



TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB)

Pearlie Clark, *FDC&F Representative*

Ruth Freeman-Wheeler, *Public Education Representative*

Paula Scott, *FDOT Representative*

Dr. Harry Hurst, *Citizen's Advocate*

Toni Teresi, *Senior Community Representative*

William Parden, *Disabled Community Representative*

Barbara Patten, *FACA Representative*

Ronald Tesnow, *VA Representative*

Ann Viens, *FDEA Representative*

Cindy Barnes, *FAHCA Representative*

Catherine Viggiano, *FDVR Representative*

James Granse, *Citizen's Advocate*

Commissioner Sandra Bowden, Chairman

AGENDA

The Transportation Disadvantaged Local Coordinating Board will meet at **10:00 a.m. on Thursday, August 23, 2007, Indian River County Administration Building B, 1800 27th St., Vero Beach, FL., 1st Floor, Room 501 (B1-501)** (Please note address change).

1. Call to Order
2. Approval of minutes of the February 22, 2007 meeting
3. Election of New Vice Chair
4. Appointment of Member to the Treasure Coast Transportation Council Regional Advisory Committee (RAC)

Unfinished Business

5. None

New Business

6. TDLCB Chairman's Report
7. Planning Status Report
8. Community Transportation Coordinator Status Report
9. Draft Annual Operating Report
10. Draft Annual Actual Budget Expenditures Report (to be submitted at meeting)
11. Other New Business
12. Adjournment

Note: The next meeting of the Transportation Disadvantaged Local Coordinating Board, will be on November 15, 2007 at 10:00 a.m. Indian River County Administration Building B, 1800 27th St., Vero Beach, FL, 1st Floor, Room 501 (B1-501)

ANYONE WHO NEEDS A SPECIAL ACCOMMODATION FOR THIS MEETING MAY CONTACT THE COUNTY'S ADA COORDINATOR AT 567-8000, EXT. 223 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING.

ANYONE WHO MAY WISH TO APPEAL ANY DECISION WHICH MAY BE MADE AT THIS MEETING WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL WILL BE BASED.

TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

The Indian River County (IRC) Transportation Disadvantaged Local Coordinating Board (TDLCB) met at 10:00 a.m. on Thursday, May 24, 2007, in the First Floor Conference Room "A", County Administration Building, 1840 25th Street, Vero Beach, Florida.

Present were members: Chairman Sandra Bowden, IRC Commissioner; Joel Herman, Alternate Florida Department of Veterans' Affairs Representative; Cathy Viggiano, Florida Department of Education, Division of Vocational Rehabilitation Representative (FDVR); Dr. Harry Hurst (10:01 a.m.) and Jim Granse, Citizen Advocate Representatives; William Lundy Parden, Handicapped Representative; Paula Scott, Florida Department of Transportation (FDOT) Representative; Cindy Barnes, Florida Agency for Health Care Administration (FAHCA); Ann Viens, Florida Department of Elder Affairs (FDEA) Representative (10:07 a.m.); and Barbara Patten, Florida Association of Community Action (FACA) Representative (10:03 a.m.).

Absent were Ronald Tesnow, Florida Department of Veterans' Affairs Representative (excused) and Pearlie Clark, Florida Department of Children and Families (FDC&F) Representative (unexcused).

Let the record show, at this time there are no Representatives of the Elderly, State Coordinating Council of Early Childhood Services (CCECS), the Private Transportation Industry, or the Mass/Public Transit Industry.

Present were IRC Staff: Phil Matson, Metropolitan Planning Organization (MPO) Staff Director; Sutapa Chatterjee and Karen Hamilton, MPO Transportation Planners. Also present were Karen Deigl, Executive Director, Council on Aging (COA); Jennifer Johnson, COA; and Reta Smith, Recording Secretary.

Call to Order

Chairman Bowden called the meeting to order.

Approval of Minutes of the February 22, 2007 Meeting

ON MOTION BY Ms. Barnes, SECONDED BY Mr. Granse, the Board voted unanimously (7-0) to approve the minutes of February 22, 2007, as presented.

Unfinished Business

There was none.

Dr. Hurst Arrived at 10:01 a.m.

Chairman's Report

Chairman Bowden recalled at the February 22, 2007, meeting there was a discussion about asking Mrs. Cookie Geyer to serve on the TDLCB as Senior Representative; however she had learned Mrs. Geyer would be moving out of state. She continued if anyone knew a Senior Representative for this position to let her know.

Ms. Patten arrived at 10:03 a.m.

Planning Status Report

Mr. Matson referred to an article from the American Planning Association contained in the backup and on file in the Commission office, and talked about the trend in the aging of the population of the United States and IRC.

Review of Progress Report and Reimbursement Invoice #2 for the 2007 Planning Grant

Mr. Matson reviewed the information contained in his memorandum of May 2, 2007, which is on file in the Commission Office.

ON MOTION BY Dr. Hurst, SECONDED BY Ms. Patten, the Board voted unanimously (9 - 0) to approve the Planning Grant Progress Report and Reimbursement Invoice #2 in the amount of \$2,935.55, and directed staff to forward them to the Metropolitan Planning Organization as the Designation Official Planning Agency for approval and transmittal to the state.

Ms. Viens arrived at 10:07 a.m.

Review of the Transportation Disadvantaged Service Plan for FY 2007/08

Mr. Matson introduced IRC Transportation Planner Karen Hamilton, who gave a PowerPoint presentation on the 2007/08 Transportation Disadvantaged (TD) Service Plan, a copy of which is on file in the Commission Office.

ON MOTION BY Dr. Hurst, SECONDED BY Ms. Viggiano, the Board voted unanimously (10-0) to approve the Transportation Disadvantaged Service Plan for FY 1007/08 and transmit it to the Commission for the Transportation Disadvantaged.

Review of the Indian River County MPO Transportation Improvement Program (TIP)

Mr. Matson reviewed his memorandum dated May 7, 2007, and information contained in the backup on file in the Commission Office.

ON MOTION BY Ms. Patten, SECONDED BY Mr. Granse, the Board voted unanimously (10-0) to approve the Metropolitan Planning Organization Transportation Improvement Program.

Community Transportation Coordinator (CTC) Status Report

Ms. Deigl, COA Executive Director, reviewed the First Quarter Status Report for January through March, 2007, a copy of which is on file

in the Commission Office. She noted the COA would be renamed the Senior Resource Association, Inc. as of July 1, 2007.

Other New Business

The increase in the price of gasoline was discussed. Mr. Matson urged the members to pick up a copy of the MPO newsletter on their way out, and a copy is on file in the Commission Office.

There being no further business, the meeting was adjourned at 10:20 a.m.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Transportation Disadvantaged Local Coordinating Board (TDLCB)

THROUGH: Robert M. Keating, AICP
Community Development Director

FROM: Phillip J. Matson
MPO Staff Director

DATE: August 7, 2007

SUBJECT: **APPOINTMENT OF MEMBER TO THE TREASURE COAST TRANSPORTATION COUNCIL – REGIONAL ADVISORY COMMITTEE (RAC)**

It is requested that the information presented herein be given formal consideration by the Transportation Disadvantaged Local Coordinating Board (TDLCB) at the meeting of August 23, 2007.

DESCRIPTION & CONDITIONS

At its May 9, 2007 meeting, the Indian River County MPO approved the Treasure Coast Transportation Plan (TCTP). The plan, which was developed as a collaborative effort with the Martin and St. Lucie MPOs, contained strategies for improving public involvement and coordination on a regional level. One such strategy was the development of a Regional Advisory Committee (RAC). The purpose of the RAC is to provide citizen and technical input on regional transportation planning activities. In addition, it is intended that the RAC members will be responsible for briefing their individual TAC and CAC committees on regional project development. The RAC will be composed of one CAC member, one TDLCB member, and two TAC members from each of the three Treasure Coast MPOs. Other members of the RAC include two representatives of FDOT and one representative of the Treasure Coast Regional Planning Council.

RAC meetings will be conducted at least twice per year, prior to TCTC meetings. It is anticipated that agenda preparation, minutes taking, and other administrative tasks will be undertaken by the staff of the three individual MPOs on a rotating basis.

ANALYSIS

As stated, the MPO must appoint one TDLCB member to serve as a voting RAC member and one TDLCB member to serve as the RAC alternate. As you may know, the MPO's TCTC voting members are the Chairman of the MPO and the Chairman of the Board of County Commissioners. It is staff's recommendation that the TDLCB Board nominate a member to serve as one of the voting members of the RAC, and a TDLCB Board member to serve as alternate.

RECOMMENDATION

Staff recommends that the TDLCB nominate a TDLCB Board member as a voting member of the RAC, and a TDLCB Board member to serve as alternate.

Planning Staff Report

TDLCB

August 16, 2007

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CONDITIONS AT THE TIME OF THE LAST MAJOR PLAN UPDATE (1996)

The summary of transportation conditions within the county at the time of the last major plan update is provided in Appendix A. These data are provided so that they can be compared to existing conditions data. This comparison will enable the county to identify changes in transportation conditions within the county and make appropriate revisions to the transportation element as needed.

This section identifies transportation conditions at the time of the last major plan update. While that plan update was adopted on March 17, 1998, the best available data used within the update was from 1995/1996. These data are shown in Appendix A. The transportation conditions analyzed within the plan update relate to traffic circulation, public transportation (formerly mass transit), aviation, ports, and related facilities.

Demand Responsive Transportation

Prior to 1994, Indian River County was exclusively serviced by a demand-responsive service transportation system. In 1996, the Council on Aging (COA) was the primary transit operator, providing 91,741 annual passenger trips. The demand response fleet consisted of fifteen hightop vans, eight of which were equipped with wheel chair lifts, two station wagons and two mini-vans. Service was provided on a zone of operation basis. These zones are depicted in Attachment 18. As indicated in Attachment 21, there were thirteen additional providers of paratransit service at the time of the last major plan update.

Transit Service

With a combination of local, state, and federal grants, the Council on Aging (COA) was able to launch the County's first fixed route transit service in 1994. By 1996, there were six fixed routes in operation. Maps of the bus routes are provided in Attachments 26, 28, 30, 32, 34, 38. For four of the routes, the Vero Beach Municipal Airport served as the main terminal and transfer point, while the Council on Aging's office on US1 served as the point of origin for the remaining two routes. Hours of operation were 8 am to 3 pm, Monday through Friday. In its first year of operation, the COA's Community Coach provided an average of 48 daily fixed-route trips. Three cutaway buses, two twenty-eight foot trolleys, and one hightop van were used for the fixed route service. Attachment 22 shows there were 8,605 fixed route trips at the time of the last major plan update. Performance, effectiveness and efficiency indicators of the transit system were not included at the time of the last major plan update since the service had only recently been initiated. These data were obtained for 1996, and are included in Attachment 22. According to information available at the time, ridership per capita was 0.29, cost per mile was \$2.80, and riders per mile were 0.13. Finally, data from a 1993 report published by the Center for University Transportation Research at the University of South Florida showed that .04% of residents traveled to work using public transportation.

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Transit Need Indicators

Generally, age, income, race, mobility and auto availability are indicators of the need for transit services. A listing of transit need indicators can be found in Attachment 23. At the time of the last major plan update, 27.3% of the county's population was elderly (aged 65 and older). The per capita personal income was \$27,220 in 1996. At that time, approximately 9% of the population was considered living below the poverty level, while 9.8% of residents were unemployed. In 1996, 8.5% of the overall population was black, while 3% of the population was Latino. At that time, twenty three percent of residents were mentally or physically disabled and approximately 6% of county residents had no access to a vehicle.

Locations that produce or attract significant numbers of people are potential transit service destinations or generators. These areas include large residential subdivisions, shopping complexes, government agencies, and medical, educational and recreational facilities. Major trip generators and attractors in 1996 are illustrated on Attachment 24. The main shopping areas in the county were Vero Mall, Miracle Mile, Lauria's Plaza, K-Mart Shopping Center, Ryanwood Plaza, Home Depot, Horizon Outlet Center in Vero Beach and Wal-Mart Supercenter in Sebastian.

Coordination and Transit Planning

The Indian River County Metropolitan Planning Organization (MPO) was formed in 1993 as the transportation planning board in Indian River County. In addition to developing long and short range transportation plans for the county, the MPO undertook a number of significant coordination activities, particularly through its advisory committees. For example, the MPO was the primary forum for discussion of transportation topics between the cities and the county and between these entities and FDOT. In addition, the MPO was tasked with planning and coordinating the county's fixed route transit needs. As a result, the MPO received \$789,850 in transit grants by 1996. These funds were used to establish fixed route transit service. The amount of grant funding for transit is an indicator of the level of service provision. Attachment 20 of Appendix A lists the types and amounts of transit funding in 1996.

Transit Quality of Service

Transit quality of service (TQOS) was an emerging concept in 1996. At that time, it had not been formally recognized by the FTA or FDOT. Prior to 2002, TQOS was not performed in Indian River County. For purposes of this analysis, transit quality of service conditions at the time of the last major plan update have been developed, applying TQOS standards as identified in the 2002 FDOT Quality/Level of Service Handbook to operating conditions on the 1996 transit network. Two components of TQOS, Transit Frequency (1 hour headways) and Hours of Service (8 am – 3 pm), performed at level of service (LOS) E. In 1996, the Average Load LOS was A, since system wide total ridership was below 30% of capacity. For the same year, an analysis of transit service coverage revealed that many of the county's highest concentrations of transit oriented

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populations were served by fixed route transit. Other areas, such as Wabasso and Fellsmere, were not served by transit. At the time of the last major plan update, the resulting system-wide Service Coverage LOS was D. Two of the other indicators of TQOS, On-time Performance (Reliability) and Vehicle Travel Time, require actual field observations and are therefore not included in the base year conditions analysis. The TQOS indicators are depicted on Attachment 56.

EXISTING TRANSPORTATION CONDITIONS (2005 - 2006)

Appendix "A" also provides information on the county's existing transportation conditions. This information will be compared to the conditions at the time of the last major plan update. In so doing, the county will assess changes to transportation conditions within the county.

Demand Responsive Transportation

In 2005, The Council on Aging continued to provide demand response service in Indian River County. This service was available throughout the entire county between 6:30am and 5:30pm. Clients were asked to make reservations from 24 to 48 hours in advance, depending on the nature of the trip. For the same year, there were 66,245 passenger trips. As indicated in Attachment 21, there were 18 demand service transit and paratransit providers, countywide.

Transit Service

In 2005, the Indian River County Council on Aging also operated a fixed route system six days per week, through its Indian River Transit division. Service was free and available to all riders. There were nine routes that operated countywide. Services are depicted in Attachments 27, 29, 31, 33, 35, 36, 37, 39, and 40. The system operated between 8 am and 5 pm, Monday to Friday, at one hour headway on all nine routes. Five routes had limited service on Saturdays. In downtown Vero Beach, Pocahontas Park, was the transfer facility for five of the nine routes. By 2005, there were 250,661 annual passenger trips, on the fixed route system. A dial a ride program was also available for residents living more than ¼ mile or more from a bus stop. It operated from 6:30am to 5:30pm, five days a week. Ridership per capita was 1.27; cost per mile was at \$2.83, and riders per mile were 0.68.

Transit Need Indicators

Indicators of transit need such as age, income, race, mobility and auto availability for 2005 are summarized in Attachment 23. At that time, the county's elderly (age 65 and older) population was 29.2%, while the per capita personal income for the county was \$40,677. 2000 census figures showed 9.3% of the population living below the poverty level. Blacks (8.2%) and Latinos (6.5%) were the largest minority groups in the county according to the census, 23% of residents were disabled, and approximately 6% of county

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residents had no vehicle. Census data from 2000 showed .37 % of residents used public transportation to commute to work.

Attachment 25 shows major trip production and attraction locations in the county for 2005. The major shopping areas for the county were located in the central county area. These included the Miracle Mile and Treasure Coast Plazas east of downtown Vero Beach and a number of centers west of Vero Beach. Centers in the west-central portion of the county included the Prime Outlet Center (formerly Horizon Outlet Mall), the Indian River Mall, Ryanwood shopping center, Target, Lowes, Home Depot, Wal-Mart Superstore and Sam's Club. South Vero and Oslo Shopping Centers were located in the southern part of the county. North County retail centers included the Roseland Shopping Center, the Wal-Mart Superstore and the downtown Sebastian area.

Coordination and Transit Planning

The MPO continues to provide transportation planning, including transit and transportation disadvantaged planning services, for the county. In addition to its longstanding interagency coordination functions, the MPO in 2006 became an active participant in regional planning activities along the Treasure Coast. This occurred with the MPO's execution of an interlocal agreement for regional coordination with Martin and St. Lucie Counties and its participation in a regional transportation board, the Treasure Coast Transportation Council (TCTC).

Since 1996, the MPO has secured \$8,994,892 in local, state and federal transit funding. In 2005 alone, that total was over \$2.7 million. Some of the funds were used to secure additional vehicles and cover operating expenses. At the same time, planning grants allowed the MPO to hire transportation consultants to conduct studies, write plans and provide much needed expertise.

Transit Quality of Service

In 2005, consultants performed a transit quality of service analysis as part of a TDP major update. Transit Frequency and Hours of Service (8 am to 5 pm) operated at LOS E. There was variation in the Travel Time level of service measure between different routes on the system, ranging from "A" on routes with little traffic and few stops to "D" in the Vero Beach area; the average system-wide score was LOS B. The other components of TQOS are: Passenger Loading of transit vehicles, which was at LOS A; Reliability, which was at LOS C; and Service Coverage, which was at LOS B.

Demand Response Transportation

Although the Council on Aging is the primary demand response operator in the county, there are a growing number of alternate providers. The COA continues to provide transportation for ambulatory and non-ambulatory residents. The fare for demand service ranges from \$5.99 per person for group trips to \$16.07 per person for wheelchair trips. Costs are usually reimbursable in insurance. Demand service experienced a 27.8%

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decrease in passenger trips from 1996 to 2005. While demand response service continues to serve riders who for various reasons are unable to use the fixed route system, the county has been able to transfer thousands of rides to the less costly fixed route system by expanding and publicizing that system and concentrating routes in traditionally underserved areas.

Fixed-Route Transit

Fixed route transit appears to have successfully met the needs of its users by providing, efficient and accessible public transportation, as evidenced by a marked increase in fixed route ridership. Because of the magnitude of the increase, the increase cannot be attributed to population growth alone. The creation and marketing of the IRT system in 1998 helped to increase brand recognition, and change negative perceptions about transit. Routes were modified to provide better access to major trip attractors. The transfer hub was relocated from Vero Beach Airport to Pocahontas Park. There are now two additional transit station transfer points: the Gifford Health Center and the Food Court at the Indian River Mall.

Fixed route transit has grown steadily over the years and has expanded to meet the growing needs of its riders. In 1996 there were six bus routes. By 2005 there were nine routes, with two more routes scheduled to begin operation in 2007. There has been a 2,813% increase in fixed route ridership, from 8,605 in 1996 to 250,661 in 2005. This marked increase attests to the growing demand for transit service in Indian River County.

In addition to an increase in absolute ridership numbers, there has been a corresponding increase in transit efficiency. Ridership per capita and ridership per route mile have both increased by 500% since 1996. This indicates both a higher percentage of the public using transit and increased use of buses on the road. The cost per mile has only increased marginally since 1996 which shows both efficient use of resources and savings by switching passengers to fixed route services.

The percentage of persons commuting to work by transit has also grown by 300% from 1990 to 2000. For many workers, such as those on a conventional 9am to 5pm schedule, round trip commuting via the transit system is not yet possible. Often, those riders can travel to work on the bus but have to find a different mode of travel to get home. In 2006, a service development grant from FDOT was obtained that will address this deficiency by extending the hours of operation on several fixed routes.

Fixed route transit demand is expected to increase as the transit-dependent population, overall population, funding, and major trip attractors increases. Government agencies like FDOT and USDOT have increased transportation allocations for transit and transit infrastructure relative to highway funding. Localities are expected under state and federal guidance to maintain greater coordination between land use and transportation in an attempt to limit sprawl and promote transit. In the state of Florida, many counties have looked to transit in order to reduce traffic congestion and improve air quality. In addition, transit holds potential a lifestyle choice for retirees, persons with diminishing

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skills, environmentally conscious populations, and tourists. Since plan adoption, transit routes to major employment centers have been requested by a number of major employers and the workforce development board of the Treasure Coast. Finally, Indian River Transit will continue to be relied upon in emergency evacuation situations.

Transit Need Indicators

Factors such as population growth, age, race, income, unemployment, mobility/health, and auto availability continue to be indicators of transit need. Transportation Disadvantaged is defined by the State of Florida as "persons who because of physical or mental disability, income status, or inability to drive due to age or disability are unable to transport themselves or to purchase transportation and have no other form of transportation available. They are dependent upon others to obtain access to health care, employment, education, shopping, or medically necessary or life-sustaining activities."

Indian River County has a considerable share of residents who fall under the transportation-disadvantaged category as shown by the above-mentioned indicators. From 24,592 in 1990 to 32,972 in 2000, there has been a 34.1% increase in residents aged 65 and older. The elderly tend to have a greater reliance on fixed route and demand response transit due to deteriorating health and safety issues like diminished reaction times, loss of mobility and vision. There has been a steady increase in Indian River County's elderly population. As the current population ages, there will be a higher demand for transit. Seniors will continue to need access to health care and shopping centers. There are many benefits for seniors who use transit. For example, transit enables these residents to retain their sense of independence, live in their homes longer, and be functioning members of the community. Younger populations, especially those below age 18 and without their own transportation, also have difficulty accessing shopping and recreational facilities on their own.

Depending on the type of disability, many handicapped residents are physically not able to drive. The percent of Indian River County's population that is disabled has remained steady since 1994 at 23%. Low-income residents are less likely to be able to purchase vehicles. If they currently own cars, many cannot afford to insure or replace them. In addition, recent escalations in the price of gasoline are more likely to hinder the mobility of low-income residents, who are more sensitive to price fluctuations. The percent of residents living below poverty increased by 33.3% from 7,745 in 1989 to 10,325 in 1999. While the Black population has increased by 19.4% from 7,660 in 1990 to 9,143 in 2000, the percentage of the total population that is black has decreased. The number of Latinos has seen a dramatic increase of 173%, from 2,704 in 1990 to 7,391 as more immigrants move to the county.

Current and future land use patterns have a substantial influence on the characteristics of transit systems. Land use characteristics such as development type and density provide an indication of present and future transit demand. In terms of population density, Indian River County remains a relatively low-density community. With 347,520 acres in the county as a whole, the overall population density was approximately 0.37 persons per

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acre in 2005. Since most of the development has taken place in the eastern one-third of the county, the population density of the urbanized area increased slightly but overall is still relatively low. In 1995, there were approximately 1.4 persons per acre and 1.63 persons per acre in 2005.

The identification of major trip generators and attractors helps determine the demand for transit. Trip production areas are those portions of the county where major residential developments are located. These developments produce trips. Trip attraction areas are locations with shopping, recreation, medical, employment, and other facilities. People are attracted to these areas by the services or facilities available there.

Lack of adequate transportation is a barrier to accessing health care, governmental agencies, recreational facilities, retail and educational, employment, and social opportunities. Although Indian River County has incomes at or above the state average of \$31,469 there are populations who require public transportation. As the current adult population ages and the number of other transportation disadvantaged groups grows, the need for transit services will grow. Transit service will continue to be a combination of fixed route and demand response service due to low population density and dispersed developments patterns. Blended transit will likely continue until higher population densities are achieved and development patterns become more compact.

Transit Quality of Service

A comparison of transit quality of service between time of the last major plan update in 1996 and 2005 reveals no observable changes in three of the level of service measures that were identified: Service Frequency (LOS E), Hours of Service (LOS E) and Average Loading (LOS A). Indian River Transit has made strides in improving its hours of operation. Since 1996, the fixed route system has expanded its evening hours from 3:00 pm to 5:00 pm. Nonetheless, the TQOS indicators do not rate a system at LOS D or above for hours of operation until that system operates on a 12-hour a day basis. A service development grant received by the MPO in 2006 will enable IRT to provide some 12-hr. service on a demonstration basis.

With respect to service frequency, it has been mentioned that one priority for service expansion is to adopt 30-minute headways on all routes. Instead, the county has chosen to invest its transit resources in another identified priority, expanding into previously unserved areas of the county, such as Fellsmere and Wabasso. In making this tradeoff, the county has experienced improvement in service coverage from level of service D in 1995 to B in 2005. Specifically, the county has added three new routes and extended its six existing routes. This LOS improvement demonstrates that the county considers areas of high transit-oriented populations in its route planning process. In the future, as service coverage has been extended to all areas of high demand, the county may concentrate on its service frequency LOS.

Finally, two other indicators, Travel Time and Reliability, are not available for 1996. Therefore, no meaningful level of comparison is possible for these indicators.

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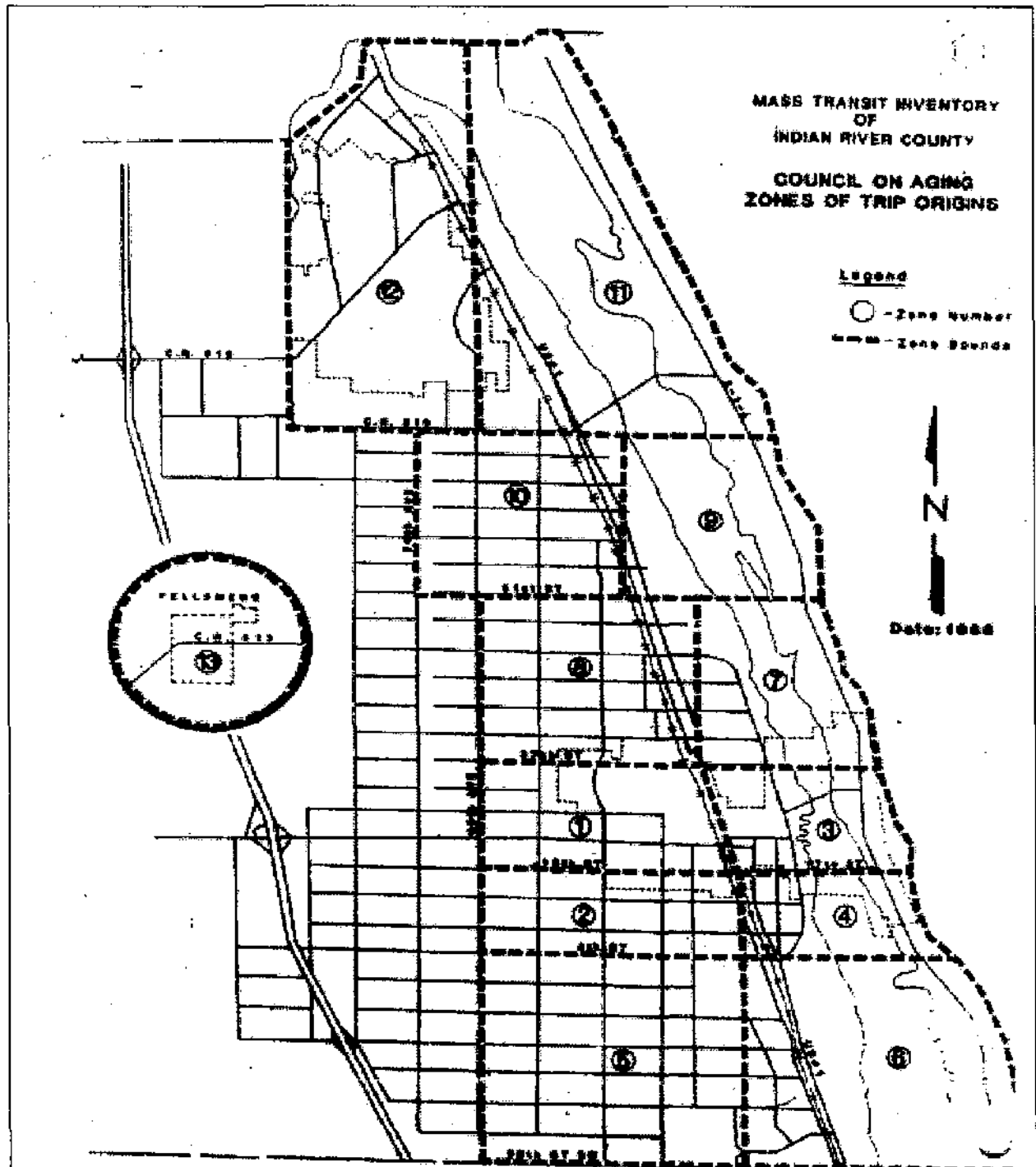
Coordination and Transit Planning

While there have been slight changes to the composition of the MPO and its advisory committees since the last major plan update, there have been no significant changes to the MPO regarding its organization, membership, or planning functions. One major change in the MPO's responsibilities occurred in 2006 with the development of the TCTC interlocal agreement. Through this agreement, the MPO committed to developing a regional transportation plan and priorities with the two other MPOs on the Treasure Coast. Development of that plan and priorities is now underway.

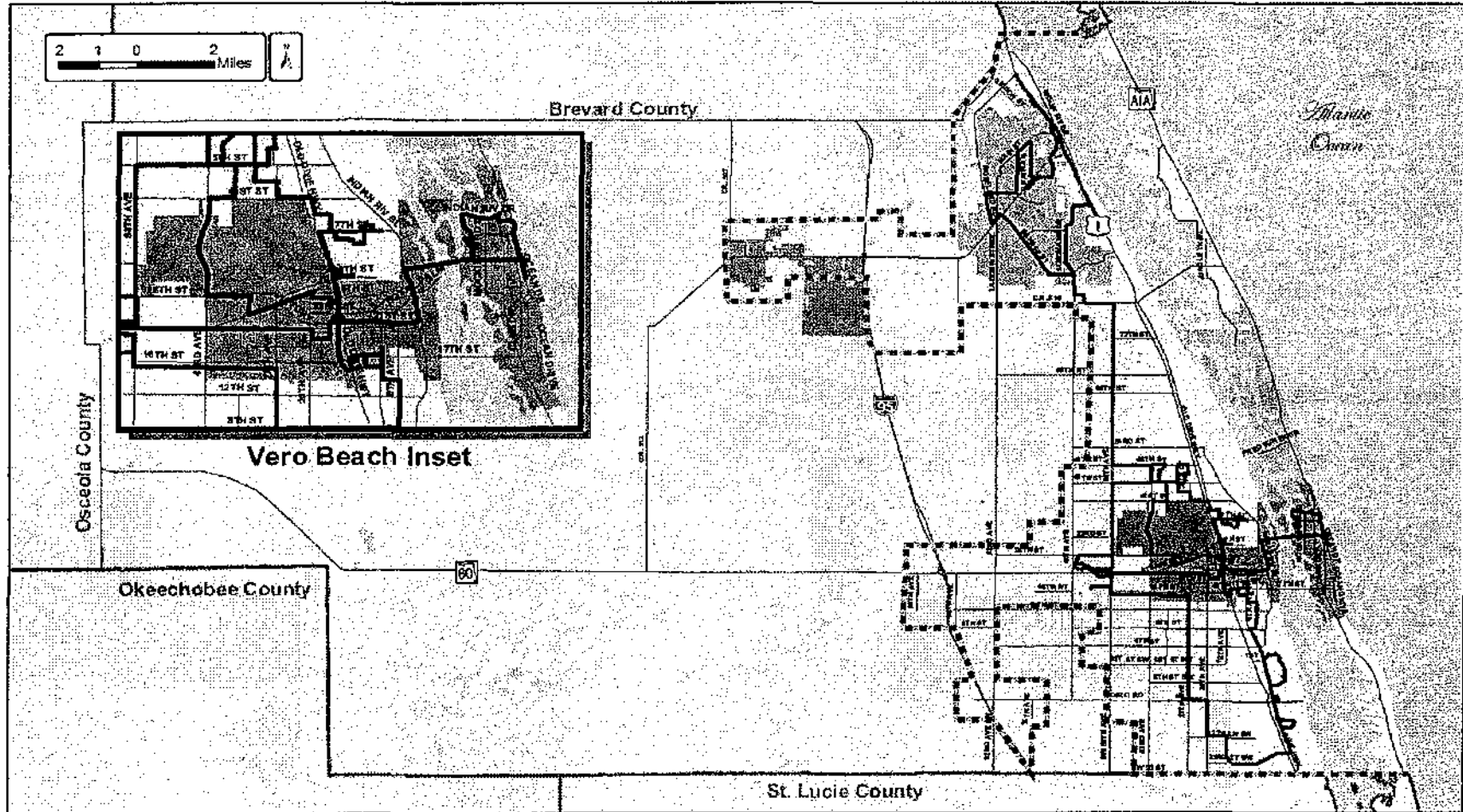
The transit planning and service development activities in Indian River County have grown considerably since the formation of the MPO in 1993. For example, TDP Major or Minor updates have been performed each year by the MPO since 1998. One purpose of the TDP is to establish objectives for transit in Indian River County and monitor progress towards those objectives. In addition, the MPO has met quarterly with the transit operator, the Council on Aging, to ensure continuing control and oversight over the transit system. In 1996, the MPO was responsible for obtaining \$789,850 in transit service grants and \$17,691 in planning grants. The MPO successfully applied for \$2,497,000 in transit service grants and over \$200,000 in transit planning funds in 2005. This represents a 216.2% and 1,144.7% increase in transit services and planning funding respectively. Since the time of last plan update, the county has received over \$9,000,000 in transit grants. Some of the increase in transit funding is due to two six-year highway reauthorization bills passed since 1996. Each of these bills, which determine the allocation of highway and transit funds, both increased the percentage of funds dedicated to transit projects. In addition, FDOT has provided incentives for local transit service provision in the form of a number of new matching grant programs.

In the immediate future, the IRCMPO will work closely with the COA to improve ridership. The following service improvements are planned for 2010 on the fixed route system, as funding permits: Sunday service; extended weekday service (to 6:30pm); and 30-minute headways on all routes.

Attachment 18. Zones of Trip Origin - Existing Conditions



Attachment 19. Transit System Service Area – Existing Conditions - 2006



Municipalities

- Fellsmere
- Indian River Shores
- Orchid
- Sebastian
- Vero Beach

- Transit Routes
- MPO Planning Boundary

Fixed Bus Routes and Transit Service Area

Zones of Trip Origin for Fixed Route System – MPO Planning Area
 Zones of Trip Origin for the Demand Response System – IR County
 Source – IRC MPO 2005 TDP

**Attachment 20. Mass Transit Grants
Comparison of Conditions at Time of Last Major Plan Update and Existing Conditions**

TYPE OF GRANTS	CONDITIONS AT TIME OF LAST MAJOR PLAN UPDATE			EXISTING CONDITIONS		
	AMOUNT	YEAR	SOURCE	AMOUNT	YEAR	SOURCE
Grant for Transit Services						
Transportation Disadvantaged Capital Grants	\$185,650	1994 -1995	1996 Mass Transit Element	\$377,161	2005-2006	05/06-09/10 TIP
5310 FTA Capital/Operating Grant (prev Sct 16)	\$180,000	1994-1995		\$250,000	2005-2006	
5311 FTA Capital Grant (prev Sct 18)	\$23,400	1994 -1995		n/a	2005-2006	n/a
5311 FTA Operating Grant (prev Sct 18)	\$100,800	1994 -1995		\$97,528	2005-2006	
5307 FTA Operating Grant (prev Sct. 9)	\$300,000	1994 -1995		\$1,114,202	2005-2006	05/06-09/10 TIP
FDOT Corridor Grant for Saturday Service	n/a	n/a		\$100,000	2005-2006	
FDOT Intermodal – Gifford Health Center	n/a	n/a		\$53,000 *	2005-2006	
PTBG Grant	n/a	n/a		\$228,846*	2005-2006	IRC MPO Grant Log
FDOT Urban Transit Grant	n/a	n/a		\$50,000 *	2005-2006	
Service Development Grant – Evening Service	n/a	n/a		\$92,000	2005-2006	05/06-09/10 TIP
Corridor Grant - Brevard	n/a	n/a		\$134,571 *	2005-2006	IRC MPO Grant Log
TOTAL TRANSIT SERVICE FUNDING	\$789,850	1994-1995		\$2,497,308	2005-2006	
Grants for Transit Planning						
5303 FTA Grant (prev Sct 7)	n/a	n/a		\$202,204	2003-2006	IRC MPO Grant Log
TD Planning	\$17,691	1994 -1995	1996 Mass Transit Element	\$18,000	2005-2006	
TOTAL TRANSIT PLANNING FUNDING	\$17,691			\$220,204		

Source – IRC MPO, 2007

n/a -- not applicable

*Average yearly funding is shown where exact funding amounts are not available.

**Attachment 21. Indian River County Transit/Para-transit Service Providers
Comparison of Conditions at Time of Last Major Plan Update and Existing Conditions**

CONDITIONS AT TIME LAST MAJOR PLAN UPDATE		EXISTING CONDITIONS		
AGENCY NAME	YEAR	AGENCY NAME	YEAR	SOURCE
Able Transport	1995	Able Transport	2006	http://indian-river.fl.us/health/transportation/index.html
All Florida Medical Transport		Klub Kar Transportation	2006	www.switchboard.com
American Cancer Society		ACTS of Indian River Estates	2005	IRC MPO 2005 Transit Development Plan
American Red Cross		American Cancer Society		
City Cab of Vero Beach		Association for Retarded Citizens	2006	www.switchboard.com
Economic Opportunity Council		Busy Traveler Transportation		
Indian River Association for Retarded Citizens		City Cab of Vero Beach	2006	http://indian-river.fl.us/health/transportation/index.html
Indian River County Council on Aging		Economic Opportunity Council	2006	IRC MPO 2005 TDP
Indian River County School District		Greyhound Bus Lines	2006	
Indian River County Veterans Council		Healthsouth Treasure Coast Rehabilitation Hospital	2005	http://indian-river.fl.us/health/transportation/index.html
Indian River Yellow Cab		Indian River County Council on Aging	2005	IRC MPO 2005 TDP
New Horizons of the Treasure Coast		Indian River County School District		
Volunteer Ambulance Squad		Indian River County Volunteer Ambulance Squad	2006	http://indian-river.fl.us/health/transportation/index.html
Yellow Cab of Sebastian		Indian River Memorial Hospital		
		Indian River Yellow Cab	2005	IRC MPO 2005 TDP
		New Horizons of the Treasure Coast		
		Sebastian River Medical Center	2006	http://indian-river.fl.us/health/transportation/index.html
		Veterans Council of Indian River County	2005	IRC MPO 2005 TDP
Total = 14 Providers		Total = 18 Providers		

Source – IRC MPO, 2007

**Attachment 22. Public Transportation Data
Comparison of Conditions at Time of Last Major Plan Update and Existing Conditions**

TYPE OF TRIPS	CONDITIONS AT TIME OF LAST MAJOR PLAN UPDATE			EXISTING CONDITIONS		
	DATA	YEAR	SOURCE	DATA	YEAR	SOURCE
Transit Ridership						
Paratransit Passenger Trips - yearly	91,741	1995	COA	66,245	2004	COA
Fixed-Route Passenger Trips - yearly	8,605			250,661	2005	
Passenger Trips By Trip Purpose						
Medical	32%	1995	1999 IRC MPO TDP	41%	2006	2005 IRC MPO TDP
Education	11%			24%		
Employment	4%			6%		
Fixed Route Service Effectiveness and Efficiency						
Passenger Trips Per Capita	0.20	1996	1999 IRC MPO TDP	1.27	2005	2005 IRC MPO TDP
Passenger Trips Per Revenue Mile	0.13			0.68		
Operating Expense Per Revenue Mile	\$2.80			\$2.83		

Source – IRC MPO & COA

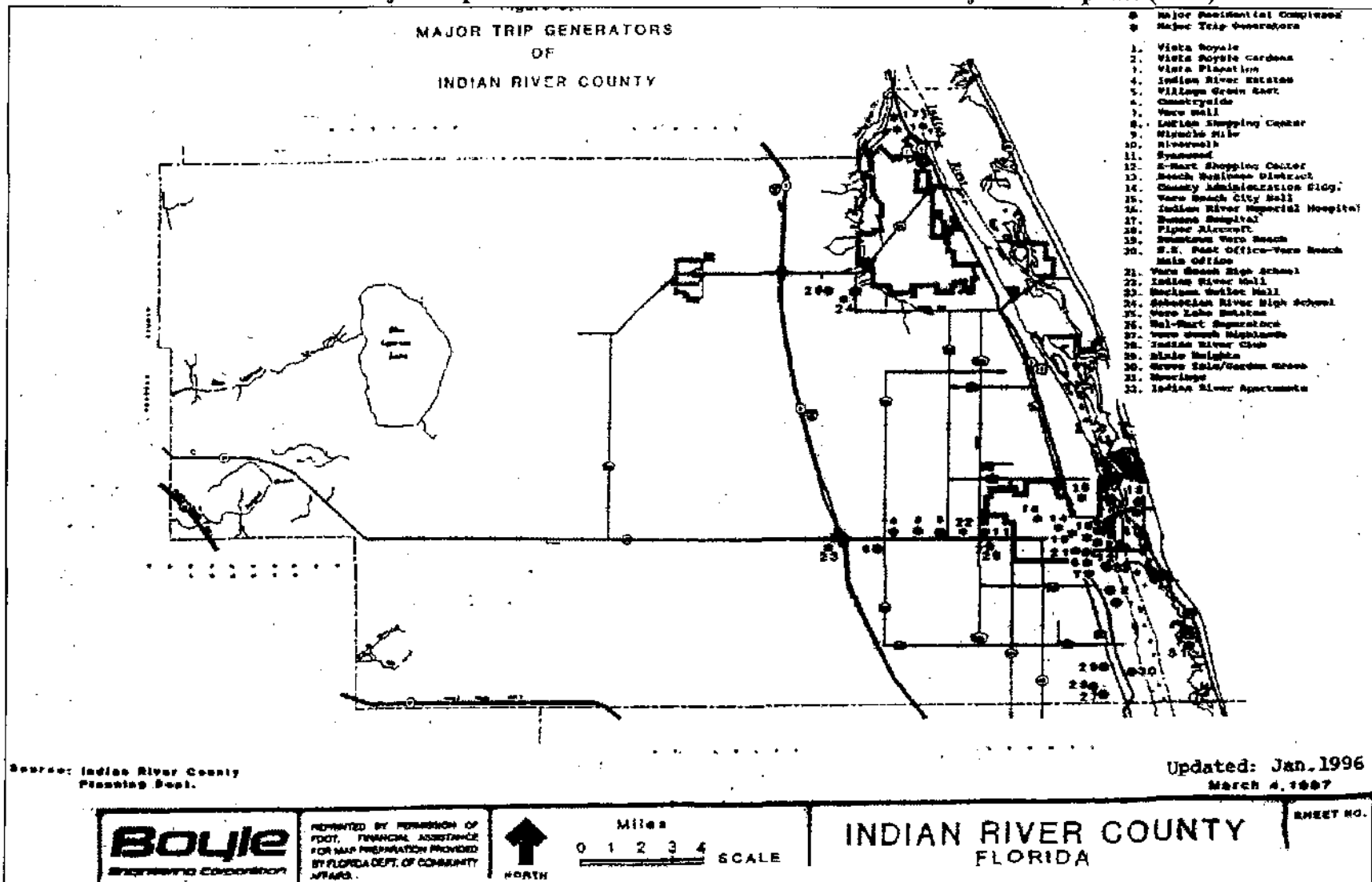
N/A – not available

**Attachment 23. Mass Transit Demographic and Automobile Data,
Comparison of Conditions at Time of Last Major Plan Update and Existing Conditions**

TRANSIT NEED INDICATORS	CONDITIONS AT THE TIME OF LAST MAJOR PLAN UPDATE			EXISTING CONDITIONS		
	DATA	YEAR	CITATION	DATA	YEAR	SOURCE
County Population	100,261	1995	US Census	130,043	2005	BEBR
Urbanized Area Resident & Seasonal Population Density	1.4 persons/acre	1995	IRC	1.6 persons/acre	2005	IRC
Elderly Population	27.3 %	1990	CENSUS	29.2%	2000	CENSUS
Disabled Population	23%	1990	CENSUS	23%	2000	CENSUS
Race						
Black	8.5%	1990	CENSUS	8.2%	2000	CENSUS
Latino	3.0%	1990	CENSUS	6.5%	2000	CENSUS
Per Capita Personal Income						
Indian River County	\$27,220	1993	BEBR	\$40,677	2004	BEBR
Florida	\$20,650	1993	CUTR	\$31,469	2004	BEBR
Poverty	8.7%	1990	CENSUS	9.3%	2000	CENSUS
Auto Ownership						
Vehicles Per Household	1.57	1990	CUTR	1.58	2000	CUTR
Vehicle Registrations (Car Tags Sold)	59,979	1993	BEBR	88,120	2006	BEBR
Households without Vehicles	5.98%	1990	CUTR	6.03%	20	CUTR

- BEBR - Bureau of Economic and Business Research, University of Florida
- CUTR – Center for Urban Transportation Research, University of Southern Florida

Attachment 24. Major Trip Generators – Conditions at Time of Last Major Plan Update (1996)



TDLCB REPORT FOR APRIL – MAY - JUNE 2007

Community Coach Door to Door service provided approx 16,064 one way trips in the reporting quarter this is an 8% decrease from the last reporting quarter. This decrease is not unusual due to seasonal residents going to summer locations.

Indian River Transit Public Transportation provided approx 79,027 one way trips in the reporting quarter this is a 5% decrease from the last reporting quarter. This decrease is not unusual due to seasonal residents going to summer locations.

Transportation has ordered 2 – 31 foot Chevy - 24 seat, 2 wheelchair station buses to be used by IRT Public Transportation. The cost of the two vehicles is approx \$170,000.00 (funded by 5307 County capital dollars) and anticipate delivery in September, 2007.

IRT Route# 10 (Fellsmere to Sebastian) had a rider ship count of:

April 2007 – 257 rides May 2007 – 420 rides June 2007 – 648 rides

The first quarter this route ran produced 538 rides verses 1,325 in the second quarter. The steady increase of rider ship is a good indicator that the route is placed in the correct locations, where people need and want to go. The possibility of going from 3 days a week to 5 days a week

IRT Route# 11 (Barefoot Bay to Pochontas Park) began operating July 9th, 2007 and rider ship count will be reported in the next quarter.

Karen Hamilton, Jennifer Johnson and I attended the Transportation for Disadvantaged conference in Orlando August 6th, 7th and 8th. The conference had some great workshops and we all gained knowledge of new and changed programs for TD.

Senior Resource Association, Inc has proven to be a smooth, successful name change from former Indian River County Council on Aging, Inc.

Buses are being cleaned of all lettering to make way for the new Community Coach design.

FLCTD
Annual Operations Report
Section I: Face Sheet

County: Indian River	Fiscal Year: July 1, 2006 - June 30, 2007
Status: Ready	
Report Date:	08/07/2007
Period Covered:	July 1, 2006 - June 30, 2007
Coordinator's Name:	Senior Resource Association, Inc.
Address:	692 14th Street
City:	Vero Beach
Zip Code:	32960
Service Area:	Indian River
Contact Person:	Karen Wood
Title:	Transportation Director
Phone:	(772) 469 - 2057
Fax:	(772) 569 - 8469
Email:	kwood@sramail.org
Network Type:	Partial Brokerage
Organization Type:	Private Non-Profit
CTC Certification:	
I, Karen A Wood, as the authorized Community Transportation Coordinator (CTC) Representative, hereby certify, under the penalties of perjury as stated in Chapter 837.06, F.S., that the information contained in this report is true, accurate, and in accordance with the accompanying instructions.	
CTC Representative (signature)	
Karen A Wood - 07/19/2007	
LCB Statement:	
I, _____, as the local Coordinating Board Chairperson, hereby, certify in accordance with Rule 41-2.007(7) F.S. that the local Coordinating Board has reviewed this report and the Planning Agency has received a copy.	
LCB Signature	

FLCTD
Annual Operations Report
Section II: General Info

County: **Indian River**

Fiscal Year: **July 1, 2006 - June 30, 2007**

Status: **Ready**

Section II: Coordinated System General Information

1. Operator Listing (include the CTC, if the CTC provides transportation services)

Number of Private Non-Profits: 3

Number of Private For-Profits: 0

Public Entities:

School Board: 0

Municipality: 0

County: 0

Transit Authority: 0

Other: 0

Total: 3

2. How many of the operators listed in 1 are coordination contractors?

2

3. How many of the operators listed in 1 are Certified Minority Business Enterprises (CMBEs)?

0

4. How many other CMBE's are used in your system for services other than transportation?

0

FLCTD
Annual Operations Report
Section III: Passenger Trip Info

County: Indian River		Fiscal Year: July 1, 2006 - June 30, 2007	
Status: Ready			
Section III: Passenger Trip Information			
1a. One-Way Passenger Trips			
Type of Service	Service Area		
Fixed Route/Fixed Schedule	Within	Outside	Total
Daily Trip Tickets	0	0	0
Weekly Passes	0	0	0
Monthly Passes	0	0	0
Deviated Fixed Route Service	0	0	0
Paratransit			
Ambulatory	99406	367	99773
Non-Ambulatory	5488	553	6041
Stretcher	303	269	572
Other Services			
School Board Trips	0	0	0
Total Trips	105197	1189	106386
1b. How many of the total trips were provided by contracted transportation operators (do not include the CTC, if the CTC provides transportation services)?			0
1c. How many of the total trips were provided by coordination contractors?			30284
2. One-Way Trips by Funding Source			
Commission for the Transportation Disadvantaged			27812
Florida Department of Transportation			12527
Department of Children and Families			0
Agency for Persons with Disabilities			0
Agency for Health Care Administration			2761
Agency for Workforce Innovation			0
Department of Health			0
Department of Education			0
Department of Elder Affairs			5509

Department of Community Affairs	0
Department of Juvenile Justice	0
Other Federal Programs	43961
Local Government	6579
Local Non-Government	7237
Total:	106386
3. One-Way Trips by Passenger Type	
Was this information obtained by sampling?	no
Elderly	
Low Income:	23201
Disabled:	5290
Low Income and Disabled:	31979
Other:	0
Children	
Low Income:	486
Disabled:	503
Low Income and Disabled:	521
Other:	0
Other	
Low Income:	12982
Disabled:	21711
Low Income and Disabled:	8904
Other:	809
Total:	106386
4. One-Way Passenger Trips - by Purpose	
Was this information obtained by sampling?	no
Medical Purpose	45834
Employment Purpose	5983
Education/Training/Daycare Purpose	26047
Nutritional Purpose	3799
Life-Sustaining/Other Purpose	24723
Total:	106386
5. Unduplicated Passenger Head Count	
5a. Paratransit/Deviated Fixed Route/ School Brd	18601

5b. Fixed Route	0
Total:	18601
6. Number of Unmet Trip Requests	
	679
Unmet Trip Requests by Type of Trip	
Unmet Medical	524
Unmet Employment	50
Unmet Education/Training/Daycare	24
Unmet Nutritional	0
Unmet Life-Sustaining/Other	81
Reason Trip was Denied (Optional)	
Lack of Funding:	565
Lack of Vehicle Availability:	38
Lack of Driver Availability:	54
Other:	22
7.) Number of Passenger No-shows	
	578
Passenger No-Shows by Funding Source (optional)	
CTD:	0
AHCA:	0
AWI:	0
DCF:	0
APD:	0
DOE:	0
DOEA:	0
Other:	0
8. Complaints	
Complaints by Service	4
Complaints by Policy	1
Complaints by Vehicle	1
Complaints by Other	2
Complaint Total:	8
9. Commendations	
Commendations by CTC	11

Commendations by Transportation Operators	0
Commendations by Coordination Contractors	9
Total Commendations:	20

FLCTD
Annual Operations Report
Section IV: Vehicle Info

County: Indian River		Fiscal Year: July 1, 2006 - June 30, 2007	
Status: Ready			
Section IV: Vehicle Information			
1. Mileage Information			
	Vehicle Miles		Revenue Miles
CTC:	591563		561121
Transportation Operators:	0		0
Coordination Contractors:	124215		121564
School Bus Utilization Agreement:	0		0
Total:	715778		682685
2. Roadcalls			
	1		
3. Accidents			
	Chargeable		Non-Chargeable
Total Accidents Person Only:	0		0
Total Accidents Vehicle Only:	1		3
Total Accidents Person & Vehicle:	1		0
Total Accidents:	2		3
Grand Total:	5		
4. Total Number of Vehicles			
	66		
		Count	Percentage
a. Total vehicles that are wheelchair accessible:		57	86.00%
b. Total vehicles that are stretcher equipped:		0	0.00%

FLCTD
Annual Operations Report
Section V: Employee Info

County: Indian River		Fiscal Year: July 1, 2006 - June 30, 2007	
Status: Ready			
Section V: Employee Information			
1. CTC and Transportation Operator Employee Information			
			Hours
Full-Time Drivers	21		42246
Part-Time Drivers	30		34980
Volunteer Drivers	0		0
Total Hours:			77226
Maintenance Employees	1		
Dispatchers	0		
Schedulers	0		
Call Intake/Reserv./Cust. Serv.	4		
Other Operations Employees	0		
			Hours
Other Volunteers	0		0
Administrative Support	1		
Management Employees	0		
Total	57		
2. Coordination Contractors Employee Information			
			Hours
Full-Time Drivers	0		0
Part-Time Drivers	16		18528
Volunteer Drivers	0		0
Total Hours:			18528
Management Employees	1		
Dispatchers	0		
Schedulers	0		
Call Intake/Reserv./Cust. Serv.	2		

Other Operations Employees	0	
		Hours
Other Volunteers	0	0
Administrative Support	2	
Management Employees	0	
Total	21	
		TOTAL HOURS: 95754