



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

REGULAR MEETING

Date: Wednesday, May 15, 2019

Time: 2:00 pm

Location: St. Lucie Transportation Planning Organization (TPO)
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Self-Introductions**
4. **Comments from the Public**
5. **Approval of Agenda**
6. **Approval of Meeting Summary**
 - *February 20, 2019 Regular Meeting*
 - *February 20, 2019 Public Hearing*
7. **Action Items**
 - 7a. **Trip and Equipment Allocation and Trip Rate:** The Trip and Equipment Allocation and Trip Rate which support public transportation access for persons who are transportation disadvantaged and who are not sponsored by any other available funding source will be reviewed.

Action: *Approve the Trip and Equipment Application and Trip Rate, approve with conditions, or do not approve.*

7b. Transit Development Plan (TDP) Major Update Goals, Objectives, Strategies, and Prioritized Service Improvements: Proposed goals, objectives, strategies and the 10-Year Transit Plan for the TDP Major Update will be presented.

Action: Endorse the TDP Major Update, endorse with conditions, or do not endorse.

8. Discussion Items

8a. Transportation Disadvantaged (TD) Innovation and Service Development Grant Application: The County's application for TD grant funding to provide new mobility services for transportation disadvantaged persons will be presented.

Action: Discuss and provide comments to Staff.

9. FDOT Comments

10. Recommendations/Comments by Members

11. Staff Comments

12. Comments from the Public

13. Next Meeting: The next LCB meeting is scheduled for 2:00 pm on Wednesday, August 21, 2019.

14. Adjourn

NOTICES:

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcomed without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou, 772-462-1593, at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711. Items not included on the agenda may also be heard in consideration of the best interests of the public's health, safety, welfare, and as necessary to protect every person's right of access. If any person decides to appeal any decision made by the St. Lucie LCB with respect to any matter considered at this meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

Kreyòl Ayisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Ayisyen, tanpri rele nimewo (772) 462-1593.

Español: Si usted desea recibir esta información en Español, por favor llame al 772-462-1593.



**ST. LUCIE LOCAL COORDINATING BOARD FOR THE
TRANSPORTATION DISADVANTAGED (LCB)
Public Hearing/Training Workshop**

Date: Wednesday, February 20, 2019

Time: 2:00 pm

Location: St. Lucie Transportation Planning Organization (TPO)
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

Chairwoman Townsend called the meeting to order at 2:00 pm.

2. Pledge of Allegiance

Chairwoman Townsend led the Pledge of Allegiance.

3. Self-Introductions

Self-introductions were made and a quorum was confirmed with the following members present:

Members Present

Commissioner Cathy Townsend, Chair
Shelly Batton
Dorothy Cobb
Robert Dadiomoff
Dalia Dillon
Marie Dorismond
Jim Dwyer

Representing

St. Lucie County
CSRC
Economically Disadvantaged
Veterans Community
FL Dept. of Elder Affairs
FDOT
Children at Risk

Roje Gonzalez
 Malcolm Harris-Gowdie
 Kevin Howard
 Nelson Merchan-Cely
 Donna Mihok
 Carolyn Niemczyk
 Milory Senat

Community Transit
 Disabled Community
 Medical Community
 Citizen Advocate
 Florida DCF
 Elderly Community
 APD

Others Present

Peter Buchwald
 Marceia Lathou
 Rachel Harrison
 Silvana Alvarez
 Tomas Boiton
 Murriah Dekle
 Robert Driscoll
 Mary Edwards
 Danielle Jones
 Joel Leon
 Michael Miller
 David Rodriguez
 Paula Scott
 Heather Young

Representing

St. Lucie TPO
 St. Lucie TPO
 Recording Specialist
 FDOT
 Gulfstream Goodwill
 St. Lucie County
 Community Transit
 APD
 FL Div. of Vocational Rehab
 Tourette's Community
 FDOT
 Community Transit
 FDOT
 St. Lucie County

4. Opening Public Comment – None.

5. Florida Commission for the Transportation Disadvantaged (FCTD)/Local Coordinating Board (LCB) Overview

Ms. Lathou began the presentation by explaining the persons who are served as part of the TD community and the types of services they receive before outlining the organization of the TD program at the State, Local, and County levels. She described how the TD program is funded and then transitioned to a discussion of the FCTD's mission. Ms. Lathou concluded by explaining the membership that comprises the LCB along with the organization's responsibilities.

6. Transportation Disadvantaged (TD)/Coordinated Transportation Overview

Ms. Dekle briefly described how the St. Lucie Board of County Commissioners became the designated Community Transportation

Coordinator (CTC) and how the CTC receives funding before enumerating its responsibilities. She then surveyed a number of highlights from the Annual Report, including accomplishments made during the previous year, annual expenditures, developments in the Direct Connect program, infrastructure investments, the Bike Share program, the Transit Development Plan Major Update, and plans for a new centralized transit headquarters.

In response to Ms. Dillon's question, Ms. Dekle provided more details on the proposed transit center to be located on Selvitz Road in Fort Pierce.

7. TD Operator Overview on TD Services and Public Transportation

Mr. Rodriguez noted that Community Transit operates under the Council on Aging of St. Lucie County and then described the scope of its services, detailing first the Fixed-Route service and then Demand Response. He explained the former as the "bread and butter" of the transit system, with Demand Response functioning as a complementary service for those unable to use the Fixed-Route buses. He provided further details on the types of Demand Response services offered, the eligibility requirements, and the scheduling process before summarizing the Transit program's ridership statistics for 2018 along with upcoming improvements to the service.

In response to Mr. Harris-Gowdie's inquiry concerning the inability of riders to schedule will-call pickups after 3:00 pm, Mr. Rodriguez explained the scheduling logistics that necessitated the deadline and noted that it was sometimes possible to accommodate requests made after the deadline in emergency situations.

Discussion ensued regarding efforts to hire more bus drivers in spite of a national shortage, with Mr. Rodriguez describing the steps Community Transit had taken independently and in partnership with Indian River State College to provide the necessary training.

Commissioner Townsend indicated her appreciation of the upcoming frequency increase for the fixed-route service along US-1 and described some of her many experiences riding various bus routes.

Mr. Dadiomoff questioned the decision to end transit service at 8:00 pm rather than 9:00 pm or later, and Mr. Rodriguez explained that it was not a matter of regulation, but one of funding. Mr. Boiton

elaborated upon other challenges associated with keeping the bus service open later and noted that scheduling practices in neighboring counties were significantly less accommodating than those in St. Lucie County, requiring riders to schedule trips the day before.

8. Closing Public Comment – None.

9. Adjourn – The meeting was adjourned at 2:40 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Commissioner Cathy Townsend
Chairwoman

**ST. LUCIE LOCAL COORDINATING BOARD FOR THE
TRANSPORTATION DISADVANTAGED (LCB)**

Regular Meeting

Date: Wednesday, February 20, 2019

Time: 2:00 pm

Location: St. Lucie Transportation Planning Organization (TPO)
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

Chairwoman Townsend called the meeting to order at 2:40 pm.

2. Self-Introductions

Self-introductions had been made at the preceding Public Hearing and Training Workshop, and a quorum was confirmed with the following members present:

Members Present

Commissioner Cathy Townsend, Chair
Shelly Batton
Dorothy Cobb
Robert Dadiomoff
Dalia Dillon
Marie Dorismond
Jim Dwyer
Roje Gonzalez
Malcolm Harris-Gowdie
Kevin Howard
Nelson Merchan-Cely

Representing

St. Lucie County
CSRC
Economically Disadvantaged
Veterans Community
FL Dept. of Elder Affairs
FDOT
Children at Risk
Community Transit
Disabled Community
Medical Community
Citizen Advocate

Donna Mihok
Carolyn Niemczyk
Milory Senat

Florida DCF
Elderly Community
APD

Others Present

Peter Buchwald
Marceia Lathou
Rachel Harrison
Silvana Alvarez
Tomas Boiton
Murriah Dekle
Robert Driscoll
Mary Edwards
Danielle Jones
Joel Leon
Michael Miller
David Rodriguez
Paula Scott
Heather Young

Representing

St. Lucie TPO
St. Lucie TPO
Recording Specialist
FDOT
Gulfstream Goodwill
St. Lucie County
Community Transit
APD
FL Div. Vocational Rehab.
Tourette's Community
FDOT
Community Transit
FDOT
St. Lucie County

3. Comments from the Public – None.

4. Approval of Agenda

* **MOTION** by Mr. Howard to approve the agenda.

** **SECONDED** by Mr. Gonzalez Carried **UNANIMOUSLY**

5. Approval of Meeting Summary

- November 14, 2018 Regular Meeting

* **MOTION** by Ms. Niemczyk to approve the Meeting Summary.

** **SECONDED** by Mr. Harris-Gowdie Carried **UNANIMOUSLY**

6. Discussion Items

6a. Transit Development Plan (TDP) Major Update: A presentation on the progress to date on the TDP Major Update.

Ms. Lathou described the scope and purpose of the TDP and explained the extensive public outreach efforts that had been conducted along with other tasks that were part of the Major Update process. She then moved on to a discussion of the service improvements proposed in the Major Update, detailing both the service expansion planned for all the routes in the system and the new routes being recommended.

Mr. Dwyer expressed approval of the proposed Midway Road route from Weatherbee Road to Milner Drive and recommended a micro-transit flex route to serve Indian River Estates.

In response to Mr. Harris-Gowdie's question, Ms. Lathou indicated that one of the goals for the proposed routes was to expand geographic coverage of the transit system.

Ms. Niemczyk recommended that the St. Lucie West route provide transit access to the new School District offices.

Chairwoman Townsend remarked on the need for a bus stop to serve Tradition Medical Center and the Home Depot located in Gatlin Plaza. Mr. Rodriguez explained that Community Transit had already evaluated the feasibility of these stops. Discussion ensued regarding the requirements for adding or removing stops on existing routes, with Mr. Rodriguez committing to a re-evaluation of those in the Tradition area.

In answer to Mr. Dadiomoff's question, Ms. Lathou explained the upcoming process of route prioritization and alternatives development for the TDP, the results of which may or may not include all the routes being proposed.

Mr. Leon inquired about routes near the intersection of Darwin Boulevard and Paar Drive, and Mr. Rodriguez elaborated upon the Darwin Square bus stop being proposed.

6b. Gulfstream Goodwill Mobility Management Program Update: A presentation on the progress to date on achieving the objectives of the Gulfstream Goodwill Mobility Management Program.

Ms. Lathou introduced Mr. Boiton, who provided an update on several initiatives of the Regional Transportation Collaborative (RTC). He reported that progress had been made on the vehicle insurance purchasing collaborative thanks to the recommendation by an insurance specialist that separate policies be taken out for fixed-route and paratransit vehicles, which would reduce overall costs. Mr. Boiton also noted that the vehicle preventative maintenance best practices manual would be distributed in March 2019. Finally, Mr. Boiton announced that he would be filming various LCB meetings in South Florida with the help of Mr. Leon to facilitate information exchange.

In response to Ms. Dorismond's question, Mr. Boiton stated that he had contacted several nonprofits to inform them of the RTC's initiatives.

7. **FDOT Comments** – None.
8. **Recommendations/Comments by Members** – None.
9. **Staff Comments** – Mr. Buchwald announced an upcoming design workshop for the widening of Port St. Lucie Boulevard south of Gatlin Boulevard to be held at the TPO on March 12, 2019 at 5:30 pm.
10. **Comments from the Public** – None.
11. **Next Meeting:** The next LCB Meeting is scheduled for 2:00 pm on Wednesday, May 15, 2019.
12. **Adjourn** – The meeting was adjourned at 3:05 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Commissioner Cathy Townsend
Chairwoman

DRAFT

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie LCB
Meeting Date:	May 15, 2019
Item Number:	7a
Item Title:	Trip and Equipment Allocation and Trip Rate
Item Origination:	Florida Commission for the Transportation Disadvantaged (FCTD)
UPWP Reference:	Task 3.8-Transportation Disadvantaged Program
Requested Action:	Approve the Trip and Equipment Application and Trip Rate, approve with conditions, or do not approve.
Staff Recommendation:	Because the Trip and Equipment Allocation and Trip Rate support public transportation access for persons who are transportation disadvantaged, it is recommended that the Trip and Equipment Application and Trip Rate be approved.

Attachments

- Staff Report
- FY 2019-20 TD Allocations Notice
- Service Rates Worksheet
- Trip & Equipment Grant Application Form

TO: Members of the Local Coordination Board

THROUGH: Diana Wesloski, Community Services Director *DW*

FROM: Murriah Dekle, Transit Manager *MSD*

DATE: April 29, 2019

SUBJECT: Florida Commission for the Transportation Disadvantaged
Trip and Equipment Grant Allocation and Trip Rate

Background:

The Florida Commission for the Transportation Disadvantaged (FCTD) annually allocates funds to the designated state Community Transportation Coordinators for non-sponsored transportation disadvantaged trips. Non-sponsored refers to those trips that are not paid for by another funding source, such as Medicaid. Funds are used to purchase transportation trips for those who qualify under the transportation disadvantaged criteria.

The total project cost for fiscal year 2019/20 is \$636,731. This amount is comprised of the state allocation of \$573,002 with a 10% local match of \$63,667 from the Transit Municipal Services Taxing Unit (MSTU) Fund #130-4410-582015-400. This includes the state voluntary dollar amount of \$56 which also requires a 10% local match consisting of \$6.00, for a total of \$62.00 in state Voluntary Dollar allocations, also matched from the Transit MSTU.

The annual agreement includes acceptance of the award and modification to the rates of reimbursement. The current reimbursement rate for wheelchair trips is \$35.93, decreasing to \$27.28 for FY20. The ambulatory rate is currently \$20.96 decreasing to \$15.91 per trip. The rate decreases are attributed to the overall decrease in grant funding of approximately 20%. As such, the model adjusted at the corresponding rate.

The grant will commence on July 1, 2019. The Trip and Equipment grant, revised trip rate, and application resolution is scheduled for review and approval by the Board of County Commissioners at the May 21st Board meeting. Trips will be provided by Community Transit, the contracted provider for St. Lucie County. After-hour trips will be provided by other local transportation providers to fill the gaps in service hours and sustain the Direct Connect program.

Attachments: FY 2019-20 TD Allocations Notice
Service Rates Worksheet
Trip & Equipment Grant Application Form

**COMMISSION FOR THE TRANSPORTATION DISADVANTAGED
TRIP EQUIPMENT GRANT ALLOCATIONS
FY 2019-2020**

County	Trip & Equipment Grant			Voluntary Dollar			
	2019-20 Allocation	Local Match (10%)	Total Funds	Funding	Local Match (10%)	Total Funds	2019-20 Total Funds
Alachua	\$656,407	\$72,934	\$729,341	\$73	\$8	\$81	\$729,422
Baker	\$230,218	\$25,580	\$255,798	\$1	\$0	\$1	\$255,799
Bay	\$467,805	\$51,978	\$519,783	\$74	\$8	\$82	\$519,865
Bradford	\$134,978	\$14,998	\$149,976	\$5	\$1	\$6	\$149,982
Brevard	\$1,594,296	\$177,144	\$1,771,440	\$242	\$27	\$269	\$1,771,709
Broward	\$4,638,009	\$515,334	\$5,153,343	\$788	\$88	\$876	\$5,154,219
Calhoun	\$202,851	\$22,539	\$225,390	\$3	\$0	\$3	\$225,393
Charlotte	\$400,733	\$44,526	\$445,259	\$30	\$3	\$33	\$445,292
Citrus	\$421,275	\$46,808	\$468,083	\$25	\$3	\$28	\$468,111
Clay	\$434,399	\$48,267	\$482,666	\$46	\$5	\$51	\$482,717
Collier	\$919,513	\$102,168	\$1,021,681	\$85	\$9	\$94	\$1,021,775
Columbia	\$355,563	\$39,507	\$395,070	\$28	\$3	\$31	\$395,101
DeSoto	\$233,861	\$25,985	\$259,846	\$2	\$0	\$2	\$259,848
Dixie	\$212,419	\$23,602	\$236,021	\$2	\$0	\$2	\$236,023
Duval	\$1,675,893	\$186,210	\$1,862,103	\$461	\$51	\$512	\$1,862,615
Escambia	\$696,610	\$77,401	\$774,011	\$104	\$12	\$116	\$774,127
Flagler	\$310,878	\$34,542	\$345,420	\$46	\$5	\$51	\$345,471
Franklin	\$181,027	\$20,114	\$201,141	\$0	\$0	\$0	\$201,141
Gadsden	\$400,416	\$44,491	\$444,907	\$26	\$3	\$29	\$444,936
Gilchrist	\$121,601	\$13,511	\$135,112	\$2	\$0	\$2	\$135,114
Glades	\$226,382	\$25,154	\$251,536	\$0	\$0	\$0	\$251,536
Gulf	\$200,880	\$22,320	\$223,200	\$1	\$0	\$1	\$223,201
Hamilton	\$162,286	\$18,032	\$180,318	\$0	\$0	\$0	\$180,318
Hardee	\$243,620	\$27,069	\$270,689	\$0	\$0	\$0	\$270,689
Hendry	\$370,431	\$41,159	\$411,590	\$2	\$0	\$2	\$411,592
Hernando	\$364,595	\$40,511	\$405,106	\$51	\$6	\$57	\$405,163
Highlands	\$472,166	\$52,463	\$524,629	\$9	\$1	\$10	\$524,639
Hillsborough	\$2,064,162	\$229,351	\$2,293,513	\$188	\$21	\$209	\$2,293,722
Holmes	\$217,073	\$24,119	\$241,192	\$0	\$0	\$0	\$241,192
Indian River	\$374,891	\$41,655	\$416,546	\$16	\$2	\$18	\$416,564
Jackson	\$446,025	\$49,558	\$495,583	\$38	\$4	\$42	\$495,625
Jefferson	\$208,950	\$23,217	\$232,167	\$1	\$0	\$1	\$232,168
Lafayette	\$155,697	\$17,300	\$172,997	\$0	\$0	\$0	\$172,997
Lake	\$741,155	\$82,351	\$823,506	\$139	\$15	\$154	\$823,660
Lee	\$939,652	\$104,406	\$1,044,058	\$666	\$74	\$740	\$1,044,798
Leon	\$552,258	\$61,362	\$613,620	\$125	\$14	\$139	\$613,759
Levy	\$417,960	\$46,440	\$464,400	\$2	\$0	\$2	\$464,402
Liberty	\$270,508	\$30,056	\$300,564	\$0	\$0	\$0	\$300,564
Madison	\$240,324	\$26,703	\$267,027	\$0	\$0	\$0	\$267,027
Manatee	\$657,851	\$73,095	\$730,946	\$66	\$7	\$73	\$731,019
Marion	\$861,905	\$95,767	\$957,672	\$85	\$9	\$94	\$957,766
Martin	\$327,460	\$36,384	\$363,844	\$62	\$7	\$69	\$363,913
Miami-Dade	\$7,004,038	\$778,226	\$7,782,264	\$1,300	\$144	\$1,444	\$7,783,708
Monroe	\$374,724	\$41,636	\$416,360	\$33	\$4	\$37	\$416,397
Nassau	\$318,906	\$35,434	\$354,340	\$12	\$1	\$13	\$354,353
Okaloosa	\$572,755	\$63,639	\$636,394	\$39	\$4	\$43	\$636,437
Okeechobee	\$245,314	\$27,257	\$272,571	\$0	\$0	\$0	\$272,571
Orange	\$2,482,615	\$275,846	\$2,758,461	\$849	\$94	\$943	\$2,759,404
Osceola	\$1,103,856	\$122,651	\$1,226,507	\$10	\$1	\$11	\$1,226,518
Palm Beach	\$3,163,033	\$351,448	\$3,514,481	\$1,183	\$131	\$1,314	\$3,515,795
Pasco	\$729,335	\$81,037	\$810,372	\$195	\$22	\$217	\$810,589
Pinellas	\$3,673,387	\$408,154	\$4,081,541	\$550	\$61	\$611	\$4,082,152
Polk	\$1,348,094	\$149,788	\$1,497,882	\$205	\$23	\$228	\$1,498,110

**COMMISSION FOR THE TRANSPORTATION DISADVANTAGED
TRIP EQUIPMENT GRANT ALLOCATIONS
FY 2019-2020**

County	Trip & Equipment Grant			Voluntary Dollar			
	2019-20 Allocation	Local Match (10%)	Total Funds	Funding	Local Match (10%)	Total Funds	2019-20 Total Funds
Putnam	\$432,862	\$48,096	\$480,958	\$108	\$12	\$120	\$481,078
Saint Johns	\$539,789	\$59,977	\$599,766	\$255	\$28	\$283	\$600,049
Saint Lucie	\$573,002	\$63,667	\$636,669	\$56	\$6	\$62	\$636,731
Santa Rosa	\$436,585	\$48,509	\$485,094	\$21	\$2	\$23	\$485,117
Sarasota	\$905,629	\$100,625	\$1,006,254	\$278	\$31	\$309	\$1,006,563
Seminole	\$921,597	\$102,400	\$1,023,997	\$165	\$18	\$183	\$1,024,180
Sumter	\$297,008	\$33,001	\$330,009	\$6	\$1	\$7	\$330,016
Suwannee	\$249,345	\$27,705	\$277,050	\$5	\$1	\$6	\$277,056
Taylor	\$315,349	\$35,039	\$350,388	\$8	\$1	\$9	\$350,397
Union	\$98,707	\$10,967	\$109,674	\$0	\$0	\$0	\$109,674
Volusia	\$1,264,758	\$140,529	\$1,405,287	\$130	\$14	\$144	\$1,405,431
Wakulla	\$212,969	\$23,663	\$236,632	\$6	\$1	\$7	\$236,639
Walton	\$410,302	\$45,589	\$455,891	\$7	\$1	\$8	\$455,899
Washington	\$236,188	\$26,243	\$262,431	\$1	\$0	\$1	\$262,432
TOTALS	\$52,715,130	\$5,857,237	\$58,572,367	\$8,916	\$987	\$9,903	\$58,582,270

Worksheet for Program-wide Rates

CTC: St. Lucie Board of
 County: St. Lucie County

Version 1.4

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (**GREEN** cells) below

- Do **NOT** include trips or miles related to Coordination Contractors!
- Do **NOT** include School Board trips or miles UNLESS.....
- INCLUDE** all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
- Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS..
- Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
- Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES	
Total <u>Projected</u> Passenger Miles =	272,112
Rate Per Passenger Mile = \$	2.34
Total <u>Projected</u> Passenger Trips =	36,137
Rate Per Passenger Trip = \$	17.62

Fiscal Year

2019 - 2020

Avg. Passenger Trip Length =	7.5 Miles
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Rates If No Revenue Funds Were Identified As Subsidy Funds	
Rate Per Passenger Mile = \$	2.34
Rate Per Passenger Trip = \$	17.62

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles

The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Vehicle Revenue Miles (VRM)

The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)

The cumulative sum of the distances ridden by each passenger.

Worksheet for Multiple Service Rates

CTC: St. Lucie Board Version 1.4
 County: St. Lucie County

1. Answer the questions by completing the PROMPT cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

Ambulatory	Wheelchair	Stretcher	Group
Yes	Yes	Yes	Yes
No	No	No	No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	STOP! Do NOT Complete Sections II - V for Stretcher Service	STOP! Do NOT Complete Sections II - V for Group Service

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?....

Ambulatory	Wheelchair	Stretcher	Group
Yes	Yes	Yes	Yes
No	No	No	No
Skip # 2, 3 & 4 and Go to Section III for Ambulatory Service	Skip # 2, 3 & 4 and Go to Section III for Wheelchair Service	Do Not Complete Section II for Stretcher Service	Do Not Complete Section II for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?.....

Ambulatory	Wheelchair	Stretcher	Group
Yes	Yes	Yes	Yes
No	No	No	No

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service?
 How many of the total projected Passenger Miles relate to the contracted service?
 How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

Effective Rate for Contracted Services:
 per Passenger Mile =
 per Passenger Trip =

Ambulatory	Wheelchair	Stretcher	Group
Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

4. If you answered # 3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above)
 Rate per Passenger Mile for Balance =

Combination Trip and Mile Rate			
Leave Blank and Go to Section III for Ambulatory Service	Leave Blank and Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

Worksheet for Multiple Service Rates

CTC: **St. Lucie Board** Version 1.4
 County: **St. Lucie County**

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION III: Escort Service

1. Do you want to charge all escorts a fee?.....
 Yes
 No
 Skip #2 - 4 and Section IV and Go to Section V
2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR
 Pass. Trip **Leave Blank**
 per passenger mile?.....
 Pass. Mile
3. If you answered Yes to #1 and completed #2, for how many of the projected
 Passenger Trips / Passenger Miles will a passenger be accompanied by an escort? Leave Blank
4. How much will you charge each escort?..... Leave Blank

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears to the right, what is the projected total
 number of Group Service Passenger Miles? (otherwise leave blank).....
 Loading Rate **0.00** to 1.00
 And what is the projected total number of Group Vehicle Revenue Miles?

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically
 * Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles and trips for contracted services IF the rates were calculated in the Section II above
 * Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II

		RATES FOR FY: 2019 - 2020			
		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	272,112	231,295	40,817	Leave Blank	0
Rate per Passenger Mile =		\$2.11	\$3.62	\$0.00	\$0.00
				per passenger	per group

		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	36,137	30,716	5,421	Leave Blank	Leave Blank
Rate per Passenger Trip =		\$15.91	\$27.28	\$0.00	\$0.00
				per passenger	per group

2. If you answered #1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services,...

		Combination Trip and Mile Rate			
		Ambul	Wheel Chair	Stretcher	Group
...INPUT the Desired Rate per Trip (but must be less than per trip rate above) =				Leave Blank	Leave Blank
Rate per Passenger Mile for Balance =		\$2.11	\$3.62	\$0.00	\$0.00
				per passenger	per group

Rates if No Revenue Funds Were Identified As Subsidy Funds

		Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile =		\$2.11	\$3.62	\$0.00	\$0.00
				per passenger	per group
		Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Trip =		\$15.91	\$27.28	\$0.00	\$0.00
				per passenger	per group

Program These Rates Into Your Medicaid Encounter Data



Transportation Disadvantaged Trip & Equipment Grant Application Form

Legal Name	St. Lucie County Board of County Commissioners		
Federal Employer Identification Number	59-6000835		
Registered Address	2300 Virginia Avenue		
City and State	Fort Pierce, FL	Zip Code	34982
Contact Person for this Grant	Murriah Dekle	Phone Number <i>Format 111-111-1111</i>	777-462-3065
E-Mail Address <i>[Required]</i>	Deklem@stlucieco.org		
Project Location <i>[County(ies)]</i>	St. Lucie	Proposed Project Start Date	July 1, 2019
Budget Allocation			
Grant Amount – State Allocation [90%]		\$573,002.00	
Grant Amount – Local Match [10%]		\$63,667.00	
Grant Amount – Proviso [90%]		0	
Grant Amount – Proviso Match [10%]		0	
Voluntary Dollar Amount		\$56.00	
Local Match for Voluntary Dollars [In Kind]		\$6.00	
<i>Total Project Amount</i>		\$636,731.00	

Capital Equipment Request	
Description of Capital Equipment	\$ Amount
<i>Total Project Amount</i>	
\$ 0.00	

Local Coordinating Board Review IS Required if Requesting Capital Equipment

If the purchase of capital equipment is included in this Application Form, the application has been reviewed by the ____ Local Coordinating Board.

Signature of Local Coordinating Board Chairperson

Date

I, the authorized Grantee Representative, hereby certify that the information contained in this form is true and accurate and is submitted in accordance with the 2019-20 Program Manual and Application for the Trip & Equipment Grant.

Signature of Grant Recipient Representative

Date

Preliminary Information Worksheet

Version 1.4

CTC Name: St. Lucie Board of County Commissioners

County (Service Area): St. Lucie County

Contact Person: Diana Wesloski

Phone # 772-462-1772

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:

- Governmental
- Private Non-Profit
- Private For Profit

NETWORK TYPE:

- Fully Brokered
- Partially Brokered
- Sole Source

Once completed, proceed to the Worksheet entitled "Comprehensive Budget"

Comprehensive Budget Worksheet

Version 1.4

CTC: St. Lucie Board of County Commissioners
 County: St. Lucie County

1. Complete applicable GREEN cells in columns 2, 3, 4, and 7

July 1st of	Prior Year's ACTUALS from July 1st of 2017 to June 30th of 2018	Current Year's APPROVED Budget, as amended from July 1st of 2018 to June 30th of 2019	Upcoming Year's PROPOSED Budget from 2019 to June 30th of 2020	% Change from Prior Year to Current Year	Proposed % Change from Current Year to Upcoming Year	Confirm whether revenues are collected as a system subsidy VS a purchase of service at a unit price. Explain Changes in Column 6 That Are > ± 10% and Also > ± \$50,000
1	2	3	4	5	6	7

REVENUES (CTC/Operators ONLY / Do NOT include coordination contractors!)

Local Non-Govt

Farebox	\$ 28,223			-100.0%		
Medicaid Co-Pay Received						
Donations/ Contributions						
In-Kind, Contributed Services						
Other						
Bus Pass Program Revenue						

Local Government

District School Board						
Compl. ADA Services						
County Cash	\$ 60,179	\$ 82,107	\$ 63,667	36.4%	-22.5%	
County In-Kind, Contributed Services						
City Cash						
City In-kind, Contributed Services						
Other Cash						
Other In-Kind, Contributed Services	\$ 12	\$ 7	\$ 6	-41.7%	-14.3%	
Bus Pass Program Revenue						

CTD

Non-Spons. Trip Program	\$ 546,475	\$ 738,964	\$ 573,002	35.2%	-22.5%	
Non-Spons. Capital Equipment						
Rural Capital Equipment						
Other TD (specify in explanation)	\$ 109	\$ 62	\$ 56	-43.1%	-9.7%	
Bus Pass Program Revenue						

USDOT & FDOT

49 USC 5307						
49 USC 5310						
49 USC 5311 (Operating)						
49 USC 5311 (Capital)						
Block Grant						
Service Development						
Commuter Assistance						
Other DOT (specify in explanation)						
Bus Pass Program Revenue						

AHCA

Medicaid						
Other AHCA (specify in explanation)						
Bus Pass Program Revenue						

DCF

Alcohol, Drug & Mental Health						
Family Safety & Preservation						
Comm. Care Dis./Aging & Adult Serv.						
Other DCF (specify in explanation)						
Bus Pass Program Revenue						

DOH

Children Medical Services						
County Public Health						
Other DOH (specify in explanation)						
Bus Pass Program Revenue						

DOE (state)

Carl Perkins						
Div of Blind Services						
Vocational Rehabilitation						
Day Care Programs						
Other DOE (specify in explanation)						
Bus Pass Program Revenue						

AWI

WAGES/Workforce Board						
Other AWI (specify in explanation)						
Bus Pass Program Revenue						

DOEA

Older Americans Act						
Community Care for Elderly						
Other DOEA (specify in explanation)						
Bus Pass Program Revenue						

DCA

Community Services						
Other DCA (specify in explanation)						
Bus Pass Admin. Revenue						

Comprehensive Budget Worksheet

Version 1.4

CTC: St. Lucie Board of County Commissioners
 County: St. Lucie County

1. Complete applicable **GREEN** cells in columns 2, 3, 4, and 7

July 1st of	Prior Year's ACTUALS from July 1st of 2017 to June 30th of 2018	Current Year's APPROVED Budget, as amended from July 1st of 2018 to June 30th of 2019	Upcoming Year's PROPOSED Budget from 2 to June 30th of 2020	% Change from Prior Year to Current Year	Proposed % Change from Current Year to Upcoming Year	Confirm whether revenues are collected as a system subsidy VS a purchase of service at a unit price. Explain Changes in Column 6 That Are > ± 10% and Also > ± \$50,000
1	2	3	4	5	6	7

APD						
Office of Disability Determination						
Developmental Services						
Other APD (specify in explanation)						
Bus Pass Program Revenue						
DJJ						
(specify in explanation)						
Bus Pass Program Revenue						
Other Fed or State						
xxx						
xxx						
xxx						
Bus Pass Program Revenue						
Other Revenues						
Interest Earnings						
xxxx						
xxxx						
Bus Pass Program Revenue						
Balancing Revenue to Prevent Deficit						
Actual or Planned Use of Cash Reserve						
Balancing Revenue is Short By =		None	None			
Total Revenues =	\$634,998	\$821,140	\$636,731	29.3%	-22.5%	

EXPENDITURES (CTC/Operators ONLY / Do NOT include Coordination Contractors!)						
Operating Expenditures						
Labor	\$ 36,000	\$ 41,475	\$ 41,475	15.2%	0.0%	
Fringe Benefits	\$ 14,000	\$ 16,125	\$ 16,125	15.2%	0.0%	
Services						
Materials and Supplies						
Utilities						
Casualty and Liability						
Taxes						
Purchased Transportation:						
Purchased Bus Pass Expenses						
School Bus Utilization Expenses						
Contracted Transportation Services	\$ 584,986	\$ 763,533	\$ 579,125	30.5%	-24.2%	
Other						
Miscellaneous						
Operating Debt Service - Principal & Interest						
Leases and Rentals						
Contrib. to Capital Equip. Replacement Fund						
In-Kind, Contributed Services	\$ 12	\$ 7	\$ 6	-41.7%	-14.3%	
Allocated Indirect						
Capital Expenditures						
Equip. Purchases with Grant Funds						
Equip. Purchases with Local Revenue						
Equip. Purchases with Rate Generated Rev.						
Capital Debt Service - Principal & Interest						
Total Expenditures =	\$634,998	\$821,140	\$636,731	29.3%	-22.5%	

Once completed, proceed to the Worksheet entitled "Budgeted Rate Base"

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie LCB
Meeting Date:	May 15, 2019
Item Number:	7b
Item Title:	Transit Development Plan (TDP) Major Update Goals, Objectives, Strategies, and Prioritized Service Improvements
Item Origination:	Florida Statutes
UPWP Reference:	Task 3.2 – Transit Planning
Requested Action:	Endorse the Draft TDP Major Update, endorse with conditions, or do not endorse.
Staff Recommendation:	Based on the TDP Major Update being consistent with Task 3.2 of the UPWP, it is recommended that the TDP Major Update be endorsed.

Attachments

- Staff Report
- Draft TDP Executive Summary

MEMORANDUM

TO: St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: May 9, 2019

SUBJECT: **Transit Development Plan (TDP) Major Update Goals, Objectives, Strategies, and Prioritized Service Improvements**

BACKGROUND

A Transit Development Plan (TDP) is required by the Florida Department of Transportation (FDOT) for the receipt of funding through the Public Transit Block Grant Program. A TDP is the public transportation provider's planning, development, and operational guidance document and is based on a 10-year planning horizon. A Major Update is required every five years. Annual updates in the form of progress reports on the 10-Year Implementation Program of the TDP also are required.

In St. Lucie County, the Board of County Commissioners (BOCC) contracts with Community Transit, a division of the Council on Aging of St. Lucie, Inc., for public transportation services. The St. Lucie County TDP Major Update is endorsed by the TPO Board and adopted by the BOCC.

Task 3.2 of the St. Lucie TPO FY 2018/19 – FY 2019/20 Unified Planning Work Program (UPWP) includes activities related to the provision of technical and planning assistance to the transit provider in order to maintain the BOCC's eligibility for the continued receipt of Federal and State transit funds. These activities include support of the TDP Major Update and Annual Progress Reports.

ANALYSIS

The TDP Major Update is being developed with assistance from Tindale Oliver consultants. TPO Staff will provide a presentation on the TDP Major Update goals, objectives, strategies, and service improvements as described in the attached Executive Summary.

RECOMMENDATION

Based on the TDP Major Update being consistent with Task 3.2 of the UPWP, it is recommended that the TDP Major Update be endorsed.



**St. Lucie County
Transit Development Plan
Executive Summary**

May 2019





TABLE OF CONTENTS

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Goals & Objectives	5
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10-Year Transit Plan	10

Introduction

St. Lucie Transit Development Plan

This major update of St. Lucie County's 10-Year Transit Development Plan (TDP), branded *Bus Plus*, was initiated by St. Lucie County in cooperation with the St. Lucie Transportation Planning Organization (TPO). The *Bus Plus* plan represents the community's vision and goals for public transportation and is to be used as a strategic guide for the FY 2020–2029 planning horizon. The resulting implementation plan outlines the actions to be taken in the next 10 years.

State Requirement

St. Lucie County's *Bus Plus* plan is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds to prepare a TDP major update every five years. This requirement helps to ensure that the public transportation services being provided and planned for are consistent with the community's mobility needs. Each update must be submitted to the appropriate FDOT District Office by September 1st of the year due.

Plan Development

Developing the *Bus Plus* plan involved a number of planning activities, including evaluating study area conditions and existing transit services, gathering public input, developing a situation appraisal and goals, identifying transit needs, and preparing a transit implementation plan for St. Lucie County for the next 10 years. The full plan with all of the documented analysis will be available for download on the St. Lucie County and St. Lucie TPO web sites.

EXECUTIVE SUMMARY

Public Outreach

To prepare a TDP reflective of the St. Lucie County community, an extensive public outreach process was conducted throughout the *Bus Plus* plan process. Numerous public outreach activities were conducted throughout the county to obtain feedback and better understand the community's transit needs.

To ensure the active participation of both transit users and non-users, outreach efforts included grassroots outreach, online and in-person surveys, focus group meetings, public input displays, transit alternatives workshops, committee meetings, and a transit priorities survey. The table below shows that the County met or exceeded most of the Measures of Effectiveness (MOE) goals set early on in the planning process. During Phase 1, people we asked to value a wide array of enhanced service options, while Phase 2 presented the opportunity for people to rank the potential improvements by priority.

Measures of Effectiveness

Outreach	Measure of Effectiveness	Phase 1		Phase 2	
		Target	Actual	Target	Actual
Stakeholder database	Number of persons in database who identify themselves as members of the general public	200	203	N/A	N/A
Grassroots outreach efforts	Number of attendees or interactions with interested persons at each event	25 per event	30	25 per event	20
Grassroots public input	Number of returned comment cards, surveys, or questionnaires	100	107	100	95
Websites and other communication	Number TDP of related phone calls, emails, and visitors	100	463	30	100
Accessibility of meetings	% of public meetings served by transit	75%	90%	75%	75%
Accessibility to Environmental Justice (EJ) communities	% of grassroots events held in EJ communities	50%	80%	50%	80%
Accessibility to limited English-speaking persons	% of TDP information distributed in Spanish versions	15%	25%	15%	15%
Accessibility to persons with disabilities	% of meeting locations accessible by persons with a physical disability	100%	100%	100%	100%
Accommodation of participant work schedules	Number of public involvement events conducted in evenings or weekends	5	10	4	5



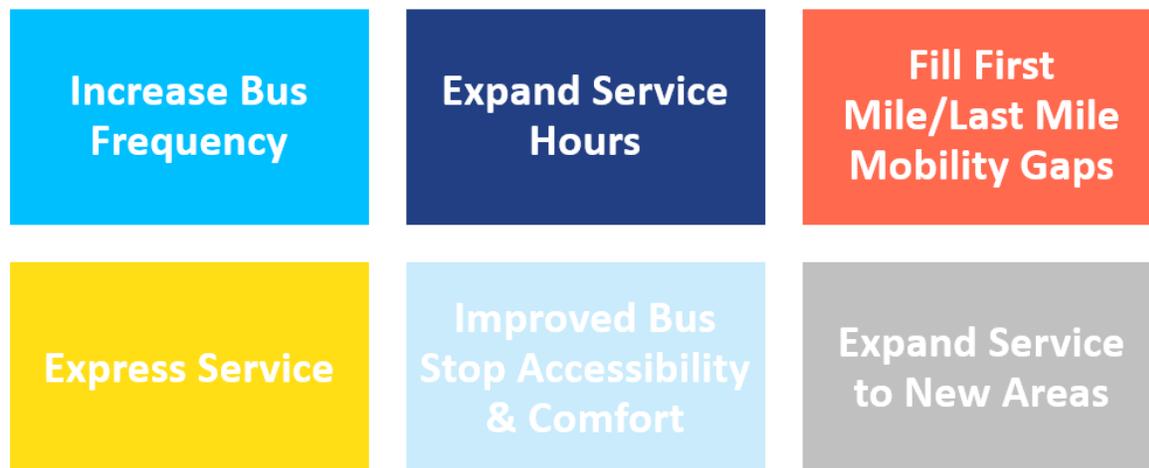
Summary of Participation

In addition to meeting the MOE targets, the table below shows that, overall, the level of involvement goal of the Public Involvement Plan was exceeded.

Outreach Event	Participants
Rider Surveys	140
Non-rider Surveys	411
Focus groups	100
Transit Priorities Survey	180
Committee Meetings	65
Total	896

Key Themes

Outreach conducted for the *Bus Plus* plan generated and evaluated a wide range of ideas for the existing service and for future transit enhancements, which include the following:



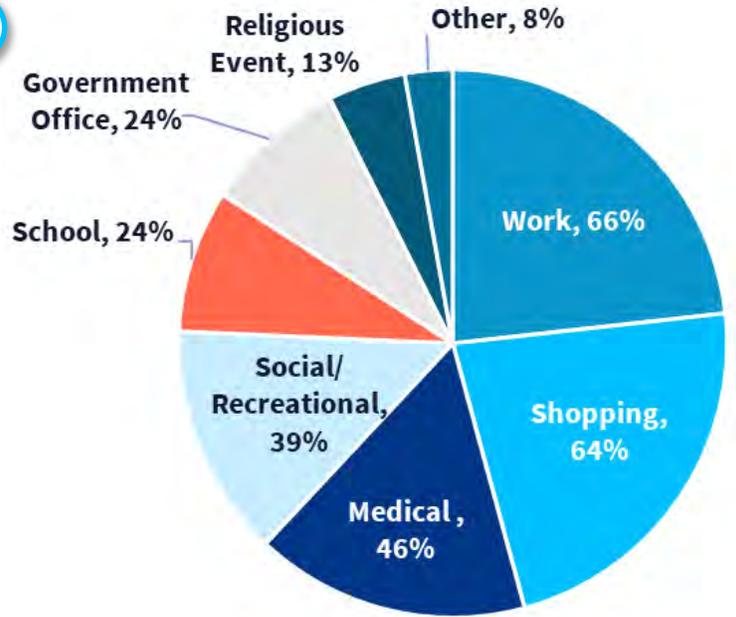
EXECUTIVE SUMMARY

Survey Highlights

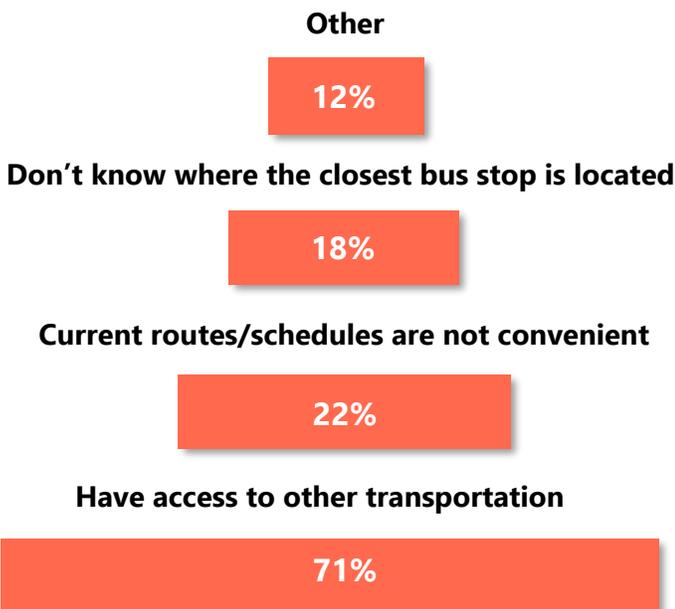
Service Improvements Riders Want



Where Riders are Going



Why Citizens are Not Riding the Bus



Service Improvements Non-Riders Want





Goals & Objectives

Goals and objectives are an integral part of St. Lucie County's *Bus Plus* plan, as they provide the policy direction to achieve the community's vision while helping guide the agency as the county evolves. The following sources were used to guide the update of the adopted TDP goals and objectives for the next 10 years:

- ◆ Goals and objectives from the last TDP and progress on the 2014 TDP's 10-year implementation plan.
- ◆ Findings from the Situation Appraisal, which identified key issues that affect St. Lucie County's transit system today and will affect the system over the next few years.
- ◆ Input received from the public on the needs and direction of transit in St. Lucie County and the immediate region.
- ◆ Findings from reviews of policies and recommendations, goals, and objectives included in other agency plans to ensure consistency with other planning efforts at the national, state, regional, and local levels.

The four goals established as part of the TDP process are listed below with their associated objectives, and are consistent with the community's vision and priorities regarding transit in the county.

Bus Plus Goals & Objectives

1. A high-quality transit service that provides a high level of service and convenience.

- Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.
- Maintain service reliability and on-time performance.
- Develop a system-wide performance monitoring program.
- Form partnerships with public and private entities to develop innovative services, technology programs, and pilot projects.
- Improve accessibility to transit services and facilities.

2. A financially-efficient and affordable transit service.

- Maintain cost efficiencies and financial stability.
- Identify and evaluate additional opportunities to enhance revenues.

3. Widespread knowledge and awareness of the transit system through marketing and education efforts.

- Achieve regional and local support of transit initiatives.
- Implement a marketing plan.

4. Transit-supportive land use and policies.

- Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas.

EXECUTIVE SUMMARY

Proposed Alternatives

The transit needs and associated alternatives are developed based on information gathered through various data collection and outreach efforts conducted for the TDP. The identified alternatives are prioritized through the evaluation process and the final prioritized list of improvements is used to develop the 10-year implementation and financial plans. The map on the next page provides an illustration of these proposed service alternatives, in addition to the infrastructure and other capital needs shown on this current page.

New Services

Crosstown Parkway
Fort Pierce/Port St Lucie Express (25th St.)
Fort Pierce to South Hutchinson Island
Midway Road
Palm Beach Express
Port St Lucie Boulevard (Route 5 split)
Gatlin Boulevard (Route 5 split)
Virginia Avenue
Selvitz Road/Bayshore Boulevard
Indian River Estates micro-transit
Torino Parkway micro-transit
Tradition Area micro-transit

Improvements to Existing Service

Increase frequency from 60 minutes to 30 minutes on Routes 2 & 3

Expand service hours on Route 7 to reflect the other route schedules (currently 7a.m.—6p.m.)

Expand Saturday service hours to reflect weekday span of service (currently 8a.m.—12p.m./1p.m.—4p.m.)

Planning/Policy

Completion of bus stop and transit facility accessibility assessment and ADA Transition Plan

Completion of a comprehensive operations analysis

Determination on fare policy

Capital/Infrastructure

Port St. Lucie Transfer Station improvements

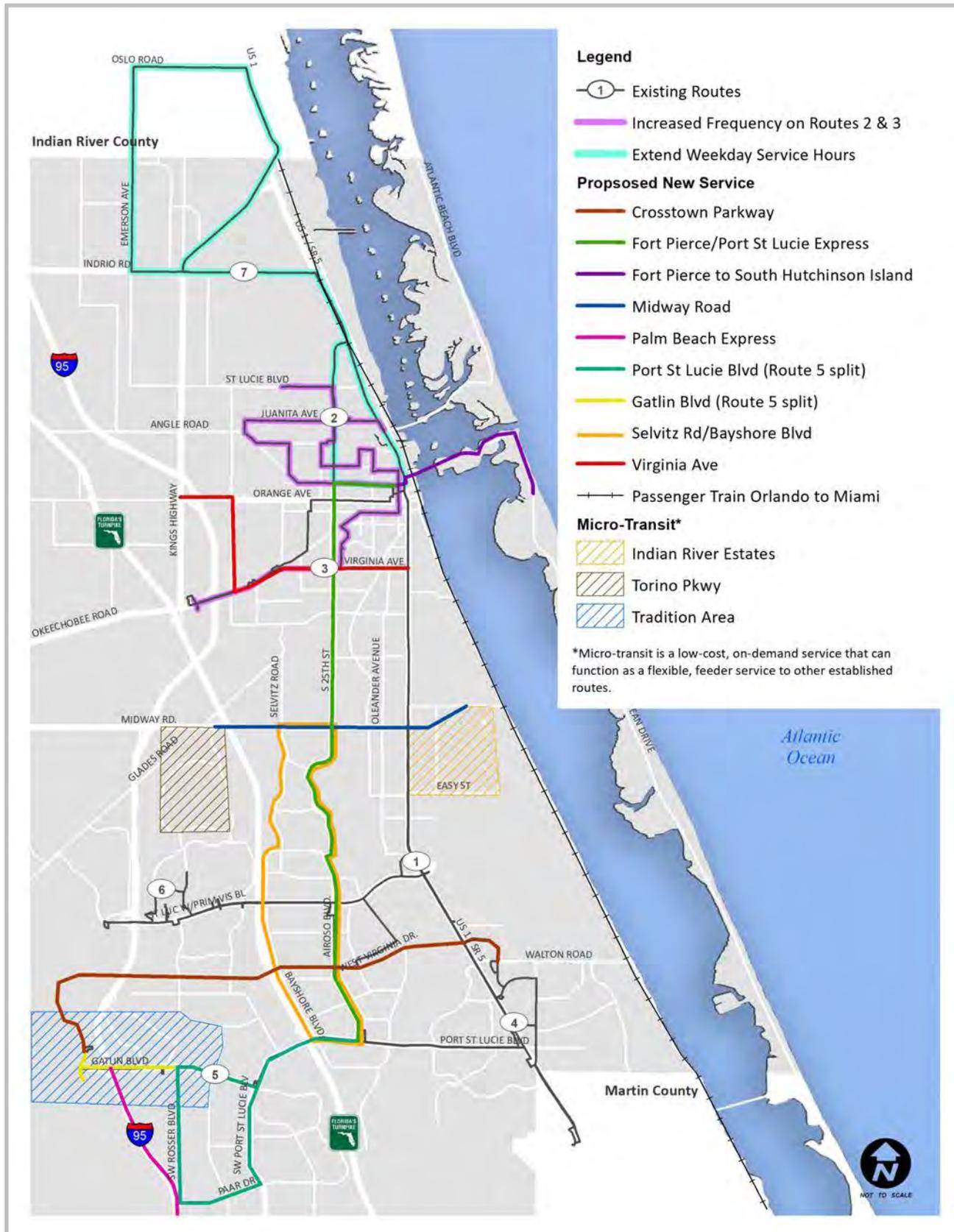
New Port St. Lucie City Center hub/transfer station

Bus Stop/Shelter improvements

Improved sidewalk connections to bus stops

New operations/maintenance/administrative facility

St. Lucie County New Service Alternatives

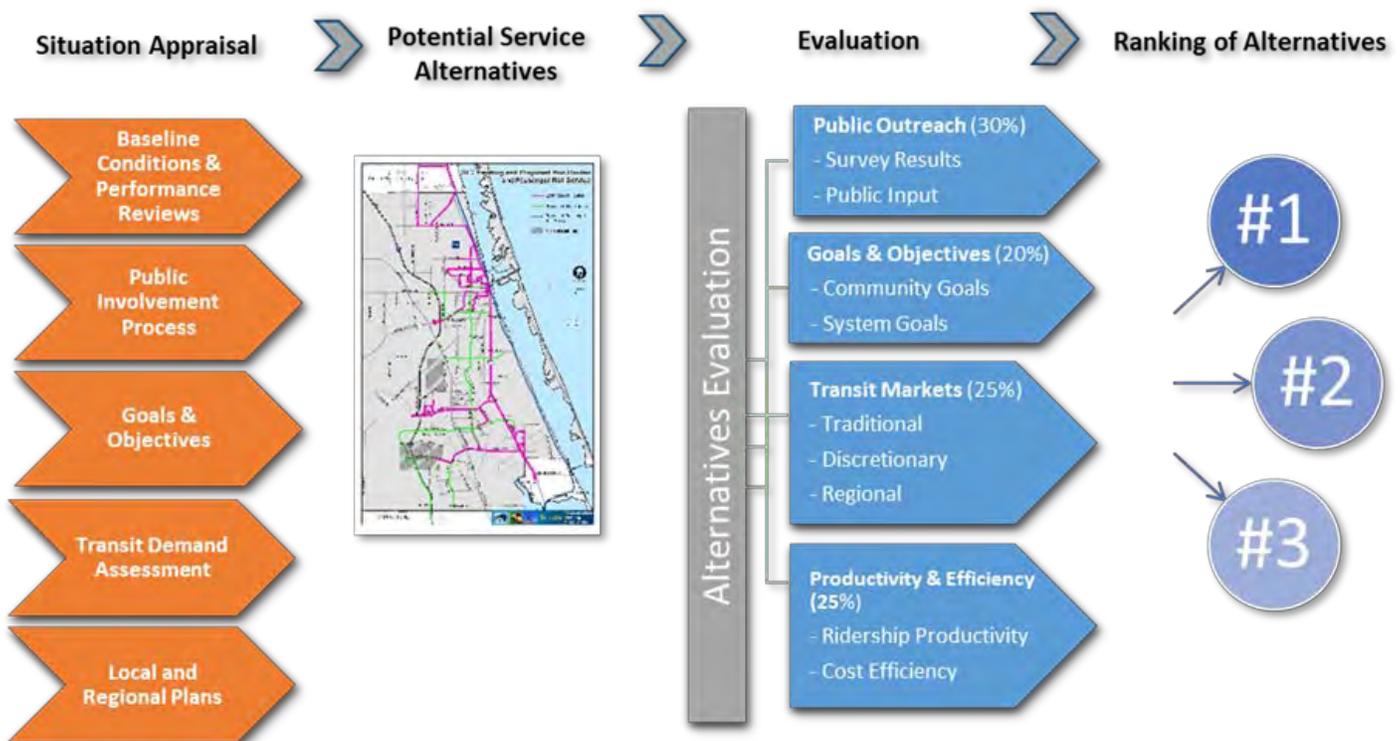


EXECUTIVE SUMMARY

Evaluation of Alternatives

A number of alternatives (or potential improvements) were identified to serve different rider markets and to provide varying levels of service. Therefore, it is important for St. Lucie County to prioritize these alternatives to effectively plan and implement them within the next 10 years using existing and/or new funding sources. In order to evaluate the benefits of the proposed service alternatives and better prioritize them, a methodology was developed that weighed input from the public outreach, goals and objectives, ridership potential through transit market assessments, and regional connectivity. The figure below illustrates the service alternatives evaluation process, including criteria, measures, and weights used for each category.

Alternatives Evaluation Process





Ranked Alternatives

Each service alternative received a score by using the process summarized previously. The alternatives from each improvement type were scored against each other, then the alternatives were ranked based on their respective score, as seen in the table below.

10-Year Transit Service Priorities

Rank	Proposed Improvements	Evaluation Score
Improvements to Existing Service		
1	Increase frequency on Routes 2 & 3	5.00
2	Expand Saturday service hours	4.50
3	Expand service hours on Route 7	2.60
New Services		
1	Fort Pierce/Port St. Lucie Express (25 th Street)	5.10
2	Midway Avenue	4.70
3	Virginia Avenue	4.50
4	Port St. Lucie Boulevard (Route 5 split)	4.40
4	Gatlin Boulevard (Route 5 split)	4.40
6	Palm Beach Express	4.00
7	Fort Pierce to South Hutchinson Island	3.90
8	Crosstown Parkway	3.70
9	Selvitz Road/Bayshore Boulevard	3.20
New Micro-Transit		
1	Tradition Area	3.55
2	Torino Parkway	2.75
3	Indian River Estates	2.35

EXECUTIVE SUMMARY

10-Year Transit Plan

Of the alternatives identified in the previous section, the following pages show what the proposed 10-year implementation plan will look like with two different funding options as described below.

Implementation Plan Options

Two implementation plan options were developed based on different revenue scenarios. The first option presents a phased implementation plan based on existing revenue streams, the second option presents a phased implementation plan based on a proposed increase to the Mass Transit Municipal Service Taxing Unit (MSTU) beginning in FY 2020.

Option 1—Status Quo

- ◆ Based on existing revenue streams
- ◆ Assumed limited growth in revenue over the 10-year period
- ◆ Limits the number of funded alternatives
- ◆ Current MSTU millage rate is 0.1269

Option 2—Opportunity Plus

- ◆ MSTU has not been increased since 2011
- ◆ The proposed increase would bring the MSTU to 0.2300
- ◆ If passed, will generate an additional \$2M in revenue annually
- ◆ The additional funding will help provide adequate resources to implement critical services from the prioritized list of alternatives
- ◆ For the average home of about \$200,000, the increase will add \$22 annually

Cost Summary

Option #1: Status Quo

The Status Quo Plan summarized on the next page assumes that the operating cost for existing services, totaling \$61 million over the 10-year period, will be maintained, and the \$23 million in identified capital revenue will balance the estimated costs and yield an approximate capital surplus of \$9.8 million.

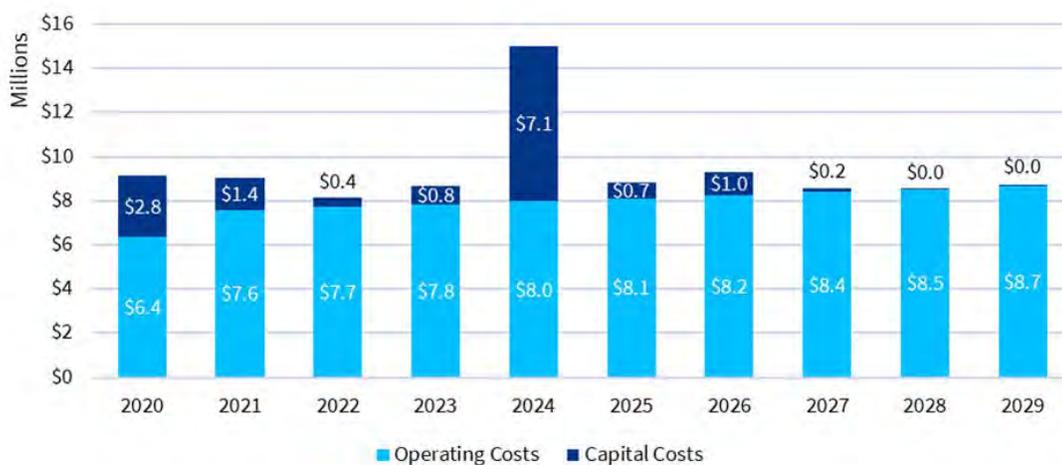
10-Year Operating and Capital Cost Summary—Status Quo



Option #2: Opportunity Plus

The Opportunity Plus Plan summarized later in this document assumes that the operating cost for existing and new services will total \$79.4 million over the 10-year period, yielding a \$237,600 operating surplus, and the \$23 million in identified capital revenue will balance the estimated costs and yield an approximate capital surplus of \$8.5 million.

10-Year Operating and Capital Cost Summary—Opportunity Plus



EXECUTIVE SUMMARY

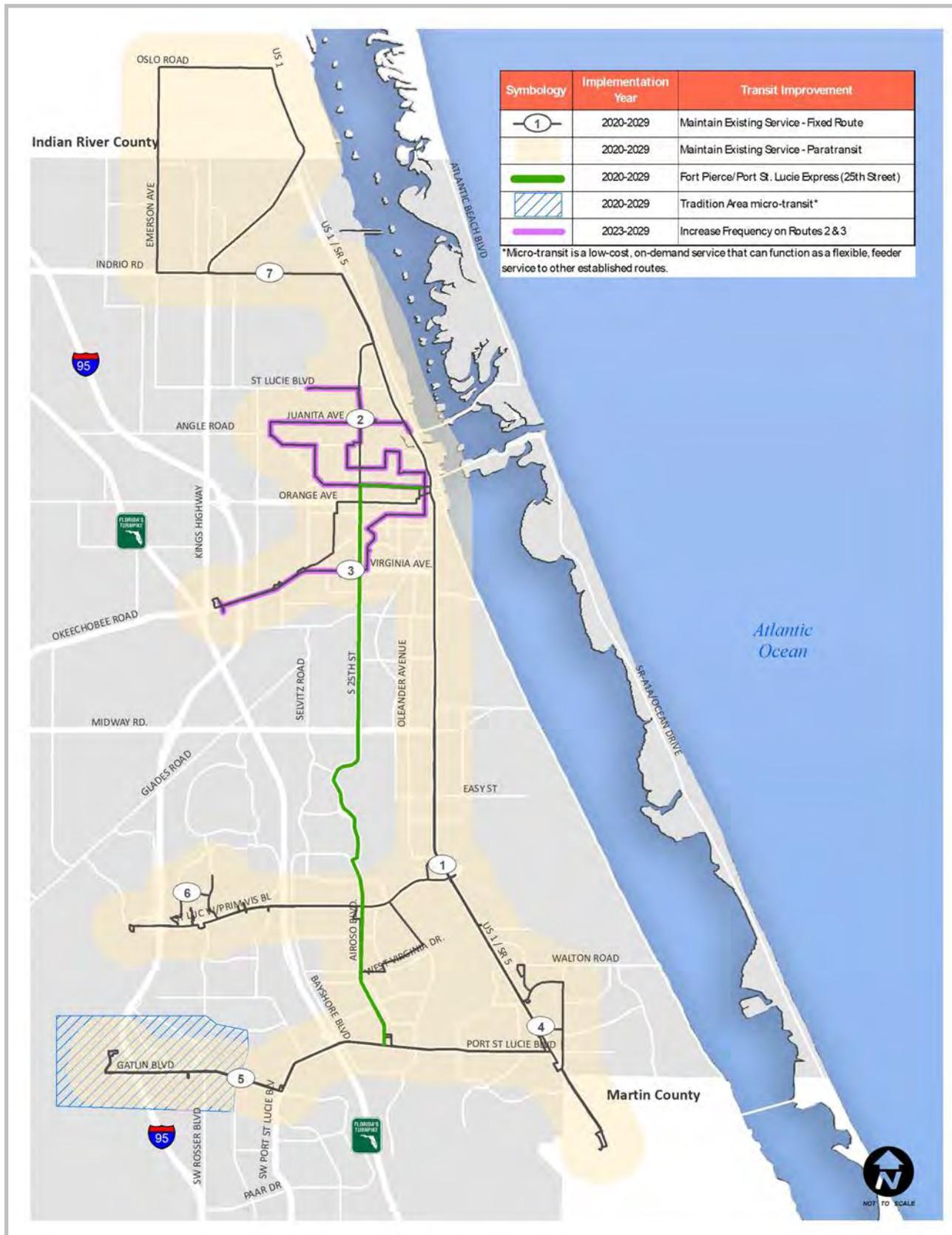
Implementation Plans

10-Year Implementation Plan—Option 1 (Status Quo)

The implementation plan below outlines service improvements that are included in the Status Quo Plan from 2020 through 2029, as well as unfunded needs for FDOT’s transportation deficiency assessment. The table also shows the implementation years, operating and capital costs associated with the improvements, and proposed category of funding source (existing or new). It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements and should be adjusted as priorities change, funding assumptions do not materialize, or more funding becomes available. The map on the following page also illustrates what the transit service will look like with the funded improvements.

Transit Improvement	Implementation Year	Annual Operating Cost	Total Capital Cost	Potential Revenue Source	Priority Ranking
		(2020\$)	(2020\$)		
Maintain Existing Services					
Maintain Existing Service - Fixed Route	2020-2029	\$2,446,004	\$6,272,000	Existing	N/A
Maintain Existing Service - Paratransit	2020-2029	\$3,162,375	\$3,375,000	Existing	N/A
Improve Existing Services					
Increase Frequency on Routes 2 & 3	2023-2029	\$592,868	\$896,000	New	1
Extend Weekday Service Hours on Route 7	Unfunded	\$63,522	\$0	New	2
Expand Saturday Service Hours for All Routes	Unfunded	\$275,260	\$0	New	3
Add New Services					
Fort Pierce/Port St. Lucie Express (25th Street)	2020-2029	\$715,206	\$896,000	New	1
Midway Road	Unfunded	\$357,603	\$448,000	New	2
Virginia Avenue	Unfunded	\$357,603	\$448,000	New	3
Port St. Lucie Blvd (Rt 5 split)	Unfunded	\$178,802	\$448,000	New	4
Gatlin Blvd (Rt 5 split)	Unfunded	\$30,584	\$0	New	4
Palm Beach Express	Unfunded	\$357,603	\$448,000	New	6
Fort Pierce to South Hutchinson Island	Unfunded	\$357,603	\$448,000	New	7
Crosstown Parkway	Unfunded	\$357,603	\$448,000	New	8
Selvitz Road/Bayshore Boulevard	Unfunded	\$357,603	\$448,000	New	9
New Micro-Transit					
Tradition Area micro-transit	2020-2029	\$387,200	\$125,000	New	1
Torino Parkway micro-transit	Unfunded	\$387,200	\$125,000	New	2
Indian River Estates micro-transit	Unfunded	\$387,200	\$125,000	New	3
Policy/Planning/Capital/Infrastructure					
Comprehensive Operations Analysis (COA)	2021	n/a	\$150,000	Existing	N/A
ADA Assessment	2021	n/a	\$100,000	Existing	N/A
Bus Stop/Shelter Improvements	2020-2029	n/a	\$150,000	Existing	N/A
New Administration and Operations Facility	Unfunded	n/a	\$11,988,000	New	N/A
Improved Bus Stop Access	Unfunded	n/a	TBD	New	N/A

Status Quo Option - Funded Map



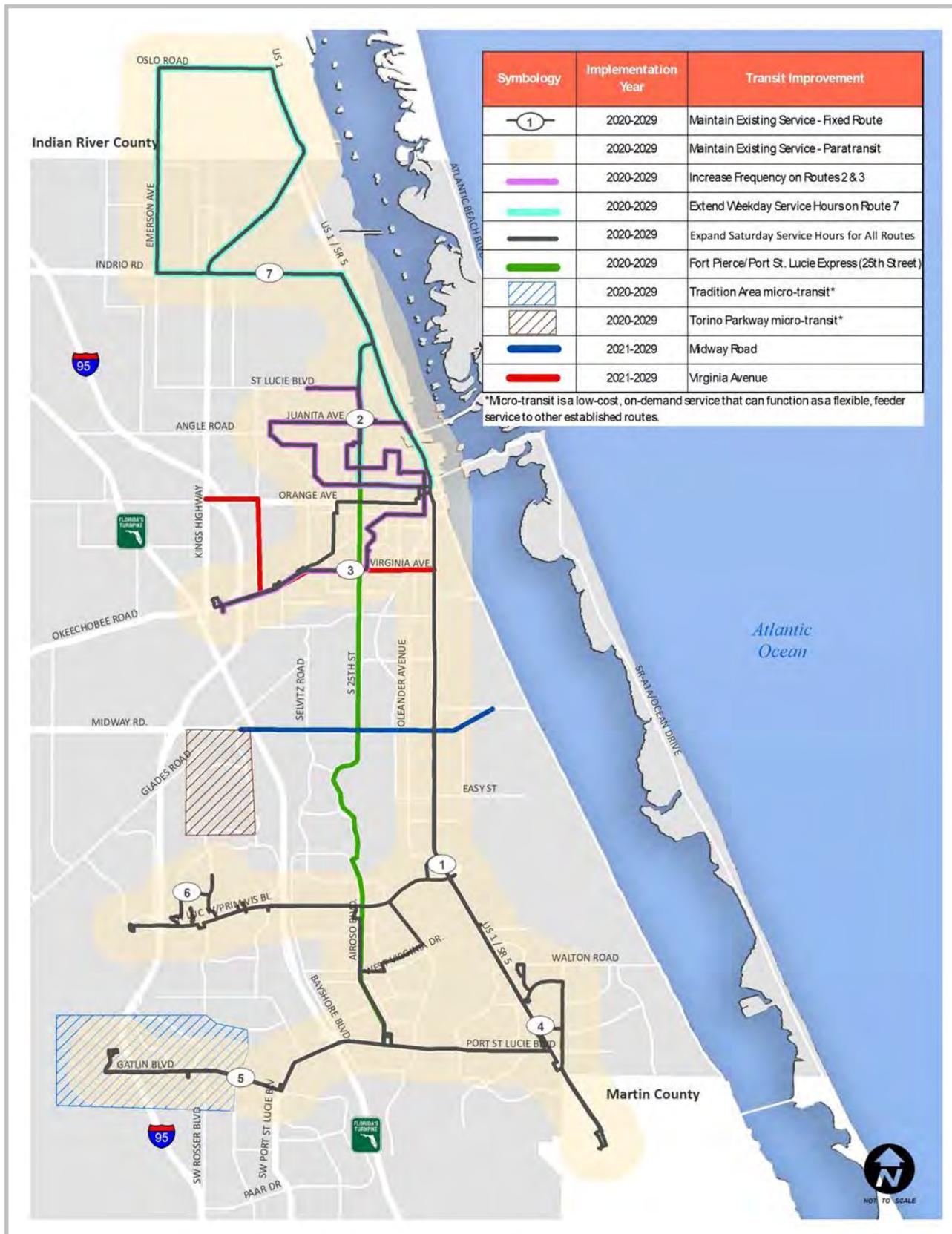
EXECUTIVE SUMMARY

10-Year Implementation Plan—Option 2 (Opportunity Plus)

The implementation plan below outlines service improvements that are included in the Opportunity Plus Plan from 2020 through 2029, as well as unfunded needs for FDOT’s transportation deficiency assessment. The table also shows the implementation years, operating and capital costs associated with the improvements, and proposed category of funding source (existing or new). It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements and should be adjusted as priorities change, funding assumptions do not materialize, or more funding becomes available. The map on the following page also illustrates what the transit service will look like with the funded improvements.

Transit Improvement	Implementation Year	Annual Operating Cost	Total Capital Cost	Potential Revenue Source	Priority Ranking
		(2020\$)	(2020\$)		
Maintain Existing Services					
Maintain Existing Service - Fixed Route	2020-2029	\$2,446,004	\$6,272,000	Existing	N/A
Maintain Existing Service - Paratransit	2020-2029	\$2,436,437	\$3,375,000	Existing	N/A
Improve Existing Services					
Increase Frequency on Routes 2 & 3	2020-2029	\$592,868	\$896,000	New	1
Extend Weekday Service Hours on Route 7	2020-2029	\$63,522	\$0	New	2
Expand Saturday Service Hours for All Routes	2020-2029	\$275,260	\$0	New	3
Add New Services					
Fort Pierce/Port St. Lucie Express (25th Street)	2020-2029	\$140,000	\$896,000	New	1
Midway Road	2021-2029	\$357,603	\$448,000	New	2
Virginia Avenue	2021-2029	\$357,603	\$448,000	New	3
Port St. Lucie Blvd (Rt 5 split)	2026-2029	\$178,802	\$448,000	New	4
Gatlin Blvd (Rt 5 split)	2026-2029	\$30,584	\$0	New	4
Palm Beach Express	Unfunded	\$357,603	\$448,000	New	6
Fort Pierce to South Hutchinson Island	Unfunded	\$357,603	\$448,000	New	7
Crosstown Parkway	Unfunded	\$357,603	\$448,000	New	8
Selvitz Road/Bayshore Boulevard	Unfunded	\$357,603	\$448,000	New	9
New Micro-Transit					
Tradition Area micro-transit	2020-2029	\$200,000	\$125,000	New	1
Torino Parkway micro-transit	2020-2029	\$200,000	\$125,000	New	2
Indian River Estates micro-transit	Unfunded	\$200,000	\$125,000	New	3
Policy/Planning/Capital/Infrastructure					
Comprehensive Operations Analysis (COA)	2021	N/A	\$150,000	Existing	N/A
ADA Assessment	2021	N/A	\$100,000	Existing	N/A
Bus Stop/Shelter Improvements	2020-2029	N/A	\$150,000	Existing	N/A
New Administration and Operations Facility	Unfunded	N/A	\$11,988,000	New	N/A
Improved Bus Stop Access	Unfunded	N/A	TBD	New	N/A

Opportunity Plus Option - Funded Map







For more information, contact:

St. Lucie County
437 N. 7th Street
Fort Pierce, FL 34982
DekleM@stlucieco.org
(772) 462-3065



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie LCB
Meeting Date:	May 15, 2019
Item Number:	8a
Item Title:	Transportation Disadvantaged (TD) Innovation and Service Development Grant Application
Item Origination:	Florida Commission for the Transportation Disadvantaged (FCTD)
UPWP Reference:	Task 3.8-Transportation Disadvantaged Program
Requested Action:	Discuss and provide comments to Staff.
Staff Recommendation:	It is recommended that the LCB provide comments to Staff based on Staff's presentation.

Attachments

- Staff Report
- FCTD Program Manual and Application
- Direct Connect Pilot Program Summary Report

TO: Members of the Local Coordination Board

THROUGH: Diana Wesloski, Community Services Director *DW*

FROM: Murriah Dekle, Transit Manager *MSD*

DATE: May 6, 2019

SUBJECT: Florida Commission for the Transportation Disadvantaged
Innovation and Service Development Grant

Background:

Legislation recently modified the State Trust Fund for the Transportation Disadvantaged and many Community Transportation Coordinators experienced a reduction in funding. As a result, St. Lucie experienced a loss of approximately \$200,000 from the previous fiscal year allocation. The 2019 Legislature has approved the bill allocating \$10 million to the Transportation Disadvantaged Trust Fund (SB 7068). These funds will be used to competitively award grants to CTCs and TNCs for the purposes of providing cost effective, door-to-door, on-demand and scheduled transportation services that:

1. Increase a transportation disadvantaged person's access to and departure from job training, employment, health care, and other life-sustaining services;
2. Enhance regional connectivity and cross-county mobility; or,
3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

The estimated total project cost for fiscal year 2019/20 is \$300,000. This amount is comprised of the state allocation of \$270,000 with a 10% local match of \$30,000 from the Transit Municipal Services Taxing Unit (MSTU).

The grant will commence on July 1, 2019, pending award approval by the selection committee and subsequent approvals by the Board of County Commissioners at the June 4th Board meeting. Trips will be provided by Community Transit, the County's current contracted service provider for St. Lucie County. After-hour trips will be provided by other local transportation companies, including Transportation Network Companies.

Attachments: FCTD Program Manual and Application
Direct Connect Pilot Program Summary Report

Florida Commission for the



**Transportation
Disadvantaged**

FISCAL YEAR 2019-20
PROGRAM MANUAL AND APPLICATION
FOR THE
INNOVATION AND SERVICE DEVELOPMENT GRANT

Issued By:

FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

605 Suwannee Street, Mail Station 49

Tallahassee, Florida 32399-0450

850-410-5700

<http://ctd.fdot.gov/>

INTRODUCTION

The Transportation Disadvantaged Trust Fund is administered by the Florida Commission for the Transportation Disadvantaged (Commission), pursuant to Section 427.0159, Florida Statutes. The purpose of the Transportation Disadvantaged Trust Fund is to provide a dedicated funding source for the operational and planning expenses of the Commission in carrying out its legislative responsibilities.

The 2019 Legislature allocated an additional \$10 million to the Transportation Disadvantaged Trust Fund for Fiscal Year 2019-20.

This funding shall be used to award competitive grants to community transportation coordinators (CTCs) and transportation network companies (TNCs) for the purposes of providing cost-effective, door-to-door, on-demand and scheduled transportation services that:

1. **Increase a transportation disadvantaged person's access to and departure** from job training, employment, health care, and other life-sustaining services;
2. Enhance regional connectivity and cross-county mobility; or,
3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

Project examples could include projects such as:

- Provide persons who are transportation disadvantaged transportation services to and from employment when such employment begins or ends outside of established transportation service **hours. (Example: Pinellas Suncoast Transportation Authority's TD Late Shift Program.)** This could also include last-minute call-to-work or job interviews.
- **Coordinate with FDOT's construction workforce development program to coordinate** transportation for persons who are transportation disadvantaged to access training and job sites necessary to deliver projects in the FDOT five-year work program.
- Provide transportation services for persons who are transportation disadvantaged who reside in rural areas to and from jobs.
- Provide transportation assistance in coordination with other employment and training services for transportation disadvantaged individuals participating in programs **sponsored through the Regional Workforce Development Boards (RWBs) and Florida's One-Stop Career Center System.**
- Increase access to and from health care services by providing door-to-door, on-demand and scheduled transportation services to dialysis, cancer treatments, and other urgent medical or life-sustaining services that cannot be pre-scheduled, such as hospital

discharge, medical trips at early-onset of illness, pick-ups from late medical appointments.

- Enhance regional connectivity and cross-county mobility to access employment, health care, education, shopping or other life-sustaining services across one or more county lines.
- Provide transportation services to and/or from a transportation hub (first mile/last mile type of service).

Pursuant to Section 427.011(5), F.S., "community transportation coordinator" means a transportation entity recommended by a metropolitan planning organization, or by the appropriate designated official planning agency as provided for in ss. 427.011-427.017 in an area outside the purview of a metropolitan planning organization, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.

Pursuant to Section 627.748, F.S., **"transportation network company" or "TNC"** means an entity operating in this state pursuant to this section using a digital network to connect a rider to a TNC driver, who provides prearranged rides. A TNC is not deemed to own, control, operate, direct, or manage the TNC vehicles or TNC drivers that connect to its digital network, except where agreed to by written contract, and is not a taxicab association or for-hire vehicle owner. An individual, corporation, partnership, sole proprietorship, or other entity that arranges medical transportation for individuals qualifying for Medicaid or Medicare pursuant to a contract with the state or a managed care organization is not a TNC.

Current Mobility Enhancement Grant projects that meet the above objectives may be considered however, a new complete application package is required.

The deadline to submit applications to the Commission is May 15, 2019. If awarded, the Commission expects the Grantee to implement the proposed projects (including services provided) on July 1, 2019 or shortly after the execution of the grant agreement (whichever is later). A significant delay in starting or providing services may result in a decrease or reassignment of funds to another project.

A Commission subcommittee will review the applications and recommend projects for the Commission to consider and vote on at an upcoming business meeting.

Projects will be recommended based on the following review criteria:

- Application package is complete and received by the deadline. Application package consists of the following documents:
 - Grant Application
 - Project Scope
 - Standard Assurances
 - Resolution

- Applicant is an eligible recipient for these grant funds (CTC or TNC).
- The Project Scope is clearly written and addresses all required elements as identified in the instructions.
- The completed Project Scope (excluding the required forms) shall be no more than ten (10) pages including any attachments/exhibits such as maps, etc

Depending on the responses to this request for grant applications, the Commission may provide another opportunity for potential grantees to submit applications during the first quarter of Fiscal Year 2019-20.

This manual is divided into two parts: Program Requirements and the Application Instructions and Forms.

PART I

PROGRAM REQUIREMENTS

This part of the manual contains requirements of the grant program.

1. ELIGIBILITY INFORMATION

A. Eligible Recipients

All eligible recipients must be registered in My Florida Marketplace and will be referred to as the Grantee.

Eligible recipients are:

- A CTC who has an executed Memorandum of Agreement (MOA) and Transportation Disadvantaged Service Plan (TDSP)
- A TNC who operates in Florida and uses a digital network to connect a rider to a TNC driver, who provides prearranged rides.

B. Allowable Expenditures

These grant funds are for the specific purpose of funding a portion of passenger trips provided to eligible non-sponsored transportation disadvantaged individuals. Grantees shall provide service before seeking payment. A non-sponsored trip is a one-way trip that cannot be paid for by any other federal, state, or local government program for an eligible individual who meets the definition of transportation disadvantaged pursuant to Chapter 427, Florida Statutes.

2. GRANT FUNDING

This grant program provides ninety-percent (90%) funding and requires a ten-percent (10%) cash match generated from local sources. No state or federal government revenues are acceptable as local match. All matching funds must be documented, reasonable, necessary, and related to this project.

Examples of cash generated from local sources include local appropriations, dedicated tax revenues, private donations, net income generated from advertising and concessions, contract revenues, and farebox revenues.

3. GRANT APPROVAL

All grants are subject to approval by the Commission. Costs incurred prior to grant agreement execution cannot be charged to the project, nor will the Commission give retroactive grant agreement execution. Submitting an application does not ensure grant award nor does it ensure that if funding is granted that it will be in the amounts requested. If the amount awarded is less than requested, the applicant will be notified

to determine if, based on the new amount, the applicant would like to continue with the proposed project. Once the Commission has approved the award and the amount, a grant agreement will be forwarded to the applicant for execution. No significant changes can be made to the project once it has been approved by the Commission.

4. INVOICING

The Grantee shall invoice the Commission for each month that services are provided. The Grantee will make every effort to submit invoices within 30 days after the month of service provision. Invoices related to this grant agreement shall be completed on the invoice form(s) provided by the Commission and submitted in accordance with the **Commission's** most recent Invoicing Procedures for the Provision of Transportation and Capital Equipment unless otherwise notified by the Commission.

PART II

APPLICATION INSTRUCTIONS AND FORMS

GENERAL INSTRUCTIONS

Presented in this part are specific instructions on the preparation of the grant application forms.

Applications are due May 15, 2019. Final award decisions are scheduled to be approved at the **Commission's business** meeting June 3, 2019.

Although specific instructions on the preparation of the grant application are provided, additional assistance may be obtained by contacting the Commission for the Transportation Disadvantaged at (850) 410-5700.

An application package shall be submitted to the Commission and consist of the following forms: Innovation and Service Development Grant Application, Project Scope, Authorizing Resolution, and Standard Assurances.

Applicants must submit one (1) original proposal. All pages of the proposal/application package must be legible. Required signatures may be obtained after submission but prior to grant agreement execution (if awarded).

The application package shall be submitted to:

Commission for the Transportation Disadvantaged
605 Suwannee Street, Mail Station 49
Tallahassee, Florida 32399-0450

Note. Binders are unnecessary.

TIMETABLE

May 3, 2019	Email Innovation and Service Development Grant Program Manual and Application to potential applicants and post on CTD webpage.
May 15, 2019	Applications due to the Commission for the Transportation Disadvantaged
May 23, 2019	Review Subcommittee Meeting
June 3, 2019	Commission Meeting
July 1, 2019	Earliest date grant agreements can be effective
June 30, 2020	All grant agreements will terminate

Innovation and Service Development Grant Application

Except for the following notes, the application is self-explanatory. If questions arise, please contact the Commission at (850) 410-5700.

LEGAL NAME OF APPLICANT: The full legal name of the **applicant's** organization, not an individual. Name must match the Federal Employer Identification Number (FEIN) and the information that is registered with MyFloridaMarketPlace.

FEDERAL EMPLOYER IDENTIFICATION NUMBER: The number used by all employers within the United States to identify their payroll and federal income tax. Name must match the FEIN and the information that is registered with MyFloridaMarketPlace.

REGISTERED ADDRESS: This should be the **grant applicant's** mailing address as registered in MyFloridaMarketPlace and will be the address on the grant agreement. This address shall also be consistent with the address associated with **the applicant's FEIN**.

CONTACT PERSON, PHONE NUMBER AND E-MAIL ADDRESS: Provide the name of the person who will be the point of contact for this grant, their phone number, and email address.

APPLICANT ORGANIZATION TYPE: Check which type of organization applicant is (CTC or TNC). If the applicant is a TNC, include an organization chart identifying key personnel, decision makers and operational staff that will implement the project. In addition, summarize the applicant's experience in providing on-demand transportation in Florida.

PROJECT LOCATION: Provide the geographical location(s) of the proposed project. The location can be a single county, multiple contiguous counties or statewide. Projects will not replace or supplant transportation services provided by a CTC in their respective service area unless the effected CTC is unable to provide the service or the project is to serve a target population that is not currently being served.

PROPOSED PROJECT START DATE: The start date shall be July 1, 2019, or the date of grant agreement execution, if later than July 1, 2019.

Project Scope

This is a competitive grant application. It is the responsibility of the applicant to ensure that each section provides sufficient information for the review subcommittee to consider and recommend projects to be funded. The project scope shall include a narrative of the proposed project description and identifies how such project will meet one or more of the following funding objectives to provide cost-effective, door-to-door, on-demand and scheduled transportation services that:

1. **Increase a transportation disadvantaged person's access to and departure from** job training, employment, health care, and other life-sustaining services;
2. Enhance regional connectivity and cross-county mobility; or,
3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

The completed Project Scope (excluding the required forms) shall be no more than ten (10) pages including any attachments/exhibits such as maps, etc.

PROJECT DESCRIPTION

- a) Describe the proposed project, project location, and which funding objective(s) it addresses. (Note: As you are describing the project and outlining the existing needs, keep in mind how the success of the project will be measured.)
- b) Describe current transportation services that are available and identify service limitations or gaps the project proposes to address.
- c) If the project is for a specific population, identify who will be receiving services (based on purpose or ridership).
- d) Describe how the proposed project will be accomplished. Provide details that include how services will be provided. Identify an estimated number of trips and riders the proposed project will serve. Address whether proposed services are a new mobility option, an expansion of services or an enhancement to existing services that will improve transportation access. Bus passes will be considered only if integrated with other mobility options.
- e) Describe the process for ensuring riders are eligible to receive Transportation Disadvantaged services. Include how rider eligibility will be determined and, if not by the applicant, what organization will be determining that a rider is transportation disadvantaged, pursuant to Chapter 427, Florida Statutes.

PROJECT TIMELINE

- a) Provide a project timeline.
- b) The timeline should identify the project start date, project implementation date and any major milestones (e.g. procurement of equipment or operator, hiring personnel, beginning of on-the-road services, etc.).

PROJECT FUNDING AND PROPOSED SERVICE RATES

- a) Amount of Funding Requested. Provide the total estimated project funding request. Provide a detailed budget, identifying line item expenses to accomplish the proposed project. The budget must support the amount of funding requested. All expenditures must be allowable, reasonable, and necessary. In addition, identify the source of matching funds to be used for the project.
- b) Proposed Service Rates. Provide the proposed project rate(s) for services that will be charged. Provide an explanation of how the proposed rates were determined if service rates are different than rates generated by the Commission's Rate Calculation Model. Cost per trip or mile should include the cost of salaries, overhead, fringe benefits, expenses, rider costs and other administrative costs as necessary. Rate(s) for services will be finalized prior to grant execution.

PROJECT PERFORMANCE MEASURES

A performance measure is a measurement of results demonstrating the project's effectiveness in meeting its objectives.

Identify a minimum of three (3) proposed project performance measures that are indicators to assess the progress of the project and whether the project is achieving its objectives. Performance measure reports will be submitted quarterly.

One of the performance measures must address **the customer's experience** accessing or utilizing the proposed service. At a minimum, the measure shall identify the number of customers surveyed quarterly. Also describe what method will be used to determine the survey size and how the survey will be conducted (e.g. telephone, on-board questionnaires, or mailed to customers). This performance measure will identify the total number of riders survey, responses received, and survey results.

Examples:

Goal – Increase new riders and/or trips to access training and employment

Performance Measure: number of new TD eligible riders that accessed the service for project purpose.

Goal – 95% of trips requested will be provided within proposed new on-demand pickup timeframe.

Performance Measure: number of trips that met or exceeded proposed project goal compared to total number of trips provided for the project.

Goal – 80% of clients surveyed were pleased with service and gave a satisfactory or above rating.

Performance Measure: 5% of total participating riders during the quarter will be surveyed via Survey Monkey.

STANDARD ASSURANCES

The Standard Assurances statement shall be signed and dated by the person or position identified in the authorizing resolution.

AUTHORIZING RESOLUTION

A resolution by the applicant's Board of Directors, Officers, or County Commission authorizing an individual and/or position to sign this application and subsequent agreements, invoices, assurances, etc., must be completed. A sample resolution is provided. It is not required that you use the sample resolution, as long as the same basic information is provided. Remember that the resolution can be good for an extended period of time or for multiple agreements if worded in such a fashion.

GRANT APPLICATION FORMS

- Innovation and Service Development Grant Application
- Project Scope
- Standard Assurances
- Sample Authorizing Resolution



PROGRAM SUMMARY REPORT

SLC Transit Division

DIRECT CONNECT-ST. LUCIE COUNTY, FLORIDA

BACKGROUND & OBJECTIVE

In 2016, St. Lucie County initiated a new public transportation program, known as Direct Connect. This program was developed in response to local planning documents and reports. These reports included the St. Lucie County Transit Development Plan and reports from Roundtable St. Lucie County, which cited the limited service hours of the St. Lucie County public transportation system, and emphasized the need for extended hours of service. The County Transit Staff identified that many of the region's mobility impaired residents are required to make essential trips during early morning, late evening and weekends when the regularly scheduled bus and paratransit services are not in operation. In particular, persons needing to attend job training, after transit hour's employment and college evening classes are finding it particularly difficult to secure transportation without having a personal vehicle available. Direct Connect was designed to address these unmet need.

As defined in Chapter 427.011 F.S., Transportation Disadvantaged (TD) are those persons who because of physical or mental disability, income status, or age and are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high risk or at-risk.

The goal of the Direct Connect program was to economically 'fill the gaps' in services for the transportation disadvantaged (TD) population of St. Lucie County when the county's traditional fixed route and paratransit services are not in operation.

The pilot program was designed to operate while regular paratransit services were not available to TD citizens, which was Monday-Friday 6:00 PM to 6:00 AM and Saturday and Sunday, 6:00 AM to 6:00 AM. (The regular public transportation service hours have since been extended and the guidelines for Version 2.0 reflect updated service hours.)

In preparation of the program (July 2016 – April 2017), county staff facilitated several tasks including (but not limited to) the following items:

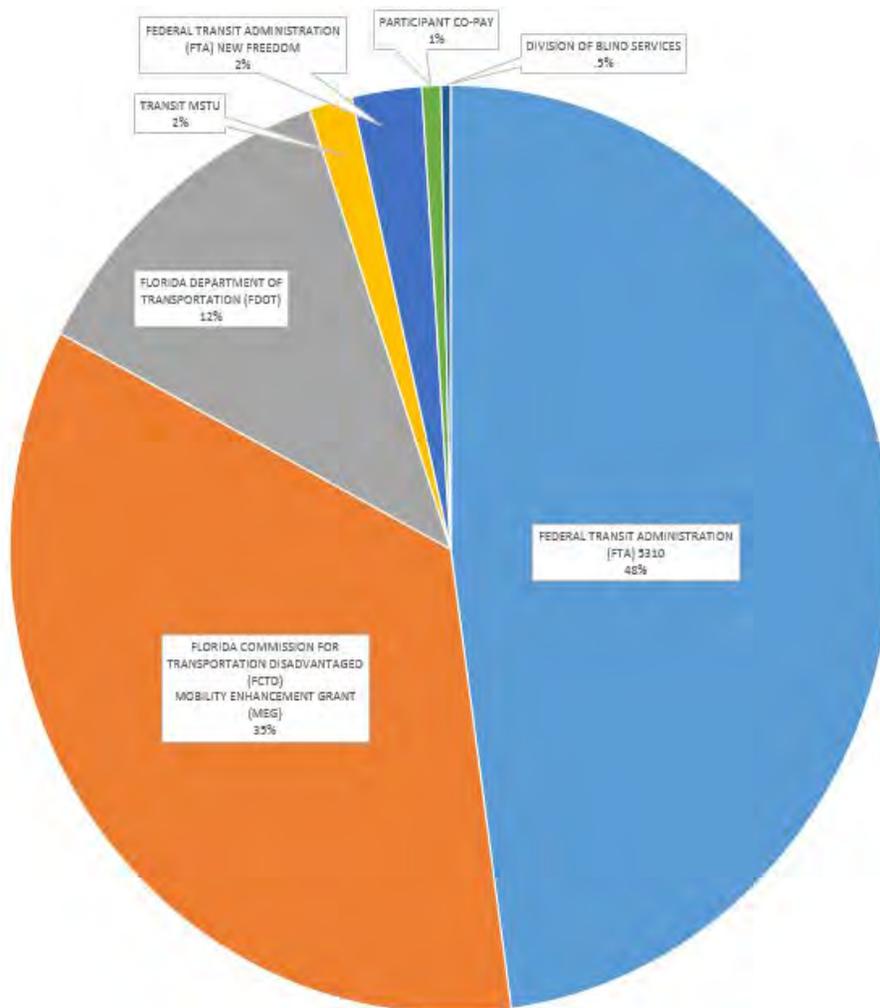
- negotiated and secured contracts with private service providers
- developed guidelines
- developed standard operating procedures
- performance measures for grant agencies
- secured funding
- solicited community partners to ensure program utilization

The County contracted with local service providers to deliver the trips, including registered taxi, car service and the transportation network company, Lyft. The Direct-Connect program provided pick-up or drop-off in St. Lucie, Indian River and Martin Counties for qualified St. Lucie County program participants.

REVENUE SOURCES

Revenue was secured from several different funding sources listed below:

- Federal Transit Administration (FTA)
- Florida Department of Transportation (FDOT)
- Division of the Blind Services (DBS)
- St. Lucie County-Municipal Service Taxing Unit (MSTU)
- Florida Commission for the Transportation Disadvantaged (FCTD) Mobility Enhancement Grant (MEG)
- Participant Co-pay



ST. LUCIE COUNTY DEOMOGRAPHICS

As defined in Chapter 427.011 F.S., Transportation Disadvantaged are those persons who because of physical or mental disability, income status, or age unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high risk or at risk.

In accordance with the program guidelines of Direct Connect, qualified riders must be approved by a qualification specialist for the program by meeting any of the following criteria:

- People 60 years and older
- Physically handicapped
- Income constrained-250% or less

County staff worked with the Florida Commission for the Transportation Disadvantaged and the County Attorney to broaden the eligibility level for the program to provide consistency which was specifically aligned to the St. Lucie demographics. The objective with broadening the guidelines was to capture residents who would have otherwise ‘fallen through the cracks’ because they earned ‘too much’ but would still be considered borderline poverty. To help resolve this issue, the FCTD requested an amendment to the St. Lucie County Transportation Disadvantaged Service Plan (TDSP) to include a demographic portion dedicated to the United Way Alice Report. As such, the program guidelines were designed to allow participants to provide a co-pay which was based on the following discount scale which was directed related to their income and household size. This strategy enabled additional program participants for those who would otherwise not qualify.

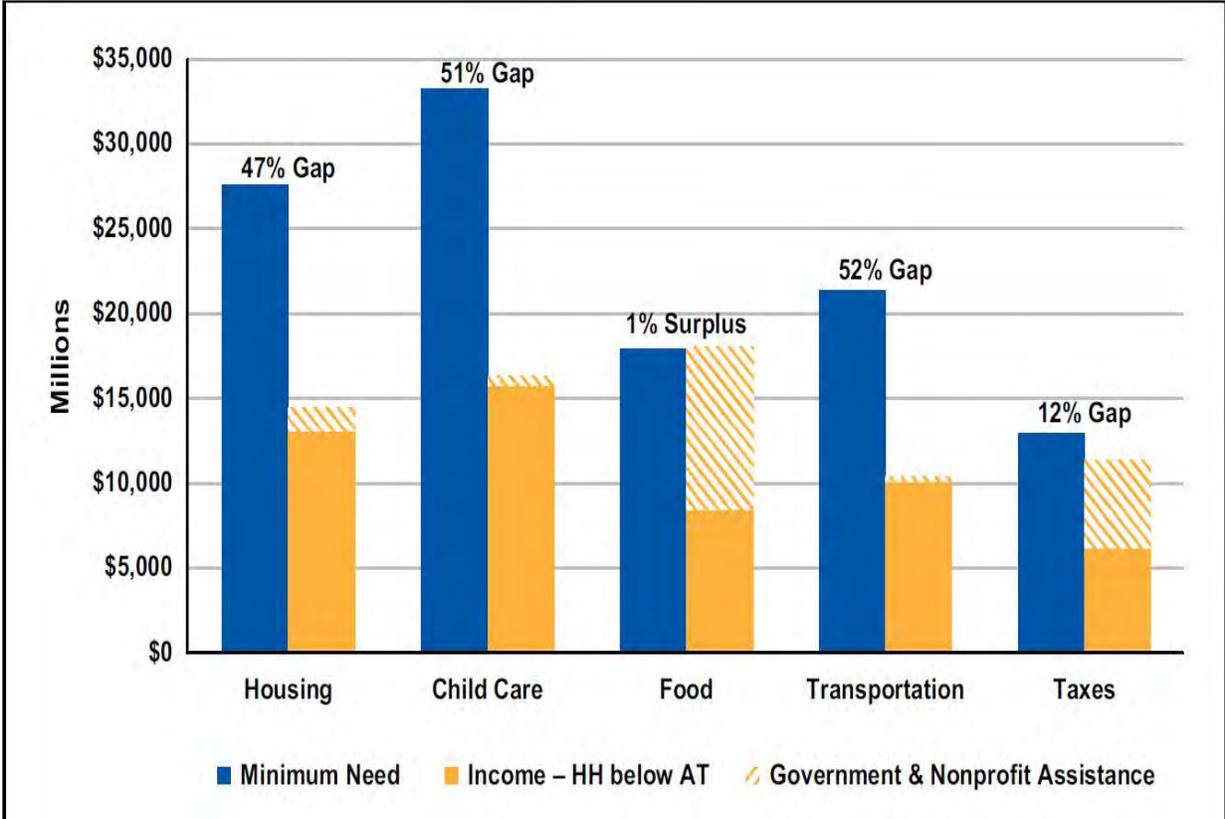
Program Trip Fare Scale - National Poverty Level	Fare Discount
100% or Below	100%
Greater than 100% but Less than 150%	80%
Above 150%	60%

PARTICIPANT QUALIFICATION

Approximately 7% of the qualified participants were required to provide a co-pay to use the program, based on income and family size criteria. The qualification scale was modeled after the Florida Commission for Transportation eligibility criteria which takes into account family size and income (see chart below).

The Direct Connect guidelines allowed participants to qualify if they were above the national poverty level but not to exceed 250% by simply providing a co-pay to use the program. Participants who, by income eligibility, were required to contribute to the cost of their ride which was based on a sliding scale of 20%, 40% or 60%. The co-pay amounts generated a total of \$3,333.78 in program revenue which included a partnership with the Division of Blind services to help absorb the costs for the visually impaired participants. At the close of the program partnership was being developed with the Fresenius Kidney Care to assist participants with dialysis treatment evening and weekend appointments.

The 2017 United Way ALICE Report (Asset Limited, Income Constrained, and Employed) stated for a family of four, transportation accounts for 15% of the family budget. Yet for many ALICE households, 15% of what they actually earn is not enough to afford even the running costs of a car. While Florida's public transportation systems are state-funded, there is no government spending on transportation targeted specifically to **ALICE and poverty families**. Nonprofits provide some programs and spending an estimated \$231 million in the state of Florida. Transportation is the third largest household expenditure in Florida, with income and nonprofit assistance are combined, there is a 52% gap in resources for all households to meet the basic ALICE threshold for transportation (see chart below).



In St. Lucie County, 46% of households are below ALICE threshold. The great recession, from 2007 to 2010, caused hardship for many families. Although conditions started to improve in 2010 and 2012 a gap for transportation sustainability still exists.

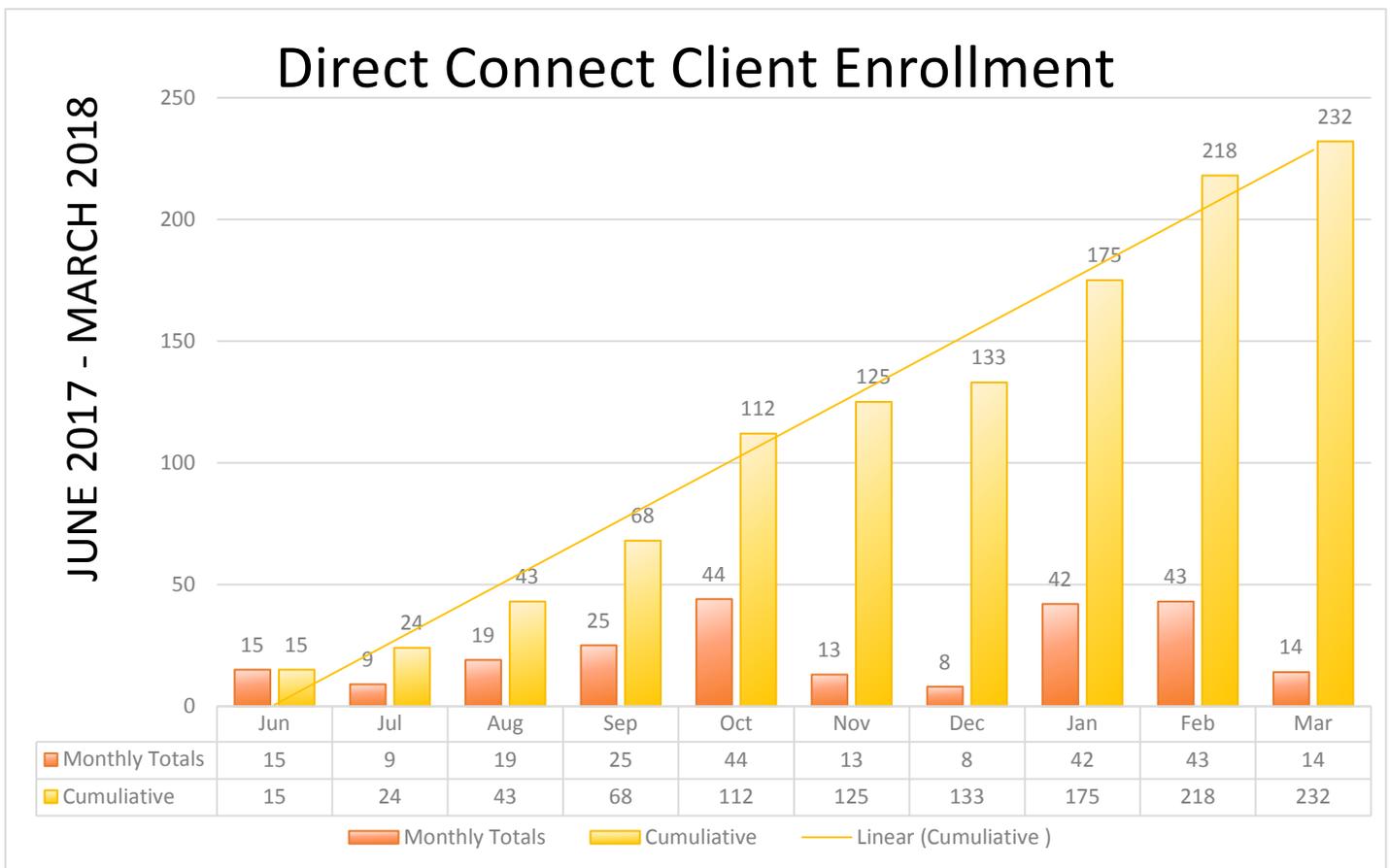
St. Lucie County Household Survival Budget

	SINGLE ADULT	2 ADULTS, 1 INFANT, 1 PRESCHOOLER
Monthly Costs		
Housing	\$684	\$939
Child Care	\$-	\$1,020
Food	\$165	\$547
Transportation	\$322	\$644
Health Care	\$165	\$634
Miscellaneous	\$154	\$408
Taxes	\$205	\$296
Monthly Total	\$1,695	\$4,488
ANNUAL TOTAL	\$20,340	\$53,856
POVERTY ANNUAL TOTAL	\$11,770	\$24,250

In 2015 ALICE households typically earn above the *Federal Poverty Level of \$11,770.00 for a single adult and \$24,250.00 for a family of four, but less than the Household Survival Budget.*

PROGRAM TRENDS

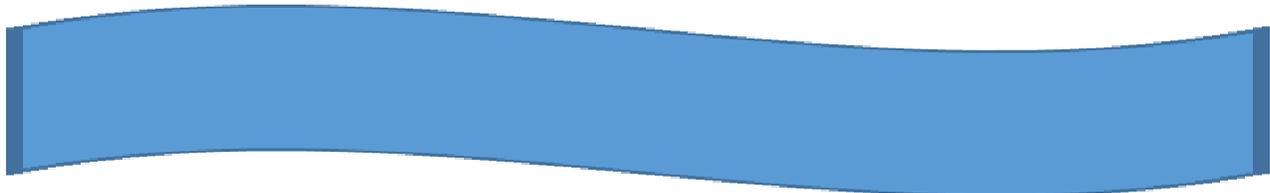
The pilot exceeded staff expectations for ridership, enrollment and the demand for service. The program participants received transportation support to obtain employment, higher education opportunities and necessary early morning and Saturday’s medical appointments (mainly dialysis). Direct Connect pilot program success of filling the gap of the county’s bus services was met and exceeded the designed for the program.



OUT OF COUNTY TRIPS

Martin and Indian River County pick-up/drop-off's were provided for approved program participants. The out of county activity is calculated below:

Indian River County
Trip Purpose - Work/Education – 8
Trips – 170/Miles – 7,382
Trips Cost - \$20,216.00



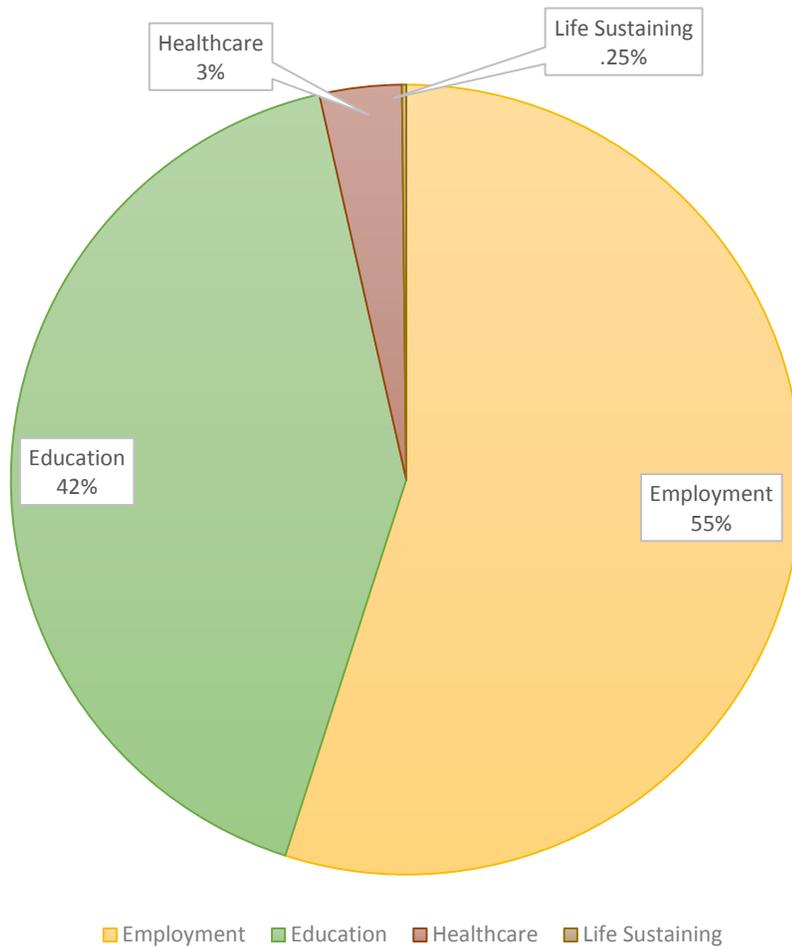
Martin County
Trip Purpose - Work - 4
Trips – 80/Miles - 1,984
Trip Cost - \$4,959.25

EXPLORING REGIONAL PARTNERSHIPS

At this time a preliminary dialogue is underway to explore a stronger regional approach for transportation, including St. Lucie, Martin and Indian River County. The pilot program clearly defines the need for this regional approach for employment purposes. The data will be used in future discussion with our neighboring counties.

TRIP & PARTICIPANT PROFILE

The total number of qualified participants was 232. Employment trips were most predominant with 9,834 trips followed by educational with 4,864 and non-emergency healthcare with 341 trips provided. All trips are counted one way and the average trip rate was approximately \$19.94.



Employment trips vertically align with St. Lucie County’s economic development strategy promoting employment opportunities.



Survey invitations were emailed to all participants and hard copies distributed, which resulted in a 30% response rate. There was an overall 90% satisfaction rating reported, as well as the following recommendations:

Question – Do you have any recommendations or how may we improve the service you received from the program?

Listed below are a few general responses.

- Not at this time, but I appreciate the service very much
- Reliable taxi service
- If job related, everyone pay based on income structure
- Please continue the Lyft service with Direct Connect. It is a life saver!
Thank you.
- It was perfect
- To have the service back next semester
- Service is very good
- Keep having it
- The service was great

There were (3) written complaints received of service providers being unreliable (6) documented late pickups and one involving a small accident. Verbal complaints were received of late pickups which caused participants to arrive late for work.

Evaluations were completed on all six service providers with one not being recommended for future use for the program.

ADMINISTRATIVE FUNCTIONS

- Client interviews (by appointment and walk ins) to determine eligibility, education regarding program purpose, hours and use.
- Phone and office travel training for individuals utilizing the fixed route and paratransit service in connect with Direct Connect.
- Prepared co-pay invoices and letters for correspondence.
- Interacted with other agencies completing application with clients, (Dialysis Centers, Employers, etc.).
- Service Providers-monitoring of provider's log, coordinating non-emergency services.
- Review service provider's invoices/service log for accuracy, which included verifying participant, pick up and drop off location, hours of use etc.
- Public Outreach-coordinated with Partner Agencies, distributing program applications, flyers, post cards, guidelines and brief overview.
- Solicited Community Partnerships to assist in covering grant funding match.

Many community partners have offered to assist in launching and sustaining Direct Connect 2.0. These partners have identified the importance of this crucial transportation initiative. Direct Connect Partners include Virginia College, Indian River State College, Keiser University, CareerSource Research Coast, the HANDS Clinic of St. Lucie County and Fresenius Kidney Care.

LESSONS LEARNED & NEXT STEPS

Baseline data developed from the pilot provides an opportunity to evaluate and adjust the transit system planning for St. Lucie County including public private partnerships to achieve possible additional funding.

The Florida Commission for the Transportation Disadvantaged voted to approve the existing funding level \$109,500k of the Mobility Enhancement Grant (MEG) for St. Lucie County (SLC). The MEG grant is a competitive opportunity and requires innovative project components. The County also has an opportunity for a federal grant opportunity to continue providing services, although the matching requirements are 50% which is cost prohibitive as this time.

Direct Connect 2.0

County staff and Community Transit are aiming to implement the improved version of the program, beginning in October 2018. Several modifications have been incorporated into the updated program. All of which were generated from the challenges and opportunities of the initial pilot:

- Community Transit is equipped with the infrastructure and currently administers the Transportation Disadvantaged (TD) program for the entire county. As such, the qualification of riders will be handled by Community Transit.
- Implement a Rider Responsibilities Guide
- The service providers will now include Community Transit. The third-party registered taxi services will be selected to participate in the program based on their evaluation scores from the initial pilot duration.
- Qualified participants will have maximum funding allowance of \$200 per month.
- Service hours Monday – Friday 8:00 p.m. to 6:00 a.m. Saturday 8:00 p.m. through Monday 6:00 a.m.
- Transportation Network Companies: The existing County contract with Lyft will be amended and a new contract with Uber will be executed.

DIRECT CONNECT SERVICE DATA



Pilot Duration

One Year

Starting with \$30,000 and grew it into \$300,000.



Total number of trips

15,039



Directly Impacting the local Economy

Employment & Education Trips



Average expenditure
(per client, per month)

\$108



Average expenditure
(per client for total pilot duration)

\$1200



Survey Results

Overwhelming Satisfaction
(Survey Monkey)

