

Citrus County Transit Comprehensive Operations Analysis (COA)

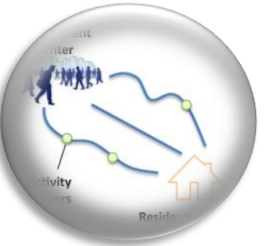
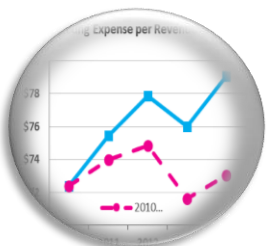
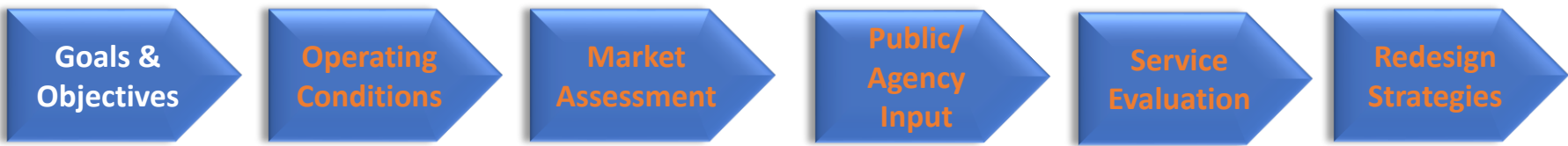
Board of County Commissioners Meeting

Date: 4/25/2023

2023



Key Study Steps



Service Type/Mode		Description	Headway (minutes)	Weekday	Saturday	Sunday	Revenue Hours	Weekday	Saturday	Sunday	
Table 1 Fixed-Route/ADA/Other Service Florida Transit TDP U											
Route #1	Paratransit	Paratransit Existing Fixed Route Service	60	60	60	0.00	0.00	0.00	0.00	0.00	
Route #2	Paratransit	Paratransit New	60	60	60	0.00	0.00	0.00	0.00	0.00	
Route #3	Paratransit	Paratransit New	60	60	60	0.00	0.00	0.00	0.00	0.00	
Route #4	Paratransit	Paratransit New	60	60	60	0.00	0.00	0.00	0.00	0.00	
Route #5	Paratransit	Paratransit New	60	60	60	0.00	0.00	0.00	0.00	0.00	

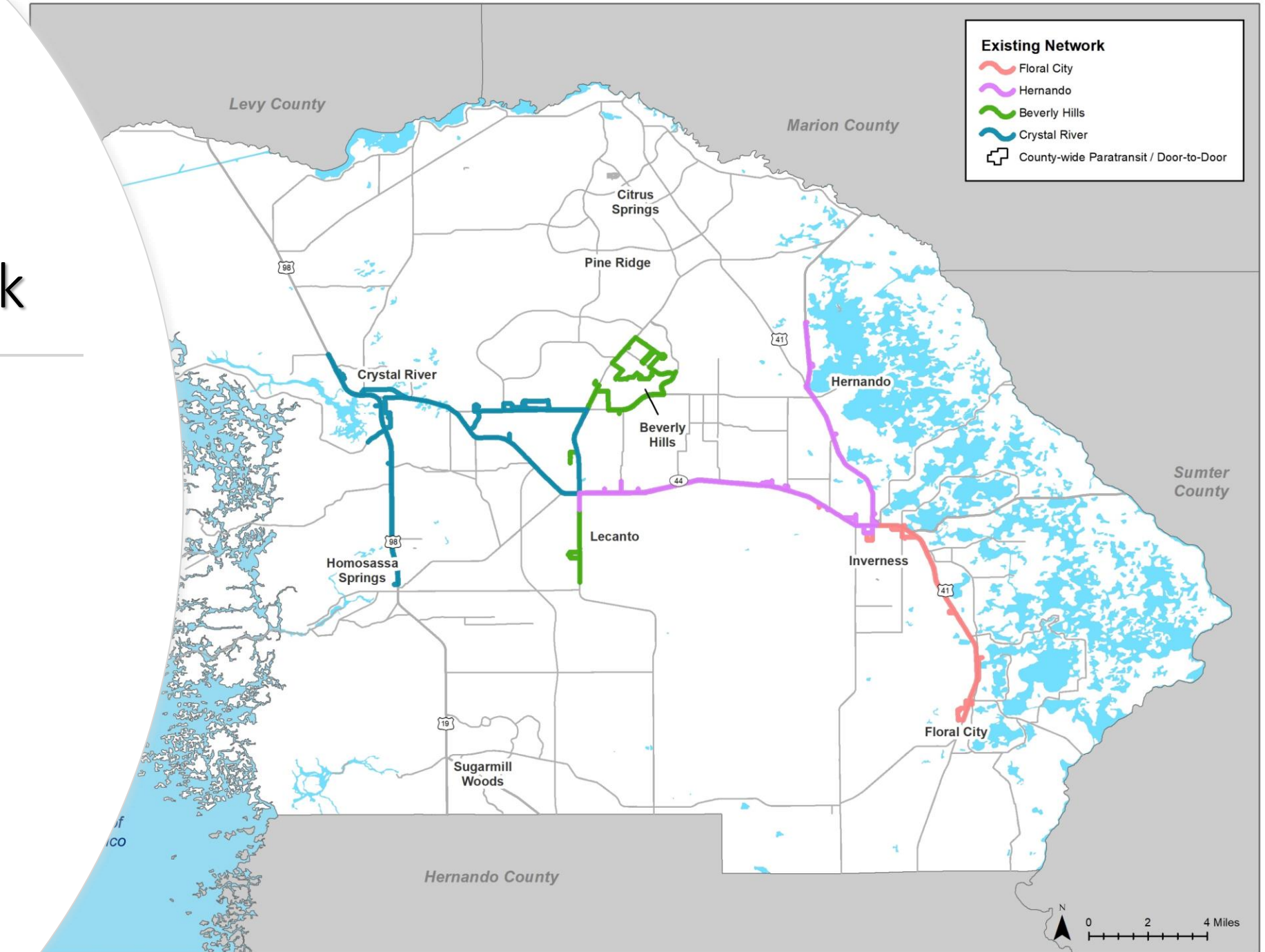
2021 Operating Expenses, Revenue and Shortfall - Vision Plan	
Needed Improvement	Total Cost
Expand/Maintain Existing Service	\$ 96,043,487
New MetroRapid Service	\$ 17,469,804
New Express Service	\$ 3,269,833
New Local Service	\$ 9,738,326
New Flex Service	\$ 6,380,882
New Paratransit Service	\$ 3,521,543
Total Operating Cost	\$ 136,423,876
Total Operating Revenues*	\$ 73,173,859
Shortfall	\$ (63,250,017)

Citrus County Transit – COA Goals



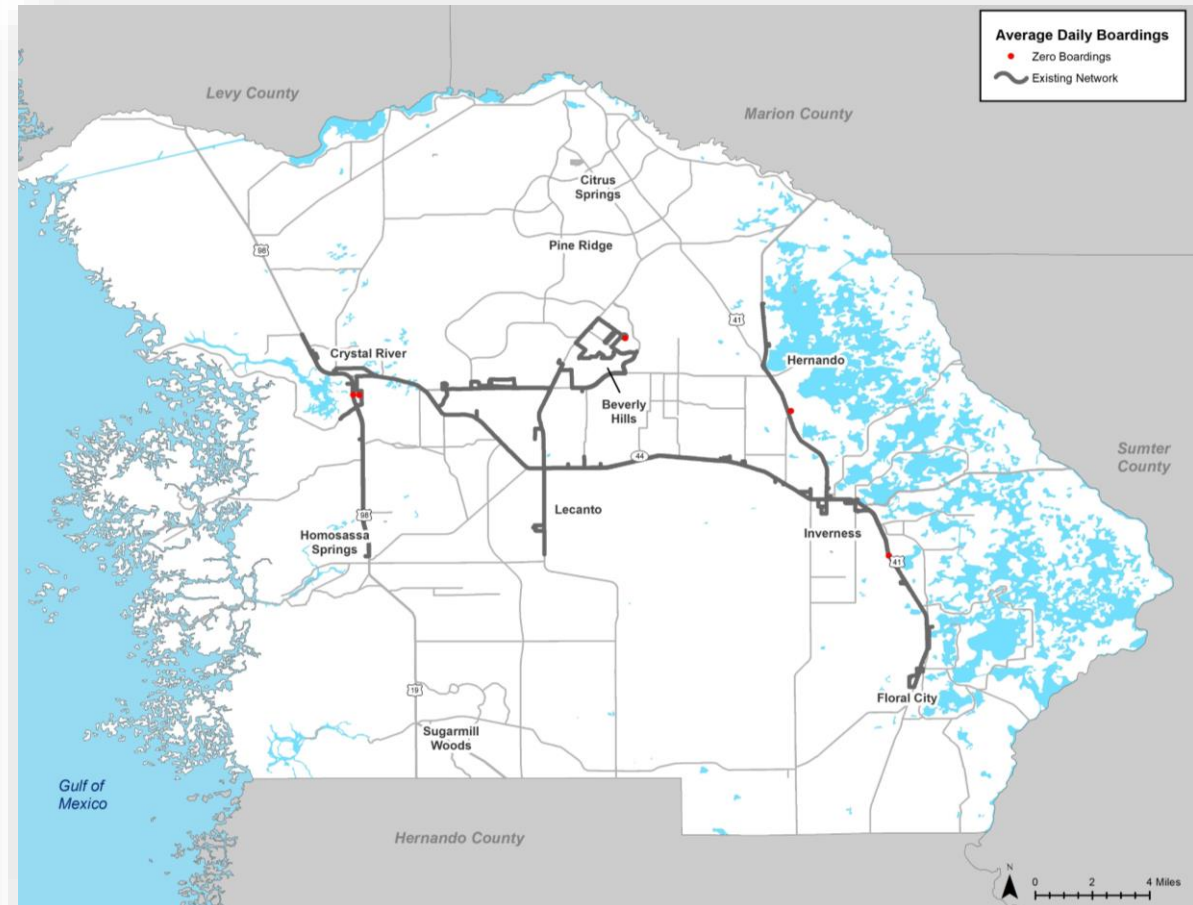
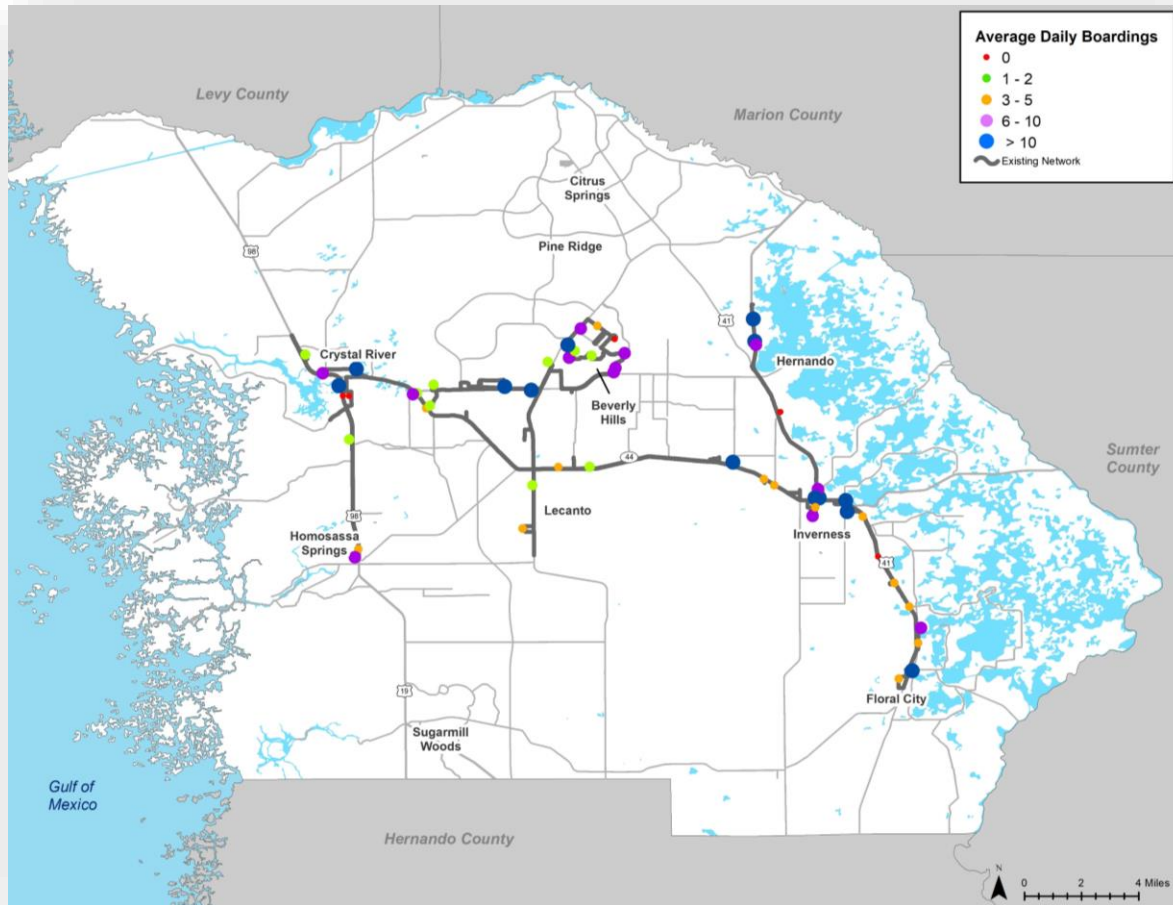
- Minimize impacts to existing ridership
- Increase system operational efficiencies
- Preserve route coverage, but realign routes where they are negatively impacting:
 - Travel Times
 - Speed and Reliability
 - On-Time Performance
 - Connections
- Reduce redundancy in routes to better utilize resources
- Streamline routes by removing excessive network overlap and potential to utilize on-street bus stops in suitable areas
- Implement Mobility-on-Demand (MOD) solutions in suitable areas

Citrus County Transit Network

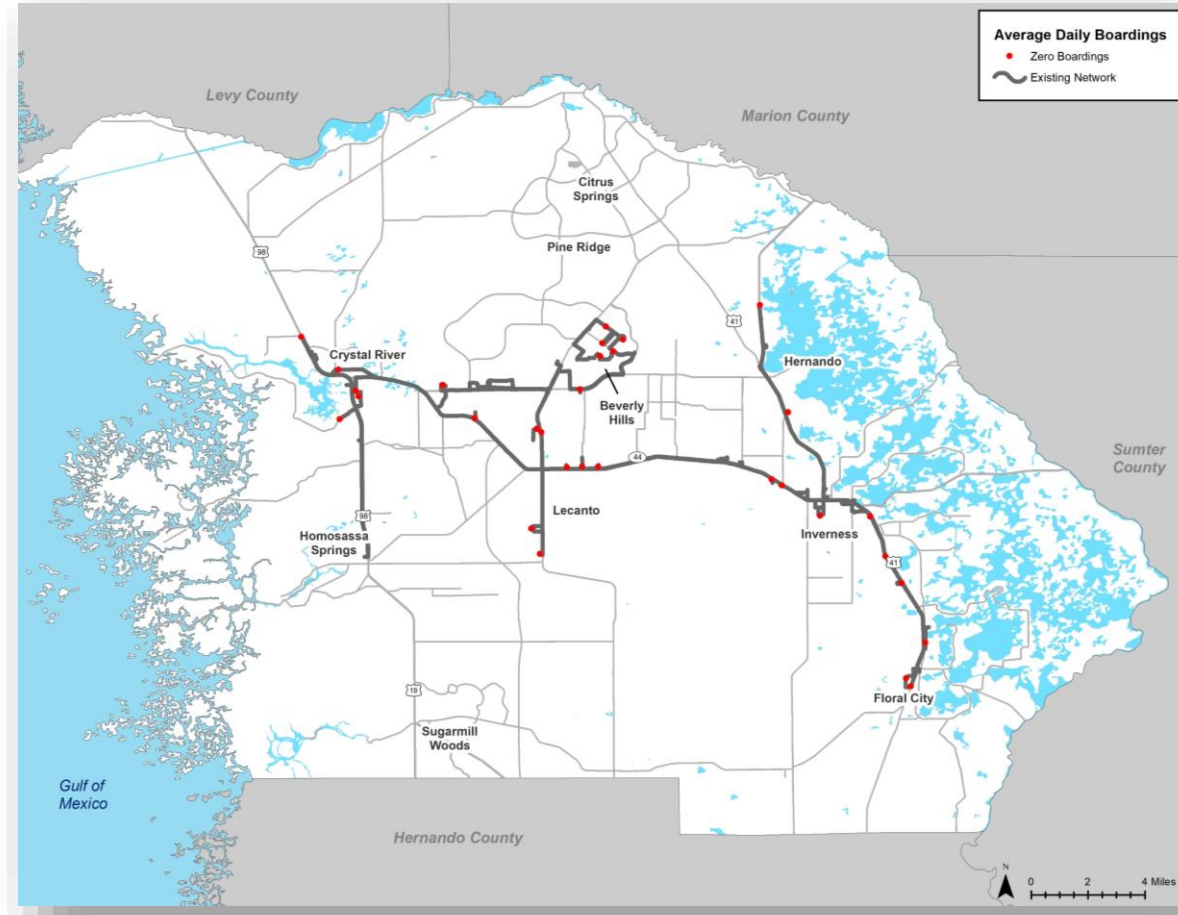
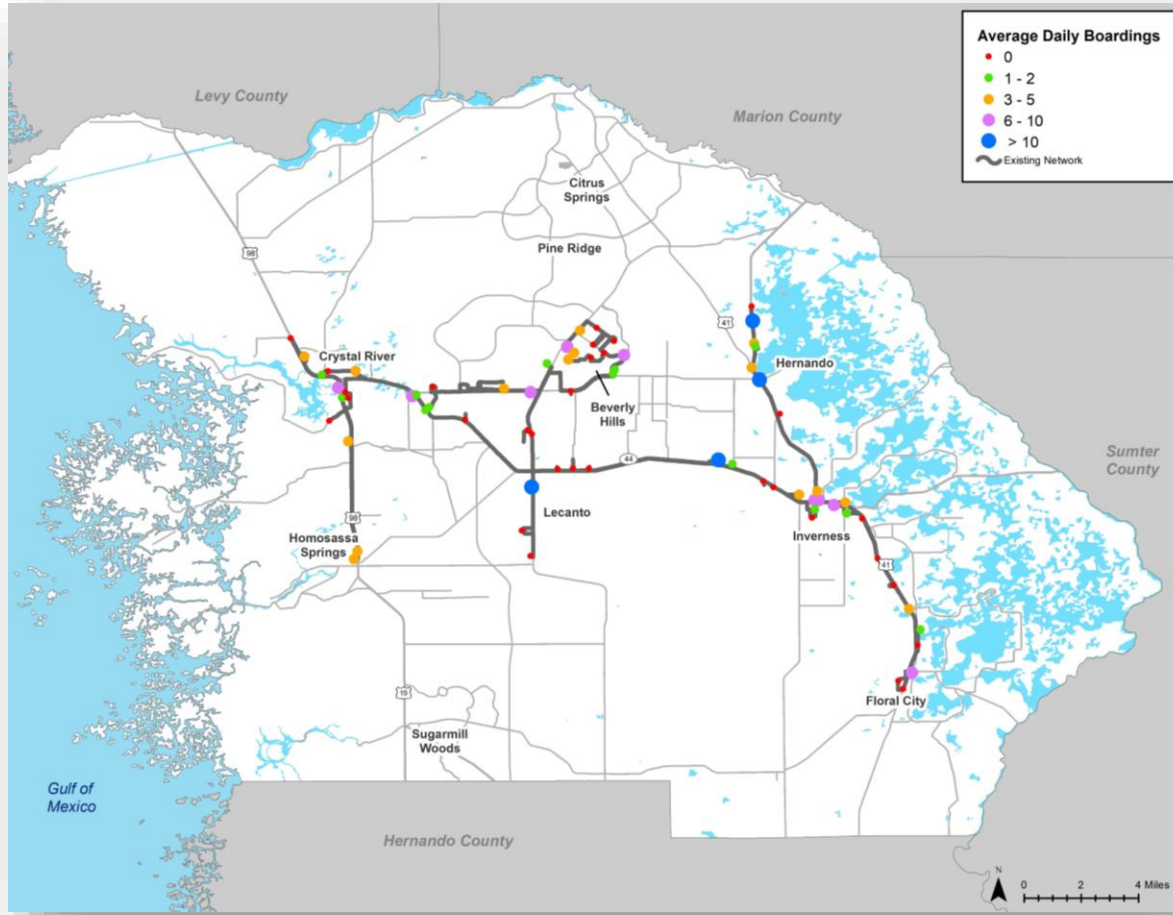


Source: Citrus County Transit, 2022

Average Weekday Daily Boardings 2019



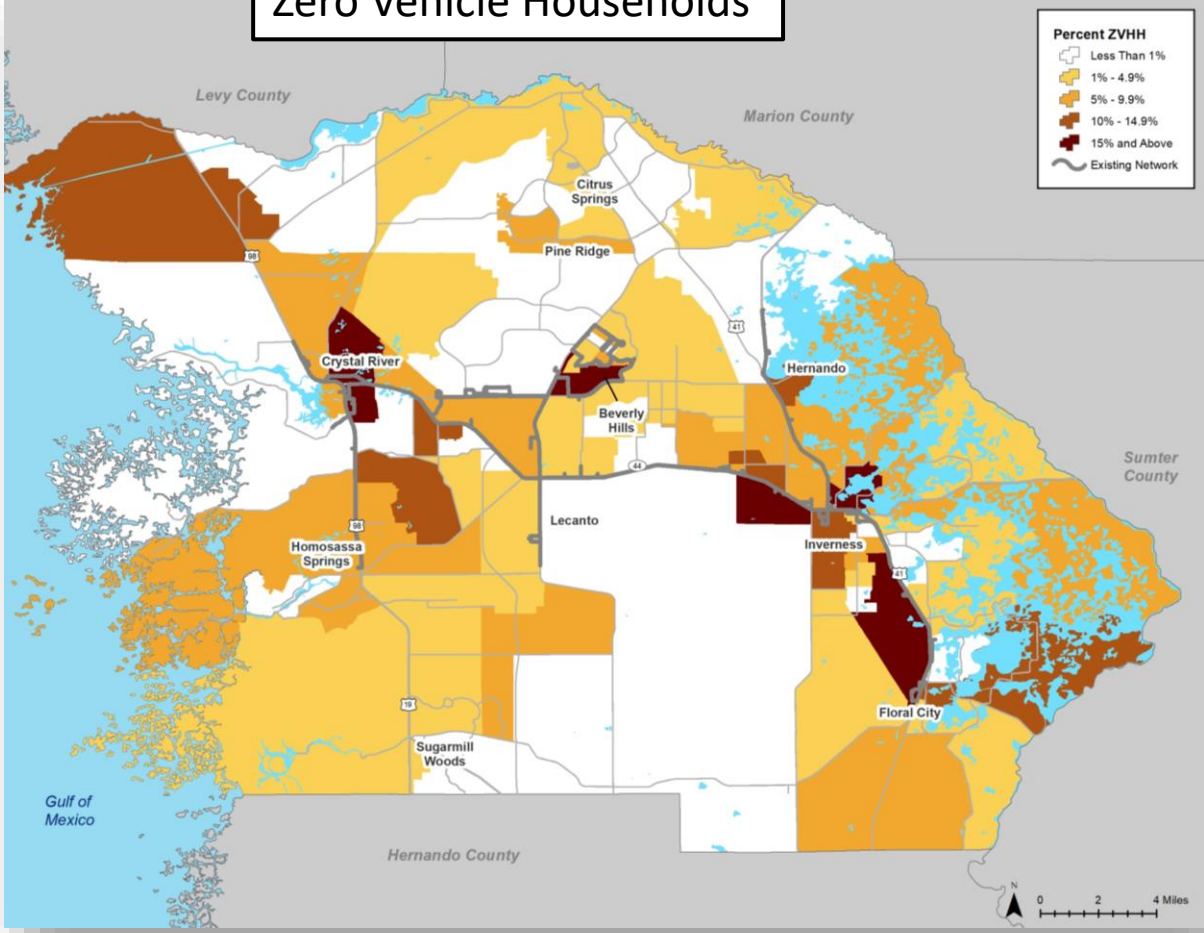
Average Weekday Daily Boardings 2022



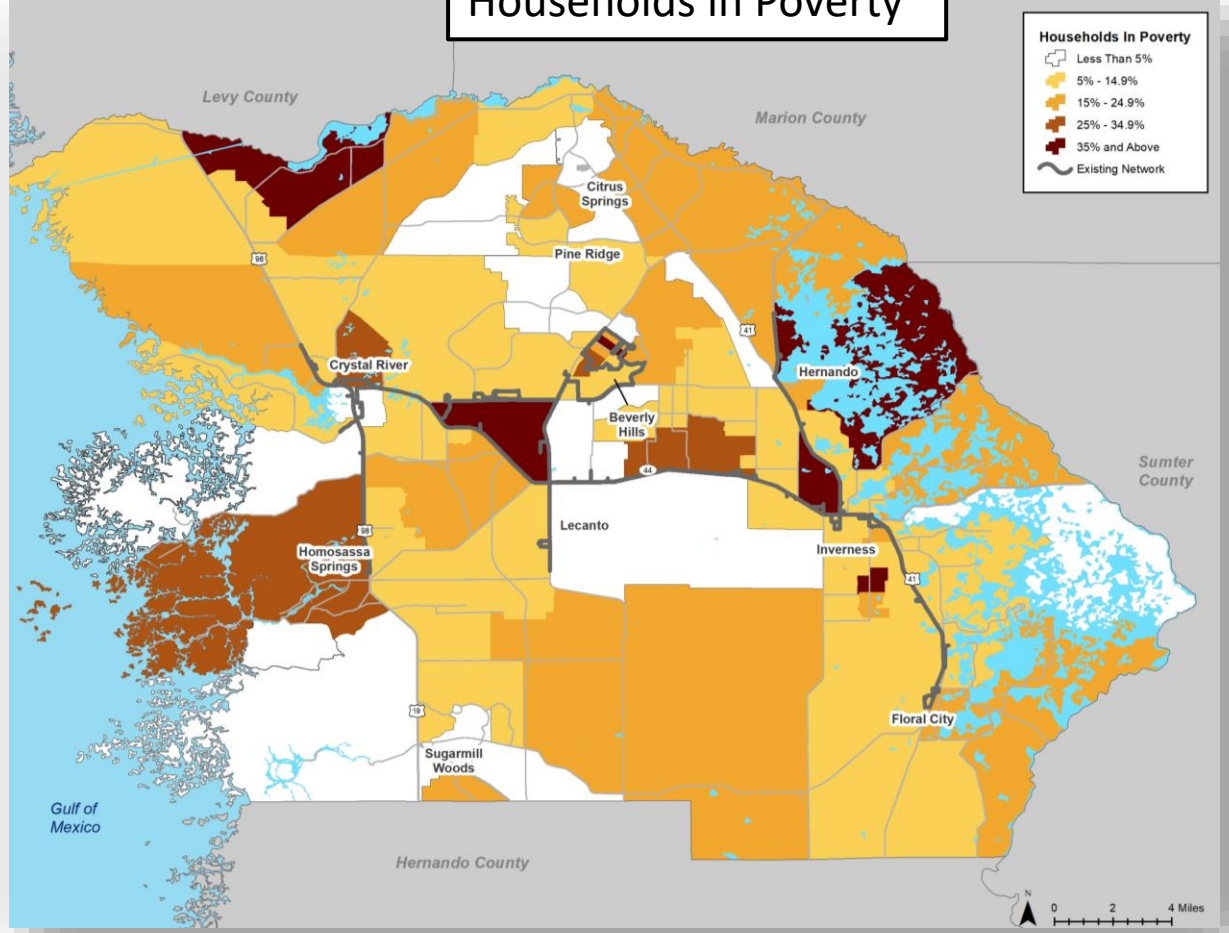
Latent Demand – (2020 ACS 5-Year)



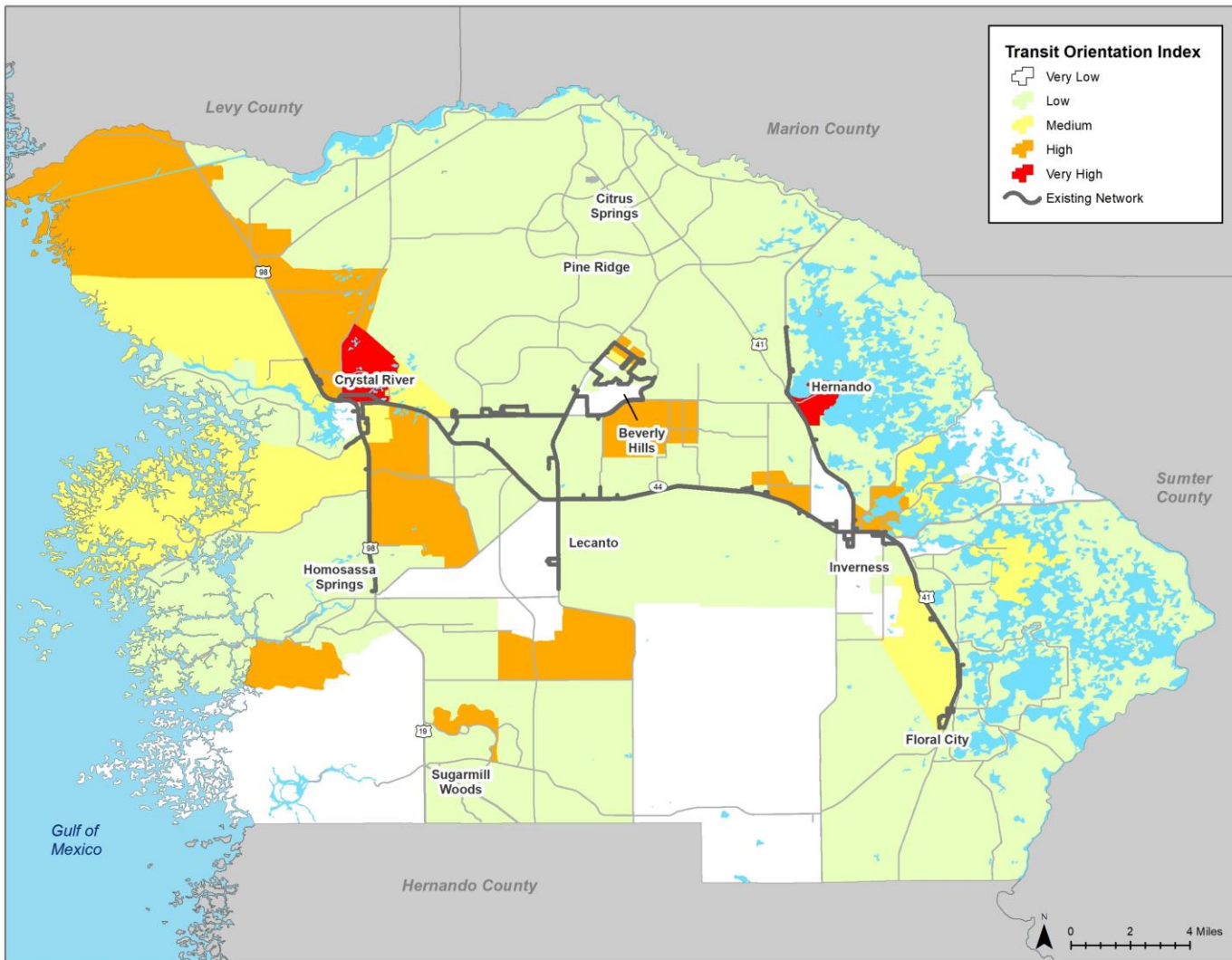
Zero Vehicle Households



Households in Poverty

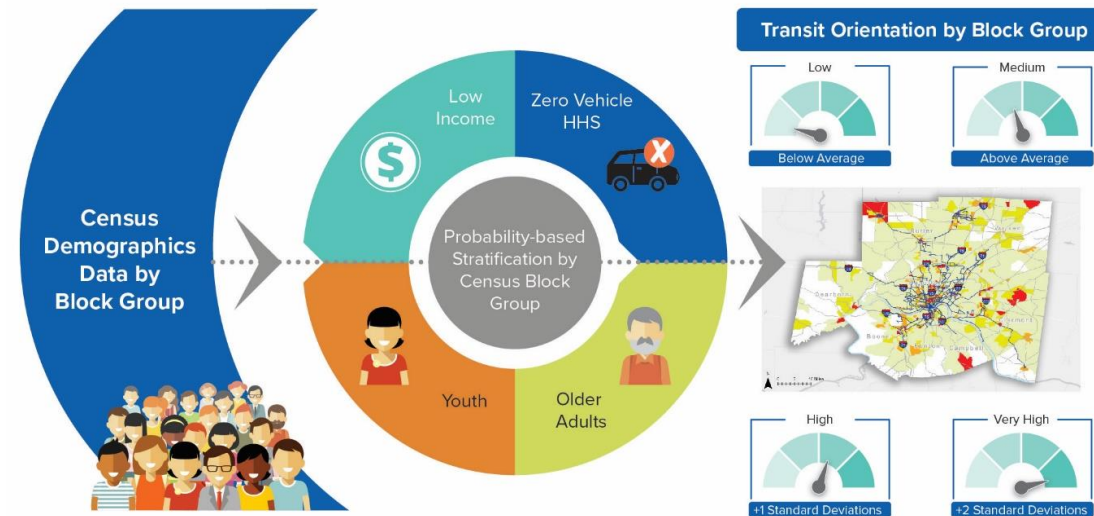


Transit Orientation Index – (ACS 2020 5-year)

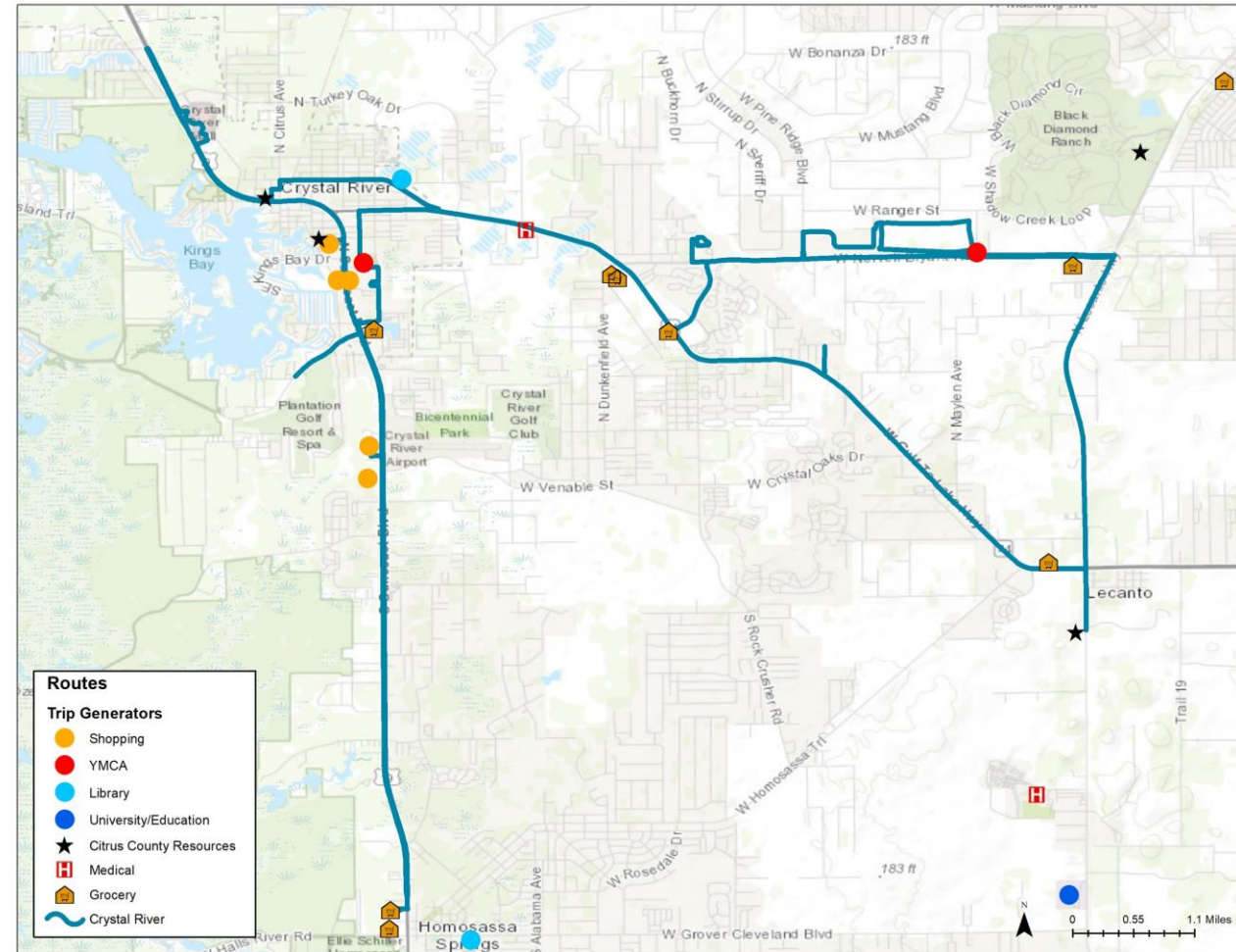
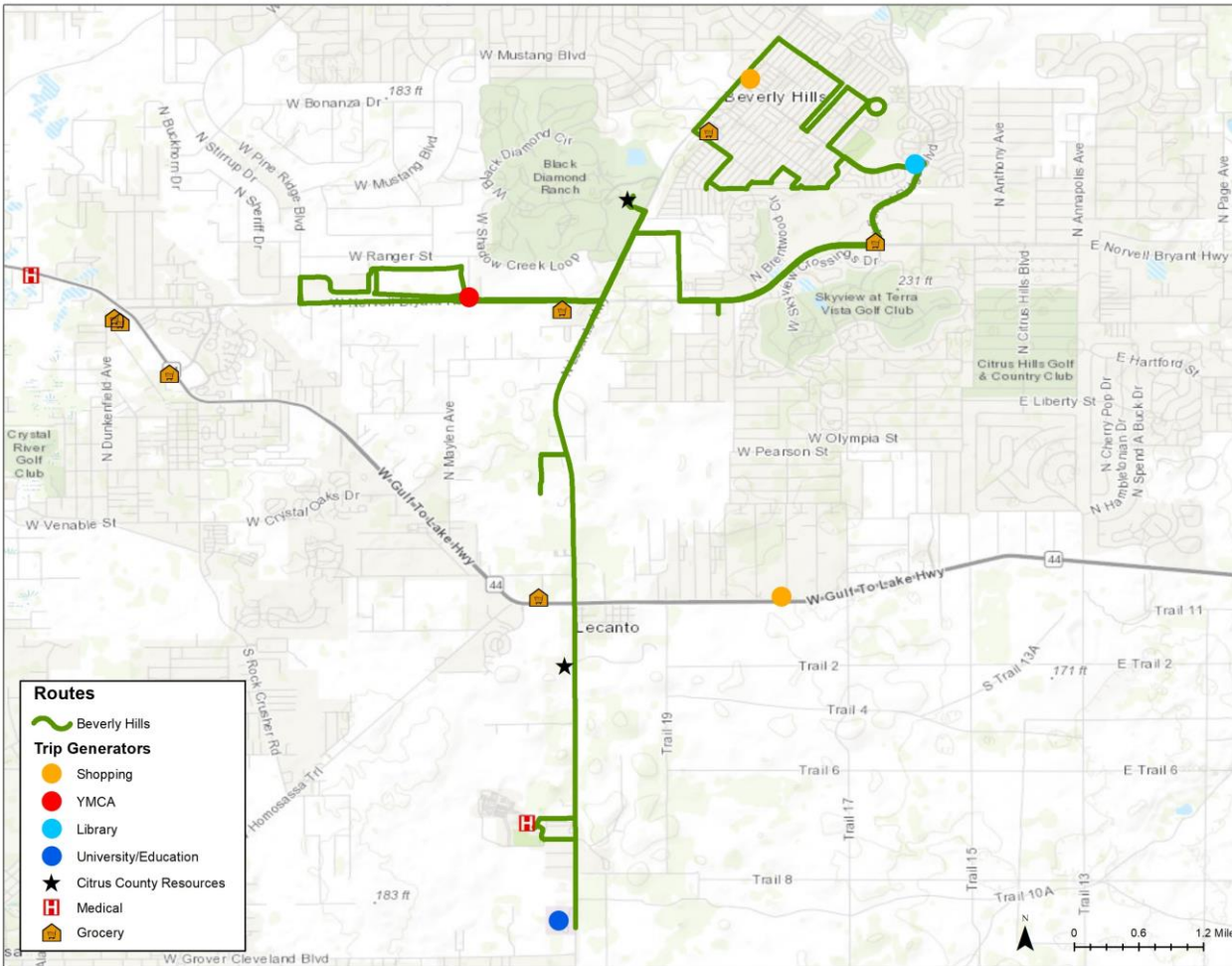


Analysis includes the following data components:

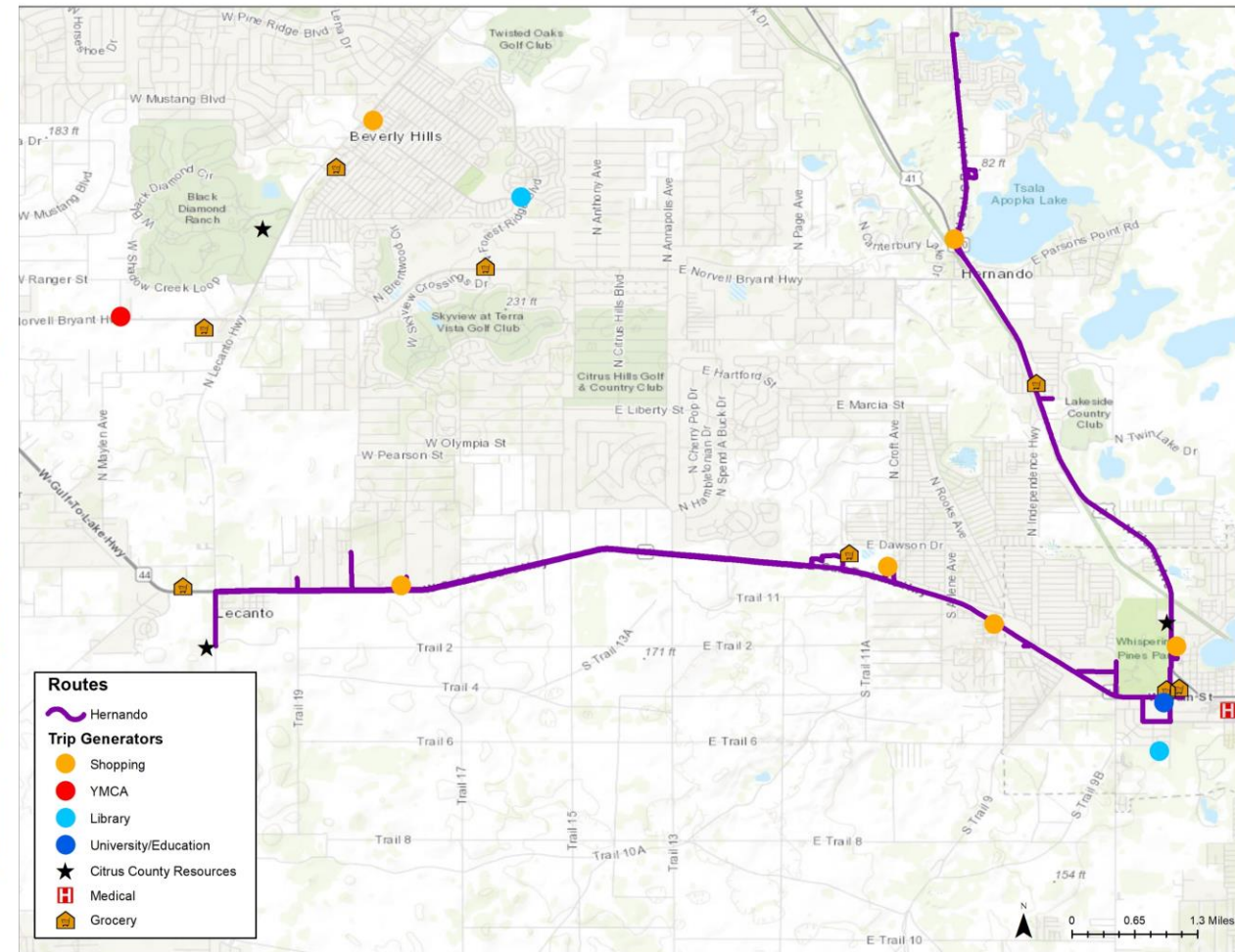
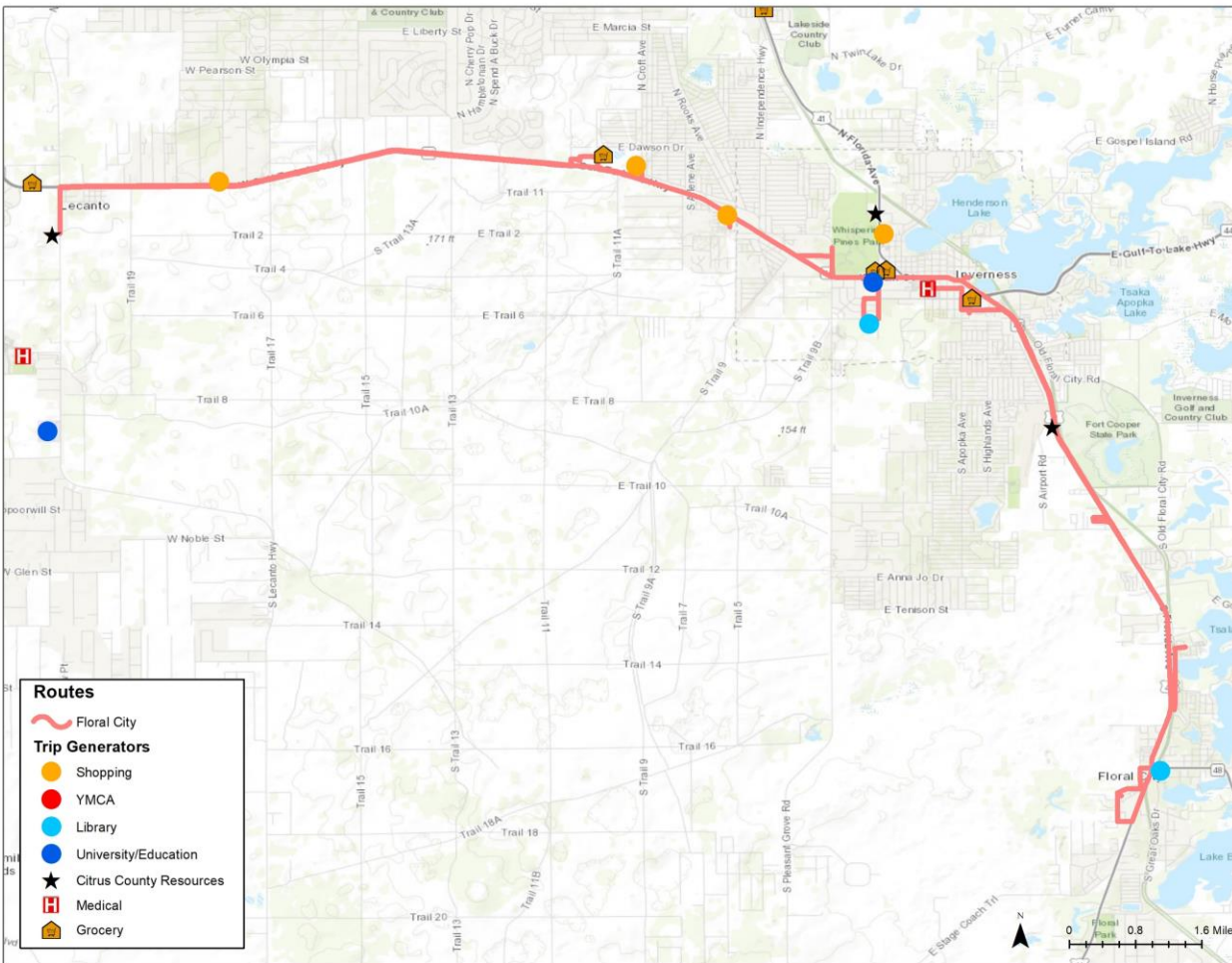
- Ages 15-24
- Ages 65 and above
- Zero vehicle households
- Low-income households



Existing Beverly Hills and Crystal River Routes

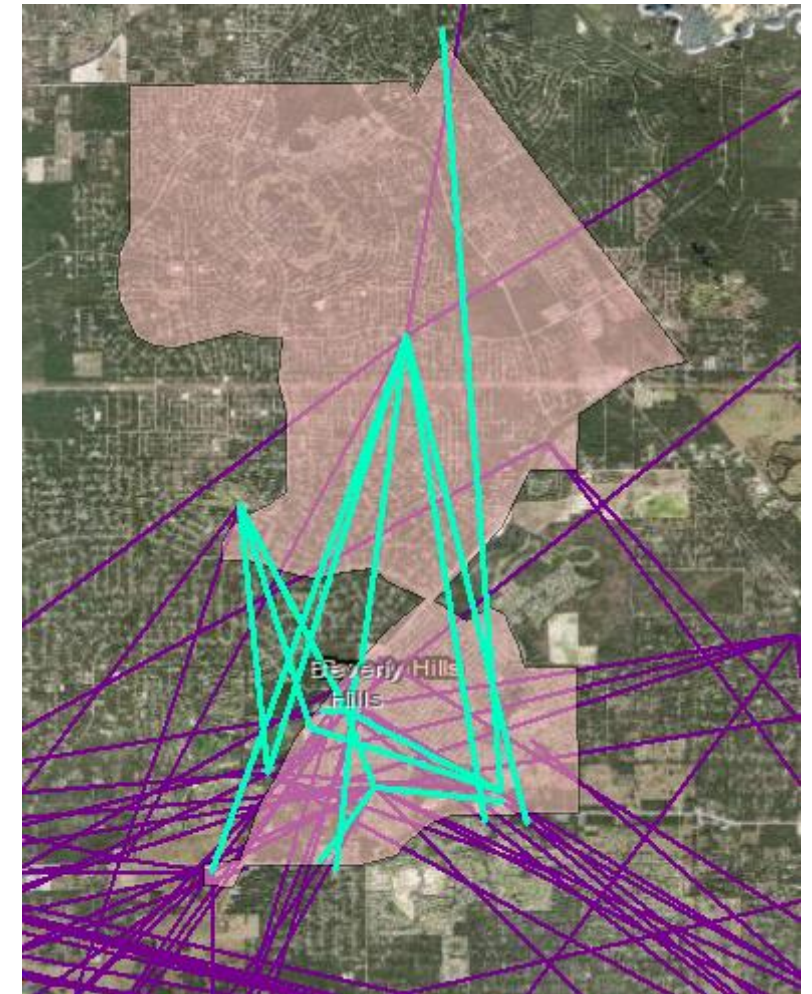
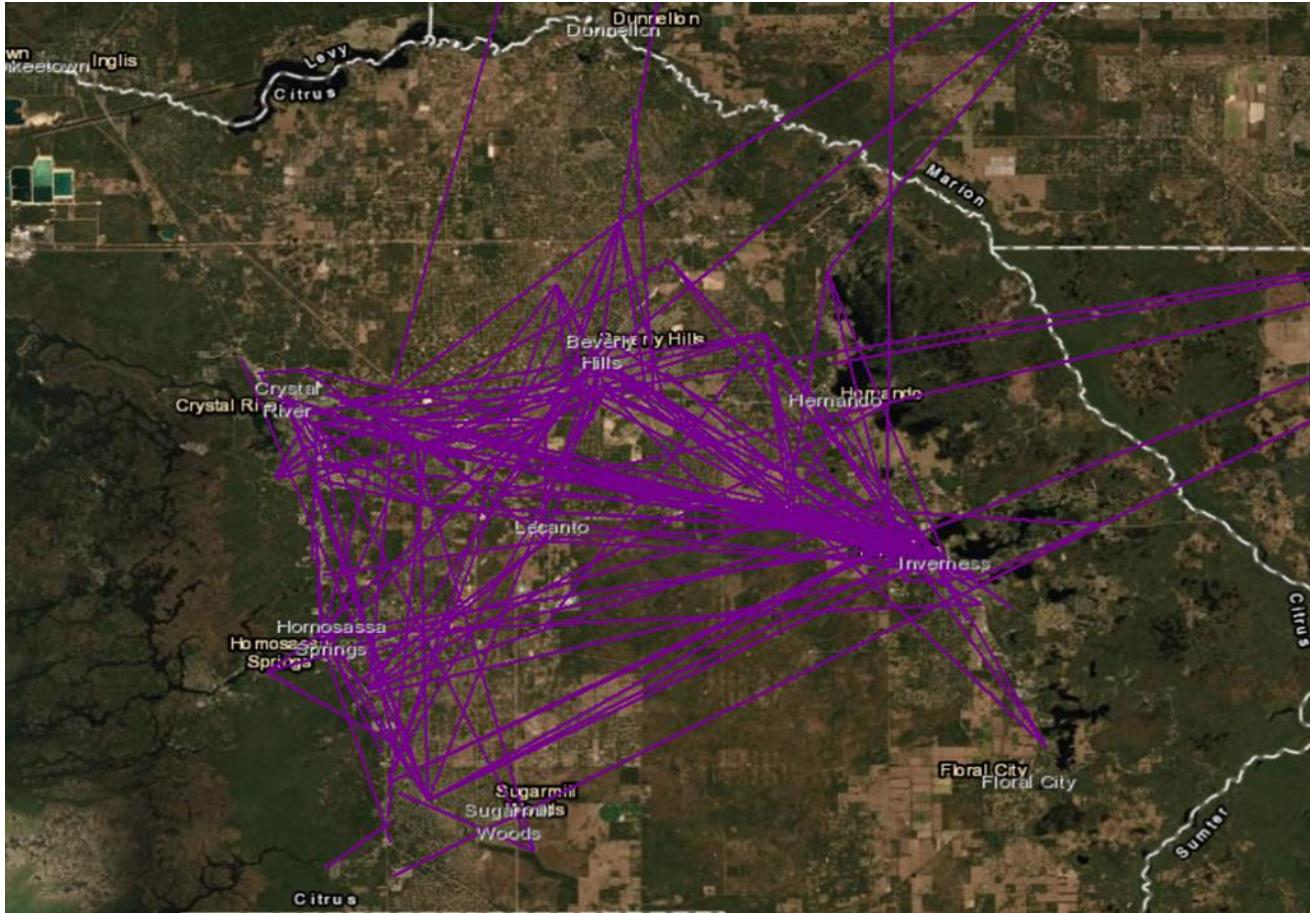


Existing Floral City and Hernando Routes



MOD Origin and Destination Analysis

Jan 4th – Feb 24th, 2022

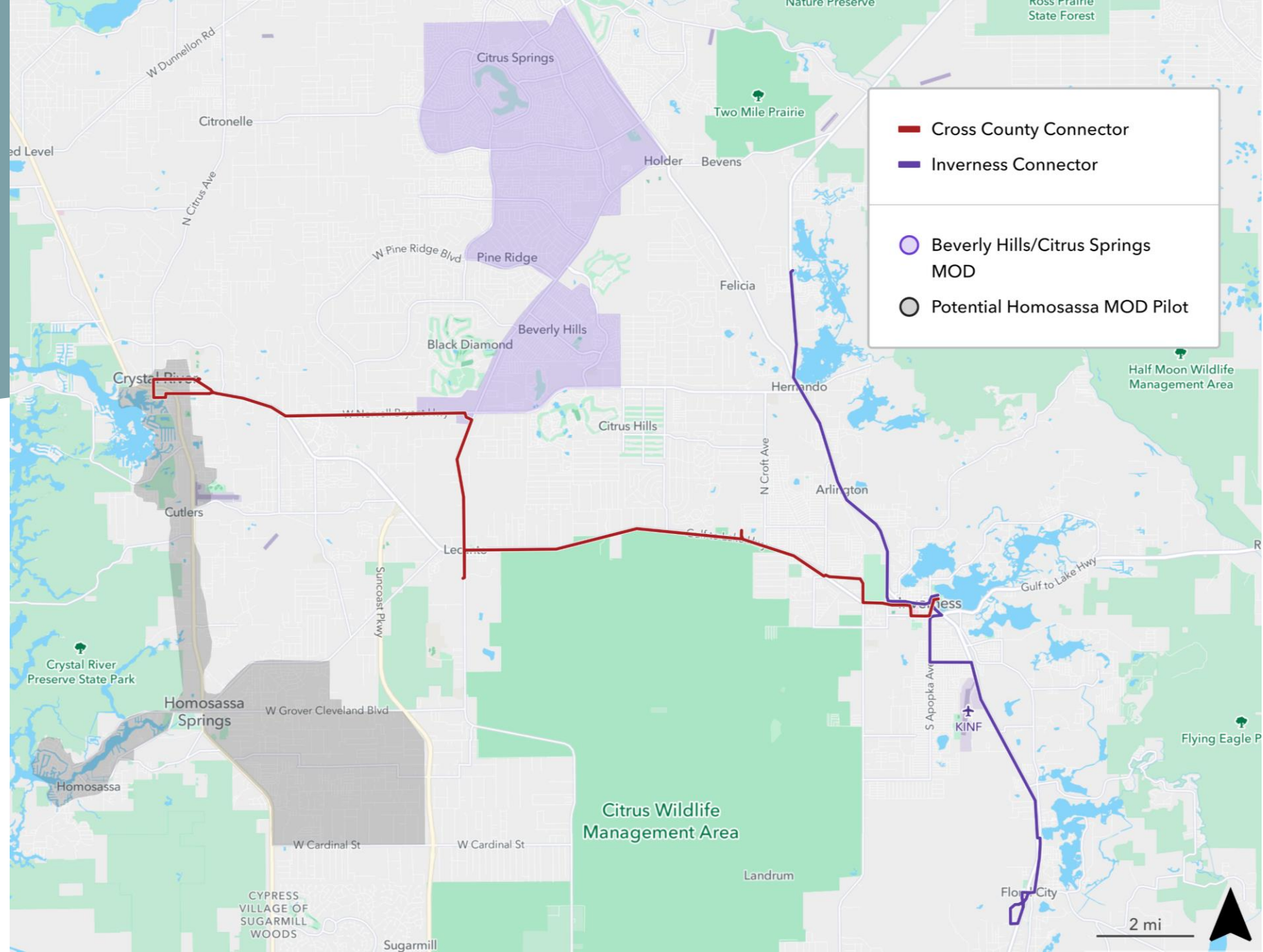


COA Network Recommendation

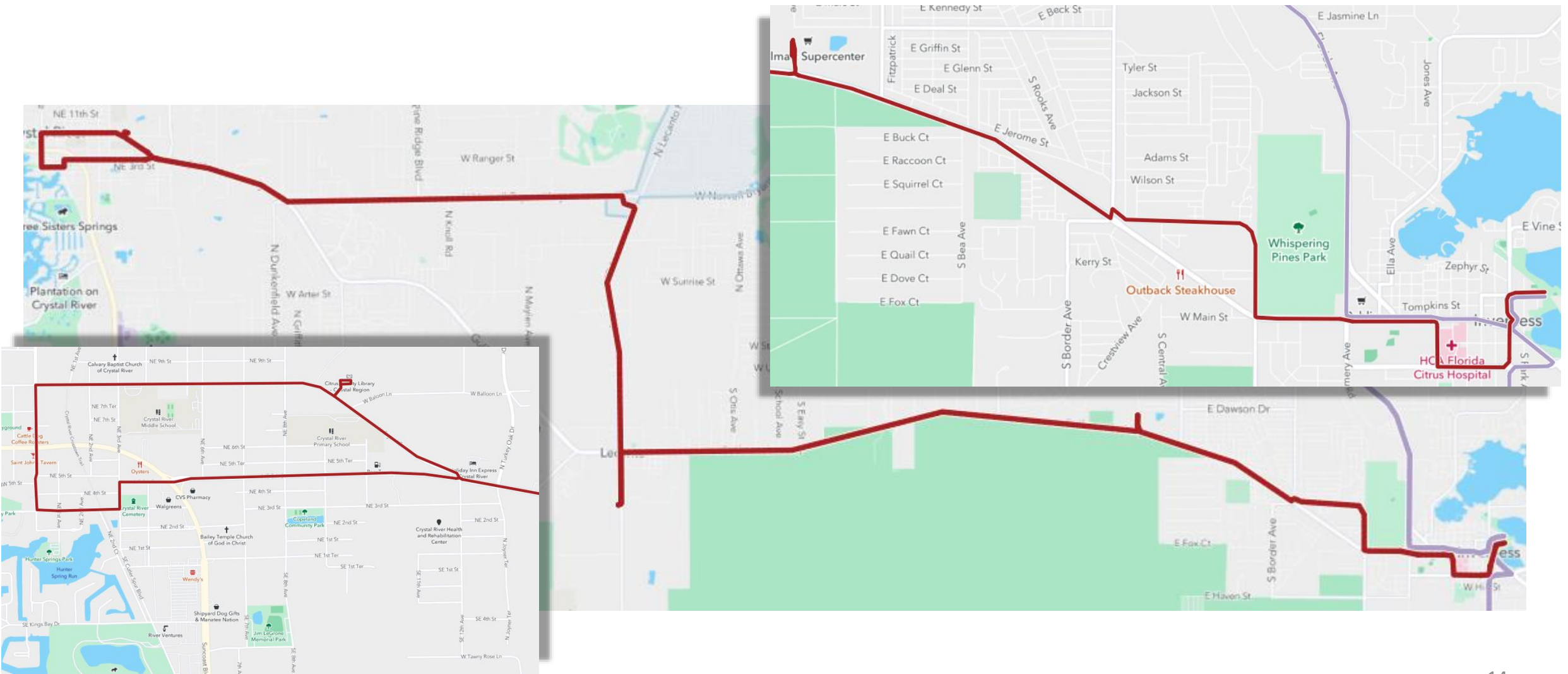


- Streamline cross county connections on US 44
- Streamline north-south connections along US 41
- Mobility-on-Demand (MOD) service in Beverly Hills and Homosassa to replace fixed route service
- Expand service to Citrus Springs
- Remove route redundancy
- Introduce bidirectional service to areas with highest ridership

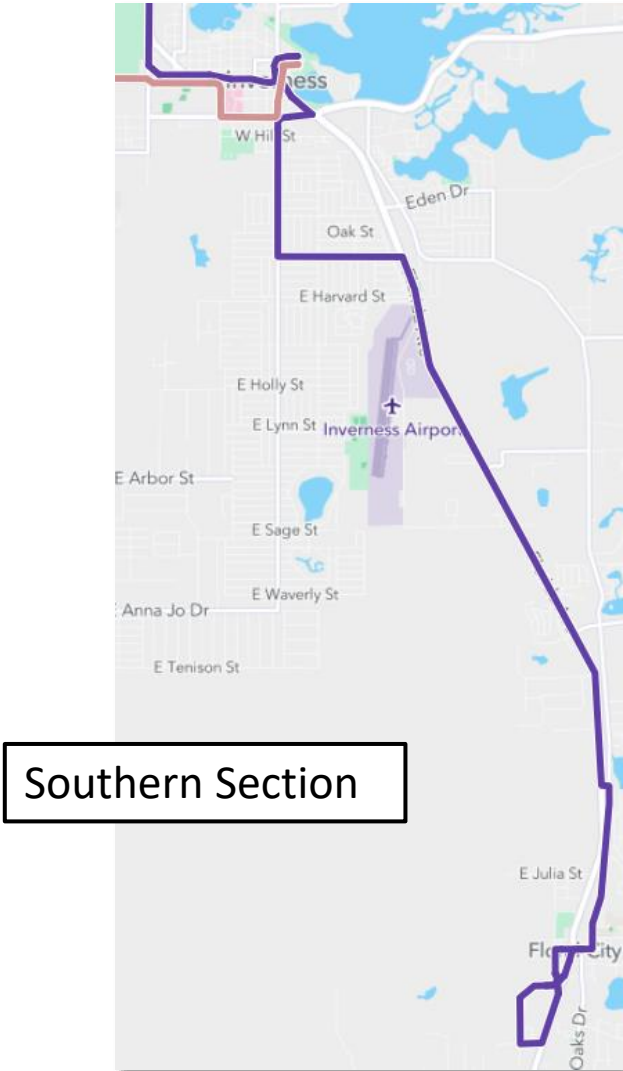
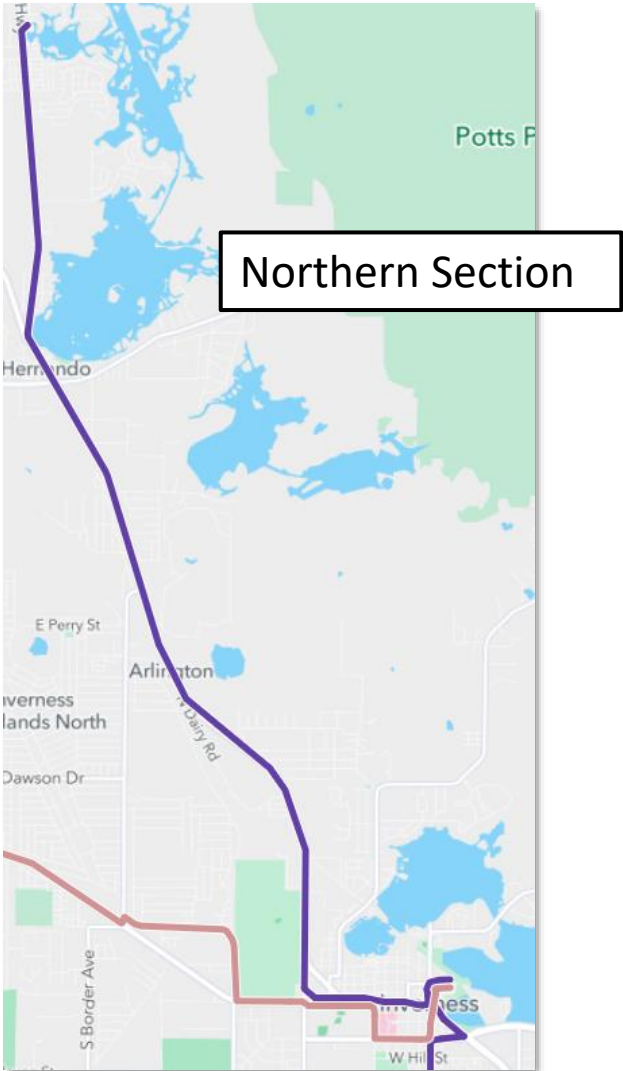
COA Network Recommendation



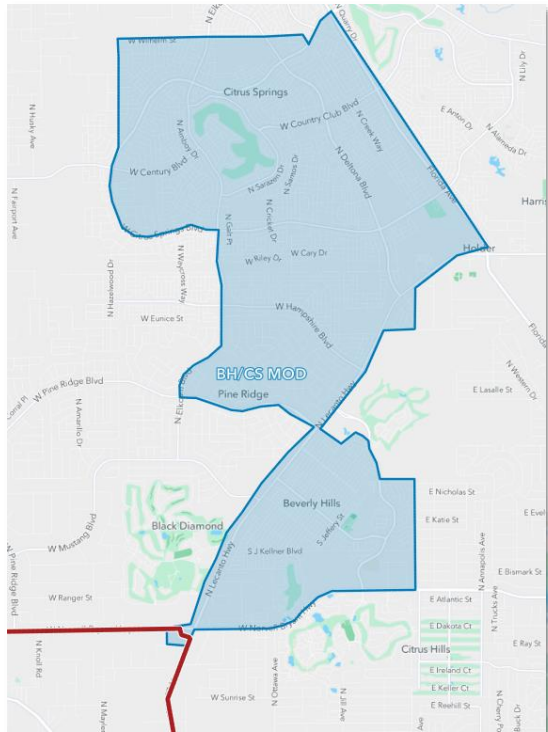
Cross County Connector Route



Inverness / Floral City Route



Citrus Springs / Beverly Hills Mobility-on-Demand (MOD)



Recommended for
MOD Services



Evaluated

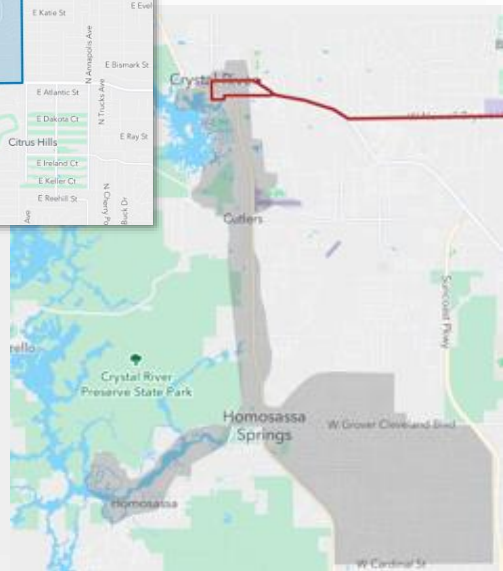
- Flex route - serves fixed stops and rides on-request
- First/last mile connector
- Anchored point-to-point

Recommended

- Point-to-point shared-ride service in a zone, connects to mobility hub(s)



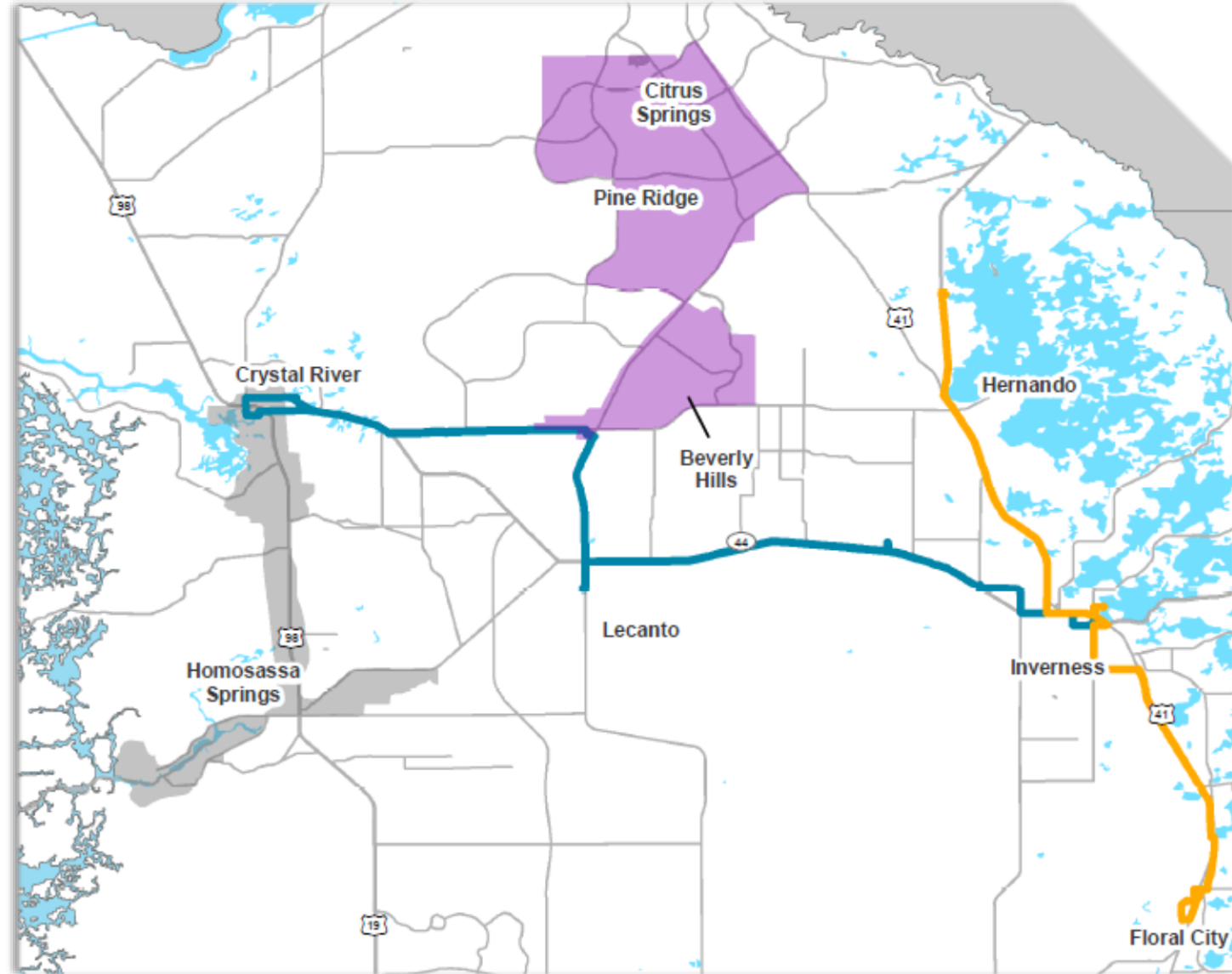
Potential future
MOD



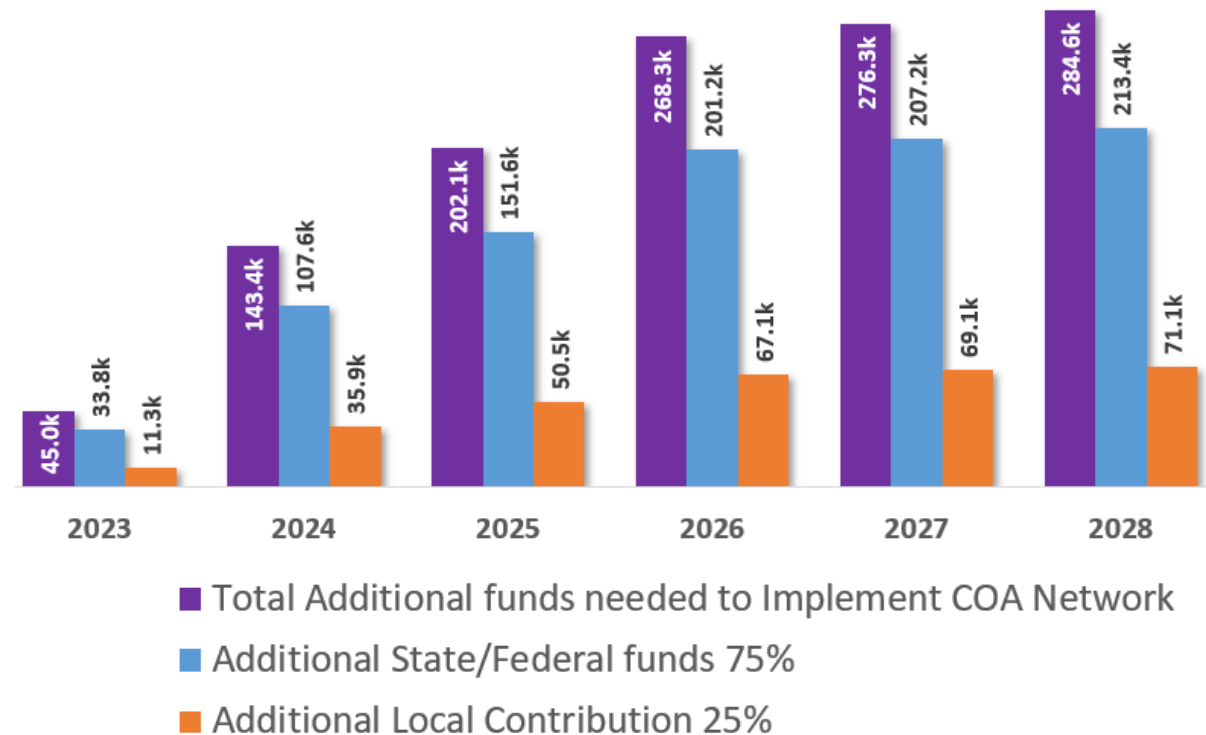
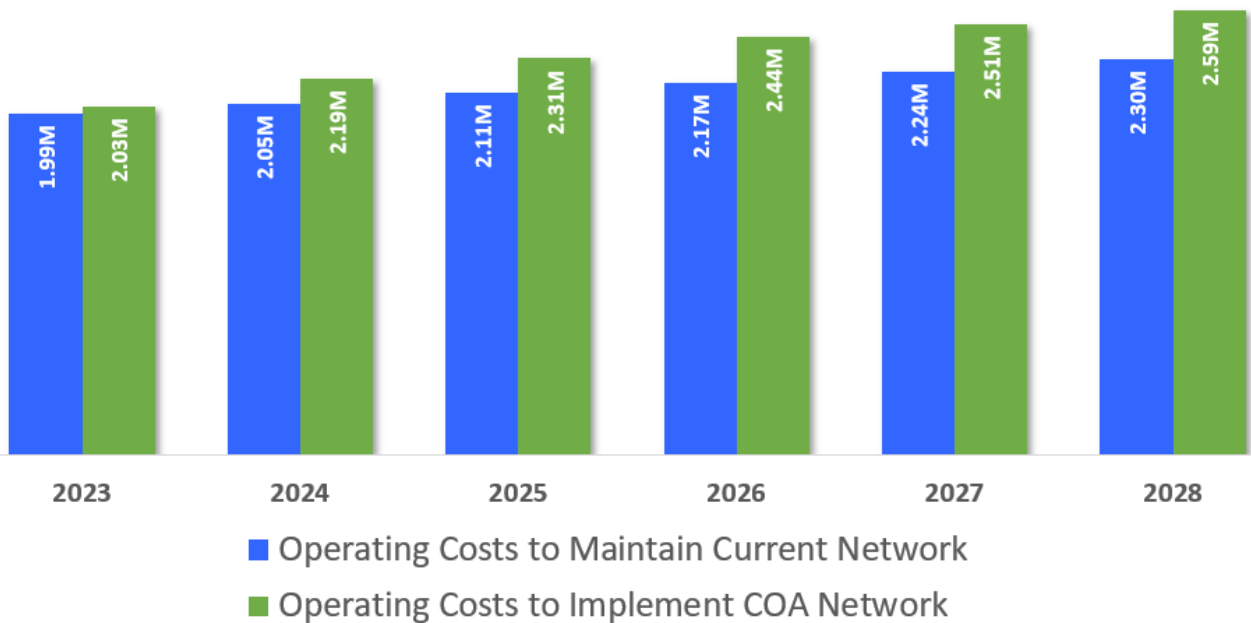
All trips are on-request and result in a shared-ride solution for all

Benefits:

- Streamlined bidirectional routes
- Reduces the number of transfers
- Retains 4 vehicles
- Improves headways from 90-minutes to 60-minutes all day long with no breaks
- Expands coverage to major trip generators
- Introduces two MOD options
- Extends weekday span from 6:00 AM - 5:20 PM to 6:00 AM to 6:30 PM
- Added Saturday Service 9:00 AM - 3:00 PM



COA Financial Assumptions



Questions/Comments

