

Hernando County Transit Development Plan

2022 Annual Progress Report

Prepared by



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SECTION 1. INTRODUCTION & REQUIREMENTS OF THE TRANSIT DEVELOPMENT PLAN

Introduction

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major TDP Updates and annual Progress Reports must be submitted to the Florida Department of Transportation (FDOT) by September 1st of the year they are due.

The TDP Major Update, required every five years, was last adopted by the Hernando County Board of County Commissioners on August 13, 2019, and the MPO on August 20, 2019. Annual Progress Reports are subsequently required in the interim years. The TDP is the source for determining the types of projects and their priority in the public transportation component of the Hernando/Citrus Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). The plan must also be consistent with the approved local government comprehensive plans and the MPO's Long Range Transportation Plan. The Hernando/Citrus MPO is responsible for ensuring the completion of the TDP for adoption by the provider, the Hernando County Board of County Commissioners.

The Annual Progress Report is prepared in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC).

Requirements of the Annual Progress Report

Annual Progress Report (APR) updates shall be in the form of a progress report on the 10-year implementation program and shall include:

- Past year's accomplishments compared to the original implementation program
- Analysis of any discrepancies 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 for the coming year
- Revised implementation program for the 10th year
- Added recommendations for the new 10th year of the updated plan
- A revised financial plan
- A revised list of projects or services needed to meet the goals and objectives

Report Organization

The APR is compiled to support the Hernando County's Ten-Year Transit Development Plan (TDP) Major Update (2020-2029) and is composed of six (6) major Chapters, including this introduction. Each Chapter is briefly described below.

- Section 1 provides an overview of the TDP requirements and what is required in the document.
- Section 2 lists the past year's (2022) accomplishments compared to the original implementation in the adopted 2020-2029 TDP program.
- Section 3 provides an analysis of any discrepancies between the TDP and its implementation for the past year, and steps that will be taken to attain its original goals and objectives.
- Section 4 documents revisions to the implementation program for the coming year.
- Section 5 contains the revised implementation program for the new tenth (10th) year.
- Section 6 contains a revised financial plan based upon modified assumptions regarding system costs and available revenues.

SECTION 2. OVERVIEW OF THE SYSTEM

Overview of the System

The information in the Annual Progress Report (APR) identifies the activities and accomplishments of TheBus during the implementation of the Major Update. It represents the Study Area shown in Map 1 below.

The fixed route system's characteristics are depicted in Table 1 an excerpt from the Major Update. There are four (4) routes denoted by color. The Red and Blue routes serve the Spring Hill area, and the Purple and Green Routes serve both the Brooksville and Spring Hill areas.

- **Purple Route** – The Purple Route travels along SR 50 and US 19 to Pasco County linking Brooksville and Spring Hill. This route connects with Pasco County Public Transportation (GOPASCO) providing a regional transit system connection between TheBus (Hernando County) to the Pasco, Hillsborough, and Pinellas County public transportation systems.
- **Red Route** –Red Route travels Deltona Blvd. and a portion of Northcliffe Blvd. and US 19.
- **Blue Route** – The Blue Route travels north-south as a connector along Mariner Blvd. (connecting SR 50 to County Line Rd.). This route serves as a second connector with GOPASCO at the Bravera Health in Spring Hill.
- **Green Route** – The Green Route is a connector from Brooksville to Spring Hill and serves the Brooksville/Tampa Bay Regional Airport and Technology Center on Spring Hill Drive, and traverses California Street and Wiscon Road.

Map 1

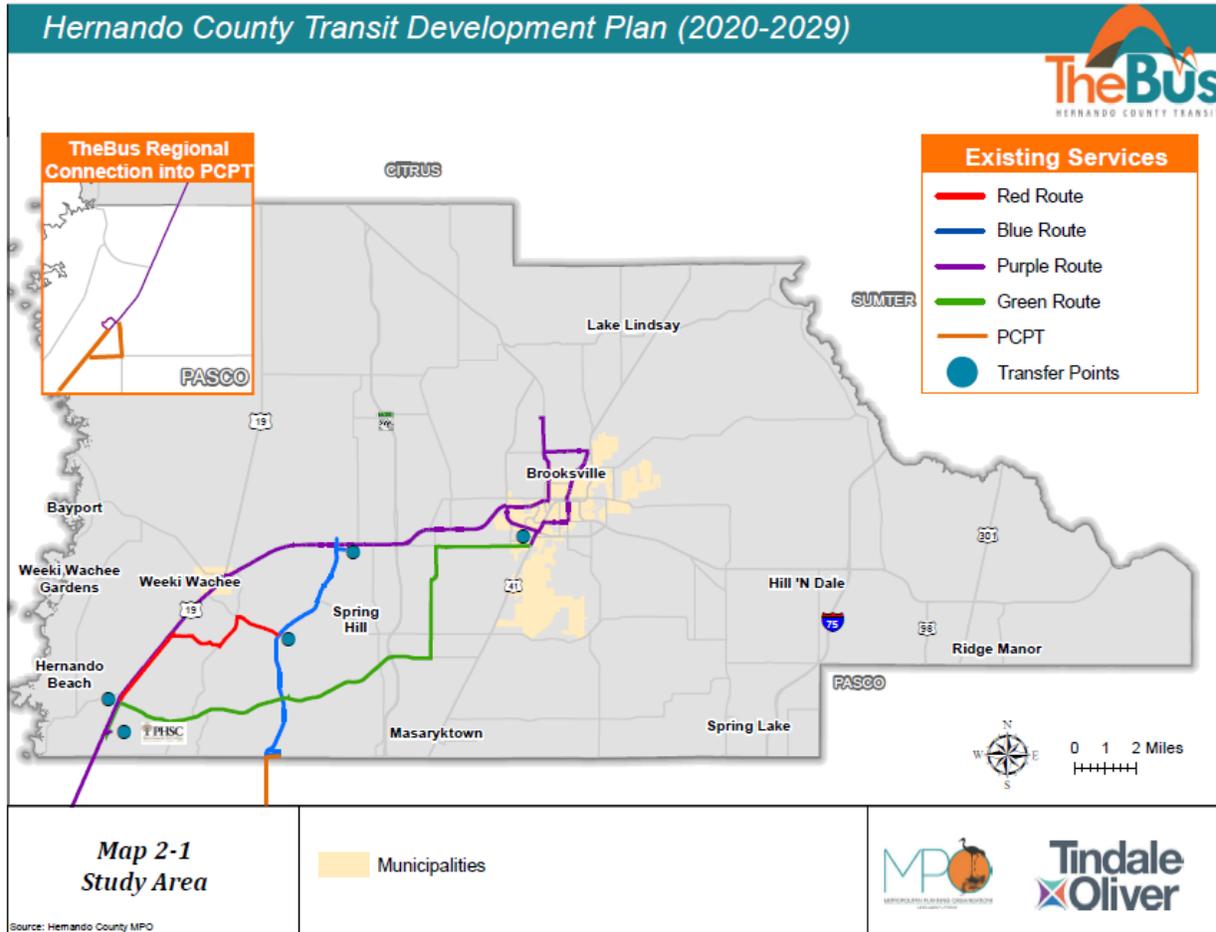


Table 1: Fixed-Route System Characteristics

Measures	Red Route	Blue Route	Purple Route	Green Route	Total
Vehicles Operated in Maximum Service	1	1	3	2	7
Number of System Spare Vehicles	5				5
Headways (minutes)	60	60	60	60	--
Days of Service	Mon - Sat	Mon - Sat	Mon - Sat	Mon - Sat	--
Hours of Service	5:47 am to 7:43 pm	6:00 am to 7:54 pm	5:30 am to 8:20 pm	6:10 am to 8:03 pm	--

SECTION 3. COMPARISON & SUMMARY OF PAST YEAR'S ACCOMPLISHMENTS

Ridership Trends

System ridership decreased from 134,710 in FY 20 to 111,602 in FY 21, a decrease of approximately 17.15%. This drop in ridership was attributed to Coronavirus 19 (COVID 19), a pandemic that affected all individuals across the world. During FY 21, TheBus has been experiencing a slowly increase of in ridership activity, but not at the same levels as prior FY 19.

Table 2: Implementation Table from the 2020-2029 TDP

Identified Project	Implementation Year	FY 2022	Notes
Fixed-Route Bus Service			
Add Saturday service to existing routes (8:00 AM to 5:00 PM)	2020	Completed	Implementation of the Saturday service started on 10/1/2019
Extend service hours to 9:00 PM on existing routes	2020	Completed	Implementation of the extended hours of service started on 10/1/2019.
Add East Hernando Connector (AM and PM bus service to Ridge Manor)	2024	In progress	Planning for this project begin during FY 22. A study for this project will be conducting during FY 23.
Add commuter express service on Suncoast Parkway	Unfunded	No change	This will be a joint effort with TBARTA
Capital/Infrastructure/Technology			
Bus stop infrastructure/ADA accessibility improvements	2020–2029	On-going	During FY 22, the design phase to improve 26 selected bus stop locations have been completed. Construction phase is schedule to begin in FY 23. In addition, improvement to the bus stop located at the Brooksville City Hall has been completed.
Shared park-and-ride facilities	2020–2030	No change	This will be a joint effort with TBARTA
Major transfer facility (secure a location and development)	2025–2029	In-progress	Planning for this project begin during FY 22. A study

Identified Project	Implementation Year	FY 2022	Notes
			for this project will be conducting during FY 23.
Vehicle replacement and acquisition program	2025-2029	Completed	One (1) new fixed-route vehicle was delivered in June 2022. Three (3) fixed route vehicles and three (3) ADA vehicles are programmed for acquisition in FY 23
Real-time bus location app/displays	2020	Completed	RouteShout was launched on March 1, 2021.
Policy/Other Improvements			
Implement regional mobile payment app	2020-2022	Completed	Flamingo was launched in August 2021.
Engage businesses to develop employee bus pass/subsidy programs	2020–2029	No change	
Coordinate with TBARTA to promote TDM strategies	2020–2029	On-going	This is an on-going effort with TBARTA
Expand transit marketing program	2020–2029	On-going	Program activities listed below

Free-Ride Days

TheBus implemented the “free ride day” program on the following days:

- Older American Month (All individuals over the age of 60 ride for free)
- Dump the Pump (All riders ride for free)
- Veterans Day (All veterans ride for free)
- Election Days - Free rides for all residents that present a voter registration card

Student Summer Pass Program

This pass provides students with unlimited rides from May 15 through August 31 for \$25 and is available each summer for students. Passes are sold at the Transit Operation Facility, West Hernando, Main and Spring Hill Libraries, and PHSC Bookstores.

Reduced Fare Photo Identification

TheBus continues issuing a reduced fare photo identification card to qualified individuals. Riders must be a student, elderly person, Medicare card holder, and/or a person with a disability.

Website

TheBus's website is continually updated to provide current, relevant, and essential information to the public. The news flash feature provides current information such as bus stop closures, route detours, and upcoming events, etc. Also, the County utilizes social media as necessary to provide related transit information to the Hernando County residents.

Presentations

During 2022, presentations regarding the status and features of the transit system were made to the Technical Advisory Committee, and the MPO Board. The Operators' General Manager serves on the Transportation Disadvantaged Local Coordinating Board to provide input on the system. All public outreach efforts and other public activities were not conducted for safety precautions due to the pandemic. Meetings/presentations have been conducted via video conferencing as we are going back to conduct businesses as usual.

Analysis of Any Discrepancies

Upon review and analysis of the Major Update for 2020-2029 and the preparation of the Annual Progress Report, no discrepancies were determined.

Impacts & Enhancements to the System

During FY 2022, safety measures continue as follow:

- Cleaning and disinfecting activities of vehicles and facilities are conducted daily.
- Riders and employees including bus drivers were required to wear face masks. This order was lifted in February 2022.
- Quarantine measures are still in place.
- Hand sanitizers were placed on the buses and countertops for convenience and access encouraging their frequent use.
- Social distancing seating arrangements were made on the buses and in waiting areas.
- A real-time application for the riders to retrieve real-time information on the status of the buses was implemented.
- A rider notification module is being used to notify ADA riders on the status of their bus/trip and service changes/announcements.

SECTION 4. ASSESSMENT OF THE GOALS, OBJECTIVES & POLICIES OF THE 2020-2029 ADOPTED TRANSIT DEVELOPMENT PLAN

Goals, Objectives & Policies

The goals and objectives for the 2020-2029 TDP are summarized below. For each goal, a series of objectives and policies are presented that identify how each goal will be achieved.

Goal 1 – Increase quality and level of transit services in Hernando County.

- Objective 1.1** – Evaluate the need to expand the frequency of service to 30-minutes or less on better performing routes by 2024.
- Objective 1.2** – Establish a second inter-county, regional transit connectivity along one additional major transportation corridor by 2024.
- Objective 1.3** – By 2029, identify and implement innovative approaches to transit service in Hernando County, e.g., commuter/express deviated fixed-route bus service, shared-ride/ride-hail opportunities, express service, peak-hour service, vanpools, etc.
- Objective 1.4** – Where feasible, include transit-oriented features in the design and construction of roadways along existing and planned bus routes.

Policy 1.1 – *Improve service headways to 30 minutes on better performing routes when funding becomes available.*

Status/Assessment: No status change.

Policy 1.2 – *Provide a second regional transit connector service to the southern county (Pasco County).*

Status/Assessment: A second connector to Pasco County was established via the Blue Route. This allows a regional connection point with GOPASCO.

Policy 1.3 – *Implement Saturday service on all existing routes.*

Status/Assessment: Implemented in October 2019 (FY20).

Policy 1.4 – *Implement projects or programs to manage or improve the State of Good Repair of transit capital assets as identified by TheBus Transit Asset Management Plan (TAM).*

Status/Assessment: The Maintenance Plan has been updated including associated checklists. The adopted plans for Transit Asset Management (TAM) and the Agency Safety Plan (ASP) are reviewed annually and updated, as necessary.

Policy 1.5 – *Coordinate with TBARTA on regional transit connections.*

Status/Assessment: No change in status.

Policy 1.6 – Operate a fleet of fixed-route vehicles with an average age of less than six years.

Status/Assessment: One (1) new fixed-route vehicle was delivered in June 2022. Three (3) fixed route vehicles and three (3) ADA vehicles are programmed for acquisition in FY 23. The average age of vehicles in the fixed-route fleet is six (6) years.

Policy 1.7 – Establish new/enhanced bus transfer center by 2025.

Status/Assessment: In progress. Planning phase for this project began during FY 22. A study for this project will be conducted during FY 23.

Goal 2 – Increase transit ridership and improve cost efficiency.

Objective 2.1 – Increase the number of fixed-route passenger trips by 50 percent by 2024.

Objective 2.2 – Achieve and maintain an annual operating cost per one-way passenger trip between \$3.00 and \$10.00.

Objective 2.3 – Improve transit infrastructure comfort, accessibility, and compliance by providing more bus stop amenities and ensuring their compliance with ADA standards.

Policy 2.1 – Increase the frequency of existing services to 30 minutes and increase service hours if demand warrants and funding is available.

Status/Assessment: Under evaluation

Policy 2.2 – Improve existing transit services and implement new transit services, consistent with the 10-year transit priorities identified in the adopted TDP.

Status/Assessment: No improvement to the service has been scheduled for FY 2022. As part of our ADA bus stop improvements program, a construction contract was awarded to improve the bus stop location at the Brooksville City Hall bus stop and 26 (twenty-six) bus stops locations have been designed during this fiscal year for a construction phase in FY 23.

Policy 2.3 – Operate a fleet of fixed-route vehicles with an average age of less than six years by 2024.

Status/Assessment: One (1) new fixed-route vehicle was delivered in June 2022. Three (3) fixed route vehicles and three (3) ADA vehicles are programmed for acquisition in FY 23. The average age of vehicles in the fixed-route fleet is six (6) years.

Policy 2.4 – Explore new service innovations (i.e., on-demand, micro transit services, and same-day reservation technology, autonomous vehicle technology) to serve new areas, attract new ridership, and complement existing services.

Status/Assessment: Real-time technology (RouteShout) and Notification Module are currently being used by riders. .

Policy 2.5– *Coordinate with GOPASCO staff to ensure that schedules are properly aligned on existing and any future connections between the two counties.*

Status/Assessment: Coordination with GOPASCO is on-going.

Policy 2.6– *Coordinate with the City and County transportation planning staff to locate bicycle and pedestrian facilities adjacent to transit corridors and bus stop infrastructure.*

Status/Assessment: Coordination is on-going with member jurisdictions through the Bicycle-Pedestrian Advisory Committee and transportation planning staff.

Goal 3 - Increase the visibility and name recognition of transit services and TheBus.

Objective 3.1 – Increase marketing and public outreach efforts to educate citizens and visitors about the benefits, availability, and characteristics of existing and planned transit services.

Policy 3.1– *Maintain an ongoing public involvement process through surveys, discussion groups, interviews, public workshops, and participation in public events.*

Status/Assessment: During FY2022 public outreach activities and meetings were kept to the minimum, the majority were conducted, for safety measures via video conferencing.

Policy 3.2– *Distribute bus schedules and system information in public places throughout the county for residents and visitors.*

Status/Assessment: On-going activity.

Policy 3.3– *Maintain and regularly update TheBus website with current service and schedule information.*

Status/Assessment: On-going activity. TheBus utilizes real-time technology (RouteShout) and any service notifications/announcements are posted on the County’s website and Facebook page.

Policy 3.4– *Conduct an on-board survey every three years or as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.*

Status/Assessment: Survey conducted as part of the major TDP update in 2019.

Policy 3.5– *Explore the provision of real-time transit information at transfer points or consolidate all information on mobile app or real time on bus.*

Status/Assessment: Completed. TheBus provides real-time information via RouteShout .

Policy 3.6 – Upgrade and enhance TheBus website and integrate with the upcoming Flamingo Fares mobile application.

Status/Assessment: Completed.

Policy 3.7 – Explore options to increase the number of ticket sales locations and allow online ticket sales.

Status/Assessment: In progress.

Policy 3.8 – Explore innovative approaches to marketing transit to new audiences (e.g., coordinating marketing efforts with middle and high school media classes).

Status/Assessment: No change in status.

Policy 3.9 – Convert to an electronic fare system for rider convenience.

Status/Assessment: Completed. Flamingo was launched in August 2021.

Policy 3.10 – Partner with local colleges and education centers to promote and sell bus passes.

Status/Assessment: On-going partnership exists for the sale of bus passes.

Goal 4 – Pursue coordination activities with regional entities and neighboring counties.

Objective 4.1 – Ensure coordination and consistency with local and regional plans for the future provision of public transit service in Hernando County.

Objective 4.2 – Identify areas for cooperative efforts with neighboring county transit systems including Pasco County Public Transportation (GOPASCO) and Citrus County Transit (CCT).

Policy 4.1 – *On-going. Meet at least two times a year with transit staff in neighboring counties to better understand existing and future transit services and to identify coordination requirements associated with public transit services and planning efforts across county lines.*

Status/Assessment: Staff meets with agency representatives through the regional coordination process. Staff interacts with CCT through the MPO Technical Advisory Committee process. Staff interacts with GOPASCO through the TBARTA regional coordination process.

Policy 4.2 – *Participate on the TBARTA Board and its committees and regularly coordinate with TBARTA staff periodically to coordinate and cooperate on the TBARTA Regional TDP development and/or implementation process.*

Status/Assessment: On-going processes.

Goal 5 – Pursue transit-supportive land use and development.

Objective 5.1 – Support land use planning and regulations that encourage transit-supportive development.

Objective 5.2 – Support the use of development incentives such as impact fee credits for developers and major employers to promote public transit.

Policy 5.1– *Continue to participate in the County’s land use development review process and make recommendations for transit related amenities.*

Status/Assessment: On-going processes. County building permit applications for commercial and residential developments are reviewed as part of the permitting process to consider the provision of transit amenities.

Policy 5.2– *Consider bus stop accessibility in the identification and prioritization of sidewalk and bicycle facility improvements.*

Status/Assessment: On-going processes. County building permit applications for commercial and residential developments are reviewed as part of the permitting process to consider the provision of transit amenities.

Goal 6 – Reduce environmental impacts caused by public transit and preserve, where possible, and enhance community social and environmental values.

Objective 6.1 – Evaluate the feasibility of converting part of the transit fleet to electric or alternative fuel vehicles as the existing stock reaches useful life maximums.

Objective 6.2 – TheBus should investigate opportunities to create and encourage bicycle and pedestrian use to promote nonautomotive trips and help with first/last mile transportation to bus stops.

Policy 6.1- *Evaluate fleet age and condition annually and evaluate feasibility of replacing aging vehicles with electric vehicles.*

Status/Assessment: No change in status.

Policy 6.2- *Install bike racks on all vehicles and at highly used bus stops to encourage alternative transportation to bus stops.*

Status/Assessment: Bike racks are provided on fixed-route vehicles to encourage additional and alternative modes of transportation.

SECTION 5. REVISED IMPLEMENTATION FOR THE COMING YEAR (2023)

Overview

The purpose of this Section is to document revisions to the 2020-2029 TDP's implementation program. Recommended transit service improvements for the next 10 years were determined based on input from the public and TheBus/MPO staff and the evaluation of transit needs identified previously, as well as careful consideration of financial resources summarized later in this section. The improvement to add an East Hernando Connector (AM and PM) express bus service from Brooksville to SR 50 is in the planning process for FY23.

Capital/Infrastructure/Policy Improvements

There are no changes to the capital/infrastructure/policy improvements adopted in 2019 during the Major Update for 2020-2029 which include:

- Major transfer facility – Establish a transfer facility that can provide a convenient and safe location for transfers for its transit patrons to accommodate expanded fixed-route transit service and potentially add new routes.
- Mobile fare payment app – TheBus will continue working with regional partners on the Flamingo Fares program so riders can use a smartphone app, smartcard or open payment to pay bus fare.
- Vehicle replacement and acquisition program – Continue vehicle fleet replacement and expansion to ensure that an adequate number of vehicles and spares are available for maintaining current service and for any planned expansions of service in the next ten (10) years.
- Bus stop infrastructure and ADA accessibility program – Continue the current program to purchase and install bus shelters, benches, bike racks, and other amenities to provide riders with a comfortable and safe experience at bus stops to the maximum extent possible; continue bus stop ADA accessibility improvements to ensure that stops are accessible to every type of rider.
- Shared park-and-ride facilities – Establish a shared-use/joint use park-and-ride lot to support the proposed express service connecting Ridge Manor to Brooksville, potentially at the SR-50/I-75 interchange area in east Hernando County northwest of Ridge Manor.
- Expanded transit marketing program – Using existing resources, expand the scope of current marketing activities and use low- to no-cost tools such as social media/Facebook to attract new riders.
- Engagement of business community to develop employee bus pass/subsidy programs.
- Work with the business community to encourage provision of commuter benefit programs that offer travel choices for employee.
- Promotion/expansion of transportation demand management (TDM) strategies.
- Continue to coordinate with the TBARTA Commuter Services program to promote and expand the use of TDM strategies, including alternative travel options such as transit, carpool, vanpool, etc.

SECTION 6. RECOMMENDATIONS FOR THE NEW 10TH YEAR AND REVISED FINANCIAL PLAN

The purpose of this section is to examine the factors that would influence extending the TDP horizon out an additional year, in effect, a new 10th year of the required 10-year implementation and financial plan.

Planning Considerations

The Transit Element of the 2045 LRTP along with the Major Update of the associated 2020-2029 TDP provided a current framework for the coming ten-year horizon.

The Ten-Year Financial Plan

Assumptions made for operating and capital costs and revenues for fixed route and complementary ADA services were based on a variety of factors, including trend data, anticipated funding levels, recent changes to the transit system, previous TDPs, County budget, and MPO staff recommendations.

Cost and Revenue Assumptions

Adjustments were made to the 10-Year Financial Plan as shown in the attached Table 6-1 to reflect updates for anticipated expenditures and revenues in the coming 10-year horizon and account for implementation strategies identified herein.



Table 3 – 10-Year Cost & Revenue Summary

Hernando County (TheBus) TDP

Cost/Revenue	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY2031	FFY2032	10-Year Total
Operating											
Costs											
Fixed Route Service	\$3,100,406	\$3,332,498	\$3,135,146	\$3,153,737	\$2,595,471	\$2,621,426	\$2,647,640	\$2,674,116	\$2,700,857	\$2,727,866	\$28,689,163
ADA Paratransit Service	\$422,783	\$454,432	\$427,520	\$430,055	\$353,328	\$357,467	\$361,042	\$364,652	\$368,299	\$371,982	\$3,912,159
Total Costs	\$3,523,189	\$3,786,929	\$3,562,666	\$3,583,793	\$2,949,399	\$2,978,893	\$3,008,682	\$3,038,768	\$3,069,156	\$3,099,848	\$32,601,322
Revenues											
Federal Section 5305d	\$183,641	\$185,477	\$187,332	\$189,206	\$191,098	\$193,009	\$194,939	\$196,888	\$198,857	\$200,845	\$1,921,291
Federal Section 5307	\$1,072,666	\$1,083,393	\$1,094,227	\$1,105,169	\$1,116,221	\$1,127,383	\$1,138,657	\$1,150,043	\$1,161,544	\$1,173,159	\$11,222,460
Federal Section 5307 CARES	\$1,085,318	\$1,200,000	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,685,318
Federal Section 5307 American Rescue Plan (ARPA)	\$200,000	\$245,181	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,181
FDOT Fed 55311 for Operating	\$254,099	\$256,640	\$259,206	\$261,798	\$264,416	\$267,061	\$269,731	\$272,429	\$275,153	\$277,904	\$2,658,438
FDOT State Block Grant for Operating	\$166,833	\$250,000	\$250,000	\$250,000	\$422,000	\$426,220	\$430,482	\$434,787	\$439,135	\$443,526	\$3,512,983
Local Funds	\$401,432	\$405,446	\$409,501	\$413,596	\$790,000	\$797,900	\$805,879	\$813,938	\$822,077	\$830,298	\$6,490,067
Program Income	\$10,000	\$10,100	\$10,201	\$10,303	\$10,406	\$10,510	\$10,615	\$10,721	\$10,829	\$10,937	\$104,622
Farebox Revenues	\$149,200	\$150,692	\$152,199	\$153,721	\$155,258	\$156,811	\$158,379	\$159,963	\$161,562	\$163,178	\$1,560,962
Total Revenues	\$3,523,189	\$3,786,929	\$3,562,666	\$3,583,793	\$2,949,399	\$2,978,893	\$3,008,682	\$3,038,768	\$3,069,156	\$3,099,848	\$32,601,322
Surplus/Shortfall	\$0										
Capital											
Costs											
Vehicles											
Replacement Fixed Route Vehicles - Section 5307	\$940,000	\$940,000	\$940,000	\$940,000	\$940,000	\$940,000	\$940,000	\$940,000	\$940,000	\$940,000	\$9,400,000
Replacement Fixed Route - Section 5339	\$470,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$480,000	\$0	\$950,000
Replacement Support Vehicle	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Replacement ADA Vans - Section 5307	\$300,000	\$200,000	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$0	\$0	\$900,000
Replacement Specialty/Service Vehicle	\$60,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$0	\$0	\$0	\$125,000
Transit - Other	\$1,352,128	\$1,238,271	\$988,786	\$1,259,469	\$970,323	\$1,581,351	\$1,037,555	\$3,303,940	\$1,015,507	\$1,527,260	\$14,274,590
Stop Amenities/ADA Compliance	\$400,000	\$500,000	\$200,000	\$500,000	\$200,000	\$500,000	\$200,000	\$500,000	\$200,000	\$500,000	\$3,700,000
Project Administration	\$307,128	\$313,271	\$319,536	\$325,927	\$332,445	\$339,094	\$345,876	\$352,794	\$359,849	\$367,046	\$3,362,966
Transfer Facility	\$0	\$0	\$1,000,000	\$0	\$0	\$300,000	\$0	\$2,000,000	\$0	\$0	\$3,300,000
Transit Studies/Route Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Preventive Maintenance (Capitalized)	\$475,000	\$425,000	\$429,250	\$433,543	\$437,878	\$442,257	\$446,679	\$451,146	\$455,658	\$460,214	\$4,456,624
Equipment - Replace Portable Bus Wash Unit	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$45,000
Transit Shelter(s) & Amenities	\$170,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,000
Total Costs	\$3,122,128	\$2,378,271	\$1,928,786	\$2,199,469	\$2,110,323	\$2,626,351	\$1,977,555	\$4,443,940	\$2,435,507	\$2,467,260	\$25,689,590
Revenues											
Federal Section 5307 for Vehicles	\$1,300,000	\$1,140,000	\$940,000	\$940,000	\$1,140,000	\$1,045,000	\$940,000	\$1,140,000	\$940,000	\$940,000	\$10,465,000
Federal Section 5339 for Fixed-Route	\$470,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$480,000	\$0	\$950,000
Federal Section 5307 for Other Capital	\$1,303,042	\$1,188,271	\$938,786	\$1,218,948	\$970,323	\$1,581,351	\$1,037,555	\$3,303,940	\$1,015,507	\$1,527,260	\$14,084,983
Federal Section 5307 CARES	\$49,086	\$50,000	\$50,000	\$40,521	\$0	\$0	\$0	\$0	\$0	\$0	\$189,607
Total Revenue	\$3,122,128	\$2,378,271	\$1,928,786	\$2,199,469	\$2,110,323	\$2,626,351	\$1,977,555	\$4,443,940	\$2,435,507	\$2,467,260	\$25,689,590
Surplus/Shortfall	\$0										
Local Option Gas Tax (Ninth Cent)											
Estimated Remaining Reserve	\$2,954,620	\$3,004,620	\$2,054,620	\$2,454,620	\$2,904,620	\$3,354,620	\$3,804,620	\$2,254,620	\$2,704,620	\$3,154,620	
10-Year Transit Development Plan											
Total Costs	\$6,645,317	\$6,165,200	\$5,491,452	\$5,783,262	\$5,059,722	\$5,605,244	\$4,986,237	\$7,482,708	\$5,504,663	\$5,567,108	\$58,290,912
Total Revenues	\$6,645,317	\$6,165,200	\$5,491,452	\$5,783,262	\$5,059,722	\$5,605,244	\$4,986,237	\$7,482,708	\$5,504,663	\$5,567,108	\$58,290,912
Surplus/Shortfall	\$0										