



**MODAL
DEVELOPMENT**



**PUBLIC
TRANSIT**

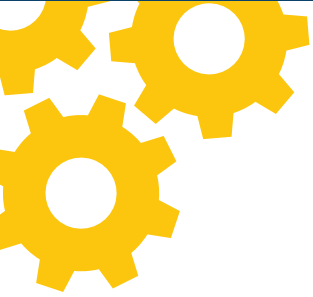
State Transit Strategy

*Adapting to Changing
Customer Mobility Needs*

April 2023



PREFACE



Over the past decade, transit agencies have faced the challenge of declining bus ridership and the impacts of emerging mobility solutions like transportation network companies and micro-mobility. In response, transit agencies have sought to optimize their networks, build new partnerships, and leverage new technologies to enhance the customer experience.

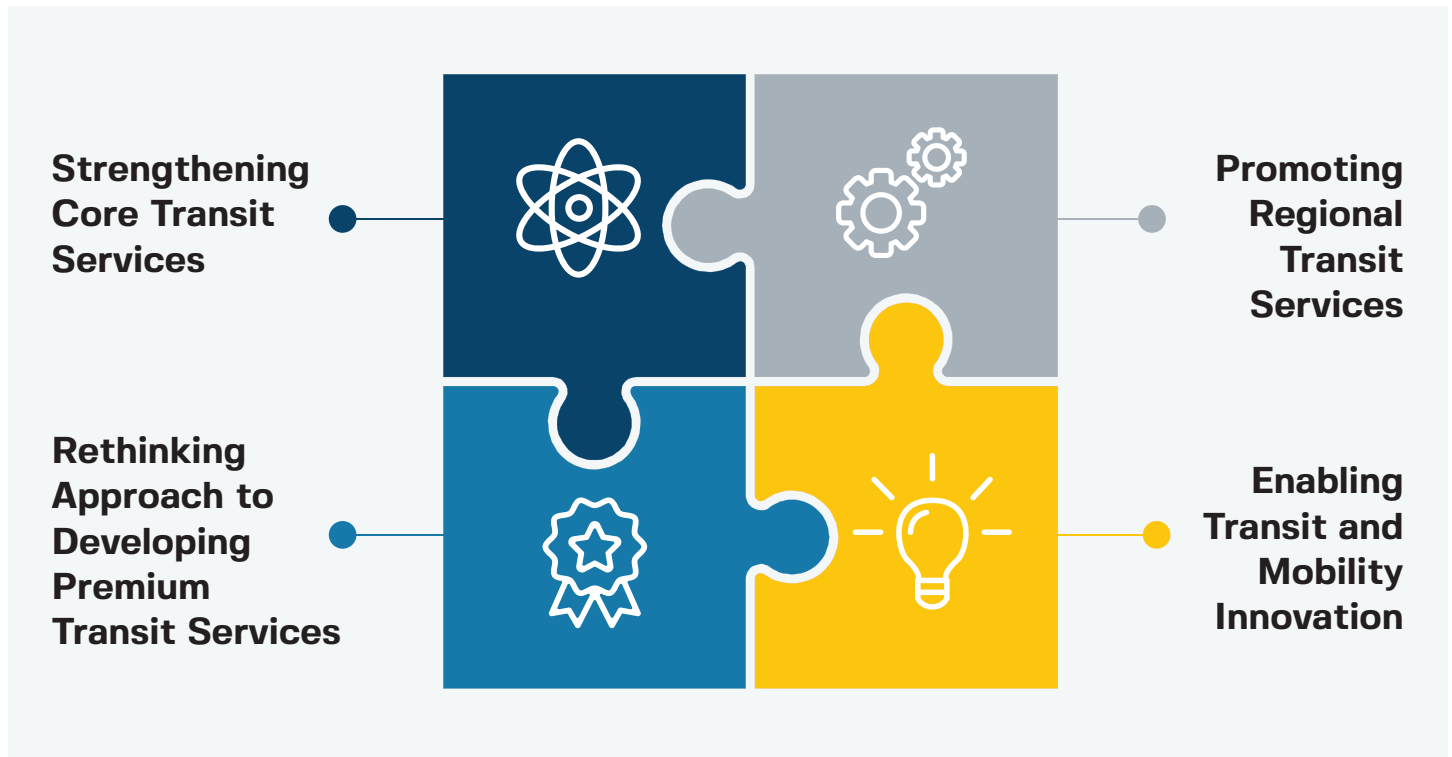
In 2019, ridership appeared to be stabilizing and even increasing slightly due to these efforts. Then, in 2020, the COVID-19 pandemic resulted in precipitous declines in ridership across the nation. Many agencies in Florida saw ridership drop by more than 60%. Over the past two years, transit agency budgets have been stabilized by an influx of federal funding and some have managed to recover their ridership to nearly 80% of pre-COVID levels.

As we look to the future, transportation innovations like automated vehicles, electric vehicles, urban air mobility and the development of private intercity rail will continue to force us to reconsider how we move people and goods within and between our communities. Given the state of the industry and with an eye to the future, the Department is rethinking how we support transit in the State of Florida. The Department is proud to release the first State Transit Strategy as it will shape our future investments and partnerships with transit providers.



KEY THEMES

The Florida Department of Transportation assembled a work group in Fall 2021 to address Florida's changing transit needs. The engagement started with evaluating existing transit systems and issues and evolved through developing policy positions that eventually led to observations, strategies, and an action plan. Four high-level themes have emerged through this process.



1 Strengthening Core Transit Services

Core transit services provided by FDOT's partners are essential to the great majority of transit users in Florida. Strengthening the quality of the core system statewide requires the Department to gain a more comprehensive understanding of transit riders' needs, travel patterns and behaviors through acquiring and assessing travel data including customer feedback. Through this initiative, transit users and stakeholders have conveyed their need for more reliable service, greater service frequency, better traveler information systems and additional amenities. The Department is committed to working with our partners to optimize the existing transit systems to best meet customer needs, support resiliency efforts, and ensure all riders have equitable transportation options. In high-growth urbanized areas that means identifying and assisting with the development of transit corridors that provide higher frequency, easily accessible, quality service that serves the core ridership base while attracting new riders. In rural areas, transit systems seek to expand their services to connect transit-dependent individuals with a wider variety of life-sustaining services and destinations. By focusing on the allocation of resources, the Department can help broaden and coordinate transit services to improve service quality and reduce trip costs. FDOT seeks to develop new partnerships between public agencies, private organizations, and other stakeholders, as well as implement alternate transportation services, such as mobility on demand service, to fill service gaps and improve efficiency. By improving core service, transit systems will enhance the customer experience and grow transit usage over time.



2 Rethinking Approach to Developing Premium Transit Services

Population growth and tourism will continue to stress Florida's transportation network, particularly within and between metropolitan city centers and surrounding suburban areas. Constrained corridors in dense urban areas make highway widening a less practical option to relieve traffic congestion. Creating more high-capacity premium transit corridors can enhance mobility by efficiently moving large numbers of people to accommodate the continuing growth in Florida's high density urbanized areas. Florida has relied significantly on Federal Transit Administration (FTA) project support through their Capital Investment Grant (CIG) Program (New Starts/Small Starts), matched with local and state capital funds, to develop needed rail transit and BRT systems. In addition to pursuing these limited CIG opportunities, the Department will expand upon traditional resources and demonstrate increased funding flexibility to address needs beyond the capabilities of these programs. The State New Starts Transit Program (NSTP) will be refocused to offer paths to project funding outside of the CIG program, allowing local agencies to advance worthy projects with these State capital funds, Strategic Intermodal System (SIS) funding, local revenues, and new federal formula and discretionary program funds made available through the Infrastructure Investment and Jobs Act. Additionally, using flexibility within the District Dedicated Revenue program to support operations upon project startup will be important to achieve local government consensus and create the pipeline of premium transit projects urgently needed to improve mobility and avoid further congesting our urban transportation network.



3 Promoting Regional Transit Services

The Department seeks to enhance regional transit efforts by facilitating and supporting opportunities for collaboration amongst transit providers, local governments, transportation authorities, planning organizations, and other stakeholders. Customer travel needs are not confined to jurisdictional boundaries, therefore improving connections between intersecting origins and destinations will require partnerships to be strengthened between these entities. Regionalism connects rural areas to urban areas using a variety of methods that are unique to each service area. Some of these efforts may include developing additional park-and-ride and shared-ride infrastructure, establishing mobility hubs, developing regional routes jointly funded by participating agencies, and co-locating intercity bus terminals with intermodal centers that connect riders with new and existing transit services. Implementing regional transit can close service gaps in rural areas and improve transit efficiency through the sharing of resources, such as bus stops, fleet vehicles, and/or facilities, that can reduce operating costs and help providers function as a complete transit network. The Department recognizes that substantial investments in plans supported by regional collaboration will result in a more efficient use of resources and will contribute to resolving current industry challenges. For this strategy to succeed, the transit providers and stakeholders must be willing to invest in this shared vision.



4 Enabling Transit and Mobility Innovation

The transit industry is rapidly evolving due to technological advances in the field. These changes create an opportunity to enhance transit services in Florida by implementing innovations that improve system efficiencies, such as real-time trip information and advance/universal fare payment systems. The need for flexibility and convenience in scheduling and delivering transit trips requires a change to the industry's approach to providing traditional services. Alternate transit modes that were once considered competition can be incorporated with existing systems to expand the reach of transit services in the community. The Department is dedicated to facilitating pilot projects that are identified by transit systems as potential methods of expanding and improving the services they provide. These projects may include coordinating with TNCs to assist with first/last mile connections, testing automated and connected vehicle technologies, integrating micromobility/microtransit options, and promoting Mobility as a Service (MaaS) projects that have the ability to meet unique customer needs. In addition to supporting pilot projects, the Department will facilitate the sharing of information and lessons learned to broaden the knowledge base for transit providers statewide so informed decisions can be made about which innovative solutions may be most successful in each service area.



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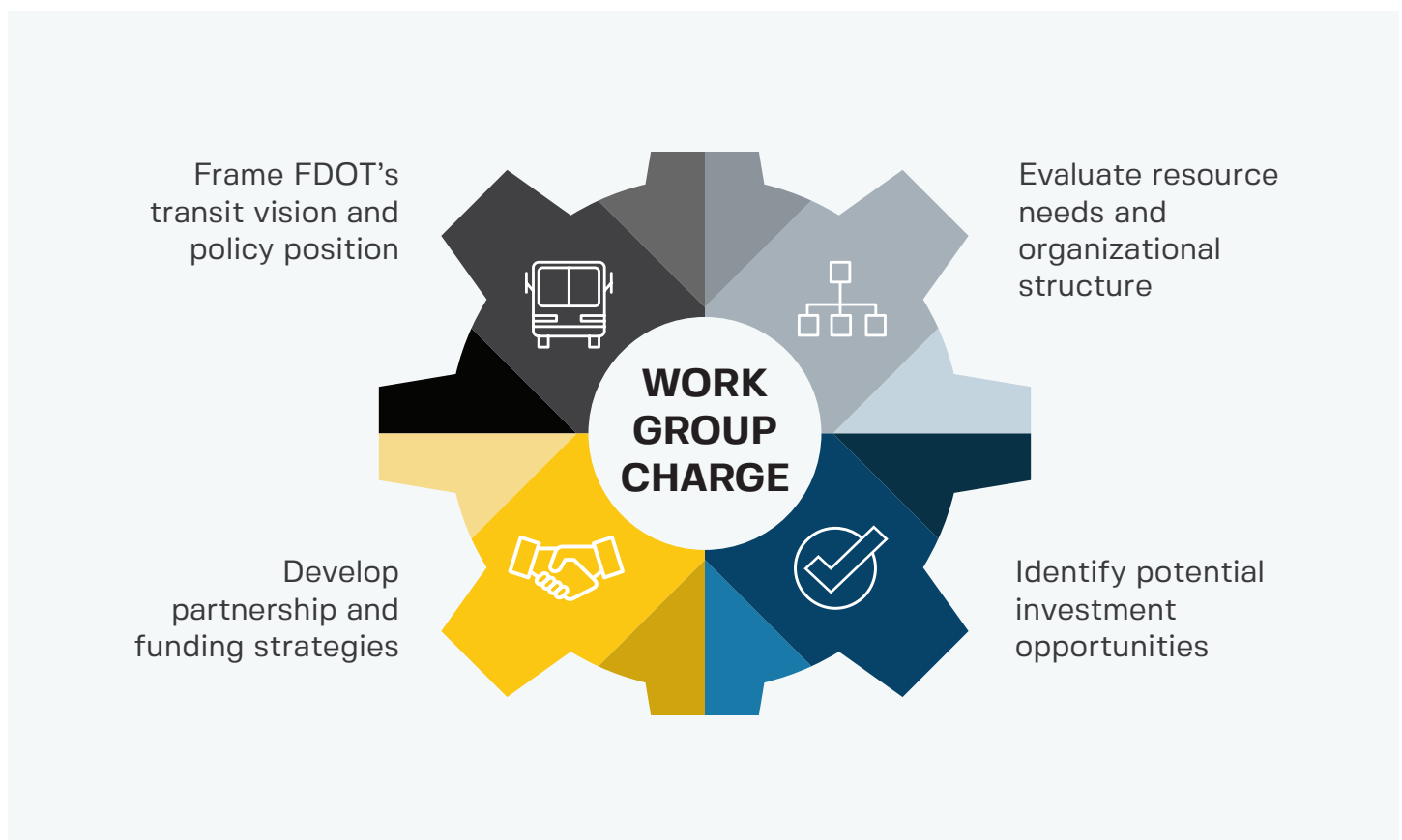
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PURPOSE AND APPROACH

PURPOSE AND APPROACH

The Florida Department of Transportation (FDOT) provides support to enhance public transportation by investing in strategies that promote efficient, equitable, and sustainable mobility. Traffic congestion, limited access to jobs, viable transportation options, and technology improvements are all driving forces in the effort to redefine the Department's approach to supporting a public transportation system that is attuned to changing customer mobility needs.

Work Group Charge

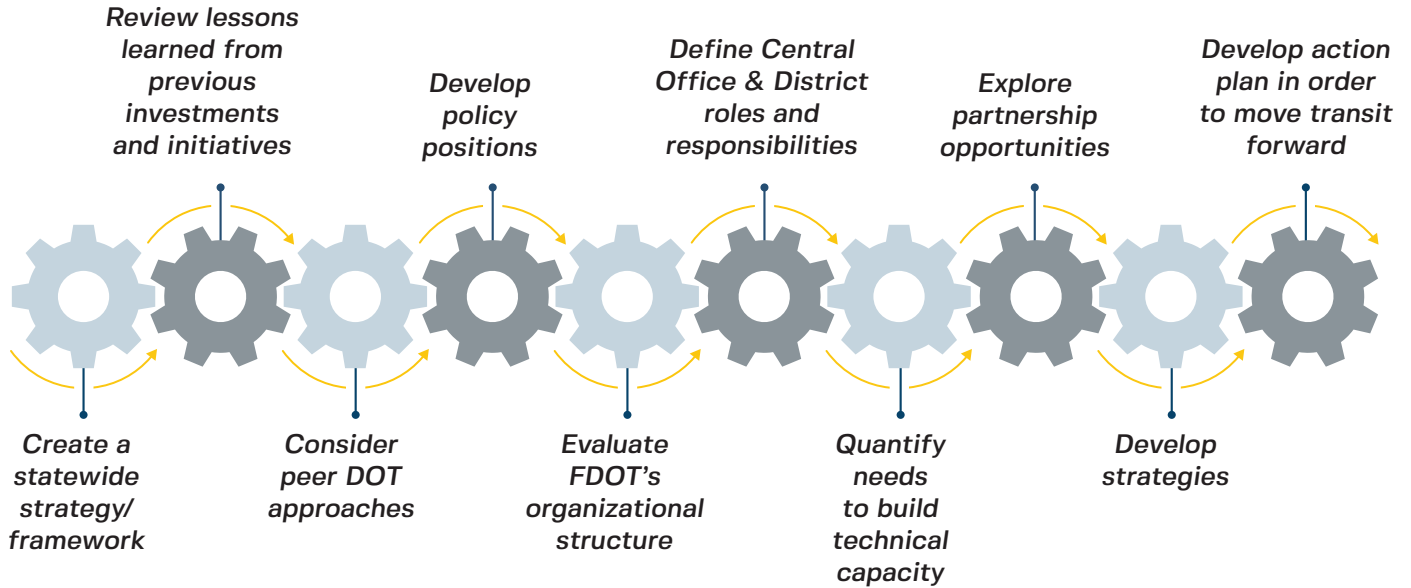


Team

FDOT's transit strategy work group included representatives from the Central Office and each of the seven District offices. The group was guided by a steering committee that included the Assistant Secretary of Strategic Development, Chief of Modal Development, Manager of the Public Transit Office, and Assistant Manager of the Public Transit Office.

Approach

The work group followed a process that is illustrated in the graphic below. The process started with evaluating existing transit systems and issues and evolved through developing policy positions that eventually led to observations, strategies, and an action plan.



Schedule

2021					2022						
AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JULY
			KICKOFF								
	WORKPLAN										
STAKEHOLDER ENGAGEMENT											
RESEARCH											
			WORK GROUP MEETINGS								
			STRATEGY FRAMEWORK								
					STRATEGY PLAN DEVELOPMENT						
										●	

● Executive Briefings

Strategy Questions

Discussion, analysis, recommendations, stakeholder engagement, and action steps were centered around five fundamental strategy questions:

?

1

Given the challenges and opportunities facing Florida's transit agencies, what might FDOT do differently moving forward?

2

What capital and operational models should FDOT support that are best suited for multimodal integration?

3

What are some of the transit expertise and organizational needs at the Central Office and District Office levels?

4

How should FDOT approach partnership opportunities and funding moving forward?

5

What investment opportunities should FDOT consider pursuing given the current funding environment?





2

NEED FOR PUBLIC TRANSIT

WHY TRANSIT?



safer travel



improved commuter productivity



decreased roadway congestion



increased economic activity



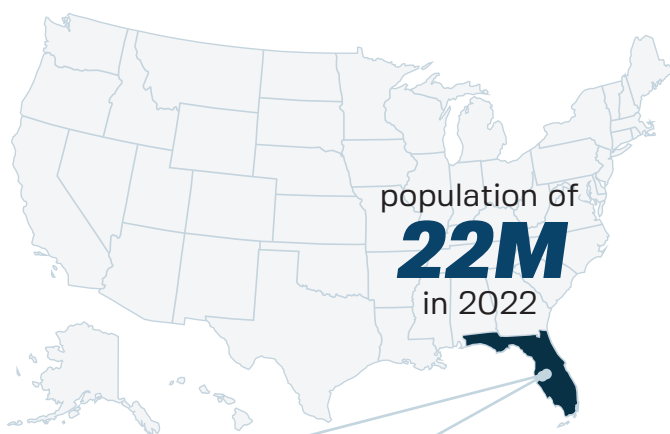
enhanced nearby real estate value



connecting workforce with local businesses to support job growth and opportunity

WHY NOW?

Florida is Growing



Customer Needs are Changing

RIDERSHIP

Transit ridership has been **declining for eight years**

Transit **focus has changed** to first and last mile connections

Access to more origins and destinations are needed to address geographic equity

PEAK HOUR TRAFFIC

SINCE 2019 volume increased **8%**
travel time increased **5%**



3rd

most populous state in the nation

2nd

in nation for international visitors



By 2030, total residential population will grow by

6M ↑

Source: Demographic Overview and Population Trends, The Florida Legislature Office of Economic and Demographic Research, 2020

131M




visitors in 2019

INDUSTRY IS CHANGING

- ▶ **More travel options including emerging modes**
- ▶ **Better travel experience with real-time information systems**
- ▶ **Universal fare payment systems**

Opportunity to Meet Challenges and Objectives

Funding Increases:

OVER THE NEXT 5 YEARS				
1	2	3	4	5
	91B	IIJA funding for transit nationally		
	33%	Increase in transit formula funds in Florida		
	Federal Covid relief funds have been made available to agencies			



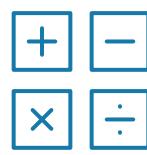
Technology and Innovation:



Renewed interest in climate change and more environmentally friendly ways to move people



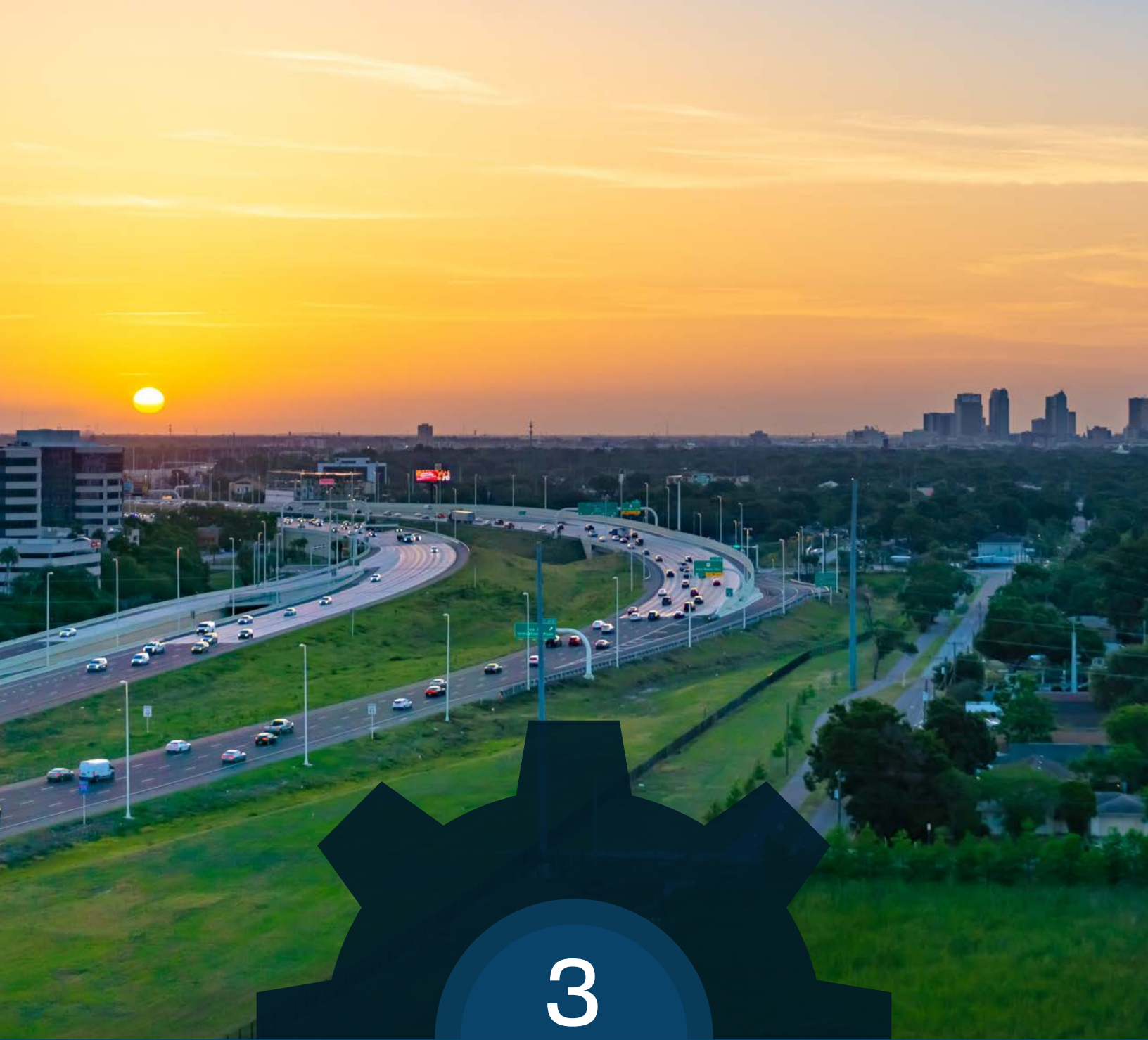
Discretionary funding available to fund electrification and bus rapid transit projects



Some local governments pursuing tax referenda for funding innovative public transit projects



New partnership opportunities and technologies available to connect riders to transit



3

VISION AND POLICY POSITION

Transit Vision

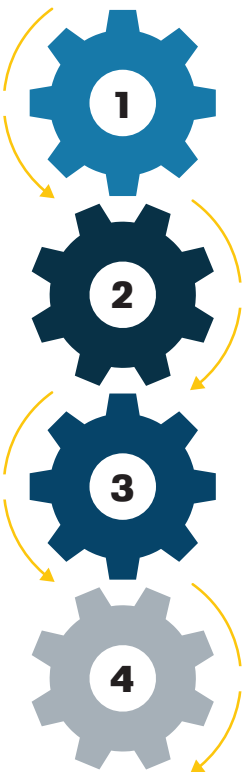
“The Public Transit Office is committed to proactively developing and delivering a public transportation system attuned to customer mobility needs in practical, yet innovative ways.”

A network of premium transit routes, fixed route bus systems, and paratransit systems integrated with other modes of transportation moving people rapidly within heavily populated metropolitan areas.

Coordinated paratransit and mobility services providing rural areas with transportation access, quality service, and efficient connections to regional and urban facilities.

Intercity bus services integrated with urban and regional transit services, effectively addressing intercity and interstate travel needs throughout the state.

Goals



Make transit more attractive to riders, collaborate with stakeholders to develop strategies for reducing traffic congestion and travel delays, and develop seamless connections when a one-seat ride is not an efficient option. Essential to this effort are strategies and public outreach to define and develop programs that will meet customer needs.

Expand travel choices in rural areas beyond the traditional medical and senior transportation markets.

Support a comprehensive and coordinated policy to guide the state’s public transportation funding. Funding priority will be given to those projects that reflect a customer driven, multimodal approach to providing improved access. Reduce the number of program silos and increase funding flexibility.

Ensure all public transportation services include safety/risk management components in their operational plans.

“Leveraging innovation and developing premium transit is important but we need to find the right balance. For many people, quality of life depends on transit service getting them to work, health care and meeting basic needs. So developing robust transit systems starts with maintaining focus on providing safe, reliable, frequent and convenient core service.”

-Gabrielle Matthews



Guiding Principles



Maximize Return on Investment

Ensure that project financing plans are feasible, sound, and promote cost-efficient alternatives for new or enhanced service that enable state and regional economic opportunity and growth.



Change Travel Behavior

Commit to identifying and leveraging the multifaceted and interactive effects of personal, organizational, and environmental factors that ultimately determine how people chose to travel.



Enhance Mobility and Access

Leverage rapidly evolving personal mobility to create practical solutions that create more attractive and available transportation options.



Improve, Manage, and Innovate

Using a customer-centric approach, build on the current services to evolve as advances in technology and changes in socio-demographics lead to new or different service delivery models. Support regional transportation solutions wherever practical.



Strengthen Environmental Sustainability

Promote the use of alternative fuels and other sustainable transportation options to build environmentally sustainable communities.



Boost Economic Development

Effective and reliable transportation options for employees make communities more attractive for business development.



Expand Awareness, Safety, and Communication

Maintain live streaming safety, security, and emergency information via a comprehensive multimodal transportation communication system platform accessible by personal mobile applications.

Use a Safety Management System approach in all public transportation safety rulemaking.



4

EXISTING TRANSIT SYSTEMS



Urban Transit

Urban transit systems move large numbers of people within an urbanized service area. In addition to providing fixed route and premium transit services, they provide paratransit services through direct operation or purchased transportation.

There are 30 urban transit systems that report to the National Transit Database in Florida.



Two types of urban transit service areas:

Large Urban Areas

urbanized areas with

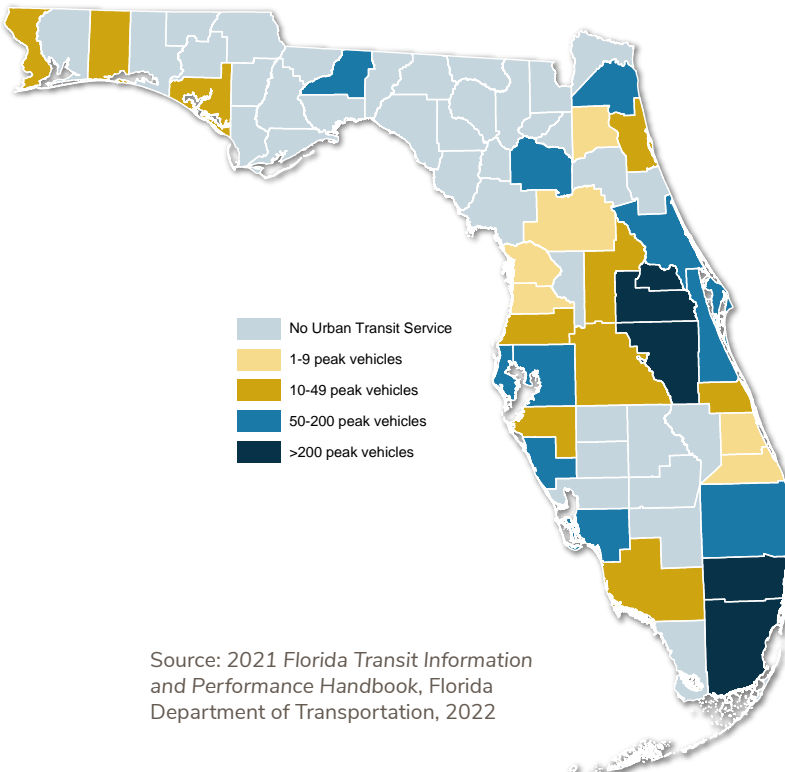
> 200K
residents

Small Urban Areas

urbanized areas with

< 200K
residents

Urban Transit Systems



Source: 2021 Florida Transit Information and Performance Handbook, Florida Department of Transportation, 2022

Regional Transportation Authorities

A number of Florida's urban transit agencies are governed as RTAs, having multi-jurisdictional board representation and providing transit services across individual municipal and/or county boundaries. RTAs may be Legislatively created, locally created under Section 163.56, Florida Statutes, or through Interlocal Agreements.

Urban Fixed-Guideway Systems

In addition to fixed route and paratransit systems, Florida has a significant network of rail fixed-guideway transit services. These include regional commuter rail systems (Tri-Rail, SunRail), heavy rail (Miami Metrorail), automated peplemover (Miami Metromover, Jacksonville Skyway), and the Tampa Streetcar.



Rural Transit

Rural transit serves communities with fewer than 50,000 residents. The agencies mostly provide paratransit services, although some agencies provide fixed route and deviated fixed route services. The Florida Commission for the Transportation Disadvantaged designates a Community Transportation Coordinator (CTC) for each county/service area. In addition, many non-profit and for-profit entities provide rural public transportation services.

There are currently 19 rural transit systems that report to the National Transit Database in Florida.



Rural Areas

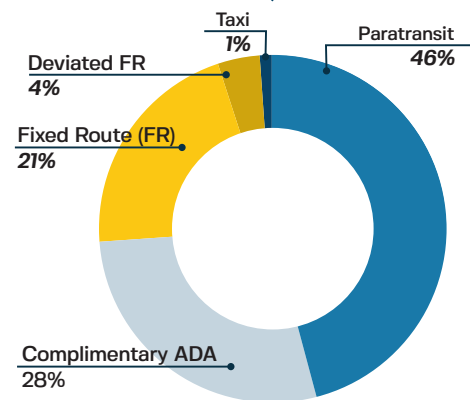
communities with

< 50K
residents

Rural transit services are generally aimed at serving those members of the public who are considered transit-dependent populations, including the elderly, persons with disabilities, and those with limited access to motor vehicles. For rural transit systems to be effective in a community, it is imperative that they promote equitable transportation opportunities, connecting areas of low opportunity to areas of high opportunity, such as providing access to high-quality jobs, education, medical treatment, recreation, and other life-sustaining activities.



TRANSPORTATION DISADVANTAGED TRIPS BY SERVICE TYPE



2021 Annual Performance Report - Florida Commission for the Transportation Disadvantaged, 2022



Intercity Bus

Intercity bus service is defined as regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not close in proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with local transit if such service is available. Intercity bus service is a vital link between otherwise isolated rural communities and the rest of the nation.



Intercity bus services in Florida are currently operating under a privately owned model with limited access to grant funding. Only two companies receive federal grant funding to operate in Florida – Greyhound Lines and Ride Solution.

Intercity Bus Routes and Stops



Examples of intercity bus service include:

Greyhound Lines, a private for-profit company, has become the largest provider of intercity bus service in the United States and has 52 locations in Florida.

The Ride Solution is a non-profit transit agency in Florida that provides intercity connections to Greyhound Lines and Amtrak routes. These routes connect rural residents from Palatka to Gainesville and St. Augustine, as well as to Orange Park Mall in the Jacksonville region.

Megabus provides intercity bus connections to major activity centers in Miami, Ft. Lauderdale, Orlando, Tampa, Gainesville, Jacksonville, and Tallahassee.

Red Coach provides intercity bus connections between major universities and is a popular option for college students traveling home or to other campuses who do not have access to personal vehicles.

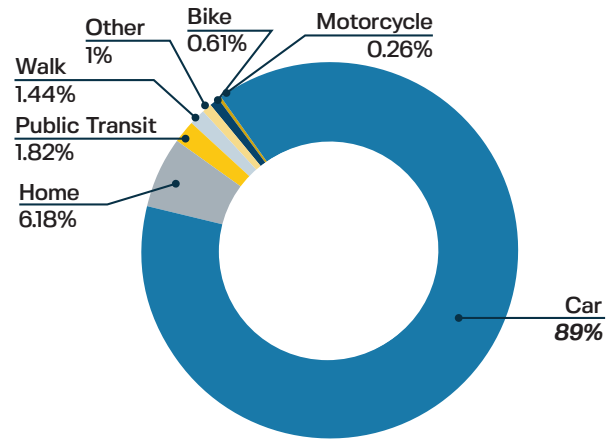
There are several other intercity and charter bus service providers in Florida.



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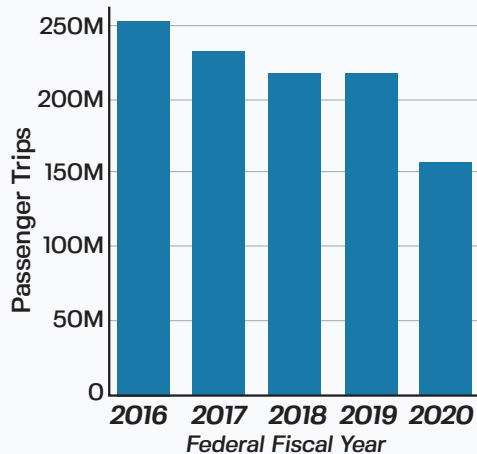
TRAVEL MARKET AND OPERATING CHARACTERISTICS

STATEWIDE TRANSIT TRAVEL TRENDS

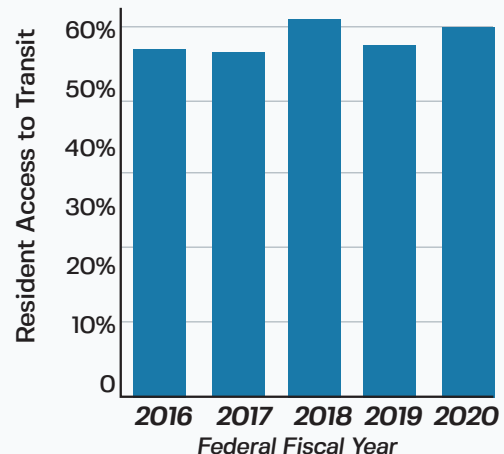


Source: 2019 ACS Data

For Florida's work commuters, travel by personal vehicle remains the primary modal choice with less than 2% of commuters choosing public transportation for these types of trips. This is significantly lower than the national average of 5% utilizing public transportation for the same trips. In addition, transit ridership has experienced a decline despite attempts to maintain/increase transit accessibility.



Source: FDOT Source Book

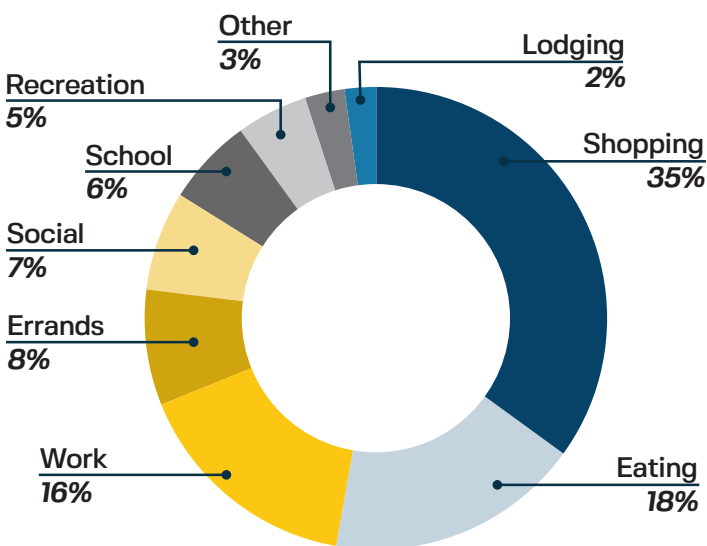
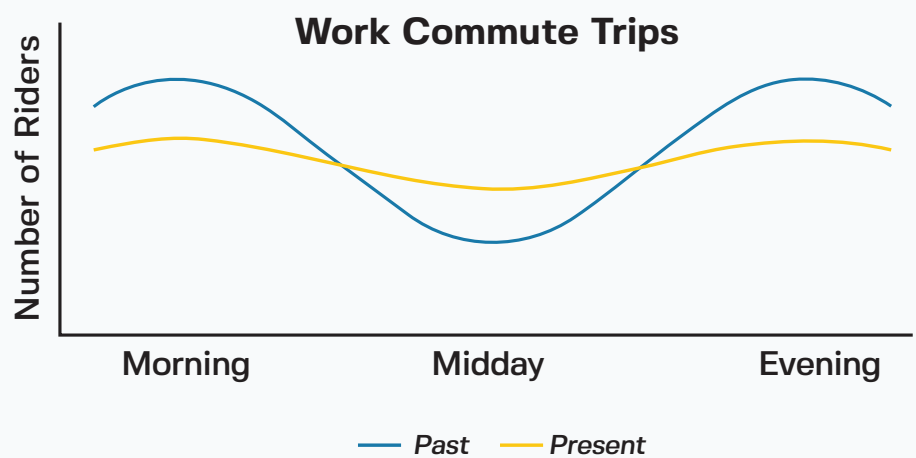


Source: FDOT Source Book



Transit has traditionally served work commute trips during peak hours.

However, transit no longer predominately serves that purpose, especially in the post-pandemic era.



Source: 2022 Replica Data

Instead, transit riders are primarily traveling for family/personal business and social/recreational purposes.

This type of travel generally requires more flexibility, which poses a challenge for riders using transit services to make these trips. This compels transit providers to adopt a more on-demand approach to meet riders' changing needs.



Urban Transit

2020 PERFORMANCE SUMMARY

Passenger Trips	155,758,436
Revenue Miles	137,250,007
Revenue Hours	9,249,752
Route Miles	15,528.6
Average Fare	\$0.87
Farebox Recovery	9.80%

Source: 2021 Florida Transit Information and Performance Handbook



Florida residents' access to fixed route transit service has been steadily growing

82% of Florida's population lives within the total service area of fixed route transit

60% of Florida's population lives within a 1/2 mile of fixed route transit



Transit systems are striving to enhance the services being provided

Florida's transit fleet has been **steadily increasing** in recent years

80% of transit vehicles are being used during peak service



Despite this effort, transit ridership in Florida has continued to decline over the past five years

Transit ridership in Florida has decreased by **96 million trips**

Span of service (17.5 hours) and average trip length (5.9 miles) have shown a **slight decrease**



Transit systems are continuing to operate at a deficit.

The statewide operating deficit has been increasing each year.

2016	\$921,069,969
2017	\$1,015,123,899
2018	\$1,031,449,564
2019	\$1,053,301,521
2020	\$1,206,448,401

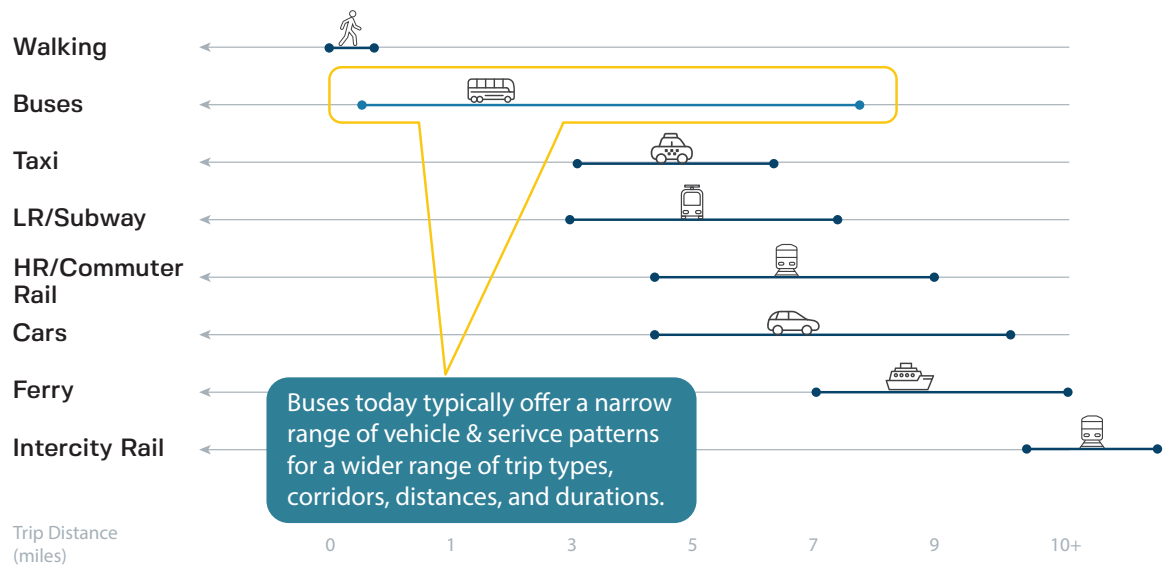
Source: Public Transit Information and Performance Handbooks (2017, 2018, 2019, 2020, 2021)

These issues are creating an urgent need for Florida's transit systems to reevaluate their approach to providing service in a changing travel environment and adapt to their riders' evolving needs. Studies indicate the time it takes transit to reach its destination, coupled with the transit service area not covering trips from origin to destination, has resulted in people choosing emerging mobility modes (like transportation network companies and micromobility providers) over traditional transit in the large metropolitan areas where this service is concentrated. **These challenges provide an opportunity for Florida's transit systems to reassess their relationship with TNCs and micromobility vendors to begin viewing them as potential partners to increase transit ridership. TNCs and micromobility could fill a need in providing first/last mile service to connect more riders to existing transit services.** Transit systems have an opportunity to invite them into the fold to reinforce and reimagine the transit network as it currently stands.

Modal Options by Trip Distance



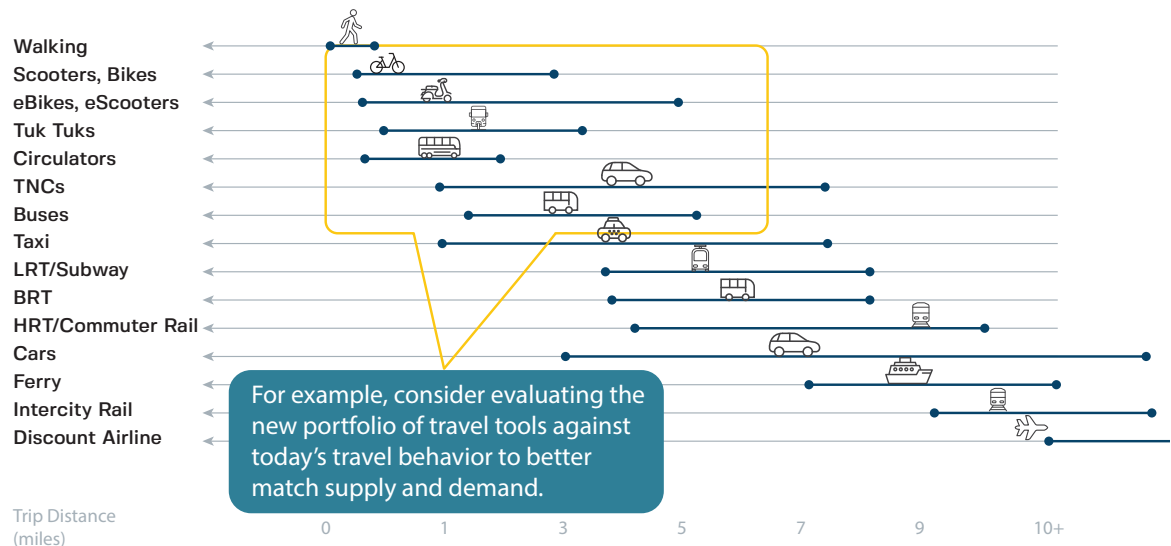
Past



Modal Options by Trip Distance



Present





Rural Transit

2021 PERFORMANCE SUMMARY

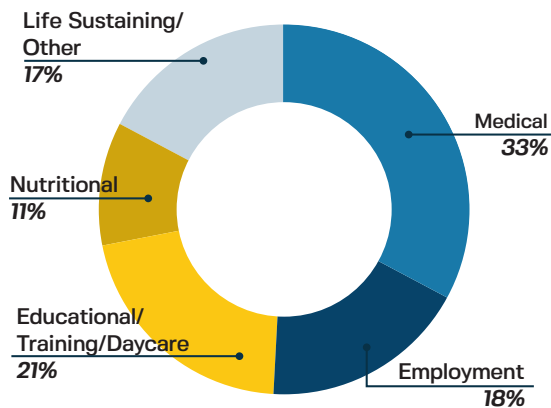
Passenger Trips	7,075,729
Vehicle Miles	59,227,853
Cost per Trip	\$35.91
Cost per Mile	\$4.29

Source: Florida Commission for Transportation Disadvantaged 2020-2021 Annual Operating Report



Rural transit systems generally travel longer distances for demand response trips to connect their riders with medical services, education, job opportunities, and other life-sustaining activities. The longer trip distances, coupled with a continuing decrease in ridership, have resulted in a higher cost per trip for rural transit systems.

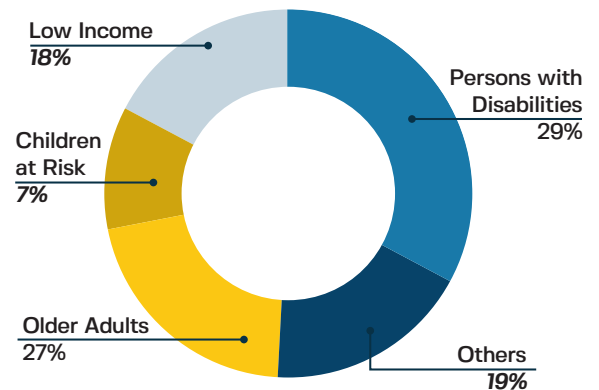
TRANSPORTATION DISADVANTAGED TRIPS BY PURPOSE



Source: 2021 Annual Performance Report - Florida Commission for Transportation Disadvantaged, 2022

Most transit trips in rural areas are for medical purposes, such as dialysis or specialty care, followed by educational/training/daycare trips.

RURAL RIDERSHIP DEMOGRAPHICS



Source: 2021 Annual Performance Report - Florida Commission for Transportation Disadvantaged, 2022

Rural transit riders are more transit-dependent to reach these services due to factors such as age, disability, or low income.



On-demand bus services powered by apps and algorithms from tech companies are gaining momentum in rural areas. However, the digital divide in rural areas must be addressed in order to enable technology solutions.

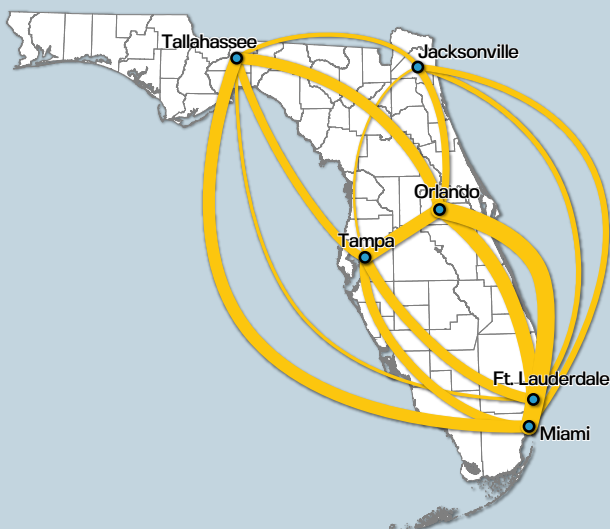


Intercity Bus

Intercity bus services are significant for ensuring rural communities remain connected to the rest of the nation. These services operate fixed route services between urban areas not close in proximity with limited stops. Traveling long distances on buses has gained popularity in Florida over the decades. The transport of people from city to city using buses can be a cost-saving alternative mode compared to auto or air transportation. Intercity bus services are generally operated by private, for-profit companies, often resulting in competition which drives down consumer prices.



Approximately 2 million annual trips were made each year in Florida prior to the pandemic. The map shows the desire lines of these trips between city pairs.



Intercity bus services experienced a sharp decrease in ridership similar to the fixed route and demand response modes due to the Covid-19 pandemic.

As intercity bus providers attempt to regain momentum in the post-pandemic era, they are looking to expand their ridership by creating amenities that attract more choice riders:

- ▶ Limited and/or reserved seating
- ▶ Motion-canceling seats
- ▶ Food and drinks
- ▶ On-board attendants
- ▶ Wi-Fi
- ▶ Luxury bathrooms

Intercity bus services can potentially become more attractive for “too far to drive and too close to fly” travel markets if connectivity with other modes, especially last/first mile travel options, is enhanced.



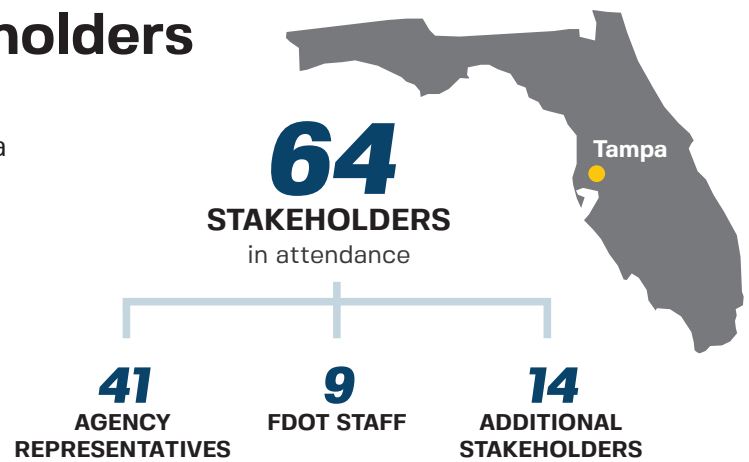
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STAKEHOLDER OUTREACH

Florida's Mobility Stakeholders

FDOT invited Florida's public transit systems to participate in the inaugural meeting of the Florida Mobility Stakeholders held on August 4, 2021, at the Embassy Suites USF in Tampa, Florida.

The Florida Mobility Stakeholders group was assembled to participate in an open discussion related to public transit's existing challenges to enhance mobility for Florida's residents and visitors in the future. The meeting served as a kickoff to a series of listening sessions held in regional locations around the state.



The group was tasked with openly discussing public transit as it exists in Florida today, as well as visions of what public transit should be in the future. FDOT is pursuing a customer-driven approach to enhancing mobility in communities large and small. **The following summary outlines the questions presented to the attendees and a sample of the responses provided:**

1 How do you define Mobility?

- ▶ Access to opportunity
- ▶ Provide alternative to meet needs
- ▶ Ability to get to destination
- ▶ Mobility equity – serve everyone
- ▶ Freedom to move without friction or barriers
- ▶ Allow for innovation
- ▶ Ability to get somewhere when you want to get there
- ▶ Affordable

2 What are the barriers preventing mobility and customer centric transit?

- ▶ Political will
- ▶ Flexibility on front end prevents need for later forgiveness
- ▶ Nimbleness – regulatory procurement rapid response
- ▶ Reluctance to change
- ▶ Antiquated ways of thinking
- ▶ Local partners may not have capability. Meet them where they are.
- ▶ Manpower
- ▶ Funding
- ▶ Rulemaking

3 Does availability of more money provide opportunity to do things differently?

- ▶ Yes, but funding frozen for years (since 2010)
- ▶ Some funds must go to operations
- ▶ Now everyone wants a piece of that money – consultants, other agencies. Who deserves it?
- ▶ Reality vs. Perception
- ▶ If you set aside money, you might lose those funds - yet perception of windfall sticks

4 Has relief funding created the perception that there is plenty of funding for public transportation?

- ▶ Takes work to emphasize/support serving community needs
- ▶ Focus on recovery
- ▶ Provide realistic solutions
- ▶ Statewide marketing campaign to woo customers back
- ▶ Agency staff were recognized as frontline employees, essential personnel (i.e., law enforcement, fire department, etc.). This acknowledgement gave motivation to the hearts of operators and staff and shaped a narrative to tell the public transit story

5 If money was not an issue, what would transit look like?

- ▶ Housing subsidy for operators to help offset staging challenges
- ▶ Need high frequency fast service all day every day
- ▶ Innovation – supply a reason to ride transit
- ▶ Transit needs to be part of economic development vision e.g., exclusive transit lanes – permanent service opportunity – households go to one car
- ▶ Considering on-demand rather than fixed-route service
- ▶ High frequency fast service all day every day

6 Are traditional services meeting customer needs?

- ▶ Who rides? – essential employees
- ▶ Services should fit needs
- ▶ Retrofit vehicles to allow for luggage, strollers, groceries, etc.
- ▶ What about transporting pets?
- ▶ Convenience + speed > comfort
- ▶ Core customers' needs have changed less

7 In the “new normal” what service mix will your community need?

- ▶ Frequency on core routes
- ▶ Expanded fixed-route service, more money, better headways
- ▶ Battery electric vehicles and infrastructure
- ▶ Commuter rail
- ▶ Bikeshare and scooters
- ▶ BRT – more exclusive lanes for transit
- ▶ Microtransit – first and last mile connections
- ▶ Mobility On Demand
- ▶ MaaS – Mobility as a Service
- ▶ Multimodal centers at airports
- ▶ Using paratransit for service delivery for housing, vaccine, daycare, food pantry
- ▶ Dedicated lanes for transit
- ▶ Safe golf cart/tram

8 How to incorporate safety in new initiatives, new service, e.g., micro-transit, TNCs, etc.?

- ▶ New 14-90 rule should encompass all modes under transit umbrella. This would be a flexibility improvement
- ▶ Federal model is only model
- ▶ Customer choice model

9 What should transit agency safety responsibility be?

- ▶ Transit compared with TNCs and micro mobility that have fewer safety requirements
- ▶ Example – van pool – safe maintained vehicle
- ▶ Transit does a risk assessment of private provider
- ▶ Difficult for transit agencies to do a risk assessment for TNCs regarding vehicle maintenance
- ▶ Driver training
- ▶ State insurance requirements
- ▶ FDOT should set a minimum baseline
- ▶ Suggest FDOT remove TNCs from 14-90

10 What obstacles does using public funding present?

- ▶ Paperwork
- ▶ Legislative-imposed restrictions
- ▶ Planning 5 years out
- ▶ Service disruption (some projects end within three years)
- ▶ Work Program process thwarts nimble responsiveness
- ▶ Funding Silos – transit agency needs to be able to flex dollars
- ▶ Elderly and ADA passenger accommodation
- ▶ Risk assessments

11 What obstacles does using public funding present?

- ▶ Mobility on-demand in rural community
- ▶ Service development grants –How to continue service after funding runs out.
- ▶ Block grants

12 What public sector agencies does FDOT need to partner with?

- ▶ Housing/daycare – multi agency support
- ▶ Meals-on-wheels food delivery
- ▶ Programs for developmental disabilities
- ▶ Healthcare programs
- ▶ Coordinate with other agencies that have capital projects to not compete for same contractors/vendors/suppliers
- ▶ County & city planning department
- ▶ Dept Economic Opportunity
- ▶ Dept Children and Families

Rail and Transit Listening Sessions

The purpose of the listening sessions was to give transit systems and FDOT staff an opportunity to provide feedback on how they feel transit should function as part of an integrated, statewide, and regional network and to share their ideas for overall system improvement. Attendees were presented with a map of their respective districts and asked to use markers to draw where new routes and facilities are needed and where there are existing safety concerns.



The listening sessions took place on the following dates:

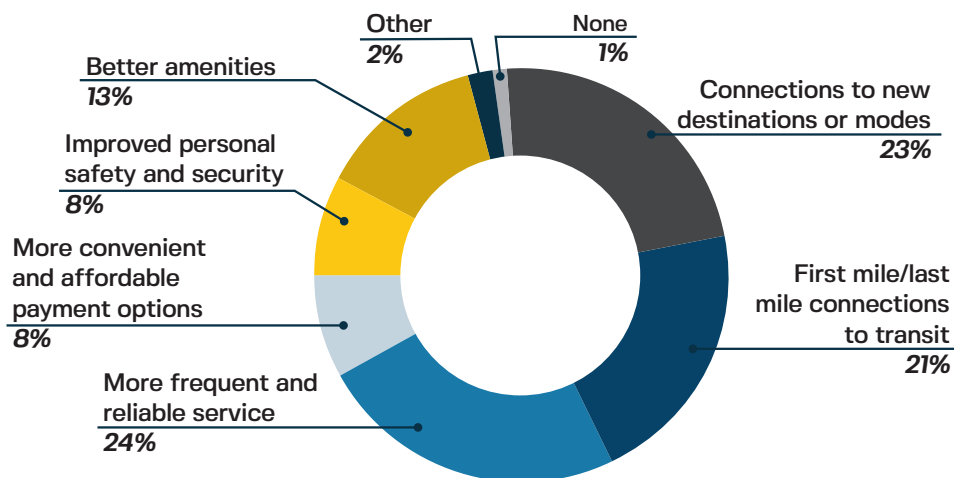
MAR 29	APR 6	APR 7	APR 12	APR 13	APR 26	JUNE 16
Jacksonville FDOT District Two Headquarters Training Room 1:00 PM - 4:00 PM	Lakeland Magnolia Building 9:00 AM - 12:00 PM	Longwood Longwood Community Building 9:00 AM - 12:00 PM	Ft. Myers Riverside Community Center 9:00 AM - 12:00 PM	Aventura Miami Aventura Brance Library 1:00 PM - 4:00 PM	Marianna Jackson County Agriculture Center 9:00 AM - 12:00 PM	Statewide Closing Virtual GoToWebinar 4:30 PM - 6:30 PM
23 attendees	26 attendees	35 attendees	25 attendees	58 attendees	34 attendees	134 attendees



Key Takeaways

Several recurring themes emerged during the listening sessions which included:

- ▶ Prioritizing transit - dedicated bus lanes, express bus routes
- ▶ Land use guidance and growth management planning - incentivizing developers to front transit costs
- ▶ Increasing frequency and reliability of service, shorter headways, longer service hours, improve efficiency
- ▶ Improving connectivity - new routes, regional hubs, connections to other modes, and first/last mile connections
- ▶ Technology - information sharing, mobility on demand, ticket interoperability, coordinated statewide transit/transportation app, electrification of BRT
- ▶ Partnerships and coordinated planning efforts between transit agencies, local governments, RPCs, and human service agencies
- ▶ Accessibility - paratransit/ADA, shuttles, easy fare system, options for elderly
- ▶ Changing travel behavior – transit must be more convenient
- ▶ Addressing perception of transit (civic education, awareness, marketing) and making transit more convenient to change travel behavior
- ▶ Need for more funding/resources
- ▶ Specific route suggestions





7

CHALLENGES, OPPORTUNITIES, AND STRATEGY RECOMMENDATIONS



Urban Transit



Challenges

- ▶ Traffic congestion during peak hours may be affecting transit systems' on-time performance.
- ▶ There are a limited number of existing highway corridors and a lack of direct paths to population centers to accommodate the growth in urban areas. There are also challenges with land use not being conducive to transit.
- ▶ Most existing transit funding for urban areas is generated by formula allocations. There is a lack of existing funding to cover premium transit options, such as high-capacity premium transit corridors, dedicated transit lanes, transit signal priority, Business Access and Transit (BAT) lanes, etc.

Opportunities

- ▶ Establishing new partnership opportunities to provide riders with first and last mile connections to existing transportation services.
- ▶ Developing new funding opportunities aimed at providing more sustainable and environmentally friendly transportation options.
- ▶ Emerging technologies that provide real-time trip data that can assist agencies with providing more efficient transportation services and technologies that can connect riders with more transportation options.



Strategy Recommendations



Enhance coordination with transit agencies, MPOs, local governments, and other stakeholders through:

- **Providing greater involvement with local planning staff and in plan development** – establishing opportunities for collaboration and partnerships to expand public transportation, such as facilitating more interagency cooperation opportunities between adjacent cities, counties, MPOs, and transportation authorities.
- **Closing connectivity gaps across jurisdictional boundaries and county/jurisdictional level funding silos** – connecting transit systems in adjacent counties, such as sharing bus stops and/or using rideshare services to close jurisdictional gaps between counties.
- **Coordinating with stakeholders to provide high-capacity and high-frequency service that supports access to critical destinations** – coordinating with stakeholders and other transportation partners, such as planning organizations, to help transit providers improve transit service by modifying routes and frequency of service to provide more connections to areas with greater opportunity. The needs of vulnerable and underserved populations, as well as choice riders, should be considered during this process.



Encourage regionalism by:

- **Supporting efforts to increase regional connections** – coordinating the allocating of costs between transit systems for regionalism efforts and developing new funding opportunities for cross county efforts.
- **Building upon the success of existing regional public transportation projects** – developing a regional system model and guidance that can be customized based on the unique needs of the region.
- **Evaluating the performance of the current park-and-ride programs** – studying the utilization of existing park-and-ride locations, infrastructure, and services.
- **Identifying new locations for park-and-ride/shared-ride/mobility hubs through analysis and stakeholder coordination** – identifying potential sites for new park-and-ride/shared-ride infrastructure and services that could help reduce the number of personal vehicles on the road by connecting more people with access to good transit systems.
- **Coordinating with rural public transportation providers to service these park-and-ride facilities/shared-ride/mobility hubs** – reducing the number of single rider services and/or trips crossing county lines by expanding the number of providers that service park-and-ride lots.



Include High-Capacity Premium Transit in Integrated Mobility Corridors by:

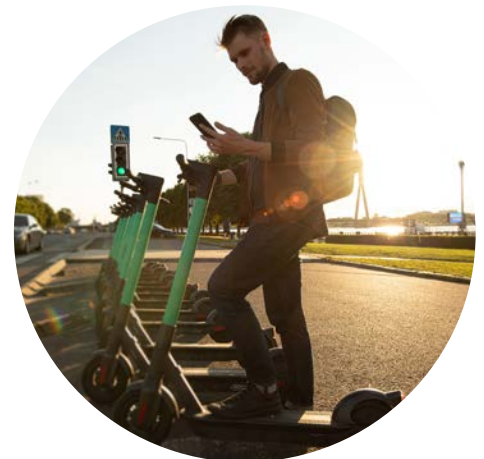


- **Identifying and funding the development of high-capacity premium transit corridors within Florida’s metropolitan areas** – locating areas with high population densities to establish and fund premium transit options, such as BRT and rail transit.
- **Better coordinating highway and transit improvements** – supporting high-capacity premium transit corridors, such as creating dedicated transit lanes, transit signal priority, queue-jumping, and BAT lanes.
- **Working with local agencies to develop supportive strategies** – coordinating local policies and project planning efforts to support areas with high-capacity premium transit corridors.



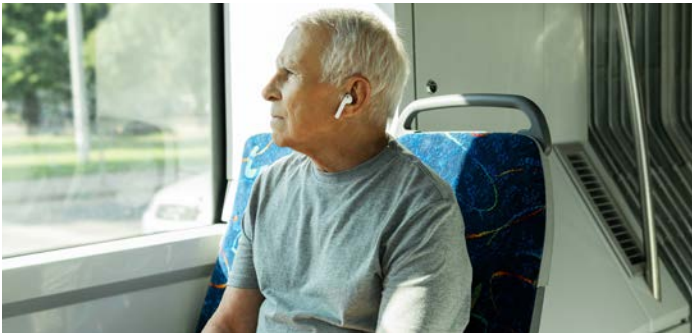
Integrate technology and emerging mobility by:

- **Researching new technologies and supporting pilot projects that have research components to ensure sharing of lessons learned and identifying use cases to advance mobility** – evaluating results of pilot projects and new technology use and sharing these outcomes and lessons learned to improve future utilization.
- **Establishing standards and guidance for emerging technology** – ensuring that emerging technology, such as micromobility, microtransit, Transportation Network Companies (TNCs), and Autonomous Connected Electric Vehicles (ACES), are operating safely in Florida.
- **Removing barriers to support innovative Mobility as a Service (MaaS) projects throughout the state** – identifying barriers that could potentially prevent MaaS projects from being successful and implementing solutions to those barriers to support these services throughout the state.





Rural Transit



Challenges

- ▶ Rural transit systems have limited revenue sources due to funding allocations based on low population density for these areas. This impacts their ability to provide competitive salaries and retain agency staff.
- ▶ Rural transit systems generally travel longer distances for trips, thus incurring higher costs per trip to connect their riders with quality medical, employment, and other life-sustaining resources located in other cities or counties. Trips are prioritized to provide rides for the most immediate needs, such as medical trips, and oftentimes cannot generally support other types of rides that further enhance quality of life.
- ▶ As rural areas continue to face rapid population growth, transit systems struggle with accommodating the evolving travel demands while also supporting their existing residents' needs. Rural areas also have an aging population that will increase future demand for transportation services for these residents to help them remain independent.

Opportunities

- ▶ Developing funding opportunities to support and incentivize projects that encourage regionalism, resource sharing, and expanding existing rural transportation services.
- ▶ Coordinating efforts between rural transit systems to reduce barriers and provide transportation services beyond the traditional medical and senior transportation markets.
- ▶ Conducting deep dive studies into travel behavior in rural areas using new technological resources, such as Replica, that can be used to coordinate and expand existing transit services.

Strategy Recommendations



Enhance access to activity centers, facilities and services by:

- **Understanding the needs of rural areas and agencies** – such as coordinating with the Florida Commission for the Transportation Disadvantaged (CTD), who have a deep comprehension of the needs and service gaps in these areas and/or conducting studies of ridership trends, service gaps, and travel behavior in rural areas to better understand the transportation market.
- **Coordinating with the Commission for the Transportation Disadvantaged** – Identifying opportunities for synchronizing efforts, such as coordinating the FTA Section 5311 and CTD funds to directly address transit needs in rural areas.
- **Developing new partnerships between agencies, private organizations, and other stakeholders** – addressing the high cost per trip in rural areas by implementing alternate transportation services, such as mobility on demand service, to fill service gaps and improve the efficiency of services in these areas.
- **Ensuring opportunities for underserved communities/ vulnerable populations to access employment, education and critical services** – providing outreach to these communities to address gaps in service needs that may improve quality of life and access for those that are not currently being well served.



Encourage regionalism by:

- **Facilitating a regional approach to resource management (shared facilities, fleet, etc.)** – encouraging infrastructure and resource sharing for multiple counties, such as fleet sharing and facility sharing, to reduce financial burdens for transit systems crossing county lines.
- **Assisting with developing interagency partnerships** – reducing barriers for rural transit systems by encouraging the coordination of trips that require crossing multiple counties to bring riders to their destination.



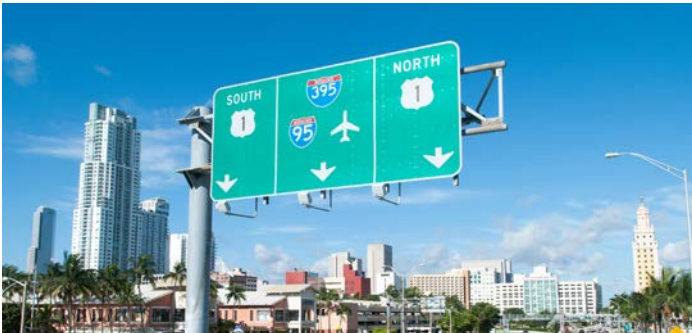
Expand service levels of rural transit by:

- **Broadening eligibility requirements of state programs to include rural agencies** – modifying eligibility requirements for state programs to include more CTCs and non-profit agencies that could utilize those funds to improve or expand their services.
- **Evaluating alternative service delivery options, including on-demand transit** – considering the use of alternate service options, such as ride share services, to supplement existing rural transit services by increasing the number of destinations and reducing wait times.
- **Supporting rural transit system projects and programs** – providing discretionary grants to assist rural transit systems with improving the services they are able to provide to their riders.





Intercity Bus



Challenges

- ▶ Intercity bus services are provided by private parties, the Department plays a limited role in the visioning and implementation of such services.
- ▶ Federal funding for intercity bus service is provided under the Section 5311(f) funding program, and is matched with state funding. Language in Florida Statutes currently restricts program eligibility to a very limited number of intercity bus providers.
- ▶ Expanding services to rural areas is not a priority for private operators from a return on investment perspective.

Opportunities

- ▶ Including intercity bus facilities and coordination in the planning or redesign of intermodal transportation facilities throughout the state.
- ▶ Supporting the connection between local transit routes and the larger regional or national system of intercity bus service.
- ▶ Supporting the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in intermodal facilities.

Strategy Recommendations



Develop an intercity bus vision by:

- **Defining the role of the Public Transit Office in the provision and support of intercity bus service** – evaluating and potentially modifying the Department’s current role as it relates to supporting intercity bus service in Florida.
- **Determining the impact of changing statutory language to expand opportunities to other providers** – broadening eligibility requirements for intercity bus service to include additional providers.



Encourage co-location with other modes by:



- **Including intercity bus considerations in the planning for intermodal transfer and park-and-ride facilities** – expanding the reach of intercity bus service through co-location of intercity bus terminals with intermodal transfer facilities and park-and-ride lot infrastructure.
- **Supporting emerging mobility integration for first mile/last mile connectivity** – coordinating with TNCs to provide first mile/last mile service to connect riders to existing intercity bus service locations in an effort to improve their access to these services.



Identify service gaps and opportunities for expanding intercity bus services by:

- **Evaluating intercity movement within the state and identifying needs** – identifying areas that could benefit from improved access to intercity bus service.
- **Coordinating with local agencies, intercity bus providers, and others to develop new service delivery options** – broadening the network by connecting transit systems with intercity bus facilities to take advantage of existing capacity.





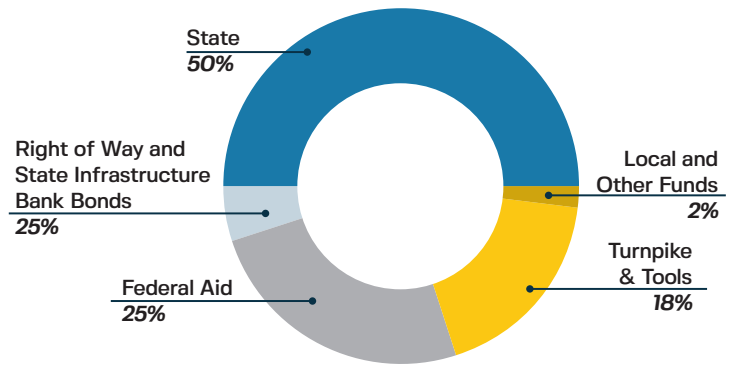
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FUNDING

Funding Facts

- \$** Florida has the 4th largest transportation budget in the nation.
- \$** Florida is less reliant on federal funding than other states.
- \$** FDOT has a diversified revenue portfolio, in which state funding makes up most of the revenue distribution.

FDOT Public Transit Budget Sources



Source: Florida Department of Transportation's 5-Year Work Program, 2021

Transit Funding

When it comes to funding projects, transit systems have a variety of federal and state funding sources to assist them.

Federal Funding Programs

- ▶ Metropolitan Planning Program (49 U.S.C. Section 5305(d))
- ▶ Urbanized Area Formula Program (49 U.S.C. Section 5307)
- ▶ Small Transit Intensive Cities (apportionment when eligible rolled into 5307) (49 U.S.C. Section 5336(j))
- ▶ Growing States and High-Density States Program (apportionment included in 5307) (49 U.S.C. Section 5340)
- ▶ Bus and Bus Facilities Program (49 U.S.C. Section 5339)
- ▶ Major Capital Investment Grants over \$400 Million (New Starts Program) (49 U.S.C. Section 5309(d))
- ▶ Major Capital Investment Grants under \$400 Million (Small Starts Program) (49 U.S.C. Section 5309(e))
- ▶ Formula Grants Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. Section 5310)
- ▶ Formula Grant for Rural Areas (49 U.S.C. Section 5311)
- ▶ Flexible Funding Programs

Note: Refer to New Funding Opportunities section for additional federal funding sources





State Funding Programs

- ▶ Commuter Assistance Program
- ▶ County Incentive Grant Program (CIGP)
- ▶ Intermodal Development Program
- ▶ New Starts Transit Program (NSTP)
- ▶ Park-and-Ride Lot Program
- ▶ Public Transit Block Grant Program
- ▶ Public Transit Service Development Program
- ▶ Transit Corridor Program
- ▶ Transportation Regional Incentive Program (TRIP)

Local and Private Revenue Sources

Transit systems have local and private revenue sources that are used to provide transit services in their designated area and/or to match federal and state funds.

- ▶ Ad Valorem (Property Tax)
- ▶ Local Option Fuel Tax
- ▶ Transit Oriented Development/Value Capture
- ▶ Transportation Impact Fees
- ▶ Negotiated Development Agreements and Incentives
- ▶ Advertising and Other Public Private Partnerships
- ▶ Local Option Sales Tax



New Funding Opportunities

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was signed into law. The bill will provide over \$91 billion to fund public transit projects through formula and competitive grant programs nationally. This includes a 33% increase in Florida's transit formula funds in addition to several discretionary funding opportunities. These additional grant funds represent an opportunity to assist transit systems with implementing new projects that can improve the transportation services they provide.

\$91B

transit funds available over the next five years nationally



33%

increase in Florida's transit formula funds

PROGRAM	TYPE	FUNDED AMOUNT
Existing Formula Programs	Formula	\$68 Billion
Capital Investment Grants	Competitive	\$8 Billion
Low/No Emissions Bus Programs	Competitive	\$5.6 Billion
State of Good Repair Grants	Competitive	\$4.75 Billion
All Stations Accessibility Program (NEW)	Competitive	\$1.75 Billion
Rural Ferry Grant Program (NEW)	Competitive	\$1 Billion

In addition, transit projects are eligible for discretionary funding opportunities like Rebuilding American Infrastructure With Sustainability and Equity (RAISE), National Infrastructure Project Assistance Program (MEGA), and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) programs.

The legislation will impact public transportation in America's communities through four key priorities:



Equity - Improving transit services for underserved communities and vulnerable populations that seek to connect them with opportunities that enhance their quality of life, such as education, employment and other critical needs. Projects that bring new transit service to these populations, or improving service to these areas, will be prioritized by the current administration.



Climate - Replacing thousands of transit vehicles with cleaner, greener vehicles. Low to no emissions vehicles, as well as installing the appropriate infrastructure to serve and maintain these vehicles, will be a priority of the current administration. Projects that include the purchase of vehicles, equipment, and facilities that support low to zero emissions vehicles are likely to be advanced once planning and preparation for the transition have been properly addressed.



Modernization - Advances in technology have resulted in the need for similar advances in transit. Modernizing bus fleets with new technology will assist transit systems with meeting the evolving needs of its customer base. Projects that support innovation and development activities will likely be prioritized. This includes collaborating with partners that were once viewed as competitors to create a new mobility vision that incorporates multimodal transportation services and options that help get people get where they need to go in an efficient manner.



Transit Oriented Development - Supporting transit at the planning level is critical to creating communities and environments that are conducive to utilizing these services. Though complex, the development of safe, walkable communities that also encourage the use of transit will likely be prioritized by the current administration. This includes projects that advance complete streets, site specific plans, infrastructure improvements and/or bicycling and pedestrian facilities.



Funding Strategy Recommendations

Continue to utilize state and federal funding sources to support service by:

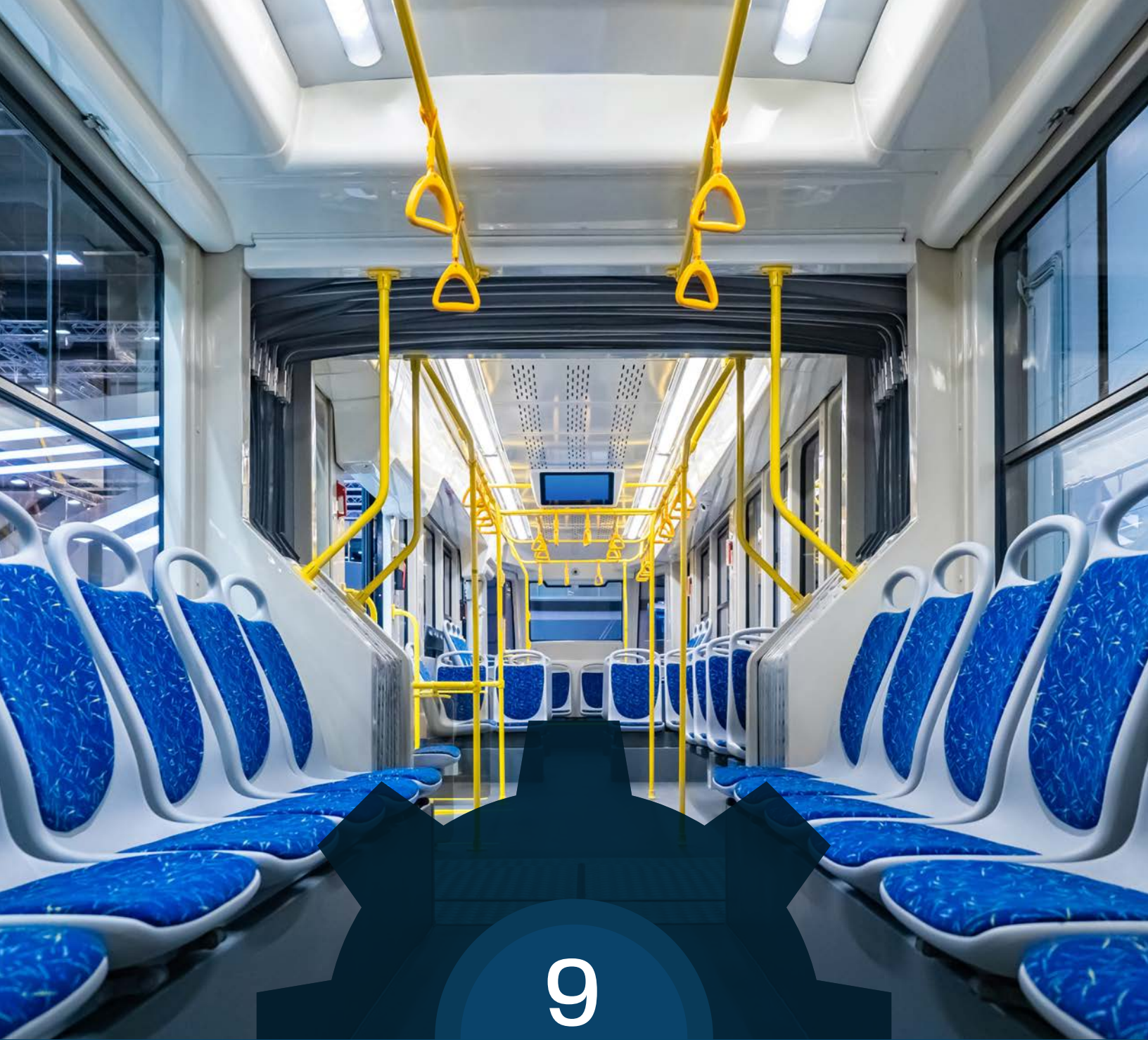
- ▶ Providing capital and operating assistance for urban urban public transportation, rural public transportation, and intercity bus systems;
- ▶ Supporting agencies as they apply for federal discretionary funds; and
- ▶ Creating a funding toolbox and developing a pipeline of projects to establish demand for FTA Capital Investment Grants and FDOT State New Starts Program funds.

Promote funding flexibility by:

- ▶ Taking advantage of flex funding opportunities in federal transportation programs when needed to address local transportation priorities;
- ▶ Leveraging opportunities established by current Florida Statutes; and
- ▶ Expanding the definition of projects eligible for different funding programs to include additional types of public transportation projects.

Pursue additional funding sources by:

- ▶ Leveraging additional formula funds through IIJA funding to enhance existing transit services;
- ▶ Pursuing discretionary federal funding for premium transit projects;
- ▶ Assisting local governments in developing funding strategies to support high-capacity and premium transit projects;
- ▶ Exploring expansion of the use of toll revenues collected on managed lanes projects to support the capital needs and operation of express bus services; and
- ▶ Creating new funding opportunities to support rural providers (Example - create rural funding at the state level by providing a state match to 5311 grant funds.)



9

ORGANIZATIONAL NEEDS

ORGANIZATION STRUCTURE AND RESPONSIBILITIES

FDOT is a decentralized agency. The Central Office establishes departmental policies, rules, procedures, and standards and ensures uniform compliance and quality performance by the districts and central office units that implement transportation programs.

Key Responsibilities of the FDOT Central Office

Grants Administration

- ▶ Federal Grant Programs
- ▶ State Grant Programs
- ▶ Procurement
- ▶ Title VI Program
- ▶ Compliance Monitoring
- ▶ Technical Assistance

Transit Operations and Safety

- ▶ State Bus Fleet Program and Maintenance
- ▶ Transit Bus Safety and Security
- ▶ Transit Fixed Guideway Safety and Security
- ▶ Substance Abuse Management
- ▶ Emergency Response
- ▶ Research and Contracts
- ▶ Compliance Monitoring
- ▶ Technical Assistance
- ▶ Training

Transit Planning

- ▶ Transit Planning and Policy
- ▶ Transit Facility Design
- ▶ Transit and Technology
- ▶ Transit Information and Performance Management
- ▶ Transit Research
- ▶ Commuter Assistance Program
- ▶ Florida Rural Transit Assistance Program

Potential Staffing Needs

Planner to focus on passenger rail/transit coordination

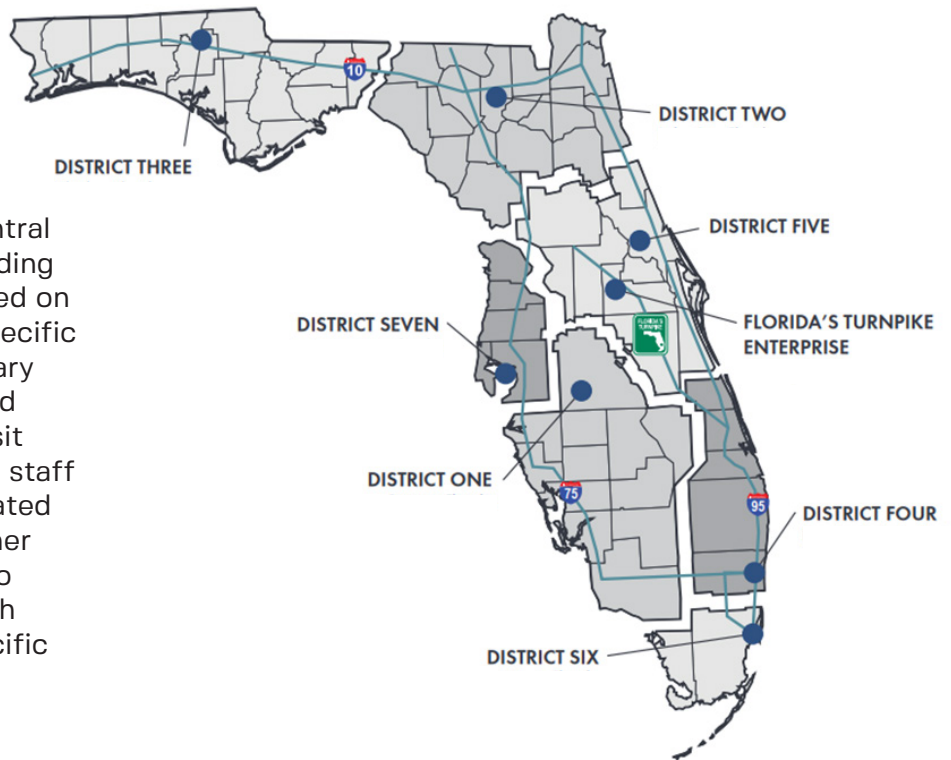
Financial Oversight Compliance

Transit Construction Manager

Innovative Finance Expertise

FDOT Districts

Each of the seven District Offices operates autonomously under the Central Office umbrella with the goal of providing efficient oversight of their region based on a comprehensive knowledge of the specific services and needs. District Offices vary in their organizational structure related to staffing and administration of transit responsibilities. One model is for each staff member to manage certain transit related programs for the entire district. Another model allows for each staff member to cover all transit related programs, each with responsibilities for different specific agencies and geographic areas.



Strategy Recommendations

Develop resources at a statewide, regional (multi-District), and District level by:

- ▶ Identifying training opportunities to help transit staff enhance their subject matter expertise in all phases of project lifecycle and emerging technology/mobility;
- ▶ Helping FDOT staff outside of the transit programs to better understand the Department's transit functions and processes, and identifying opportunities for collaboration;
- ▶ Working together with other offices on joint highway/rail/transit programs and projects; and
- ▶ Utilizing consultant and university program support to expand FDOT's expertise and pool of multi-disciplinary resources.

Align the organizational structure of the Public Transit Office with the new mobility vision by:

- ▶ Enhancing coordination with passenger rail efforts to ensure first and last mile connections and an integrated statewide network;
- ▶ Considering the need for seamless connections with other modes, such as bicycle/pedestrian and emerging modes like TNCs;
- ▶ Evaluating and enhancing existing position descriptions; and
- ▶ Identifying the need for additional positions at a statewide, regional (multi-District) and/or District level.



10

PARTNERSHIPS



The advancement of Florida’s public transit network requires FDOT to invest technical and financial resources to support statewide, regional, and local partnerships in both the public and private sectors. Continuous collaboration during the transportation planning, programming, and project delivery processes builds stronger partnerships that result in more efficient and effective implementation of transportation projects to meet local needs. Partnerships and collaboration also support the integration of land use and transportation at the regional level.



Federal Partners

The federal government provides funding to FDOT through agencies, such as the Federal Transit Administration, Federal Highway Administration, Federal Rail Administration, Environmental Protection Agency, and Department of Housing and Urban Development. These agencies work alongside MPOs and the FDOT to pass transit legislation, provide reporting guidance, and support projects at the state level. Continuing to strengthen federal partnerships allows access to additional capital and operating revenues for transit agencies and supports transit development.



State Partners

Interstate partnerships are critical for the development of intercity travel. Partnerships allow states to increase regional coordination and knowledge sharing. Increased coordination between states allows FDOT an opportunity to obtain best practice information from other projects and potentially piggyback on technology or other transit related contracts. FTA encourages grantees to enter into state and local agreements for the procurement of common goods and services to foster greater efficiency. Cooperative contracts are becoming increasingly popular at the federal, state, and local levels.

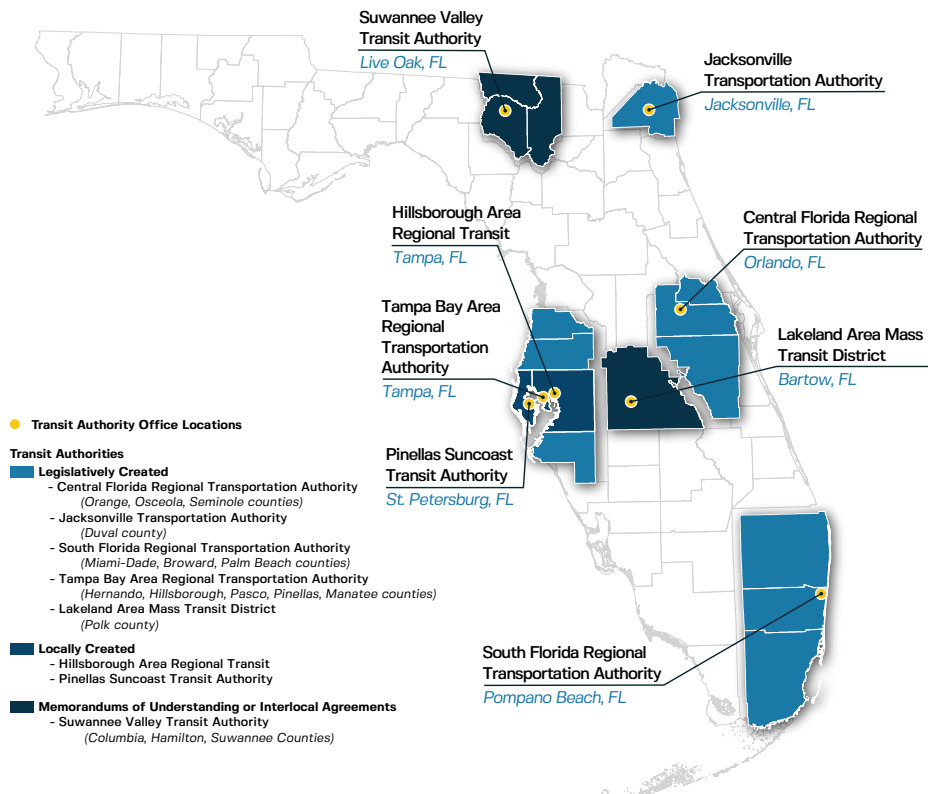


Regional and Local Partners

Transportation infrastructure needs and priorities are identified through planning initiatives, such as local visioning efforts, comprehensive plans, long range transportation plans, and mode-specific plans. Partnerships between FDOT and local governments advance local transportation initiatives in a unified effort, resulting in a more efficient project delivery process, maximizing funding options, and directly enhancing Florida’s communities.

Transit Authorities

In addition to the FDOT Central and District Offices, the Florida Legislature has established transit authorities that are tasked with owning, operating, maintaining, and managing the regional transit systems in their designated areas. Transit authorities are often governed by a Board of Directors comprised of representatives from each county or city in the region along with governor-appointed representatives. The entities represented in the transit authorities work together to create viable transportation systems and projects in their area.



Association Partners

- ▶ Florida Public Transportation Association (FPTA)
- ▶ Florida Commission for the Transportation Disadvantaged
- ▶ Center of Urban Transportation Research (CUTR)
- ▶ National Rural Transit Assistance Program (RTAP)
- ▶ National Transit Institute

Metropolitan Planning Organizations

The Florida Legislature has established 27 Metropolitan Planning Organizations that are tasked with developing intermodal transportation plans and programs in cooperation with state and public transit systems.

Public-Private Partnerships

As Florida looks to advance mobility services to meet evolving customer needs, it is necessary to develop new partnerships with private sector businesses, such as property developers, TNCs, and other mobility service partners.

Benefits of partnering with mobility providers, such as TNCs and bike/scooter sharing services:

- ▶ First- and last-mile connection services
- ▶ Support paratransit trips
- ▶ Microtransit
- ▶ Fill service gaps
- ▶ Parking congestion at stations
- ▶ Budget limitations

A transit system’s motivations for partnering with mobility providers may vary by agency and project but all share the overarching goal of increasing public transit ridership, reducing trip costs, and meeting customer needs.



In 2016, Pinellas Suncoast Transit Authority (PSTA) became the first transit agency in the country to subsidize TNC trips. In its Direct Connect program, PSTA subsidizes \$5 for TNC and local taxi trips to and from 24 selected bus stops, and this program serves as many as 1,000 riders every month.

Other cities in the U.S. are following suit by exploring cooperation between transit and ride sharing services.

Types of transit agency and TNC partnerships:

Monetary Investments



These partnerships involve monetary investments by a transit agency or the subsidization of rides with offers that are only available under specific conditions, such as certain geographic areas or the origin/destination of a trip ending at a transit agency station.

System Integration



These partnerships involve a collaborative effort between the transit agency and TNC that yields some type of integration (digital platform or otherwise) and/or a custom discount code. This serves as an indirect approach for transit agencies that may not wish to completely or partially subsidize TNCs. Examples of this type of partnership are DART’s mobile ticketing app, “GoPass” which allows passengers to purchase both public transit and Lyft rides, or TriMet’s integration of the city’s “RideTap” system that gives both public transit and Lyft transportation information.

Monetary Investment and System Integration



These partnerships involve both monetary investments/subsidization and integration of transit agency and TNC digital systems.



Strategy Recommendations

Align the statewide transit vision with partner initiatives by:

- ▶ Conducting stakeholder and public outreach to understand existing and potential customer needs and partner agency initiatives;
- ▶ Working with Florida's urban and rural transit agencies, the Florida Commission for the Transportation Disadvantaged, Florida Public Transportation Association (FPTA), and other stakeholders to support projects that implement the Department's statewide vision; and
- ▶ Forging new partnerships with emerging mobility providers.

Work with partners to support and expand transit service by:

- ▶ Joining with local government and regional transit agencies in pursuing federal discretionary grants;
- ▶ Involving developers and local governments in the development and support of TOD and value capture programs;
- ▶ Helping to fund major transit capital facility projects such as operations and maintenance facilities and transit terminals; and
- ▶ Removing regulatory barriers to partnering with emerging mobility providers.



11

ACTION PLAN



Near-term, mid-term, and long-term recommendations can be implemented within 1 year, 2 to 3 years, and 3 to 5 years, respectively. Although some of the mid-term and long-term recommendations can be initiated now, full implementation will require 2 to 5 years.



▶ Addressing Organizational Needs

Near-Term

- Align the organizational structure of the Public Transit Office with the new mobility vision and rebrand the office
- Develop transit resources at a statewide, regional (multi-District), and District level
- Work with the Office of Environmental Management, Office of Design, and other offices to better incorporate transit into project development, design, and other practices and standards



▶ Enhancing Partnerships and Outreach

Near-Term

- Develop a communication plan to engage all stakeholders, including the system users and general public, with the end goal of garnering support for public transportation
- Conduct stakeholder and public outreach to understand evolving customer needs, learn about partner agency initiatives, and inform them of FDOT's transit strategy and new opportunities
- Forge new partnerships with emerging mobility providers - identify partners, discuss collaboration opportunities, and enable implementation of innovative mobility projects (including pilot projects)
- Develop outreach efforts and build partnerships with Chambers of Commerce, Visitor and Convention agencies, Enterprise Florida, and other potential partners with vested interest in enhancing mobility
- Strengthen partnerships with local and regional planning agencies to support TOD efforts



▶ Advancing Projects and Funding

Mid-Term

- Develop a comprehensive and coordinated framework considering all funding options in order to guide the state's public transportation investments. Funding priority will be given to those projects that reflect a customer driven, multimodal approach to providing improved access. Reduce the number of program silos and increase funding flexibility
- Dedicate funding from the Corridor Development program for High-Capacity Transit Corridors
- Develop formal program procedures and establish a state funded path for premium transit projects through the State New Starts Transit Program
- Develop guidance to allow Districts to allocate up to 15% of their annual District Dedicated Revenue (DDR) funds for premium transit operating costs
- Coordinate with the SIS program regarding funding flexibility for premium transit projects
- Work with transit agencies to develop a list of premium transit projects for various funding opportunities
- Develop strategies with stakeholders to submit competitive applications for discretionary federal funding opportunities included in the Infrastructure Investment and Jobs Act (IIJA)
- Evaluate creating new funding opportunities to support rural providers, such as a rural block grant or match to FTA rural transit funding programs.



▶ Guiding Research and Planning

Long-Term

- Utilize the state transit strategy to meet the requirements of F.S. 341.041 (1) by identifying statewide needs, gaps, opportunities, and priorities consistent with the goals of the Florida Transportation Plan and federal policy emphasis areas, and to guide partner agency efforts
- Monitor transit service performance, create new performance measures in coordination with the Forecasting and Trends Office (FTO) and Florida Transportation Commission (FTC) that incorporate emerging trends and reflect evolving customer needs, and establish statewide performance targets
- Work with agencies to ensure they have GTFS data available to assist app developers with establishing programs that help customers to plan the entirety of their trip, make payments, etc. Also, consider developing compatibility requirements for app developers for universal fare payments
- Update Transit Technology Primer to include new mobility options and make it an easily accessible web-based tool
- Create Mobility Data Collaborative to enable data sharing with transit agencies and emerging mobility partners – work with the FTO, the Traffic Engineering and Operations (TEO) office, and the Transportation Data and Analytics (TDA) office
- Develop policy for selecting and prioritizing research projects



▶ **Enhancing Grants and Operations**

Long-Term

- Identify obstacles related to current and future funding categories
- Review and streamline funding programs, expand eligibility and flexibility, add language to the grant program procedures to address state priorities, emphasis areas, new project types, etc.
- Establish safety standards for microtransit vehicles
- Establish preventative maintenance standards for equipment used specifically for public transit mobility programs
- Establish a baseline to set a performance standard for Corrective Action Plans
- Develop maintenance services purchasing contract for sub-recipients

The FDOT Public Transit Office is poised to initiate the implementation of these strategies in order to adapt practices and serve changing customer mobility needs in practical, yet innovative ways.





**STRATEGIC
DEVELOPMENT**



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