Additional funding would certainly be an acceptable program enhancement for agencies participating in this program and those that would*

participate if only there were enough funds available in the program. CUTR is very active in the development of Transit Development Plans for many of Florida's transit agencies. There are many projects that transit agencies would like to undertake if only they had access to additional funds. Many of these projects are directly related to the relief of congestion along major corridors, and include improvements such as express bus service or Bus Rapid Transit (BRT), circulators that feed into mainline routes, advance public transportation systems (APTS), etc.

While in the surveys documented in Technical Memorandum #2, eleven of the thirteen properties indicated that they received adequate funding. However, it is important to note that the only agencies surveyed were those who were successful in applying for and receiving transit corridor funds.

- Only annual reports should be required for Transit Corridor projects that are long-term, ongoing projects.

CUTR's Response: *Agree, please see comments above.*

- Dedicated district allocations.

CUTR Response: *This is a good suggestion. A minimum of three (3) years of funding should be identified in the tentative work program each year, as suggested above. At a minimum, districts should have the ability to program in the second and third year of the Work Program, the amount of Transit Corridor funds they are currently receiving. This may also lend itself to the establishment of multi-year JPAs for transit corridor projects. This could result in a reduction of work load for district staff.*

- Combine this program with the Service Development Program.

CUTR's Response: *We respectfully disagree. As provided above, CUTR recommends that the FDOT **NOT** consider combining the Transit Corridor Program with any other FDOT funding program. It is critical to maintain the separate identity and integrity of this program. The Transit Corridor Program has a very specific goal,*

to provide funding to public agencies to undertake projects designed to relieve congestion and improve capacity within an identified constrained corridor. It is important to maintain the autonomy of the program to ensure the continued success of the program and allow for effective comprehensive reviews of each project.

- We don't have enough funds to provide the additional services that are needed. We need additional capital and operating funds.

CUTR's Response: *We agree that additional funds are needed for the program. Please see the comments made above.*

- "I am always interested in reducing reporting requirements."

CUTR's Response: *Please see comments above related to reporting requirements.*