

**2006  
Indian River County  
Transit Development Plan Report**

Prepared By:

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# Section 1

## INTRODUCTION

In 1995, the Indian River County Metropolitan Planning Organization (MPO) prepared its first Transit Development Plan (TDP), which covered Fiscal Years 1995/1996 through 1999/2000. That TDP described the area's transit needs for the next five years. The 1995 TDP was prepared to comply with section 341.052, Florida Statutes, which requires that transit providers who receive a Public Transit Block Grant (PTBG) must complete a Transit Development Plan.

In order to remain eligible for PTBG funds, the MPO has prepared major and minor updates to the 1995 TDP each year beginning in 1996.

This year, in response to guidance from the District, the MPO has implemented a streamlined format for its TDP update. While background information on routes, ridership, and fares will continue to be provided, the emphasis of this report will be on the essential requirements of 14-73.001 F.A.C. Those emphasis areas are:

- Past year's accomplishments;
- Analysis of discrepancies, if any, between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;
- Any revisions to the implementation program in the past year;
- Added recommendations for the new fifth year of the upcoming plan;
- Any revisions to the financial plan; and
- A revised list of projects or services needed to meet the goals and objectives.

## Section 2

# CURRENT TRANSIT SERVICE

This section summarizes the current transit services provided by the Indian River County (IRC) Council on Aging (COA). The COA has served as the Community Transportation Coordinator (CTC) for Indian River County since 1990. As the CTC, the COA provides and coordinates paratransit services and fixed-route transit services in Indian River County. Prior to 1994, the demand-response service had been the primary method of providing transportation for the TD population of the county. In 1994, a fixed-route service with point deviation service was established.

Since 1999, the IRC Council on Aging has operated its fixed-route services under the name Indian River Transit (IRT). The Council on Aging renamed the fixed-route system to differentiate the fixed-route services from demand-response services and to minimize the perception that services are only for the elderly. Several key changes have been made in the last five years. These include changing the appearance of buses and increasing the hours of operation. Fixed-route bus service is now provided on Saturdays on selected routes, and service is still free to all riders of all ages.

### FIXED-ROUTE SERVICE

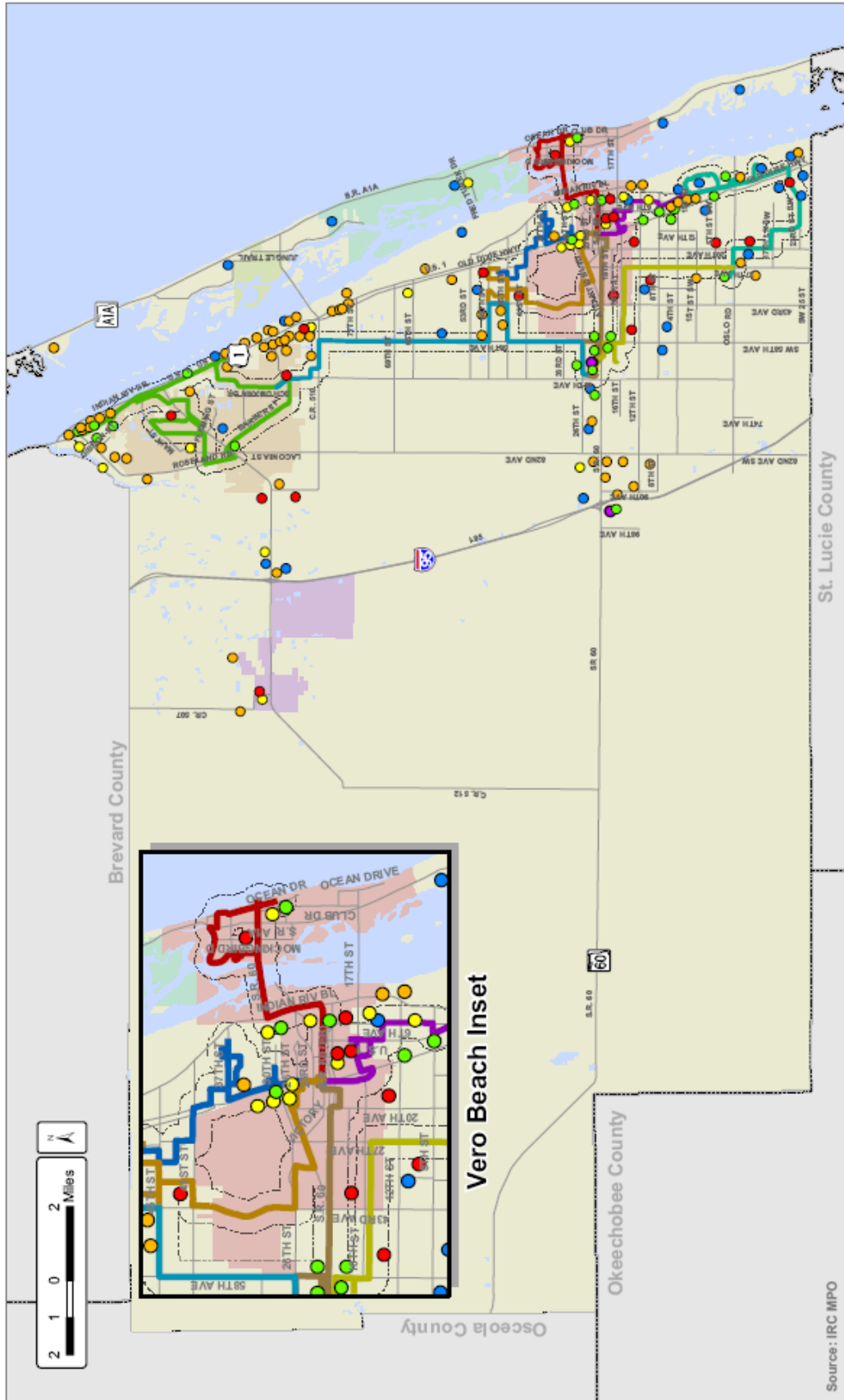
Currently, nine fixed routes operate in the county; the ninth route was added to the system in mid-2003. A description of each bus route is provided below. In addition, Maps 2-1 illustrates all fixed-routes in IRC.

**Route 1:** This route includes 16 runs on weekdays and 12 runs on Saturdays for riders between Pocahontas Park and Humiston Park. Service hours range from 8 AM to 5 PM on weekdays and 9 AM to 3 PM on Saturdays, excluding a one-hour gap from 12 PM to 1PM. Major activity centers served by this route include the Doctor's Clinic, Miracle Mile Plaza, Treasure Coast Plaza, Jaycee Beach Park, Indian River Memorial Hospital, Vero Beach City Hall, Post Office, Beachland Elementary, and Freshman Learning Center.

**Route 2:** This route includes 16 runs on weekdays and 12 runs on Saturdays for riders between Pocahontas Park and the Indian River Mall. Service hours range from 8 AM to 5 PM on weekdays and 9 AM to 3 PM on Saturdays, excluding the one-hour gap from 12 PM to 1PM. Major activity centers served by this route include the courthouse/library, Wal-Mart, Freshman Learning Center, and Indian River Mall.

**Route 3:** This route includes 16 runs on weekdays and 12 runs on Saturdays for riders between Pocahontas Park and the Gifford Health Center (eastside). Service hours range from 8 AM to 5 PM on weekdays and 9 AM to 3 PM on Saturdays, excluding a one-hour gap from 12 PM to 1 PM. Major activity centers served by this route include the Indian River Memorial Hospital, Guy Colley's Grocery, an oncology center, Downtown Vero Beach, Public Health Department, County Administration Building, Post Office, and Pickerilla Trailer Park.

**Route 4:** Currently includes 16 runs on weekdays and 12 runs on Saturdays for riders between Pocahontas Park and South Vero Plaza. Service hours range from 8 AM to 5 PM on weekdays and 9 AM to 3 PM on Saturdays, excluding the one-hour gap from 12 PM to 1 PM. Activity centers served by this route include



# Map 14-1

## Fixed Bus Routes and Transit Generators and Attractors



- Generators and Attractors**
- Development of Regional Impact
  - Major Residential Areas
  - Major Retail Shopping Centers
  - Major Service Centers
  - Mobile Home Parks and Developments
  - Public Schools

- Municipalities**
- Fellsmere
  - Indian River Shores
  - Crroid
  - Sebastian
  - Vero Beach
  - 34 Mile Buffer/ADA-Service Area
- Transit Routes**
- Route 1
  - Route 2
  - Route 3
  - Route 4
  - Route 5
  - Route 6
  - Route 7
  - Route 8
  - Route 9

# Indian River County

## 2005 TDP Update

Created: 01-18-05 Updated: 04-15-05  
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Albertson's grocery, Indian River Council on Aging, Children and Family Services, South Vero Plaza, Vista Royale, Vista Gardens, Indian River Apartments, Miracle Mile Plaza, Luria's Plaza, Vero Mall, Old Dixie Plaza, South Vero Square, Indian River Memorial Hospital, Vero Beach City Hall, Post Office, Hobo Park, McCullers Trailer Park, Ruayon Trailer Park, Tanglewood Village, Woodland Manor, Beachland Elementary, Freshman Learning Center, and Vero Beach High School.

**Route 5:** This route currently includes coverage from the north to the south areas of the City of Sebastian with seven full-length trips per weekday. Service hours range from 8 AM to 4:30 PM, excluding a one-hour gap from 12 PM to 1 PM. Major activity centers served by this route include Kash & Karry, Sebastian Medical Center, Riverwalk Publix, and Wal-Mart.

**Route 6:** Route 6 serves riders on weekdays between South Vero Plaza and Oslo Plaza. The route currently includes 16 runs on weekdays from 7 AM to 4 PM, excluding the one-hour gap from 12 PM to 1 PM. Major activity centers served by this route include the Highlands clubhouse, Vista Royale, and Grove Isle.

**Route 7:** Route 7 currently includes 15 runs on weekdays for riders between Indian River Mall and Oslo Plaza. Service hours range from 7.30 AM to 4 PM, excluding a one-hour gap from 12 PM to 1PM. Major activity centers served by this route include Indian River Community College, Indian River Charter High School, and Leisure Square recreation facility.

**Route 8:** Route 8 currently includes 16 runs on weekdays and 12 runs on Saturdays for riders between Pocahontas Park and the Gifford Youth Activity Center (Westside). Service hours range from 8 AM to 5 PM on weekdays and 9 AM to 3 PM on Saturdays, excluding the one-hour gap from 12 PM to 1 PM. Major activity centers served by this route include Gifford Gardens, Orangewood Park, Victory Park, and Dodgertown Stadium.

**Route 9:** This route was started in July 2003 and includes six runs on weekdays for riders between Wabasso and the Gifford Health Center (Westside). Service hours range from 8:30 AM to 3:30 PM, excluding the one-hour gap from 12 PM to 1 PM. Major activity centers served by this route include the Indian River Mall and Sebastian Christian Church.

## **INDIAN RIVER TRANSIT CONNECT**

Indian River Transit Connect, a fixed-route transit feeder service, is used to complement the fixed-route system by serving the elderly, low-income, and disabled and/or general public who live more than one-quarter of a mile from a fixed bus route (requires a minimum notice of 48 hours for guaranteed service). The Council makes an effort to use Transit Connect to feed the fixed bus routes by picking up riders at their homes and dropping them off at the nearest fixed-route bus stop for free. In certain instances (e.g., inclement weather), ADA paratransit-eligible persons can use this service in a door-to-door fashion at no additional cost.

## **DEMAND RESPONSE/PARATRANSIT SERVICE**

Paratransit services meet numerous transportation needs for day care, congregate meals, nutrition sites, medical facilities, as well as social, employment, and recreational appointments. The service provides door-to-door service throughout IRC, on Monday through Friday, from 5:30 AM to 6:30 PM. The paratransit

service is available to eligible transportation disadvantaged (TD) and/or ADA paratransit-eligible persons in IRC. Prior to receiving service for the first time, call-in registration is required. The registration process is used to determine the client's eligibility to receive this service. Sponsored TD trips and ADA trips are provided free of charge. In addition, coordinated services, services provided through contracted transportation providers, are available 24 hours a day, seven days a week to eligible individuals in IRC. These extended services are generally used by Medicaid patients. While pickups are scheduled according to geographic location, transportation services for medical clients involve multiple pickups whenever scheduling permits. Because of the nature of regular doctor visit trips, more than one client may often be asked to share a van.

Two wheelchairs can be accommodated in each of the Council on Aging's lift-equipped vehicles. For wheelchair trips, clients are asked to make reservations for shopping two days in advance and for medical trips three to seven days in advance. Medical appointments, however, may be scheduled up to two months in advance. Demand response trips are scheduled as follows:

- When demand response requests are received, the scheduler determines the need for a lift-equipped vehicle. If necessary, a patient's appointment is changed to conform to transportation availability. The scheduler will notify a client of any changes in appointment times.
- Clients are assigned to the appropriate vehicle in accordance with their geographic location and zone.
- Trips are scheduled by computer. Vehicle manifests are printed out each afternoon for the following day's schedule.
- Medicaid appointments for transportation after 5:30 PM are scheduled on vehicles under contract for mid-day overflow, after hours, and weekend service.

Drivers are given the daily manifests on which they record the following information, and manifests are returned daily to the data entry clerk for trip validation purposes:

- Beginning and ending mileage
- Beginning and ending hours
- First passenger pickup time and mileage
- Last passenger drop off time and mileage
- Gallons of gas purchased and cost
- Verification of service for each client, including:
  - Each one-way trip
  - No-show clients
  - Not ready
  - Cancellations
  - Denials
  - Fare collection (Medicaid co-payment)

In December 1995, the Council on Aging became the sole authority for approving, coordinating, scheduling,

invoicing, and paying for non-emergency Medicaid service for Indian River County residents. These services have, in the past, been provided by Indian River Memorial Hospital under contract to the Council on Aging. Beginning in 2006, those services will be provided by a private provider under contract to the Hospital.

## **ANALYSIS OF EXISTING SERVICE**

Table 2-1 presents ridership for 2005 for the IRC fixed-route transit system.

### **Ridership**

Fixed-route transit ridership has grown steadily over the years, increasing from 133,655 in 2000 to 250,661 in 2005, an increase of over 87 percent.

### **Performance Standards**

Passenger trips per revenue mile is a common performance measure used throughout the transit industry to assess the performance of individual routes and services. Based on the goals, objectives, and policies from the last major update of the TDP, the standard for this measure is 0.25 passenger trips per revenue mile for fixed-route bus service. One significant change since 2005 is the increase in ridership on route 9 and route 5. While these are still the routes with the lowest ridership on the system, ridership has increased on these routes to the point where the routes exceed or are close to exceeding the adopted standard.

Table 2-1 summarizes the route length, ridership, and estimated revenue miles needed to compute passenger trips per revenue mile for 2005. The results are summarized as follows:

- Routes 1, 2, 3, 4, and 8 all significantly exceed the performance standard of 0.25 passenger trips per revenue mile, with measures exceeding 1.0.
- Route 9 (Sebastian to Vero) is the only route that does not currently meet the performance standard, with passenger trips per revenue mile of 0.21. Although Route 9 falls below the standard, passenger trips per mile increased from 0.11 to 0.21 between 2002 and 2005 and is expected to exceed the standard in 2006.



Error!

**Table 2-1  
System Performance and Ridership by Route for 2005**

<b>2005 RIDERSHIP BY ROUTE</b>										
Quarter	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Total
1	8,374	13,872	8,823	12,148	1,899	2,247	1,765	9,063	2,254	60,445
2	14,152	15,580	8,719	11,759	1,748	2,997	2,908	8,671	1,753	68,287
3	13,541	13,608	7,698	9,954	1,896	2,973	2,248	8,714	784	61,416
4	12,570	12,736	7,863	11,473	1,802	2,363	1,937	8,821	1,048	60,513
Total Ridership	48,537	55,796	33,103	45,334	7,345	10,580	8,858	35,269	5,839	250,661
<b>SYSTEM PERFORMANCE</b>										
Length of Route	6.50	7.48	6.51	5.79	17.75	10.53	7.49	8.57	11.8	82.42
% Route Miles	7.89%	9.08%	7.90%	7.02%	21.54%	12.78%	9.09%	10.40%	14.32%	100%
<b>Revenue Miles</b>	<b>28,969</b>	<b>29,061</b>	<b>29,593</b>	<b>29,020</b>	<b>23,461</b>	<b>26,951</b>	<b>26,951</b>	<b>28,983</b>	<b>28,383</b>	<b>251,372</b>
<b>Ridership</b>	<b>48,537</b>	<b>55,796</b>	<b>33,103</b>	<b>45,334</b>	<b>7,345</b>	<b>10,580</b>	<b>8,858</b>	<b>35,269</b>	<b>5,839</b>	<b>250,661</b>
<b>Passenger Trips per Mile</b>	<b>1.68</b>	<b>1.92</b>	<b>1.11</b>	<b>1.56</b>	<b>0.31</b>	<b>0.39</b>	<b>0.33</b>	<b>1.21</b>	<b>0.21</b>	<b>0.99</b>
Trips per Mile - Standard	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
<b>% from Standard</b>	<b>672%</b>	<b>768%</b>	<b>444%</b>	<b>624%</b>	<b>24%</b>	<b>36%</b>	<b>32%</b>	<b>484%</b>	<b>-16%</b>	<b>396%</b>
Ridership - 2004 First Two Quarters	27,408	28,264	15,793	19,984	3,245	5,906	4,572	17,197	1,444	123,813
Ridership - 2005 First Two Quarters	22,526	29,452	17,542	23,907	3,647	5,244	4,673	17,734	4,007	128,732
<b>% Change (FY 2004 - 2005)</b>	<b>-17.77%</b>	<b>4.2%</b>	<b>11.07%</b>	<b>19.63%</b>	<b>12.38%</b>	<b>-11.20%</b>	<b>2.20%</b>	<b>3.12%</b>	<b>177.49</b>	<b>4.07%</b>

## **TRANSIT VEHICLE INVENTORY**

In order to operate fixed-route and paratransit services, the COA maintains a fleet of high-top vans, 25-foot Cutaway buses, 25-foot trolley, conversion vans, station wagons, and a minivan. Cutaway buses, two trolleys, and three high-top vans are used to provide the fixed-route service, while the remaining vehicles are used for the Indian River Transit Connect and demand-response services. All of the Cutaway buses and trolleys are fully accessible for patrons in wheelchairs. An inventory of vehicles is provided in Table 2-2.

**Table 2-2  
Vehicle Inventory for Bus Service (2006)**

COA #	Year	Make	Model	Mileage	# Seats	Wheelchair Seats
143	1997	CVY	TROLLEY	118311	25	2
156	1999	FDR	25' CUTAWAY BUS	129279	18	2
161	1999	FDR	25' CUTAWAY BUS	148868	20	2
162	1999	FDR	25' CUTAWAY BUS	139058	20	2
172	2002	FDR	3500 CONV. VAN	89009	11	2
173	2002	FDR	3500 CONV. VAN	92396	11	2
174	2002	FDR	25' CUTAWAY BUS	86775	20	2
175	2003	FDR	25' CUTAWAY BUS	66327	20	2
176	2003	FDR	25' CUTAWAY BUS	67086	20	2
177	2003	FDR	3500 CONV. VAN	53884	11	2
187	2005	FDR	VAN TERRA	7613	11	2
189	2006	FDR	VAN TERRA	7843	11	2
190	2006	FDR	VAN TERRA	7433	11	2
191	2005	FDR	VAN TERRA	7291	11	2
192	2006	FDR	VAN TERRA	7702	11	2
193	2006	FDR	VAN TERRA	6151	11	2
194	2006	FDR	VAN TERRA	6657	11	2
195	2005	FDR	VAN TERRA	5060	11	2
196	2005	FDR	VAN TERRA	7548	11	2
197	2005	FDR	VAN TERRA	5797	11	2
198	2006	FDR	VAN TERRA	5164	11	2
199	2006	CVY	5550 (Dis) 31' - Bus	6245	24	2
200	2006	CVY	5550 (Dis) 31' - Bus	5113	24	2
201	2006	CVY	5550 (Dis) 31' - Bus	6365	24	2

Source: IRT

Note: Trolley will be used as contingency vehicle.

## Section 3

# PERFORMANCE EVALUATION

In the adopted 2005 TDP Major Update, recommended enhancements were organized into a staged implementation plan over the next five years. Table 3-1 summarizes this implementation plan, including action items for each of the next five years, preliminary action items beyond 2009, and the entities responsible for ensuring that the action items are implemented. In so doing, this section addresses 14-73.001 F.A.C.'s requirement to summarize *past year's accomplishments*. In addition, the table includes a status column to identify the implemented action items by type of improvement and by planning year and a new set of improvements for the fifth year (2010).

**Table 3-1**  
**Staged Implementation Plan for TDP (2006-2010)**

<b>YEAR 1 (FY 2006) – Past Year's Accomplishments</b>		
Service Improvements	Responsible	Status
Continue Operating Existing Fixed Bus Routes.	IRT	<input checked="" type="checkbox"/>
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	<input checked="" type="checkbox"/>
Realign Route 5 and consider eliminating Route 9 to meet service thresholds.	IRT	Route 5 adjustments being evaluated; Route 9 to remain due to increase in ridership.
Infrastructure Improvements	Responsible	Status
Continue vehicle replacement and acquisition	IRT	<input checked="" type="checkbox"/>
Continue bus stop bench, sign, and shelter program	IRT	<input checked="" type="checkbox"/>
Establish bikes on bus program	IRT	No progress
Purchase new technologies/equipment	IRT	<input checked="" type="checkbox"/>
Establish new bus terminals	IRT	<input checked="" type="checkbox"/>
Other Improvements/Action Items	Responsible	Status
Continue Performance Monitoring Program.	IRT	<input checked="" type="checkbox"/>
Continue Marketing and Public Education.	IRT	<input checked="" type="checkbox"/>
Meet Quarterly to Review Status of Implementation Plan.	IRT/ MPO	<input checked="" type="checkbox"/>
Meet with Transit Systems in Neighboring Counties to	IRT	<input checked="" type="checkbox"/>
Prepare Minor TDP Update.	IRT/ MPO	<input checked="" type="checkbox"/>

**Table 3-1  
Staged Implementation Plan for TDP (2006-2010)**

<b>YEAR 2 (FY 2007)</b>		
<b>Service Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue Operating Existing Fixed Bus Routes.	IRT	☑
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	☑
Establish Bus Service between IRC and St. Lucie	IRT/SLC	Grant unfunded. Will re-apply in 2007.
<b>Infrastructure Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue vehicle replacement and acquisition	IRT	☑
Continue Bus Stop Signs, Benches, and Shelters Program.	IRT	☑
Purchase new technologies/equipment	IRT	☑
Establish new bus terminals	IRT	☑
Expand existing admin/maintenance facility	IRT	☑
<b>Other Improvements/Action Items</b>	<b>Responsible</b>	<b>Status</b>
Continue Performance Monitoring Program.	IRT	☑
Continue Marketing and Public Education.	IRT	☑
Meet Quarterly to Review Status of Implementation Plan.	IRT/ MPO	☑
Meet with Transit Systems in Neighboring Counties to Coordinate Services as Appropriate.	IRT	☑
Prepare Minor TDP Update.	IRT/ MPO	☑
<b>YEAR 3 (FY 2008)</b>		
<b>Service Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue Operating Existing Fixed Bus Routes.	IRT	
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	
<b>Infrastructure Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue vehicle replacement and acquisition	IRT	
Continue Bus Stop Signs, Benches, and Shelters Program.	IRT	
Purchase new technologies/equipment	IRT	
Establish new bus terminals	IRT	

**Table 3-1  
Staged Implementation Plan for TDP (2006-2010)**

<b>Other Improvements/Action Items</b>	<b>Responsible</b>	<b>Status</b>
Continue Performance Monitoring Program.	IRT	
Continue Marketing and Public Education.	IRT	
Meet Quarterly to Review Status of Implementation Plan.	IRT/MPO	
Meet with Transit Systems in Neighboring Counties to Coordinate Services as Appropriate.	IRT	
Prepare Major TDP Update.	IRT/MPO	
<b>YEAR 4 (FY 2009)</b>		
<b>Service Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue Operating Existing Fixed Bus Routes.	IRT	
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	
<b>Infrastructure Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue vehicle replacement and acquisition	IRT	
Continue Bus Stop Signs, Benches, and Shelters Program.	IRT	
Purchase new technologies/equipment	IRT	
Establish new bus terminals	IRT	
<b>Other Improvements/Action Items</b>	<b>Responsible</b>	<b>Status</b>
Conduct fixed route fare policy examination	IRT	
Continue Performance Monitoring Program.	IRT	
Continue Marketing and Public Education.	IRT	
Meet Quarterly to Review Status of Implementation Plan.	IRT/MPO	
Meet with Transit Systems in Neighboring Counties to Coordinate Services as Appropriate.	IRT	
Prepare Minor TDP Update.	IRT/MPO	
<b>YEAR 5 (FY 2010)</b>		
<b>Service Improvements</b>	<b>Responsible</b>	<b>Status</b>
Continue Operating Existing Fixed Bus Routes.	IRT	
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	
<b>Infrastructure Improvements</b>	<b>Responsible</b>	<b>Status</b>

**Table 3-1  
Staged Implementation Plan for TDP (2006-2010)**

Continue vehicle replacement and acquisition	IRT	
Continue Bus Stop Signs, Benches, and Shelters Program.	IRT	
Purchase new technologies/equipment	IRT	
Establish new bus terminals	IRT	
<b>Other Improvements/Action Items</b>	<b>Responsible</b>	<b>Status</b>
Continue Performance Monitoring Program.	IRT	
Continue Marketing and Public Education.	IRT	
Meet Quarterly to Review Status of Implementation Plan.	IRT/MPO	
Meet with Transit Systems in Neighboring Counties to Coordinate Services as Appropriate.	IRT	
Prepare Minor TDP Update.	IRT/MPO	

<b>Beyond FY 2010</b>		
<b>Service Improvements</b>	<b>Responsible</b>	<b>Status</b>
Consider new service, South Beach Park to Humiston Park	IRT	
Consider new service, Pocahontas Park to Sexton Plaza/17 <sup>th</sup> Street	IRT	
Expand Weekday Hours of Service to 8:00 AM - 6:30 PM.*	IRT	Grant funded. Expected 2007.
Adopt 30 - Minute Headways on Routes 1,2, and 8.*	IRT	
Implement a Bus Wrap Program.*	IRT	
Develop a Transit Infrastructure Guidelines Manual	IRT	☑

\* Implement earlier if funding becomes available.

***Analysis of discrepancies between the plan and its implementation in the past year and revisions to the implementation program; revised list of projects or services needed to meet the goals and objectives(14-73.001 F.A.C.)***

Two minor discrepancies exist between the first year in the staged implementation plan adopted in 2005 and implementation of that plan. The first discrepancy relates to the TDP Major Update recommendation

to eliminate service on Route 9 and realign Route 5. In light of increased ridership on Route 9, the MPO has decided to continue service on this route. The MPO is in the process of re-evaluating service on Route 5 and a realignment of this route is expected shortly. The second discrepancy relates to the Bikes on Buses program. This program is being evaluated by Indian River Transit for costs, demand, and potential benefits to the system and may be implemented at a later time.

Other than these, all elements of the staged implementation plan have been implemented. No changes to the first four years of the staged implementation plan are needed at this time.

***Added Recommendations for the new fifth year of the implementation plan (14-73.001 F.A.C.)***

The MPO has added a new fifth year to this table (2010). This fifth year represents strategies carried over from 2009. These, and all other strategies, will be re-evaluated in the next TDP Major Update. Other than these, there are no changes to the staged implementation plan.



## Section 4

# TRANSIT GOAL, OBJECTIVES, SUB-OBJECTIVES, & POLICIES

This section contains a summary of the transit goals, objectives and policies for the County as well as an evaluation of the sub-objectives contained in the 2005 TDP major update.

Table 4-1 provides IRT's goal, objectives, sub-objectives, and policies as provided in the 2005 TDP Major Update.

**Table 4-1  
Transit Goal, Objectives, Sub-Objectives, and Policies (2005 TDP Update)**

<b>The Transit Goal</b>
To provide a safe, efficient, and accessible transit system, which provides for the mobility of all residents and visitors and offers viable choices among travel modes.
<b>Objective 1 - Increase Transit Ridership and Enhance System Performance</b>
Sub-Objective 1.1 - Increase the number of one-way, fixed-route passenger trips by an average of five percent annually, from 253,781 in fiscal year 2004 to more than 324,000 in fiscal year 2008.
Sub-Objective 1.2 - Attract a minimum of 0.25 one-way passenger trips per revenue mile on all fixed bus routes at all times.
<b>Policies for Objective 1</b>
Policy 1.1 - Discontinue or modify fixed bus routes that do not achieve Sub-Objective 1.2 unless a compelling reason is identified to continue the service.
Policy 1.2 - Develop informative and user-friendly brochures and Ride Guide by the year 2006 and maintain bilingual (Spanish) speaking capabilities on IRT staff.
Policy 1.3 – Post IRT fixed-route maps and schedules on the COA and MPO websites and establish 10 distribution outlets (e.g. Indian River Mall).
Policy 1.4 - Provide one-hour headways on all fixed bus routes.
Policy 1.5 – Provide limited Saturday bus service.
<b>Objective 2 - Improve Cost Efficiency</b>
Sub-Objective 2.1 - Maintain an annual operating cost per one-way passenger trip of less than \$4.00.
<b>Policies for Objective 2</b>
Policy 2.1 - Provide a fleet of fixed-route vehicles with an average age of less than six years.
Policy 2.2 - Perform scheduled maintenance activities for all transit vehicles.
<b>Objective 3 - Improve Safety</b>
Sub-Objective 3.1 - Maintain a minimum of 75,000 revenue miles between incidents as defined and reported in the annual National Transit Database report.

**Table 4-1  
Transit Goal, Objectives, Sub-Objectives, and Policies (2005 TDP Update)**

Sub-Objective 3.2 - Maintain a minimum of 50,000 revenue miles between system failures as defined and reported in the annual National Transit Database report.
<b>Policies For Objective 3</b>
Policy 3.1 - Provide safety training to all bus drivers at a minimum of every three years.
Policy 3.2 - Establish an employee recognition program for safety by 2006.
<b>Objective 4- Increase Transit Funding And Revenue</b>
Sub-Objective 4.1 - Maintain local support for fixed-route bus service consistent with the financial plan in the Major Update of the TDP (2006-2010).
<b>Policies For Objective 4</b>
Policy 4.1 - Submit grant applications for additional funding through the FDOT Discretionary Grant Programs.
Policy 4.2 - Request financial support from municipalities and private sources in Indian River County on an annual basis.
<b>Objective 5 - Increase Accessibility</b>
Sub-Objective 5.1 - By 2008, provide fixed-route bus service to all multi-family dwelling projects exceeding 500 units and all commercial areas exceeding 200,000 square feet.
Sub-Objective 5.2 – Establish public transit connections to neighboring counties by 2008.
Sub-Objective 5.3 - Maintain connectivity among fixed bus routes throughout the county.
<b>Policies for Objective 5</b>
Policy 5.1 - Implement service enhancements as outlined in the five-year implementation plan of the 2005 TDP Update.
Policy 5.2 - Host public workshop to obtain public input prior to making significant changes to bus route alignments or service characteristics.
Policy 5.3 - Meet annually with transit staff in neighboring counties to better understand existing and future transit services and to identify coordination requirements associated with public transit services across county lines.
Policy 5.4 - Provide a minimum of four major transfer points within the fixed-route bus network; include transfer facilities at two major transfer points (beaches, shelters).
<b>Objective 6 - Improve Service Quality</b>
Sub-Objective 6.1 - Maintain or exceed the overall quality of service rating of 4.5 on a scale of 5.0 as measured by the triennial quality of service survey distributed to fixed-route bus users.
<b>Policies for Objective 6</b>
Policy 6.1 - Prepare quarterly performance report.

**Table 4-1  
Transit Goal, Objectives, Sub-Objectives, and Policies (2005 TDP Update)**

Policy 6.2 - Monitor performance standards on a quarterly basis.
Policy 6.3 - Perform a triennial quality of service survey.
Policy 6.4 - Conduct an on-board survey every three years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.

**EVALUATION OF SUB-OBJECTIVES**

As part of this TDP minor update, each of the adopted TDP sub-objectives was reviewed and evaluated. The following table, Table 4-2, indicates whether or not each objective was achieved, any related comments about the achievement of a particular sub-objective, and the modification, if any, that is being applied to a particular sub-objective.

**Table 4-2  
Evaluation of Sub-Objectives**

<b>Sub-Objective</b>	<b>Sub-Objective Achieved</b>	<b>Comments</b>	<b>Modification</b>
1.1	No	Total transit trips increased by 4%, not 5%, due to hurricane-related interruptions in service. Expected to be accomplished in 2006.	None
1.2	Yes	Objective accomplished.	None.
2.1	Yes	Objective accomplished.	None.
3.1	N/A	NTD data was not available at the time update was performed.	None.
3.2	N/A	NTD data was not available at the time update was performed.	None.
4.1	Yes	Accomplished in 2006. FDOT funds will pay for transit transfer centers, evening service, and inter-county service.	None.
5.1	Not due until 2008.	Objective partially completed; expansion to all qualifying areas now being studied.	None.

**Table 4-2  
Evaluation of Sub-Objectives**

<b>Sub-Objective</b>	<b>Sub-Objective Achieved</b>	<b>Comments</b>	<b>Modification</b>
5.2	Not due until 2008.	Service to Brevard County expected, winter 2007.	None.
5.3	Yes	Objective accomplished.	None.
6.1	Not due until 2008.	A quality of service survey will be conducted as part of the next TDP Major update.	None.

As indicated in Table 4-2, some of the TDP sub-objectives have not been achieved. In some cases, it is due to the fact that certain sub-objectives (or their constituent policies) are not scheduled to be completed until future fiscal years. In one case, the total system ridership did not increase as expected; however, this was due, at least in part, to service disruption and delays caused by preparations for hurricane Wilma. Although damage was minimal, service was halted for a few days in September of 2005 and vehicles were re-deployed to special needs evacuation. In addition, NTD data were not available to evaluate two of the sub-objectives. Overall, three of the 10 sub-objectives in the currently-adopted TDP are scheduled for completion in future years; four were fully completed; two were not assessed because of incomplete data, and one has not been accomplished.

## Section 5 FINANCIAL PLAN

One of the requirements of a Transit Development Plan is a financial plan which identifies the amount and sources of funding necessary to implement the plan's recommendations over the next five years. While the improvements plan component of a TDP is allowed to be a listing of needs rather than a financially constrained plan, the improvement plan in this TDP Minor Update is based upon a realistic estimate of future transit funding for Indian River County. This approach produces a financially feasible improvement plan, the results of which may be readily evaluated in future TDPs to determine what additional resources are needed to provide transit service to the County. Table 5-1 lists the projected capital and operation costs as well as funding available to Indian River County for the period from 2006/2007 through 2010/2011.

### *Added revisions to the financial plan (14-73.001 F.A.C.)*

This financial plan has been revised to add a new fifth year to the Financial Plan in the TDP major update. This fifth year contains sufficient funding for all improvements included in the staged implementation plan that appears on page 3-5, including changes to that plan introduced this year.

**TABLE 5-1**

Source	FY06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Five-Year Total
<b>OPERATING AND CAPITAL COSTS</b>						
Total Operating Costs	\$883,218	\$922,963	\$964,496	\$1,007,899	\$1,053,254	\$4,829,098
Total Capital Costs	\$478,920	\$444,221	\$407,961	\$370,069	\$370,069	\$2,071,240
Total Costs	\$1,362,138	\$1,367,184	\$1,372,457	\$1,377,968	\$1,423,323	\$6,900,338
<b>OPERATING REVENUES</b>						
Federal - Section 5307 for Operating	\$385,228	\$390,300	\$392,878	\$396,676	\$414,526	\$1,979,698
FDOT Block Grant Program	\$104,880	\$107,830	\$108,474	\$112,791	\$115,046	\$549,021
FDOT Transit Corridor Program	\$114,950	\$120,123	\$125,529	\$131,178	\$137,081	\$628,861
Local Government - Existing	\$269,985	\$296,362	\$329,096	\$358,566	\$374,701	\$1,628,710

Project Income	\$8,175	\$8,348	\$8,519	\$8,688	\$9,078	\$42,808
<b>Total Operating Revenue</b>	<b>\$883,218</b>	<b>\$922,963</b>	<b>\$964,496</b>	<b>\$1,007,899</b>	<b>\$1,053,254</b>	<b>\$4,829,098</b>
<b>Source</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>Five-Year Total</b>
<b>Total Operating Cost</b>	<b>\$883,218</b>	<b>\$922,963</b>	<b>\$964,496</b>	<b>\$1,007,899</b>	<b>\$1,053,254</b>	<b>\$4,829,098</b>
<b>Operating Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>CAPITAL REVENUES</b>						
Federal - Section 5307 for Capital	\$478,920	\$444,221	\$407,961	\$370,069	\$370,069	\$2,071,240
<b>Total Capital Revenue</b>	<b>\$478,920</b>	<b>\$444,221</b>	<b>\$407,961</b>	<b>\$370,069</b>	<b>\$370,069</b>	<b>\$2,071,240</b>
<b>Total Capital Cost</b>	<b>\$478,920</b>	<b>\$444,221</b>	<b>\$407,961</b>	<b>\$370,069</b>	<b>\$370,069</b>	<b>\$2,071,240</b>
<b>Capital Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<i>Toll Credits (Section 5307 Soft Match)</i>	<i>\$128,031</i>	<i>\$119,730</i>	<i>\$111,055</i>	<i>\$101,990</i>	<i>\$101,990</i>	<i>\$562,796</i>
<b>TOTAL REVENUES VS. LOCAL REVENUES</b>						
Total Fixed-Route Revenue	\$1,357,310	\$1,362,138	\$1,367,184	\$1,372,457	\$1,423,323	\$6,815,217
Total Local Revenue - Fixed Route	\$240,635	\$269,985	\$296,362	\$329,096	\$358,566	\$1,494,644
Percent Local Share	17.73%	19.82%	21.68%	23.98%	25.19%	21.93%