

**Indian River County
Transit Development Plan
2007 Minor Update**

Prepared By:

**INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION**

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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 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 continue to be provided, the emphasis of this report is 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 Senior Resource Association (SRA), formerly known as the Indian River County Council on Aging. The SRA has served as the Community Transportation Coordinator (CTC) for Indian River County (IRC) since 1990. As the CTC and transit operator, the SRA provides and coordinates paratransit services and fixed-route transit services in IRC. Prior to 1994, the demand-response service had been the primary method of providing transportation for the transportation disadvantaged (TD) population of the county. In 1994, a fixed-route service with point deviation service was established.

Since 1999, the Senior Resource Association has operated its fixed-route services under the name Indian River Transit (IRT). The Senior Resource Association renamed the fixed-route system to differentiate the fixed-route services from demand-response services and to minimize the perception that services are for only the elderly. In the last five years, several key changes were made. These included 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

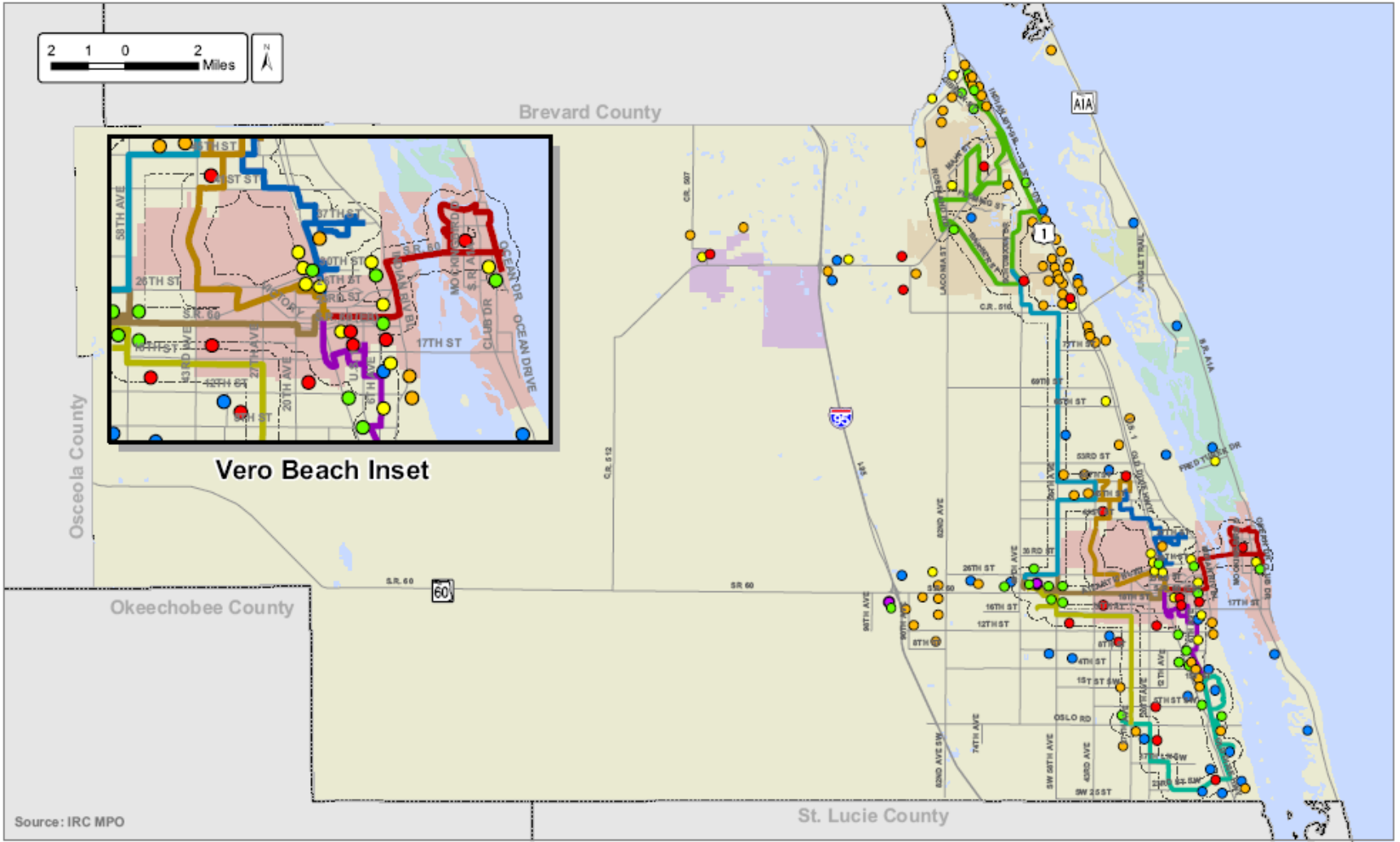
In 2006, nine fixed routes operated in the county. Recently, two additional routes (Route 10 and Route 11) were added to the nine existing fixed routes. The new routes were made possible largely through state transit grants and were provided to address needs identified in the TDP major update in 2005. A summary of fixed route service in Indian River County is as follows:

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 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, Indian River County Administration Complex, 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



Source: IRC MPO

Indian River County

2005 TDP Update

Transit Routes		Municipalities		Generators and Attractors	
Route 1	Route 5	Fellsmere	Developments of Regional Impact	Major Residential Areas	Major Retail Shopping Centers
Route 2	Route 6	Indian River Shores	Major Service Centers	Mobile Home Parks and Developments	Public Schools
Route 3	Route 7	Ornid			
Route 4	Route 8	Sebastian			
Route 9	Route 9	Vero Beach			
		34 Mile Buffer/ ADA Service Area			

MPO
Indian River County

Tindale-Oliver & Associates, Inc.
Planning and Engineering

Map 14-1

Fixed Bus Routes and Transit Generators and Attractors

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Created: 01.18.05 Updated: 04.15.05

Saturdays, excluding the one-hour gap from 12 PM to 1 PM. Activity centers served by this route include Albertson's grocery, the Senior Resource Association, 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 southern 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.

Route 10: This route was started in January 2007 with seven runs providing service between the cities of Fellsmere and Sebastian, on Mondays, Wednesday s, and Fridays. Hours of operation are from 8:00AM to 5:30PM with no lunchtime gap in service. Major activity centers served by this route include the Sebastian Wal-Mart Shopping Center and Sebastian River Medical Center.

Route 11: This regional route was started in July 2007 and includes four runs on weekdays. Hours of service range from 7:30 PM to 4:30 PM, excluding the one-hour gap from 12PM to 1PM. This route provides fixed-route service between Barefoot Bay in Brevard County and the City of Sebastian. In Sebastian, the service continues as an express bus to Pocahontas Park in Vero Beach, with a stop at the Indian River Memorial Hospital.

INDIAN RIVER TRANSIT CONNECT

Indian River Transit Connect (IIRTC) is a fixed-route transit feeder service. This connective 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 24 hours for guaranteed service). The SRA 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), Americans with Disabilities Act (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, including the provision of access to adult day care, congregate meal sites, nutrition sites, medical facilities, as well as social, employment, and recreational appointments. Door-to-door service is provided throughout IRC, on Monday through Friday, from 5:30 AM to 6:30 PM. The paratransit service is available to eligible 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. To reduce costs and increase efficiency, more than one client may often be asked to share a van.

Two wheelchairs can be accommodated in each of the SRA'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 SRA became the sole authority for approving, coordinating, scheduling, invoicing, and paying for non-emergency Medicaid service for IRC residents. These services were, in the past, provided by Indian River Memorial Hospital under contract to the Council on Aging. Since 2006, those services have been provided by a private operator under contract to the Hospital.

ANALYSIS OF EXISTING SERVICE

Table 2-1 presents ridership for 2007 for the IRC fixed-route transit system.

Ridership

Fixed-route transit ridership has grown steadily over the years, from 133,655 in 2000 to 318,488 in 2006, an increase of over 139 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 in the last two years is the continued increase in ridership on route 5 and route 9. In the past, these routes failed to meet the minimum service standard of .25 passenger trips per revenue mile. In 2006, both of these routes, for the first time, exceeded the standard.

Table 2-1 summarizes the route length, ridership, and estimated revenue miles used to compute passenger trips per revenue mile for 2006.

**Table 2-1
System Performance and Ridership by Route for 2006**

2006 RIDERSHIP BY ROUTE										
Quarter	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Total
1	9,930	16,709	10,359	16,371	2,308	2,605	2,116	10,760	2,744	73,902
2	16,452	19,814	9,905	15,085	2,285	3,112	2,864	10,387	2,305	82,209
3	16,697	19,942	10,309	14,961	2,594	3,481	2,705	9,711	2,416	83,350
4	12,422	17,605	10,509	16,235	1,779	2,636	2,882	10,371	2,274	79,027
Total Ridership	55,501	74,070	41,082	62,652	8,966	11,834	10,567	41,229	9,739	318,488
SYSTEM PERFORMANCE										
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%
Revenue Miles	28,969	29,061	29,593	29,020	23,461	26,951	26,951	28,983	28,383	251,372
Ridership	55,501	74,070	41,082	62,652	8,966	11,834	10,567	41,229	9,739	318,488
Passenger Trips per Mile	1.9	2.5	1.4	2.1	.38	.43	.39	1.4	.34	1.26
Trips per Mile - Standard	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Met Standard (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
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
Ridership - 2006 First Two Quarters	26,382	36,523	20,264	31,456	4,593	5,717	4,980	21,147	5,049	156,111
% Change (FY 2005 – 2006)	17%	24%	15%	31%	25%	10%	7%	19%	25%	22%

TRANSIT VEHICLE INVENTORY

In order to operate fixed-route and paratransit services, the SRA maintains a fleet of modified high-top vans, 25-foot Ford Cutaway buses, 31 foot Chevy buses and a minivan. Cutaway buses, Chevy buses and modified high-top vans are used to provide the fixed-route service, while the remaining vehicles are used for the IRTC and demand-response services. All of the buses 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
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

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 and the entities responsible for ensuring that the action items are implemented. 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 whether or not the service improvement has been implemented.

Table 3-1
Staged Implementation Plan for TDP (2007-2011)

Past Year's Accomplishments		
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	Underway
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	IRT	<input checked="" type="checkbox"/>
Prepare Minor TDP Update.	IRT/ MPO	<input checked="" type="checkbox"/>
YEAR 1 (FY 2007)		
Service Improvements	Responsible	Status

**Table 3-1
Staged Implementation Plan for TDP (2007-2011)**

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.
Infrastructure Improvements	Responsible	Status
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	☑
Other Improvements/Action Items	Responsible	Status
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	☑
YEAR 2 (FY 2008)		
Service Improvements	Responsible	Status
Continue Operating Existing Fixed Bus Routes.	IRT	☑
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	☑
Infrastructure Improvements	Responsible	Status
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	☑
Other Improvements/Action Items	Responsible	Status
Continue Performance Monitoring Program.	IRT	☑

**Table 3-1
Staged Implementation Plan for TDP (2007-2011)**

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	☑
YEAR 3 (FY 2009)		
Service Improvements	Responsible	Status
Continue Operating Existing Fixed Bus Routes.	IRT	
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	
Infrastructure Improvements	Responsible	Status
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	
Other Improvements/Action Items	Responsible	Status
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	
YEAR 4 (FY 2010)		
Service Improvements	Responsible	Status
Continue Operating Existing Fixed Bus Routes.	IRT	
Adjust Existing Fixed Routes as Appropriate/Necessary.	IRT	
Infrastructure Improvements	Responsible	Status
Continue vehicle replacement and acquisition	IRT	
Continue Bus Stop Signs, Benches, and Shelters Program.	IRT	

**Table 3-1
Staged Implementation Plan for TDP (2007-2011)**

Purchase new technologies/equipment	IRT	
Establish new bus terminals	IRT	
Other Improvements/Action Items	Responsible	Status
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	
Year 5 (2011)		
Service Improvements	Responsible	Status
Implement new service, South Beach Park to Humiston	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.)

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.)

New fifth year strategies are noted on Table 3 and labeled as "2011". These strategies were initially proposed in 2005, during the last Major Update of the Transit Development Plan. For this report, MPO staff analyzed improvements suggested in the Major Update and included those strategies that were appropriate for inclusion in the new fifth year.

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)**

The Transit Goal
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.
Objective 1 - Increase Transit Ridership and Enhance System Performance
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.
Policies for Objective 1
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.
Objective 2 - Improve Cost Efficiency
Sub-Objective 2.1 - Maintain an annual operating cost per one-way passenger trip of less than \$4.00.
Policies for Objective 2
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.
Objective 3 - Improve Safety
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.
Policies For Objective 3
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.
Objective 4- Increase Transit Funding And Revenue
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).
Policies For Objective 4
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.
Objective 5 - Increase Accessibility
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.
Policies for Objective 5
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).
Objective 6 - Improve Service Quality
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.
Policies for Objective 6
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**

Sub-Objective	Sub-Objective Achieved	Comments	Modification
1.1	Yes	Objective accomplished.	None
1.2	Yes	Objective accomplished.	None.
2.1	Yes	Objective accomplished.	None.
3.1	Yes	Objective accomplished.	None.
3.2	Yes	Objective accomplished.	None.
4.1	Yes	Objective accomplished.	None.
4.2	Yes	Objective accomplished. City of Fellsmere to provide partial funding for new route, beginning in 2007.	None.
5.1	Yes	Objective partially completed; expansion to all qualifying areas now being studied.	None.

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

Sub-Objective	Sub-Objective Achieved	Comments	Modification
5.2	Yes	Service to Brevard County initiated in 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, all of the TDP sub-objectives were achieved. This was due in part to a number of major new initiatives launched by Indian River County. These initiatives include new service to Fellsmere; new regional service to Brevard County; and a bus wrap and marketing program launched in 2007. With respect to two of the sub-objectives, NTD data were not available in 2006. These sub-objectives will be reevaluated during the next TDP major update.

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 2007/2008 through 2011/2012.

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	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12
OPERATING AND CAPITAL COSTS					
Total Operating Costs	\$922,963	\$964,496	\$1,007,899	\$1,053,254	\$1,105,916
Total Capital Costs	\$444,221	\$407,961	\$370,069	\$370,069	\$388,572
Total Costs	\$1,367,184	\$1,372,457	\$1,377,968	\$1,423,323	\$1,494,489
OPERATING REVENUES					
Federal - Section 5307 for Operating	\$390,300	\$392,878	\$396,676	\$414,526	\$435,252
FDOT Block Grant Program	\$107,830	\$108,474	\$112,791	\$115,046	\$120,791

FDOT Transit Corridor Program	\$120,123	\$125,529	\$131,178	\$137,081	\$143,935
Local Government - Existing	\$296,362	\$329,096	\$358,566	\$374,701	\$393,436
Project Income	\$8,348	\$8,519	\$8,688	\$9,078	\$9,532
Total Operating Revenue	\$922,963	\$964,496	\$1,007,899	\$1,053,254	\$1,105,917
Source	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Total Operating Cost	\$922,963	\$964,496	\$1,007,899	\$1,053,254	\$1,105,917
Operating Balance	\$0	\$0	\$0	\$0	\$0
CAPITAL REVENUES					
Federal - Section 5307 for Capital	\$444,221	\$407,961	\$370,069	\$370,069	\$370,069
Total Capital Revenue	\$444,221	\$407,961	\$370,069	\$370,069	\$370,069
Total Capital Cost	\$444,221	\$407,961	\$370,069	\$370,069	\$370,069
Capital Balance	\$0	\$0	\$0	\$0	\$0
<i>Toll Credits (Section 5307 Soft Match)</i>	<i>\$119,730</i>	<i>\$111,055</i>	<i>\$101,990</i>	<i>\$101,990</i>	<i>\$101,990</i>
TOTAL REVENUES VS. LOCAL REVENUES					
Total Fixed-Route Revenue	\$1,367,184	\$1,372,457	\$1,377,968	\$1,423,323	\$1,475,986
Total Local Revenue - Fixed Route	\$296,362	\$329,096	\$358,566	\$374,701	\$393,436