

**HILLSBOROUGH, PASCO, & PINELLAS
METROPOLITAN PLANNING ORGANIZATIONS**

2009 TRI-COUNTY ACCESS PLAN UPDATE

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SECTION 1: BACKGROUND

BACKGROUND

President Bush signed Executive Order 13330 on February 24, 2004 creating an interdepartmental Federal Council on Access and Mobility. This council was designed to undertake collective and individual departmental actions to reduce duplication among federally funded human service transportation services, increase the efficient service delivery of such services and expand transportation access for older individuals, persons with disabilities, persons with low-income, children, and other disadvantaged populations within their own communities. This initiative was continued by the 109th Congress with passage of the Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) Bill in 2005 providing transportation funding which stipulates coordinated planning.

The SAFETEA-LU legislation requires that projects selected for funding under the Special Needs of Elderly and Individuals with Disabilities (E&D, Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (NF, Section 5317) programs be derived from a locally developed, coordinated public transit human services transportation plan (LCHSTP). The LCHSTP must be developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public. The LCHSTP should contain enough information on the local demographic and markets to be used as a tool for implementing the most needed services to have the highest impact on improving transportation for the covered populations.

The State of Florida undertook efforts to coordinate transportation prior to these federal requirements enacting Chapter 427 of the Florida Statutes. Chapter 427 established the Special Transportation and Communication Services as provided by the Commission for the Transportation Disadvantaged through the Department of Transportation. According to Chapter 427 of the Florida Statutes and Rule 41-2 of the Florida Administrative code, the Commission for the Transportation Disadvantaged is responsible for accomplishing the coordination of transportation disadvantaged services provided to transportation disadvantaged individuals in the State of Florida. Transportation disadvantaged individuals are those persons who because of physical or mental disability, income status, or age 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.

The Florida Commission for the Transportation Disadvantaged designates a single Community Transportation Coordinator (CTC) for a designated service area. The CTC may provide all or a portion of needed transportation services for the transportation disadvantaged; however, the CTC is responsible for the provision of those coordinated services. The Hillsborough County Board of County Commissioners is the designated CTC for Hillsborough County, Pasco County Public Transit is

the designated CTC for Pasco County, and the Pinellas County Metropolitan Planning Organization is the designated CTC for Pinellas County.

On June 16, 2009, the Environmental Protection Agency (EPA) joined with the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of Transportation (DOT) to create the Partnership for Sustainable Communities. The partnership was developed to help improve access to affordable housing, develop more transportation options, and lower transportation costs while protecting the environment in communities nationwide. The EPA, HUD, and DOT developed six livability principles to help achieve the partnership's goals. The partnership's six guiding livability principles were incorporated into this TCAP update and used as a basis for conducting various public outreach activities.

PROGRAM DESCRIPTIONS

Descriptions of the three funding programs that apply to this LCHSTP update are presented below.

- **Special Needs of Elderly and Individuals with Disabilities (E&D) 5310** funding program provides funding, allocated by a formula, to states for capital projects to assist in meeting the transportation needs of older adults and persons with disabilities.
- **Job Access and Reverse Commute (JARC) 5316** funding program provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The JARC program also supports reverse commute projects designed to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.
- **New Freedom (NF) 5317** funding program was newly established in SAFETEA-LU. The purpose of the New Freedom program is to provide new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). These new services are intended to fill the gaps between human service and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce and full participation in the community.

Projects eligible to be funded with JARC or New Freedom program grants require the applicant to provide a local match. Operating projects are funded at 50 percent level through these federal programs. Capital projects funded can receive up to 80 percent through the JARC and NF programs. Mobility Management, which consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation-service

providers is funded at the same level as capital projects (80 percent) through the JARC and NF programs. Mobility management does not include operating public transportation services. The federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). The percentage of federal funding allowable for capital, mobility management, CAA, and ADA activities are the same for the E&D program as they are for the JARC and NF programs. However, the state of Florida has restricted the eligible expenses that will be funded under the E&D program to buses, vans or other paratransit vehicles, radios and communications equipment, wheelchair lifts and restraints, vehicle rehabilitation, vehicle overhaul (which may be calculated as up to 20 percent of the agency's annual vehicle maintenance costs), associated capital maintenance including cost of tires, tubes and replacement parts which exceed .05 percent of the depreciated value of the vehicle for which they are used, microcomputer hardware/software, initial installation costs, vehicle procurement, inspection and acceptance costs and other durable goods such as spare components with a unit cost over \$300 and a useful life of more than one year. Operating expenses are not eligible under the E&D program.

Local share must be provided from sources other than Federal Department of Transportation (DOT) funds. Local match may come from federal programs that are eligible to be expended for transportation, other than from the DOT program. Examples of other Federal programs include employee training, aging, community services, vocational rehabilitation service, and Temporary Assistance for Needy Families (TANF). Non-cash sources such as donations, volunteered services, and in-kind contributions are also eligible to be used as the local match as long as the value of each source is documented and supported. If any non-cash sources are used as local match, the source must represent a cost which is eligible under the JARC or New Freedom program and the source must be included in the net project costs within the project budget.

Real property may also be contributed as part of the local matching share; however, credit will only be allowed for the portion of the property required to carry out the scope of the project. The contribution of in-kind property will be valued at its current market value and when incorporated into the project will be subject to the same reporting and disposition requirements required of all project property.

OVERVIEW OF LCHSTP REQUIREMENTS

The LCHSTP should identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting those local needs, and prioritize transportation services for funding and implementation. The plan must be developed through a process that includes representatives of public, private and non-profit transportation and human services transportation providers, and participation by members of the public. Members of the public should include representatives of the targeted population(s) including individuals with disabilities, older adults, and people with low incomes.

Required Elements

Projects selected for funding under the E&D, JARC, or NF programs must be derived from an LCHSTP that includes the following sections.

- An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
- Priorities for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities identified.

TRI-COUNTY ACCESS PLAN

This LCHSTP is an update to the Hillsborough, Pasco, and Pinellas County LCHSTP also known as the Tri-County Access Plan (TCAP), the name chosen by the public during previous outreach activities. The TCAP was developed and adopted in 2007 by the Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) in partnership with the Florida Department of Transportation (FDOT) District 7 to meet the criteria outlined in the SAFETEA-LU legislation regarding JARC, NF, and E&D funding programs. The three MPOs, herein after referred to as the Hillsborough, Pasco, & Pinellas MPOs decided to improve upon coordinated transportation services for the Tampa Bay area by prioritizing, selecting, and funding human services transportation projects. By combining resources, the MPOs were able to leverage the available funding and support projects of regional significance that serve the target populations, as well as projects that can improve local transportation services.

The TCAP is an effort to promote a publicly driven approach to planning, coordinating, and funding transportation services within the tri-county area. This planning effort is specifically meant to ensure that public transportation services and improvements benefit elderly, disabled, and low-income populations. Development of the TCAP included an extensive public involvement initiative designed to obtain meaningful input related to the needs of the target populations. The public involvement process resulted in a people-based approach to determining the tri-county area's transportation needs and potential solutions and strategies. The people-based approach used to develop the initial TCAP was also implemented as part of the TCAP update process. In addition to public forums similar to what was done in developing the original plan, the TCAP update included public involvement activities designed to obtain input from the tri-county area's workforce and affordable housing

representatives. Public involvement activities undertaken as part of the TCAP update process are discussed in more detail in Section 4 of the report.

Although FDOT currently administers and selects projects for the E&D program, projects selected must be derived from an LCHSTP. Therefore, this TCAP update includes unmet needs and strategies to address the capital transportation needs of the elderly and disabled populations. FDOT staff participated in the TCAP public involvement efforts, and development of the project rating criteria, and will serve on the project selection committee discussed later in this document.

This plan meets the requirements for an LCHSTP in accordance with the Federal Transit Administration's Circulars C 9045.1, C 9050.1, and C 9070.1F. In accordance with SAFETEA-LU, this TCAP Update follows the update cycle for the MPO's Long Range Transportation Plans (LRTPs). The tri-county area's needs for individuals with disabilities, older adults, and people with low incomes as well as strategies and/or projects to address those needs will be incorporated into the tri-county area's Transportation Disadvantaged Service Plans (TDSPs). This plan will also be used during the evaluation and selection of potential projects under the E&D, JARC, and NF programs.

TCAP UPDATE METHODOLOGY

The Hillsborough, Pasco, & Pinellas MPOs, in partnership with FDOT District 7, established a three-tier approach to development of the TCAP, which included review of existing data, public involvement efforts, and plan development.

Data Review

Information regarding transportation needs and potential solutions was available in varying degrees in the Tri-County area based on previous planning and public involvement efforts. Therefore, the data presented in this plan update considers many sources including information from the previous TCAP planning effort, public workshops held in each county, affordable housing and employer forums, local area demographics (2000 U.S. Census, 2008 U.S. Census American Community Survey, 2008 University of Florida Bureau of Economic and Business Research (BEBR) Estimates, and 2009 ESRI data), existing transportation services within each county, coordination with stakeholders (including human service providers, affordable housing representatives, workforce agency representatives, private transportation providers, public transportation providers, members of the public representing targeted populations, Hillsborough, Pasco & Pinellas MPOs boards and committees, including the Local Coordinating Boards), and the following documents:

- Federal Transit Administration (FTA) May 1, 2007 Circulars
 - C 9045.1
 - C 9050.1

- C 9070.1F
- Hillsborough County
 - Hillsborough Area Regional Transit (HART) Vision 2016 Transit Development Plan
 - HART 2009 Transit Development Plan Annual Progress Report
 - Hillsborough County MPO 2006 – 2010 Transportation Disadvantaged Service Plan
 - Hillsborough County MPO 2035 Long Range Transportation Plan
- Pasco County
 - Pasco County MPO 2009 Transit Development Plan Annual Progress Report
 - Pasco County MPO 2008-2018 Transit Development Plan Major Update
 - Pasco County 2008-2012 Transportation Disadvantaged Service Plan
 - Pasco County MPO 2035 Long Range Transportation Plan
- Pinellas County
 - Pinellas Suncoast Transit Authority (PSTA) 2009 Transit Development Plan Annual Progress Report
 - PSTA 2008 Transit Development Plan Minor Update
 - PSTA 2007 Transit Development Plan Major Update
 - Pinellas County 2008-2012 Transportation Disadvantaged Service Plan
 - Pinellas County MPO 2035 Long Range Transportation Plan
- Tampa Bay Area Region
 - Tampa Bay Area Regional Transportation Authority (TBARTA) 2009 Regional Transportation Master Plan
 - West Central Florida MPO Chairs Coordinating Committee 2035 Regional Long Range Transportation Plan
- Locally Coordinated Human Services Transportation Plans
 - Baltimore, Maryland Area
 - Eugene, Oregon
 - Greensboro, North Carolina Area
 - Jacksonville, Florida
 - Lee County, Florida
 - Maricopa, Arizona
 - NYMTC Region (includes New York City, Long Island (Nassau and Suffolk counties), and the Lower Hudson Valley (Putnam, Rockland, and Westchester counties)
 - Orlando, Florida Area (includes Orange, Osceola, and Seminole counties)
 - Portland, Oregon (includes Clackamas, Multnomah, and Washington counties)

- Seattle, Washington (Puget Sound)
- Sarasota-Manatee Counties, Florida
- State of Connecticut
- State of Georgia
- State of Pennsylvania (Commonwealth)
- St. Louis Metropolitan Region (Missouri and Illinois)

Public Involvement Efforts

In addition to reviewing existing data, a public participation strategy was developed to maximize participation and encourage diverse representation of stakeholders throughout the tri-county area. Components of the United We Ride “Framework for Action” toolkit were utilized to guide some public involvement activities. Several public outreach activities were conducted during the TCAP update process in an effort to identify the tri-county area’s needs and identify strategies that address those needs. The TCAP Update public involvement activities and results are described in more detail in Section 4.

Plan Development

The TCAP Update development process included the following major components:

- Identification of deficiencies and unmet needs – Deficiencies and unmet public transportation needs were summarized along with the existing services that attempt to address these needs.
- Inventory of existing providers’ capabilities and identification of redundancies and gaps in services - The inventory and assessment of existing providers was presented as the baseline for understanding current conditions.
- Review of the framework for project identification and prioritization – Information was developed to provide guidance to stakeholders as to what is valued in a potential project (innovation, return on investment, ability to address unmet need, availability of matching funds, etc.).
- Identification of examples of innovative projects – Examples of innovative projects were provided to further illustrate what projects might receive positive ratings in a competitive project prioritization process.
- Review of the project prioritization process, including evaluation criteria – A step-by-step project prioritization process was prepared based on input from stakeholders and the

Hillsborough, Pasco & Pinellas MPOs. Evaluation criteria and scoring guidance were provided to facilitate comparative evaluations of projects.

- Development and refinement of the draft plan - Review of the plan was facilitated by local boards and committees, human service agencies, and stakeholders as the final process in plan development.

TCAP GOALS

The following TCAP goals were developed to support the plan development process and the selection of projects for JARC and NF funding:

- Improve transportation access to employment and employment related activities for welfare recipients and eligible low-income individuals throughout the tri-county area.
- Provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation into society.
- Remove duplications of transportation services in order to maximize transportation funding within the tri-county area.
- Increase coordination and communication between transportation and social service providers, through public forums.
- Provide increased transportation options to less urban area populations to improve access to services and employment.
- Increase support for public transportation programs and funding.
- Increase safety while utilizing public transportation within the tri-county area through pedestrian amenities.
- Enhance quality of life for elderly and disabled populations by providing greater public transportation access to the community.
- Increase housing and employment options by ensuring transportation connectivity throughout the tri-county area.

REPORT ORGANIZATION

This report is composed of eight major sections, including this introduction and background section. Each section is described below.

Section 2 presents the target population demographic information for the State of Florida, Hillsborough County, Pasco County, and Pinellas County. This section also includes a review of plans and policies that affect transportation for the target populations living within the tri-county area as well as the projects that have been funded to-date under the JARC and NF programs.

Section 3 provides an overview of existing transportation services in the tri-county area. This includes the extent to which the fixed-route system serves major destinations including medical facilities, affordable housing locations, senior centers, and employers.

Section 4 summarizes the public involvement activities that were undertaken as part of the TCAP update process. Public involvement activities discussed and summarized in this section include workshops, forums, and a series of stakeholder interviews.

Section 5 presents the tri-county area's unmet needs and barriers to coordination based on the analysis of target population demographics, plans and policies, existing transportation services, and public outreach activities.

Section 6 presents the strategies that were developed as TCAP priorities as well as the associated unmet needs and potential projects to address those needs.

Section 7 Summarizes the tri-county area's JARC and NF application process and the process that will be used to select projects for funding.

Section 8 presents the next steps for achieving the overall TCAP Update goals and strategies.

SECTION 2: ASSESSMENT OF TARGET POPULATIONS

This section provides an overview of the target population trends in the State of Florida, the available transportation services and target population trends within the tri-county area, and a review of plans and policies that affect transportation for individuals with disabilities, older adults, and people with low incomes living within the tri-county area.

STATE OF FLORIDA

The State of Florida has been characterized as having a high elderly population in comparison to other states, which directly affects the provision of transportation services. Elderly populations tend to have a higher demand for transportation alternatives to sustain a healthy quality of life. As their ability to drive decreases or income restrictions prevent access to private automobiles, public services help serve the needs of these individuals. Based on the 2008 U.S. Census American Community Survey, Florida's population is comprised of 17.4 percent or 3.2 million persons that are age sixty-five and older.

In addition to the many older residents, 13 percent of Florida's population qualifies as having a disability according to the 2008 U.S. Census American Community Survey. Because of their mental, physical or emotional constraints, many of these individuals require mobility assistance to access day-to-day activities. The NF Program provides a new resource to assist in the delivery of public transportation to this group.

Another target area addressed in the TCAP Update includes persons who cannot access transportation based upon affordability. According to the Florida Research and Economic Database (FRED), Florida had an unemployment rate of 10.7 percent in August 2009 while the national average was 9.6 percent. Many residents are having difficulty obtaining their own transportation or paying for public transportation due to the current economic situation. In fact 13.2 percent of Florida's population lived below the federal poverty level based on 2008 U.S. Census Bureau estimates. The federal poverty level is measured by size of family and number of related children under the age of 18. The 2008 poverty levels are displayed in Table 2-1. For mapping purposes this plan considers low-income as all single-person households with an annual household income below \$10,000 and so forth as described in Table 2-1. It should be noted, however, that many public transportation programs define low income as some percentage of the Federal Poverty Level, i.e., 200%, 150%.

This statewide information highlights the reality that transportation issues are not just a local problem and also reinforces the need for more coordination to develop long-term, sustainable solutions that are available to the majority of those in need. While the local conditions vary based on

the availability of adequate paying jobs, affordable housing, and existing services, the TCAP Update considers transportation services that meet the needs of the targeted populations across the board.

**Table 2-1
2008 Federal Poverty Levels**

Size of Family Unit	Related Children Under the Age of 18								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or More
One person (unrelated individual)									
Under 65 years	11,201								
65 years and older	10,326								
Two Persons									
Householder under 65 years	14,417	14,840							
Householder 65 years and over	13,014	14,784							
Three Persons	16,841	17,330	17,349						
Four Persons	22,207	22,570	21,834	21,910					
Five Persons	26,781	27,170	26,338	25,694	25,301				
Six Persons	30,803	30,925	30,288	29,677	28,769	28,230			
Seven Persons	35,442	35,664	34,901	34,369	33,379	32,223	30,955		
Eight Persons	39,640	39,990	39,270	38,639	37,744	36,608	35,426	35,125	
Nine Persons	47,684	47,915	47,278	46,743	45,864	44,656	43,563	43,292	41,624

Source: U.S. Census Bureau

JARC funded projects are intended to serve welfare recipients or other eligible low-income persons. SAFETEA-LU defines eligible low-income persons as individuals whose family incomes are at or below 150% of the federal poverty line, as shown in the Table 2-2 below. The New Freedom Program is intended to serve the elderly and individuals with disabilities and does not restrict the income level of individuals served.

**Table 2-2
2009 Federal Poverty Levels at 150%**

Household Size	2009 Monthly Income Limit (150% of Federal Poverty Line)	2009 Annual Income Limit (150% of Federal Poverty Line)
1	\$1,354	\$16,245
2	\$1,821	\$21,855
3	\$2,289	\$27,465
4	\$2,756	\$33,075
5	\$3,224	\$38,685
6	\$3,691	\$44,295
7	\$4,159	\$49,905
8	\$4,626	\$55,515
For Each Additional Person	\$312	\$3,740

HILLSBOROUGH COUNTY

Hillsborough County is located on Florida's West Coast adjacent to Pasco and Pinellas Counties and consists of 1,051 square miles. The County has a population density of 1,135 persons per square mile. Hillsborough County is the 7th ranked Florida County for population density per square mile. The County encompasses four political jurisdictions: unincorporated Hillsborough County and the cities of Plant City, Tampa, and Temple Terrace. The majority of the County is urbanized, but there are still outlying rural areas that have limited public transit access.

The estimated 2008 population for Hillsborough County totaled 1.2 million, making it the fourth largest county in the state. Of this population, approximately 12 percent are age 65 and older, 12 percent have some type of disability, 7 percent are unemployed and 14 percent are living in poverty as defined by the U.S. Census Bureau. In addition to these statistics, the County's population is very diverse with persons of Hispanic origin totaling 23 percent of the total population.

Hillsborough County is projected to add over 376,000 residents from 2006 to 2025 and over 550,000 residents by 2035. In previous years, Hillsborough County's growth trends included low-density development patterns within suburban areas; however, future population and employment density projections are highest in the central locations of the County. Future population will be primarily concentrated within the neighborhoods surrounding Tampa's downtown urban core and the University of South Florida campus. To a lesser extent, future growth will occur in Brandon, Town-n-Country, Temple Terrace, and Plant City.

While employment densities are projected to increase within the urban service boundary of Hillsborough county, the County currently ranks the fourth largest agricultural producer in the state and 59th in the United States. The County utilizes 36 percent of its land area to produce agricultural products. Many functions necessary to sustain the agricultural industry produce low paying jobs and employees that could benefit from increased transportation options.

PASCO COUNTY

Pasco County is located on Florida's West Coast just north of Hillsborough and Pinellas Counties and consists of 745 square miles. Pasco County is the 12th ranked county of all Florida counties for population and the 11th highest ranked for population density per square mile. The County has a population density of 632 persons per square mile. The County includes six municipalities: Dade City, New Port Richey, Port Richey, San Antonio, Saint Leo, and Zephyrhills. The unincorporated portion of Pasco County includes approximately 84 percent of the total land area. The estimated 2008 population for Pasco County totaled 471,028 according to the U.S. Census 2008 American Community Survey population estimates. Of this population, approximately 21 percent are age 65

and older, 15 percent have some type of disability, 10 percent are unemployed, and 13 percent are living in poverty as defined by the U.S. Census Bureau.

Pasco County has experienced moderate and consistent population growth, making employment, housing, and transportation key factors in maintaining a stable economic base. Population growth is expected to occur in the central portion of the County. As additional development occurs in Pasco County, ensuring that affordable housing is located near public transit will improve the mobility choices of lower income residents and their access to employment.

Employment density is expected to increase along the eastern shore, the south central portion of the County, and the western corridor between Dade City and Zephyrhills. Pasco County currently has a limited employment base consisting of manufacturing, government, professional services, retail, and medical jobs. The Odessa area in southwest Pasco has the highest concentration of manufacturing employees. The second highest concentration exists in the Port Richey area. Pasco County, based on 2008 U.S. Census American Community Survey data, has a lower average household income than Pinellas and Hillsborough Counties, increasing the likelihood for residents to seek out-of-county employment. This type of job market encourages inter-county travel and creates a greater demand for public transit systems to coordinate services and offer seamless links from one county to the next.

PINELLAS COUNTY

Pinellas County is a narrow 280 square mile peninsula located on Florida's West Coast just south of Pasco County and west of Hillsborough County. It is the 6th ranked county of all Florida counties for population and the highest for population density per square mile. Pinellas County has approximately 3,251 persons per square mile, making it a better environment to support transit services. While less than 5 percent of the County's land is vacant, low-density residential development and strip development along with an unfriendly pedestrian environment along some of the major corridors may make accessing transit difficult for some.

According to the U.S. Census 2008 American Community Survey's population projections, the estimated 2008 population for Pinellas County totaled 910,260. Of this population, approximately 21 percent are age 65 and older, 14 percent have some type of disability, 6 percent are unemployed, and 10 percent are living in poverty as defined by the U.S. Census Bureau. The population slightly decreased from 947,744 in 2005 to 910,260 in 2008, a decrease of 4 percent. The disabled population also slightly decreased from 2005. In 2007, 50 mobile home parks in Pinellas County closed and another 39 were predicted to close. Due to the current economic conditions, ensuring that adequate affordable housing is located near public transit will improve the mobility choices of lower income residents and their access to employment.

Over the next 30 years, employment in Pinellas County is projected to grow at a slightly faster rate than population. This is a common feature of highly urbanized counties that are surrounded by counties with growing populations. Since Pinellas County has little vacant land available for new development, most new employment growth will occur in areas already reserved and approved for new development or the redevelopment and infill of existing developed areas.

Pinellas County's employment industry is comprised of primarily service industry employment. The second largest employment base in Pinellas County is trade (retail and wholesale). Due to the moderate-to-low pay in these two fields, which comprise 58 percent of the County's total employment, public transit is vital to assist low-wage workers.




TRI-COUNTY AREA

The following maps illustrate the overall populations of low-income, unemployed, and elderly individuals for Hillsborough, Pasco, and Pinellas Counties as discussed in the text above. The demographic descriptions provided in the text were developed utilizing U.S. Census 2008 American Community Survey and 2008 BEBR data. The data described in the text is not available for mapping purposes; therefore, the tri-county area maps were developed utilizing 2009 ESRI demographic data. In some cases, ESRI demographic data appears to be significantly different from the U.S. Census data. For comparison purposes, demographic maps for each county were also developed utilizing 2000 U.S. Census data and are included in Appendix A. In addition, updated demographic information for the disabled populations was not available; therefore, the disabled population maps have not changed since the 2007 TCAP was developed. Maps depicting the disabled populations for each county were developed using 2000 Census data and are included in Appendix A.






Tri-County Access Plan

2009 Total Population Over Age 60

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Total Population Over 60

-  < 100
-  100 - 150
-  150 - 200
-  200 - 350
-  > 350

MAP 2-1

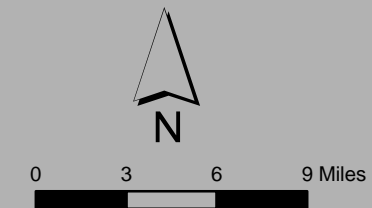
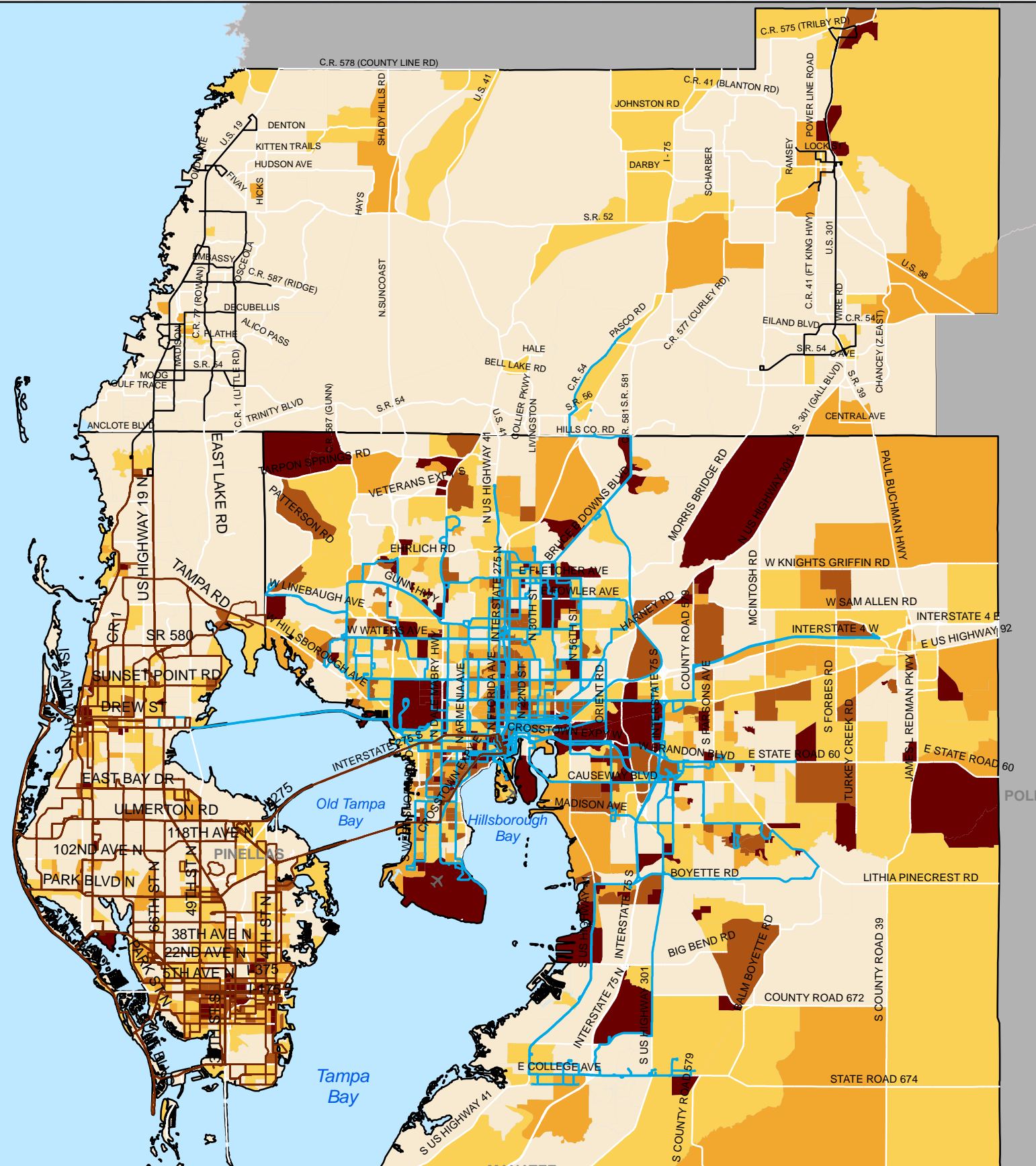


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report.




Date: September 2009








Tri-County Access Plan

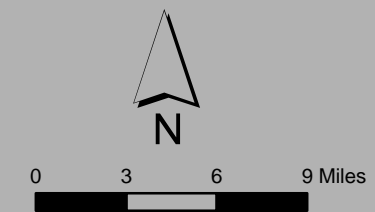
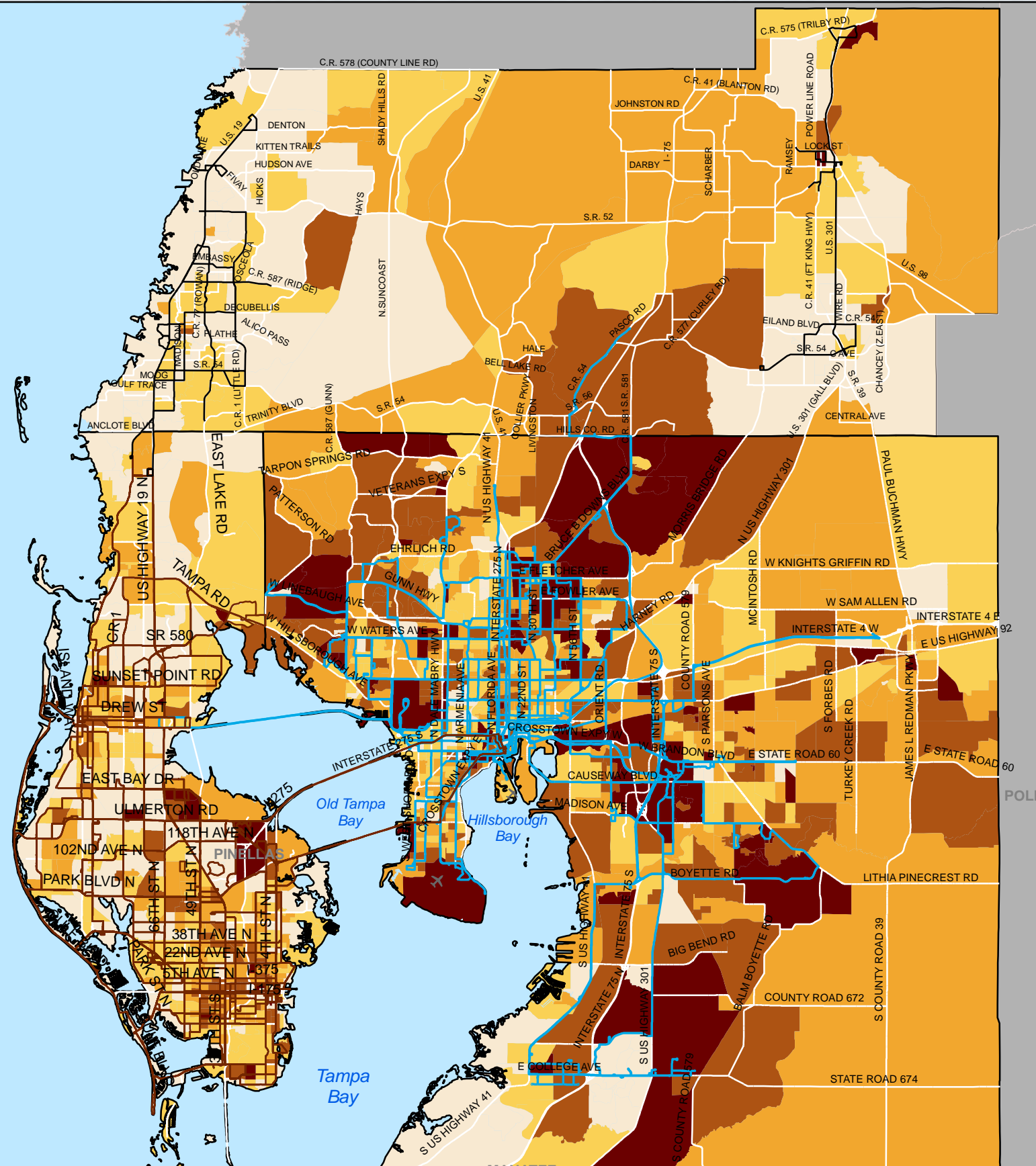
2009 Percent Population Over Age 60

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Percent Population Age 60 and Above

-  < 10%
-  10% - 15%
-  15% - 20%
-  20% - 30%
-  > 30%



MAP 2-2



Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.




Sources: PCPT, PSTA, HART and others - see report.

Date: September 2009






Tri-County Access Plan

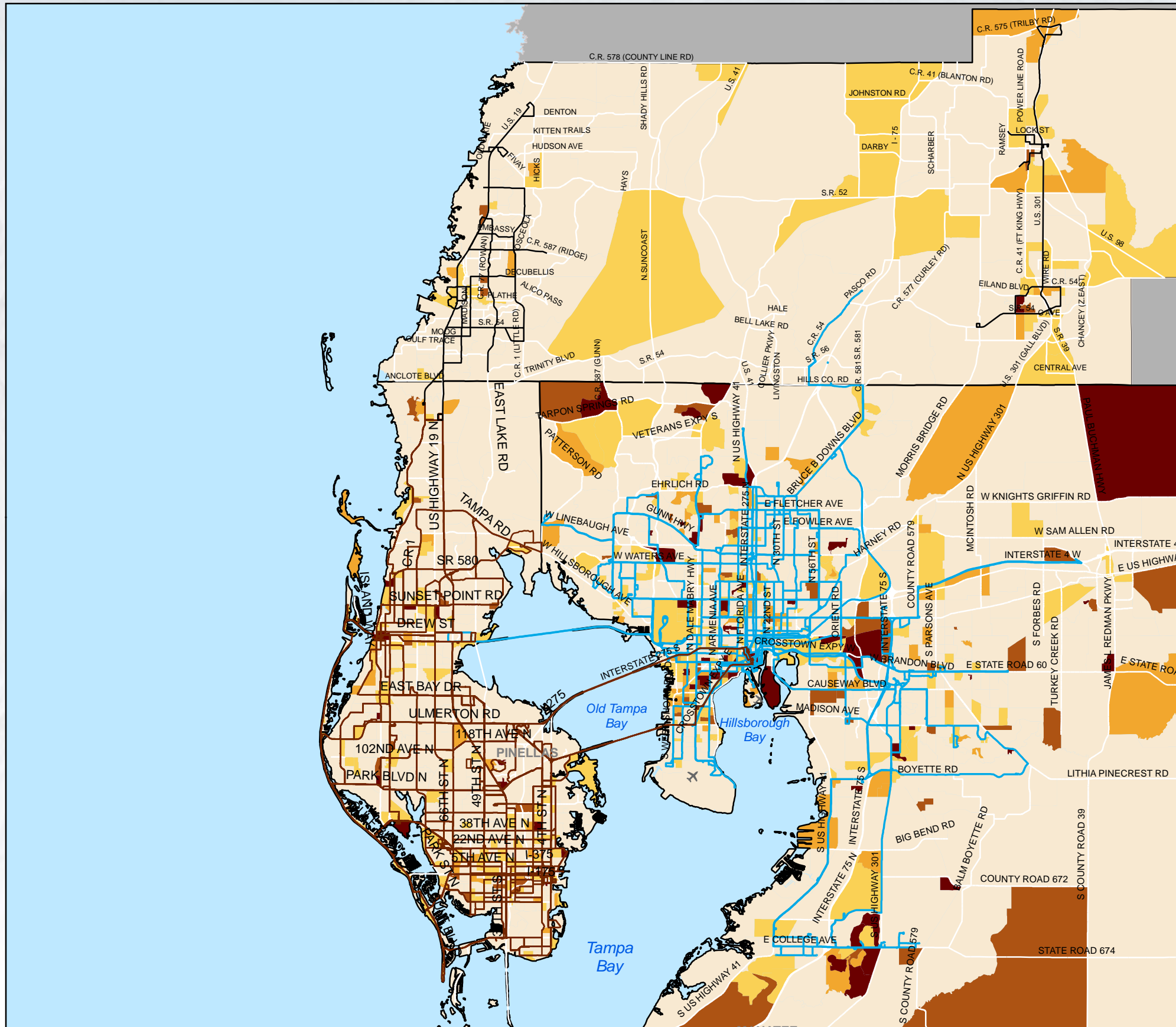
2009 Total Unemployed Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Total Unemployed Persons

-  < 10
-  10 - 20
-  21 - 30
-  31 - 50
-  > 50



MAP 2-3

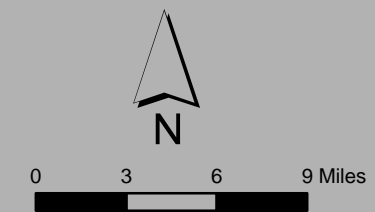


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report.




Date: September 2009








Tri-County Access Plan

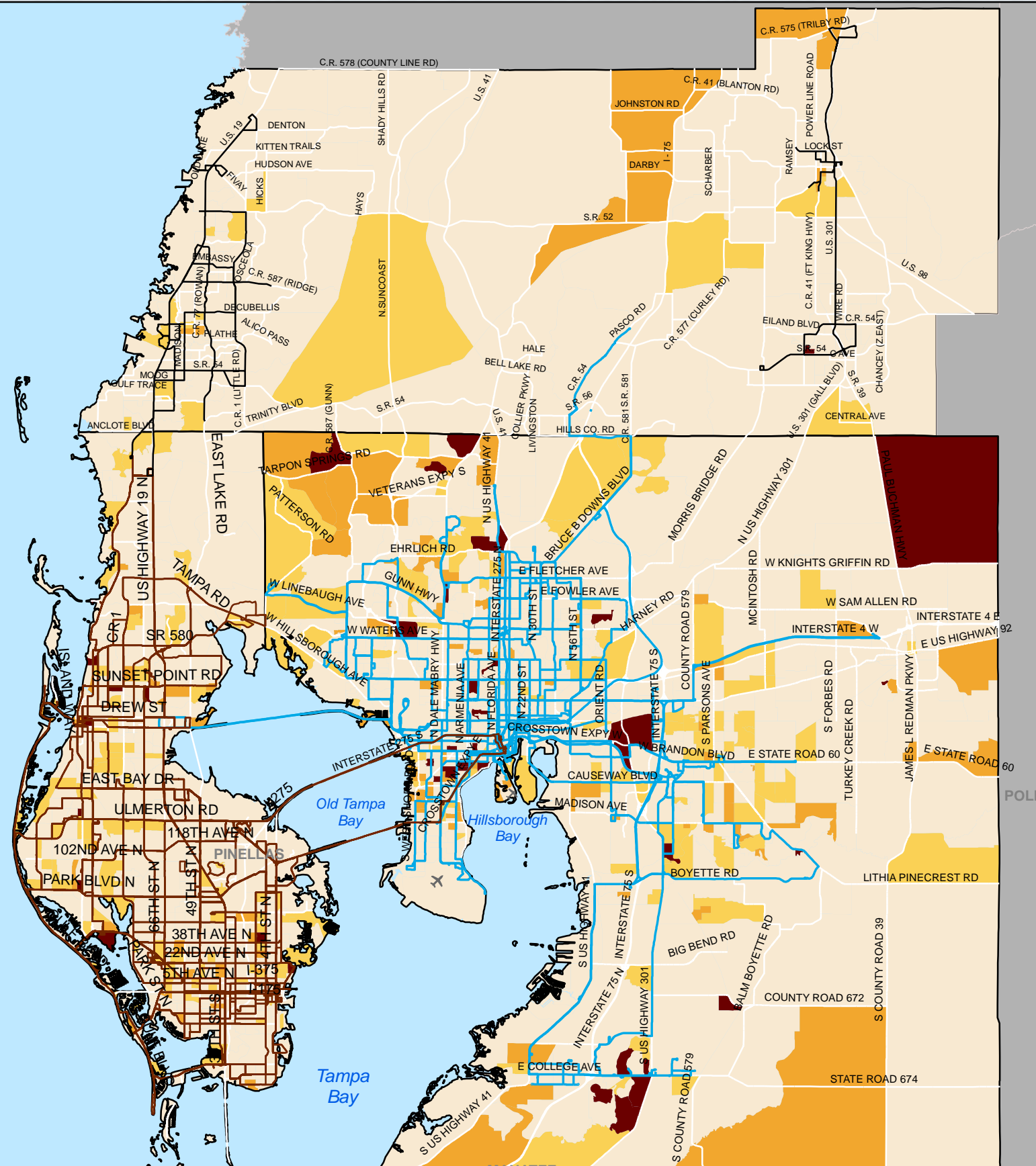
2009 Percent Unemployed Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Percent Unemployed Persons

-  0% - 2%
-  2% - 4%
-  4% - 6%
-  6% - 8%
-  > 8%



MAP 2-4

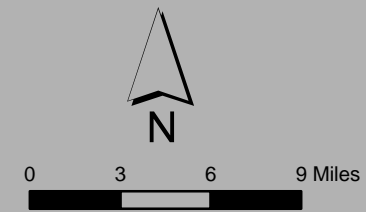


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report.




Date: September 2009








Tri-County Access Plan

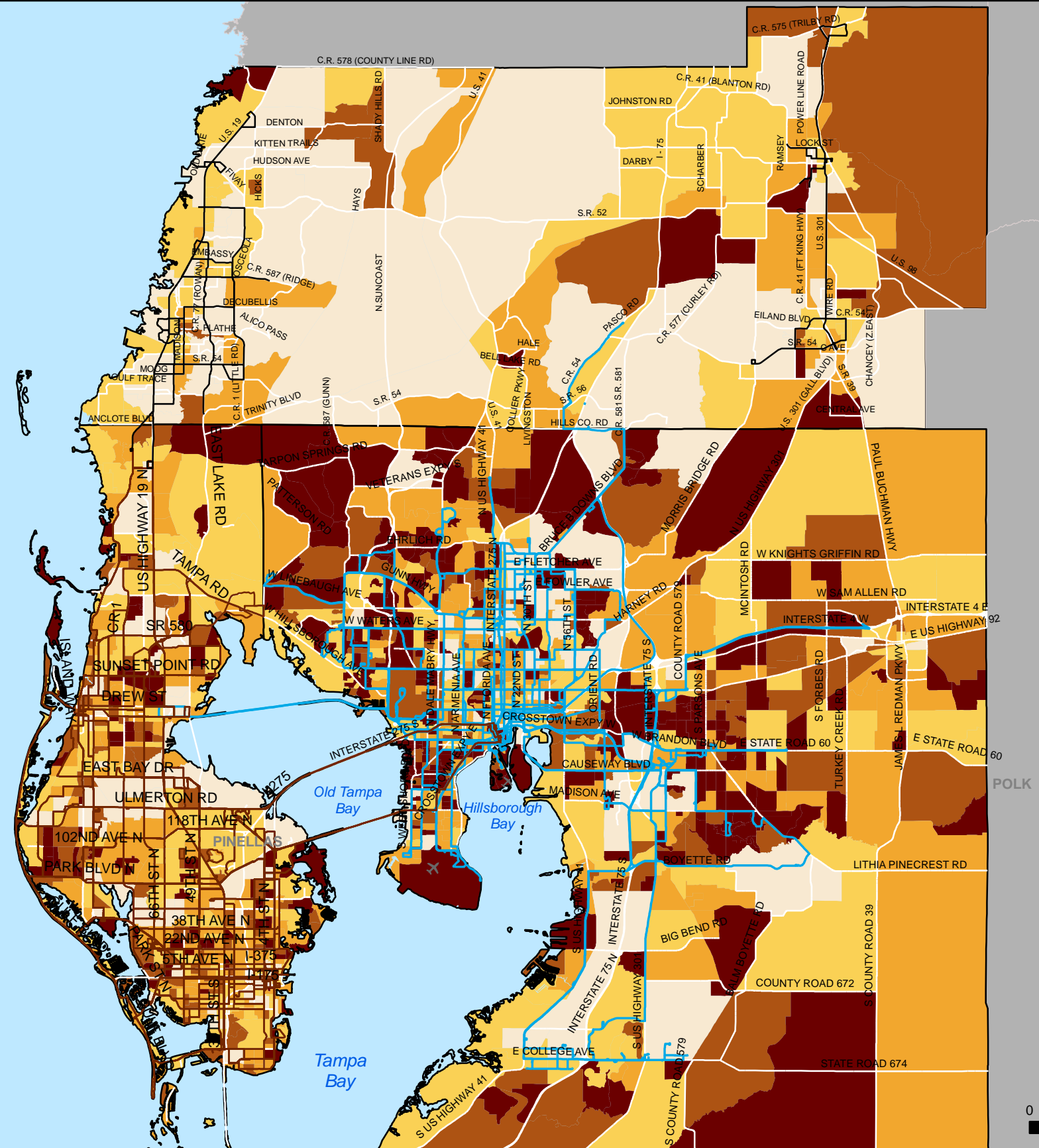
2009 Total Low-Income Households (\$9,999 Annual Income or Less)

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Total Low-Income Households

-  < 15
-  15 - 25
-  26 - 50
-  51 - 100
-  > 100



MAP 2-5

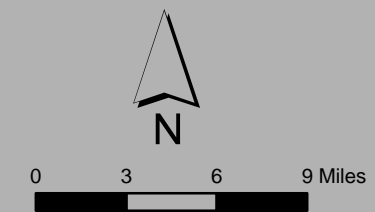


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report.




Date: September 2009








Tri-County Access Plan

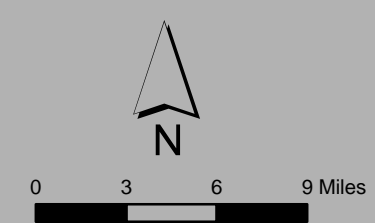
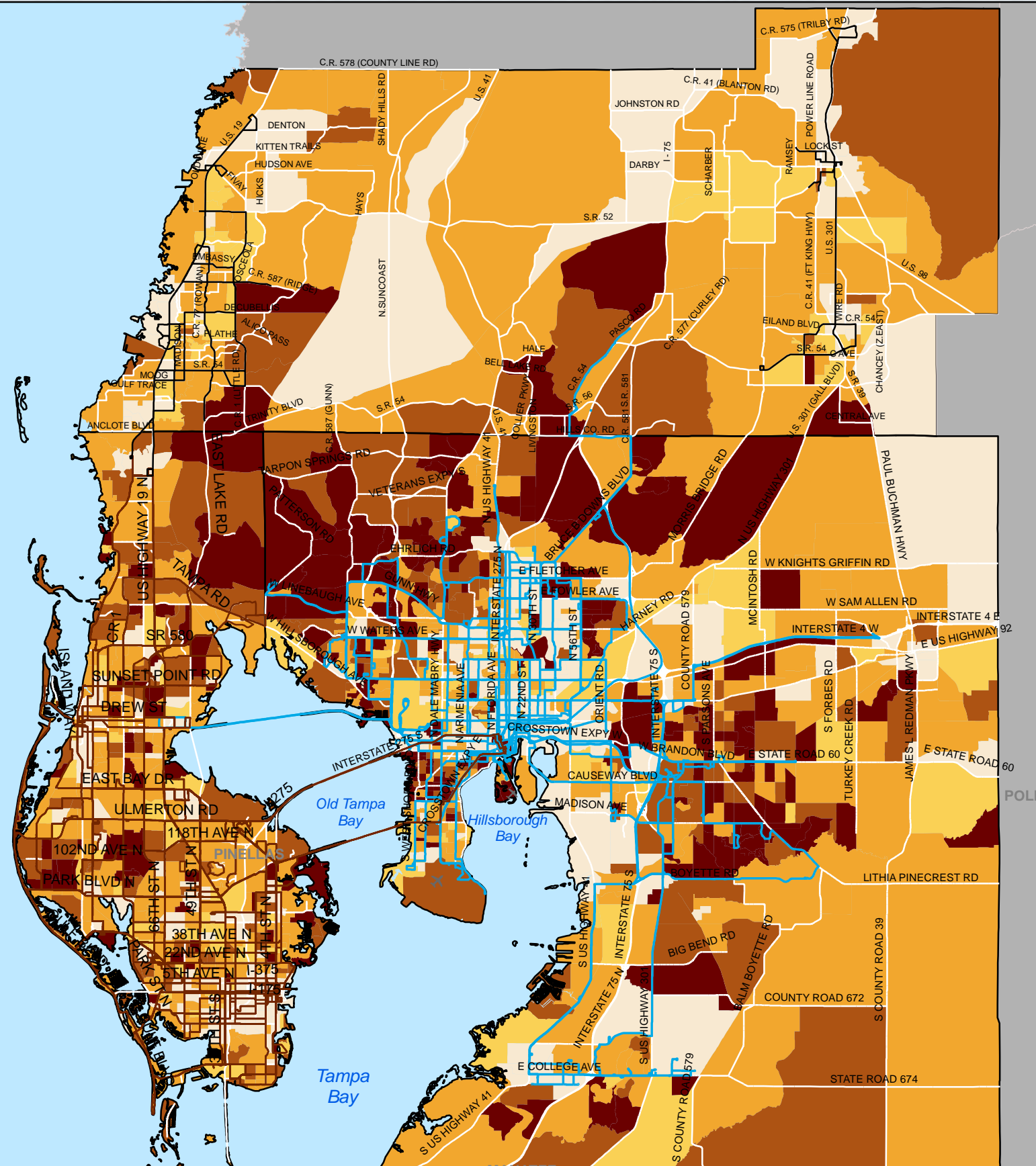
2009 Percent Low-Income Households (\$9,999 Annual Income or Less)

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Percent Low-Income Households

-  0% - 2%
-  2% - 4%
-  4% - 8%
-  8% - 10%
-  > 10%



MAP 2-6



Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.




Sources: PCPT, PSTA, HART and others - see report.

Date: September 2009






Tri-County Access Plan

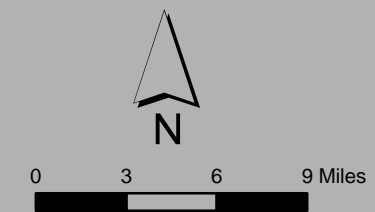
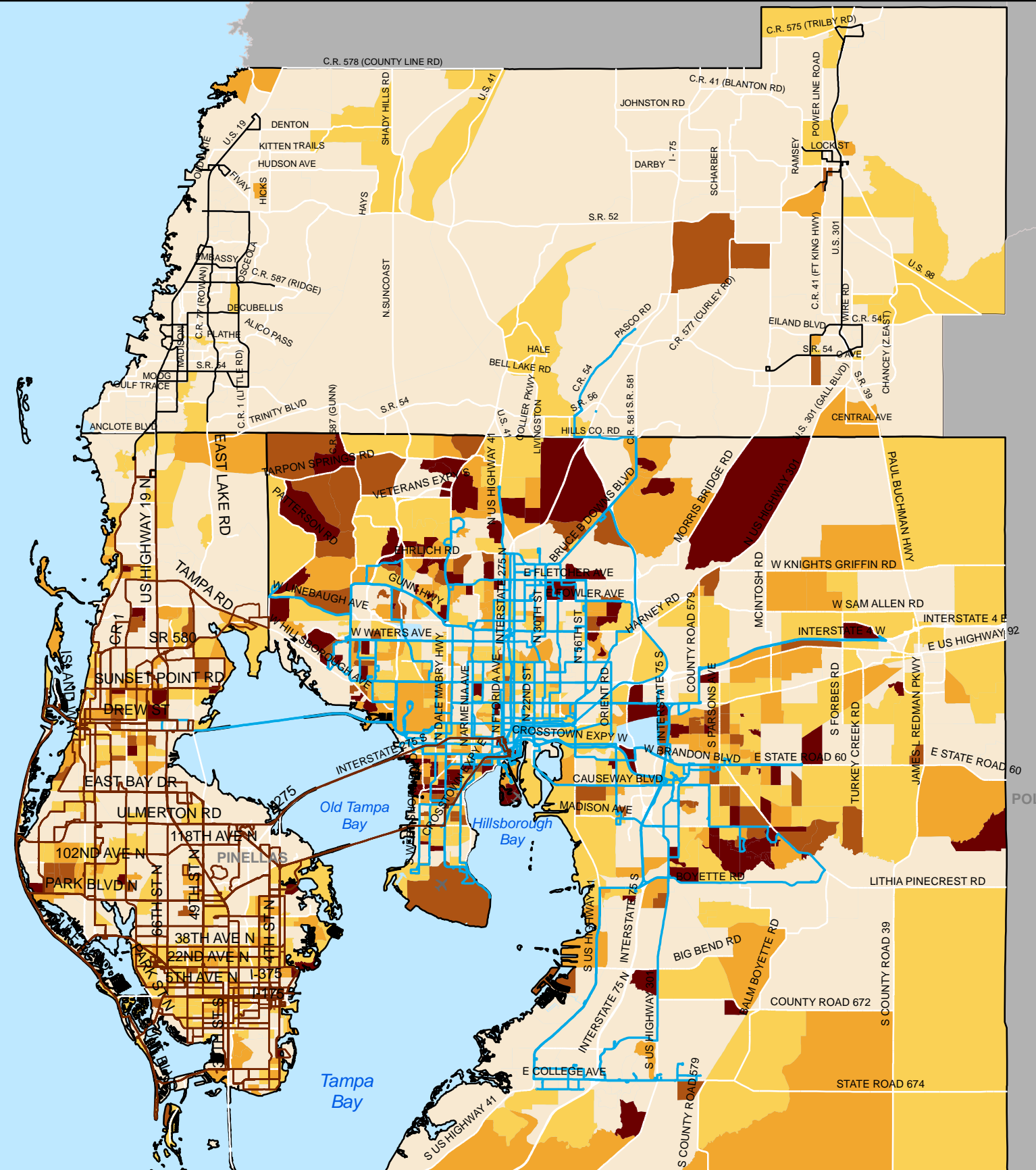
2009 Total Low-Income Households (\$19,999 Annual Income or Less)

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Total Low-Income Households

-  < 15
-  15 - 25
-  26 - 50
-  51 - 100
-  > 100



MAP 2-7



Celebrating 20 Years 1989 - 2009




ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report. Date: September 2009






Tri-County Access Plan

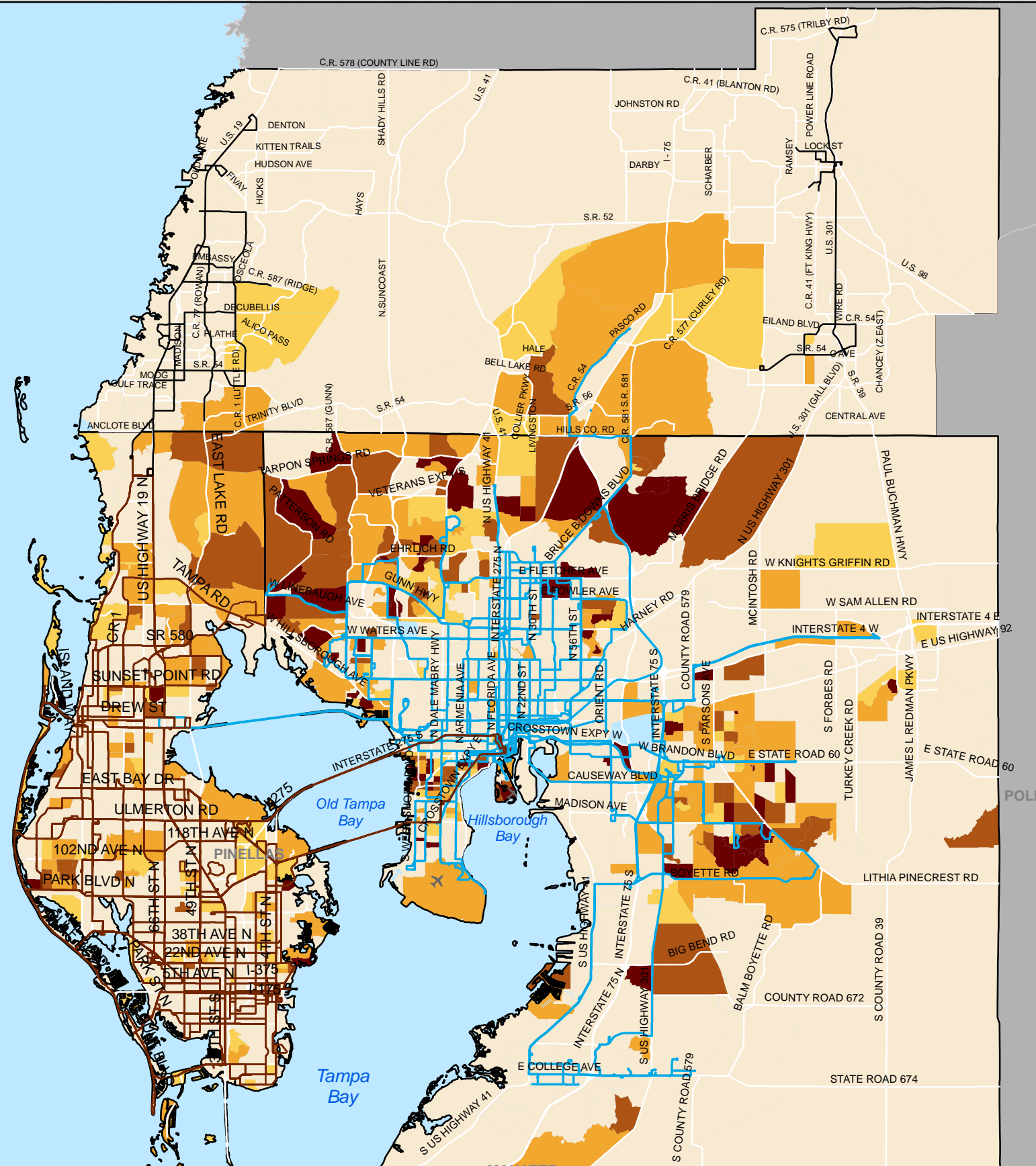
2009 Percent Low-Income Households (\$19,999 Annual Income or Less)

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Percent Low-Income Households

-  0% - 2%
-  2% - 4%
-  4% - 8%
-  8% - 10%
-  > 10%



MAP 2-8

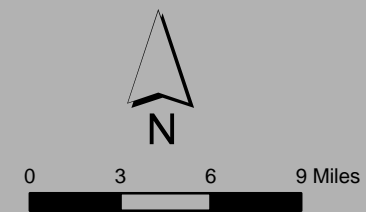


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report.

Date: September 2009



REVIEW OF RELEVANT PLANS AND POLICIES

As part of the TCAP update process, a review of applicable policies, documents, and other relevant information that have been updated or developed since the adoption of the 2007 TCAP was conducted. The following summarizes the results of the review.

Partnership for Sustainable Communities

The DOT, EPA, and HUD Partnership for Sustainable Communities developed six guiding “livability principles” that will be used to coordinate federal transportation, environmental protection, housing policy, and investments. The six principles are as follows:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investments
- Value communities and neighborhoods

The partnership between the three federal agencies provides a platform for emphasizing coordination between affordable housing and public transportation programs. In order to benefit from this federal coordination at the local level, the TCAP update process included public outreach activities aimed at addressing the specialized transportation needs of affordable housing programs and the potential for addressing those needs through the JARC and NF programs. The results of the public outreach activities are discussed in more detail in Section 4. In addition, the TCAP goals and objectives were updated to reflect strategies for coordinating transportation, environmental protection, and housing policy at the local level in a manner similar to the Partnership for Sustainable Communities’ six guiding “livability principles”.

Tampa Bay Area Regional Transportation Authority Master Plan

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created in July 2007 for the purpose of creating a more regional and intermodal approach to transportation within the seven-county that includes Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota counties. Upon its creation, TBARTA was tasked with developing a regional transportation master plan to create a framework for developing an interconnected, linked, intermodal transportation network. The TBARTA Master Plan includes a Mid-Term Vision Network for the year 2035 and a Long-Term Vision Network for the year 2050.

In relation to the TCAP, an expanded and coordinated regional public transportation system is consistent with the goals of the JARC program, particularly providing access for a broad range of

persons (including welfare recipients and eligible low-income individuals) to a broader range of employers and by transporting people living in urbanized areas to employment opportunities in suburban or less urbanized areas.

Transit Development Plans

The most recent Transit Development Plans (TDPs) for the public transit providers in Hillsborough, Pasco, and Pinellas counties were reviewed and summarized in order to identify the existing transit and mobility needs for each county.

Hillsborough County

Hillsborough Area Regional Transit (HART) conducted community outreach activities and a market analysis to identify the County's transit and mobility needs. Based on those efforts, the following needs were identified for Hillsborough County:

- Increased levels of service
- Increased evening and weekend service
- Increased transit service to New Tampa, Brandon, South County, Riverview, Westshore, Carrollwood, Town 'N Country, Egypt Lake, and Lake Leto

New and expanded services are needed throughout Hillsborough County; however, funding is a barrier to providing new transit service and improving the level of service on existing routes. Utilizing the existing FY 2010 revenue sources, HART plans to restructure the routes in North Tampa, split Route 30 into two routes, and create three to four flex zones in areas including South County. In the coming years HART will focus on addressing the agency's financial challenges.

Pasco County

Pasco County Public Transit (PCPT) ridership has decreased by approximately 11 percent in the first three quarters of fiscal year 2009. Cheaper fuel prices allow individuals to return to the private automobile and difficult economic times have been credited with higher unemployment and less need for work trips. In an effort to enhance the marketing program and operational goals, PCPT is currently working on numerous activities that will further promote or improve the transit system. Some of these activities include bus ride incentive programs, promotions, and partnerships with other government agencies, direct mailing opportunities, and on-bus advertising.

Based on the current economic conditions and budgetary shortfalls, PCPT has postponed implementation of any new services pending economic recovery. However, the following Pasco County needs have been identified within the PCPT 2008 TDP Major Update and 2009 annual progress report:

- New fixed-route to the Moon Lake Area (SR 52 to Ridge Rd)
- Cross-county connector route on SR 54 to connect with HART route 51X
- Express bus service on US 19 from Pinellas County to Hernando County
- New transit infrastructure
- New local services
- Cross-county connections
- Land O' Lakes local circulator
- Fixed-route service on Bruce B. Downs Blvd
- Flex-route service in the Wesley Chapel area
- Fixed-route service between Zephyrhills and Wesley Chapel
- Later evening hours
- Increased frequency on existing routes
- Sunday service for church and employment

Pinellas County

The Pinellas Suncoast Transit Authority (PSTA) vision is to further transition Pinellas County into a more livable community. The PSTA TDP identifies a need to increase mobility for limited income individuals without cars or access to cars and to promote the connection of residential areas and major activity centers for education, employment, and entertainment opportunities. Based on the County's transit and mobility needs, the following needs have been identified within the PSTA TDP:

- Enhanced local services
- Express service to the Westshore Business District
- Later evening service
- Increased weekend service
- Increase frequency to 15 minutes on the top 10 corridors identified based on ridership (between FY 2010/11 and FY 2013/14)
- Increase frequency to 30 minutes on the next top 10 corridors identified based on ridership (between FY 2014/15 and FY 2017/18)
- County-wide bus rapid transit (BRT) system
- Improved access to Tampa International Airport (TIA)
- Improved coordination with HART and seamless inter-county travel and intermodal connectivity

During fiscal year 2009 PSTA ridership has also declined. Factors contributing to the decline appear to be the decrease in gas prices and an increase in the unemployment rate. PSTA has also recently implemented a 5 percent reduction in service and a fare increase, which may also be attributing to the decline in ridership. PSTA marketing staff is working with the WorkNet case managers to obtain

information relevant to job seekers and employers in an effort to meet the County's workforce transit needs.

Transportation Disadvantaged Service Plans

The Transportation Disadvantaged Service Plans (TDSPs) for Hillsborough, Pasco, and Pinellas counties have been reviewed and summarized to identify each county's transportation disadvantaged goals and objectives, transportation needs, and service gaps. The goals and objectives from the TDSPs were integrated into the TCAP Update goals and objectives identified in Section 6.

Hillsborough County

Trip characteristic trends shown in the Hillsborough County TDSP 2006 – 2010 identify high employment within the urban core and commute patterns from within and outside of the County to access employment. Hillsborough County's continued growth has led to more demand for public transportation services, and affordable housing. However, unless additional funding is identified no expansions to the fixed-route system are planned for the next ten years.

Based on an analysis of the door-to-door trips by zip code, the highest number and density of trips are to the areas of Central Tampa, North Tampa along Fletcher Ave, and Brandon. Transportation Disadvantaged trips are provided based on a priority system, with trips for life sustaining or medical purposes being the highest priority. The system utilizes JARC funding to provide limited trips to work and educational activities related to employment. The lack of service combined with the area's limited public transit system is an obstacle for disabled and other disadvantaged persons seeking to be self-sufficient. The unmet trip demand for FY 2009/10 was estimated to be 510,667. The County would need \$11 million in additional funding by 2010 to accommodate the projected unmet needs.

The following barriers to transportation coordination were documented in the Hillsborough County TDSP:

- Lack of funding
- Limited fixed-route bus service
- Lack of private operators
- Lack of coordination between jobs and transportation access
- No enforcement of agency participation in the coordinated system
- Conflicting requirements of purchasing agencies

Pasco County

The most heavily populated areas are located along US 19 in West Pasco, while the areas east of U.S. 41 in Land O' Lakes to S.R. 581, east of I-75 are experiencing some of the most rapid growth in the County. In addition, a perceived demand for increased multifamily housing within the urbanized areas could result in an increased demand for public transportation. There are several areas in Pasco County where transit service is not provided. This includes the central portion of the County, including the fast growing populations of Land O' Lakes and Wesley Chapel.

Based on the TDSP needs assessment, the largest group in need of transportation-related assistance is the elderly. Pasco County is predominated by a large number of retirees (both permanent and seasonal residents). The elderly population has a demand for access to service-related businesses, medical facilities, and social service agencies. In addition to the elderly, there are a large number of physically and mentally challenged residents in Pasco County who require assistance. The next largest segment of the transportation disadvantaged population is the low-income population, primarily because they cannot reasonably afford their own transportation. Included within this low-income group are "high-risk" and "at-risk" children.

At the time the TDSP was completed the Welfare Transition Program was working with 281 households that all have work requirements as a condition of eligibility. This group may also have a need for transportation related assistance to employment and employment-related activities. Some of the potential alternatives identified in the TDSP include vanpooling, ridesharing, assistance in maintaining privately owned vehicles, the purchase of gasoline, and the use of public transportation, both fixed-route service and advance reservation service.

Pinellas County

The Pinellas County Transportation Disadvantaged program provides trips based on the amount of available funding and an established priority system. The program can accommodate most medical and life sustaining trips; however, trips related to recreation, shopping, and education are provided by few programs. The Pinellas County TDSP identified the County's needs based on the public outreach activities conducted during the development of the 2007 TCAP. The top five needs identified during the TCAP public involvement process and documented in the Pinellas County TDSP are as follows:

- Increased evening and weekend transportation
- Education on the available services, various programs, and eligibility requirements
- Inter-county transportation for both fixed-route and paratransit services
- Fixed-route transit system covering all areas of the County, and
- Paratransit service to provide shopping, recreation, and employment trips, especially for people working late night or early morning shifts when the fixed-route system is not available

The TCAP also describes as a transportation barrier the issue of people needing to contact multiple agencies for their various transportation needs due to a lack of centralization and different program eligibility requirements. During public outreach activities, the public has indicated a desire for one central location for eligibility and trip scheduling.

Long Range Transportation Plans

The Long Range Transportation Plans (LRTPs) for the West Central Florida MPO Chairs Coordinating Committee (CCC) and Hillsborough, Pasco, and Pinellas Counties have been reviewed and summarized to identify the goals, values, needs, and service gaps for the region. The TCAP Update is occurring in conjunction with the MPOs' LRTP update process; therefore, the review is based on the best available data. Since the development of the 2007 TCAP, the SAFETEA-LU requirements have been incorporated into the long range planning process, including increased emphasis on supporting transportation options for special needs population groups.

West Central Florida MPO CCC

A SAFETEA-LU compliance review of the CCC's 2025 Regional LRTP was undertaken at the onset of the 2035 Regional LRTP update process. The review identified the following recommendations concerning special needs transportation for inclusion in the 2035 Regional LRTP:

- Continue reporting of regional demographic and workforce characteristics in the regional LRTP, including transportation disadvantaged populations;
- Describe transportation disadvantaged populations, implications for transportation planning, and identify needs from the TCAP and similar MPO efforts to support transportation for special needs population groups;
- As appropriate, list and support priority project types identified in the TCAP and other appropriate plans completed by individual MPOs; and
- Continue to incorporate special needs population groups into the CCC's public participation process.

In addition, the recommended Goals, Objectives, and Policies of the CCC's 2035 Regional LRTP include a number of references to the protection of the environment and natural resources, as emphasized in the Partnership for Sustainable Communities' six guiding livability principles.

Hillsborough County MPO 2035 LRTP

The draft goals, objectives, and policies that were developed as part of the Hillsborough County MPO's 2035 LRTP identified the following themes and/or specific statements that support the goals of the JARC, NF, and E&D grant program and the six guiding livability principles established by the Partnership for Sustainable Communities. The 2035 Hillsborough County LRTP themes are incorporated into the TCAP Update strategies and goals.

- Improving mobility of the transportation disadvantaged by:
 - Providing American with Disabilities Act (ADA)-compliant facilities and amenities that support all users of the multi-modal transportation system, including persons with disabilities, the elderly, and the economical disadvantaged;
 - Improving or expanding the multi-modal transportation system serving the disadvantaged by enhancing service availability;
 - Promoting paratransit or alternative services where development patterns do not support fixed-route transit; and
 - Preventing or avoiding disproportionate adverse impacts to low income and minority communities.
- Protecting the environment and natural resources by:
 - Providing incentives for use of alternative modes of transportation that reduce fuel consumption; and
 - Promoting the use of alternative fuels and technologies in public transit fleets to reduce greenhouse gas emissions.
- Educating and involving the community to ensure the LRTP responds to the diversity of community needs.
- Encouraging the use of alternative modes of transportation and land development patterns that promote transportation efficiency by:
 - Locating transit stops/stations within convenient walking distance of major concentrations of employment and housing;
 - Increasing the percentage of persons using alternative modes, especially during peak hours;
 - Promoting and expanding TDM programs and partnerships with commuter assistance programs such as Bay Area Commuter Services (BACS); and
 - Supporting new development requirements to contribute ADA compliant facilities and amenities.

Following review of the draft GOPS developed for the 2035 LRTP, it is suggested that the Hillsborough County MPO also consider addressing the following:

- Strategies for coordinating transportation, environmental protection, and housing policy at the local level in a manner similar to the Partnership for Sustainable Communities' six guiding "livability principles."
- Coordination with other governments/counties to identify projects for JARC and NF funding.
- Inclusion of the public, local governments, the private sector, nonprofit agencies, and HART in the development of plans addressing the needs of transportation disadvantaged populations.

Pasco County MPO 2035 LRTP

A SAFETEA-LU Compliance Review was undertaken in 2007 to ensure that Pasco County's 2025 LRTP was compliant with the requirements stipulated under SAFETEA-LU. As a result of the SAFETEA-LU Compliance Review, necessary changes to the Goals, Objectives, and Measures of Effectiveness were identified and incorporated into the 2025 LRTP. As part of the TCAP Update, a summary review of the Goals, Objectives, and Measures of Effectiveness from the amended 2025 LRTP was undertaken to identify themes and/or specific statements which support the goals of TCAP and the JARC, NF, and E&D grant programs, as well as the six guiding livability principles established by the Partnership for Sustainable Communities. Key examples of these themes/statements include the following:

- Providing for mobility needs of the transportation disadvantaged by:
 - Preventing or avoiding disproportionate adverse impacts to low income and minority communities;
 - Preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations; and
 - Ensuring that the transportation planning process complies with all applicable ADA and US DOT regulations.
- Protecting the environment and natural resources by:
 - Preserving the quality of the environment, in particularly through air quality and energy conservation; and
 - Meeting the requirements of EPA regulations;
- Ensuring participation of the traditionally underserved segments of the population in the public involvement process.
- Encouraging the use of alternative modes of transportation.

Following review of the amended 2025 LRTP Goals, Objectives, and Measures of Effectiveness, it is suggested that the Pasco County MPO also consider addressing the following when developing the Goals, Objectives, and Measures of Effectiveness for the 2035 LRTP:

- Strategies for coordinating transportation, environmental protection, and housing policy at the local level in a manner similar to the Partnership for Sustainable Communities' six guiding "livability principles."
- The provision of ADA-compliant facilities and amenities that support all users of the multi-modal transportation system, including persons with disabilities, the elderly, and economically disadvantaged.
- Development requirements that contribute ADA compliant facilities and amenities.
- Coordination with other governments/counties to identify projects for JARC and NF funding.
- Inclusion of the public, local governments, the private sector, nonprofit agencies, and PCPT in the development of plans addressing the needs of transportation disadvantaged populations.

Pinellas County MPO 2035 LRTP

A review of the draft Goals, Objectives, and Policies developed as part of the Pinellas County MPO's 2035 LRTP was undertaken to identify themes and/or specific statements which support the goals of the TCAP and the JARC, NF, and E&D grant programs, as well as the six guiding livability principles established by the Partnership for Sustainable Communities. Key examples of these themes/statements include the following:

- Improving mobility of the transportation disadvantaged by:
 - Ensuring that economically disadvantaged and physically impaired citizens have access to cost-effective and efficient transportation services;
 - Providing monthly unlimited use bus passes to Transportation Disadvantaged Program customers;
 - Coordinating with local governments, communities, TBARTA, and Pinellas County, and PSTA to identify and assess transit needs in the County;
 - Coordinating with other governments/counties to identify projects for JARC and NF funding; and
 - Including the public, local governments, the private sector, nonprofit agencies, and PSTA in the development of plans addressing the needs of transportation disadvantaged populations.
- Protecting the environment and natural resources by:
 - Encouraging the use of transit and other public/private agency vehicle fleets to alternative fuels (i.e., compressed natural gas, battery-powered systems, etc.); and
 - Supporting state and local efforts designed to reduce the adverse impacts of greenhouse emissions.
- Providing adequate transit service to businesses and commuters:
 - Providing enhanced transit service to existing and future employment centers through the reduction in transit headways, implementation of passenger amenities, and expansion of service; and

- Identifying transportation service and facility needs of the business community.
- Encouraging the use of alternative modes of transportation and land development patterns that promote transportation efficiency by:
 - Promoting activities that decrease the use of the single occupant vehicle during peak hours, including promoting and expanding TDM programs and partnerships with commuter assistance programs such as Bay Area Commuter Services (BACS);
 - Promoting public-private partnerships and development of incentives to encourage employer, developer, and other organizations' participation in meeting the mobility needs of County residents, business, and visitors; and
 - Promoting the use of public transportation and/or other forms of ridesharing (i.e., carpool and vanpool) by all members of the public.

Following review of the draft Goals, Objectives, and Policies for the 2035 LRTP, it is suggested that the Pinellas County MPO also consider addressing the following:

- Strategies for coordinating transportation, environmental protection, and housing policy at the local level in a manner similar to the Partnership for Sustainable Communities' six guiding "livability principles".
- The provision of ADA-compliant facilities and amenities that support all users of the multi-modal transportation system, including persons with disabilities, the elderly, and economically disadvantaged.
- Development requirements that contribute to ADA compliant facilities and amenities.

It is recognized that PSTA is in the process of developing a bus stop inventory, which will include identifying those bus stops that are ADA-compliant and those bus stops that are non-compliant, as well as the improvements that are required to bring non-compliant bus stops into compliance. Improvements identified during this process could potentially be eligible for E&D and/or NF funding.

Locally Coordinated Human Services Transportation Plans

As part of the TCAP Update, a review of LCHSTPs adopted by various agencies throughout the United States was undertaken to ascertain applicable practices for consideration by the Hillsborough, Pasco, & Pinellas MPOs. LCHSTPs were selected for review based on diversity, both for location and size of service area, in an effort to understand some of the unique approaches and strategies being employed by various agencies throughout the United States. The following best practices and concepts were incorporated into the TCAP Update based on the LCHSTP review.

- The project selection process was modified from a high, medium, low priority ranking process to a strategy-based selection process to allow for more flexibility in prioritizing unmet needs.
- The prioritization process for selecting projects for funding will be separated by funding source

- A fact sheet was developed to provide a brief summary of the TCAP Update

Federal Guidance

A new policy concerning project eligibility for NF funding was released in April 2009. This policy expands the type of projects the FTA considers to be “beyond the ADA,” therefore increasing the types of projects eligible for funding under the NF program. Under this interpretation, new and expanded fixed-route and demand response service planned for and designed to meet the needs of individuals with disabilities are now eligible projects, provided that the service meets the following criteria:

- The service is identified in the LCHSTP;
- The service is available to the public at large but was planned and designed to meet the mobility needs of individuals with disabilities in response to circumstances where existing fixed-route and demand response transportation is unavailable or insufficient to meet the mobility needs of individuals with disabilities;
- The service was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Program (TIP) or the State Transportation Improvement Program (STIP); and
- Implementation of the service is not designed to allow an agency to meet its obligations under the ADA or the DOT ADA implementing regulations at 49 CFR parts 37 and 38.

An example of services acceptable under the expanded definition of eligible NF projects is a fixed-route service available to the general public but that is specifically extended to serve a living facility or a workplace serving large numbers of individuals with disabilities, or demand response service that is available to the general public but whose service coverage or span of service is designed in response to mobility needs expressed by individuals with disabilities. FTA notes that expanded fixed-route service may result in expanded ADA complementary paratransit service; however, the expanded ADA complementary paratransit service is required under the ADA and would therefore not be eligible for NF funding.

Status of Projects Funded To-Date Under JARC and NF Programs

Job Access and Reverse Commute

Hillsborough Area Regional Transit – Late night weekday and weekend service on 8 routes and weekend only service on 4 routes that connect low-income workers with employment opportunities.

Hillsborough County Sunshine Line – Transportation for low-income residents to work and work-related activities such as job training and interviews.

Family Service Centers – Small loans through the Ways to Work program for low-income working parents to purchase cars or car repairs.

Pinellas County MPO – Program administration and planning.

New Freedom

Center for Independence – Implementation, continuation, and expansion of a combination of fixed-route and on-demand bus services that links the existing public transportation with developmentally disabled service providers. This service also connects to public transportation services in Pinellas and Hillsborough counties.

Center for Independence – Funding for an additional outreach worker and the purchase of new technology to improve ridership.

Hillsborough Area Regional Transit – Construction of 20 ADA compliant bus pads and sidewalk improvements at sites that meet a combination of high ridership usage, key destinations including employment, and a need for ADA compatible improvements.

Neighborhood Care Network –Implementation and expansion of the EZride program which is a pre-paid fee for a volunteer-based transportation program that enhances the quality of life for the elderly and disabled populations by providing more transportation options to community activities.

Harbor Behavioral Health Care Institute – Provision of a comprehensive educational, training, and information program to increase the use of fixed-route transit by people in the New Freedom target populations through the implementation of a Transportation Awareness Program (TAP).

Pinellas County MPO – Program administration and planning.

**Table 2-3
Tri-County Area Grant Recipient Funding 2006-2009¹**

Grant Recipient	Grant Programs		Total
	JARC	NF	
HART	1,665,107	700,000	2,365,107
Center for Independence	-	589,231	589,231
Hillsborough County	1,855,735	-	1,855,735
Neighborhood Care Network	-	663,045	663,045
Harbor Behavioral Health	-	232,502	232,502
Family Resource Center	404,856	-	404,856
Pinellas County MPO	316,995	187,334	504,329
<i>Subtotal</i>	<i>4,242,693</i>	<i>2,372,112</i>	<i>6,614,805</i>
Remaining Grant Funds	194,041	647,441	841,482

¹For more detailed information regarding the distribution of JARC and NF funds please see the Pinellas County MPO's Program of Projects.

SECTION 3: EXISTING TRANSPORTATION SERVICES

This section provides an overview of existing transportation services within the tri-county area. In addition to the review of existing providers, the proximity of the public transit system to the major medical facilities, employers, senior facilities, and affordable housing facilities was also assessed for each county.

HILLSBOROUGH COUNTY

Public Transit Services






Hillsborough County is served by the HART public transit system, Sunshine Line, and an array of private transit providers. HART is made up of 31 fixed-route bus lines, 13 express bus routes, 2 trolley routes, the TECO Line streetcar system, vanpools, and paratransit services. Maps 3-1 through 3-4 on the following pages show the extent to which the existing fixed-route system serves major destinations such as: medical facilities, affordable housing, senior centers, and employers. Tables 3-1 through 3-4 present the name and corresponding map number for each major destination located on the map series.

The Hillsborough County Sunshine Line offers a variable fee service for door to door paratransit and HART bus passes for elderly, low-income, and persons who are disabled or Hillsborough Health care clients. Utilizing JARC program funding, the Hillsborough County Sunshine Line provides limited trips to employment and employment-related activities. HART also offers HARTplus paratransit service that meets requirements of the Americans with Disabilities Act (ADA). This service is provided to people who meet specific criteria for categorization as disabled and cannot use the regular bus system. The service area is limited to three-quarters of a mile around the existing local transit system. The City of Temple Terrace provides limited door-to-door transportation service for city residents aged 55 and older. In addition, MMG Transportation is a subcontracted transportation provider providing ambulatory, wheelchair, taxi, and minibus services to Medicaid clients living within Hillsborough County.



Tri-County Access Plan

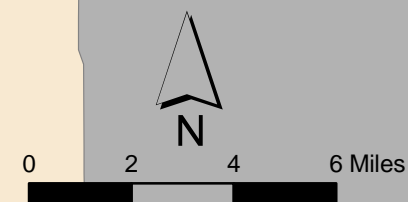
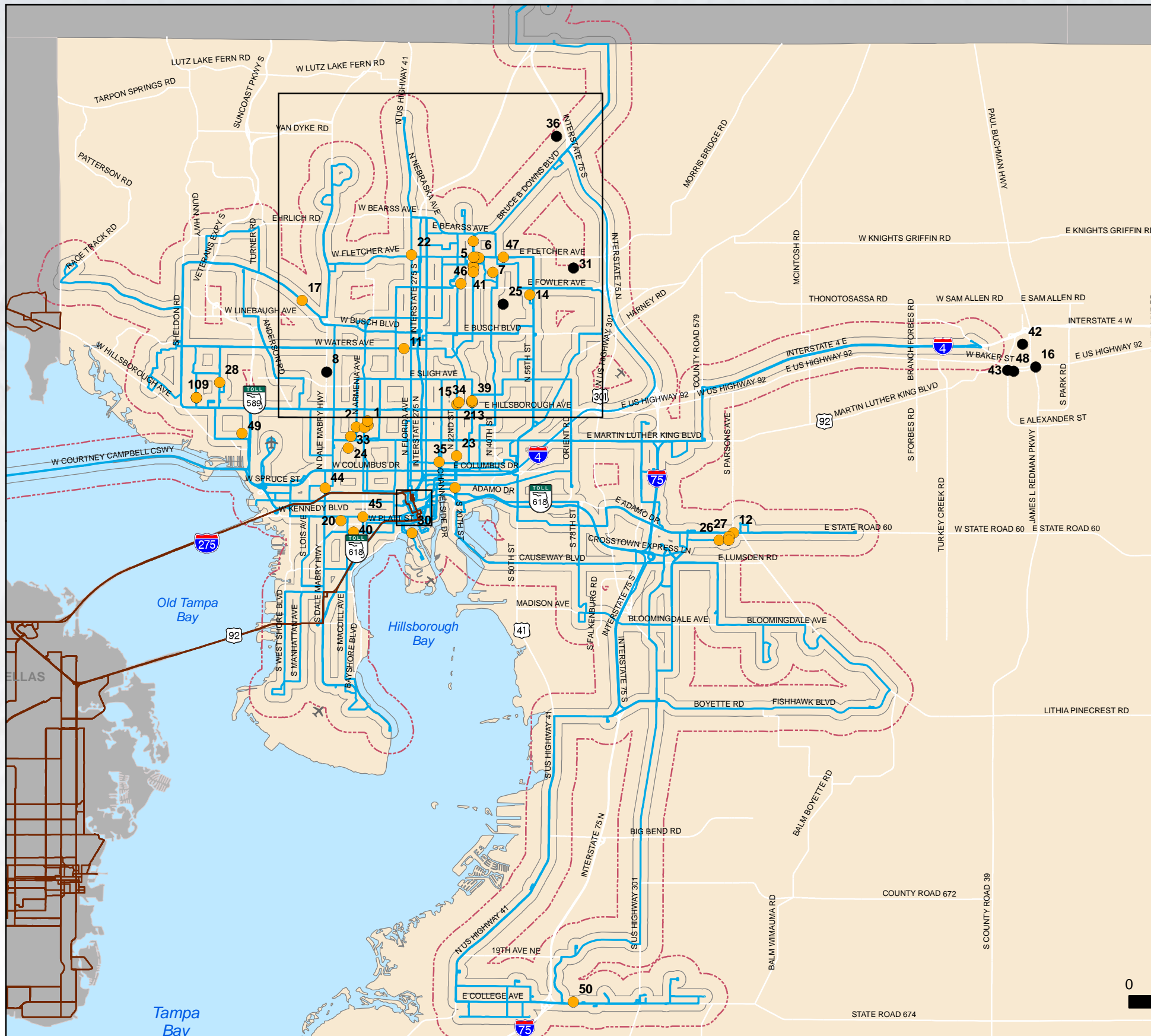
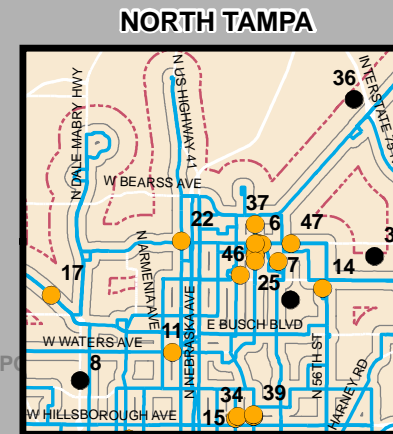
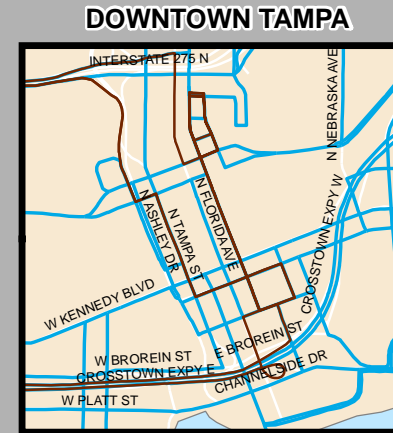
Hillsborough County Medical Facilities

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Medical Facilities

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



MAP 3-1



Celebrating 20 Years 1989 - 2009

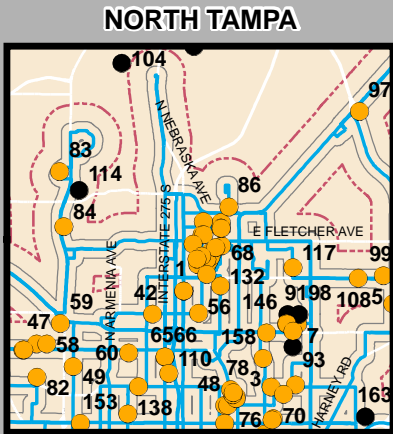
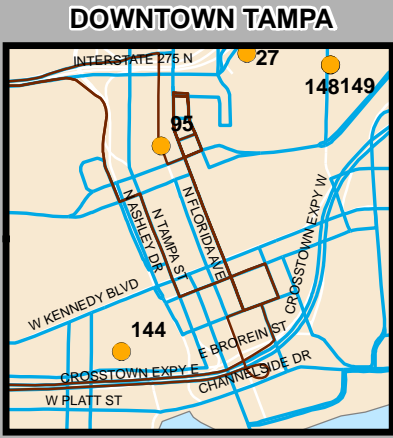
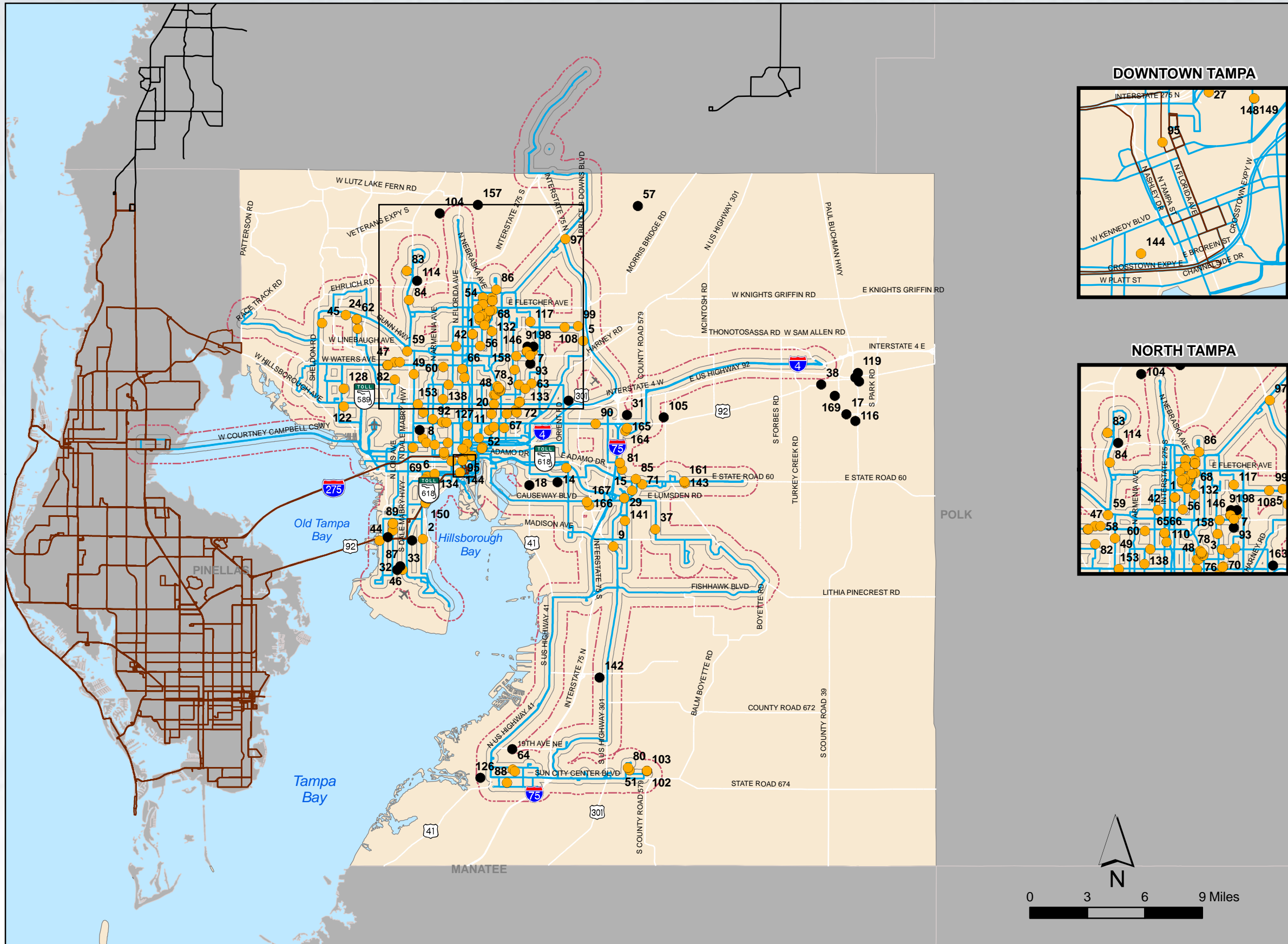
ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and other sources - see report.

Date: August 2009

**Table 3-1
Hillsborough County Medical Facility Locations**

ID	Name	Address	City	Zip
1	Kindred Hospital Central Tampa	4801 N Howard Ave	Tampa	33603
2	Physicians' Laboratory	4726 N Habana Ave	Tampa	33614
3	Tampa General Hospital: Genesis at Healthpark	5802 N 30th St	Tampa	33610
4	University Community Hospital	3100 E Fletcher Ave	Tampa	33613
5	James A Haley Veterans Hospital	13000 Bruce B Downs Blvd	Tampa	33612
6	Shriners Hospital	12502 Pine Drive	Tampa	33612
7	Moffitt Cancer Center	12902 Magnolia Dr	Tampa	33612
8	University Community Hospital	7171 N Dale Mabry Hwy	Tampa	33614
9	Florida Wound Healing Center	6001 Webb Rd	Tampa	33615
10	Town & Country Hospital	6001 Webb Rd	Tampa	33615
11	Project Return	304 W Waters Ave	Tampa	33604
12	Davita Dialysis	114 East Brandon Blvd	Brandon	33511
13	Bma Ybor City	1602 N 21st St	Tampa	33605
14	Davita Dialysis	11306 N 53rd St	Temple Terrace	33617
15	Mental Health Care, Inc.	5707 N 22nd St	Tampa	33610
16	Mental Health Care, Inc.	301 N Palmer St	Plant City	33566
17	Fresenius Dialysis	4553 Gunn Hwy	Tampa	33624
18	Renal Care Group Dialysis	4705 N Armenia Ave	Tampa	33614
19	Bay Life Mental Health	2313 W Violet St	Tampa	33603
20	Fresenius Dialysis	3242 Henderson Blvd, Ste 200	Tampa	33609
21	Tampa General Hospital	5802 N 30th St	Tampa	33610
22	Gulf Coast Jewish Ser. Mental Health	13542 N Florida Ave	Tampa	33613
23	Lee Davis Neighborhood Service Center Health Clinic	3402 N 22nd St	Tampa	33605
24	Davita Dialysis	4204 N MacDill Ave	Tampa	33607
25	Davita Dialysis	10770 N 46th St, Ste A100	Tampa	33607
26	Brandon Artificial Kidney Center	634 Oakfield Dr	Brandon	33511
27	After Hours Pediatric	131 W Robertson St	Brandon	33511
28	Healthpoint Medical Group: St. Joseph's Community Care Clinic	6726 Hanley Rd	Tampa	33634
29	University of South Florida Medical Centers	12901 Bruce B Downs Blvd	Tampa	33612
30	Tampa General Hospital	1 Tampa General Circle	Tampa	33606
31	Florida Orthopedic Institute	13020 N Telecom Parkway	Tampa	33637
32	Florida Medical Clinic	3000 E Fletcher Ave, Ste 270	Tampa	33613
33	St. Joseph's Hospital	3001 W. Dr. Martin Luther King Jr. Blvd	Tampa	33607
34	Medical Health Care: Children's Crisis Services	2212 E Henry Ave	Tampa	33610
35	Peter Davis Health Center	1401 E 22nd Ave	Tampa	33605
36	Florida Medical Clinic	17417 Bridge Hill Ct	Tampa	33647
37	Healthcare Institute at Florida Medical	14320 Bruce B Downs Blvd	Tampa	33613
38	Brandon Regional Hospital	119 Oakfield Dr	Brandon	33511
39	Hillsborough County Hospital	5906 N 30th St	Tampa	33610
40	Memorial Hospital of Tampa	2901 W Swann Ave	Tampa	33609
41	Northside Mental Health Center	12512 Bruce B Downs Blvd	Tampa	33612
42	St. Joseph's Women's Hospital	1523 N Franklin St	Tampa	33602
43	South Florida Baptist Hospital	301 N Alexander St	Plant City	33563
44	Tampa Bay Surgery Center	1811 N Dale Mabry Hwy	Tampa	33618
45	Tampa General Hospital: Family Care	2501 W Kennedy Blvd	Tampa	33609
46	University Diagnostic Institute	3301 Alumni Dr	Tampa	33612
47	Florida Eye Center	13602 N 46th St	Tampa	33613
48	Davita Dialysis	1211 W Reynolds St	Plant City	33563
49	Davita Dialysis	4515 George Rd	Tampa	33634
50	Davita Dialysis	775 Cortaro Dr	Ruskin	33573



Tri-County Access Plan

Hillsborough County Affordable Housing Locations

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Affordable Housing Locations

- Within 1/4 Mile Service Area
- Outside 1/4 Mile Service Area

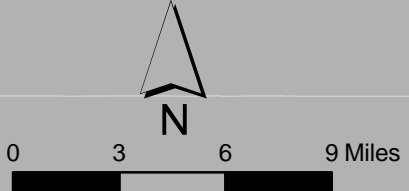
MAP 3-2



Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and other sources - see report. Date: August 2009



**Table 3-2
Hillsborough County Affordable Housing Locations**

ID	Name	Address	City	Zip
1	Acorn Trace Apartments	11115 N Nebraska Ave	Tampa	33612
2	Ala Fia Home	3002 Gandy Blvd	Tampa	33611
3	Apartments of River Oaks	4101 Oak Knoll Court	Tampa	33603
4	Arbor Place	1915 East 131st Avenue	Tampa	33607
5	Autumn Place	10410 Davis Road	Tampa	33604
6	Azeele Apartments	2801 Azeele	Tampa	33604
7	Azzarelli Apartments	5038 Temple Heights	Tampa	33607
8	Bay Ceia Apartments	3422 MacDill Avenue	Tampa	33603
9	Bayou Crossing	10305 Zackary Circle	Riverview	33609
10	Belmont Heights Estates	3540 North 20th Street	Tampa	33629
11	Belmont Heights Estates II	3540 North 20th Street	Tampa	33606
12	Belmont Heights Estates III	2419 East 31st Avenue	Tampa	33610
13	Bethune Hi-Rise	1515 Union Street	Tampa	33617
14	Blessed Sacrament Manor	6915 12 Avenue South	Tampa	33612
15	Brandon Crossing	530 Providence Road	Brandon	33607
16	Brandywine	5029 North 40th Street	Tampa	33610
17	Brewer's Bridgeway	1001 W. Alexander Street	Plant City	33563
18	Bristol Bay	1241 South 50th Street	Tampa	33619
19	C T A River Apartments	4505 N Rome Ave	Tampa	33602
20	C. Blythe Andrews	2201 E Osbourne Ave	Tampa	33612
21	Carlisle Lakes	12535 Tinsley Circle	Tampa	33610
22	Carlisle Lakes II	1811 Tinsley Circle	Tampa	33612
23	Casa De Palma	302 E Palm Ave	Tampa	33637
24	Cedar Forest	12835 Cedar Forest Drive	Tampa	33578
25	Cedar Trace Apartments	2200 Cedar Trace Cir	Tampa	33605
26	Central Court Apartments	2510 Central Ave	Tampa	33605
27	Central Park Village	1000 India Street	Tampa	33610
28	Centro Asturiano Place	1302 East 21st Avenue	Tampa	33619
29	Charleston Landings	902 Delaney Circle	Brandon	33511
30	Cinnamon Cove	12401 North 15th Street	Tampa	33610
31	Claymore Crossings	4630 Williams Road	Tampa	33566
32	Clipper Bay	6727 South Lois Avenue	Tampa	33619
33	Clipper Cove - Tampa	7009 Interbay Boulevard	Tampa	33603
34	Columbus Court Apartments	2802 Stalelite Ct	Tampa	33612
35	Country Oaks	14316 Dake Lane	Tampa	33612
36	Cypress Lake	4711 W. Waters	Tampa	33602
37	Cypress Trace	741 Providence Trace Circle	Brandon	33625
38	E Hillsboro Hsg Dev	81 Westside Dr	Plant City	33602
39	Elizabeth Arms	4115 Carnegie Court	Tampa	33605
40	Epiphany Arms	2508 E Hanna Ave	Tampa	33511
41	Evergreen	1807 Canberra Lane	Tampa	33612
42	Florida Gulf Coast Apartments	816 W Linebaugh Ave	Tampa	33610
43	Fountainview	1301 Floating Fountain Circle	Tampa	33616
44	Freedom Village II	5002 S Bridge St	Tampa	33616
45	Gardens at Rose Harbor	11927 Rose Harbor Drive	Tampa	33607
46	Gardens at South Bay	6720 South Lois Avenue	Tampa	33613

Table 3-2 (Continued)
Hillsborough County Affordable Housing Locations

ID	Name	Address	City	Zip
47	Grace Manor	8402 N Hurbert Ave	Tampa	33614
48	Grande Oaks	2604 East Hanna Ave	Tampa	33511
49	Grove Park Manor	3606 Royalty Court	Tampa	33566
50	Grove Pointe	325 Laguna Oaks Place	Ruskin	33610
51	Groves at Wimauma	5316 Sun Paradise Ct.	Wimauma	33610
52	Hacienda De Ybor	1615 Hacienda Ct	Tampa	33612
53	Hacienda Villas	1510 E. Palm Ave	Tampa	33612
54	Hassinger Properties "C"	1913 & 1915 East 137th Ave.	Tampa	33612
55	Hassinger Properties "D"	1917 & 1919 East 137th Ave.	Tampa	33611
56	Hassinger Properties "E"	10019 Hyacinth Avenue	Tampa	33625
57	Heritage Pines	10501 Cross Creek Blvd.	Tampa	33616
58	Hillsborough County Voa Living Center III	8433 North Lois Ave	Tampa	33614
59	Hunt Club	9450 Lazy Lane	Tampa	33610
60	Hunter Oaks Apartments	8314 N Rome Ave	Tampa	33614
61	Hunters Run I	6402 Royal Hunt Drive	Tampa	33570
62	Hunters Run II	6402 Royal Hunt Drive	Tampa	33598
63	Independence Village I	5013 Knollwood Place	Tampa	33605
64	Irongate	1820 Blair Castle Circle	Ruskin	33605
65	J.L. Young Annex	8218 N. Florida Ave	Tampa	33613
66	J.L. Young Apartments	8220 N Florida Ave	Tampa	33613
67	Jackson Heights	3700 Lowry Ct	Tampa	33612
68	Jefflis	2204 E. 132nd Avenue	Tampa	33647
69	Jewish Center Towers	3001 W De Leon St	Tampa	33614
70	Johnson Court Apartments	5711 Troy Ct	Tampa	33614
71	Jontilly Place	1402 Jontilly Place	BRANDON	33604
72	Kenneth Court Apartments	4205 Kenneth Court	Tampa	33625
73	King's Arms	4125 N. Lincoln Ave	Tampa	33625
74	King's Manor Apartments	2946 W Columbus Dr	Tampa	33617
75	Knollwood Manor 1	6701 Elm Ct	Tampa	33570
76	Knollwood Manor 2	6401 Alameda Ct	Tampa	33610
77	Knollwood Manor 3	2901 Angela Ct	Tampa	33613
78	Knollwood Manor 4	2801 Segrave Ct	Tampa	33609
79	Knollwood Manor 5	6801 Diana Ct	Tampa	33610
80	La Estancia	5292 Guadalupe Boulevard	Wimauma	33511
81	Lake Kathy	2231 Kendall Springs Court	Brandon	33610
82	Lake Pointe	7202 N. Manhattan Avenue	Tampa	33607
83	Lakes of Northdale	16297 Northdale Oaks Drive	Tampa	33607
84	Lakeside North at Carrollwood	3339 Handy Road	Tampa	33610
85	Lakewood Shores	1722 Lakewood Shores Lane	Brandon	33610
86	Lansdowne Terrace	14702 Livingston Avenue	Lutz	33610
87	Lighthouse Bay	5055 South Dale Mabry	Tampa	33610
88	Manatee Village	1016 Manatee Village Drive	RUSKIN	33610
89	Manhattan Place	4033 S Manhattan Ave	Tampa	33598
90	Mariner's Cove - Tampa	4012 Mariner's Cove Court	Tampa	33510
91	Mary Walker Apartments	4912 E Linebaugh Ave	Tampa	33614
92	Matthews Corner	4540 N Armenia Ave	Tampa	33624
93	Meridian - Tampa	8501 N. 50th Street	Tampa	33618

Table 3-2 (Continued)
Hillsborough County Affordable Housing Locations

ID	Name	Address	City	Zip
94	Meridian Pointe	2450 E. Hillsborough Ave	Tampa	33510
95	Methodist Place	400 E Harrison St	Tampa	33559
96	Mobley Park	401 East 7th Avenue	Tampa	33611
97	Morgan Creek	17200 Madison Green Drive	Tampa	33570
98	Myrtle Oaks Apartments	5108 Mission Hills Dr	Tampa	33611
99	Nantucket Bay	11800 Sophia Drive	Temple Terrace	33610
100	New Horizons Apartments	12718 N 19th St	Tampa	33617
101	Newmauma Homes II	5701 Bassa St	Wimauma	33603
102	Newmauma Homes Phase I	5701 Bassa St	Wimauma	33617
103	Newmauma Phase III	5701 Bassa St	Wimauma	33610
104	North Blvd Homes	1129 Main Street	Tampa	33602
105	North Grove Assoc	711 North Grove Lane	Seffner	33602
106	Northside Properties I	14011 N 22nd Street	Tampa	33647
107	Northside Properties II	1612 E 127th Ave	Tampa	33617
108	Oakhurst Square Apartments II	1120 North Blvd	Tampa	33637
109	Oakhurst Square I Apartments	1120 N Boulevard	Tampa	33612
110	Oaks at Riverview	202 East Broad Street	Tampa	33598
111	Oaks at Stone Fountain	13132 North 20th Street	Tampa	33598
112	Orchard Park	1512 Orchard Park Circle	Ruskin	33598
113	Osborne Landing	3502 East Osborne Avenue	Tampa	33584
114	Palencia	3450 Palencia Drive	Tampa	33613
115	Palm Avenue Baptist Towers	215 E Palm Ave	Tampa	33612
116	Park Springs	300 Park Springs Circle	Plant City	33607
117	Park Terrace	12201 N 50th Street	Tampa	33607
118	Patrician Arms	4516 S Manhattan Ave	Tampa	33604
119	Plant City Living Center	405 E. Damon Street	Plant City	33612
120	Plant City Towers	103 W Mahoney St	Plant City	33570
121	Presbyterian Villas Of Tampa	4011 S Manhattan Ave	Tampa	33610
122	Reflections - Hillsborough	5307 Reflections Club Drive	Tampa	33618
123	Regent	4131 East Busch Boulevard	Tampa	33602
124	River Place	4018 Riverside Drive	Tampa	33567
125	Rivergate Apartments	7702 Rivergate Dr	Tampa	33610
126	Riverwood Apartments	709 Oceanside Cr	Ruskin	33611
127	Robles Park Village	3814 Central Avenue	Tampa	33563
128	Royal Oaks	7314 Jackson Springs Road	Tampa	33566
129	Royal Palm Key	13402 Coastal Key Road	Tampa	33611
130	San Lorenzo Terrace	4815 N. Macdill Avenue	Tampa	33614
131	Sanctuary at James H Shimberg Estates	1314 W Sligh Ave	Tampa	33617
132	Scruggs Manor	11201 N 22nd Ave	Tampa	33603
133	Seminole	4706 Muskogee Ct	Tampa	33619
134	Soho Apartments	212 S Howard Ave	Tampa	33570
135	South Pointe	5000 South Himes Avenue	Tampa	33634
136	Spanish Trace	1480 Villena Avenue	Tampa	33612
137	Spring Glade Apartments	2232 North Spring Glade Circle	Tampa	33614
138	Squire Villa	5817 N Rome	Tampa	33611

Table 3-2 (Continued)
Hillsborough County Affordable Housing Locations

ID	Name	Address	City	Zip
139	St. James Place	12614 Bayou Oaks Place	Tampa	33612
140	St. Louis/St. Conrad	2310 St. Louis	Tampa	33613
141	Sterling Palms Apartments	1919 Sterling Palms Court	Brandon	33612
142	Summer Palms	10220 Summer Palms Drive	Riverview	33511
143	Summit Ridge Apartments	982 Summit Ridge, Dr.	Brandon	33569
144	Tampa Baptist Manor	215 West Grand Central	Tampa	33511
145	Tampa Heights Apartments	4817 E Temple Heights Rd	Tampa	33606
146	Tampa Heights Apartments Phase II	4821 E Temple Heights Rd	Tampa	33617
147	Tampa Napfe Towers	11113 N Nebraska Ave	Tampa	33617
148	Tampa Park Apartments I	1417 Tampa Park Plaza	Tampa	33612
149	Tampa Park Apartments II	1417 Tampa Park Plaza St	Tampa	33605
150	Tampa Presbyterian Community	2909 W Barcelona St	Tampa	33605
151	Tampa Presbyterian Village	721 Green St	Tampa	33629
152	The Arbors at Padgett Estates	4714 S Trask Ave	Tampa	33607
153	Tuscany Pointe	3350 W. Hillsborough Avenue	Tampa	33614
154	Village At University Square Apartments	11725 N 17th St	Tampa	33612
155	Villas at Newport Landing	6240 Americas Cup Avenue	Tampa	33625
156	VOA Hillsborough 1 - North 50th	9414 N. 50th Street	Tampa	33617
157	VOA Hillsborough 2 - Fifteenth	11308 15th Street	Tampa	33612
158	VOA Hillsborough 3 - East Miller	4005 East Miller Avenue	Tampa	33617
159	Voa Living Center II	3610 Beach St	Tampa	33607
160	Waterford at Cypress Lake	4733 West Waters Avenue	Tampa	33614
161	Westchester	105 Westchester Oaks Lane	Brandon	33510
162	Westport Commons	1527 West Spruce Street	Tampa	33607
163	Wexford	5602 William Grant Way	Tampa	33610
164	Williams Landing	3730 Williams Landing Circle	Tampa	33610
165	Williams Landing Villas	3802 Williams Road	Tampa	33610
166	Windermere	9474 Windermere Lake Drive	Riverview	33569
167	Windermere II	20902 Windermere Oak Lane	Riverview	33569
168	Woodberry Woods	808 Pineberry Drive	Brandon	33510
169	Woodbridge at Walden Lake	1500 Plantation Grove Court	Plant City	33567

Tri-County Access Plan

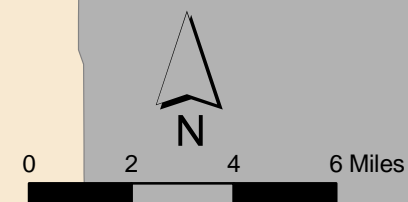
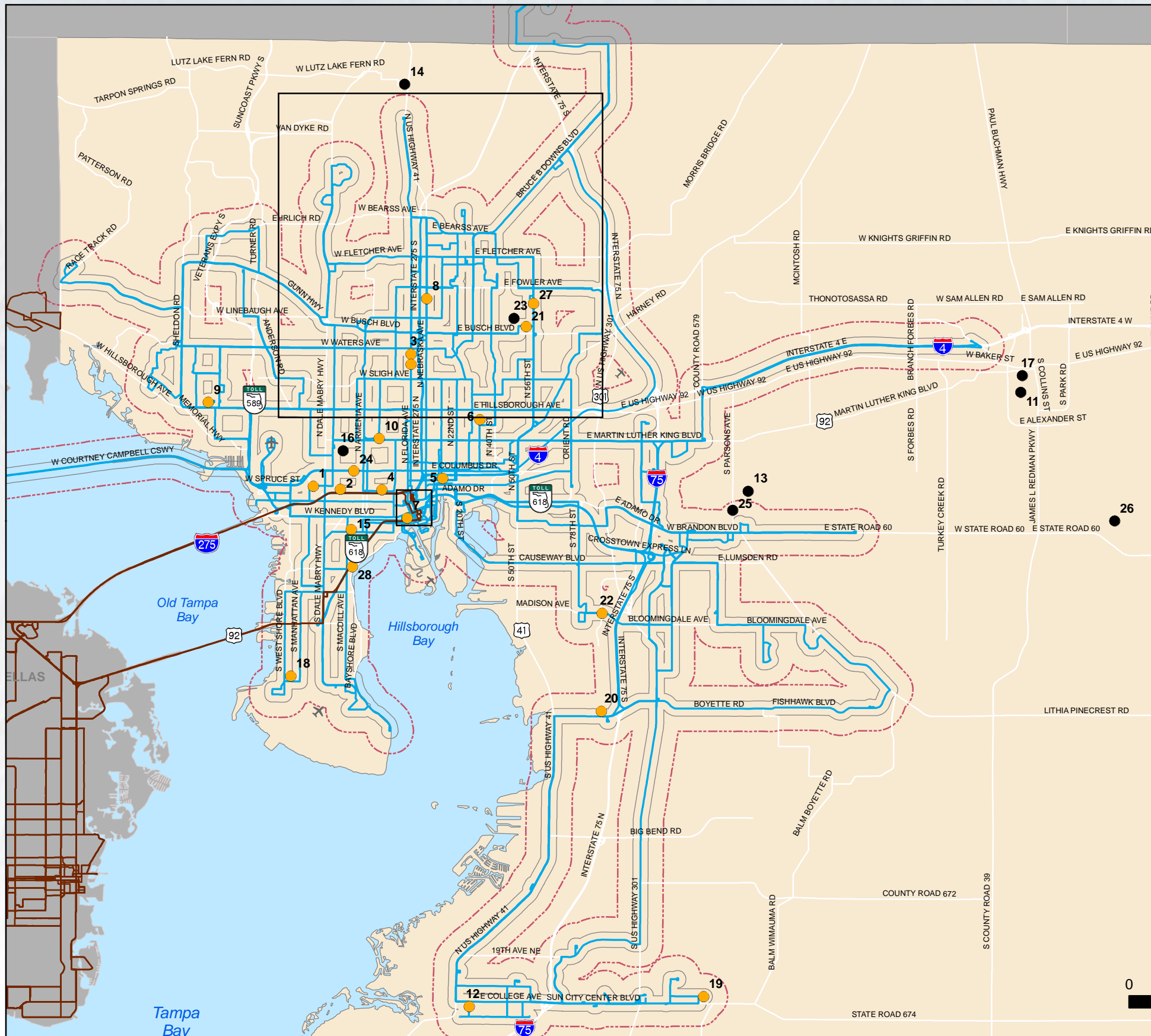
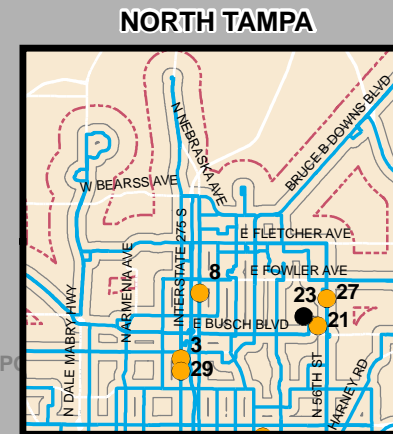
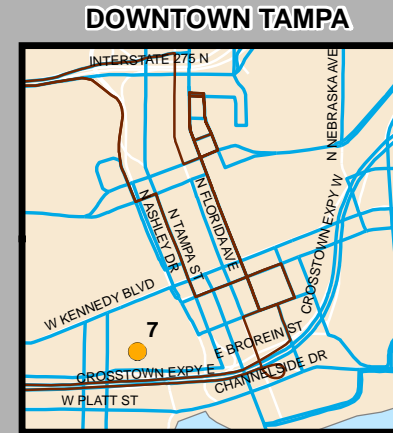
Hillsborough County Senior Centers

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Senior Centers

- Within 1/4 Mile Service Area
- Outside 1/4 Mile Service Area



MAP 3-3



Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and other sources - see report. Date: August 2009








**Table 3-3
Hillsborough County Senior Center Locations**

ID	Name	Address	City	Zip
1	Westshore Senior Center	4102 West Spruce Street	Tampa	33609
2	Barksdales Senior Citizen Center	1801 North Lincoln Street	Tampa	33607
3	J.L Young	8220 North Florida Ave	Tampa	33604
4	Bethune	1515 Union St	Tampa	33607
5	Hacienda de Ybor	1615 Hacienda Ct	Tampa	33605
6	Fari Oaks Recreation Center	5019 North 34th St	Tampa	33610
7	Baptist Manor	215 W Grand Central Ave	Tampa	33606
8	Napfe Towers	11113 North Nebraska Ave	Tampa	33604
9	Town & Country	7606 Paula Dr	Tampa	33615
10	CTA Apartments	4505 North Rome Ave	Tampa	33605
11	Plant City Senior Center	1205 South Waller	Plant City	33566
12	Ruskin Senior Center	901 6th St SE	Ruskin	33570
13	Seffner	1209 Kingsway Rd	Seffner	33584
14	Lutz Senior Center	112 NW 1st Ave	Tampa	33549
15	Jewish Towers	3001 De Leon	Tampa	33609
16	Kings Arms	4125 North Lincoln Ave	Tampa	33607
17	Riverside Senior Center	829 W Martin Luther King Blvd	Tampa	33603
18	Port Tampa Recreation Center	4701 W Lancaster	Tampa	33616
19	Wimauma Senior Center	5714 North St	Wimauma	33598
20	Gibsonton	10017 Vaughn Rd	Gibsonton	33564
21	Tampa Heights	4817 Temple Heights Rd	Tampa	33617
22	Progress Village	8701 Progress Blvd	Tampa	33619
23	Mary Walker	4912 Linebaugh Ave	Tampa	33617
24	Kings Manor	2946 W Columbus Dr	Tampa	33607
25	Brandon Senior Center	612 North Parsons	Brandon	33510
26	Bealsville	5104 Horton Rd	Plant City	33566
27	Lightfoot Recreation Center	10901 N 56th St	Temple Terrace	33617
28	Bayshore Presbyterian	2909 W Barcelona St	Tampa	33629
29	The Oaks at Riverview Senior Center	101 E Kirby St	Tampa	33604



Tri-County Access Plan

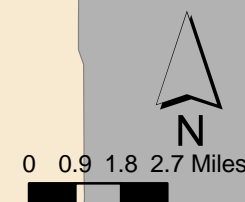
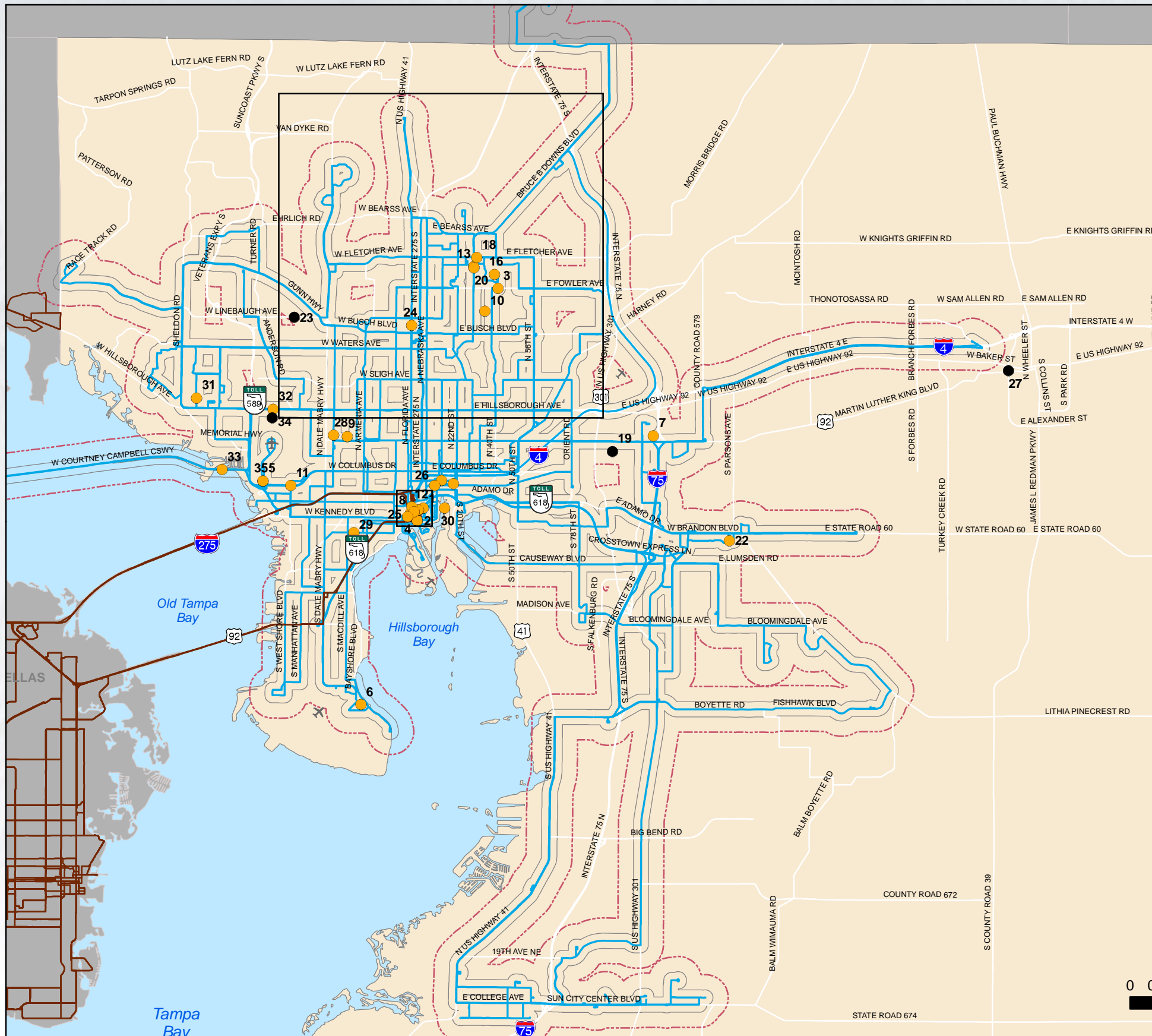
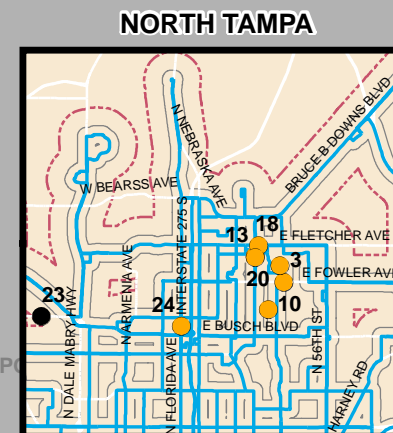
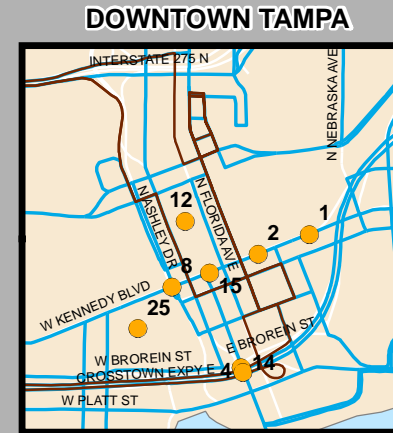
Hillsborough County Major Employers

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Major Employers

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



MAP 3-4



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and other sources - see report. Date: August 2009



**Table 3-4
Hillsborough County Major Employers**

ID	Name	Address	City	Zip	Number of Employees
1	Hillsborough County School Board	901 East Kennedy Blvd	Tampa	33602	>5000
2	Hillsborough County Government	601 E Kennedy	Tampa	33602	>5000
3	University of South Florida	4202 E Fowler Ave	Tampa	33620	>5000
4	Verizon Communications Corporation	201 N Franklin Street	Tampa	33602	>5000
5	Tampa International Airport	4100 George J Bean Parkway	Tampa	33607	>5000
6	MacDill Air Force Base				>5000
7	JPMorgan Chase	10420 Highland Manor Dr	Tampa	33610	>5000
8	Bank of America	101 E Kennedy Blvd	Tampa	33602	2000-5000
9	St. Joseph's Hospital	3001 W. Dr. Martin Luther King Jr. Blvd	Tampa	33607	2000-5000
10	Busch Entertainment	3605 Bougainvillea	Temple Terrace	33612	2000-5000
11	Outback Steakhouse	2202 Westshore Blvd	Tampa	33607	2000-5000
12	TECO Energy	702 N Franklin St	Tampa	33602	2000-5000
13	James A Haley Veterans Hospital Medical Facility	13000 Bruce B Downs Blvd	Tampa	33612	2000-5000
14	Verizon Information Technologies Telecommunications Services	201 N Franklin Street	Tampa	33602	2000-5000
15	City of Tampa	315 E Kennedy Blvd	Tampa	33602	2000-5000
16	H. Lee Moffitt Cancer Center	12902 Magnolia Dr	Tampa	33612	2000-5000
17	Hillsborough County Sheriff's Office	2008 E 8th Ave	Tampa	33605	2000-5000
18	University Community Hospital	3100 E Fletcher Ave	Tampa	33613	2000-5000
19	SweetBay Supermarket	3801 Sugar Palm Dr	Tampa	33619	2000-5000
20	USF Health Science Center	12901 N Bruce B Downs Blvd	Temple Terrace	33612	2000-5000
21	Hillsborough Community College	2112 N 15th St	Tampa	33605	2000-5000
22	Brandon Regional Hospital	119 Oakfield Dr	Brandon	33511	1000-2000
23	V. F. Imagewear (formerly Nutmeg)	4808 W Linebaugh Ave	Tampa	33624	500-1000
24	Florida Department of Children & Families	9393 N Florida Ave	Tampa	33612	500-1000
25	Tribune Corporation	200 S Parker St	Tampa	33606	500-1000
26	Hillsborough Area Regional Transit Authority (HART)	1201 E 7th Ave	Tampa	33605	500-1000
27	South Florida Baptist Hospital	301 N Alexander St	Plant City	33563	500-1000
28	SunTrust Bank	4545 N Himes Ave	Tampa	33614	500-1000
29	Memorial Hospital of Tampa	2901 W Swann Ave	Tampa	33609	500-1000
30	Mosaic Fertilizer, LLC	200 N 19th St	Tampa	33605	100-500
31	Town & Country Hospital	6001 Webb Rd	Tampa	33615	100-500
32	Delta Air Lines, Inc.	4700 Hoover Blvd	Tampa	33634	100-500
33	URS Corporation (formerly Greiner, Inc.)	7560 West Courtney Campbell Causeway	Tampa	33607	100-500
34	Southwest Airlines	4700-A North Hoover Blvd	Tampa	33634	100-500
35	US Airways	4100 George J Bean Parkway	Tampa	33607	100-500

Non-Profit Transportation Providers

In addition to the public transit services available within Hillsborough County, transportation access services are provided by 16 non-profit agencies. These agencies are members of Florida's coordinated transportation network as governed by Florida Statute 472. Characteristics and limitations of non-profit transportation providers' services are described below.

- 13 providers have an application and eligibility requirements
- 1 providers have income restrictions, 4 serve the disabled, and 3 provide service to 60+ populations
- 6 provide wheelchair access
- 11 provide various types of trips, 2 supply medical trips only, and 7 serve those seeking employment and education
- 4 provide out-of-county transport
- 2 provide service for free for qualifying clients, other fares range from \$3.00 to \$24.50 or more per one-way trip
- 1 provides Monday, Wednesday, Thursday service, 4 provide Mon-Friday service and 11 provide weekend service or service as needed.

In addition to the non-profit transportation providers, Bay Area Commuter Services operates commuter vanpools, guaranteed ride home, and other ride matching services within Pasco, Pinellas, Hillsborough, Citrus, and Hernando Counties.

Private Transportation Providers

There are a great number of private transportation providers throughout Hillsborough County. All of those providers are not listed in this report, but are available to supply transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled. Ten private providers have been identified within Hillsborough County providing the following:

- 7 provide out-of-county service
- 8 provide wheelchair (w/c) transport
- 7 provide trips to various locations, 2 provide medical only trips
- Service costs range from \$5.00 to \$65 or more per one-way trip
- 4 provide service Monday-Friday with the remaining 6 providing service 7 days a week. (Typically, the weekend service is provided by agencies that charge more per one-way trip.)

A detailed list of transit routes serving the sub regions within Hillsborough County, and non-profit and private transportation providers is in Appendix B.

PASCO COUNTY

Public Transit Services






Pasco County is served by PCPT, which provides fixed-route and paratransit services. PCPT, in conjunction with a number of contracted operators, also provides advance reservation service. This service is door-to-door, curb-to-curb, or corner-to-corner service, depending on the passenger and other physical limitations imposed by the geographical layout and/or equipment features. PCPT has 9 fixed routes covering portions of East and West Pasco County. In addition, connections are provided to PSTA through 2 of the PCPT routes. Utilizing NF funding, the Center for Independence expanded its fixed-route and demand response services to link the existing public transit system with developmentally disabled service providers.

Maps 3-5 through 3-8 on the following pages show the extent to which the existing fixed-route systems serve major destinations such as: medical facilities, affordable housing, senior centers, and employers. Tables 3-5 through 3-9 present the name and corresponding map number for each major destination located on the map series. In addition to major Pasco County employers, Map 3-8 also presents the locations of future employment centers and existing office and business park locations. These locations should be considered for transportation planning purposes and JARC funded transportation projects providing for employment access.



Tri-County Access Plan

Pasco County Medical Facilities

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Medical Facilities

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-5

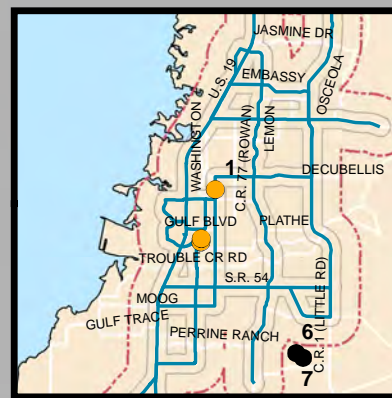


Celebrating 20 Years 1989 - 2009

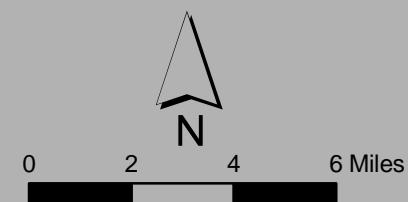
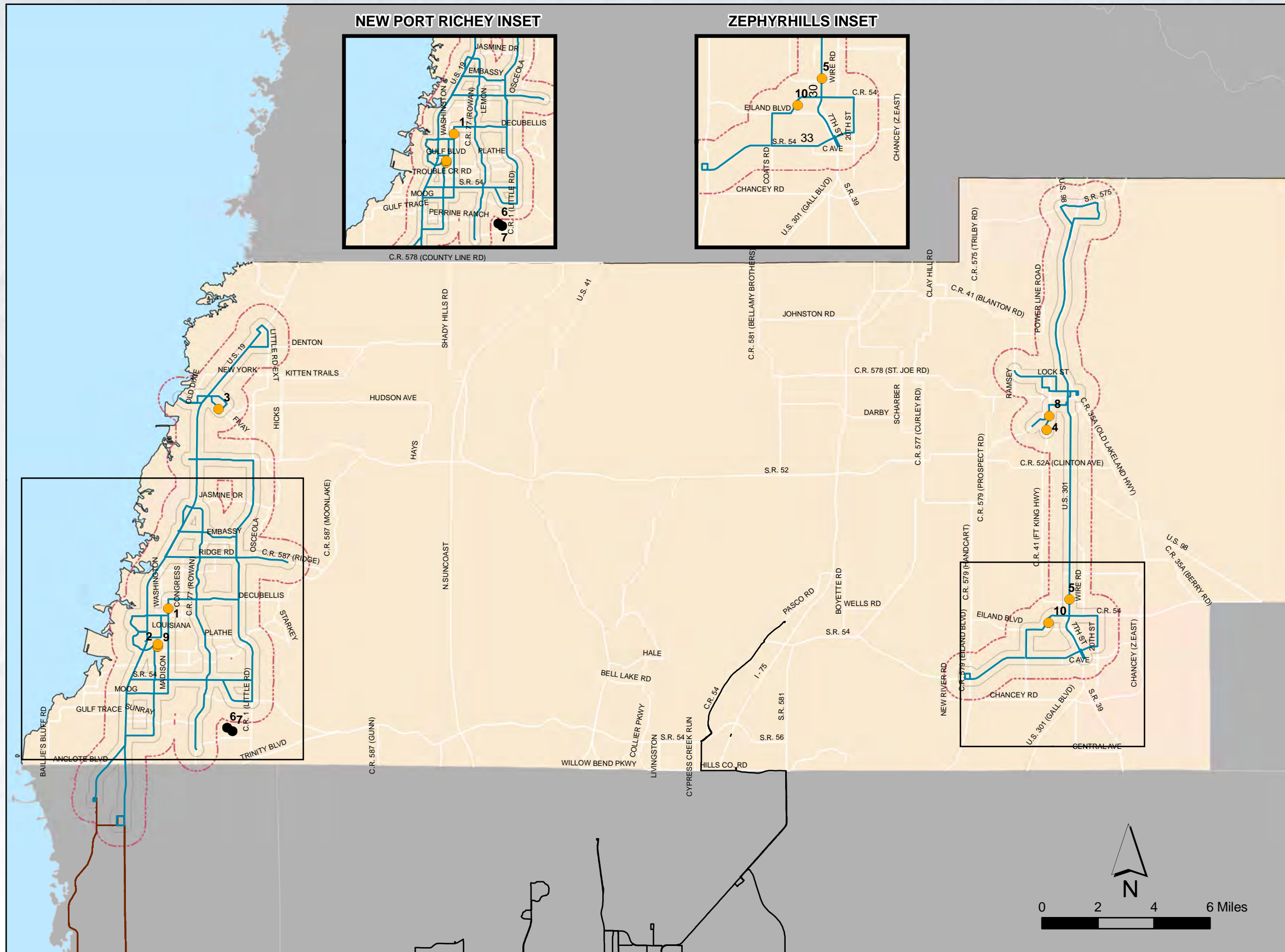
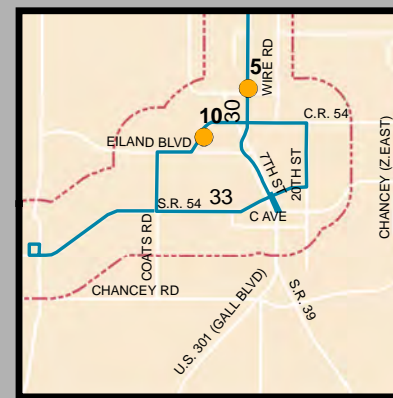
ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and Area Agency on Aging of Pasco-Pinellas Date: August 2009

NEW PORT RICHEY INSET



ZEPHYRHILLS INSET








**Table 3-5
Pasco County Medical Facility Locations**

ID	Name	Address	City	Zip
1	Morton Plant North Bay Hospital	6600 Madison St	New Port Richey	34652
2	Community Hospital New Port Richey	5637 Marine Pkwy	New Port Richey	34652
3	Regional Medical Center at Bayonet Point	14000 Fivay Rd	Hudson	34667
4	Pasco Regional Medical Center	13100 Fort King Rd	Dade City	33525
5	East Pasco Medical Center	7050 Gall Blvd	Zephyrhills	33541
6	Children's Rehab at Trinity	8411 Photonics Dr	Trinity	34655
7	Trinity Outpatient Center	2102 Trinity Oaks Blvd	Trinity	34655
8	Women's Health of Pasco	13540 17th Street	Dade City	33525
9	Community Hospital Healthcare	5400 School Rd	New Port Richey	34652
10	Center for Wound Healing and Hyperbaric Medicine	6215 Abbott Station Dr	Zephyrhills	33542



Tri-County Access Plan

Pasco County Affordable Housing Locations

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Affordable Housing Locations

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-6

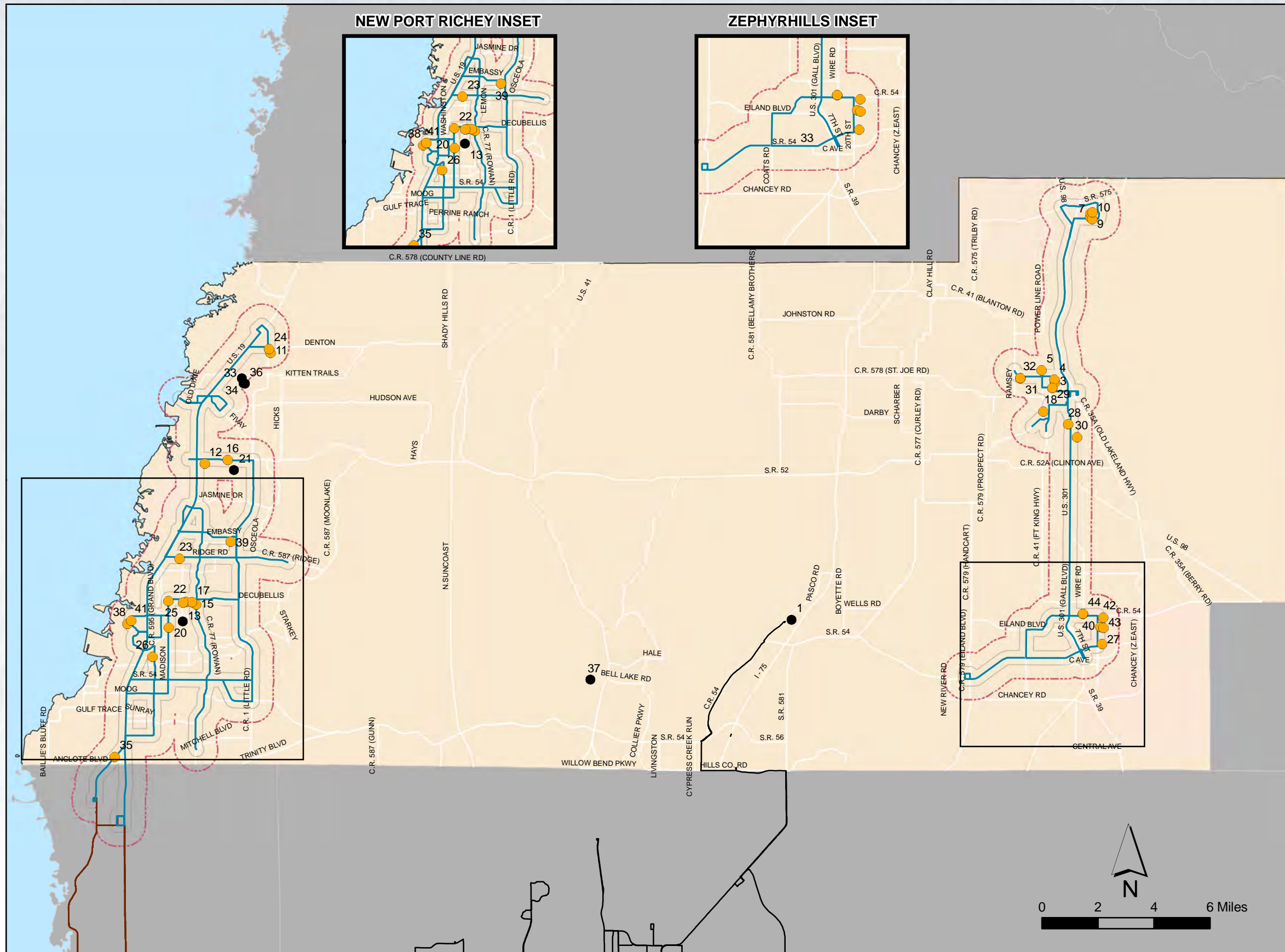


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and Pasco County Housing Authority

Date: August 2009








**Table 3-6
Pasco County Affordable Housing Locations**

ID	Name	Address	City	Zip
1	Pasco Woods	6135 Ryerson Circle	Wesley Chapel	33544
2	Salvation Army	15000 Citrus County Drive	Dade City	33523
3	Dade Oaks	37460 Acorn Loop	Dade City	33523
4	Dade Oaks Elderly	37347 Autumn Dr	Dade City	33523
5	Lake George Manor	15219 Davis Loop	Dade City	33523
6	Citrus Villas	Claude St	Dade City	33523
7	Cypress Villas I	20613 Blanchette Ct	Dade City	33523
8	Cypress Villas II	Patti Ln	Dade City	33523
9	Cypress Manor	Evergreen Ct	Dade City	33523
10	Cypress Farms	38727 Patti Ln	Dade City	33523
11	Hudson Hills Manor	9600 Call Ct	Hudson	34667
12	Pasco Terrace	11800 Pasco Ter	Port Richey	34668
13	Bonnie Dale Villas	6525 Potter Ln	New Port Richey	34653
14	Sunny Dale Villas	6921 Menifee Ct	New Port Richey	34653
15	Ahepa National Housing	6705 Rowan Road	New Port Richey	34654
16	Bethlehem Housing	8014 State Road 52	Hudson	34667
17	Congress Street Apartments	6913 Hills Drive	New Port Richey	34653
18	Dade City Quadraplex	37020 Coleman Ave	Dade City	33525
19	Evergreen Village	38415 Evergreen Village Drive	Zephyrhills	33540
20	Forest Avenue Triplex	6013 Tennessee Ave	New Port Richey	34653
21	Greencastle of Bayonet Point	11722 La Madera Blvd	Port Richey	34668
22	Gulf Coast Egret Housing, Inc.	6005 Vermont Ave	New Port Richey	34653
23	Hardy Street Apartments	8426 Hardy Street	Port Richey	34668
24	Hudson Estates	15902 Homewood Lane	Hudson	34667
25	Mandala Satellite Apartments	6536 Kentucky Avenue	New Port Richey	34653
26	Pasadena Drive Duplexes	5426 Pasadena Drive	New Port Richey	34652
27	Zephyrhills Duplex Project	39151 6th Avenue	Zephyrhills	33540
28	Dade City Apartments	13314 Willingham Loop	Dade City	33525
29	Dade City Rrh, Ltd.	37305 Country Ln	Dade City	33523
30	Dade City, Ltd.	12771 Candlewood Cr	Dade City	33525
31	Oakcrest Apartments	14940 Willowbrook Dr.	Dade City	33525
32	Oakcrest II	14940 Willowbrook Dr.	Dade City	33525
33	Anclote Villas	14932 Flowers Dr	Hudson	34667
34	Sunset Villas Apts.	14710 Dayspring Dr.	Hudson	34467
35	Weston Oaks	1251 Weston Oaks Dr.	Holiday	34690
36	Ivy Chase - Hudson	14611 Ivy chase Lane	Hudson	34667
37	Cypress Grove Apartments	4142 My Lady Ln	Land O' Lakes	34639
38	Landings at Sea Forest	4522 Seagull Dr	New Port Richey	34652
39	Regency Palms	8332 Alnwick Cir	Port Richey	34668
40	Heritage Villas	39073-1 Heritage Cr.	Zephyrhills	33540
41	Landings of Saint Andrew	5852 Sea Forest Dr	New Port Richey	34652
42	Park Place Apartments	39234 Park Place Cir	Zephyrhills	33540
43	Village Chase Apts	39216 Village Chase	Zephyrhills	33540
44	Z-hills, Ltd.	38415 Evergreen Village Dr.	Zephyrhills	33540



Tri-County Access Plan

Pasco County Senior Centers

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Senior Centers

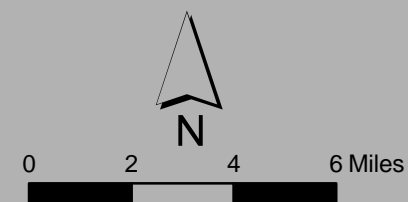
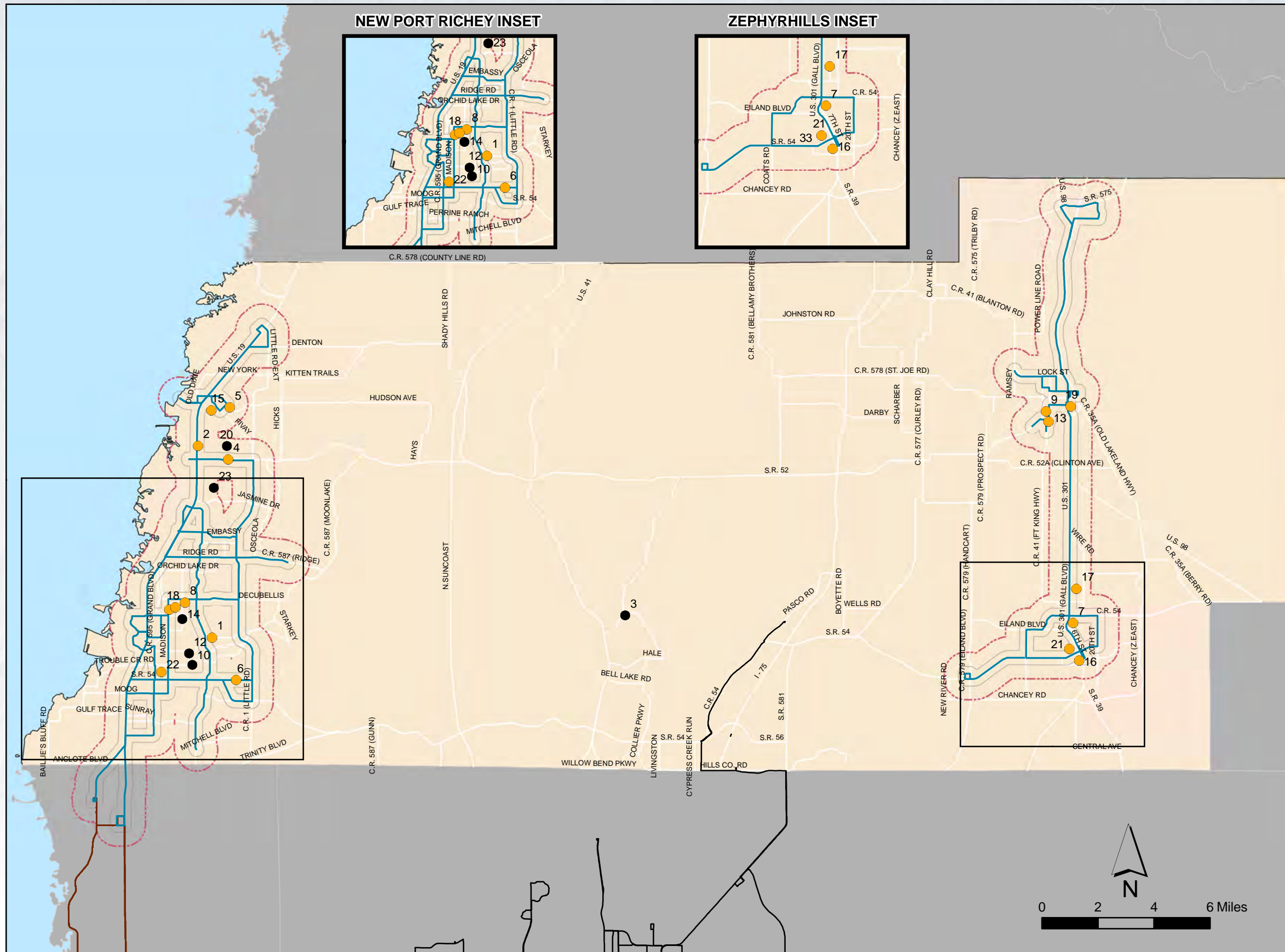
-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-7



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Sources: PCPT, PSTA, HART and Area Agency on Aging of Pasco-Pinellas Date: August 2009








**Table 3-7
Pasco County Senior Center Locations**

ID	Name	Address	City	Zip
1	Assisted Living of Pasco	7435 Plathe Road	New Port Richey	34653
2	Bayonet Point Health & Rehab	7210 Beacon Woods Drive	Hudson	34667
3	Baldomero Lopez State Veterans	6919 Parkway Blvd	Land O' Lakes	34639
4	Bear Creek Nursing Center	8041 State Road 52	Hudson	34667
5	Consulate Health Care of Bayonet Point	8132 Hudson Ave	Hudson	34667
6	Consulate Health Care of New Port Richey	8417 Old County Rd 54	New Port Richey	34653
7	Evergreen Woods	7045 Evergreen Woods Trail	Spring Hill	34608
8	Heartland of Zephyrhills	38220 Henry Drive	Zephyrhills	33540
9	Heather Hill Nursing Home	6630 Kentucky Ave	New Port Richey	34653
10	Heritage Park	37135 Coleman Ave	Dade City	33525
11	Life Care CNTR New Port Richey	7400 Trouble Creek Rd	New Port Richey	34653
12	Madison Pointe Rehabilitation and Health Center	6020 Indiana Ave	New Port Richey	34653
13	Orchard Ridge Nursing & Rehab	4927 Voorhees Rd	New Port Richey	34653
14	Royal Oak Nursing Center	37300 Royal Oak Lane	Dade City	33525
15	Southern Pines Healthcare Center	6140 Congress Street	New Port Richey	34653
16	Windsor Woods Rehab-Healthcare	13719 Dallas Drive	Hudson	34667
17	Zephyrhills Haven Health & Rehab Center, Inc.	38250 A Avenue	Zephyrhills	33541
18	Zephyrhills Health & Rehab Center, Inc.	7350 Dairy Road	Zephyrhills	33540
19	CARES Claude Pepper Senior Center	6640 Van Buren St	New Port Richey	34653
20	CARES Crescent Senior Enrichment Center	13906 Fifth Street	Dade City	33525
21	CARES Elfers Multipurpose Senior Center	PO Box 984	Elfers	34680
22	CARES Rao Musunuru, M.D. Enrichment Center	12417 Clock Tower Parkway	Hudson	34667
23	CARES Zephyrhills Senior Center	5320 1st Street	Zephyrhills	33542



Tri-County Access Plan

Pasco County Major Employers

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Medical Facilities

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

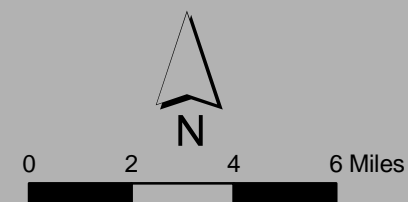
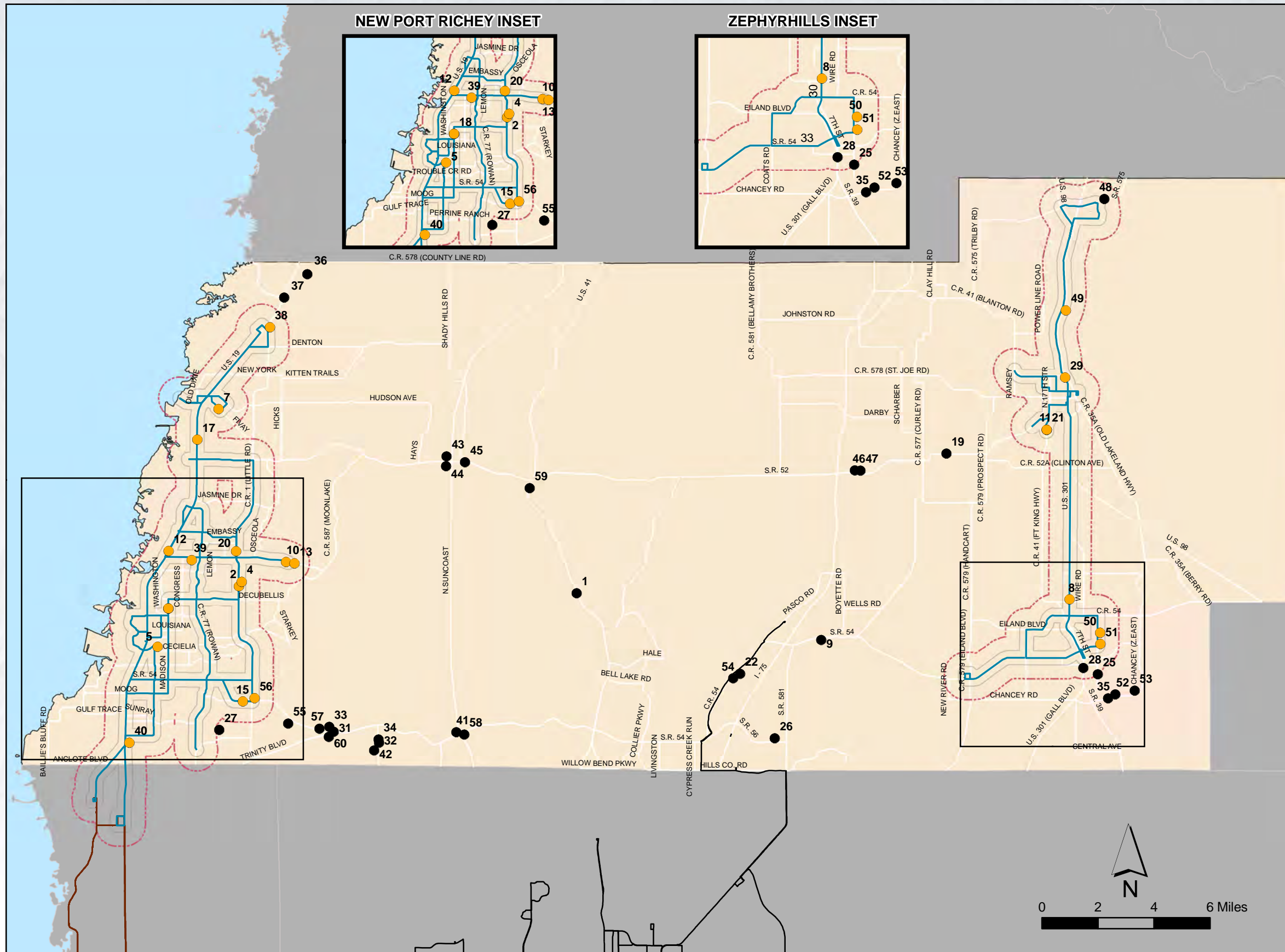
MAP 3-8



Celebrating 20 Years 1989 - 2009

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Sources: PCPT, PSTA, HART and Area Agency on Aging of Pasco-Pinellas Date: August 2009



**Table 3-8
Pasco County Major Employers**

ID	Name	Address	City	Zip Code	Number of Employees
1	Pasco County School District	7227 Land O' Lakes Blvd (Multiple Locations)	Land O' Lakes	34638	>5000
2	Pasco County Government	7530 Little Road (Multiple Locations)	New Port Richey	34654	2000-5000
3	State of Florida Government	(Multiple Locations)			1000-2000
4	Pasco County Sheriff	8700 Citizens Drive	New Port Richey	34654	1000-2000
5	Community Hospital	5637 Marine Parkway	New Port Richey	34652	1000-2000
6	HCA Health Services of Florida	(Multiple Locations)			1000-2000
7	Regional Medical Center Bayonet Point	14000 Fivay Road	Hudson	34667	500-1000
8	Florida Hospital Zephyrhills	7050 Gall Blvd	Zephyrhills	33543	500-1000
9	Saddlebrook Resort	5700 Saddlebrook Way	Zephyrhills	33543	500-1000
10	Pasco-Hernando Community College	10230 Ridge Road	New Port Richey	34654	500-1000
11	Pasco Community Hospital	13100 Fort King Road	Dade City	33525	500-1000
12	Wal-Mart Supercenter	8701 US Hwy 19	Port Richey	34668	500-1000
13	Pall Aeropower Corp	10540 Ridge Road	New Port Richey	34654	500-1000
14	U.S. Postal Service	(Multiple Locations)			500-1000
15	Wal-Mart Supercenter	8745 SR 54	New Port Richey	34655	500-1000
16	Harbor Behavioral Health	6600 Madison Street	New Port Richey	34652	500-1000
17	Wal-Mart Supercenter	12610 US Hwy 19	Hudson	34667	100-500
18	Morton Plant Mease North Bay	6600 Madison Street	New Port Richey	34652	100-500
19	Saint Leo University	33701 SR 52	Saint Leo	33574	100-500
20	DialAmerica Marketing Inc	8729 Little Road	New Port Richey	34654	100-500
21	Pasco Regional Medical Center	13100 Fort King Rd	Dade City	33525	100-500
22	APAC Southeast, Inc.	4636 Scarborough Drive	Wesley Chapel	33559	100-500
23	Florida Medical Clinic	(Multiple Locations)			100-500
24	Florida Department of Corrections	(Multiple Locations)			100-500
25	Zephyrhills Spring Water Co.	4330 20th Street	Zephyrhills	33542	100-500
26	Wal Den Greene	2130 Ashley Oaks Circle, Suite 102	Wesley Chapel	33543	100-500
27	VLOC	7826 Photonics Drive	New Port Richey	34655	100-500
28	Zephyr Egg Company	4622 Gall Blvd (Multiple Locations)	Zephyrhills	33542	100-500
29	Citrus Country Groves of Florida	14950 US Hwy 301	Dade City	33523	100-500
30	Preferred Materials, Inc.	13101 Telecom Dr, Suite 101	Temple Terrace	33637	100-500
31	Keys Concrete Industries, Inc.	11913 SR 54	New Port Richey		100-500
32	Florida Custom Mold, Inc.	1806 Gunn Hwy	Odessa	33556	100-500
33	B.E.T.E.R. Mix	2430 Marathon Rd (Multiple Locations)	Odessa	33556	100-500
34	Eastern Ribbon and Roll Corporation	1920 Gunn Hwy	Odessa	33556	100-500
35	Copeland Steel Erectors	3260 Copeland Drive	Zephyrhills	33542	100-500

Source: Harris (eflorida.com 1/09)

**Table 3-9
Pasco County Business and Industrial Parks**

ID	Name	Location
Business and Industrial Parks		
36	County Line Industrial Park	Located on the south side of County Line Road, 1.3 miles east of US 19, 1.5 miles south of County Line Road and 5 miles north of State Road 52 in northwest Pasco.
37	Kronos Business Park	Located on the east side of U.S. Highway 19, 1.5 miles south of County Line Road and 5 miles north of State Road 52 in northwest Pasco.
38	Scheer Commerce Center	Located on the west side of U.S. Highway 19, approximately 2.5 miles south of County Line Road and 4 miles north of SR 52 in northwest Pasco.
39	Custom Commerce Center	Located on the south side of Ridge Road, 1 mile east of U.S. Highway 19.
40	Anclote Business Center	Convenient to North Pinellas and one block off US Highway 19 in Holiday on Louis Avenue.
41	West Pasco Industrial Park	West Pasco Industrial Park is strategically located on State Road 54 just west of the Suncoast Parkway.
42	Odessa Industrial Park	Located on the west side of Gunn Highway, 1 mile south of State Road 54, 10 miles east of U.S. Highway 19.
	Suncoast Lakes Business Center	Suncoast Lakes is a 500 acre, planned mixed use development located in the center of Pasco County.
43	NewBell	located north of State Road 52 and west of the Suncoast Parkway.
44	North Suncoast Industrial Park	This heavy industrial zoned property is located in north central Pasco County with easy access to the Suncoast Parkway, State Road 52 and 30 minutes for Tampa International Airport.
45	Suncoast Industrial Park III	Located on State Road 52 just east of the Suncoast Parkway,
46	Pasco Commerce Park	I-75 and State Road 52.
47	One Pasco Center	Located on State Road 52, one-half mile from the I-75 & State Road 52 interchange in north central Pasco.
48	Lacoochee Industrial Park	Located on the east side of Bower Road at the intersection of Cummer Road, approx. 1 mile east of U.S. 301 in northeast Pasco County, 1 1/2 miles south of the Hernando County line.
49	Dade City Business Center	14950 US HWY 301, Dade City.
50	4 Rail, LLC Industrial Park	South of 54 in Zephyrhills City Limits.
51	Zephyrhills Industrial Airpark	Located in the City of Zephyrhills, 2 miles east of U.S. 301 at the Zephyrhills Airport.
52	Park Place Center	Chancey Road No. of Pasco Park.
53	Copeland Industrial Park	Located in the City Limits of Zephyrhills.
54	CommPark 75	Located between State Road 56 and State Road 54 on I-75 with access to the park is from State Road 54.
Corporate and Professional Parks		
55	Trinity Oaks Commerce Park	Located south of State Road 54, east of Little Road and west of Gunn Highway in southwest Pasco.
56	Longleaf	Located on State Road 54 just east of Little Road.
57	Trinity Corporate Center	Located on State Road 54, between SR 54 and Trinity Blvd, just west of the intersection of Trinity Blvd and SR 54 in Trinity, FL.
58	NorthPointe at Suncoast Crossing	North Pointe is a 688 acre mixed use Development of Regional Impact at the southeast quadrant of the Suncoast Parkway and State Road 54.
59	Connerton Commerce Park	Located on U.S. Highway 41 just south of State Road 52 in central Pasco County.
60	Foxwood Commerce	Located on the south side of State Road 54 and five miles west of the Suncoast Parkway.

Non-Profit Transportation Providers

In addition to the public transit services available within Pasco County, transportation access is provided by 12 non-profit agencies. Six of these agencies are members of Florida's coordinated transportation network as governed by Florida Statute 472. The characteristics and limitations of their transportation services are described below.

- 11 providers require an application and have eligibility requirements
- 4 serve the disabled, 1 provider has income restrictions, and 2 providers have age restrictions
- 3 provide wheelchair access
- 2 provide various types of trips, 4 supply only medical trips, 1 provides court appointed transportation for juveniles, 2 provide education only trips, 2 provide only educational and other life sustaining trips, and 1 provides program related services to the blind
- 2 provide out of county transport
- Free service for qualifying clients is provided by 6 agencies, fares for other services range from \$1.00 to \$24.50 or more per one-way
- 8 provide Mon-Fri services with 7 services ending at 6:00PM or earlier and 4 provide weekend service.

In addition to the non-profit transportation providers, Bay Area Commuter Services operates commuter vanpools, guaranteed ride home, and other ride matching services within Pasco, Pinellas, Hillsborough, Citrus, and Hernando Counties.

Private Transportation Providers

There are a great number of private transportation providers throughout Pasco County. All of these providers are not listed in this report, but are available to supply transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled. Four providers have been identified within Pasco County providing the following:

- 7 provide out-of-county service
- 2 provide wheelchair (w/c) transport
- All provide trips to various locations
- Passenger service costs range from \$4.00 per one-way trip to pre-paid accounts requiring a \$200-\$500 deposit to access service
- 3 provide service Monday through Friday and 7 provide service 7 days a week

A detailed list of transit routes serving the sub regions within Pasco County, and non-profit and private transportation providers is in Appendix B.

PINELLAS COUNTY

Public Transit Services

Pinellas County is served by PSTA providing fixed-route service and Dial-a-Ride Transit (DART) paratransit service. PSTA has an extensive network of transit service that includes 35 fixed-route bus lines, 2 express routes for cross-county travel, and a trolley service connecting the beaches. Maps 3-9 through 3-12 on the following pages show that the existing fixed route system serves almost all of the major medical facilities, public housing, senior centers, and employers in the county. Additional maps are located in Appendix A, which display more detail for specific geographic areas of Pinellas County. Tables 3-10 through 3-13 present the name and corresponding map number for each major destination located on the map series.






PSTA's DART paratransit service provides trips to people who are determined to be functionally unable to ride the fixed-route service. Trips are provided to and from locations within $\frac{3}{4}$ mile of the fixed-route system and during regular service hours. Effective October 2009, PSTA implemented an innovative DART Choice program that allows DART users to choose their transportation provider from a preapproved list of providers. Other transit providers in the county include the Looper Group trolleys (Downtown Trolley and Central Avenue Shuttle), the Jolly Trolley, and the Gulfport Extended Minibus Service (GEMS). These systems serve specific geographic areas within the county.

As shown in the inventory in Appendix B, and described in greater detail later in this section, other public transportation services are available in Pinellas County, many of which only serve those people or trip purposes that are eligible based on some sort of criteria. For example, the Transportation Disadvantaged Program provides transportation via the most appropriate form of service (bus, taxi, wheelchair van) to people whose incomes are equal to or less than 200% of the federal poverty level, who have no vehicle, and who need the transportation for medical trips, life-sustaining purposes, or to get to work. The TD Program also provides Medicaid Non-Emergency Transportation services to people who are Medicaid-eligible. Neighborly Care Network provides a variety of services to people 60 years or older, including transportation to doctors offices, grocery stores, and group dining sites. Utilizing NF funding, Neighborly Care Network implemented and expanded the EZride program, which is a pre-paid volunteer-based transportation program for the elderly and the disabled. The American Cancer Society provides transportation to people seeking cancer treatment. A number of private providers listed, which were approved by the Transportation Disadvantaged Program and/or the Area Agency on Aging, provide transportation for most types of trips but at a higher cost.



Tri-County Access Plan

Pinellas County Medical Facilities

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Affordable Housing Locations

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-9

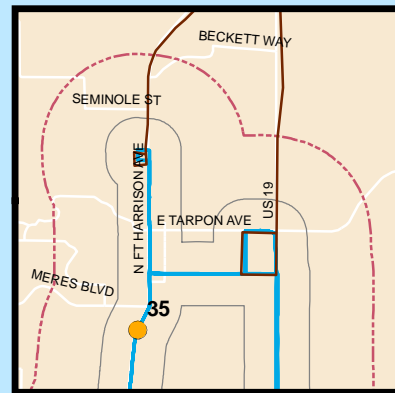


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009

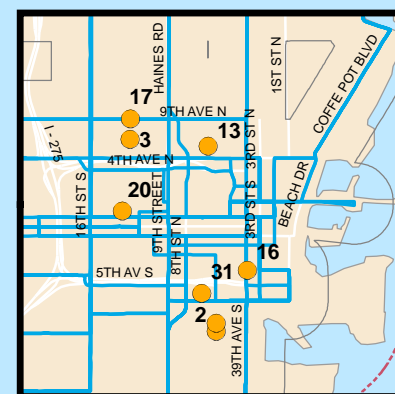
TARPON SPRINGS



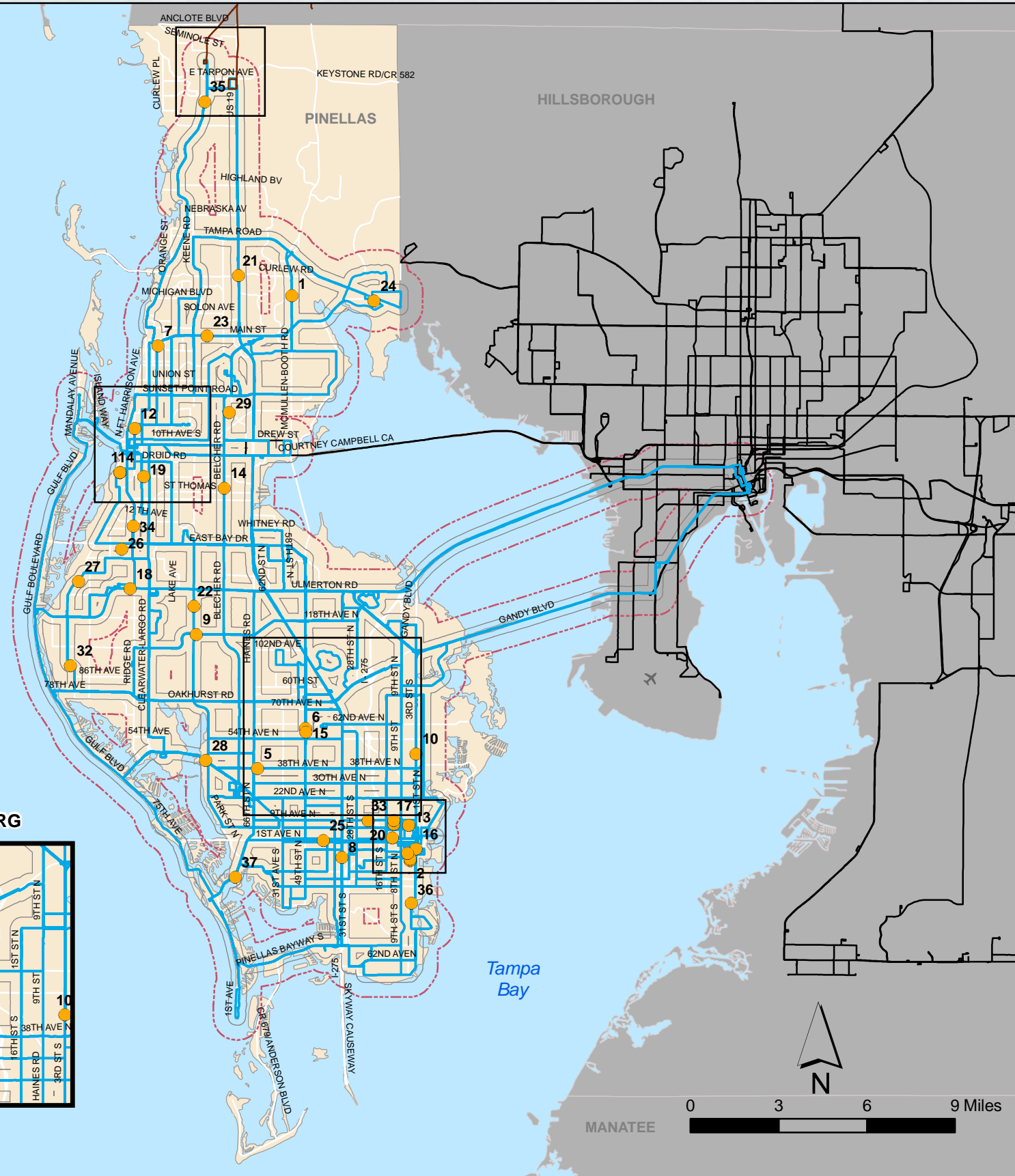
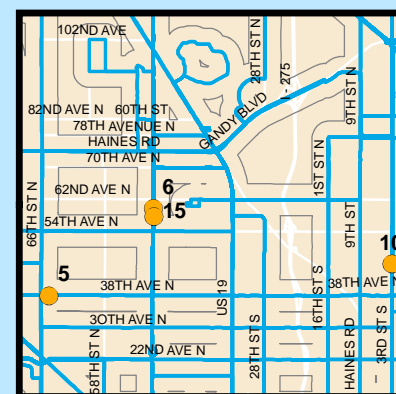
CLEARWATER



ST. PETERSBURG



DOWNTOWN ST. PETERSBURG



0 3 6 9 Miles








**Table 3-10
Pinellas County Medical Facility Locations**

ID	Name	Address	City	Zip
1	Mease Countryside Hospital	3231 N McMullen Booth Rd	Clearwater	33761
2	All Children's	801 6th St. S	St. Petersburg	33701
3	St. Anthony's	1200 7th Ave N	St. Petersburg	33705
4	Morton Plant Hospital	300 Pinellas Street	Clearwater	33756
5	St. Petersburg General	6500 38th Ave N	St. Petersburg	33710
6	Northside Hospital	6000 49th St. N	St. Petersburg	33709
7	Mease Dunedin Hospital	601 Main St	Dunedin	34698
8	BMA South St. Petersburg	650 34th St. S	St. Petersburg	33711
9	Morton Plant Mease Health Care	8787 Bryan Dairy	Largo	33777
10	All Florida Orthopedic	4600 4th St. N	St. Petersburg	33703
11	Lykes Radiation Pavilion	300 Pinellas Street	Clearwater	33756
12	Turley Medical Center	807 N Myrtle Ave	Clearwater	33755
13	Suncoast Medical Center	601 7th St. S	St. Petersburg	33701
14	Directions for Mental Health	1437 S Belcher Rd	Clearwater	33764
15	American Dialysis	5787 49th St. N	St. Petersburg	33709
16	Bays Dialysis	446 4th St. S	St. Petersburg	33701
17	RAI Care Centers St. Petersburg	1101 9th St. N	St. Petersburg	33701
18	Bay Breeze Dialysis	11465 Ulmerton Rd	Largo	33778
19	Community Dialysis	1124 Lakeview Rd	Clearwater	33756
20	St. Petersburg Dialysis	1117 Arlington Ave N	St. Petersburg	33705
21	Gambro Palm Harbor	30522 US 19 N	Palm Harbor	34684
22	Gambro Healthcare	12505 Starkey Rd	Largo	33773
23	Gulf Breeze Dialysis	1121 Overcash Dr	Dunedin	34698
24	Seminole Dialysis	10755 Park Blvd	Seminole	33772
25	All Women's Health Center	4131 Central Ave	St. Petersburg	33713
26	Largo Medical Center	201 14th St. SW	Largo	33770
27	Suncoast Hospital	2025 Indian Rocks Rd S	Largo	33774
28	Bay Pine Veterans Affairs Medical Cen	1000 Bay Pines Blvd	Bay Pines	33744
29	Bayfront Center for Sports Medicine	700 6th St	St. Petersburg	33701
30	Bayfront Medical Center	701 6th St. S	St. Petersburg	33701
31	Bayfront Medical Plaza Same Day Surg	603 7th St	St. Petersburg	33701
32	Camelot Care Center	9180 Oakhurst Rd	Seminole	33776
33	Edward White Hospital	2323 9th Ave N	St. Petersburg	33713
34	HealthSouth Rehabilitation Hospital	901 Clearwater Largo Rd	Largo	33770
35	Helen Ellis Memorial Hospital	1395 S. Pinellas Ave	Tarpon Springs	34689
36	Kindred Hospital Bay Area	3030 6th St. S	St. Petersburg	33705
37	Palms of Pasadena Hospital	1501 Pasadena Ave S	South Pasadena	33707



Tri-County Access Plan

Pinellas County Affordable Housing Locations

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Affordable Housing Locations

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-10

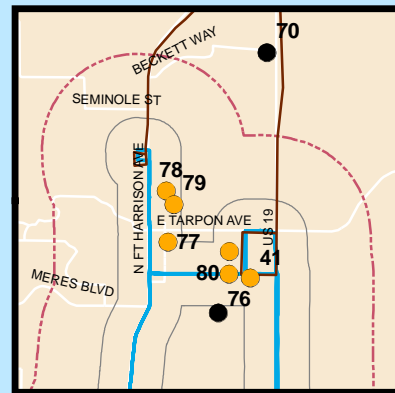


Celebrating 20 Years 1989 - 2009

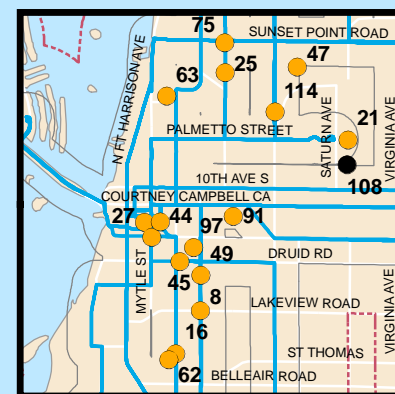
ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009

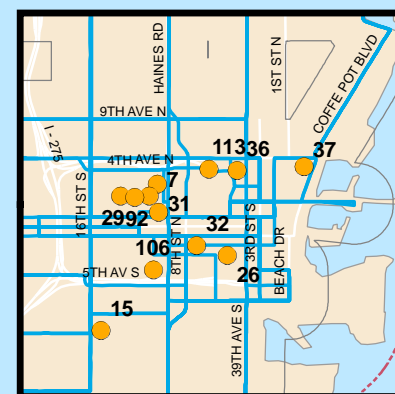
TARPON SPRINGS



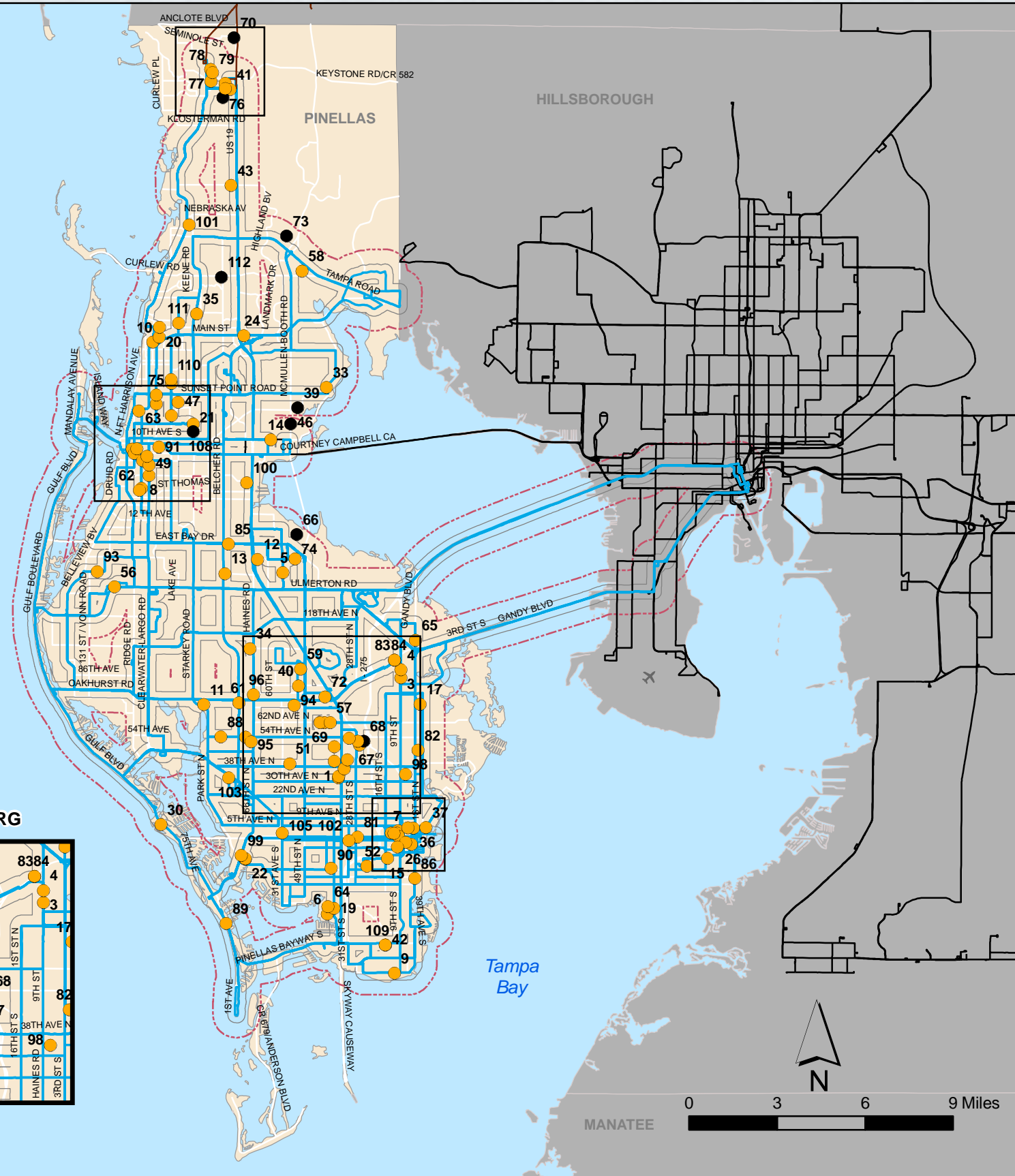
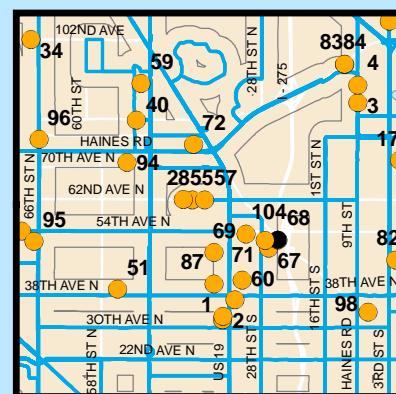
CLEARWATER



ST. PETERSBURG



DOWNTOWN ST. PETERSBURG



0 3 6 9 Miles



**Table 3-11
Pinellas County Affordable Housing Locations**

ID	Name	Address	City	zip
1	Saratoga Apartments	3475 32nd Ave North	St. Petersburg	33713
2	Saratoga Apartments	3480 33rd Ave North	St. Petersburg	33713
3	Romayne Apartments	8601 Dr. MLK Jr. St North	St. Petersburg	33702
4	Gateway Place Apartments	9101 Dr. MLK Jr. St North	St. Petersburg	33702
5	Aluna Largo	14330 58th Street North	Clearwater	33760
6	Emerald Bay	3901 38th Ave South	St. Petersburg	33711
7	James Park	1051 3rd Ave North	St. Petersburg	33705
8	Lexington Club at Renaissance Square	1200 S. Missouri Ave	Clearwater	33756
9	Mariners Point Apartments	1175 Pinellas Point Drive S.	St. Petersburg	33705
10	Palmetto Park Apartments	1003 Martin Luther King Jr. Ave., N.	Clearwater	33755
11	Pinellas Village	8384 Bayou Boardwalk	Largo	33777
12	Sunchase of East Bay	6550 150th Ave North	Clearwater	33760
13	Sunchase of East Bay	6564 142nd Ave North	Clearwater	33760
14	Wellington Apartments	2900 Drew Street	Clearwater	33759
15	Bethel Community Heights/Citrus Groves Apartments	731 15th Street South	St. Petersburg	33701
16	Norton Apartments	1450 S. Marting Luther King Ave	Clearwater	33756
17	Brookside Square Apartments	200 72nd Ave North	St. Petersburg	33702
18	Sandpiper Village	300 S Walton Ave	Tarpon Springs	34689
19	Boca Ciega Townhomes	3401 37th Street S	St. Petersburg	33711
20	Whispering Hills Apartments	612 Bass court	Dunedin	34698
21	Clearwater Apartments	1000 N. Keene Road	Clearwater	33755
22	Bethany Towers	800 Oleander Way S	St. Petersburg	33707
23	Burlington Towers	1000 Burlington Ave N	St. Petersburg	33705
24	Casa Miguel Housing	2285 State Road 580	Clearwater	33763
25	Clearbay Terrace	1770 N Betty Lane	Clearwater	33755
26	Columbian Apartments	518 3rd Avenue S	St. Petersburg	33701
27	Creekside Manor	11318 Franklin St	Clearwater	33756
28	Crystal Lake Manor Apartments	4100 62nd Ave N	Pinellas Park	33781
29	Greenview Manor	1212 Burlington Ave N	St. Petersburg	33705
30	Heritage Presbyterina Housing, Inc	10200 122nd Ave	Largo	33773
31	John Knox Apartments	1035 Arlington Ave N	St. Petersburg	33705
32	Lutheran Apartments	550 1st Ave S	St. Petersburg	33701
33	MLF Towers	540 2nd Ave N	St. Petersburg	33701
34	Oceanside Estates	6700 102nd Ave N	Pinellas Park	33782
35	Palm Lake Village	1515 County Road One	Dunedin	34698
36	Peterborough Apartments	440 4th Ave N	St. Petersburg	33701
37	Presbyterian Towers	430 Bay Street NE	St. Petersburg	33701
38	Prospect Towers	801 Chestnut Street	Clearwater	33756
39	Graham Park/Rogall Congregate	325 9th Street S	St. Petersburg	33701
40	St. Giles Manor	5041 82nd Ave N	Pinellas Park	33781
41	Tarpon Springs Manor	61000 Polly Drive	Tarpon Springs	34689
42	Trinity House Apartments	5701 16th St. S	St. Petersburg	33705
43	Heritage Oaks of Palm Harbor	2351 Alderman Rd	Palm Harbor	34683
44	Ralph Richards Towers	211 Prospect Ave	Clearwater	33756
45	Barbee Towers	1100 Druid Rd	Clearwater	33756
46	The Hampton Apartments	1099 McMullen Booth Rd	Clearwater	33759

Table 3-11 (Continued)
Pinellas County Affordable Housing Locations

ID	Name	Address	City	zip
47	Pineview Apartments	1585 Greenlea Ave	Clearwater	33755
48	Sabal Walk Apartments	2065 N. Highland Ave	Clearwater	33755
49	Mainstreet Apartments	1100 S. Missouri Ave	Clearwater	33756
50	Clearview Park	3200 37th Aven N	St. Petersburg	33713
51	Disston Place	3940 55th Street N	St. Petersburg	33702
52	Jordan Park	1245 Jordan Park St South	St. Petersburg	33712
53	Serenity Towers	880 Oleander Way South	South Pasadena	33707
54	French Villas	6835 54th Ave N	St. Petersburg	33709
55	Lakeside Terrace	4200 62nd Ave N	Pinellas Park	33781
56	Rainbow Village	12301 134th Ave N	Largo	33778
57	Magnolia Gardens Assited Living Facility	3800 62nd Ave N	Pinellas Park	33781
58	East Lake Club Apartments	150 East Lake Club Drive	Oldsmar	34677
59	Breezeway Villas Apartments	4928 91st Ave N	Pinellas Park	33782
60	Caribbean Court Apartments	3110 42nd Ave N	St. Petersburg	33714
61	Cross Bayou Villas	7200 71st Street N	Pinellas Park	33781
62	Foundation Village	910 Woodlawn St	Clearwater	33756
63	Fulton Apartments	1602-1620 Fulton Ave	Clearwater	33755
64	Hidden Cove	3840 34th Ave South	St. Petersburg	33711
65	Isles of Gateway	10600 4th Street North	St. Petersburg	33716
66	Melrose on the Bay	16321 Bolesta Road	Clearwater	33760
67	Northside Villas	2675 50th Ave N	St. Petersburg	33714
68	Oak Trace Apartments	2550 52nd Ave N	St. Petersburg	33714
69	Oak Villas Apartments	4901 37th Street N	St. Petersburg	33714
70	Riverside Apartments	1589 Starlight Cove	Tarpon Springs	34689
71	Sand Pebble Apartments	2700 52nd Ave N	St. Petersburg	33714
72	Shady Pines Apartments	4037 76th Ave N	Pinellas Park	33781
73	The Landings at Boot Ranch West	212 Katherine Blvd	Palm Harbor	34684
74	Wind Tree Villas	5384-A Laurel Place	Clearwater	33760
75	Lewis E Homer Villas	1884 North Betty Lane	Clearwater	33755
76	Mango Circle Apartments	701A-737B Mango Circle	Tarpon Springs	34689
77	Lemon Street Apartments	200 East Lemon Street	Tarpon Springs	34689
78	Pine Street Apartments	200 East Pine Street	Tarpon Springs	34689
79	Ring Avenue Apartments	305 North Ring Avenue	Tarpon Springs	34689
80	Walton Avenue Apartments	500 South Walton Ave	Tarpon Springs	34689
81	128th Place	2762 1st Ave N	St. Petersburg	33713
82	Abilities at Parklane	379 47th Ave N	St. Petersburg	33703
83	Abilities at Windjammer	1400 Gandy Blvd N	St. Petersburg	33702
84	Abilities at Windjammer II	1400 Gandy Blvd N	St. Petersburg	33702
85	Abilities at Woodside	4215 E Bay Dr	Clearwater	33764
86	Bessie Boley Apt & Ruth Mosher Apt	1800 4th St. S	St. Petersburg	33705
87	Boley Group Home	4123 37th St. N	St. Petersburg	33714
88	Casa Santa Cruz	7825 54th Ave N	St. Petersburg	33709
89	Casablanca Condominiums	2099 54th Ave	St. Petersburg	33712
90	Clam Bayou Apartments	3880 14th Ave S	St. Petersburg	33712
91	Creekside Manor II	1335 Pierce	Clearwater	33756
92	Dome District Apartments	1029 Burlington Ave N	St. Petersburg	33705






Table 3-11 (Continued)
Pinellas County Affordable Housing Locations

ID	Name	Address	City	zip
93	Dryer Group Home	2606 Dryer Ave	Largo	33770
94	Forest Lane Apartments	7101 53rd Street	Pinellas Park	33781
95	Forest Meadow Apartments	5170 Forest Meadow Ln N	St. Petersburg	33709
96	Freedom Village I	7700 66th Street	Pinellas Park	33781
97	Freedom Village II	1167 E. Turner St	Clearwater	33756
98	Lake Winds Apartments	836 34th Ave	St. Petersburg	33705
99	Lutheran Residences	6800 Park Street South	South Pasadena	33707
100	Morningside Condominiums	2500 Harn Blvd	Clearwater	33764
101	Palm Harbor Group Home	675 11th St	Palm Harbor	34683
102	Palmetto Breeze Apts.	3000 1st Ave South	St. Petersburg	33712
103	PARC Apartments	3190 75th St. N	St. Petersburg	33710
104	PARC Housing II	5353 31st St N	St. Petersburg	33714
105	Philip Benjamin Tower	250 58th St N	St. Petersburg	33710
106	Rogall Congregate	300 10th St. South	St. Petersburg	33705
107	San Christoper II Group Home	664 San Christopher Dr	Dunedin	34698
108	St. Andrew Cove Condominiums	605 N Keene Rd	Clearwater	33755
109	Trinity House	5700 16th St. S	St. Petersburg	33705
110	Union Group Home	920 Union St	Dunedin	34698
111	UPARC Housing II Group Home	1545 Pinehurst Rd	Dunedin	34698
112	UPARC Housing IV	1257 Alhambra Court	Palm Harbor	34683
113	UPARC Housing V	608 4th Ave N	Safety Harbor	34695
114	Waterfall Apts.	1325 N Highland Ave	Clearwater	33755



Tri-County Access Plan

Pinellas County Senior Centers

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Senior Centers

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-11

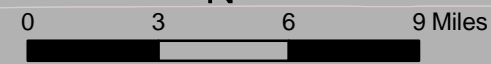
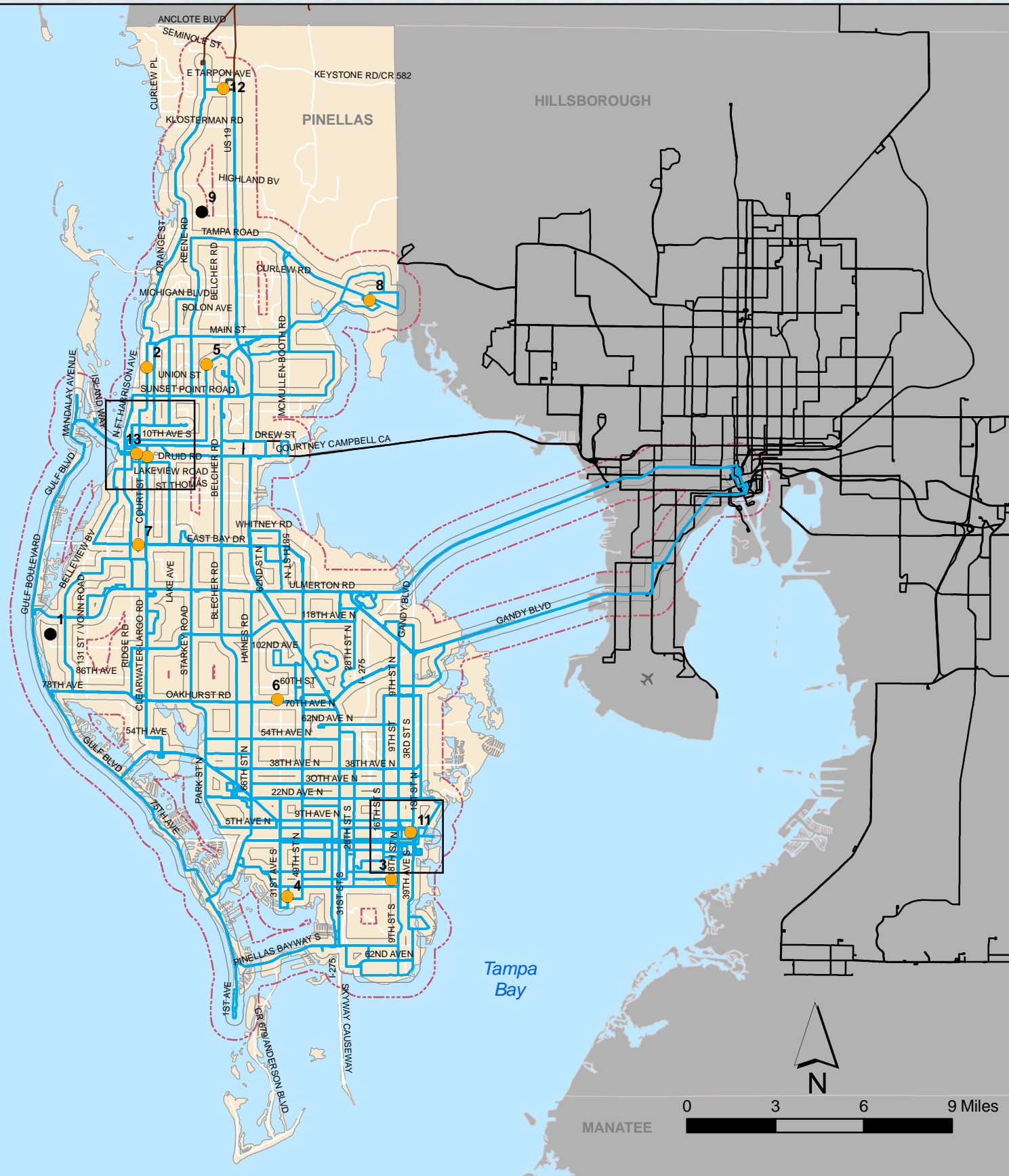
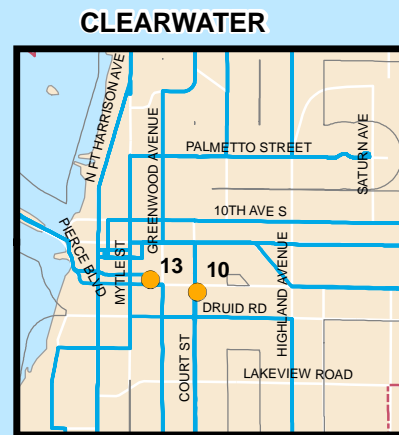


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.

Date: August 2009








**Table 3-12
Pinellas County Senior Center Locations**

ID	Name	Address	City	Zip
1	Bethlehem Center	10895 Hamlin Blvd	Largo	33774
2	Dr. William E. Hale Activity Center	330 Douglas Ave	Dunedin	34698
3	Enoch Davis Center	1111 18th Ave S	St. Petersburg	33705
4	Gulfport Senior Center	5501 27th Ave S	Gulfport	33707
5	Golda Meir/Kent Jewish Center	2010 Greenbriar Blvd	Clearwater	33763
6	Pinellas Park Senior Center	7625 59th St N	Pinellas Park	33781
7	Largo Community Center	65 4th St NW	Largo	33770
8	Oldsmar Senior Center	127 State St W	Oldsmar	34677
9	Palm Harbor Community Center	1500 16th St	Palm Harbor	34683
10	Senior Citizens Services	1204 Rogers St	Clearwater	33756
11	St. Petersburg Sunshine Center	330 5th Street N	St. Petersburg	33701
12	Tarpon Springs Community Center	400 South Walton Ave	Tarpon Springs	34689
13	Senior Citizens Services	940 Court St	Clearwater	33756



Tri-County Access Plan

Pinellas County Major Employers

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Major Employers

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area

MAP 3-12

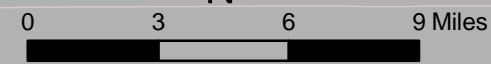
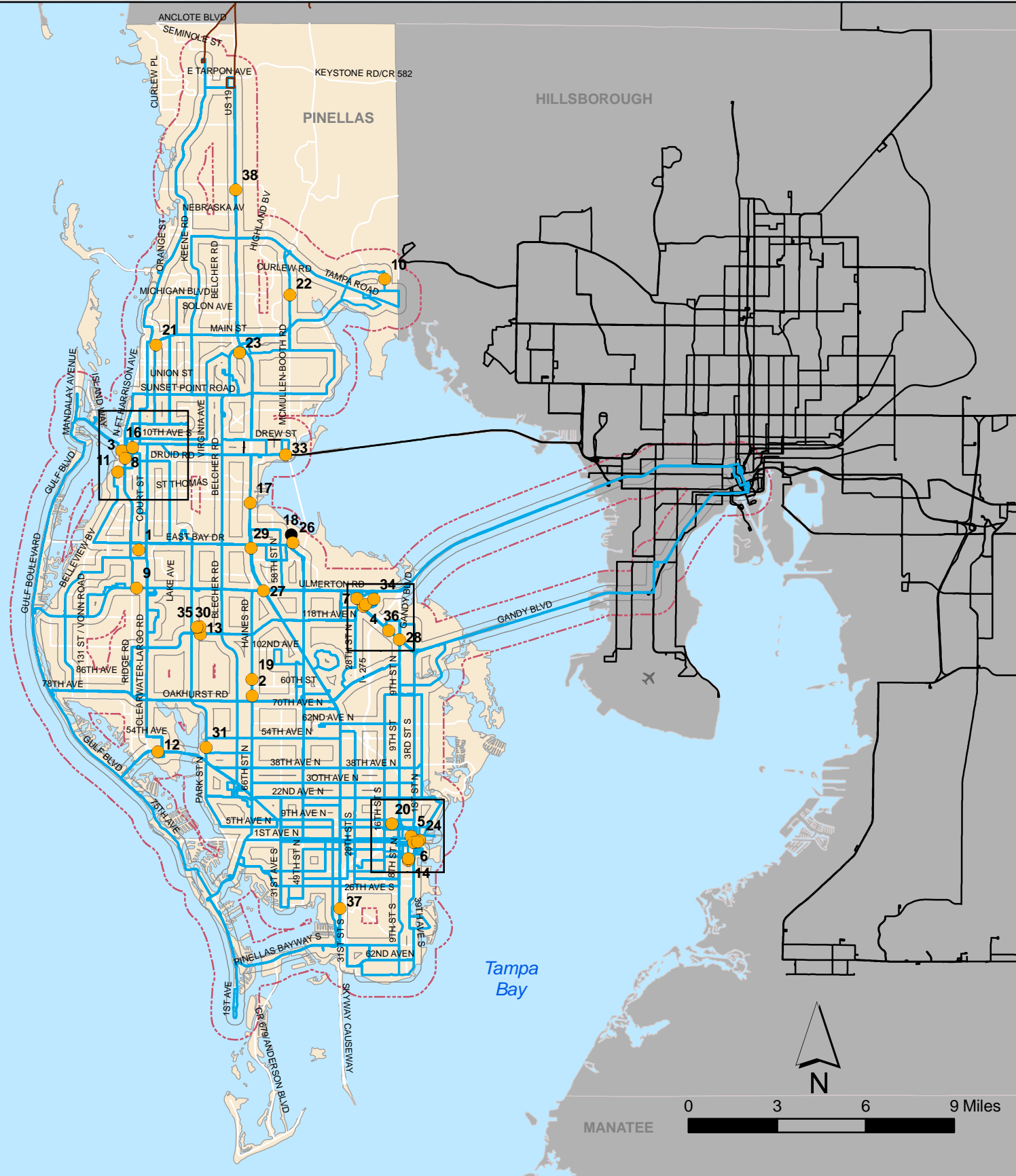
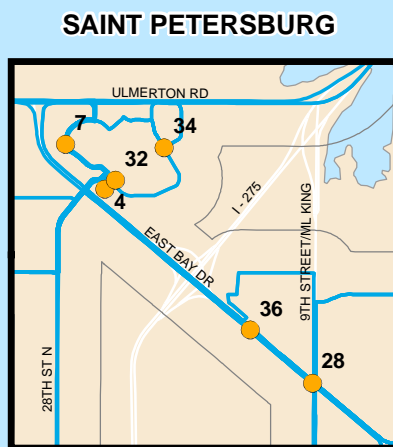
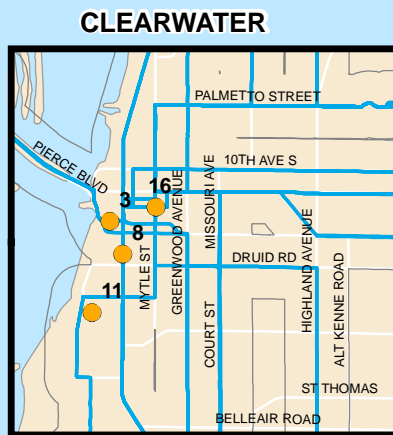


Celebrating 20 Years 1989 - 2009

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Sources: PCPT, PSTA, HART and other sources - see report.

Date: August 2009



**Table 3-13
Pinellas County Major Employers**

ID	Name	Street	City	Zip	Number of Employees
1	Pinellas County School District	301 4th St. SW	Largo	33779	>5000
2	Freedom Village	7700 66th Street	Pinellas Park	33781	>5000
3	Pinellas County Government	315 Court St	Clearwater	34616	2000-5000
4	Home Shopping Club	1 HSN Dr.	St. Petersburg	33729	2000-5000
5	City of St. Petersburg	175 5th St N	St. Petersburg	33701	2000-5000
6	Times Publishing Corp	490 First Ave. S	St. Petersburg	33701	2000-5000
7	Raymond James and Associates	800 Carillon Pkwy	St. Petersburg	33716	2000-5000
8	Barnett Recovery Systems	661 S Fort Harrison	Clearwater	33756	2000-5000
9	Pinellas County Sheriff's Office	10750 Ulmerton Rd	Largo	33778	2000-5000
10	Nielsen Media Research, Inc	501 Brooker Creek Blvd	Oldsmar	34677	2000-5000
11	Morton Plant Hospital	300 Pinellas St	Clearwater	33756	2000-5000
12	Bay Pines VA Medical Center	10000 Bay Pines Blvd	Bay Pines	33744	2000-5000
13	Raytheon	7887 Bryan Dairy Rd	St. Petersburg	33701	2000-5000
14	All Children's Hospital	801 6th Street S	St. Petersburg	33701	2000-5000
15	Bayfront Medical Center	701 6th Street S	St. Petersburg	33701	2000-5000
16	City of Clearwater	100 S Myrtle Ave	Clearwater	33756	2000-5000
17	MarineMax	18167 US Highway 19 N	Clearwater	33764	2000-5000
18	Baycare Health Systems, Inc.	16331 Bay Vista Dr	Clearwater	33760	1000-2000
19	St. Petersburg College	8580 66th St N	Pinellas Park	33781	1000-2000
20	St. Anthony's Hospital	1200 7th Ave	St. Petersburg	33705	1000-2000
21	Mease Dunedin	601 Main Street	Dunedin	34698	1000-2000
22	Mease Countryside Hospital	3231 McMullen Booth Rd	Safety Harbor	34695	1000-2000
23	YMCA of the Suncoast	2469 Enterprise Rd	Clearwater	33763	1000-2000
24	Progress Energy	100 Central Ave	St. Petersburg	33701	1000-2000
25	Florida Progress Corp.	One Progress Plaza	St. Petersburg	33701	1000-2000
26	Tech Data Corp.	5350 Tech Data Dr	Clearwater	33760	1000-2000
27	Honeywell, Inc.	13350 US Hwy 19 N	Clearwater	34624	1000-2000
28	Jabil Circuit Co.	10800 Roosevelt Blvd	St. Petersburg	33716	1000-2000
29	Special Data Processing, Inc.	16120 US Hwy 19 N	Clearwater	34624	1000-2000
30	Cox Target Media	8605 Largo Lakes Drive	Largo	33773	1000-2000
31	Essilor of America	4900 Park St. N	St. Petersburg	33709	1000-2000
32	Western Reserve Life Assurance	570 Carillon Parkway	St. Petersburg	33716	1000-2000
33	Crum Resources	3040 Gulf to Bay Blvd	Clearwater	33759	1000-2000
34	Franklin Resources, Inc.	100 Fountain Pkwy	St. Petersburg	33716	1000-2000
35	Comed Linvatec Corp.	11311 Concept Blvd	Largo	33773	1000-2000
36	Danka Business Systems	11201 Danka Cir. N	St. Petersburg	33716	1000-2000
37	Ceridian	3201 34th St S	St. Petersburg	33711	500-1000
38	Talk America	35111 US Hwy 19 N	Palm Harbor	34684	500-1000

Non-Profit Transportation Providers

In addition to the public transit services available within Pinellas County, transportation services are provided by 23 non-profit agencies. Seventeen of these agencies are members of Florida's coordinated transportation network as governed by Florida Statute 472. The characteristics and limitations of their transportation services are described below.

- 22 providers require an application, registration, or completion of forms, and 13 have specific disability or age eligibility requirements
- 13 serve the disabled, 2 provide service specifically to 60+ populations, 2 provide service to those age 55 and older, 1 provides service to persons under the age of 18, and the remaining providers are available to all
- 10 provide wheelchair access
- 18 provide various types of trips, 3 supply only medical trips, and the remaining 2 provide education only trips
- Only 3 provide out of county transport
- 10 provide free service with some accepting donations. Fares for other services range from \$1.00 to \$9.00 or more per one-way trip and some require yearly membership fees
- 10 provide only Monday through Friday services. The remaining agencies provide weekend transportation.

In addition to the non-profit transportation providers, Bay Area Commuter Services operates commuter vanpools, guaranteed ride home, and other ride matching services within Pasco, Pinellas, Hillsborough, Citrus, and Hernando Counties.

Private Transportation Providers

There are a great number of private transportation providers throughout Pinellas County. All of these providers are not listed in this report, but are available to supply transportation services. The providers in this report either have coordinated contracts or have been approved by the Area Agency on Aging and the Pinellas County MPO to provide transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled. 24 providers have been identified within Pinellas County providing the following:

- 8 provide out-of-county service
- 13 provide wheelchair (w/c) transport
- 20 provide trips to most any location, 1 provides airport transportation with escorts to the gate, and 2 provide medical only trips, and 1 provides only medical and other life sustaining trips

- Services range from approximately \$2.00 for the first mile of travel to \$22 per hour. One provider requires a one-time deposit of \$150.00.
- 5 provide service Monday through Friday, 2 provide service Monday through Saturday and the remaining providers are available 7 days a week or based on the passenger's needs.

Conclusion

While the tri-county area has an extensive transportation network comprised of public, non-profit, and private transportation providers, these services fail to provide 7-day a week, 24-hour a day access to the target populations. Many of the transportation services outside of public transit require either an application or some type of qualifying measure to utilize the service. The realm of available services, for the most part, serves medical trip purposes. This creates quite a disparity for the target populations with regard to accessing employment, education, and other quality of life services.




The tri-county area through the coordinated contract process has done a great job at identifying area transportation providers. This identification helps to streamline like transportation services to avoid duplications. The many medical providers, listed in the Appendix B inventory, are not duplicating services because they target specific medical conditions and/or transport to specific facilities for service provisions to include: dialysis, chemotherapy and radiation, visually impaired, and mentally challenged.

Typically, some degree of existing transportation service is available in urban areas and near most major medical, employer, affordable housing and senior center facilities as shown on the map on page 3-38. Those areas without an adequate degree of service are discussed in Section 5.



Tri-County Access Plan

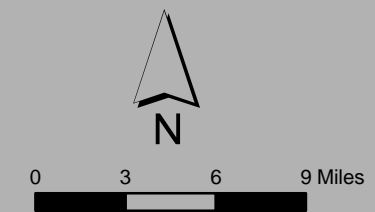
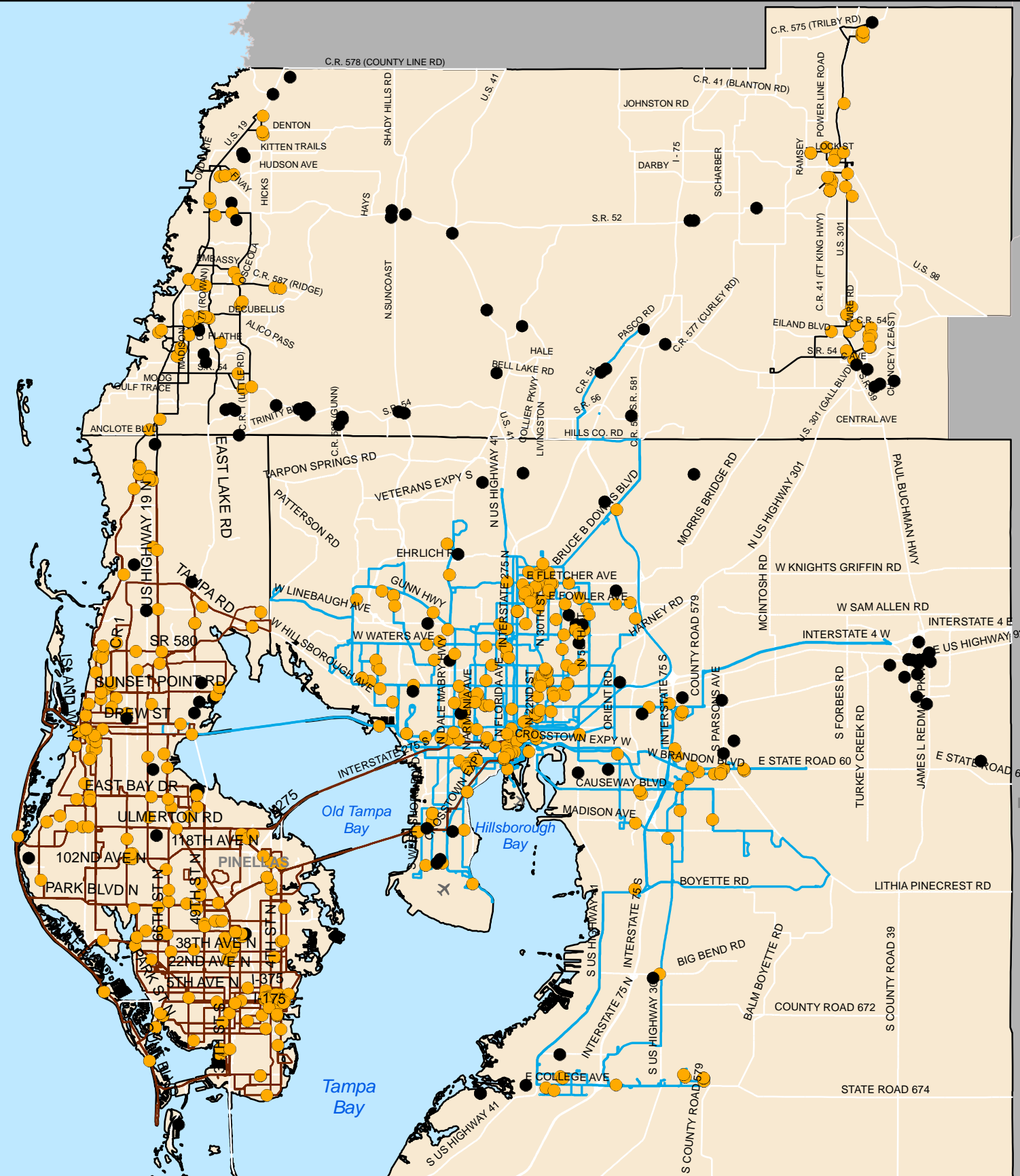
Major Destinations

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

Major Destinations

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



MAP 3-13



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ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and others - see report. Date: September 2009

SECTION 4: PUBLIC INVOLVEMENT

This section summarizes the public involvement activities that were undertaken as part of the TCAP Update process.

INTRODUCTION

In accordance with the federal legislation, a series of public outreach activities were developed and conducted to provide opportunities for public comment from members of the public, elected officials, human services representatives, FDOT, transportation providers, affordable housing representatives, and workforce representatives. During the public workshops, attendees were asked to provide insight related to the tri-county area's gaps and overlaps in public transportation services and identify projects and/or strategies to meet unmet transportation needs. The public involvement activities were developed specifically to ensure that the strategies identified within this TCAP Update will benefit individuals with disabilities, older adults, and people of lower incomes.

PUBLIC OUTREACH ACTIVITIES

The public participation process included a series of interactive public workshops conducted at locations throughout the tri-county planning region. The planning region, public workshop locations, and existing public transit routes are shown on Map 4-1. In addition to the public workshops and in recognition of the Partnership for Sustainable Communities, an Employer Forum and an Affordable Housing Forum were also conducted. To obtain additional input related to the tri-county area's employment and affordable housing needs, a series of telephone interviews were conducted with representatives from each county. Detailed interview questions were developed to facilitate the discussions and input regarding employment-related transportation needs and the specialized needs of individuals receiving affordable housing or low-income housing assistance and to identify strategies or potential projects to address those needs through the JARC, NF, and/or E&D programs.

TCAP Website

The TCAP website hosted by the Pinellas County MPO was updated to provide information relating to the TCAP update process. The website includes the previous plan and provider inventory, an overview, the technical memorandums, and other documents related to the TCAP Update. In addition, contact information for comments or questions and the FTA circulars for E&D, JARC, and NF are also available on the website. Information posted to the website will continue to be updated as appropriate.





Public Workshops

The series of interactive public workshops were conducted early in the plan development process to establish transportation issues, identify unmet needs, and begin defining opportunities to address

Tri-County Access Plan

Workshop Locations

Legend

-  Workshop Locations
-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes

MAP 4-1

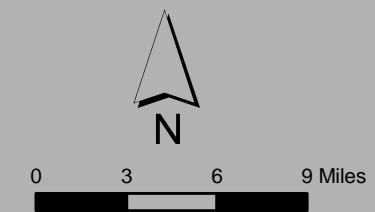
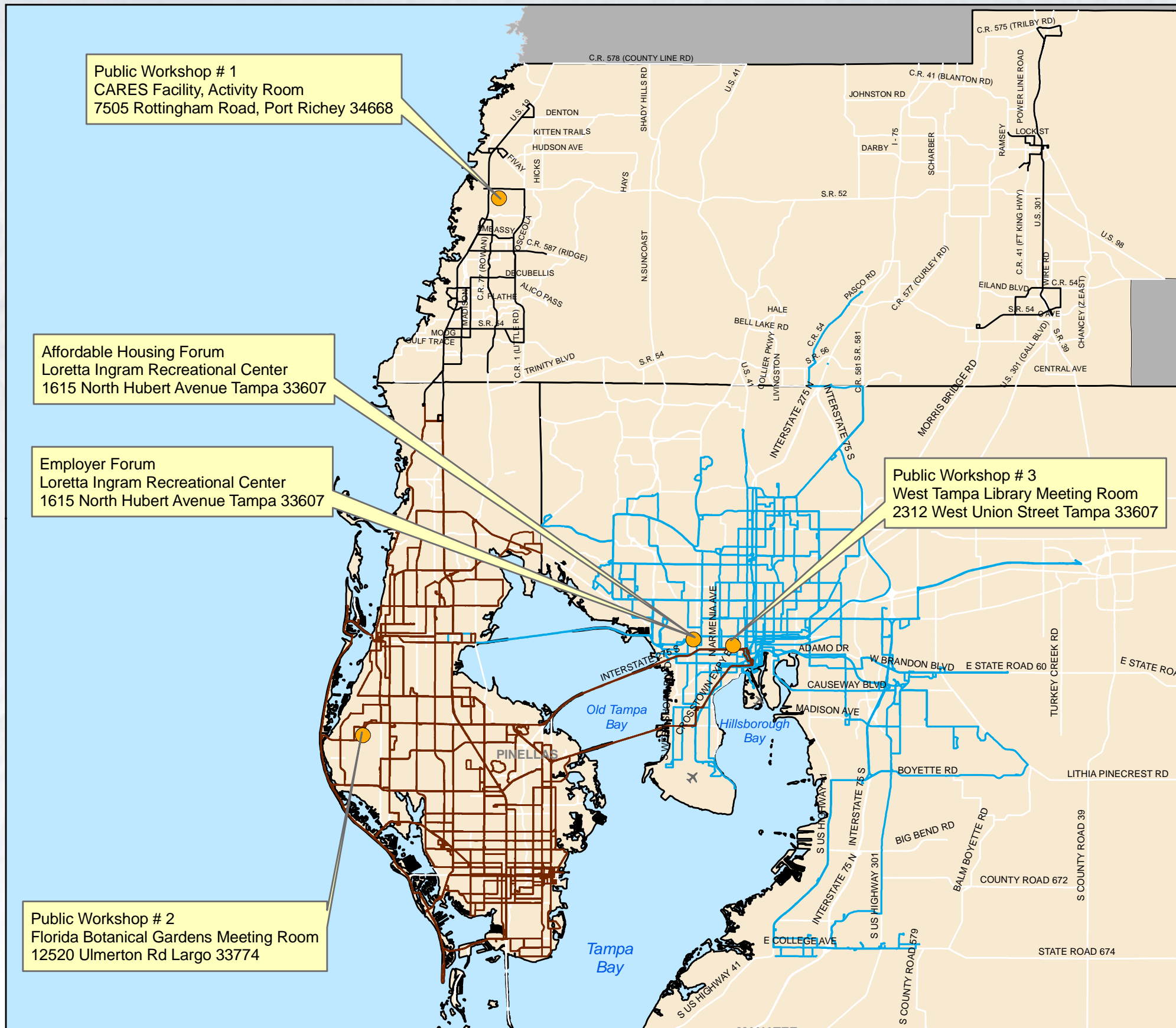


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ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.

Date: September 2009



unmet needs. Direct invitations were sent to known stakeholders and meeting notices were placed in newspapers and on websites in an effort to increase participation. Flyers were also sent to stakeholders and community groups announcing the workshops. Individuals who were unable to participate in the public meetings were given the opportunity to provide written comments. The following groups were solicited for participation during the series of public workshops through personal invitations and/or advertisements:

- Area transportation planning agencies (MPO, FDOT District Office, Tampa Bay Regional Planning Council)
- Public and private transit providers
- TD Program representatives (LCB members)
- Local Medicaid office representatives
- For-profit providers (taxi, w/c) contracted to provide TD, ADA, Medicaid, and MedWaiver transportation
- Non-profit providers
- Social service agencies providing/purchasing transportation and/or serving target populations
- Other government agencies administering health, employment, or other programs for target populations (Temporary Aid to Needy Families, workforce boards, Vocational Rehab, Community Action, Independent Living Center, Area Agencies on Aging, Department of Children and Families, Agency for Persons with Disabilities, Agency for Healthcare Administration)
- Advocate agencies working on behalf of targeted populations
- Current and potential transit users
- Members of the public representing target populations (disabled, low-income, senior)
- Representatives of the business community (employers – VA, hospitals, etc.)
- Elected officials

The workshop formats included: a presentation, break-out groups to discuss specific public transportation issues and potential resolutions, identification and prioritization of strategies to address unmet needs, identification of potential programs or projects, and open group discussion so that all stakeholders and general public participants could share their views and experiences.

Private citizens, agency staff members, and human services representatives participated in the public workshops. Depending on the number of meeting attendees, participants were divided into break-out groups so that interactive discussions regarding the current state of local and regional public transportation services could be facilitated. Specifically, the groups were asked to identify problems (i.e., gaps, overlaps, deficiencies) in public transportation services. They were further asked to identify these issues as they affect various segments of the population including the elderly, the disabled, and the transportation disadvantaged. The participants were then asked to provide strategies or solutions for the issues they identified. All public transportation “problems” and “solutions” from each break-out session were compiled on presentation sheets and hung on the meeting room walls.

In total, approximately 37 problems and 19 solutions were identified. All problems and solutions were reviewed and grouped into 10 categories in order to group similar responses together and gauge the priority of the responses. All public workshop responses were placed in the appropriate categories and identical responses were combined. The categories are as follows:

- **Education and Information:** This category is for problems and solutions related to public transportation training needs, public outreach, and dissemination of public transportation service information.
- **Accessibility and Safety:** This category is for problems and solutions related to all aspects of accessibility to public transportation services including infrastructure for the general public and the disabled. This category also includes all problems and solutions related to safety and security on the public transportation system and transit-related facilities.
- **Cross-County Trips and Coordination:** This category is for all problems and solutions related to the provision of public transportation services across county lines in the tri-county planning area. This category also addresses all problems and solutions identified relating to coordination of services, agencies, funding sources, and programs.
- **Funding:** This category is for all problems and solutions related to funding.
- **Applications and Eligibility:** This category is for all problems and solutions related to the various applications and eligibility determination processes required in order to be considered for the different transportation programs currently serving elderly, disabled, and/or low-income persons.
- **Service-Related (General):** This category is for all problems and solutions identified that address general service needs.
- **Service-Related (Specific):** This category is for all problems and solutions identified that address specific public transportation services (e.g., types of trips, hours of service, service area).
- **Customer Service:** This category is for all problems and solutions related to the provision of public transportation by the various agencies.
- **Customer Price for Service:** This category is for all problems and solutions related to the amount the customer must pay to utilize public transportation services.
- **Other:** This category is all problems and solutions that did not fit in any of the ten categories above.

Based on the number of “problems” and “solutions” that were identified by the breakout groups at the Pinellas County public workshop, the workshop participants were each given six sticker dots and asked to individually prioritize the problems and solutions for their respective groups by marking the top three problems and the top three solutions. All priority dots allocated to responses were tallied to determine the priorities within each category.

The top three “problems” that emerged from the compilation of the workshop results were (1) Transportation services are too limited in the evenings and weekends; (2) There is a need for one eligibility process for all applications and a centralized one stop center; and (3) Some operators have a lack of sensitivity towards the elderly and disabled transit users.

Based on the number of sticker dots given to each solution, four major solutions emerged from the prioritization exercise. The top four “solutions” that emerged from the compilation of the breakout activity results were (1) Develop a one stop center for information, training, and brochures that list all of the available programs; (2) Develop a “How to Ride” guide for the available transportation programs utilizing funding from the administration portion of the grant; (3) Establish a coordinated eligibility program; and (4) Implement a sales tax to fund the provision of transit service to all three counties.

Tables 4-1 and 4-2 present the problems and solutions from all of the workshops.

**Table 4-1
TCAP Update "Problems"**

"Problems"
Education & Information
Lack of knowledge regarding transportation programs
There is a need for education on available services, various programs, and eligibility requirements
Accessibility & Safety
There needs to be more personal (door-to-door) service for the blind, deaf, and disabled
Henderson Boulevard does not have sidewalks; therefore, the elderly cannot walk down the road
Virginia Avenue near Dr. Martin Luther King, Jr. Blvd does not have sidewalks
Cross-County Trips & Coordination
There is a need to get patients to Hillsborough and Pasco counties from Pinellas, especially for medical purposes
Increasing the coordination of underutilized church buses is an issue
There is a need for inter-county travel for fixed-route and paratransit trips
Funding
Additional funding is needed to increase headways to fifteen minutes on PSTA's top routes
There is a need to improve spending per capita on transit in comparison to other states
Transportation funding is being cut across the board
There is a lack of 5310 funds for replacement vehicles
Applications & Eligibility
There is a need for one eligibility process for all applications and a centralized one stop center
Service-Related (General)
There is a need for better weekend frequency and later evening transportation service
There is a need for better access to existing transit services
More volunteer drivers are needed
Service-Related (Specific)
There is a lack of weekend transportation service for seniors
There is a need for immediate transportation services for the elderly who rely on volunteer transportation
There is a need for public transportation along Keystone Road
Access to MacDill Air Force Base from the visitors center is only by vehicles preventing bus access
Later bus services is needed on the top ten transit routes
There is a need for flexibility between fixed-route bus service and ADA paratransit service for the same user
Adult daycare trips and medical trips are needed from Med-Waiver
Pinellas Suncoast Transit Authority (PSTA) needs three times the amount of buses that are currently available
Transportation services are too limited in the evenings and weekends
There are gaps in fixed-route service preventing certain areas from having access to transportation service
There is a need for shopping, recreational, and employment trips on paratransit, especially service connecting workers with employers after hours and for late evening shifts

**Table 4-1 (Continued)
TCAP Update “Problems”**

Customer Service
Some operators have a lack of sensitivity towards the elderly and disabled transit users
Most people do not have a Blackberry or the ability to check the location of the bus while waiting at the bus stop
Customer Price for Service
Due to significant funding constraints, there is a need for low-income seniors to receive subsidized or in-kind transportation services
The cost of cab rides is too high
Other
There is still a need for the top five “problems” that were documented in the original TCAP: (1) Transportation services are too limited in the evenings and weekends; (2) There is a need for education on available services, various programs, and eligibility requirements; (3) There is a need for inter-county travel for fixed-route and paratransit trips; (4) There are gaps in fixed-route service where certain areas have not transportation service; and (5) There is a need for shopping, recreational, and employment trips on paratransit, especially service connecting workers with employers after hours and for late evening shifts
There is a perception that the buses are not utilized
Insurance requirements for volunteer drivers are an issue
The Transportation Commission in Hillsborough County is regulating who can provide services and impacting taxis and volunteer drivers
The availability of medical professionals who accept Medicaid is an issue
Requirements for volunteer drivers are too strict

*Development-related issues were not identified during the TCAP Update public workshop; therefore, this category was deleted.

**Table 4-2
TCAP Update "Solutions"**

"Solutions"
Education & Information
Develop a one stop center for information, training, and brochures that list all of the available transportation programs
Develop a how to ride guide for the available transportation programs utilizing funding from the administration portion of the grant
Use the television to reach out and let people know about the available transportation services
Develop alternatives to the Blackberry to notify riders of the bus' locations
Accessibility & Safety
Cross-County Trips & Coordination
Continue discussions with Amerigroup for the provision of transportation services for the elderly
Create a process for better coordination between the various volunteer transportation services
Funding
Implement a sales tax to fund transit service to all three counties
Applications & Eligibility
Establish a coordinated eligibility program for transportation services
Service-Related (General)
Recruit additional and weekend volunteer drivers
Implement vanpools as an option for people that take multiple buses
Implement a mileage reimbursement program for volunteer drivers
Implement a guaranteed ride home program for workers who get stuck at work after the last bus
Service-Related (Specific)
Extend paratransit service into all three counties
Implement ADA services between counties
Implement later bus services on PSTA's top 10 routes
If determined to be a viable solution, implement a street car/rail system near the historic areas (i.e., Ybor City and Channelside)
Customer Service
Implement the sensitivity training program that is required for all new employees and refresher courses for all existing employees
Customer Price for Service
Other
Require the JARC and New Freedom Request for Proposals (RFPs) to be consistent with the top five major issues identified by the public
In an effort to recruit volunteer drivers, implement a gas card program with a limit of three gas cards for \$50 each way given to persons in treatment and newly diagnosed

*Development-related issues were not identified during the TCAP Update public workshop; therefore, this category was deleted.

Affordable Housing Forum

An Affordable Housing Forum was conducted early in the plan development process to establish the specialized transportation needs of individuals receiving affordable housing or low-income housing assistance and to identify strategies or potential projects to those needs through the JARC, NF, and/or E&D programs. Direct invitations for the forum were sent to known stakeholders and local housing representatives. Individuals who were unable to participate in the public meetings were given the opportunity to provide written comments. The following groups were solicited for participation during the housing forum through personal invitations:

- Pasco County Housing Authority
- Pasco County Affordable Housing Department
- Tampa Housing Authority
- Clearwater Housing Authority
- St. Petersburg Housing Authority
- Tarpon Springs Housing Authority
- Hillsborough County Affordable Housing Department
- Pinellas County Housing Authority
- Coalition for the Homeless of Pinellas County
- Coalitions for the Homeless of Hillsborough County
- Pasco Homeless Coalition
- Pinellas County Habitat for Humanity
- Hillsborough County Habitat for Humanity
- East Pasco Habitat for Humanity
- West Pasco Habitat for Humanity
- Bay Area Commuter Services
- Hillsborough Area Regional Transit
- Area transportation planning agencies (MPO, FDOT District Office)

The forum format included: a presentation and an open group discussion so that the representatives could share their views and experiences, discuss specific public transportation issues and potential resolutions, and identify strategies and/or projects to address unmet needs. Agency staff members, FDOT, and housing representatives from Pinellas County, Hillsborough County, and the City of Tampa participated in the forum. The housing and transportation related issues discussed during the Affordable Housing Forum are presented below.

- Low-income residents are restricted to housing within communities with fixed-route bus service
- There are currently no housing finance programs that consider transportation costs
- There is a need for after hours transportation services for shift workers
- There is a huge need for additional affordable housing
- Currently, Hillsborough County's Section 8 waiting list is 2 ½ years
- Residents are being displaced by foreclosures and mobile home park conversions

- The Pinellas Transportation Disadvantaged Program has received an increase in requests for transportation to job searches
- Transportation services are needed in Largo, Seminole, Tarpon, Riverview, Ruskin (South Hillsborough), East Lake, Pinellas Park, Dunedin, and outside of Plant City
- Pinellas County needs a one stop center in Largo
- Hillsborough County deducts points during the developer selection process if the affordable housing sites are not located near an existing fixed bus route
- Single-family affordable housing is spread throughout the region
- The planning process for multifamily affordable housing facilities does not consider transportation options
- South Hillsborough County needs transportation service to the new housing developments and the housing developed through the Rural Development Housing program
- Hillsborough County Public Transportation Commission (PTC) does not allow some services to pick-up and transfer across county lines
- Child care is a big issue for those who work
- Affordable housing agencies are having difficulty coordinating with workforce agencies
- There is a need for communication of the available transportation services
- There is a need for auto loan and car repair assistance
- There is a safety concern regarding lighting and visibility between the bus stops and housing facilities

Forum attendees were asked to identify strategies or transportation projects that address the affordable housing issues discussed during the open group discussion. The attendees overwhelmingly agreed that strategies should be developed in coordination with the local HUD representative. A series of interview questions were developed to facilitate discussions with additional housing representatives, including the local HUD representative, during the stakeholder interview process.

Employer Forum

An Employer Forum was conducted early in the plan development process to establish the gaps in employment-related transportation and to identify strategies or potential projects to those needs through the JARC program. Direct invitations for the forum were sent to known stakeholders and workforce agency representatives. Individuals who were unable to participate in the forum were given the opportunity to provide written comments. The following groups were solicited for participation during the series of public workshops through personal invitations:

- Pasco County Economic Development Council
- West Pasco Chamber
- Central Pasco Chamber
- Tampa Bay Beaches Chamber
- Greater Tampa Chamber of Commerce
- WorkNet Pinellas

- Pinellas County Economic Development Council
- Tampa Bay Workforce Alliance
- Pasco-Hernando Jobs and Education Partnership
- MacDonald Training Center
- Pinellas County Schools
- Pasco County School Board
- Hillsborough County Schools
- Hillsborough Area Regional Transit
- Bay Area Commuter Services
- Area transportation planning agencies (MPO, FDOT District Office)

The forum was facilitated as a roundtable discussion so that the representatives could share their views and experiences, discuss specific public transportation issues and potential resolutions, and identify strategies and/or projects to address unmet needs. Agency staff members, FDOT, and representatives from HART and the St. Petersburg City Council participated in the forum. The transportation and job access related issues discussed during the Employer Forum are presented below.

- Pinellas County is starting a Neighborhood Stabilization Program to purchase and rehabilitate foreclosed homes
- The biggest issue for WorkNet is transportation
- Newly disabled veterans will need transportation when they return from the war
- There is a need for transportation from Pinellas County to the airport
- Restaurants, the 24-hour Wal-Mart, cleaning crews, and hotel workers need late night and early morning transportation services
- HART and the Center for Urban Transportation Research (CUTR) have conducted a survey analysis of the typical shift hours
- Peak hour ridership on PSTA routes has decreased as a result of increased unemployment
- Bay Pines needs more paratransit service

Forum attendees were also asked to identify strategies or transportation projects that address the job access issues discussed during the roundtable discussion. Transportation strategies and solutions identified during the Employer Forum are presented below.

- HART is exploring the implementation of flex-routes in South County
- Implementing vanpool programs may address some of the transportation needs
- Programs that allow students to pay for their own transportation should be considered (This includes reward programs that provide free transit passes or transportation fees to students who achieve at school)

A series of interview questions were developed to facilitate discussions with additional workforce representatives during the stakeholder interview process.

Stakeholder Interviews

Stakeholder interviews were conducted with one workforce agency representative and three affordable housing representatives from each county. Where possible, common perceptions and themes were identified and combined. Common themes from the stakeholder interviews are presented below.

Affordable Housing Stakeholder Interview Themes

- Based on an increase in demand, there is a shortage of available affordable housing
- A new demographic of middle income persons are requesting housing assistance
- Cross county transportation services are needed, particularly mass transit or light rail
- There is a need for affordable transportation options throughout the region for job access
- Funding issues are significant for the provision of transportation and affordable housing
- Local governments should better coordinate to fund transportation
- Few transportation options exist for residents of areas such as Temple Terrace, Plant City, and South Hillsborough County
- There are not enough jobs within the tri-county area
- The majority of jobs are located in Tampa and St. Pete
- The existing transportation system needs to be more efficient including later evening hours, increased frequencies, more connections, express service
- Transportation and shopping locations are considered during the affordable housing planning process
- Child care, transportation, and employment are the major barriers facing low-income individuals
- As funding becomes available, the future development of affordable housing will occur in Dade City, Bayonet Point, and Clearwater

Workforce Agency Stakeholder Interview Themes

- Travel times and distance are an issue
- The existing transit system needs extended hours, Saturday service, and increased peak hour frequencies
- Areas in need of transit service include Moon Lake, the Shady Hills area, Land O' Lakes, and Wesley chapel
- More shelters are needed
- In Pasco County, the unemployed appear to reside in areas without transit service
- Cross county travel is needed, particularly light rail and more major hubs
- Improve the existing system to attract more employers
- Major employment sites are planned for Downtown St. Pete, Downtown Clearwater, Oldsmar, Westshore, Downtown Tampa, and the Interstate 4 Corridor
- There is a disconnect between the location of jobs and available affordable housing
- Child care and transportation are the major barriers facing unemployed and low-income individuals
- Consider creating a task force for dedicated transportation funding

The majority of stakeholders who participated in the interview process were unaware of the JARC, NF, and E&D programs. Several stakeholders expressed interest in learning more about the programs and potentially submitting projects for funding. Based on the current economic situation, agencies are exploring grants to fund projects for the target populations. Further coordination and potential partnerships could be created through disseminating JARC, NF, and E&D information to affordable housing and workforce agency representatives.

The City of Tampa is coordinating with HART on the provision of bus rapid transit or rail near the planned Encore mixed-use development in central Tampa. Encore will include affordable rental housing and privately owned housing units. HART and the City of Tampa also coordinate planning processes to place new housing in areas with existing or planned public transit. The St. Petersburg Housing Authority coordinates with PSTA to ensure that all communities are located near a bus route. During the stakeholder interview process, the St. Petersburg Housing Authority indicated an interest in additional coordination with PSTA to share information pertaining to commute patterns, demographics, new developments, and transportation needs.

CONCLUSION

Overall, many needs and priorities were discussed during the public outreach activities, but the most common discussions revolved around the need for knowledge about the existing transportation options, the need for cross county services both fixed-route and demand response, the need for a dedicated transit funding source, and the need for improved frequencies, later evening service, and increased weekend service on the existing transit system. During the forums and the stakeholder interviews, the affordable housing and workforce representatives reemphasized the need for later evening hours that accommodate shift work, cross county transit service to improve access to jobs and housing, improved efficiency of the existing transit system, and more funding for housing and transportation. Based on the public input process, there is also a need for further coordination between the tri-county area's local governments and the transportation and economic development planning processes.

To obtain JARC, NF, and/or E&D Program funding, a project must be identified in the TCAP. In the project evaluation process, additional consideration will be given to those projects that address the strategies presented in Section 6. The Hillsborough, Pasco & Pinellas MPOs and FDOT will be responsible for ensuring that any projects selected for funding can be implemented and maintained, that matching requirements are met, and that the projects do not violate any existing regulations. The Hillsborough, Pasco & Pinellas MPOs and FDOT are also responsible for ensuring that the projects selected for funding increase local coordination and do not provide a duplication of any existing service. Eligible projects also include those identified in earlier sections of this plan, those described in the unmet needs section of this plan, and those described in the JARC, NF, and E&D circulars as shown in Appendix D or as found online at the web address as follows:

http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html.

SECTION 5: IDENTIFICATION OF UNMET NEEDS

This section presents a review and evaluation of the tri-county area's unmet transportation needs and barriers to coordination. The evaluation was completed by reviewing the area's transportation policies and plans, demographic data, existing transportation services, and input from public outreach activities.

UNMET TRANSPORTATION NEEDS AND BARRIERS TO COORDINATION

The tri-county area has an extensive transportation network comprised of public, non-profit, and private transportation providers; however, unmet transportation needs and barriers to coordination still exist. The following similar issues and unmet needs with transportation service delivery have been identified within the tri-county area:

- Due to the limited amount of existing fixed-route service in Pasco County, more emphasis is placed upon additional fixed-route services and intra-county connections. The transit services in Pinellas and Hillsborough Counties are more extensive; therefore, the focus can be on system service growth, premium services, and capital improvements.
- The additional non-profit and private transportation providers assist the overall network by filling gaps in service, but are very specific in the populations they serve or are too expensive to expand to serve the remaining needs of tri-county residents.
- Each county prepares a Transportation Disadvantaged Service Plan (TDSP) to evaluate the current transportation disadvantaged services. These transportation services are provided to persons who cannot transport themselves or purchase transportation due to low income, disability, or age by transportation agencies participating in Florida's coordinated transportation system. Eligible trips may include medical, employment, educational, life sustaining, social, and recreational. However, because of limited TD funding, primarily medical and other life sustaining trips are provided. This illustrates a need for additional funding to support TD trips for other purposes. JARC and NF funds can supply some of the additional funds needed to extend TD program services to certain populations and trip types. E&D funding can assist in providing vehicles and other capital to expand TD services.
- Transportation funding has been cited as one of the main barriers to providing transportation access, making this one of the greatest unmet needs of the tri-county region.
- There is a lack of coordination between job access and the provision of transportation services. Both Pasco and Hillsborough Counties have existing and planned major employment locations that are not accessible by the existing transit system. Location

incentives can be provided through JARC funding, along with vanpool subsidies and car loan programs that could assist with access to employment for the target populations.

- Medicaid requires that every transportation provider is bonded and the owners have background checks approved by the Florida Department of Law Enforcement. The Department of Elder Affairs requires that its transportation providers have training in First Aid and CPR. None of these are necessarily required in local contracts with the CTC. Furthermore, lower service standards often lead to lower costs and lower prices for agencies. Accordingly, many funding agencies opt for service outside of the system, despite the lower service standards. This sacrifice of quality for cost creates a loss of efficiency within the coordinated system.”
- No standard rate structure or performance standards. “Additionally, Medicaid and the Department of Children and Families each have authority for approving a rate structure, which means there could be three different fee schedules in any local Transportation Disadvantaged Program. Another conflict is with Medicaid and the Department of Elder Affairs, who claim that when frail individuals are transported, the minimum performance standards are not acceptable. This individualization creates an environment where each service, for each person, in each agency drives decision-making.”
- No consistent or standard policies, procedures, or contracts for all public transportation providers. “The above examples do not constitute a comprehensive list of agency conflicts. While it may seem logical to incorporate all agency requirements into a memorandum of agreement, this may prove impossible and will increase trip costs to all of the purchasing agencies. If all of these purchasing agencies would accept a standard set of policies and performance standards for their transportation disadvantaged services, this would greatly improve the system’s overall efficiency.”
- There are not enough private operators providing service in the coordinated system. Additional operators would create competition, lower trip costs, and improve overall efficiency.
- High concentrations of unemployed persons (>8 %) exist throughout the tri-county area. The current economic conditions have significantly affected Florida jobs market.
- TCAP Update GIS analysis identified the tri-county area’s major destinations within the existing transit agency’s ¼-mile service area and the ¾-mile service area. The mapping analysis indicates that Hillsborough County has 47 major destinations outside of the HART ¼-mile service area, Pasco County has 42 major destinations outside of the PCPT ¼-mile service area, and Pinellas County has 14 major destinations outside of the PSTA ¼-mile service area. See Map 3-14.

JARC/NF PROGRAM TARGET AREAS

From an analysis of transit needs, based upon existing services and the concentration of targeted populations, the following areas within each county have been identified as priority areas for increased mobility options. The areas for JARC and NF eligible activities were chosen based upon a high percentage of target populations combined with a lack of existing transportation service. Maps displaying the census tracts with the highest populations and the public transit routes if any, serving these areas are included in Appendix A.

Hillsborough County

Based on the current economic situation and limited transportation funding, HART has postponed any expansion to the fixed-route system for the next ten years unless additional funding sources are identified. While the existing services meet the needs of many residents, there are still underserved populations and many services needed. Pending additional funding, the HART TDP identified a need for increased service to the areas of New Tampa, Brandon, South County, Riverview, Westshore, Carrollwood, Town 'N Country, Egypt Lake, and Lake Leto. Additional unserved and/or underserved populations and major destinations are described below.

- North Tampa - The highest number and density of transportation disadvantaged trips are provided in Central Tampa, North Tampa (along Fletcher Ave), and Brandon. The Hillsborough County Transportation Disadvantaged program is currently not providing daily trips for work or school purposes based on a priority system. Coordination with HART should occur to explore the potential for utilizing JARC funding for the provision of job access services in the North Tampa area. Extending services to the North Tampa area may also remove trips from the coordinated system and create additional capacity for providing trips for purposes other than medical and life sustaining. NF opportunities could assist with providing additional TD related trips.
- Plant City - Local bus service in Plant City was originally provided by HART through a grant and funding from the City. After four years, the City started the Strawberry Express and took over the provision of local bus services for the Plant City area. Due to a lack of funding, the local service in Plant City has been suspended. According to the GIS analysis, several major destinations are located within the Plant City area and are currently without transit service. These destinations include the Plant City Senior Center, Bealsville, Riverside Senior Center, Brewers Bridgeway, East Hillsborough Housing Development, Park Springs, Woodbridge at Walden, St. Joseph's Women's Hospital, South Florida Baptist Hospital, DaVita Dialysis, and Verizon Communications. In addition, traffic analysis zones located within Plant City have demographics with higher population densities (6-10 persons per acre), higher employment densities (10+ employees per acre), lower income households (>100) and higher percent

unemployed persons (>8 %). Based on 2000 Census data, the Plant City area also contains a higher percentage of disabled persons (>30 %).

- Northeast Hillsborough – The northeast portion of the County has very limited public transit service and should be reviewed for additional transportation options. Segments of this area, primarily within the boundaries of the Pasco/Hillsborough County line, SR 301, SR 39, and Knights Griffin Rd consist of high concentrations of elderly (20-30%), disabled (20-30%), low-income (51-100 households), and unemployed populations (> 8 %).
- South County – The South County area includes Ruskin and Wimauma. Segments of this area consist of high concentrations of low-income (>100 households), unemployed (>8 %), disabled (>30 %), and elderly (>30 %) populations. The employment densities and population densities for this area are considerably low; however, stakeholders have indicated that the South County area is experiencing housing growth through the Rural Development program. Since this area has limited or no public transit available, HART is exploring the possibility of implementing flex routes within South County.
- Westshore District– The HART TDP documented a need for increased service to the Westshore area. The PSTA TDP documented a need for express bus service from Pinellas County to the Westshore area. In addition, workforce representatives commented that future employment opportunities are planned for the Westshore area. Segments of Westshore consist of high concentrations of disabled (20-30 %) and unemployed (>8 %) persons. Overall, the area has a low population density, but a high employment density (10+). This area should be reviewed for additional transportation options based on its potential to provide employment opportunities.
- Temple Terrace – Temple Terrace is proximate to the University of South Florida and Busch Gardens Tampa Bay. Segments of Temple Terrace consist of high concentrations of elderly (15-20 %), disabled (20-30 %), and unemployed (>8%) populations. The City of Temple Terrace operates a free demand response service on Monday, Wednesday, and Thursday. This area could benefit from additional transportation services and extended service hours providing access to job opportunities.
- North Hillsborough County – The northern area of Hillsborough County has very limited public transportation service including one HART express route into South Pasco County. This area has three affordable housing locations with no transit service and segments that contain high concentrations of unemployment (>8 %). Several major employers and industrial parks are located in South Pasco County. This area should be reviewed for additional transportation services, including the potential for additional cross county transit services.

- Seffner – The North Grove Association affordable housing facility and the Seffner Senior Center are both located in Seffner and are outside of the ¼-mile transit service area. The Brandon Senior Center is also proximate to this area and located outside of the ¼-mile buffer defining transit accessibility.
- The non-profit and private transportation services provide limited access to the target populations based upon cost to the passenger, service locations, hours and days of operation, and eligibility requirements. Employment type trips are particularly limited for lower-income populations, especially those holding shift hour work. From the list in Appendix B of both non-profit and for profit existing services, it is evident that later evening and work type trips are harder to accommodate and have a higher cost for service. Employment opportunities for out-of-county travel are even more limited because of the lack of out-of-county providers that are affordable. Voucher programs and vanpool services could help to provide better transportation access to JARC populations within Hillsborough County.

In reviewing existing transportation services, it becomes evident that more of the low-cost public transportation services and programs provide trips to medical services than to social activities, education, or employment. In reviewing the major destinations and demographic information, many of these transportation services, even those providing medical trips, are limited to Hillsborough County or smaller areas within the county, making it difficult for disabled, elderly, and low-income persons to access services inter-county and intra-county.

Pasco County

There are clear deficiencies in the provision of service to the central portion of the County, no connections between East and West Pasco County, and limited service to the surrounding areas. Because of this limited service, there are still unserved and underserved populations and major destinations as described below.

- Lacochee – This area of Pasco County is characterized by high concentrations of unemployed (>8 %), disabled (30-50 %), and elderly (>30 %) populations. The area surrounding Lacochee appears to have a similar demographic make-up. The area is currently served by PCPT Route 30 Monday through Saturday. Additional public transit services focusing on access to employment should be considered for funding under the JARC program.
- West Pasco County – The western portion of the County has a high elderly population. Bayonet Point and New Port Richey have high concentrations of disabled, elderly (>30%), unemployment (>8 %), and low-income populations (>100). Small portions of this area have high employment densities; however, the majority of West Pasco contains low employment

densities. As funding becomes available, there are plans to build additional affordable housing in Bayonet Point.

- US 301 & CR 41 – The area southwest of Lacoochee and Macon is comprised of large segments of elderly, disabled, and unemployed populations. There are currently no transit services available within this area.
- North Central Pasco County – Within the boundaries east of Trinity, west of Odessa, and extending to North Pasco County appears to a high elderly (>30 %) and disabled (30-50 %) population. In addition, many major employers are located in the central portion of the County. The entire central portion of Pasco County is without transit service. The Center for Independence provides a fixed-route intra-county service; however, the central portion of Pasco County could benefit from additional transit service.
- Trinity – Trinity is located near the Pinellas County Line. The area contains two medical facilities and several industrial and corporate parks located outside of the ¼-mile transit service area. Trinity also contains a high elderly (20-30 %) population and unemployment rate (>8 %). This area should be reviewed for additional transit services, including job-related vanpools and cross county services.
- Odessa – Odessa is located to the east of Trinity. This area also contains employment opportunities and industrial parks. Segments of the Odessa area have low population densities ranging from 0-6 persons per acre; however, the potential for vanpools and other transportation services should be reviewed based on the number of major employers and industrial parks.
- Land O’ Lakes & Wesley Chapel – Land O’ Lakes and Wesley Chapel have high concentrations of unemployment (>8 %) and low-income households (>100). PCPT’s TDP identified the need for a local circulator in Land O’ Lakes, fixed-route service in Wesley Chapel, and fixed-route service between Zephyrhills and Wesley Chapel. Additional transportation options for this area should continue to be reviewed.
- Southeastern Pasco County – The segment located southeast of Zephyrhills extending to the Polk County Line contains high concentrations of low-income households (>100) and elderly persons (>30 %). Segments to the southwest of Zephyrhills also contain high concentrations of elderly and low-income households. This area is currently without any transit service.

Pasco County has the largest number of unserved major employers, hospitals and affordable housing locations by public transit in the tri-county region. The following major destinations within Pasco County do not have public transit access, including:

- Saddlebrook Resort along C.R. 54 in Zephyrhills could benefit from feeder service connecting HART's existing express routes 51X to the existing PCPT local route 30. Transportation service in this area would also provide access to the Pasco Woods affordable housing location that also has no existing transit access. A feeder service connecting the affordable housing locations to a major employer, cross county service, and other local service would be an ideal connector and provide increased transportation coordination.

- Saint Leo University is another major employer without transit access. While this is a major employer it is also important to note that this is a higher education facility without service. The percentage of target populations in this area is fairly low. Because of the employment and educational services offered at this location transportation service should be considered. However, because of the college aged population in this area shuttle type service may be more successful. The University could offer shuttles serving on- and off-campus locations to provide increased transportation access to faculty and students. Also, carpool services should be promoted to both University students and employees.

- The Pasco County School District is another major employer without transit access. During public outreach activities, the public commented that transportation service to the School District is needed. The JARC funding may be an opportunity to provide new services to Land O' Lakes and surrounding areas without transit access.

- Several industrial and business parks are located across Pasco County. The majority of the new or planned employment sites have no transit access. The employers bring economic benefits to the County and transportation access is needed for the employees. The economic development and transportation planning process should coordinate to determine future employment locations that are either currently served by the transit system or areas where the system could be improved and extended to serve the new development.

- The only two medical providers in Pasco County without existing transit service are the Morton Plant Mease Trinity Outpatient and the Children's Rehabilitation Center at Trinity near the Pinellas/Pasco County line. Services currently offered at Trinity Outpatient Center include: cardiac services, stress testing, outpatient surgery, outpatient laboratory services, endoscopy, nuclear medicine, and full service imaging. This facility completed a \$7 million expansion in 2007 and is just outside of existing public transit service. PCPT should extend local service to this facility. Current patients have transportation access provided by HealthRide. HealthRide is a free van service at the hospital that is provided by volunteer dispatchers, driver aides, and drivers. The HealthRide service does not address the needs of employees, patients that aren't incapacitated from medical procedures, or potential patients that do not have other transportation access to the facility.

- Pasco County has six senior facilities currently outside of the existing transit service buffer, CARES Crescent Senior Center, CARES Mishkin Senior Center, Baldomero Lopez State Veterans, Royal Oak Nursing Home, Heritage Park, and Madison Pointe Rehabilitation and Health Center. Most of the senior facilities are near the existing fixed-route, but outside of the ¼-mile transit service area; however, Baldomero Lopez State Veterans is located in Land O' Lakes and does not have service near its facility. The NF funding may be an opportunity to provide new transportation services to the Land O' Lakes area or expand the volunteer transportation program.

In addition to existing services, when funding is available, the following new services and improvements, which are included in PCPT's 2009-2018 implementation plan are recommended as highlighted below.

- Implement new bus route SR 52. SR 52 spans from east to west across central Pasco County. The corridor does not have existing bus service. Providing service along this corridor would greatly increase intra-county connectivity while serving the target populations. This corridor is comprised of segments with more than 100 households below the poverty level (Going toward east Pasco on SR 52 poverty level households decrease to the 25-50 range.), >8 % unemployment, 15-30 % age 60 and older and 20-25 % disabled.
- Implement limited cross-county connector route on SR 54. Implementing this service would achieve similar objectives as the SR 52 route by connecting east and west Pasco.
- Implement new bus route in Hudson (North of SR 51 and East of U.S. 19). This area has a major medical facility and some affordable housing, but limited transit access. Additional public transportation to this area would provide access to the target population as the Hudson/Denton area has high concentrations of low-income (>100 households), elderly (20-30%), disabled (>30%), and unemployed (>8 %).
- Implement new bus route from Zephyrhills to Wesley Chapel. Both of these areas have extensive percentages of the target populations and limited public transportation. This area has Florida Hospital Zephyrhills, a major employer for Pasco County, CARES Zephyrhills Senior Center, five affordable housing locations. In addition there is moderate to high low-income populations in this region of the county, >8 % unemployment, and greater than 30 % elderly and disabled populations.
- Meet with transit systems in neighboring counties to coordinate services as appropriate. The coordinated services will increase employment opportunities by adding regional connectivity. Hillsborough and Pinellas County have larger employment sites and access to these locations for Pasco County residents can improve the current unemployment rates.

- Implement the Land O' Lakes circulator and the Wesley Chapel flex route. These services will increase mobility and provide more job access for the low-income and unemployed individuals residing in these areas.

Pinellas County

The existing PSTA fixed bus routes cover the majority of Pinellas County with the exception of the northeastern corner of the County. After evaluation of the maps completed for major destinations in Pinellas County the following unmet needs were identified:

- The is 1 major employer in Pinellas County without existing transit service, Baycare Health System, Inc., is located southwest of the Bayside Bridge in Clearwater. Baycare Health System, Inc. employs between 1,000-2,000 employees and is located immediately outside of the existing PSTA transit service area. Baycare Health System, Inc. has a fairly low percentage of the target populations in their surrounding areas with the exception of some low-income households. This area surrounding the southern portion of the Bayshore Bridge has more than 100 low-income households. Transportation service along the Bayshore Bridge would provide access to employment and medical services in addition to providing connections into Hillsborough County via express Route 200 and connections to PSTA local service to this low-income area. Baycare Health System also provides transportation services to its patients.
- The Landings at Boot Ranch West, UPARC Housing IV, Riverside Apartments, Graham Park, the Hampton Apartments, and Melrose on the Bay are all affordable housing locations outside of the PSTA ¼ mile buffer. Riverside Apartments are located within the ¼-mile service area for PCPT's Route 19 in Tarpon Springs; however, this location is located outside of the PSTA service area. The Tarpon Springs area contains high concentrations of disabled (>30 %), unemployed (>8 %), and elderly (>30) populations. The area could benefit from additional transportation services. Projects eligible under the NF program should be explored for the Tarpon Springs area. The Landings at Boot Ranch West may use the East Lake Shuttle to access Route 62. The UPARC Housing IV could benefit from a deviation on the local route to Curlew Rd. This area that contains Graham Park and the Hamptons Apartments has 50-100 low-income households and low percentages of elderly, disabled and unemployed populations.
- Two major senior centers have no existing direct transit service, Bethlehem Center in Largo and Palm Harbor Community Activity Center in Palm Harbor. Both locations are located just outside of the ¼ mile standard utilized to measure fixed-route accessibility and have high amounts of low-income, unemployed, and elderly populations and low percentages of disabled individuals. Because of these factors providing extensions to the current services would more than likely be the best option. In addition, a community circulator for the Palm

Harbor Activity Center might be a successful transportation service, due to the close proximity to shopping venues and the beaches.

The areas discussed below were identified through a GIS mapping analysis of the existing services, unmet needs, and locations of the target populations. The following locations are priority areas for Pinellas County.

- Dunedin – Parts of Dunedin have no existing public transit services. This area has a high employment density and populations of elderly, disabled, and unemployed individuals. Dunedin should be reviewed for additional transportation services funded through the JARC and/or NF program.
- Clearwater – This area of Pinellas County has a high percentage of elderly and disabled residents comprising its total population. The area may benefit from increased public transportation tailored to the needs of elderly individuals. Feeder services, which reduce walking distances by providing greater community penetration would assist in providing greater access to the elderly. Also, technology improvements such as interactive voice response (IVR), Computer Aided Dispatch (CAD), and Automatic Vehicle Locator (AVL) could be utilized in conjunction to send messages to the elderly via phone of when services are available near their location. This mechanism can reduce wait times at transit bus stops and centers making it easier for elderly persons to use transit.

Additional weekend service, especially, Sunday services should be considered for parts of Clearwater. The area is currently served by PSTA local routes:

- 18 – Service 7 days a week along Seminole Blvd from Downtown St. Petersburg to Downtown Clearwater.
- 19 – Service 7 days a week along U.S. Highway 19 to Tarpon Springs, Westfield Shopping Town Countryside, Clearwater Mall, Shoppes at Park Place, Grand Central Station, Gibbs High School, Pinellas Technical Education Center, 46 Ave S & 34 St S, and Eckerd College.
- 60 – Service 7 days a week from Park Street Terminal, Downtown Clearwater, Cleveland St, Gulf to Bay Blvd, Clearwater Mall, and Bayview Ave & Drew St.
- 61 – Service Monday through Saturday from Indian Rocks Shopping Center, Goodens Crossing, Seminole Blvd/Missouri Ave, Downtown Clearwater, Park Street Terminal, Main St/580, County Rd 1, and Palm Lake Village.

- 62 - Monday through Saturday service to Tyrone Square Mall, Belcher Rd, Sunset Point Rd, Safety Harbor, Westfield Shopping Town Countryside, McMullen Booth Rd, and the Shoppes of Boot Ranch.
- 66 - Service 7 days a week to Tarpon Springs, Tarpon Springs Sponge Docks, Alternate 19, Causeway Plaza, Bayshore Blvd, Main St/580, Patricia/Highland Ave, Sunset Point Rd, Park Street Terminal, Downtown Clearwater, Morton Plant Hospital, Diagnostic Clinic, Largo Medical Center, Sun Coast Hospital, Indian Rocks Rd, and Indian Rocks Shopping Center.
- 67 - Monday through Saturday service to Park Street Terminal (Downtown Clearwater), Drew St, Hercules Ave, Greenbriar Blvd, Countryside Blvd, Westfield Shopping Town Countryside, Village Dr, Enterprise Rd, McMullen Booth Rd/CR 611, Countryside High School, Tampa Rd/SR 584, Oldsmar City Hall, Downtown Oldsmar.
- 73 - Service Monday through Saturday to Park Street Terminal, Downtown Clearwater, Highland Ave, Starkey Rd, Park St, 46 Ave N, and Tyrone Square Mall.
- 76 - Service Monday through Friday to Park Street Terminal (Downtown Clearwater), St. Petersburg College, On Top of the World East and West, and Westfield Shopping Town Countryside.
- 78 - Service 7-days a week to Park Street Terminal (Downtown Clearwater), Clear Bay Terrace Apartments, Dunedin City Hall, Mease Dunedin Hospital, Mease Manor, Main St/580, and Westfield Shopping Town Countryside.
- 93 - Commuter service Monday through Friday to Park Street Terminal, Downtown Clearwater, Sunset Point Rd, Coachman Fundamental Middle School, Long Center, Keene Rd/CR 1, Tampa Rd, Shoppes of Boot Ranch, Forest Lakes Blvd, Nielsen Media Research, Oldsmar, and 580 Park-and-Ride.

Additional weekend service, especially Sunday services should be considered for the East Lake and Safety Harbor areas. The areas are currently served by PSTA local routes:

- 62 - Monday through Saturday service to Tyrone Square Mall, Belcher Rd, Sunset Point Rd, Safety Harbor, Westfield Shopping Town Countryside, McMullen Booth Rd, and the Shoppes of Boot Ranch.

- East Lake Shuttle – Monday through Saturday from designated boundaries of the East Lake area connecting with Route 62 at the Shoppes of Boot Ranch. The East Lake Shuttle is a shared-ride, advanced reservation service within specific boundaries of the East Lake area.

Other transit related needs that would improve services to disabled, elderly, and/or low-income persons and have been identified by PSTA in its 2007-2011 Transit Development Plan Major Update and the PSTA 2009 TDP Minor Update include:

- East Lake/McMullen Booth Rd (New Route 62X) – New express service along this corridor to Carillon and the eventual establishment of Bus Rapid Transit (BRT). The East Lake area has a couple of major employers and medical facilities.
 - In addition, the population in this area is comprised of >8 percent unemployment, 51-100 households with an income of less than \$10,000 annually, a varying amount of disabled individuals ranging from 15-30 percent, and a range of elderly persons from 20-30 percent. This area might benefit from NF and/or JARC funded transportation services.
- A number of service corridors identified for new service include:
 - CR 1 and Tampa Rd – this area has existing fixed route transit service, but would benefit from additional services. The area is comprised of >8 percent unemployment, 20-30 percent elderly and disabled populations, and 51-100 households that are low-income.
 - 54th Ave North, east of US 19, this area is currently served by PSTA, but has high concentrations of the target populations. More than 100 low-income households are in this area of Pinellas County, with a 15-20 percent disabled population, >8 percent unemployment, and varying degrees of elderly populations ranging from 10-30 percent.
 - Highland Ave north of East Bay Dr, this area is currently served by PSTA, but would benefit from additional service. Segments of the population in this area are comprised of 20-30 percent elderly and disabled, 51-100 low-income households, and with a greater than 8 percent unemployment rate. This area also contains higher employment densities.
 - East Lake Rd north of Boot Ranch, this area has limited transportation service and would benefit from additional service. Segments of the population in this area

include greater than 8 percent unemployment, 51-100 low-income households, and 20-30 percent elderly persons.

- Establish express service to support the large volume of commuter trips originating in Pasco and Manatee Counties, along with the development of Park-and-Ride infrastructure. This goal will help to improve regional connectivity and access to employment, medical, educational, and social services. As shown in the discussion for Hillsborough and Pasco Counties, the goal for increased regional connectivity is shared by all three counties.
- Improved service to Tampa International Airport. PSTA does not currently provide direct access to Tampa International Airport (TIA). PSTA is studying the potential to restructure two cross bay express routes and provide improved access to TIA. Improved access to TIA would benefit elderly, disabled, and low-income individuals by providing efficient access for travel and access to employment opportunities.
- PSTA developed an enhanced bus network concept to improve services throughout the county. The network concept includes the provision of circulator and feeder service in Downtown Clearwater, US 19/Roosevelt Blvd, Seminole, Largo Mall, Tyrone Square Mall, Downtown St. Petersburg, and Park Side Mall. In addition, the network includes trolley service extending from Tarpon Springs to St. Pete Beach and future premium service from Hillsborough County, Oldsmar, and Dunedin. Many of the areas included in the enhanced bus network concept include high concentrations of target populations and could benefit from additional and improved transportation.

GENERAL AREA KNOWLEDGE

Based on the Hillsborough, Pasco & Pinellas MPOs' communications with area employment-related and social service agencies, workforce and medical transportation needs are a priority. Employment-related agencies include Bay Area Commuter Services, Workforce Alliance, Pasco-Hernando Jobs and Education Partnership, and WorkNet Pinellas. Bay Area Commuter Services provides carpool matching services to Tampa Bay area residents, while Workforce Alliance, Pasco-Hernando Jobs and Education Partnership, and WorkNet serve the region as the unemployment, job training and employment coordination agencies. In addition, the Hillsborough County Employment Opportunity Program (EOP) was created to match Hillsborough County residents with job opportunities. Since the original TCAP was completed, unemployment within the tri-county area has considerably increased with the majority of the region having an employment rate greater than 8 percent. Projects providing access to jobs and job-related activities throughout the region should be considered for JARC funding.

TARGET AREAS FOR INCREASES TO EXISTING SERVICE

The following areas have high target populations and also have existing public transportation. These areas should be considered for premium services once underserved areas with concentrations of the target populations are provided mobility options through JARC/NF funding:

- Tampa – The population in Census tracts 120570051018 and 120570051012 in downtown Tampa is approximately 89 percent disabled. These two tracts have a high amount of existing transit service provided by a combination of more than 20 HART local and express routes. Individuals within these tracts have adequate service coverage but may benefit from premium services. Other services for those unable to use fixed-route transit should also be considered.
- St. Petersburg – JARC and NF funding should be utilized to support additional transportation options in downtown St. Petersburg primarily between 5th Ave North and South, 1st St, and 10th St as a review of this area showed varying but relatively high degrees of disabled, unemployed and/or low-income individuals within this section of Pinellas County. While this area is currently served by more than 15 PSTA routes, extended service hours, and premium services (i.e., bus rapid transit and streetcar) may provide added benefit. Other services for those unable to use fixed-route transit should also be considered.

SECTION 6: RECOMMENDED STRATEGIES AND POTENTIAL PROJECTS

This section presents recommended strategies and potential projects to address the unmet transportation needs and barriers to coordination that were identified in previous sections of this plan.

TCAP STRATEGIES

Based on public input and a technical analysis of the tri-county area's unmet transportation needs, the following strategies were developed to achieve the TCAP goals and address the existing needs and barriers to coordination. During the JARC, NF, and E&D project selection process, the TCAP strategies will be considered the priorities for awarding funding. Projects submitted for JARC, NF, and/or E&D funding that address the TCAP strategies will receive additional consideration during the project selection process. The project selection and application process is described in more detail in Section 7.

- Create a transportation network comprised of fixed-route, vanpool / carpool, and shuttle services that allows for expanded mobility in the evening hours.
- Improve coordination among public transit providers, human services agencies, and volunteer-based driver programs to provide greater mobility throughout the tri-county area.
- Obtain additional funding for transit by pursuing grant opportunities, creating partnerships with local governments, and establishing transit funding taskforces.
- Improve access to information about available transportation options and eligibility processes.
- Create a network of transportation options that provides more personal service for the blind, deaf, and disabled.
- Establish a centralized location that provides information, training, and materials explaining the available transportation options in the tri-county area.
- Improve ADA accessibility and mobility throughout the tri-county area.
- Improve mobility and accessibility to transportation options in rural areas and areas without public transportation.
- Expand the availability of transportation options to provide additional trips for older adults, people with disabilities, and individuals with lower incomes.

Table 6-1 includes each strategy, the unmet need addressed by the strategy, the county impacted, potential projects to address the unmet need, the project type, population served, and potential funding sources. The potential projects listed for each strategy are examples of eligible projects that could be implemented under the JARC, NF, and/or E&D program; however, the list of projects is not exhaustive and other projects that meet the strategy and address the unmet need will also be

considered. In addition, projects eligible for funding that address the JARC, NF, & ED guidelines that are not included in this TCAP Update can be found in Appendix D or online at the web address as follows:

http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html

The strategies presented in Table 6-1 were developed to address the needs expressed by the public during the outreach activities and improve upon the tri-county area's existing services. Projects that address the TCAP strategies have a higher likelihood of success in being awarded the maximum available points during the JARC, NF, and/or E&D scoring process. The process used to award funding is described in more detail in Section 7. During future TCAP updates, the strategies will be reviewed to ensure that they continue to be priorities that meet the needs of the tri-county area's target populations.

**Table 6-1
Recommended Priority Strategies**

Strategy	Problem/Unmet Need Addressed	County Impacted	Potential Projects	Project Type	Population Served	Potential Funding Source
A) Create a transportation network comprised of fixed-route, vanpool / carpool, and shuttle services that allows for expanded mobility in the evening hours and on weekends.	Limited transportation services in the evenings. There is a need for later bus service.	Hillsborough Pasco Pinellas	Evaluate existing service to determine if shifts can be made to move services from existing service hours to later evening hours	Planning	All	NF, JARC
	Limited transportation services on the weekend.		Develop a countywide tax to pay for later evening and weekend service	Legislative	All	N/A
	Insufficient paratransit services connecting workers with employers after hours for late evening trips and during the weekend.		Create carpools/vanpools that provide transportation service in the later evening hours to locations that are open beyond the existing fixed-route hours	Operating	All	NF, JARC
			Purchase vehicles for vanpools	Capital	All	NF, JARC
			Expand fixed-route service to later evening hours to accommodate the expressed needs of the TCAP	Operating	All	NF, JARC
			Expand fixed-route service hours and frequency on the weekends to accommodate the expressed needs of the TCAP	Operating	All	NF, JARC
			Purchase additional vehicles for expanded service	Capital		NF, JARC, E&D
			Expand the demand response (paratransit) system hours	Operating		NF, JARC

Table 6-1 (Continued)
Recommended Priority Strategies

Strategy	Problem/Unmet Need Addressed	County Impacted	Potential Projects	Project Type	Population Served	Potential Funding Source
B) Improve coordination among public transit providers, human services agencies, and volunteer-based driver programs to provide greater mobility throughout the tri-county area.	Lack of weekend service for seniors	Hillsborough Pasco Pinellas	Implement or expand volunteer-based transportation programs	Operating	All	NF, JARC
	Insufficient weekend frequencies		Implement cross county fixed-route services	Operating	All	NF, JARC
	Limited weekend service		Expand the paratransit system for cross county travel especially on major corridors to connect to local transportation services	Operating	Paratransit users	NF, JARC
	Lack of inter-county fixed-route and paratransit services		Increase fixed-route evening and weekend hours	Operating	All	NF, JARC
	Insufficient regional connectivity for medical purposes		Purchase accessible vehicles for the expansion of service	Capital	All	NF, JARC, E&D
	Insufficient inter-county travel for fixed-route and paratransit trips		Car loan program to assist in purchasing and maintaining vehicles for shared rides	Capital	All	NF, JARC
	Lack of coordination and sharing of resources including church buses and other underused vehicles		Establish agreements for connecting services or sharing rides	Planning	All	NF, JARC
	More buses to accommodate increased services needed		Hire additional staff to coordinate use of vehicles among various agencies	Operating/ Mobility Management	All	NF, JARC
	Lack of sidewalks to allow the elderly and persons with disabilities access to transportation		Purchase replacement vehicles for continued service	Capital	All	NF, JARC, E&D
			Paratransit connections to bus stops	Operating	Elderly/Persons with disabilities	NF

Table 6-1 (Continued)
Recommended Priority Strategies

Strategy	Problem/Unmet Need Addressed	County Impacted	Potential Projects	Project Type	Population Served	Potential Funding Source
C) Obtain additional funding for transit by pursuing grant opportunities, creating partnerships with local governments, and establishing transit funding taskforces.	Insufficient funding for increased fixed-route frequencies	Hillsborough Pasco Pinellas	Additional outreach workers to pursue partnership opportunities	Mobility Management/ Operating	All	NF, JARC
	Improve spending per capita on transit in comparison to other states		Mobility managers to administer grant processes	Mobility Management	All	NF, JARC
	Lack of transportation funding		Develop countywide tax for transit	Legislative	All	N/A
	Lack of 5310 funds for replacement vehicles		Transportation forums to educate the public on the benefits offered by public transportation and how transportation is funded.	Operating	All	NF, JARC
D) Improve access to information about available transportation options and coordinate eligibility processes.	Lack of knowledge regarding programs	Hillsborough Pasco Pinellas	Joint Transportation Forums	Operating	All	NF, JARC
	Insufficient education on available services, various programs, and eligibility requirements		Senior Center Programs	Mobility Management/ Operating	Elderly	NF
			Travel Training Programs	Mobility Management/ Operating	All	NF, JARC
			Employer Training Programs	Mobility Management/ Operating	Employer/Employee	JARC
			Centralized One Stop Centers as referenced in strategy F below	Operating/ Capital Mobility Management	All	JARC, NF,
E) Create a network of transportation options that provides more personal service for persons with disabilities	More personal door-to-door service for the needs of the persons with disabilities	Hillsborough Pasco Pinellas	Implement new or expand existing volunteer driver programs to provide transportation at various times	Operating	Elderly/Persons with disabilities	NF
	Lack of volunteer drivers		Implement volunteer driver programs that can provide personal, door-to-door, and door-through-door services	Operating	Elderly/Persons with disabilities	NF
	Lack of immediate transportation services for the elderly		Circulators or flex route service in communities with moderate to high elderly and/or persons with disabilities populations	Operating	Elderly/Persons with disabilities	NF
	Lack of sensitivity towards the elderly and persons with disabilities transit users		Sensitivity training programs for public transportation and paratransit drivers	Operating	Elderly/Persons with disabilities	NF
	Insurance requirements for volunteer drivers are an issue		Lobbying for legislative changes to address issues with insurance requirements for volunteer drivers	Legislative	All	N/A

Table 6-1 (Continued)
Recommended Priority Strategies

Strategy	Problem/Unmet Need Addressed	County Impacted	Potential Projects	Project Type	Population Served	Potential Funding Source
F) Establish a centralized location that provides information, training, and brochures explaining the available transportation options in the tri-county area and coordinated eligibility	<p>No centralized one stop center with one eligibility process for all applications</p> <p>Lack of real-time bus information for those without access to personal digital assistants (PDAs)</p> <p>Some counties do not have brochures/materials containing information on all available programs</p>	Hillsborough Pasco Pinellas	Hire additional staff to provide information on the available transportation services and coordinate eligibility	Operating/ Mobility Management	All	NF, JARC
			Hire a mobility management coordinator to review eligibility criteria for all programs and develop a consolidated application and/or eligibility process	Mobility Management/ Operating	All	NF, JARC
			Implement a travel training program that provides information and training on how to use the available transportation services	Mobility Management/ Operating	All	NF, JARC
			Establish a centralized One Stop Center	Operating/ Capital	All	NF, JARC
			Establish an automatic call system for real time bus information, including information on delays	Operating/ Capital	All	NF, JARC
			Implement a consolidated and coordinated eligibility process	Mobility Management Operating	All	NF, JARC
			Develop brochures/materials for each county or region describing available transportation programs	Planning	All	NF, JARC
G) Improve ADA accessibility and mobility throughout the tri-county area	<p>Lack of ADA accessible vehicles in the provision of private transportation services</p> <p>Lack of connecting sidewalks for the elderly and persons with disabilities to access transit services</p> <p>Insufficient access to existing transit services due to non-ADA compliant bus stops and/or bus shelters that were constructed prior to and have not been renovated since the ADA act.</p> <p>Lack of flexibility in the requirements for users of the paratransit system qualified under the ADA program to also utilize the fixed-route system.</p>	Hillsborough Pasco Pinellas	Purchase accessible vehicles for use in taxi, ridesharing, and vanpools	Capital	Elderly/Persons with disabilities	NF
			Operate accessible vehicles for use in taxi, ridesharing, and vanpools	Operating	Elderly/Persons with disabilities	NF
			Implement voucher program to subsidize rides for taxi trips or trips provided by other private providers to the elderly and persons with disabilities	Operating	Elderly/Persons with disabilities	NF
			Implement circulators or flex routes that are fully accessible	Operating	All	NF, JARC
			ADA accessible transit infrastructure	Capital	Elderly/Persons with disabilities	NF,
			Sidewalk improvements, curb cuts, and bus pads to improve accessibility	Capital	Elderly/Persons with disabilities	NF

**Table 6-1 (Continued)
Recommended Priority Strategies**

Strategy	Problem/Unmet Need Addressed	County Impacted	Potential Projects	Project Type	Population Served	Potential Funding Source
H) Improve mobility and accessibility to transportation options in rural areas and areas without public transportation.	Limited transportation options -in rural areas and areas without public transportation	Hillsborough Pasco Pinellas	Implement increased transportation services that connect rural and urban areas that can utilize NF and JARC funds for urbanized and rural areas	Operating	All	NF, JARC
	Lack of public transit vehicle access to MacDill Air Force Base		Implement voucher program to subsidize rides for taxi trips or trips provided by private operators	Operating	All	NF, JARC
	Lack of fixed-route service to certain areas of the tri-county area		Circulators or flex routes connecting less urban communities to existing fixed-route service	Operating	All	NF, JARC
			Vanpools/carpools	Operating	All	JARC
			Car loan program to assist with purchasing and maintaining vehicles for shared rides to employment	Capital	Low-Income Employee/Employer	JARC
			Market the Bay Area Commuter Services program	Operating	Employee/Employer	JARC
I) Expand the availability of transportation options to provide additional trips for older adults, people with disabilities, and individuals with lower incomes.	Adult daycare trips and medical trips are needed for the elderly	Hillsborough Pasco Pinellas	Expand the paratransit system and specialized transportation services to adult daycares, medical facilities and dialysis centers throughout the region and to frequently utilized sites outside of the service area where comparable services are not provided within the service area	Operating	Elderly/Persons with disabilities	NF
	Insufficient subsidized or in-kind transportation services for low-income seniors					
	Lack of volunteer drivers		Increase programs to recruit volunteer drivers	Operating	All	NF, JARC
	Insufficient shopping, recreational, and employment trips on the paratransit systems		Expand the paratransit system beyond the ADA-required area at needed times	Operating	Elderly/Persons with disabilities	NF
	Costs of cab rides are too high		Implement vanpool programs to and from employment sites that are not accessible utilizing the existing transportation options	Operating	Employees/Employers	JARC
	The Hillsborough Public Transportation Commission regulations are impacting taxis and volunteer drivers		Increase fixed-route headways for more frequent service to alleviate reliance on higher cost taxi service	Operating	All	NF, JARC
		Purchase additional vehicles for expanded service	Capital	All	NF, JARC, E&D	

NOTE: Potential projects are recommendations; this list is not exhaustive of the projects that can be implemented under the grant programs. The projects recommended coincide with the strategy and are not lined up to address a specific unmet need. The unmet needs are identified to show correlations between strategies and projects.

SECTION 7: PRIORITIZATION AND APPLICATION PROCESS

This section documents the project scoring criteria and the process that will be used to award JARC, NF, and/or E&D funding.

APPLICATION RATING CRITERIA FOR SELECTION OF PROJECT(S) FOR FUNDING

The Hillsborough, Pasco & Pinellas MPOs developed project scoring criteria during the development of the 2007 TCAP. The criteria were used to score the projects selected for funding during previous JARC and NF application cycles. Applications were scored based on the following criteria:

- Project Description, Goals, & Objectives
- Implementation & Operations Plan
- Project Budget
- Coordination and Program Outreach
- Program Effectiveness and Performance
- DBE Participation

As part of the TCAP Update process, the project scoring criteria were revised to give more consideration to projects that address an identified unmet need from the plan and/or coincide with an identified TCAP strategy. Revisions were also made to the project scoring criteria to assign points to projects that incorporate the following elements:

- New or innovative concepts
- Plans for continuing the project after the grant funding cycle
- Utilization of available resources and/or leveraging resources through partnerships
- Coordination with a federal program

A detailed scoring table that includes criteria descriptions and the maximum points possible for each criterion can be found in the project funding application included as Appendix C.

As funding is available, the MPOs will advertise the application cycle and accept project proposals. Projects submitted for funding will be rated by a selection committee based upon point accumulation from the various categories. The JARC and NF application included as Appendix C provides detailed program descriptions and specific eligibility requirements. The final application for each funding cycle will include a timeline established for the project selection process. The MPO will accept printed applications; however, each applicant should also submit an electronic version. A committee including staff from the Pasco, Pinellas, & Hillsborough MPOs, FDOT District 7, and the Tampa Bay Regional Planning Council will review and score the applications, and through a process established in the TCAP, will select projects for funding. .

SECTION 8: CONCLUSION

This plan is the first update to the TCAP developed through a partnership between the Hillsborough, Pasco, & Pinellas MPOs, in coordination with FDOT D-7. In accordance with the TCAP guidelines and recognizing the new Partnership for Sustainable Communities initiative, an extensive public involvement process was conducted to obtain input from participants throughout the tri-county area, including representatives from the affordable housing and workforce agencies. The feedback that was provided by participants with regard to transportation deficiencies impacting the targeted groups was very comprehensive. There were no indications of duplications in transportation services. However, a clear and uniform message with regard to the need for additional services was expressed. As indicated in Chapter 5, the additional service needs include local level and regionally coordinated transportation services. Education was another topic discussed in great detail; many individuals and agencies were not aware of some of the existing transportation or human service provisions available in the tri-county region. The lack of information shared between agencies and the general public regarding existing services heightened the communities' awareness as to why coordinated planning needs to occur on increasing levels.

Based upon the tri-county area's demographic makeup and primary employment markets, expanding existing transportation services through JARC, NF, and E&D funding will provide greater access to employment and other services for the elderly, low-income, disabled, and unemployed populations. Targeted populations and human services facilities outside the ¼ mile buffer of existing public transit systems and ¾ mile buffer of ADA paratransit services can be impacted positively by innovative projects and programs selected for funding.

Through this plan, various transportation options are discussed and evaluated for their applicability within the tri-county region. In addition to specific projects that were identified, several areas within each county containing the greatest percentage of the target populations have been identified as focus areas for new and/or improved transportation services. In addition to the project solutions discussed in earlier chapters, other eligible projects such as websites and transportation technologies should be evaluated for their applicability in mitigating transportation problems in the tri-county area. Each of the projects presented earlier in this plan and contained in Appendix D are eligible for funding. The estimated federal funding for the tri-county urbanized area JARC and NF programs is presented below:

JARC

- Estimated Fiscal Year 2010 - \$1,310,900

NF

- Estimated Fiscal Year 2010 - \$934,532

E&D

- Estimated Fiscal Year 2010 - \$1,626,520

The SAFETEA-LU transportation bill funding the JARC, NF, and E&D programs was enacted for five years expiring in fiscal year 2009. At the current time, SAFETEA-LU has not been reauthorized; however, it is anticipated that a continuing resolution will be passed authorizing the fiscal year 2010 funding at least at the same levels as fiscal year 2009.

The JARC, NF, and E&D funding will require matching funds as explained in the sample grant application in Appendix F of the initial TCAP, but provides a starting point to implement the type of projects that can be added to the existing tri-county area transportation system. The JARC, NF, and E&D funds are for specific use in the urbanized areas of Pasco, Pinellas and Hillsborough County. To date E&D funds for this region have been administered by FDOT. It is important to note that JARC and NF are also available for rural areas and the rural area funds are administered by FDOT. Project applications received addressing the needs of rural areas will be forwarded to the FDOT by the selection committee. FDOT will competitively select the projects for funding based on the needs and strategies identified in this plan, selection committee input, and FDOT staff review.

The strategies included in Section 6 were developed based on input received during the public involvement efforts under taken to produce this plan. The target areas described in Section 5 were developed based on a review of previous planning efforts, an evaluation of Census data for target populations and an assessment of access to employers, senior facilities, affordable housing, and medical facilities. The demographic information included in Section 5 provides a snapshot of the tri-county area that is useful from a technical perspective.

The project evaluation/scoring criteria was developed to give greater consideration to projects that reflect priorities identified through the public and technical process by placing emphasis on projects that meet an identified unmet need or plan strategy, provide regional access, and effectively serve the targeted populations.

NEXT STEPS

Future updates to this plan will coincide with the LRTP update cycle to ensure that the funding available under these programs is used in a manner that meets the changing needs of the tri-county area and the target populations. In addition, public involvement efforts will continue to be a primary method of identifying needs, strategies, and projects for plan updates.

A competitive selection of project(s) or program(s) for funding will be conducted for each fiscal year of funding available. Projects Selected must be derived from this plan. After funding is provided, recipients will be required to report on the success of their project(s) or program(s) in meeting the needs of the target populations and the goals and strategies of this plan. Quarterly project updates






as requested in the competitive grant application will be required from each JARC, NF, and E&D funded recipient.

APPENDIX A
ADDITIONAL MAPPING ANALYSIS



Tri-County Access Plan

Pinellas County Affordable Housing Locations - Saint Petersburg Area

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

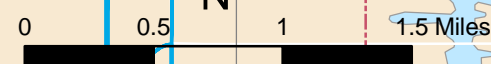
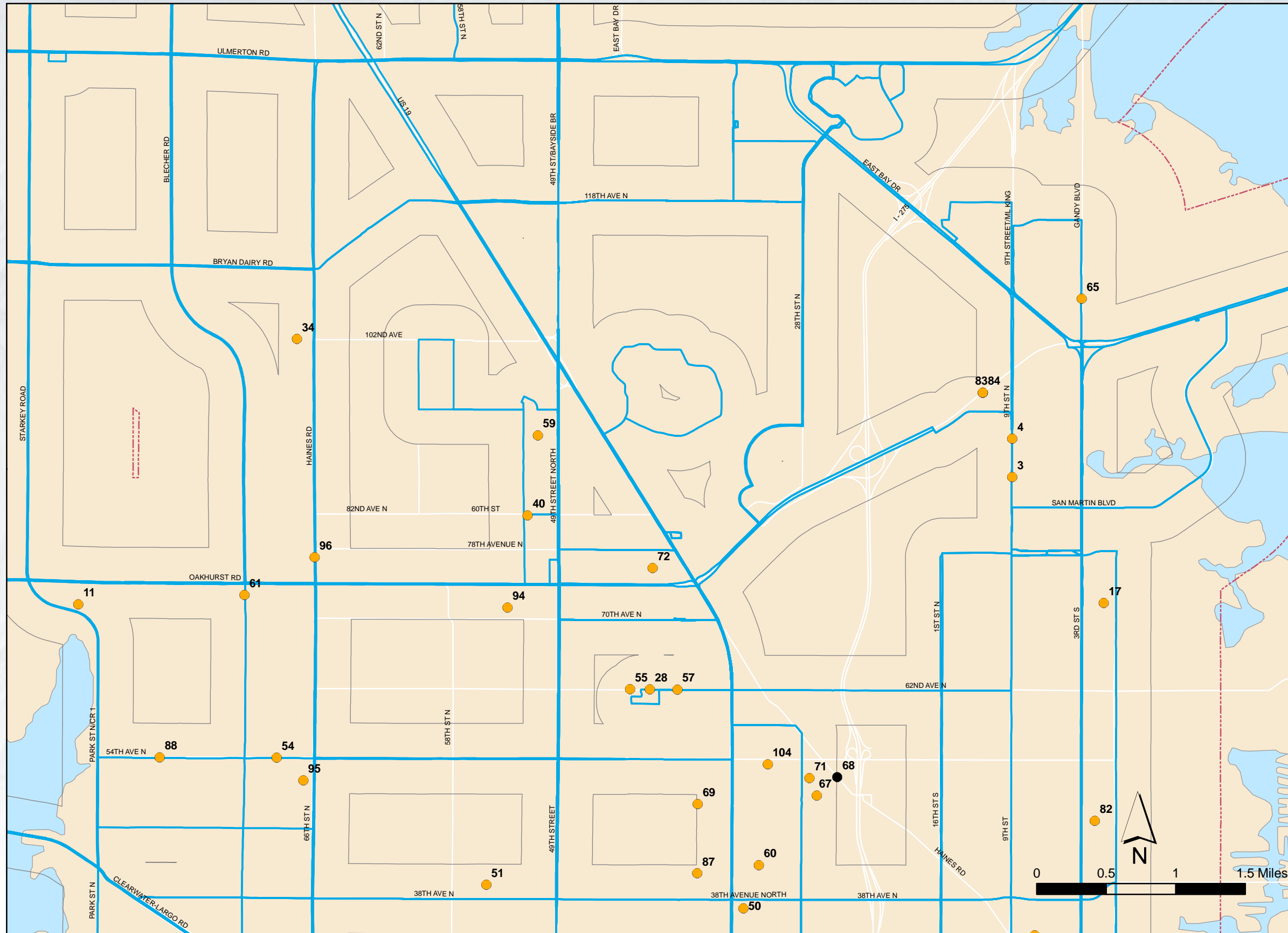
Affordable Housing Locations

-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.






Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009





Tri-County Access Plan

Pinellas County Affordable Housing Locations - Downtown St. Petersburg Area

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Affordable Housing Locations

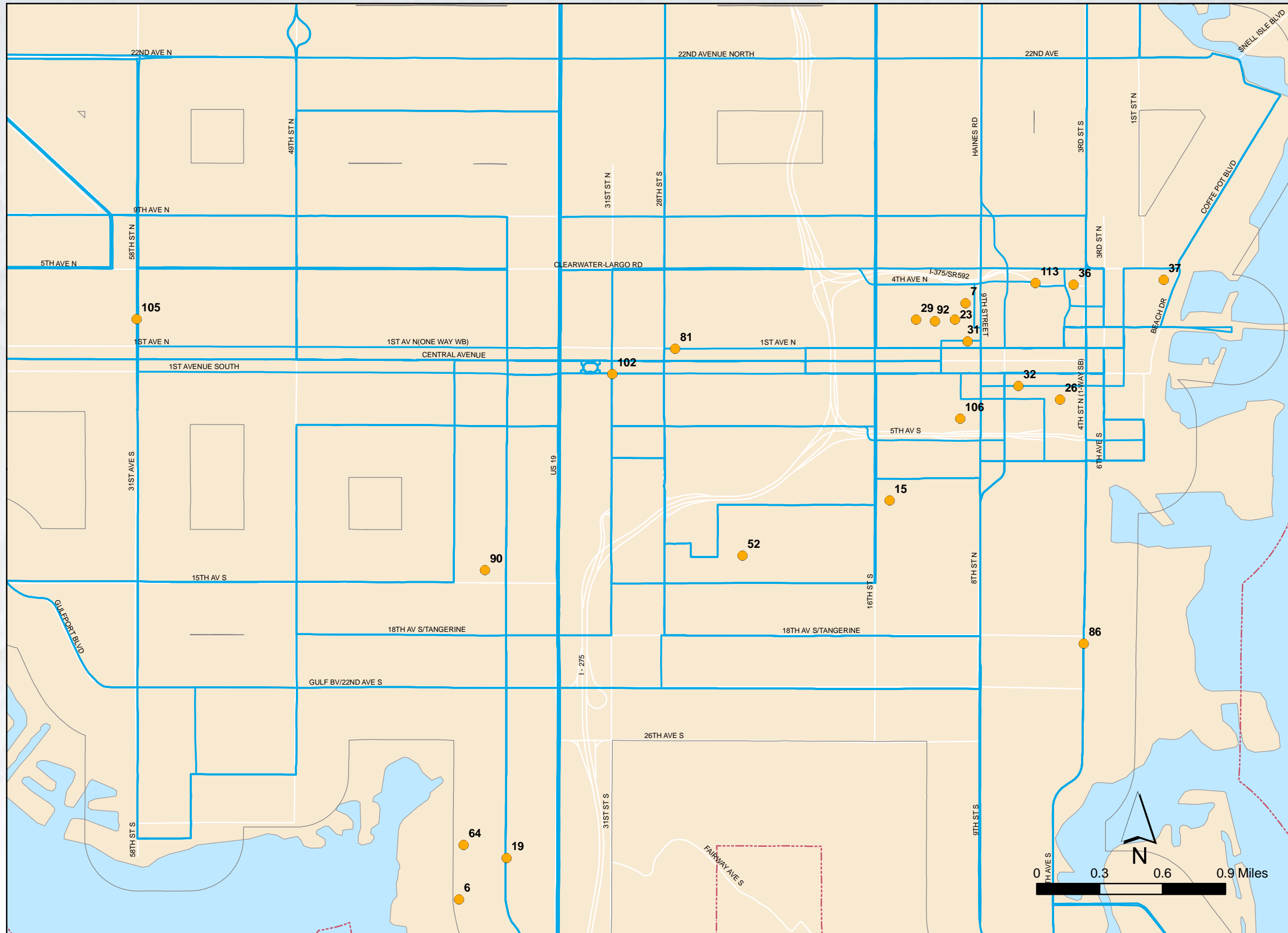
-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



Celebrating 20 Years 1989 - 2009

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Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009





Tri-County Access Plan

Pinellas County Affordable Housing Locations - Clearwater Area

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Affordable Housing Locations

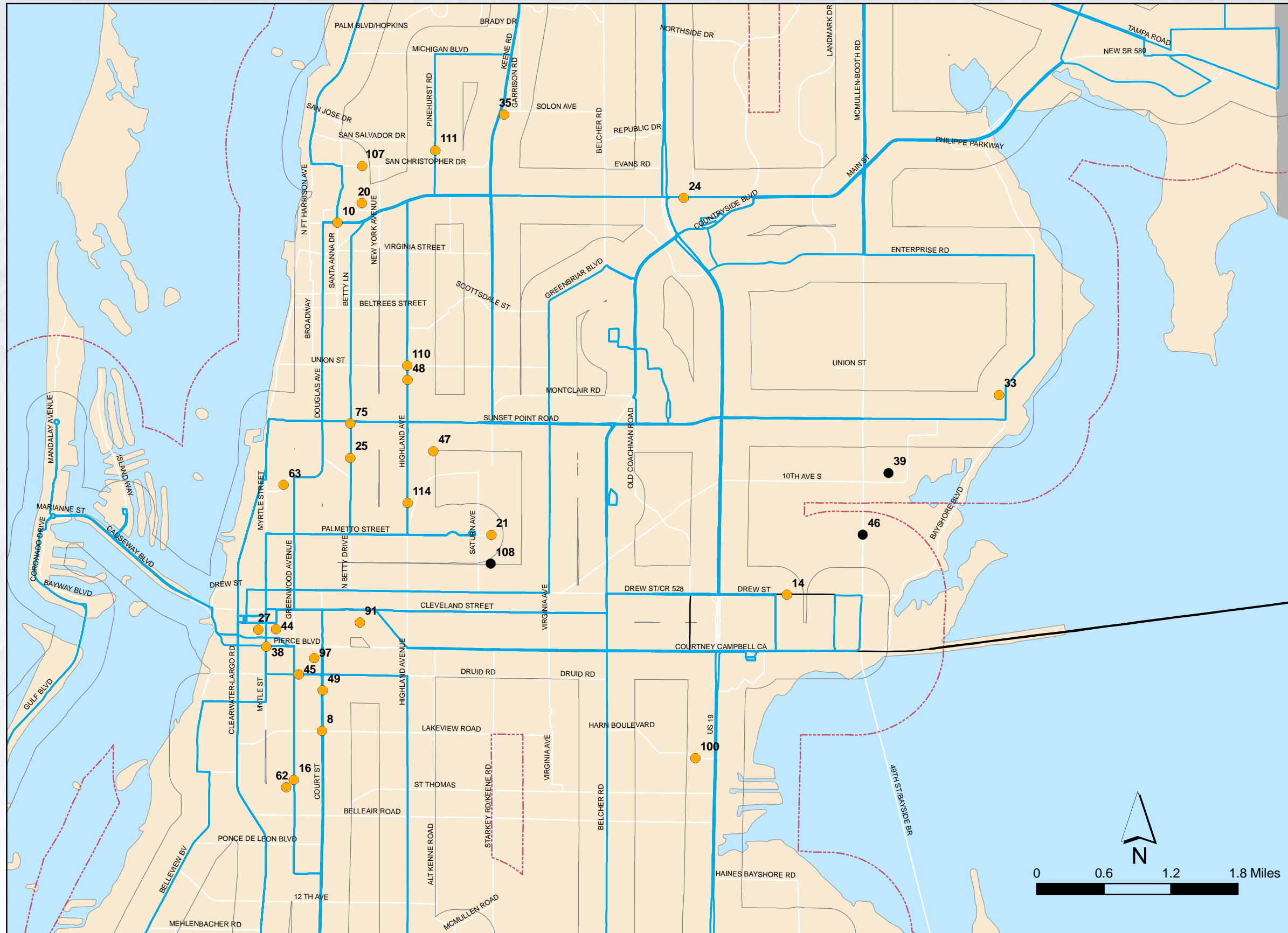
-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



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Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009





Tri-County Access Plan

Pinellas County Affordable Housing Locations - Tarpon Springs Area

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Affordable Housing Locations

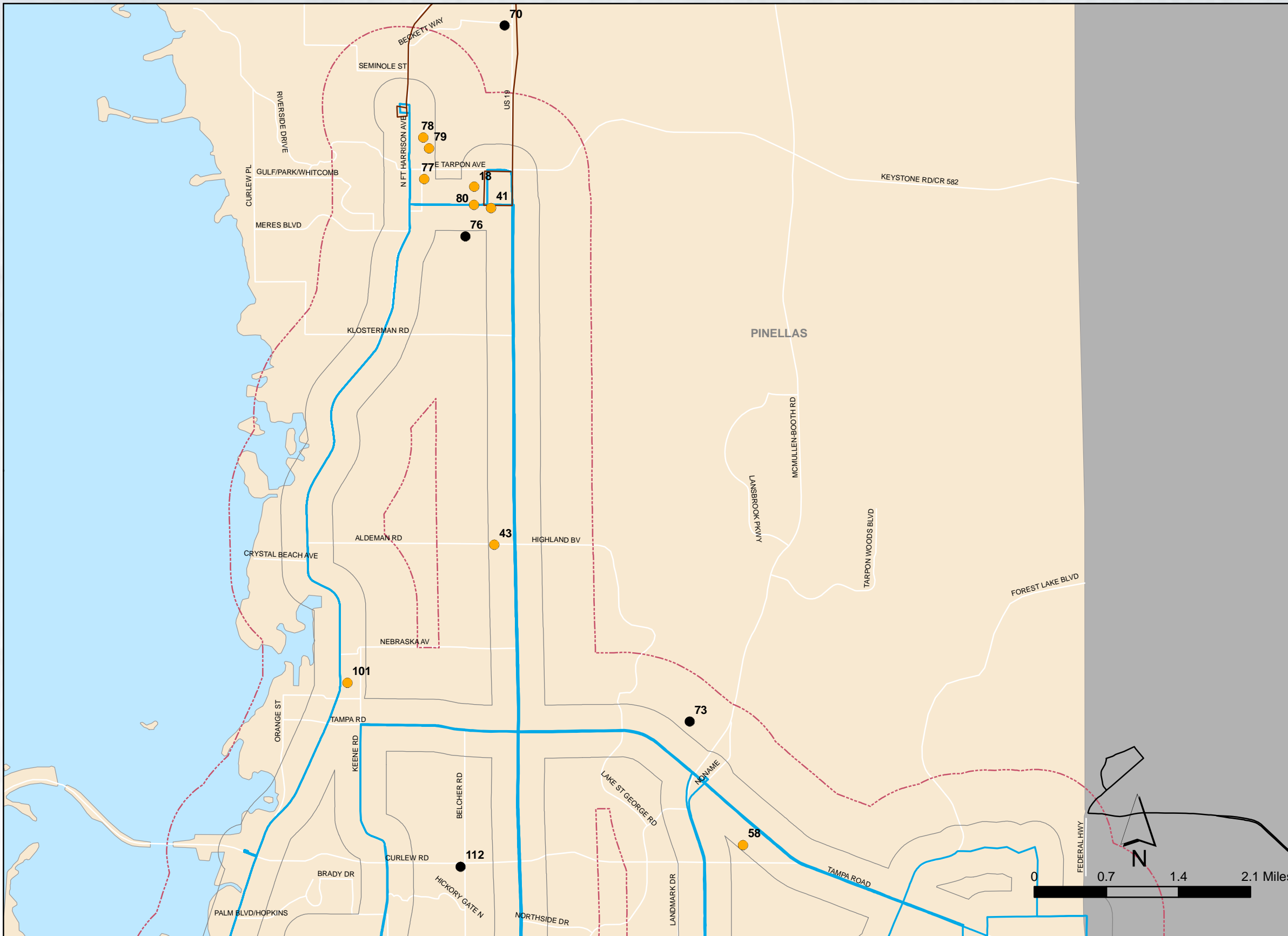
-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



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Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009





Tri-County Access Plan

Pinellas County Medical Facilities - Downtown St. Petersburg Area

Legend

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-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Affordable Housing Locations

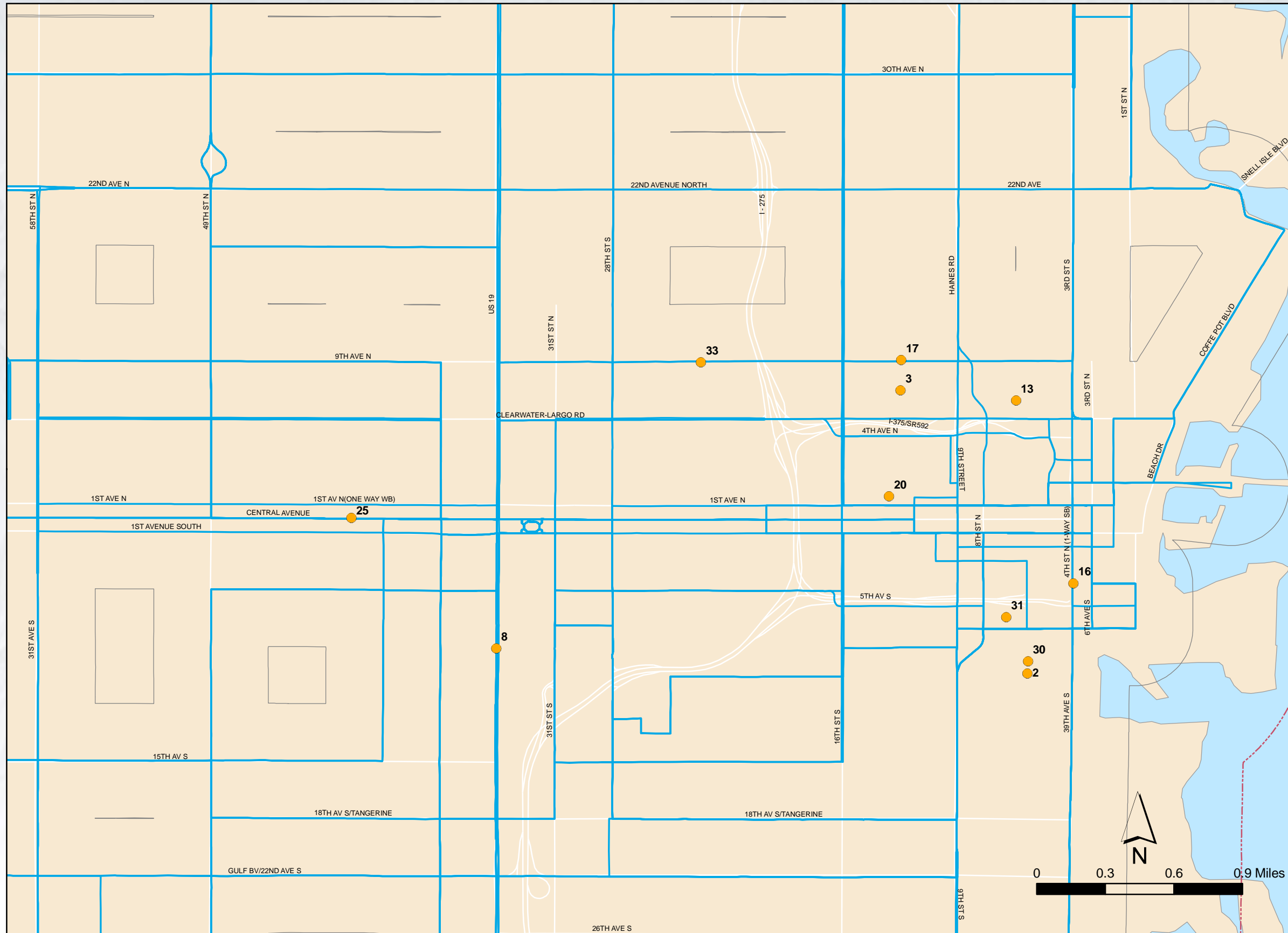
-  Within 1/4 Mile Service Area
-  Outside 1/4 Mile Service Area



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Sources: Pinellas County Housing Authority as well as others - see report. Date: August 2009








Tri-County Access Plan

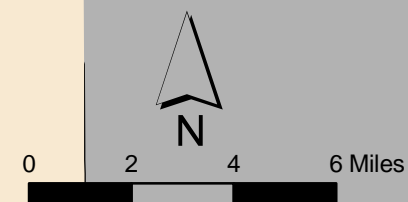
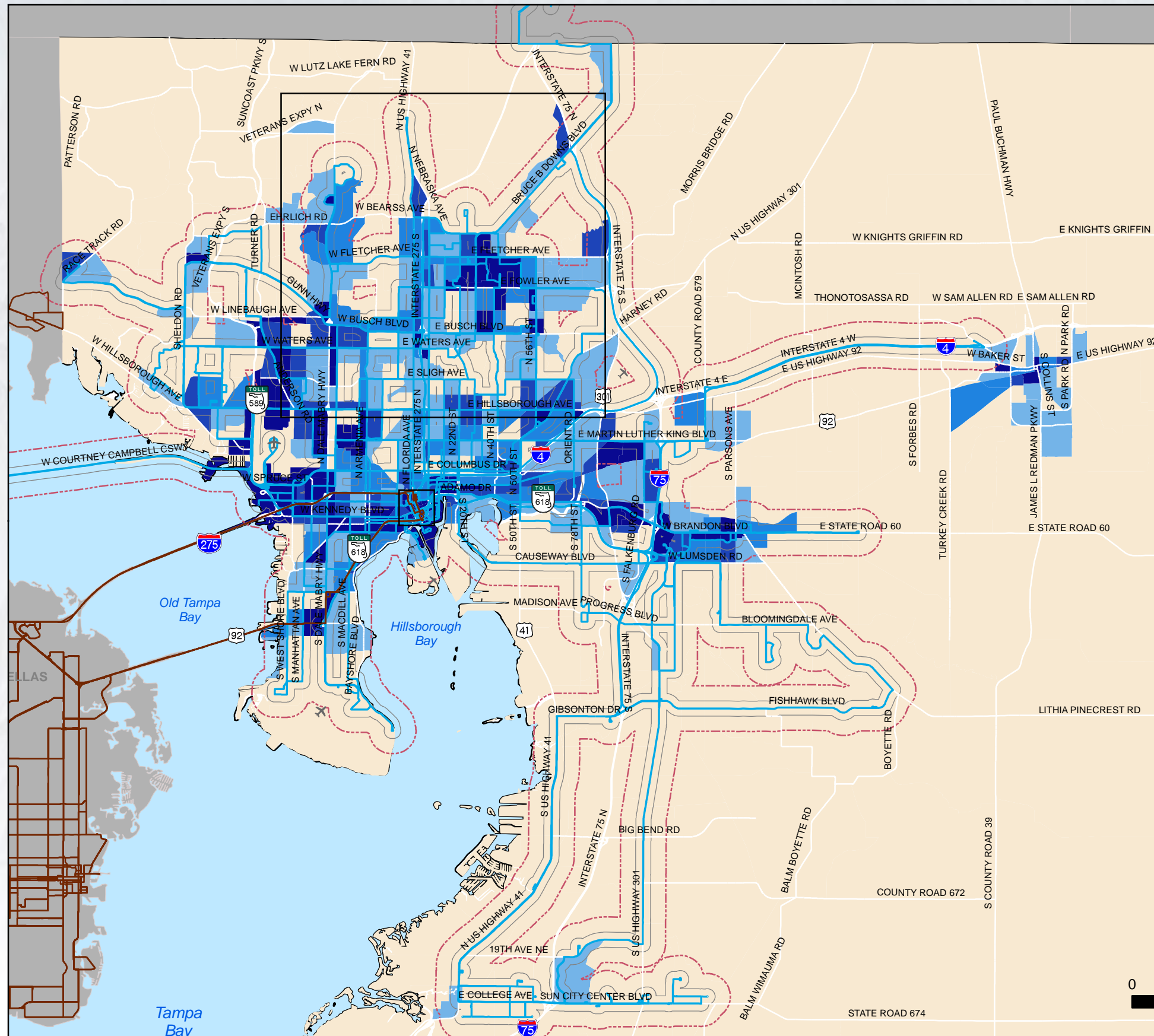
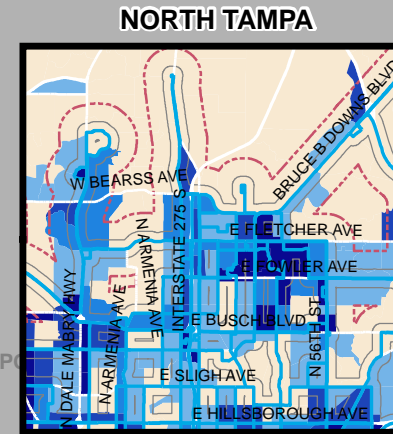
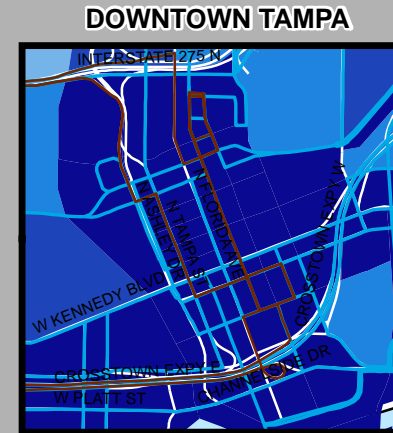
2010 Hillsborough County Employment Density

Legend

-  HART Bus Routes
-  PCPT Routes
-  PSTA Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Employees/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10+



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Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission. Date: August 2009






Tri-County Access Plan

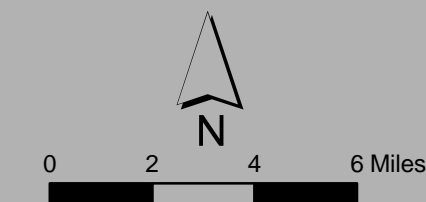
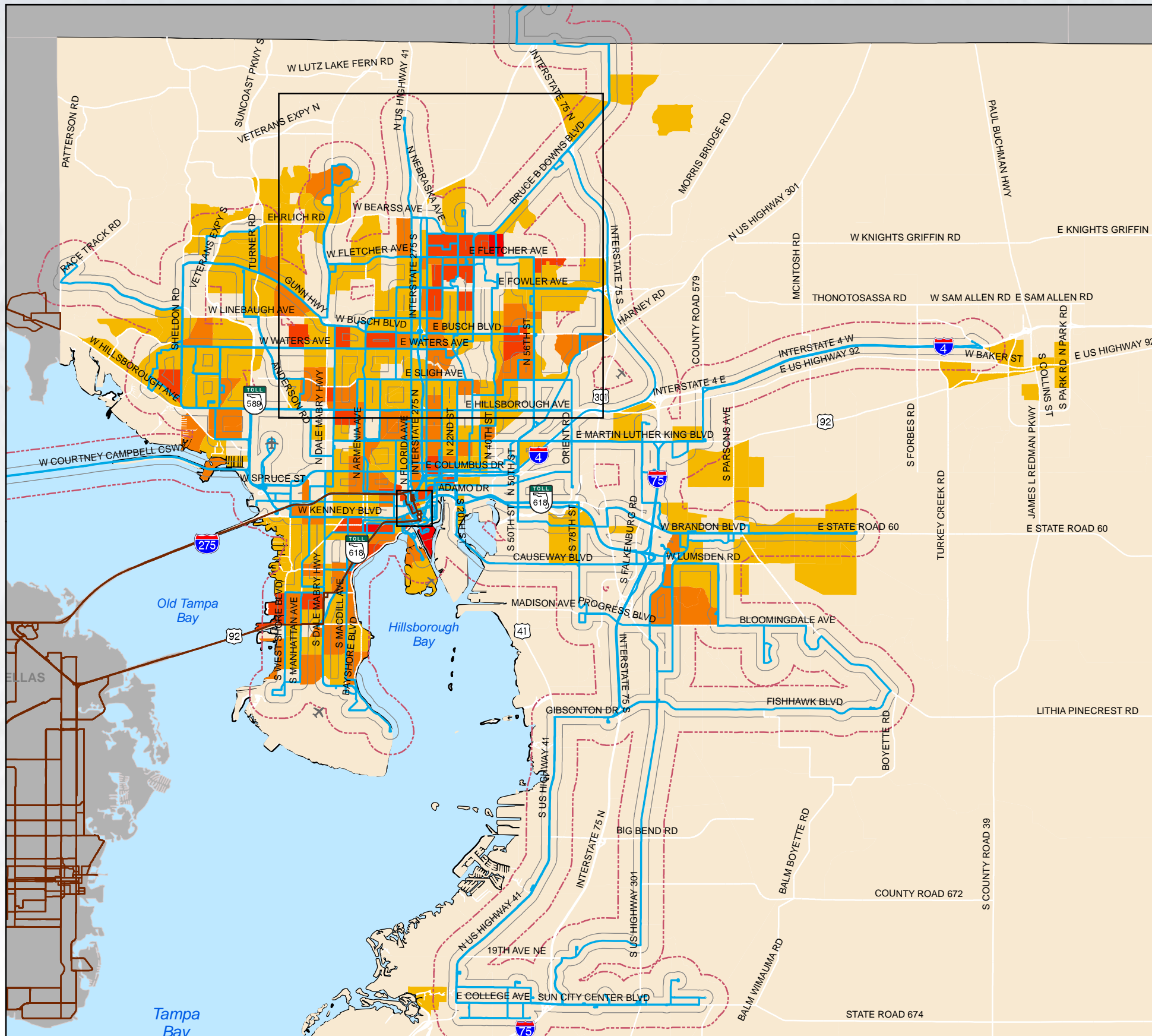
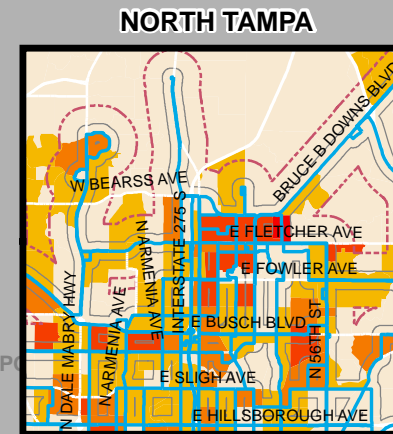
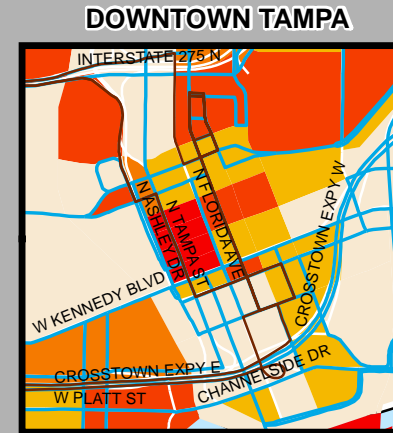
2010 Hillsborough County Dwelling Unit Density

Legend

-  HART Bus Routes
-  PCPT Routes
-  PSTA Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Dwelling Units/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10+



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Tri-County Access Plan

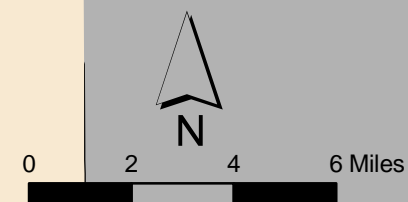
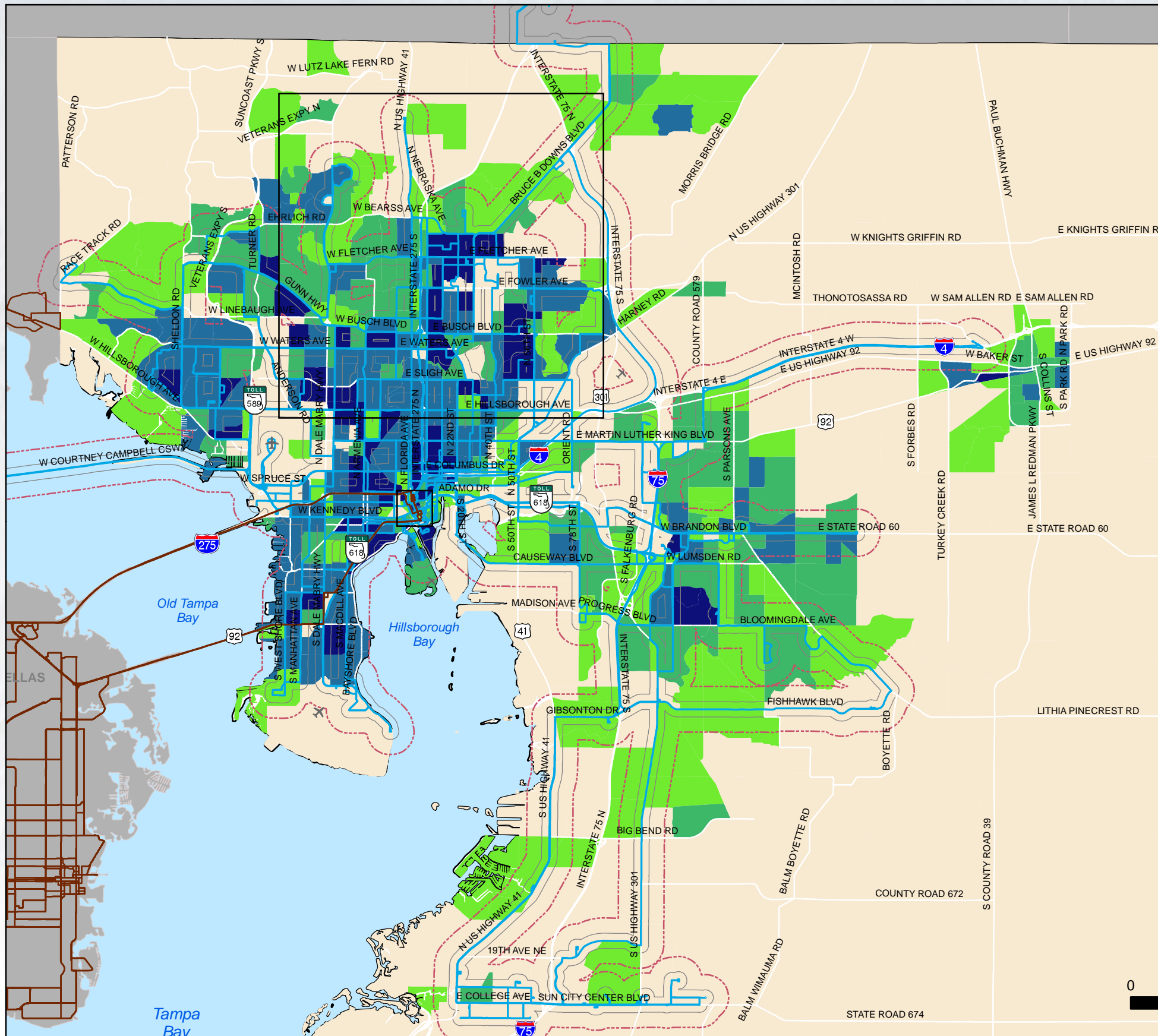
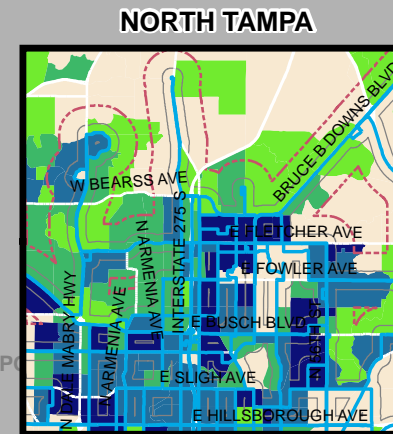
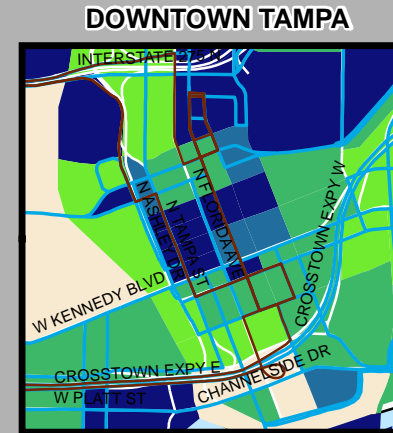
2010 Hillsborough County Population Density

Legend

-  HART Bus Routes
-  PCPT Routes
-  PSTA Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Persons/Acre

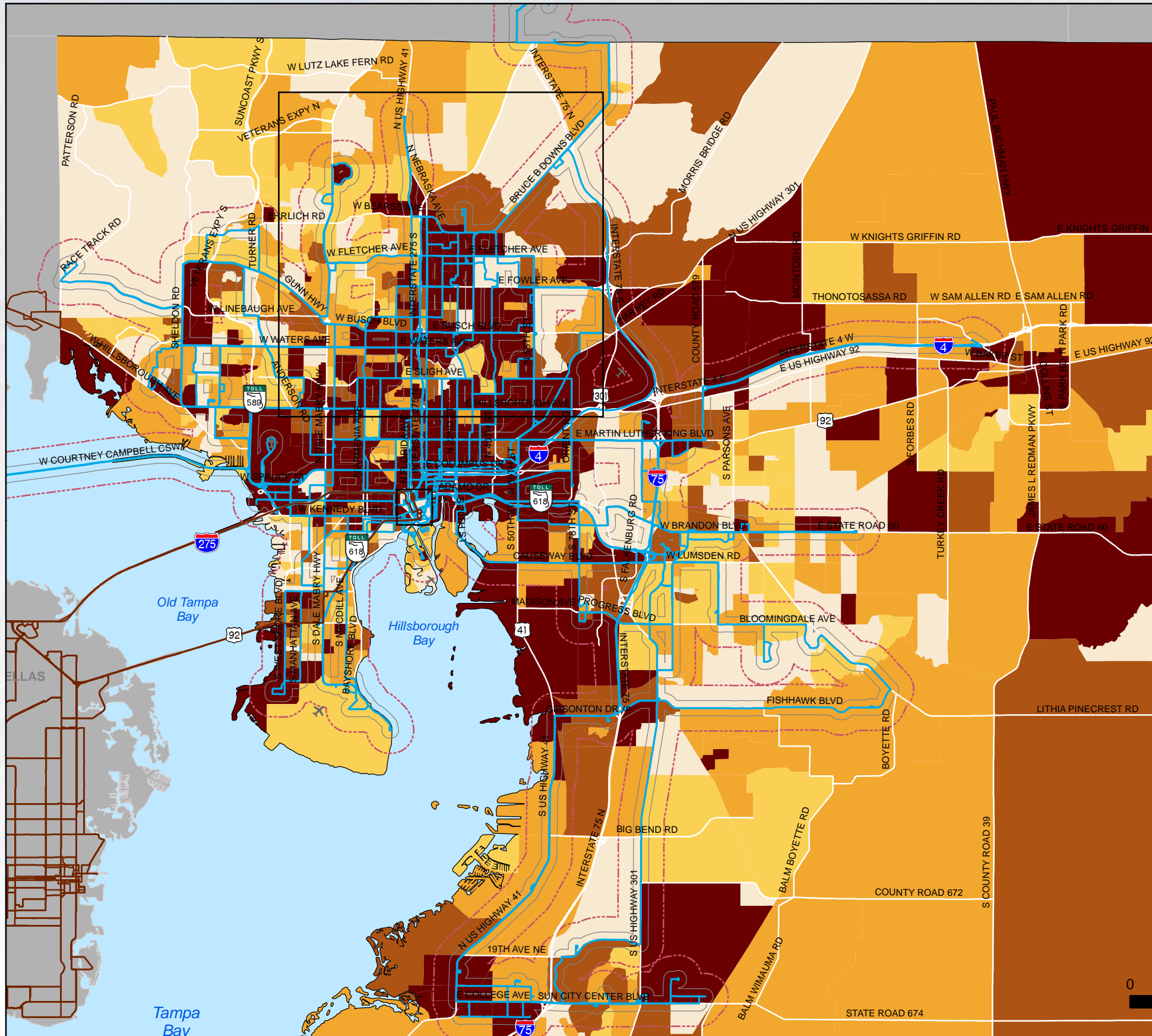
-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10+



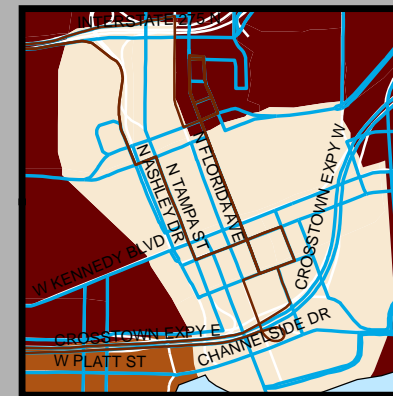
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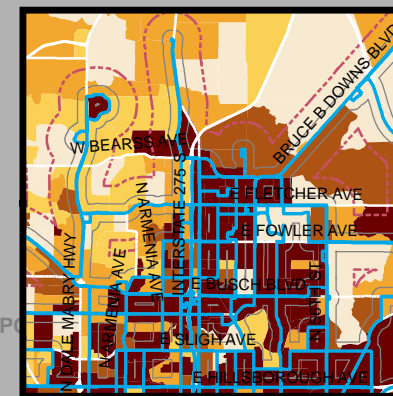
Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission. Date: August 2009



DOWNTOWN TAMPA



NORTH TAMPA



Tri-County Access Plan

2000 Hillsborough County Percent Low-Income Households

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Percent of Households with an Annual Income Below \$10,000

- 0% - 2%
- 2% - 4%
- 4% - 8%
- 8% - 10%
- > 10%

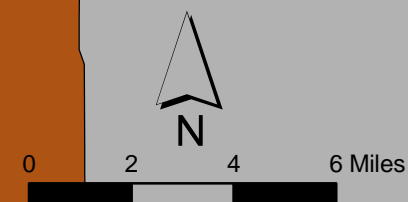


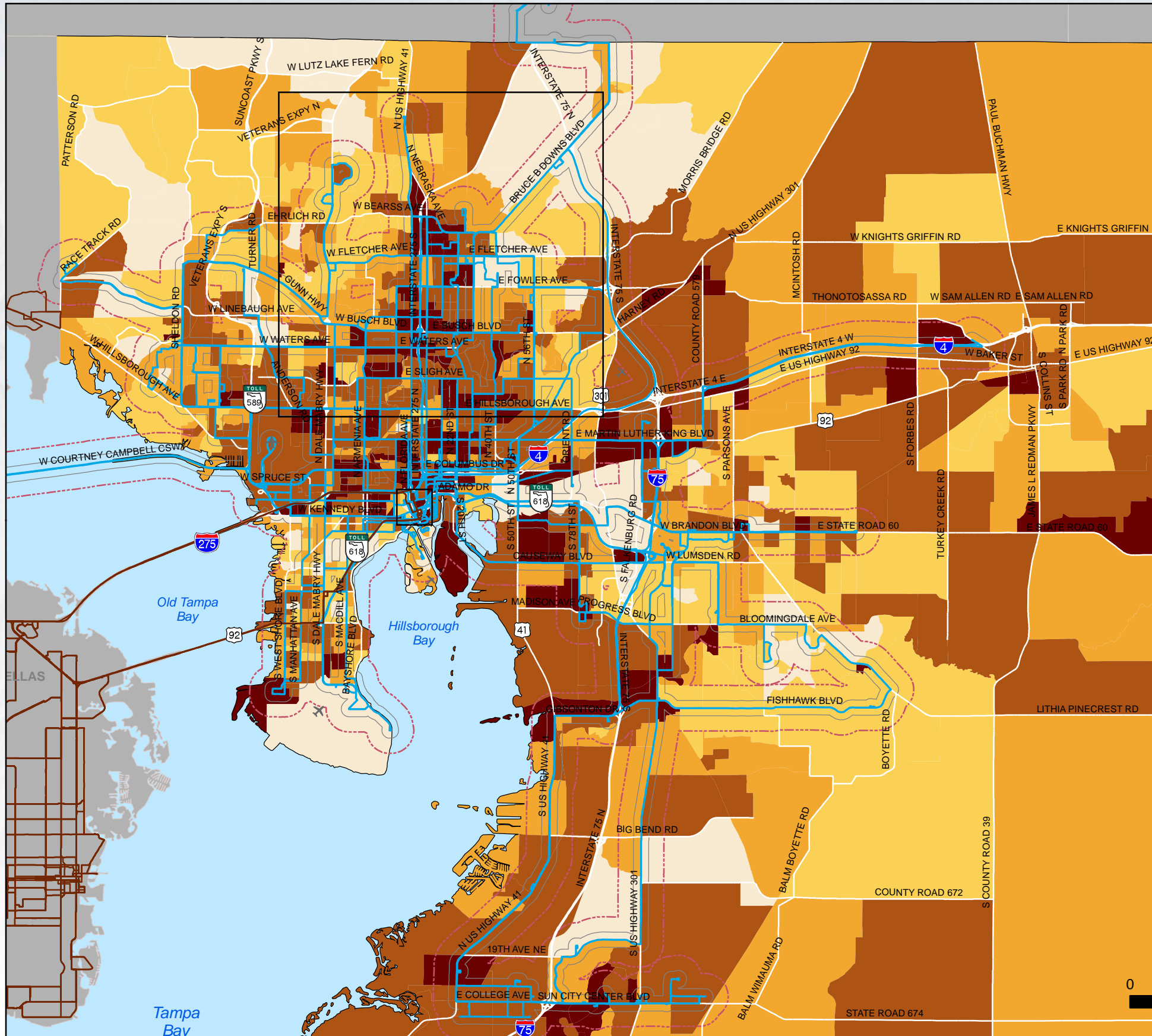
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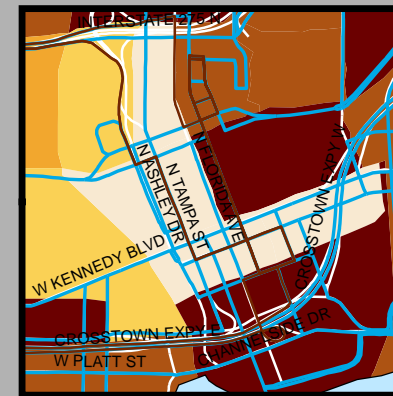
Sources: PCPT, PSTA, HART and Census 2000.

Date: August 2009

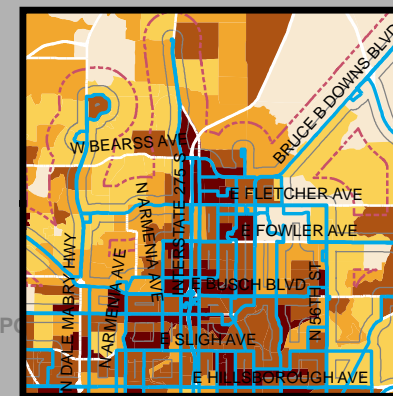




DOWNTOWN TAMPA



NORTH TAMPA



Tri-County Access Plan

2000 Hillsborough County Percent Disabled Persons

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Percent Disabled Persons

- < 10%
- 10% - 15%
- 15% - 20%
- 20% - 30%
- > 30%

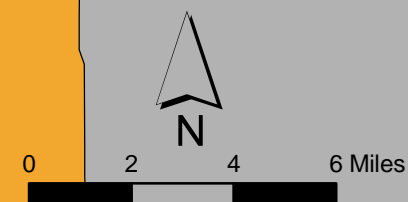


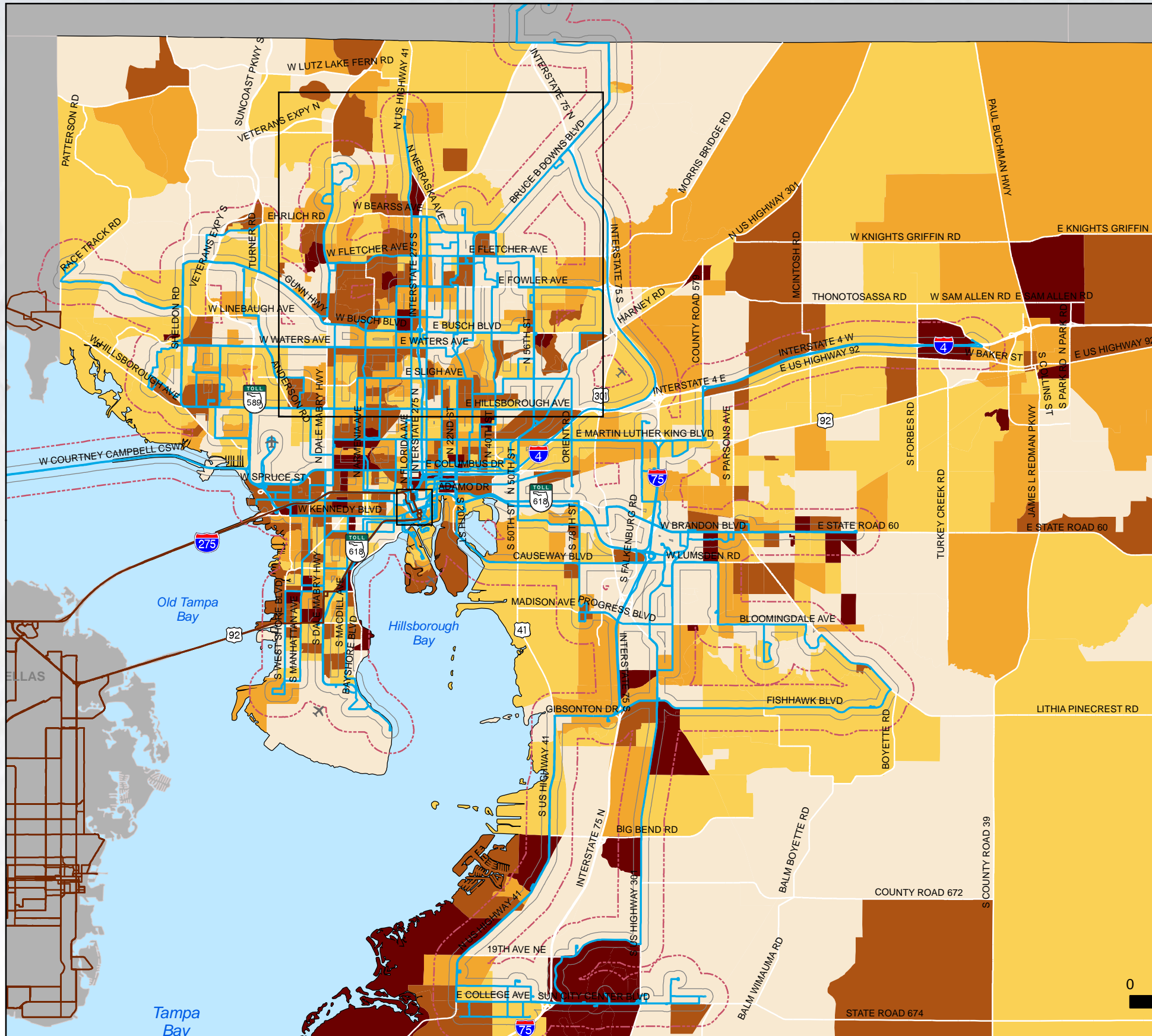
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Date: August 2009

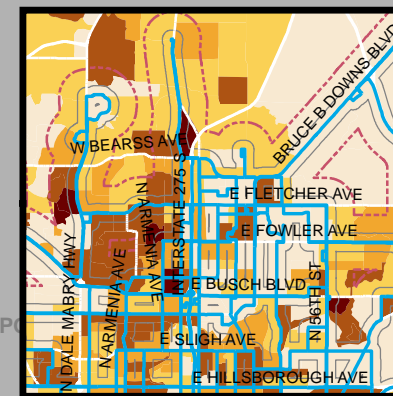




DOWNTOWN TAMPA



NORTH TAMPA



Tri-County Access Plan

2000 Hillsborough County Percent Population Age 60 and Above

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Percent Population Age 60 and Above

- < 10%
- 10% - 15%
- 15% - 20%
- 20% - 30%
- > 30%

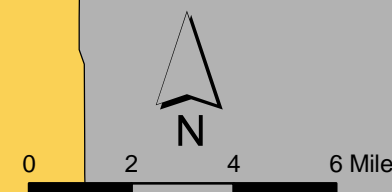
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Date: August 2009








Tri-County Access Plan

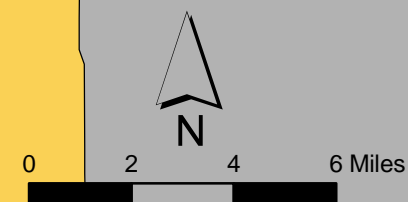
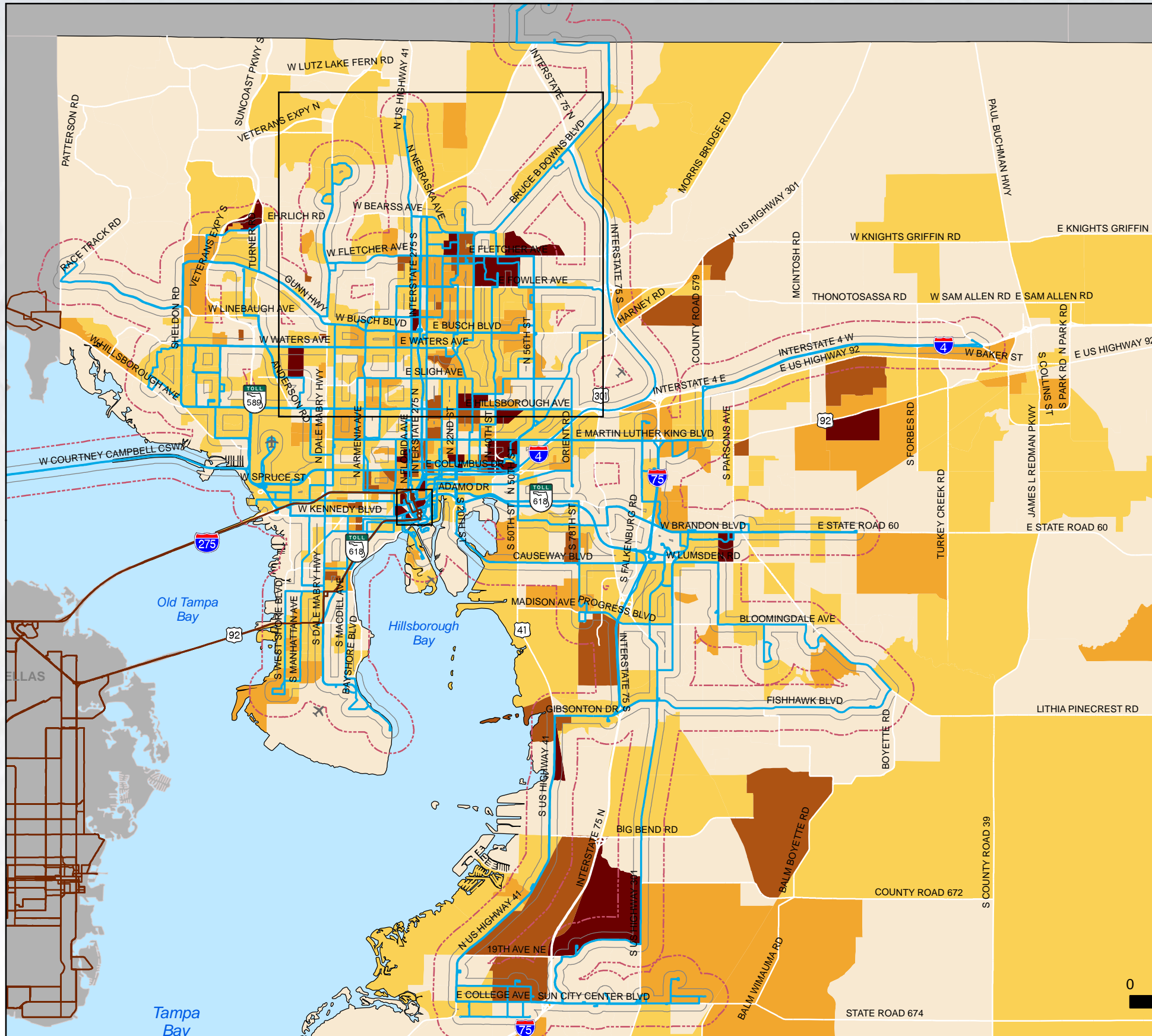
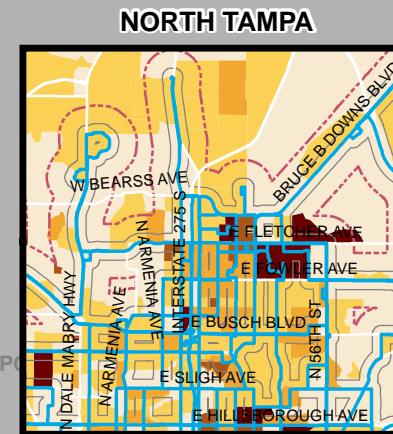
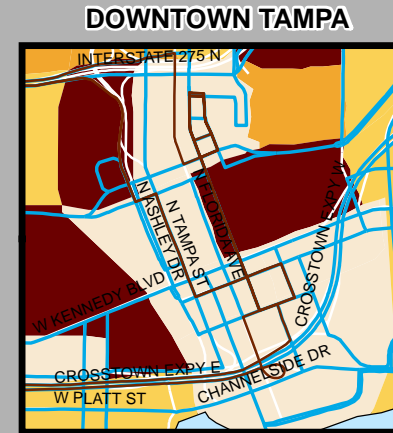
2000
Hillsborough County
Percent Unemployed
Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Percent Unemployed Persons

-  0% - 2%
-  2% - 4%
-  4% - 6%
-  6% - 8%
-  > 8%

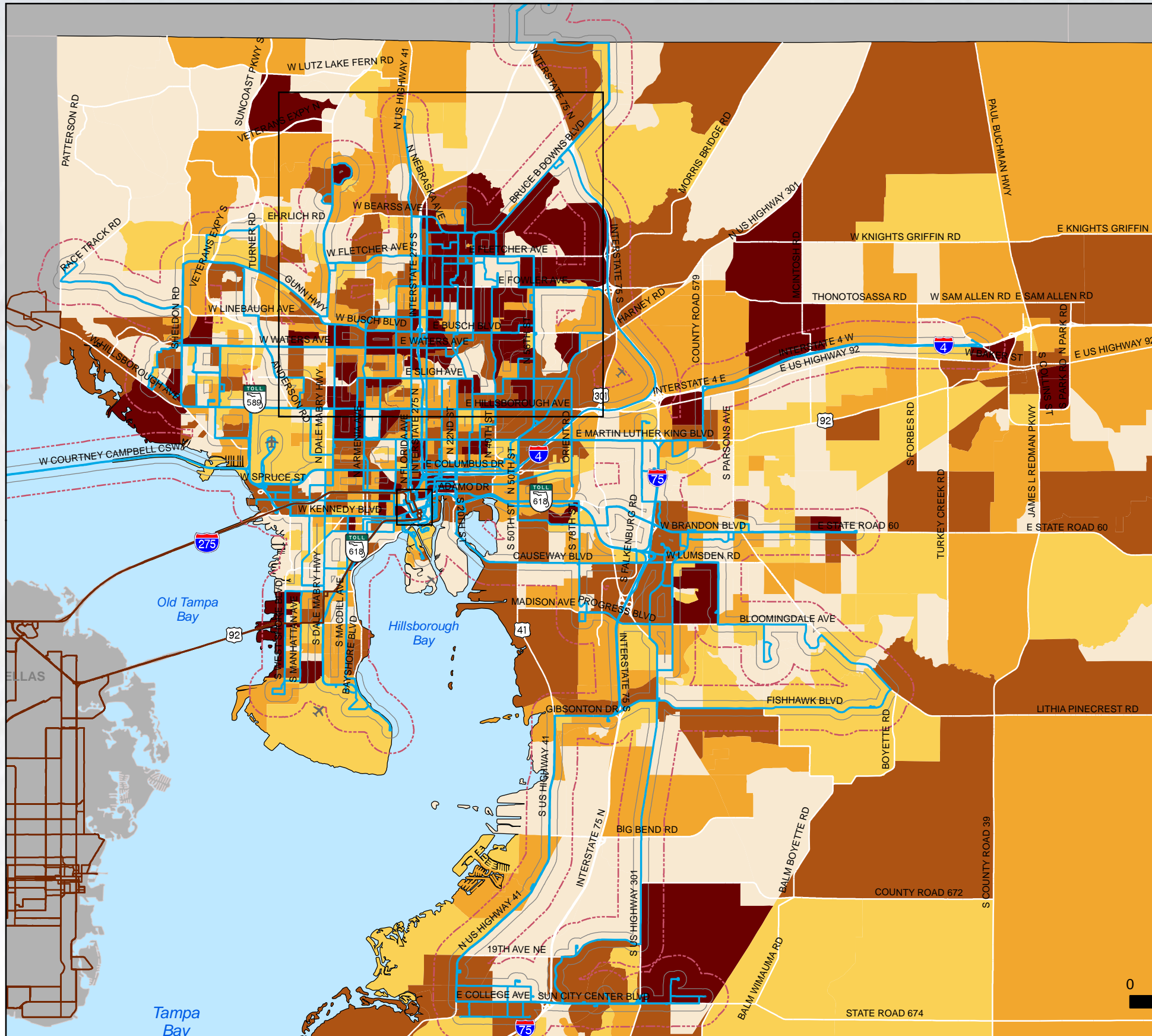


Tindale-Oliver & Associates, Inc.
Planning and Engineering
Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and Census 2000. Date: August 2009

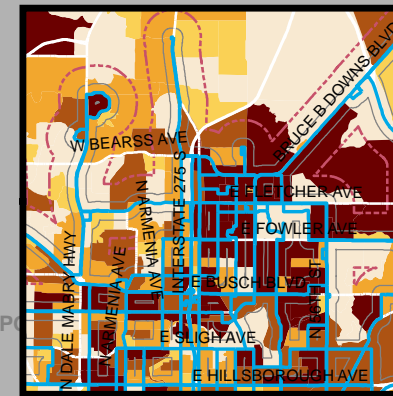




DOWNTOWN TAMPA



NORTH TAMPA



Tri-County Access Plan

2000 Hillsborough County Total Low-Income Households

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Total Households with an Annual Income Below \$10,000

- < 15
- 15 - 25
- 25 - 50
- 50 - 100
- > 100

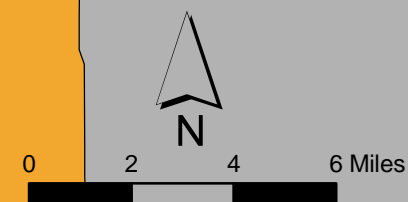


Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and Census 2000.






Date: August 2009








Tri-County Access Plan

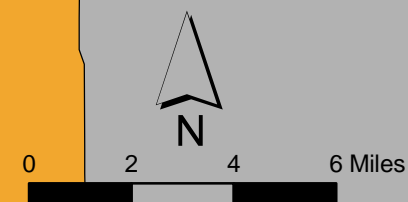
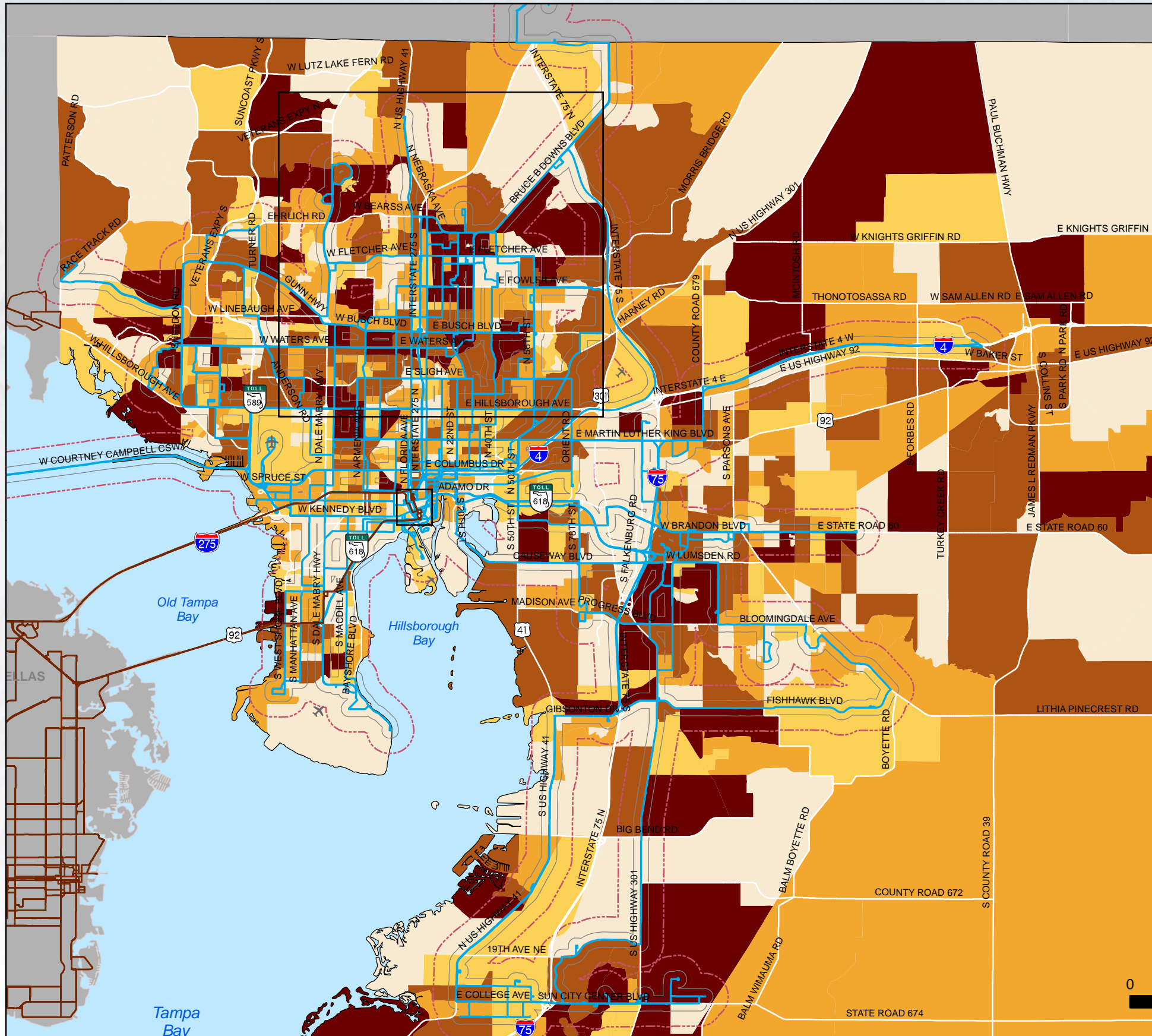
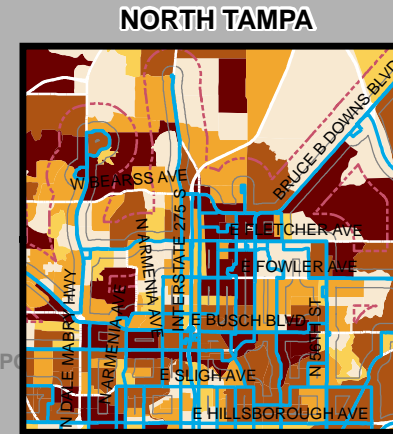
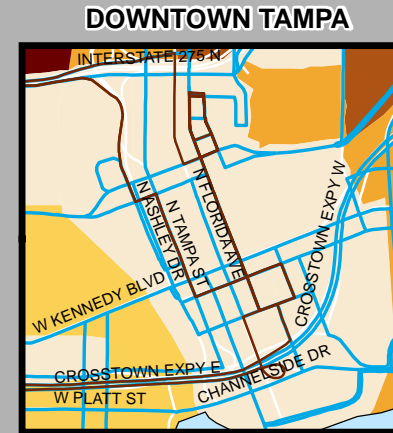
2000 Hillsborough County Total Disabled Population

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  HART 1/4 Mile Service Area
-  HART 3/4 Mile Service Area

Total Disabled Population

-  < 150
-  150 - 200
-  200 - 300
-  300 - 500
-  > 500

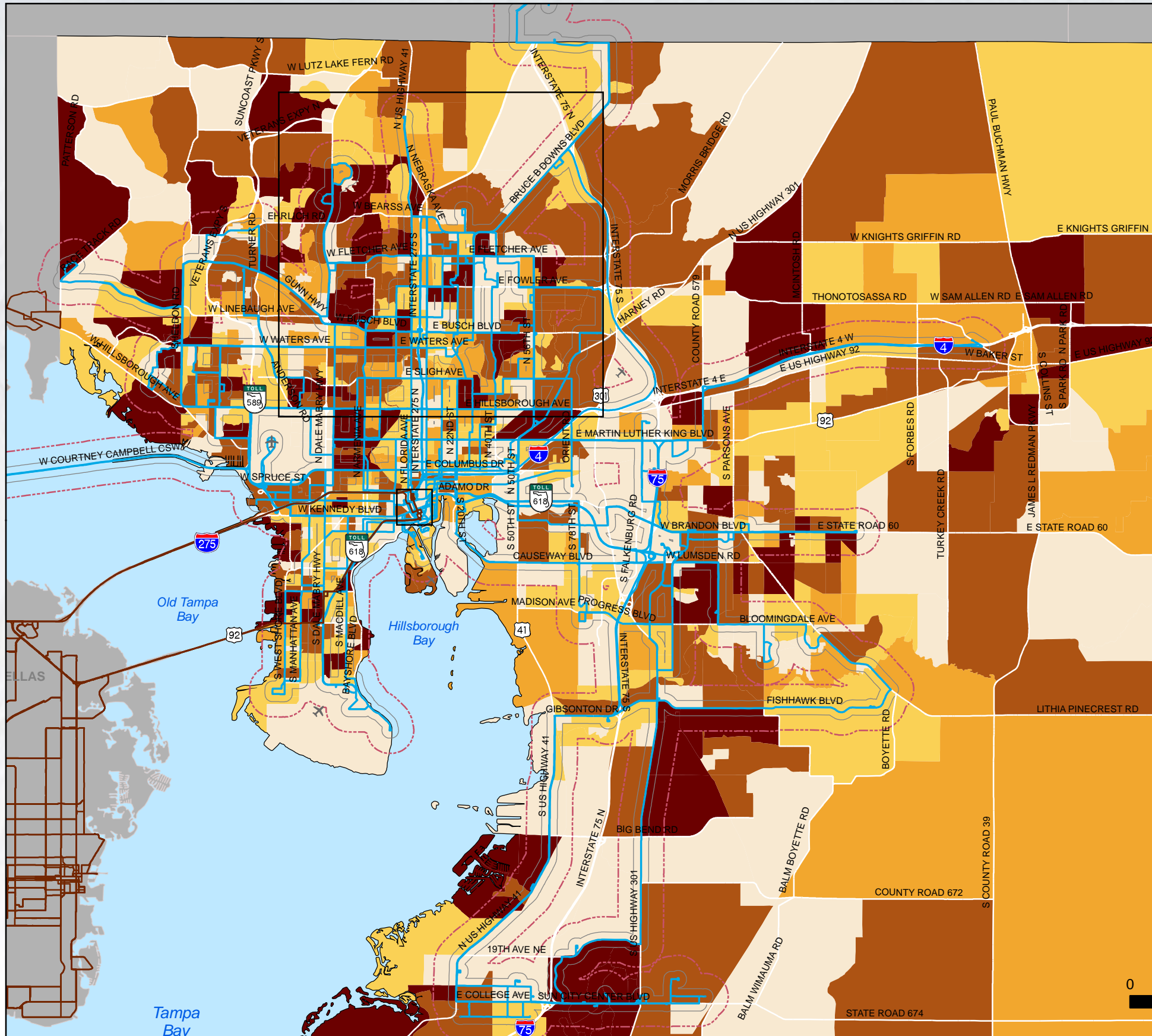


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Sources: PCPT, PSTA, HART and Census 2000. Date: August 2009

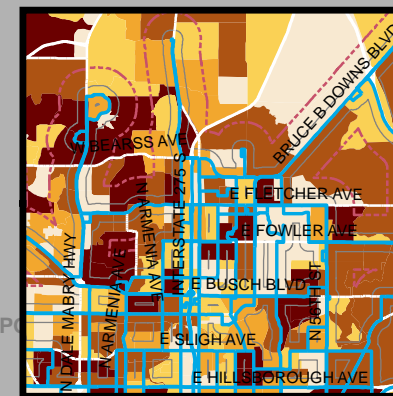




DOWNTOWN TAMPA



NORTH TAMPA



Tri-County Access Plan

2000 Hillsborough County Total Population Over Age 60

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Total Population Over 60

- < 100
- 100 - 150
- 151 - 200
- 201 - 350
- > 350

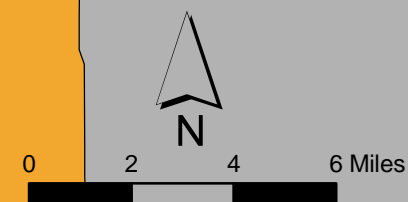


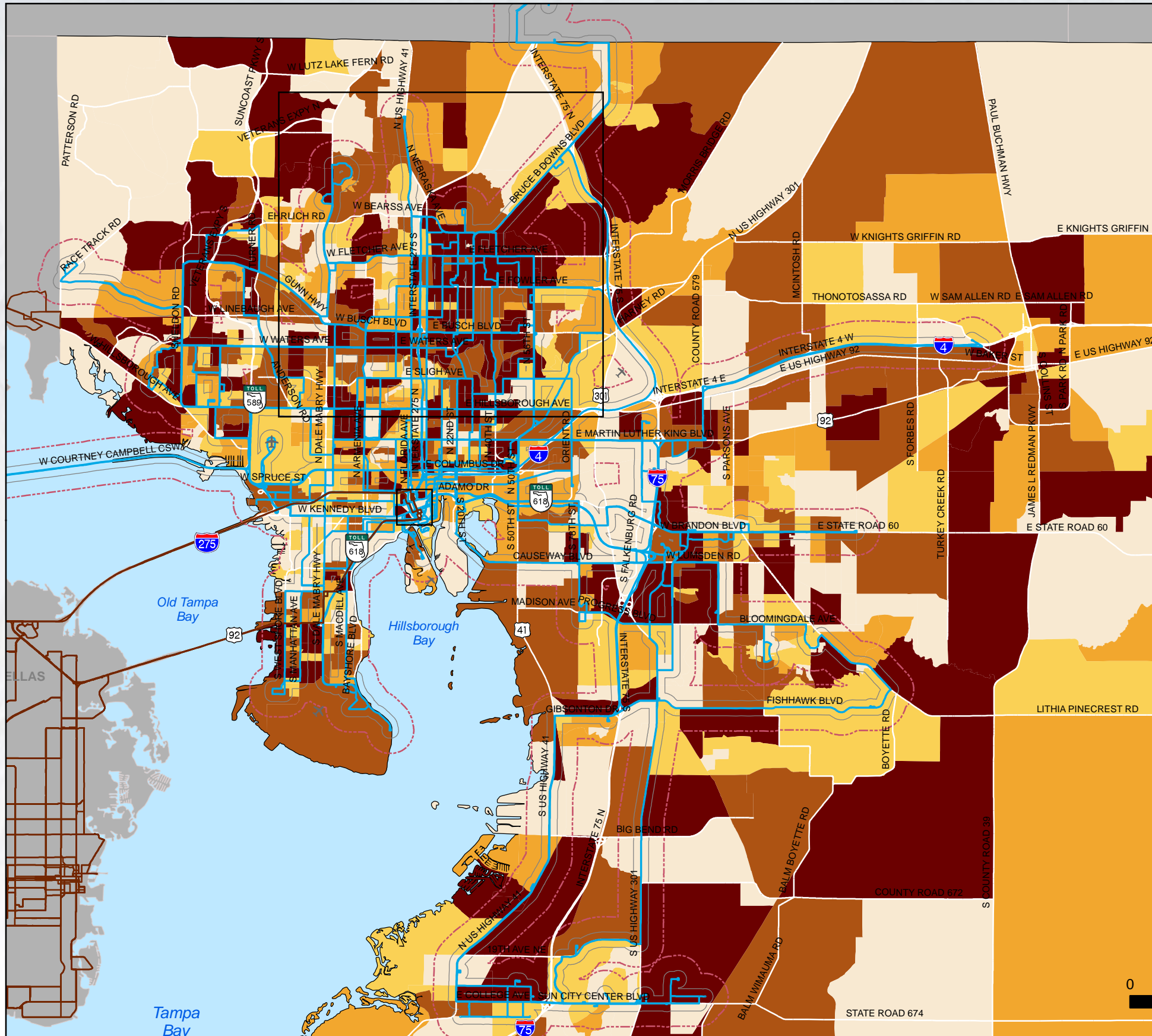
Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

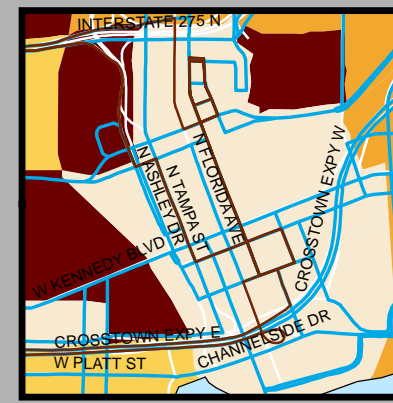
Sources: PCPT, PSTA, HART and Census 2000.

Date: August 2009

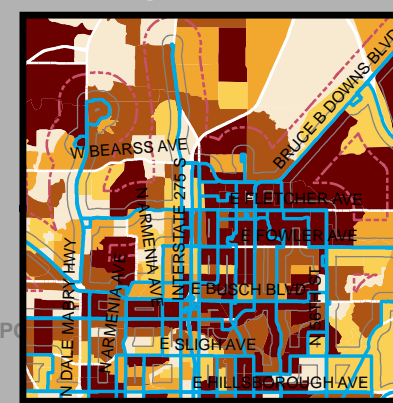




DOWNTOWN TAMPA



NORTH TAMPA



Tri-County Access Plan

2000 Hillsborough County Total Unemployed Persons

Legend

- PCPT Routes
- PSTA Routes
- HART Bus Routes
- HART 1/4 Mile Service Area
- HART 3/4 Mile Service Area

Total Unemployed Persons

- < 10
- 10 - 20
- 20 - 30
- 30 - 50
- 50 - 75
- > 75

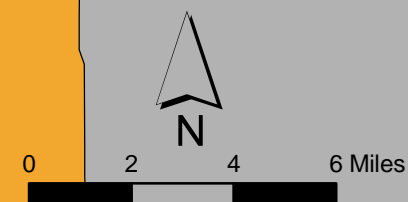


Celebrating 20 Years 1989 - 2009

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Sources: PCPT, PSTA, HART and Census 2000.






Date: August 2009








Tri-County Access Plan

2010 Pasco County Employment Density

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Employees/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10 +



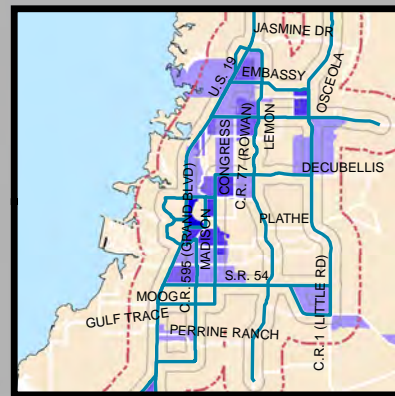
Celebrating 20 Years 1989 - 2009

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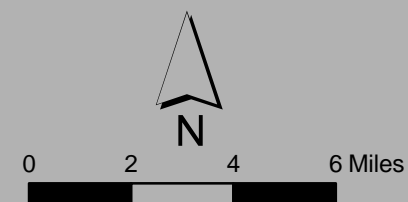
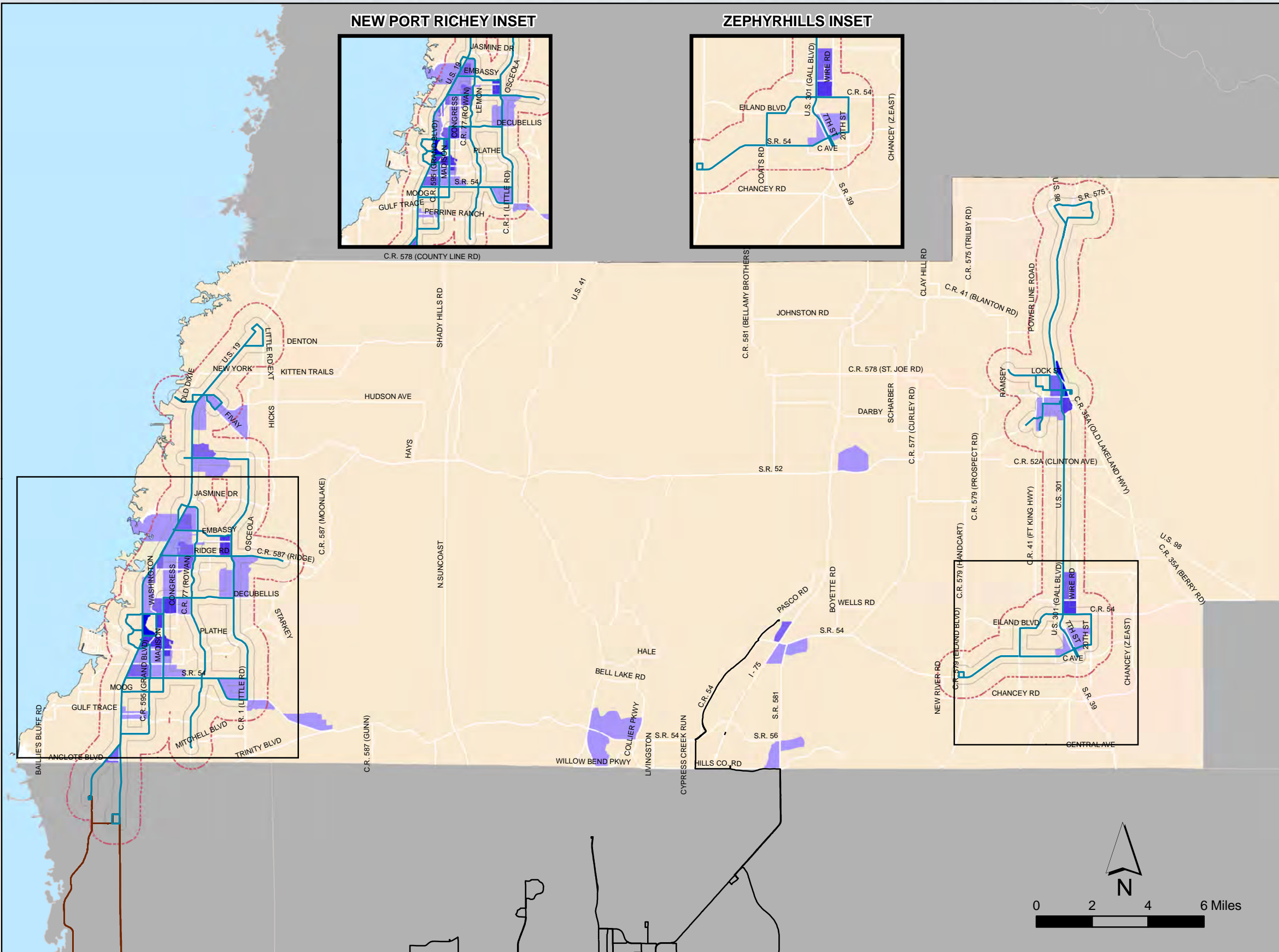
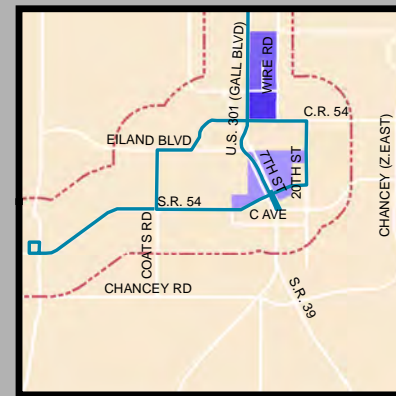
Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.

Date: August 2009

NEW PORT RICHEY INSET








ZEPHYRHILLS INSET



Tri-County Access Plan






2010 Pasco County Dwelling Unit Density

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

PascoTAZ2006

Dwelling Units/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10+



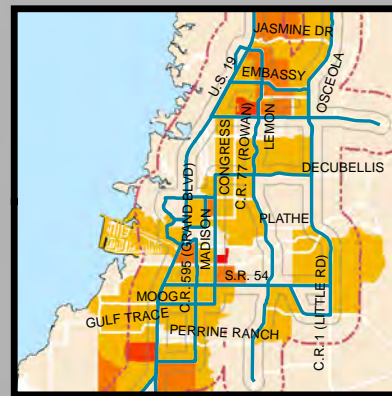
Celebrating 20 Years 1989 - 2009

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Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.

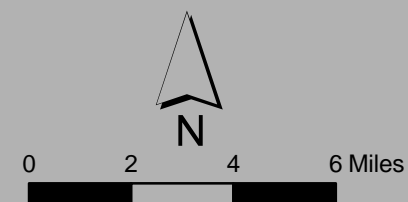
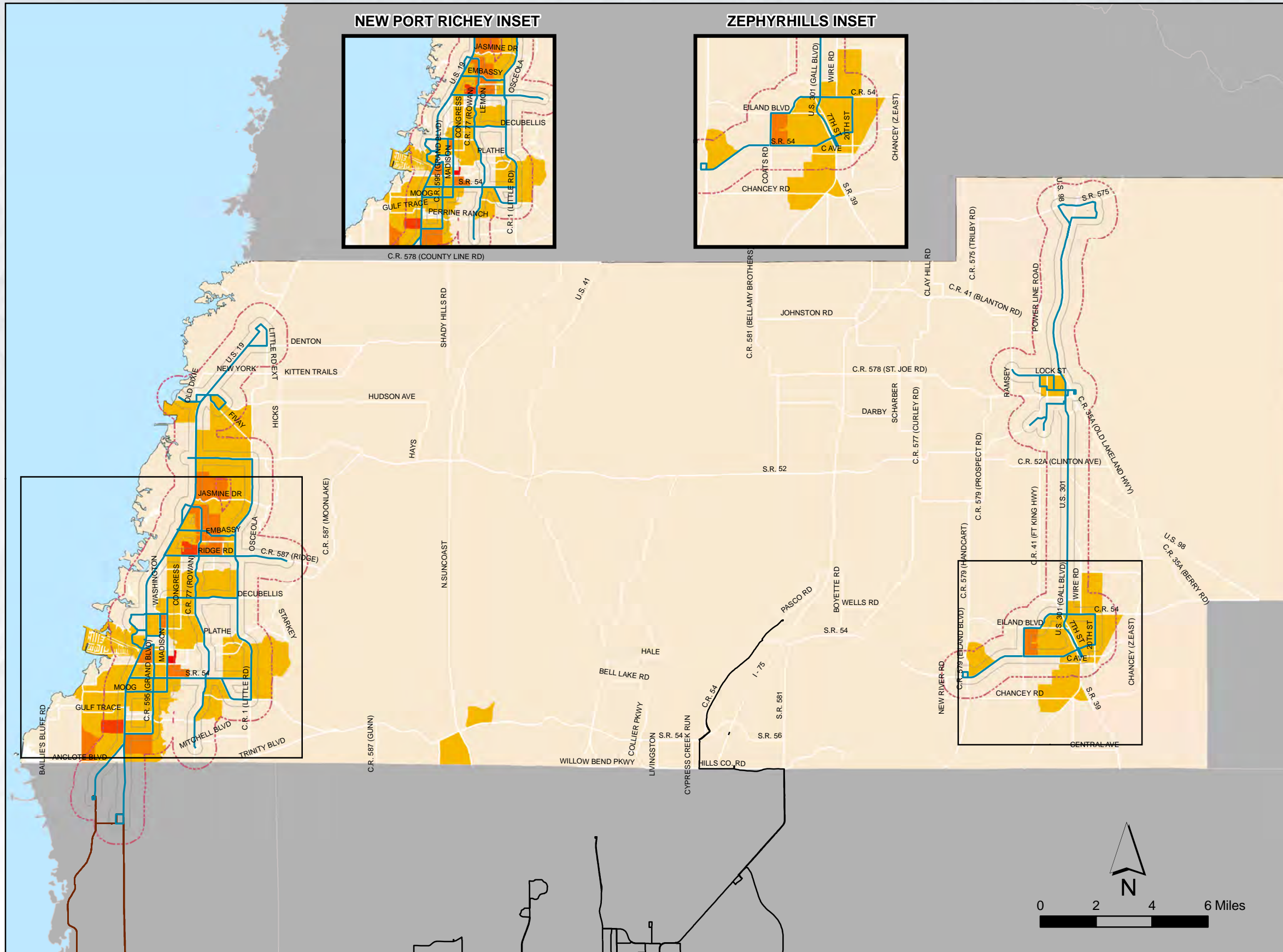
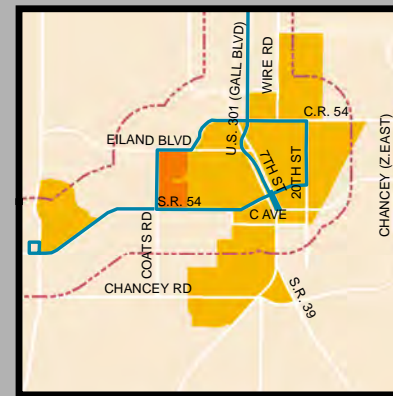
Date: August 2009

NEW PORT RICHEY INSET



C.R. 578 (COUNTY LINE RD)






ZEPHYRHILLS INSET








Tri-County Access Plan

2010 Pasco County Population Density

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Persons/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10 +



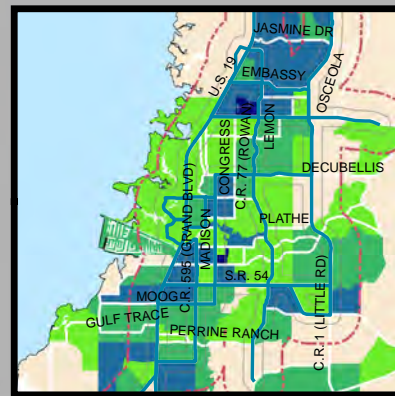
Celebrating 20 Years 1989 - 2009

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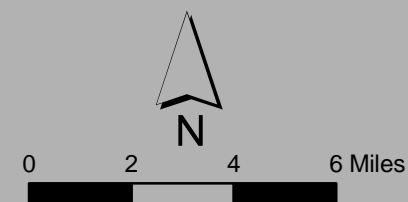
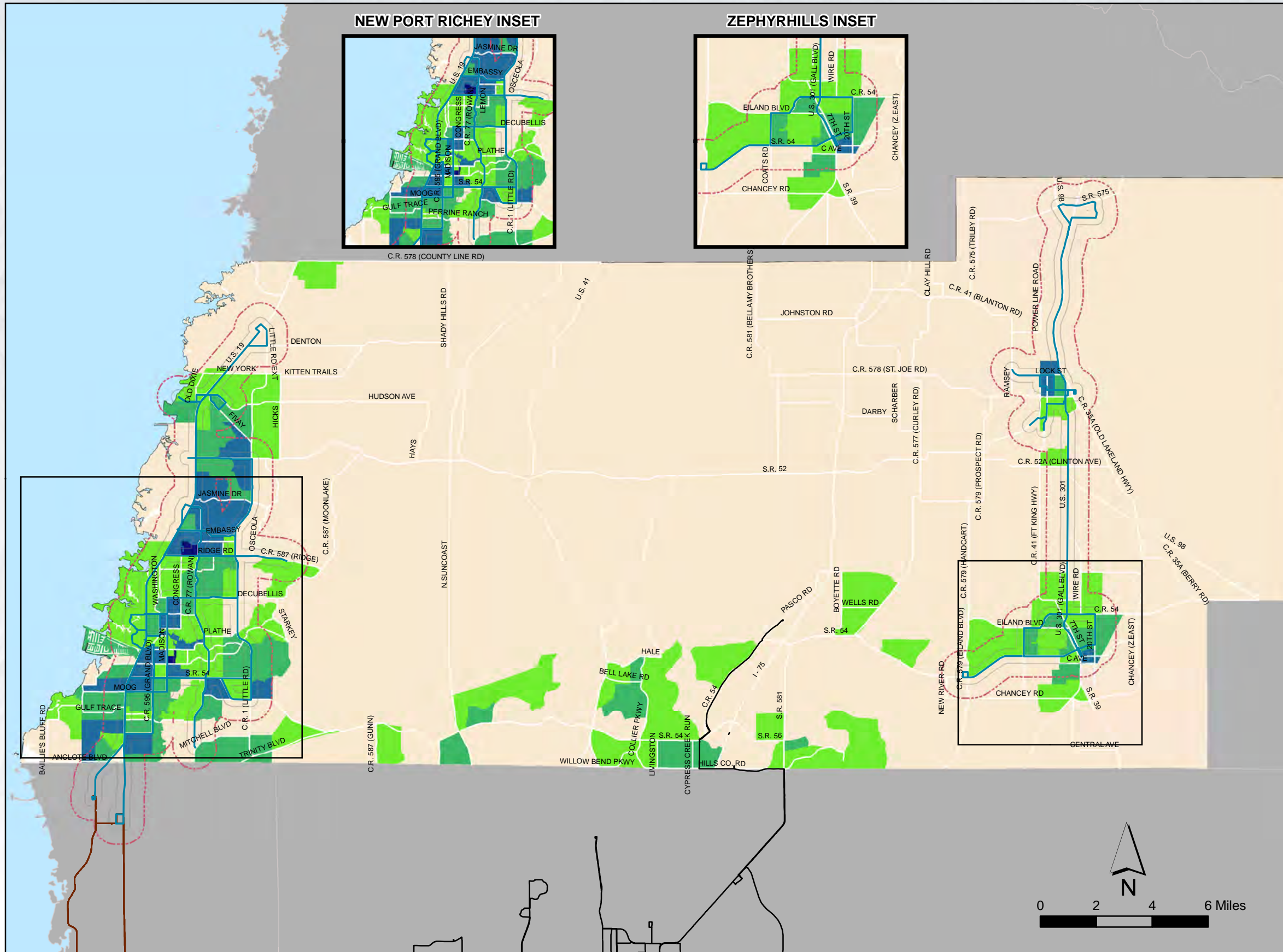
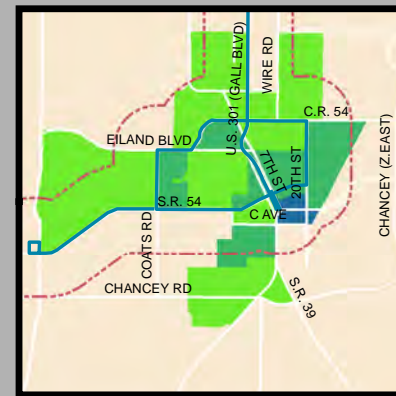
Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.

Date: August 2009

NEW PORT RICHEY INSET








ZEPHYRHILLS INSET








Tri-County Access Plan

2000 Pasco County Percent Low-Income Households

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Percent of Households with an Annual Income Below \$10,000

-  0% - 2%
-  2% - 4%
-  4% - 8%
-  8% - 10%
-  10% - 15%



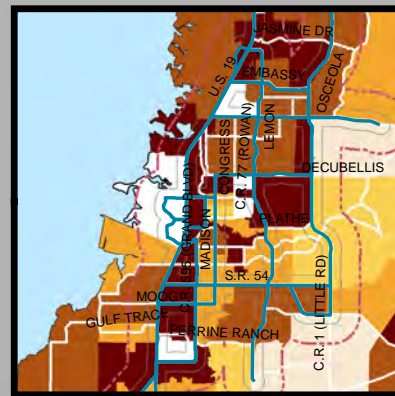
Celebrating 20 Years 1989 - 2009

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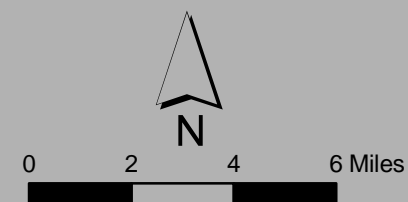
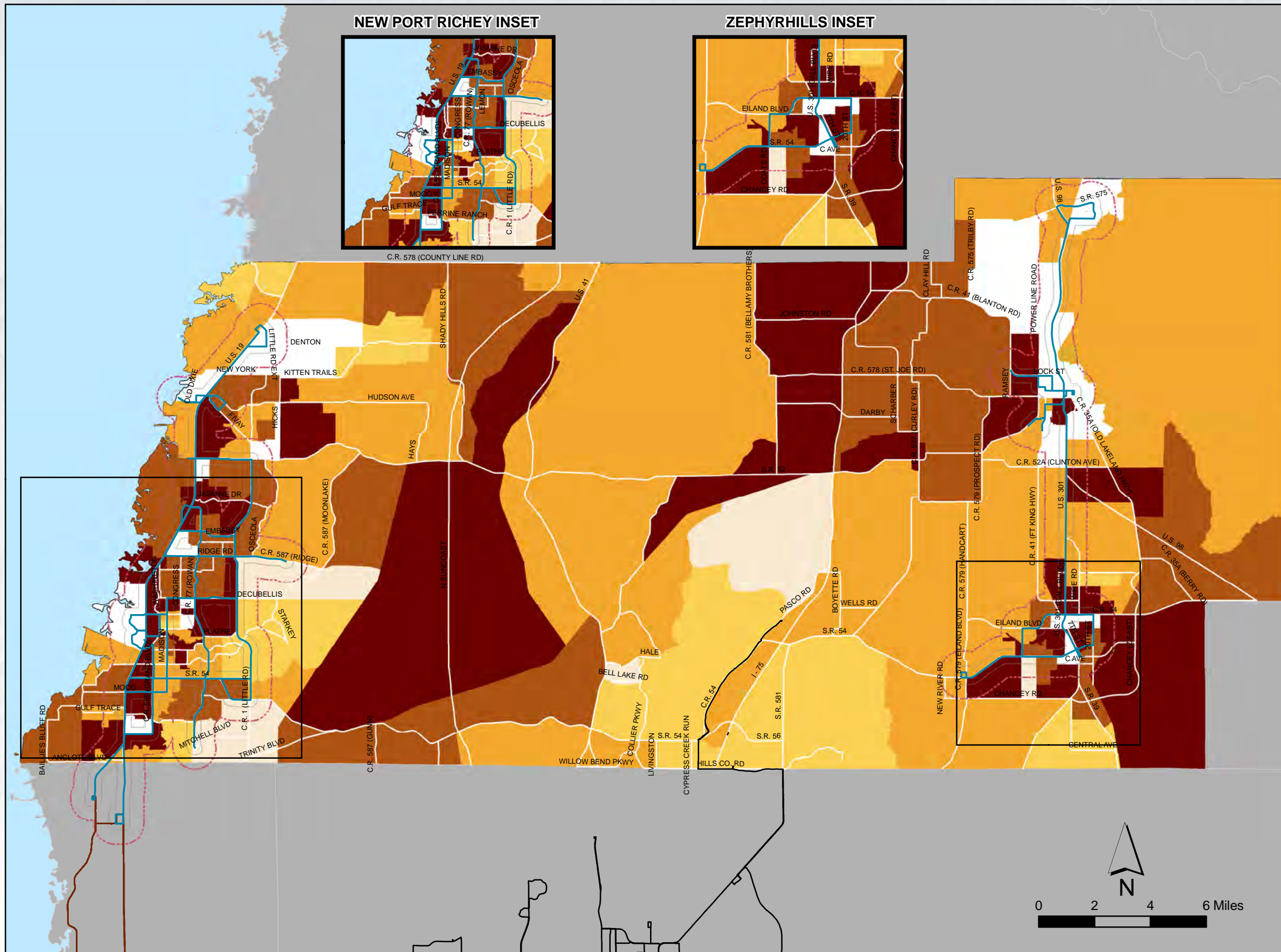
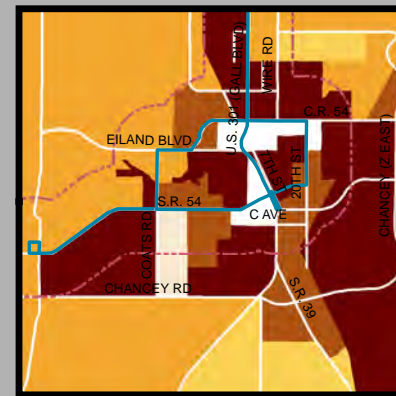
Sources: PCPT, PSTA, HART and Census 2000.

Date: August 2009

NEW PORT RICHEY INSET








ZEPHYRHILLS INSET








Tri-County Access Plan

2000 Pasco County Percent Disabled Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Percent Disabled Persons

-  8% - 10%
-  10% - 15%
-  15% - 20%
-  20% - 30%
-  30% - 50%



Celebrating 20 Years 1989 - 2009

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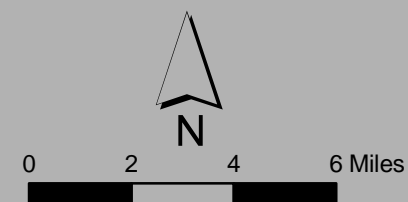
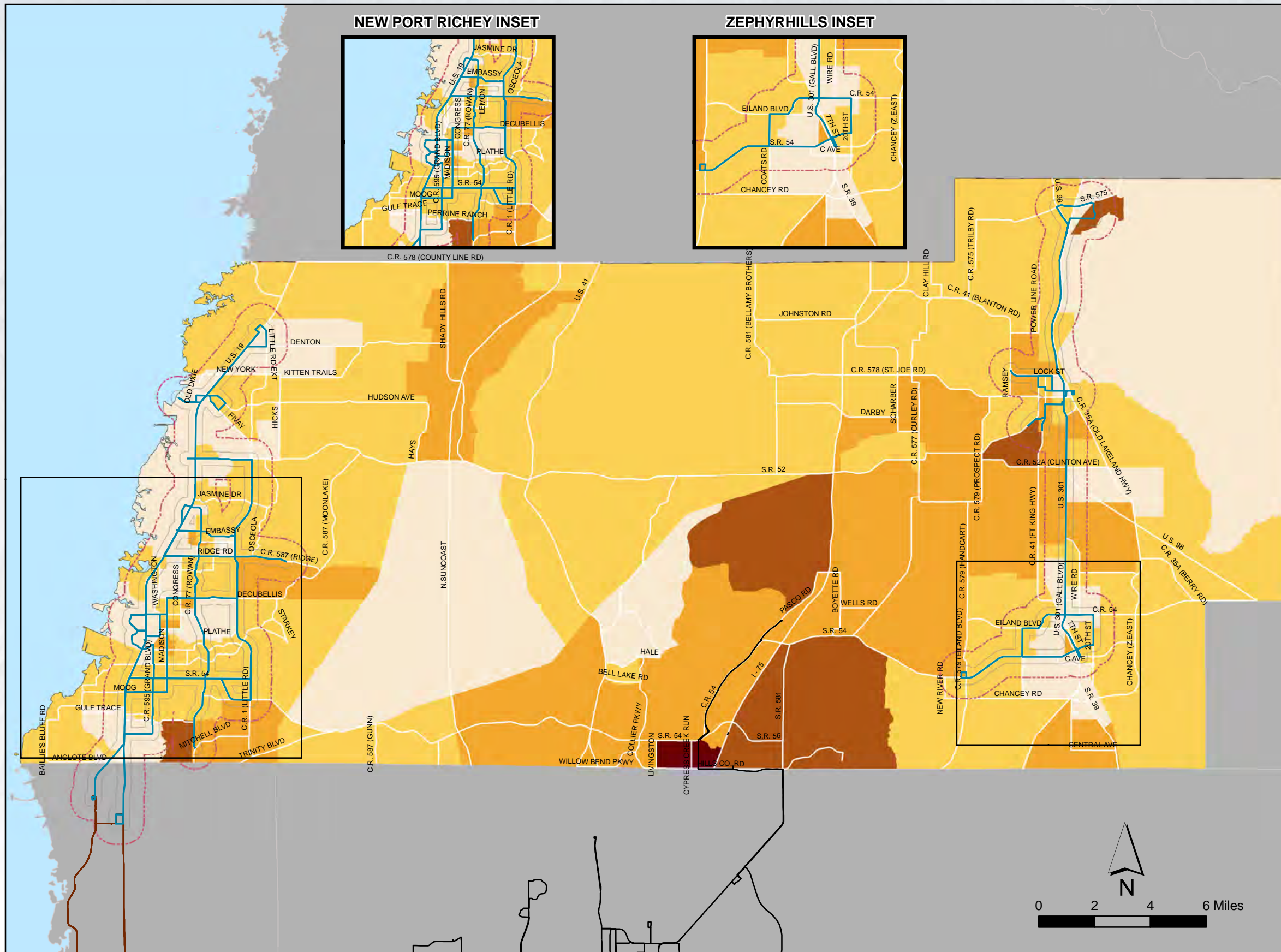
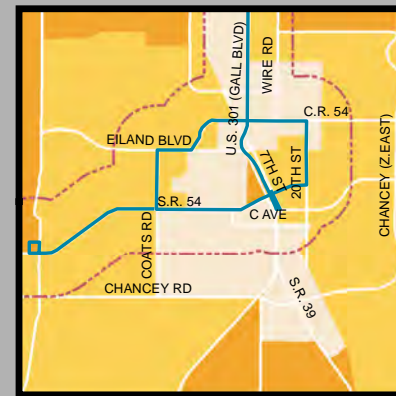
Sources: PCPT, PSTA, HART and Census 2000.

Date: August 2009

NEW PORT RICHEY INSET








ZEPHYRHILLS INSET








Tri-County Access Plan

2000 Pasco County Percent Population Age 60 and Above

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Percent Population Age 60 and Above

-  < 10%
-  10% - 15%
-  15% - 20%
-  20% - 30%
-  > 30%



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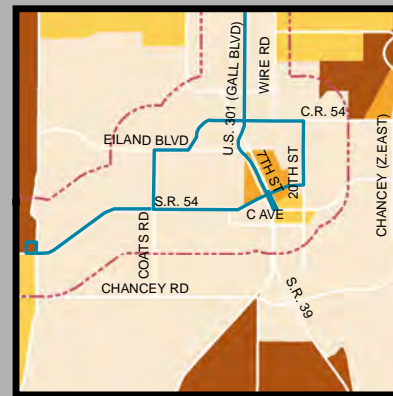
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Date: August 2009

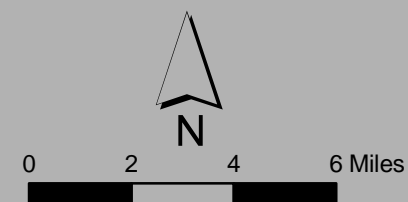
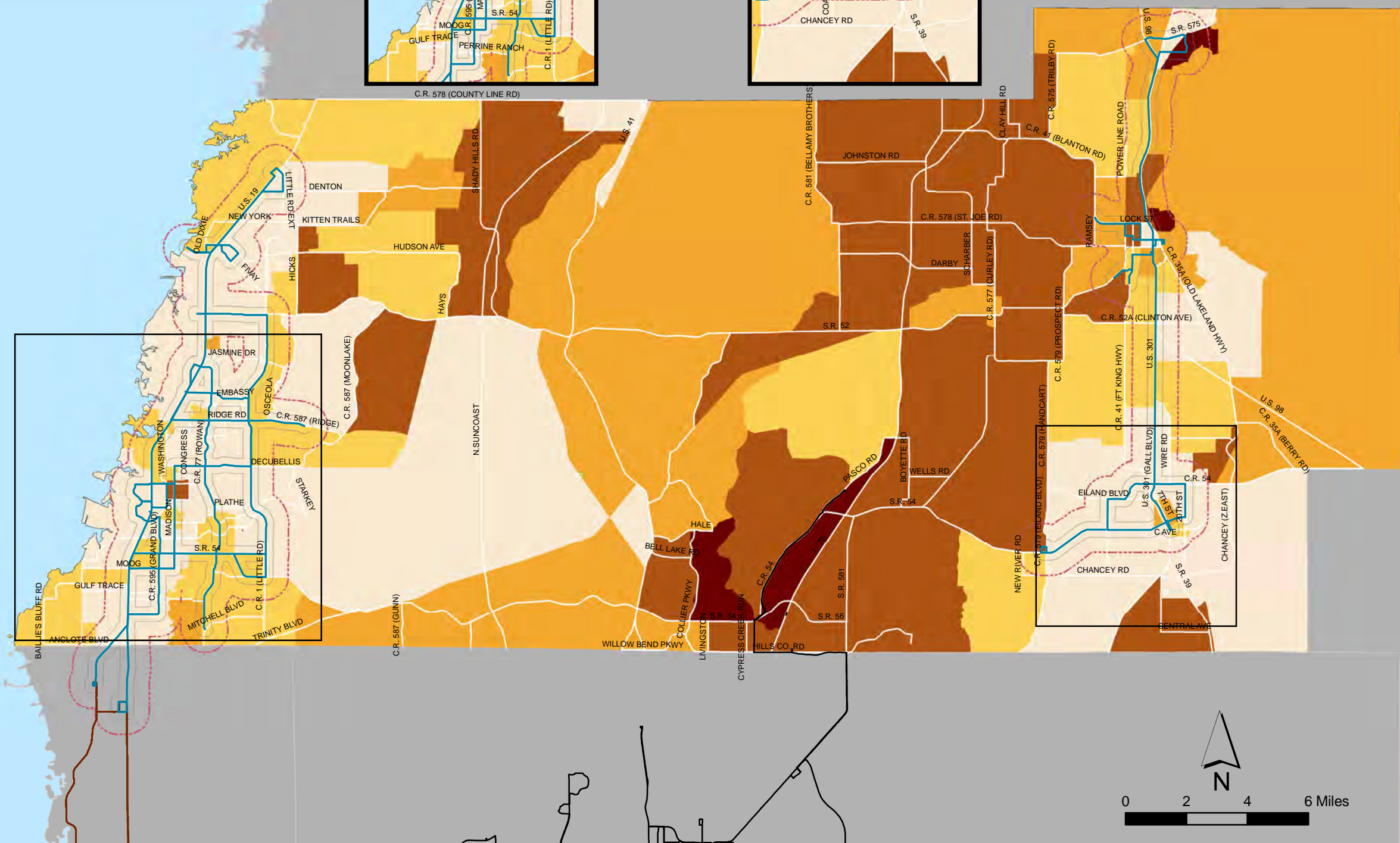
NEW PORT RICHEY INSET



ZEPHYRHILLS INSET








C.R. 578 (COUNTY LINE RD)







Tri-County Access Plan

2000 Pasco County Percent Unemployed Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Percent Unemployed Persons

-  0 - 2%
-  2% - 4%
-  4% - 6%
-  6% - 8%



Celebrating 20 Years 1989 - 2009

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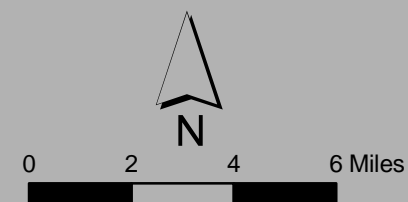
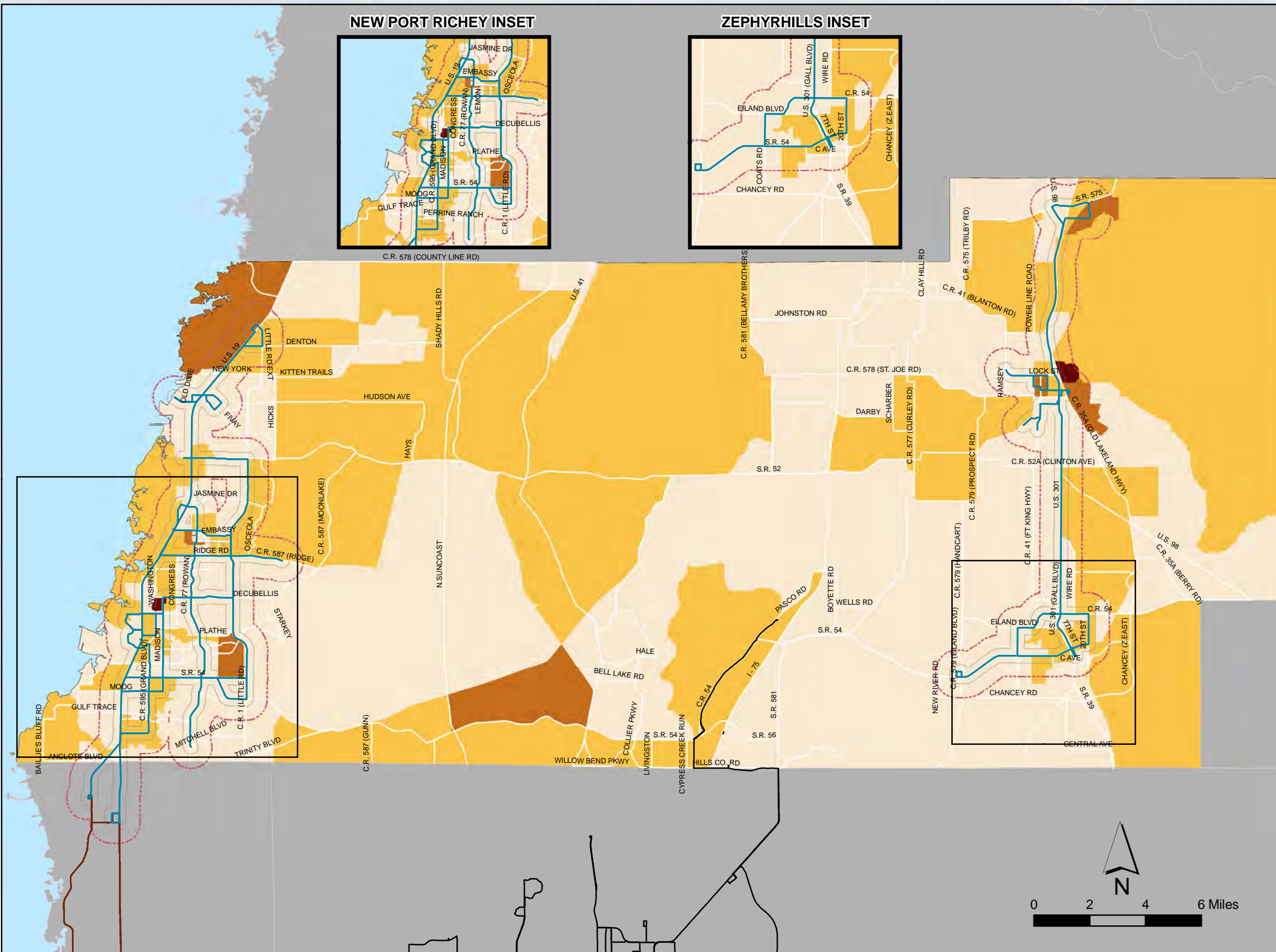
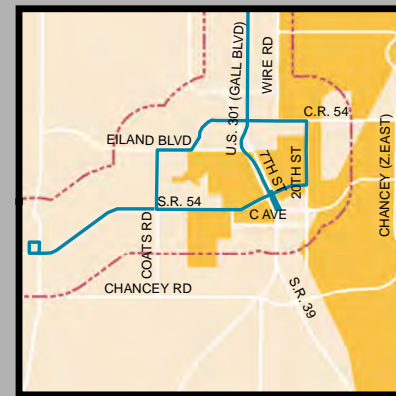
Date: August 2009

NEW PORT RICHEY INSET



C.R. 578 (COUNTY LINE RD)






ZEPHYRHILLS INSET








Tri-County Access Plan

2000 Pasco County Total Low-Income Households

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Total Households with an Annual Income Below \$10,000

-  < 15
-  15 - 25
-  26 - 50
-  51 - 100
-  > 100



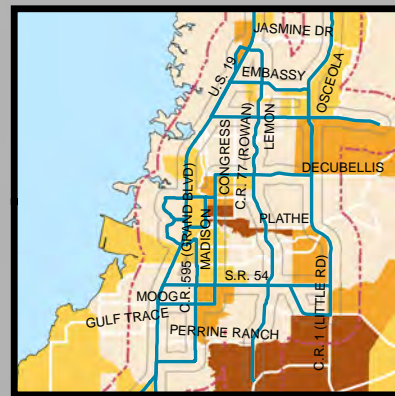
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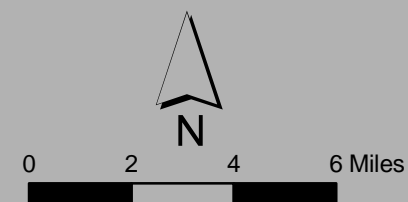
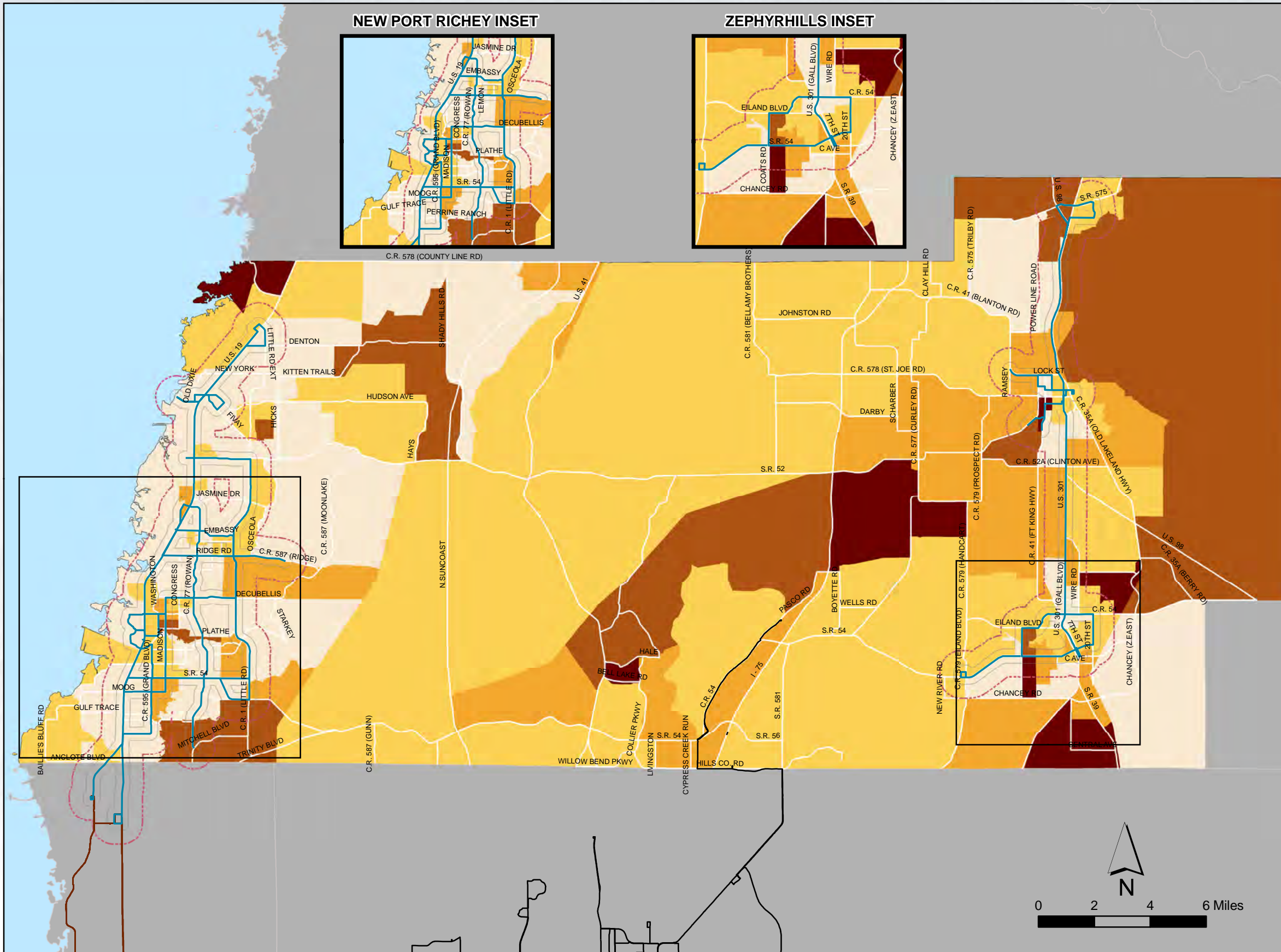
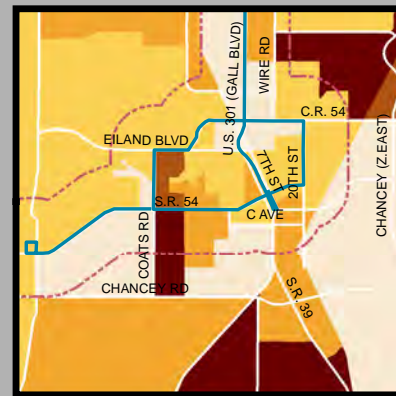
Date: August 2009

NEW PORT RICHEY INSET



C.R. 578 (COUNTY LINE RD)






ZEPHYRHILLS INSET








Tri-County Access Plan

2000 Pasco County Total Disabled Population

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Total Disabled Population

-  < 150
-  150 - 200
-  200 - 300
-  300 - 500
-  > 500



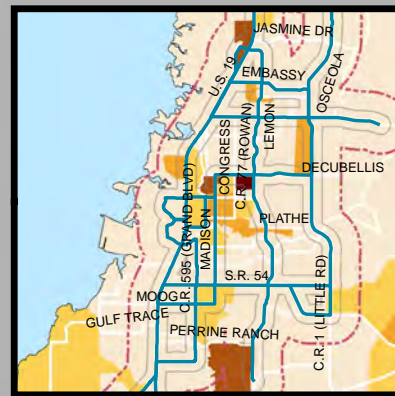
Celebrating 20 Years 1989 - 2009

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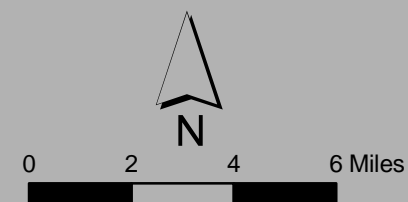
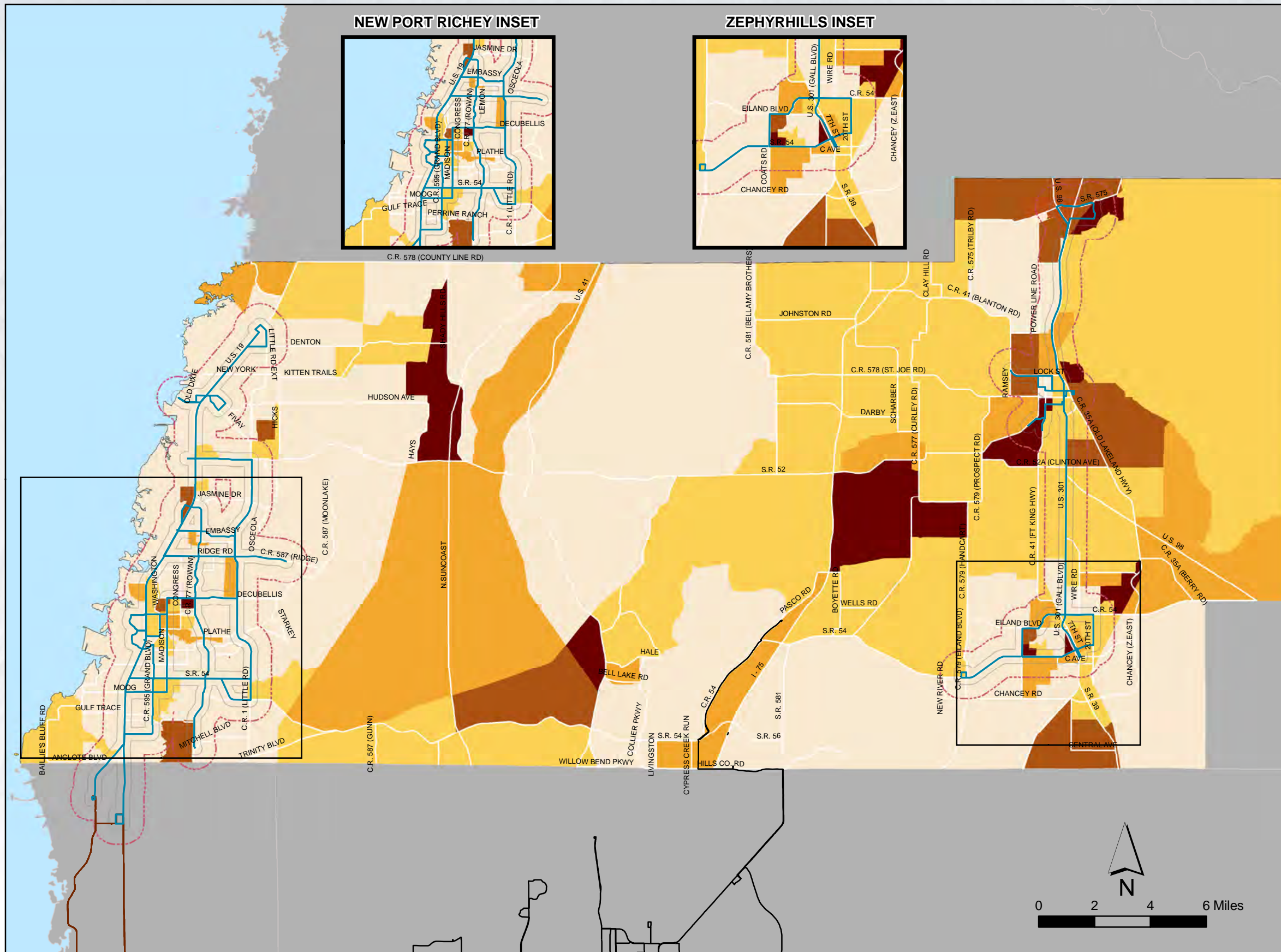
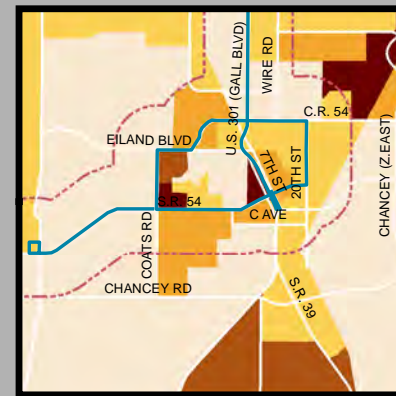
Date: August 2009

NEW PORT RICHEY INSET



C.R. 578 (COUNTY LINE RD)






ZEPHYRHILLS INSET








Tri-County Access Plan

**2000 Pasco County
Total Population
Over Age 60**

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Total Population Over 60

-  < 100
-  100 - 150
-  150 - 200
-  200 - 350
-  > 350



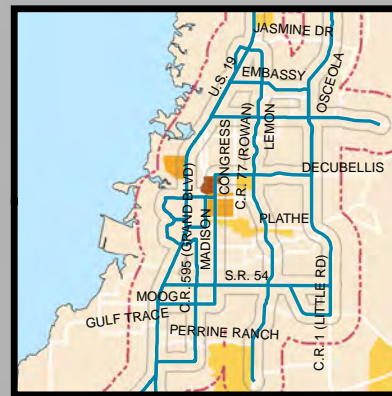
Celebrating 20 Years 1989 - 2009

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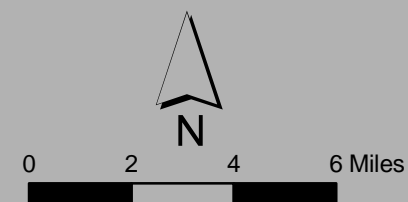
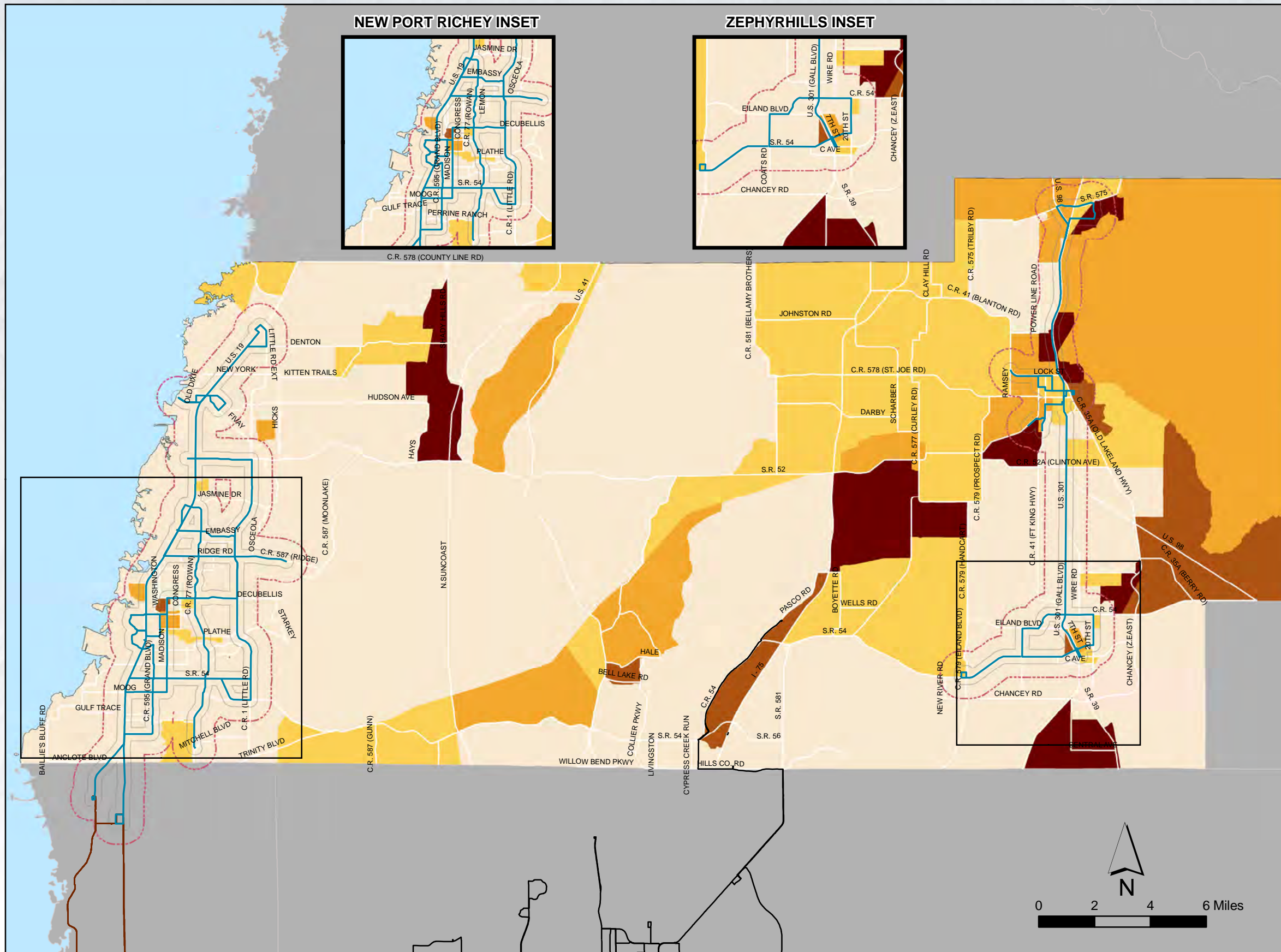
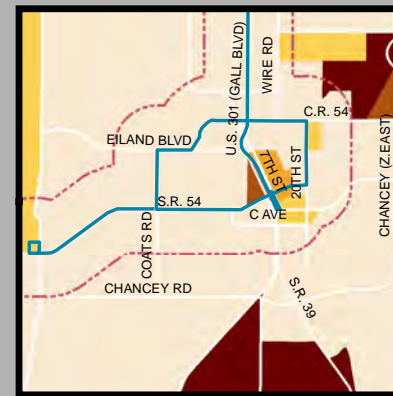
Date: August 2009

NEW PORT RICHEY INSET



C.R. 578 (COUNTY LINE RD)






ZEPHYRHILLS INSET








Tri-County Access Plan

2000 Pasco County Total Unemployed Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PCPT 1/4 Mile Service Area
-  PCPT 3/4 Mile Service Area

Total Unemployed Persons

-  <10
-  10 - 20
-  21 - 30
-  31 - 50
-  > 50



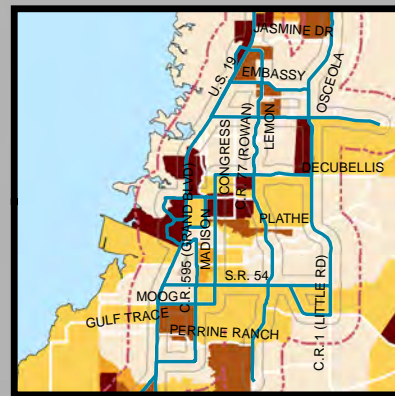
Celebrating 20 Years 1989 - 2009

ACCURACY: It is intended that the accuracy of this map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

Sources: PCPT, PSTA, HART and Census 2000.

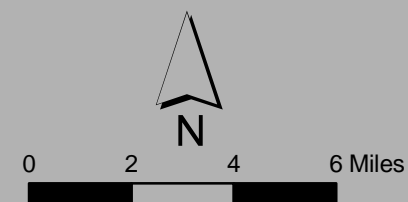
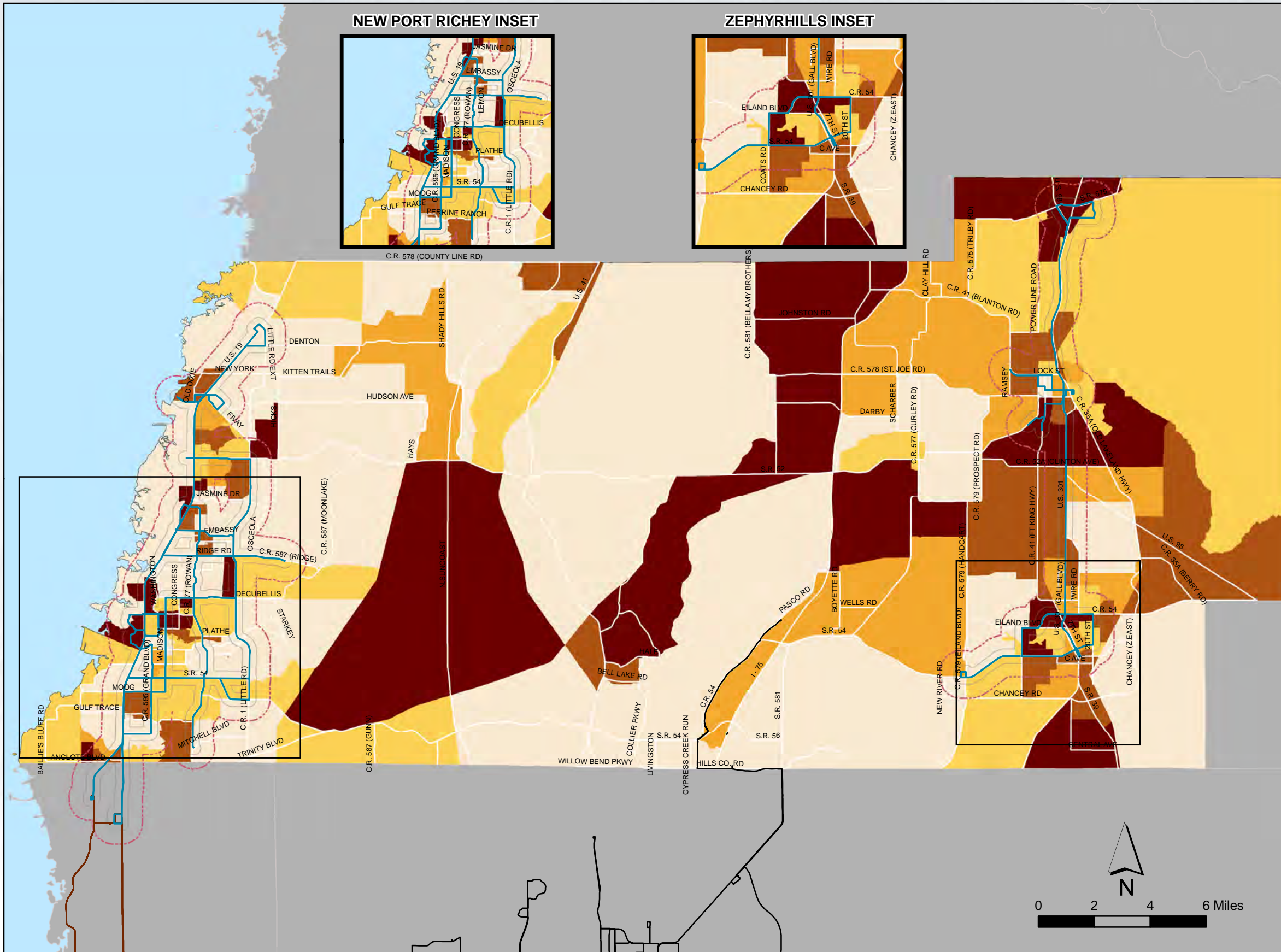
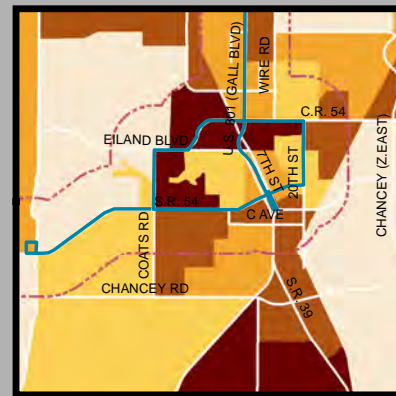
Date: August 2009

NEW PORT RICHEY INSET



C.R. 578 (COUNTY LINE RD)






ZEPHYRHILLS INSET








Tri-County Access Plan

2010 Pinellas County Employment Density

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Employees/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10 +

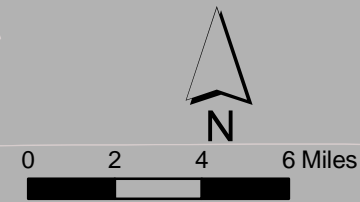
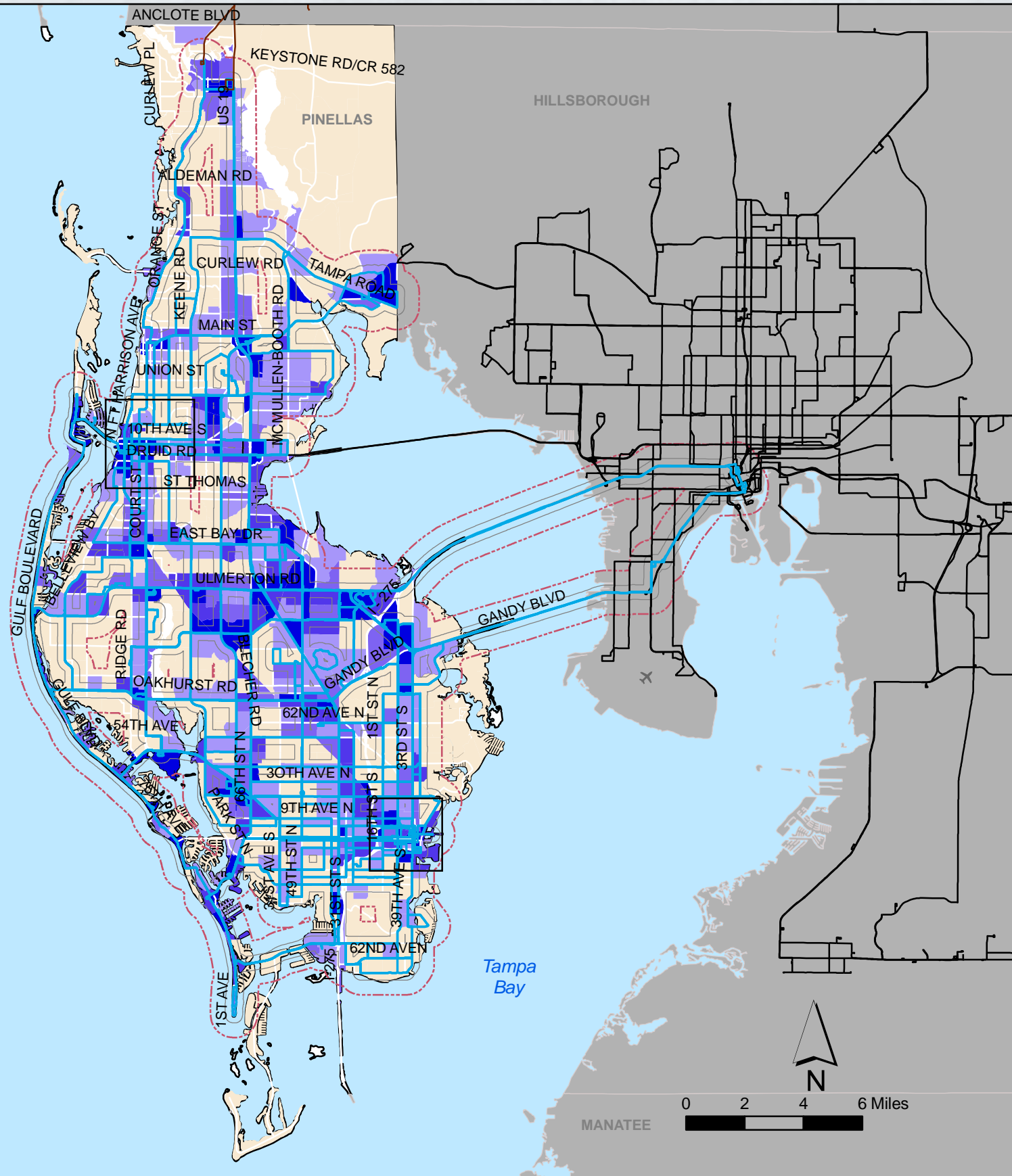
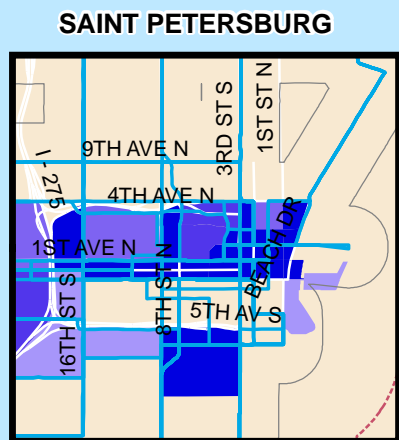
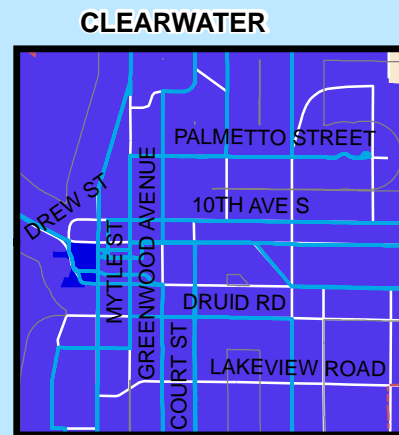


Celebrating 20 Years 1989 - 2009

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Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.






Date: August 2009








Tri-County Access Plan

2010 Pinellas County Dwelling Unit Density

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Dwelling Units/Acre

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10 +

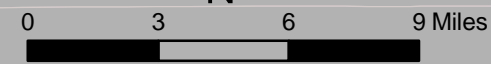
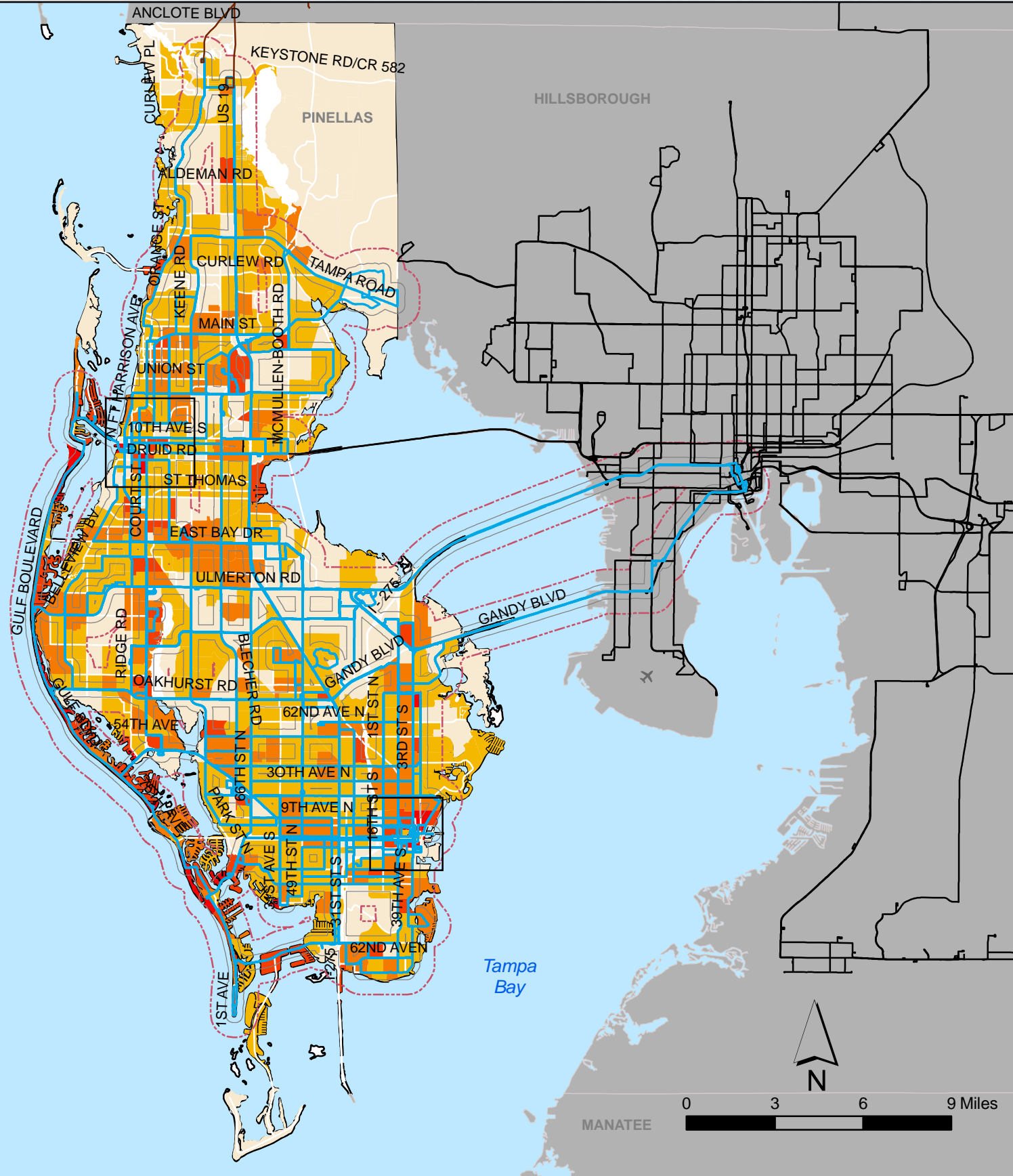
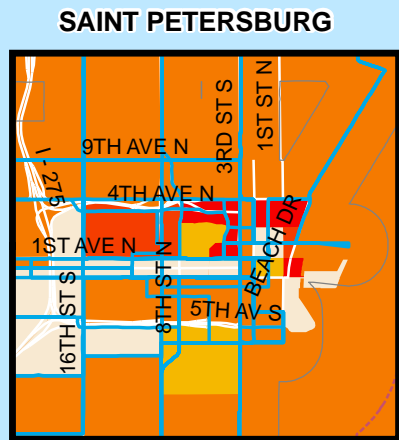
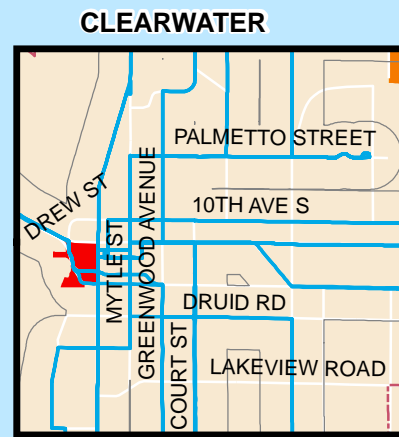


Celebrating 20 Years 1989 - 2009

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Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.






Date: August 2009








Tri-County Access Plan

2010 Pinellas County Population Density

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Persons/Acres

-  0 - 2
-  2 - 4
-  4 - 6
-  6 - 10
-  10 +

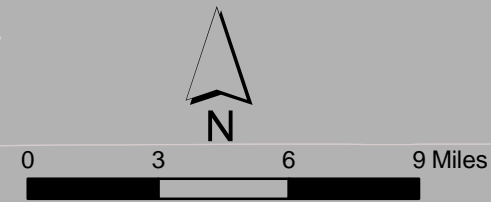
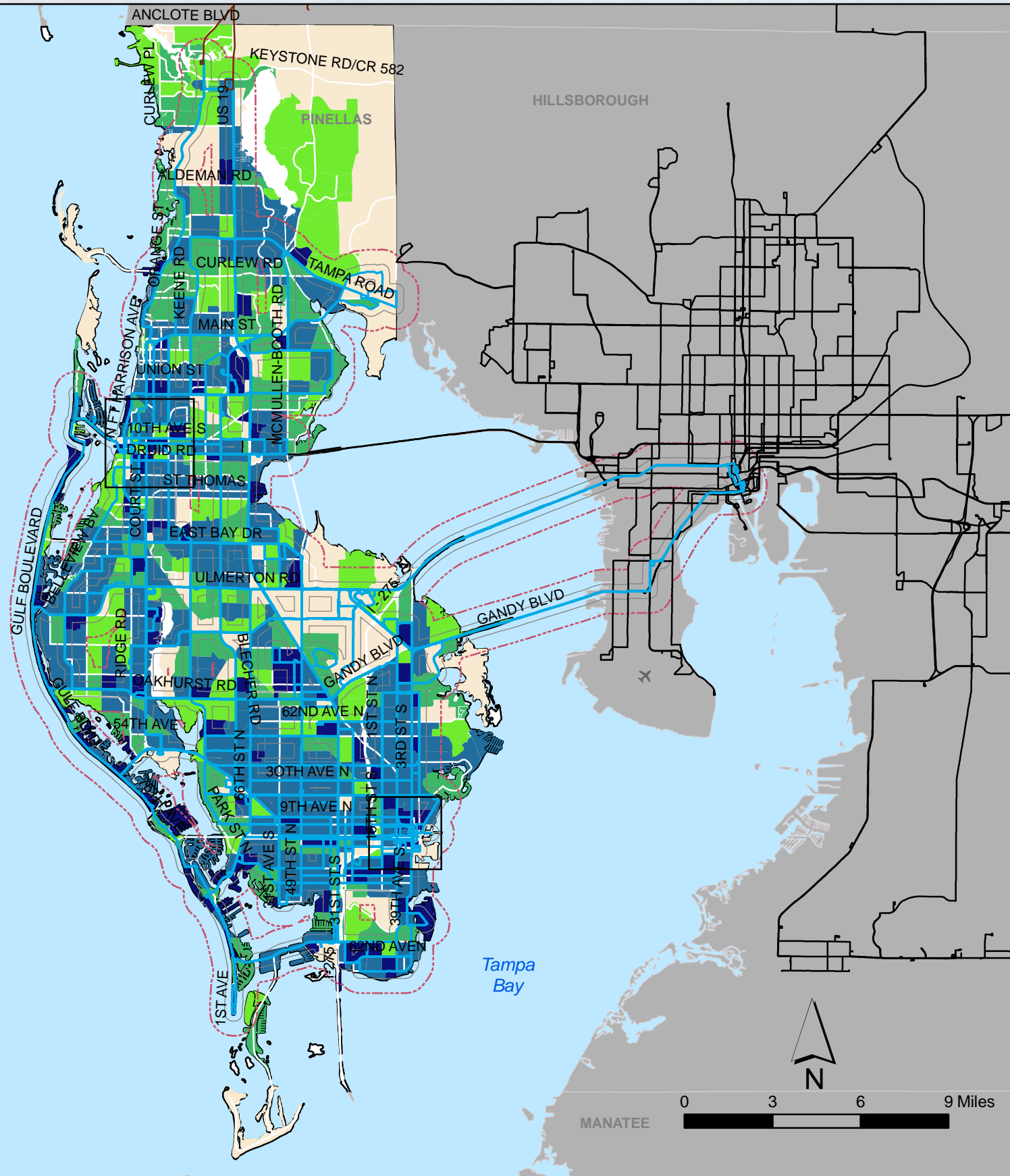
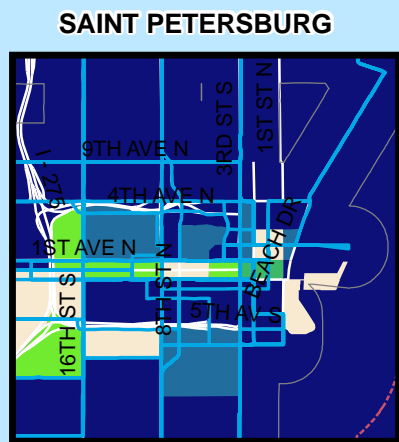
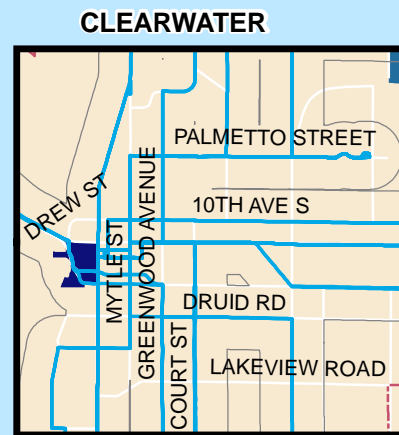


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Sources: Pinellas MPO, Pasco MPO and Hillsborough Planning Commission.






Date: August 2009








Tri-County Access Plan

2000 Pinellas County Percent Low-Income Households

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Percent of Households with an Annual Income Below \$10,000

-  0% - 2%
-  2% - 4%
-  4% - 8%
-  8% - 10%
-  > 10%

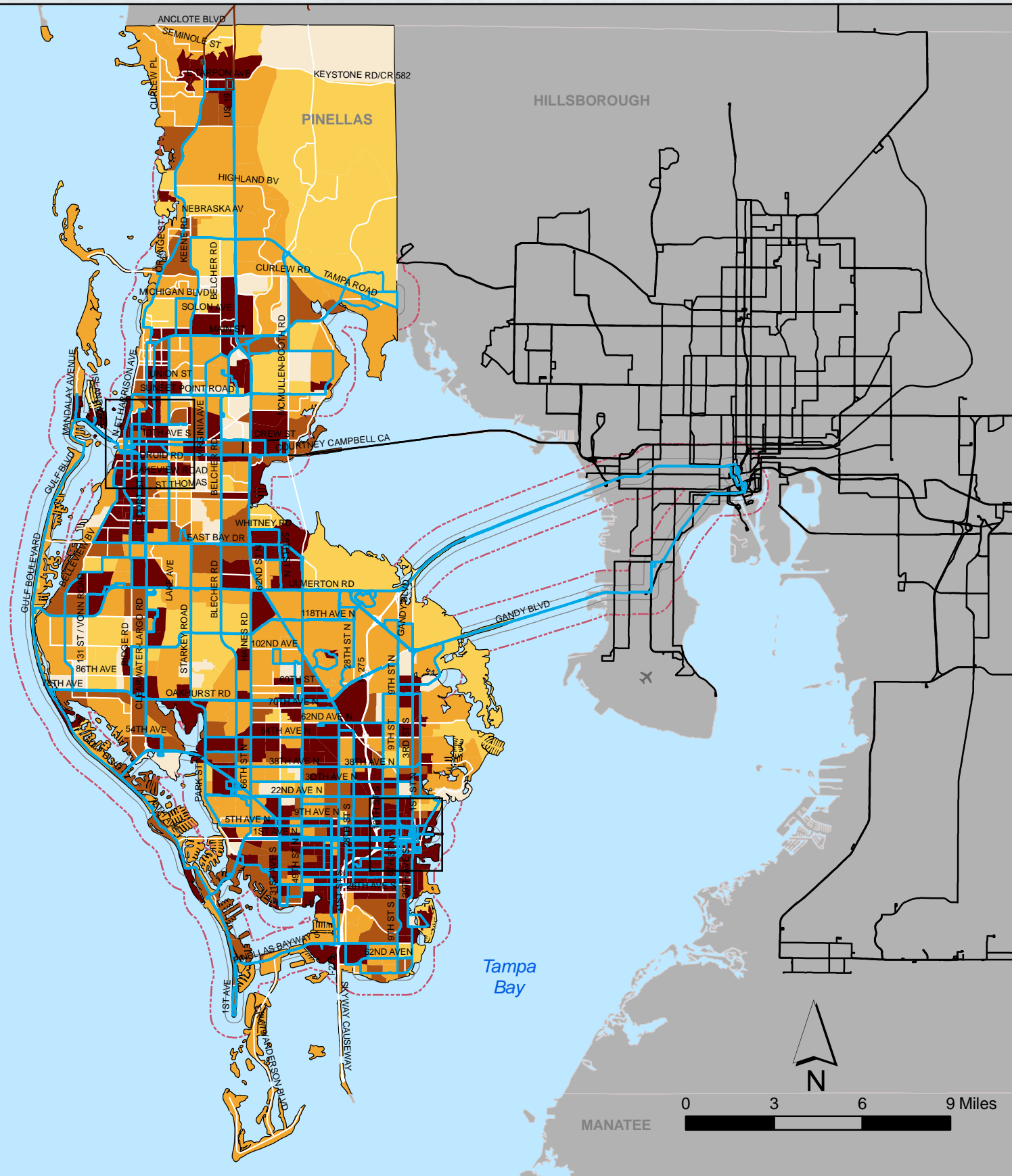
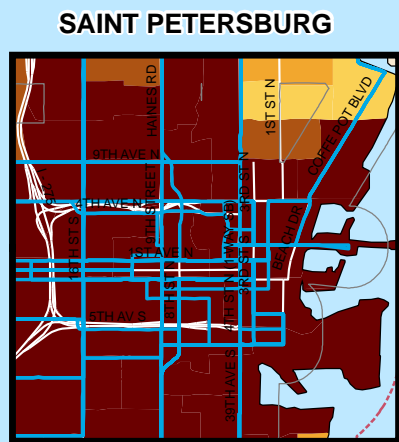
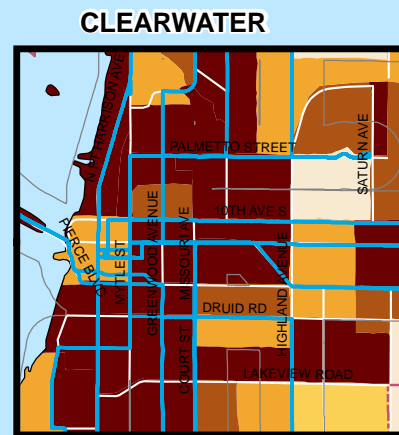


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Sources: HART, PSTA, PCPT & 2000 Census






Date: August 2009








Tri-County Access Plan

2000 Pinellas County Percent Disabled Population

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Percent Disabled Population

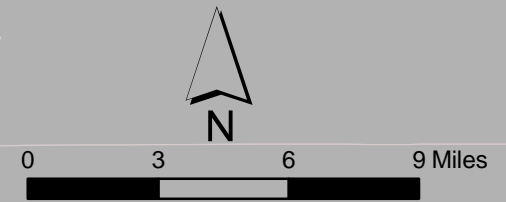
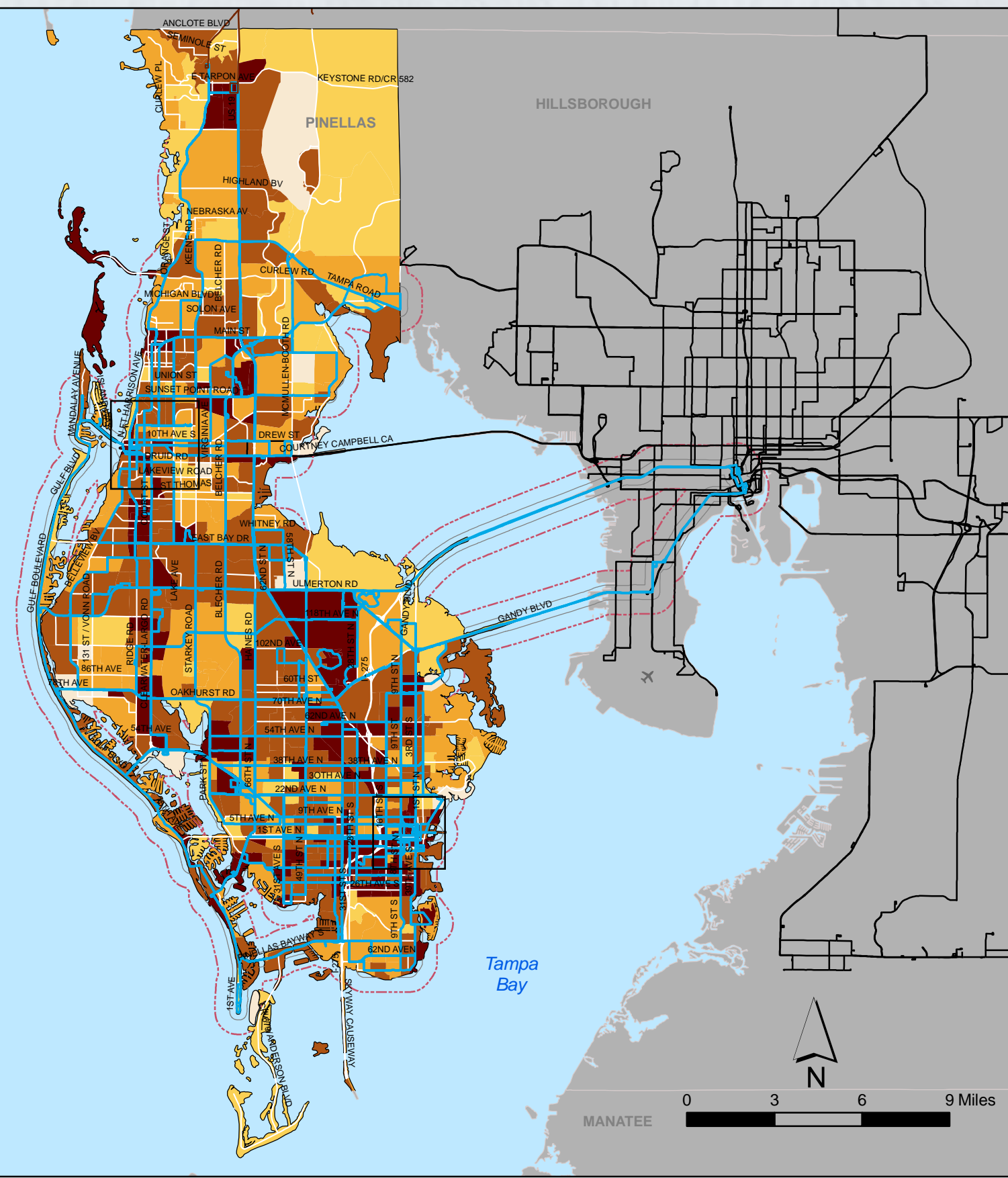
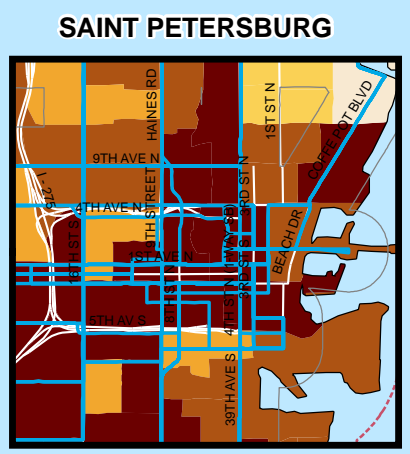
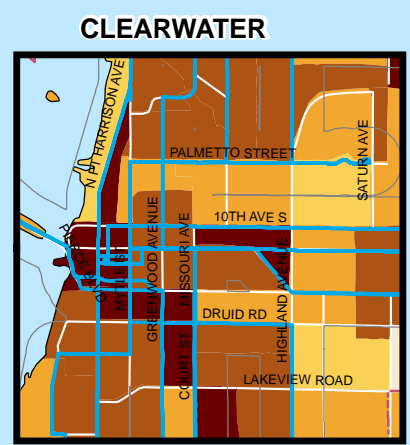
-  < 10%
-  10% - 15%
-  15% - 20%
-  20% - 30%
-  > 30%



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 Planning and Engineering
 Celebrating 20 Years 1989 - 2009

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Sources: HART, PSTA, PCPT & 2000 Census
 Date: August 2009








Tri-County Access Plan

2000 Pinellas County Percent Population Age 60 and Above

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Percent Population Age 60 and Above

-  < 10%
-  10% - 15%
-  15% - 20%
-  20% - 30%
-  > 30%

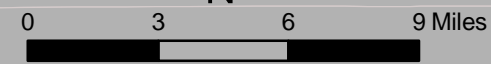
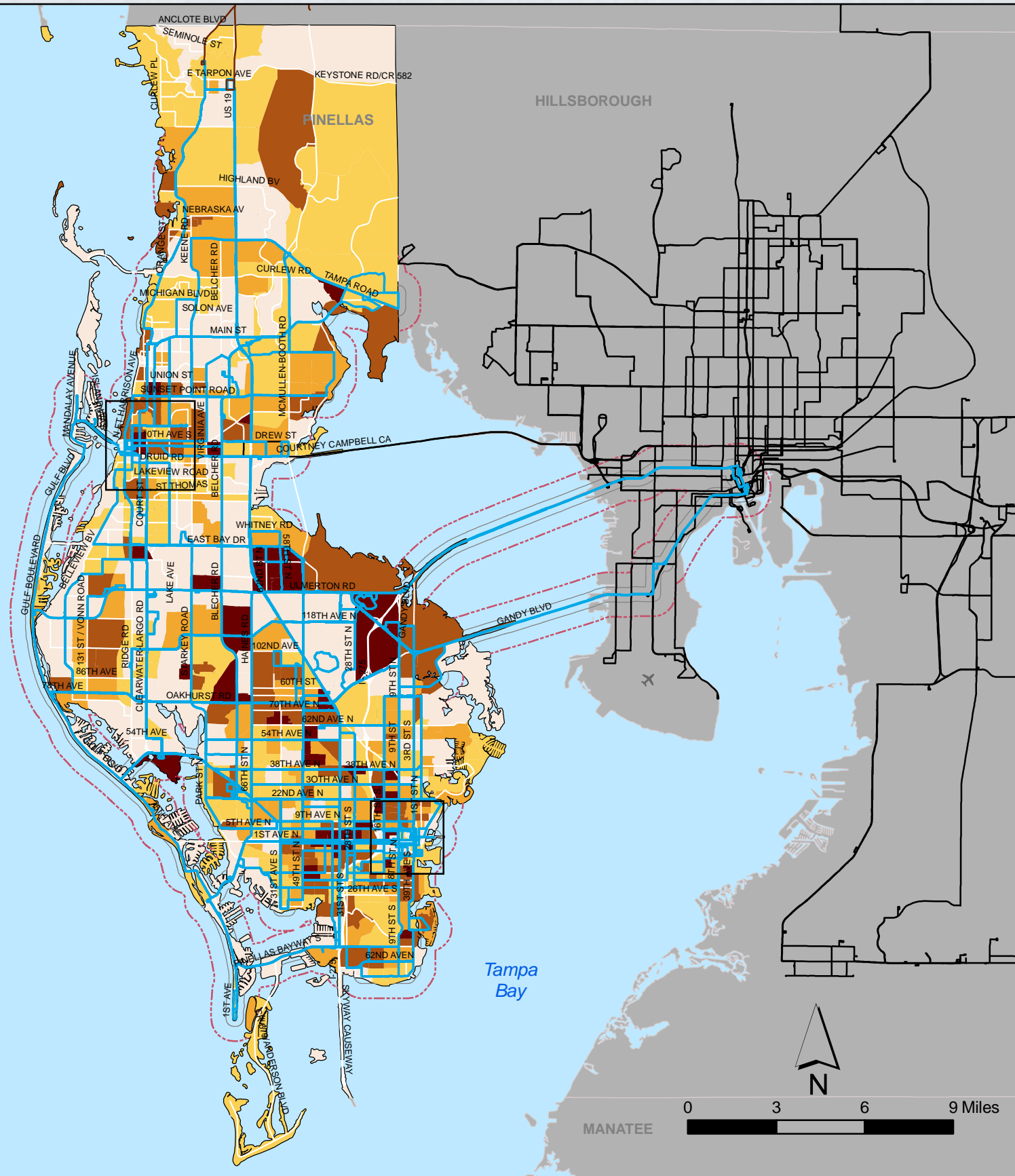
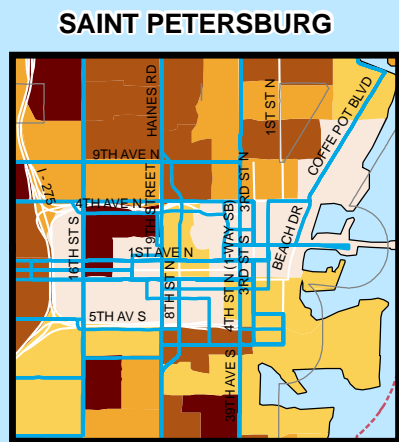
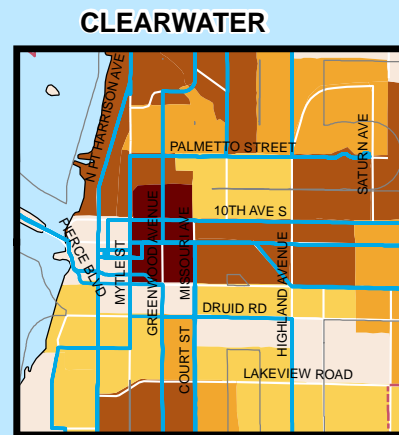


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Date: August 2009








Tri-County Access Plan

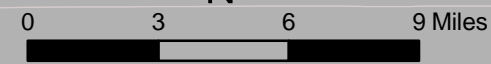
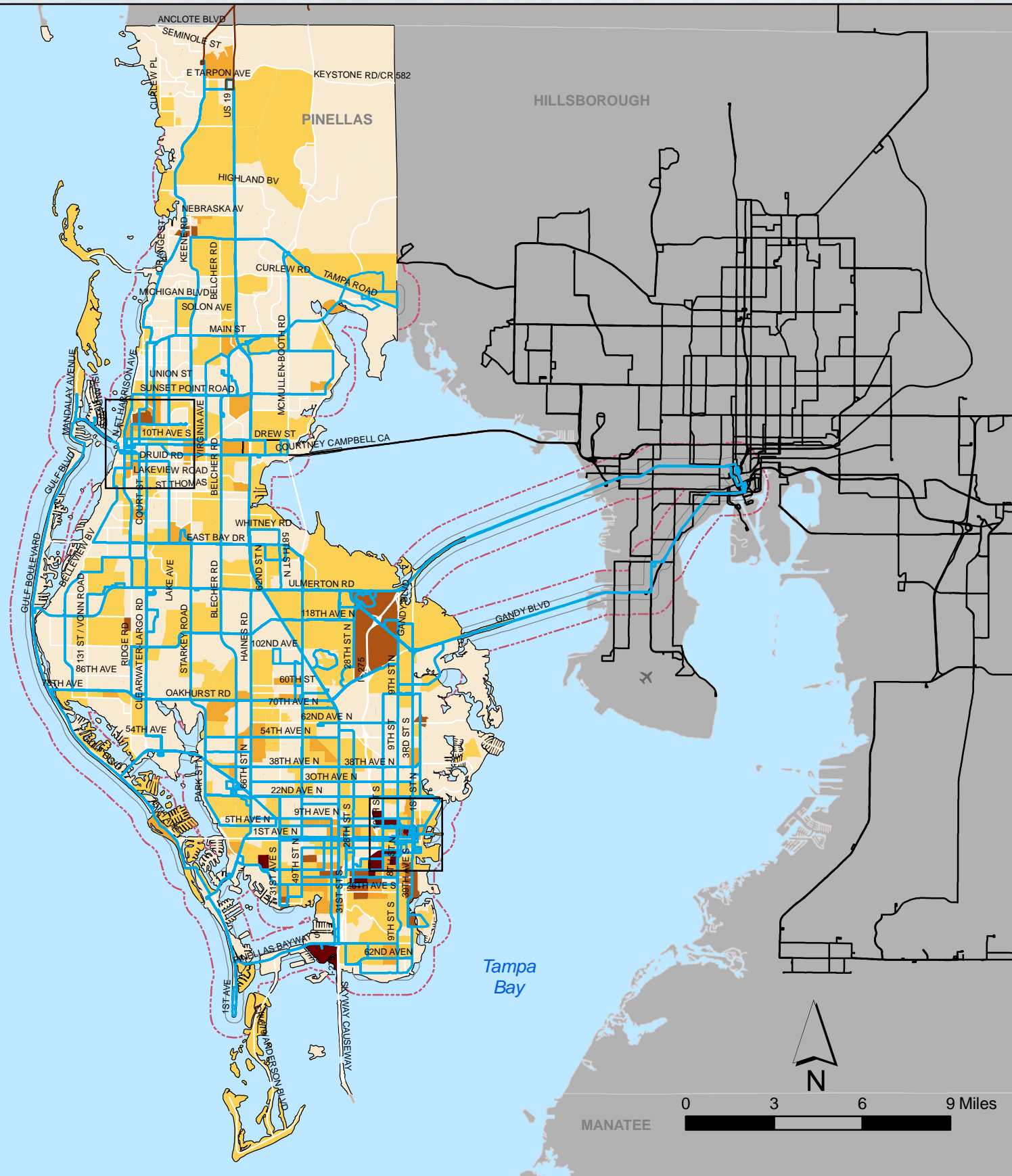
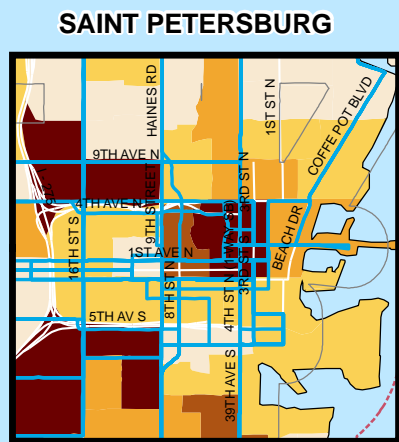
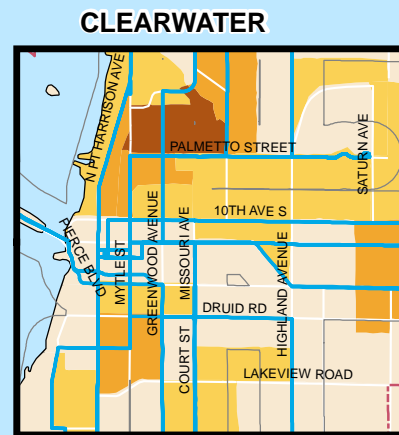
2000 Pinellas County Percent Unemployed Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Percent Unemployed Persons

-  0% - 2%
-  2% - 4%
-  4% - 6%
-  6% - 8%
-  > 8%



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 Planning and Engineering
 Celebrating 20 Years 1989 - 2009

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Sources: HART, PSTA, PCPT & 2000 Census
 Date: August 2009








Tri-County Access Plan

2000 Pinellas County
Total Low-Income
Households

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Total Households with an Annual Income Below \$10,000

-  < 15
-  15 - 25
-  25 - 50
-  50 - 100
-  > 100

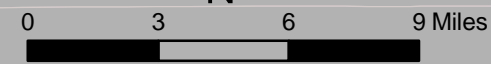
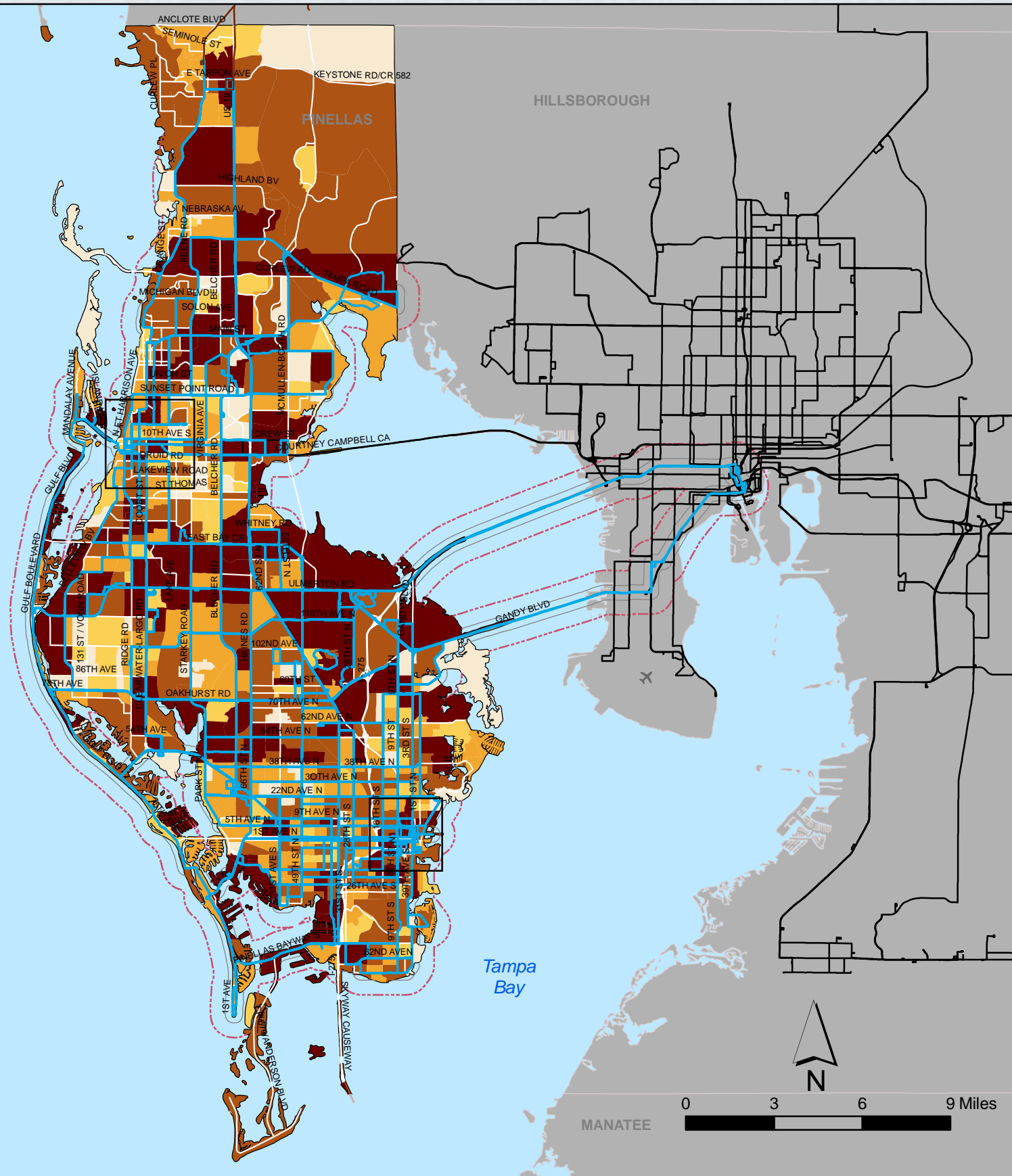
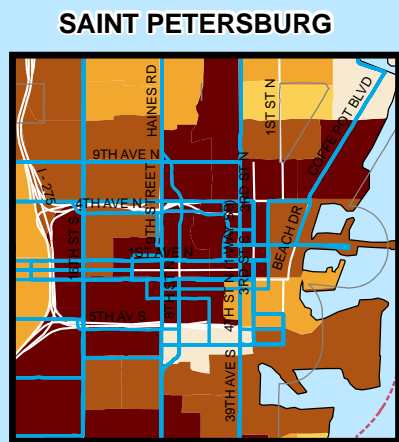
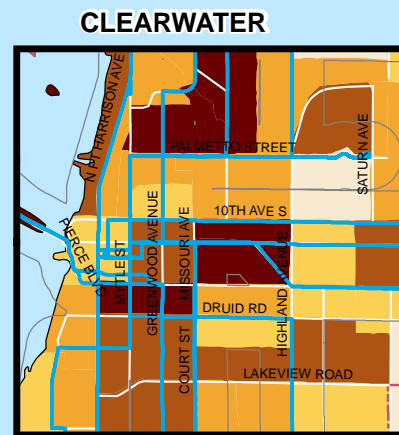


Celebrating 20 Years 1989 - 2009

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Sources: HART, PSTA, PCPT & 2000 Census






Date: August 2009








Tri-County Access Plan

2000 Pinellas County Total Disabled Population

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Total Disabled Population

-  < 150
-  150 - 200
-  200 - 300
-  300 - 500
-  > 500

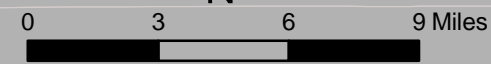
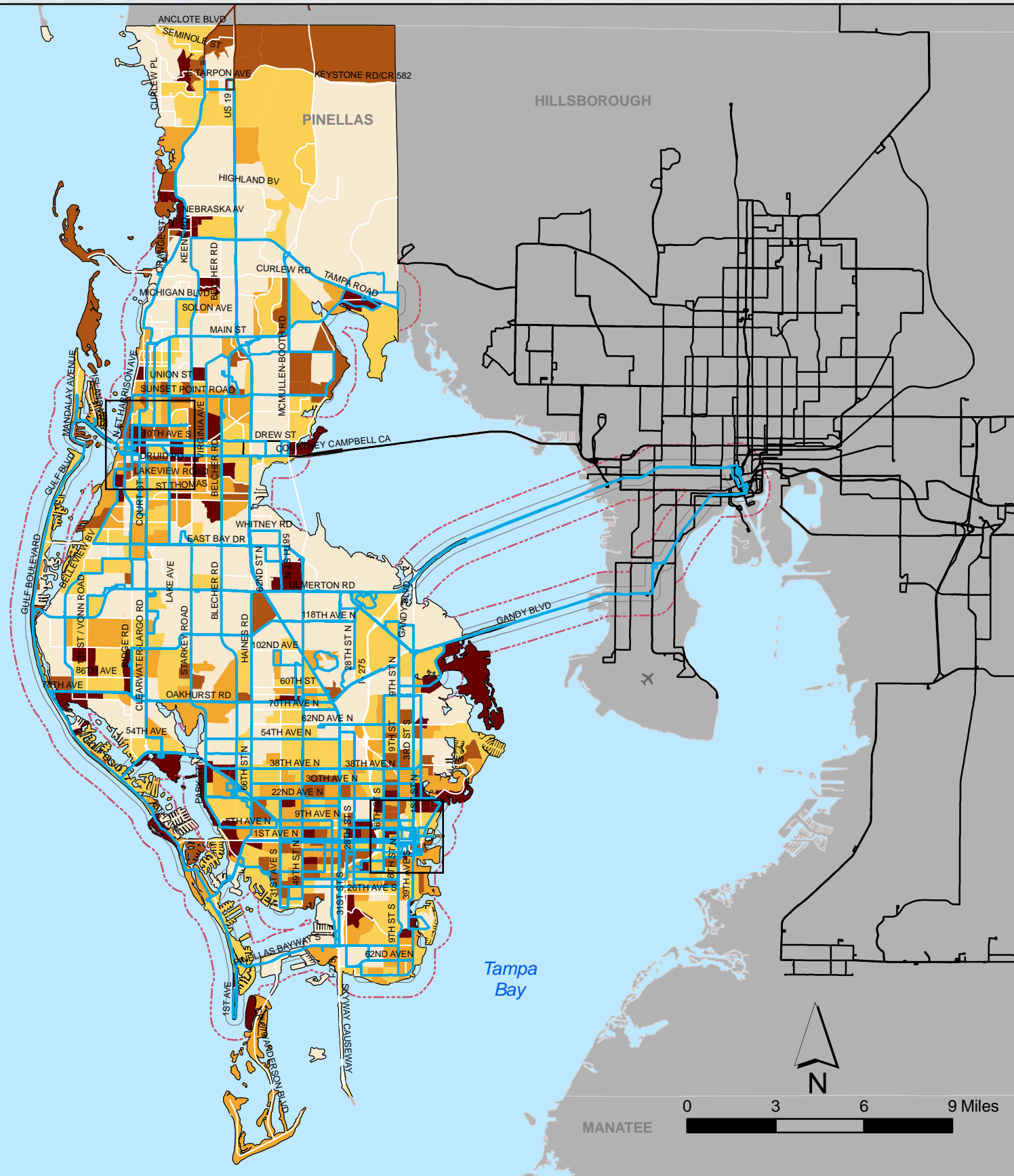
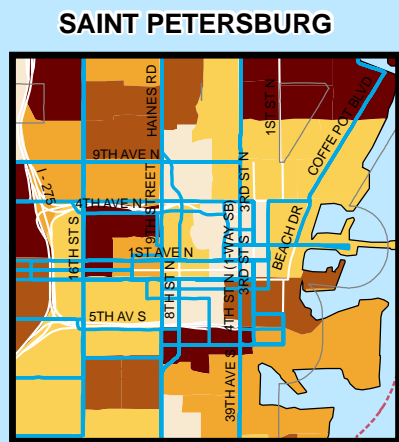
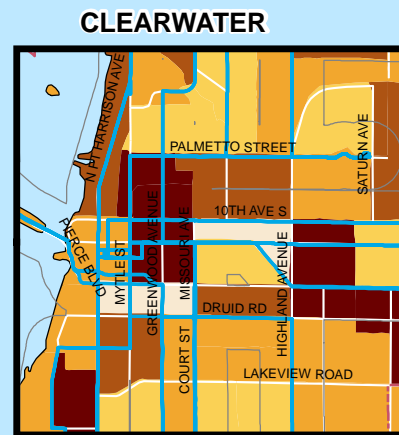


Celebrating 20 Years 1989 - 2009

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Date: August 2009








Tri-County Access Plan

2000 Pinellas County
Total Population
Over Age 60

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Total Population Over 60

-  < 100
-  100 - 150
-  150 - 200
-  200 - 350
-  > 350

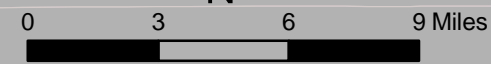
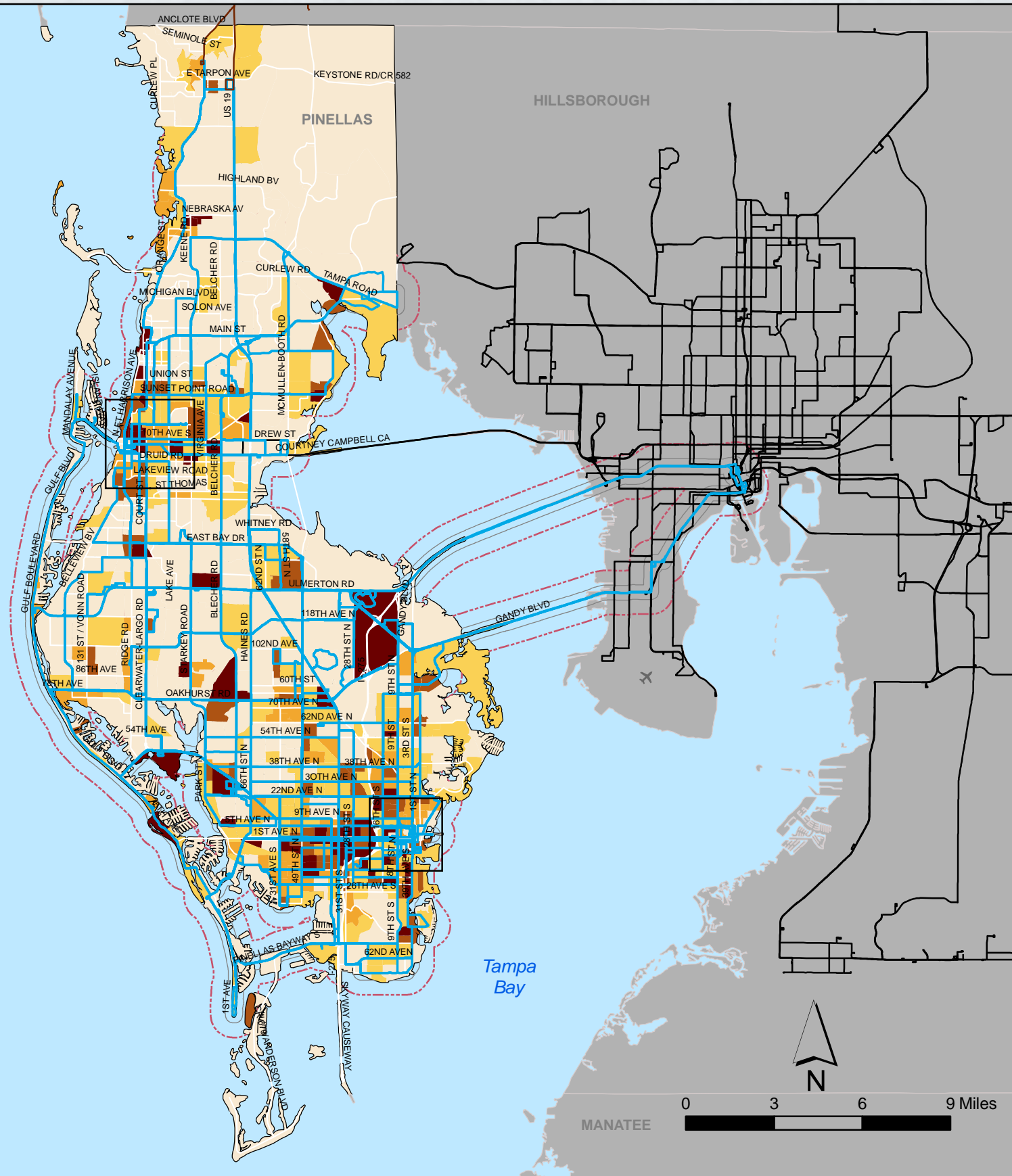
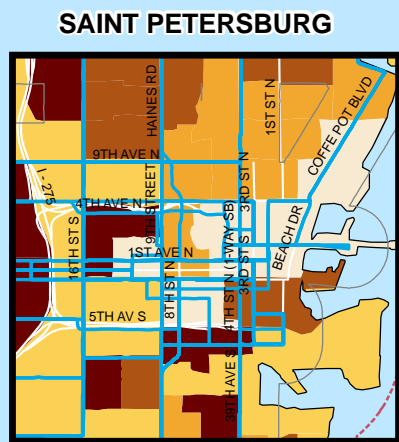
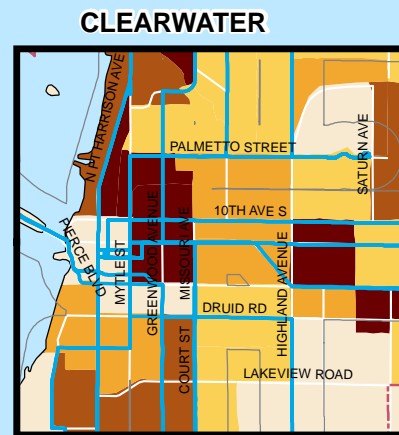


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Date: August 2009








Tri-County Access Plan

2000 Pinellas County
Total Unemployed
Persons

Legend

-  PCPT Routes
-  PSTA Routes
-  HART Bus Routes
-  PSTA 1/4 Mile Service Area
-  PSTA 3/4 Mile Service Area

Total Unemployed Persons

-  < 10
-  10 - 20
-  21 - 30
-  31 - 50
-  > 50

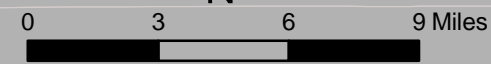
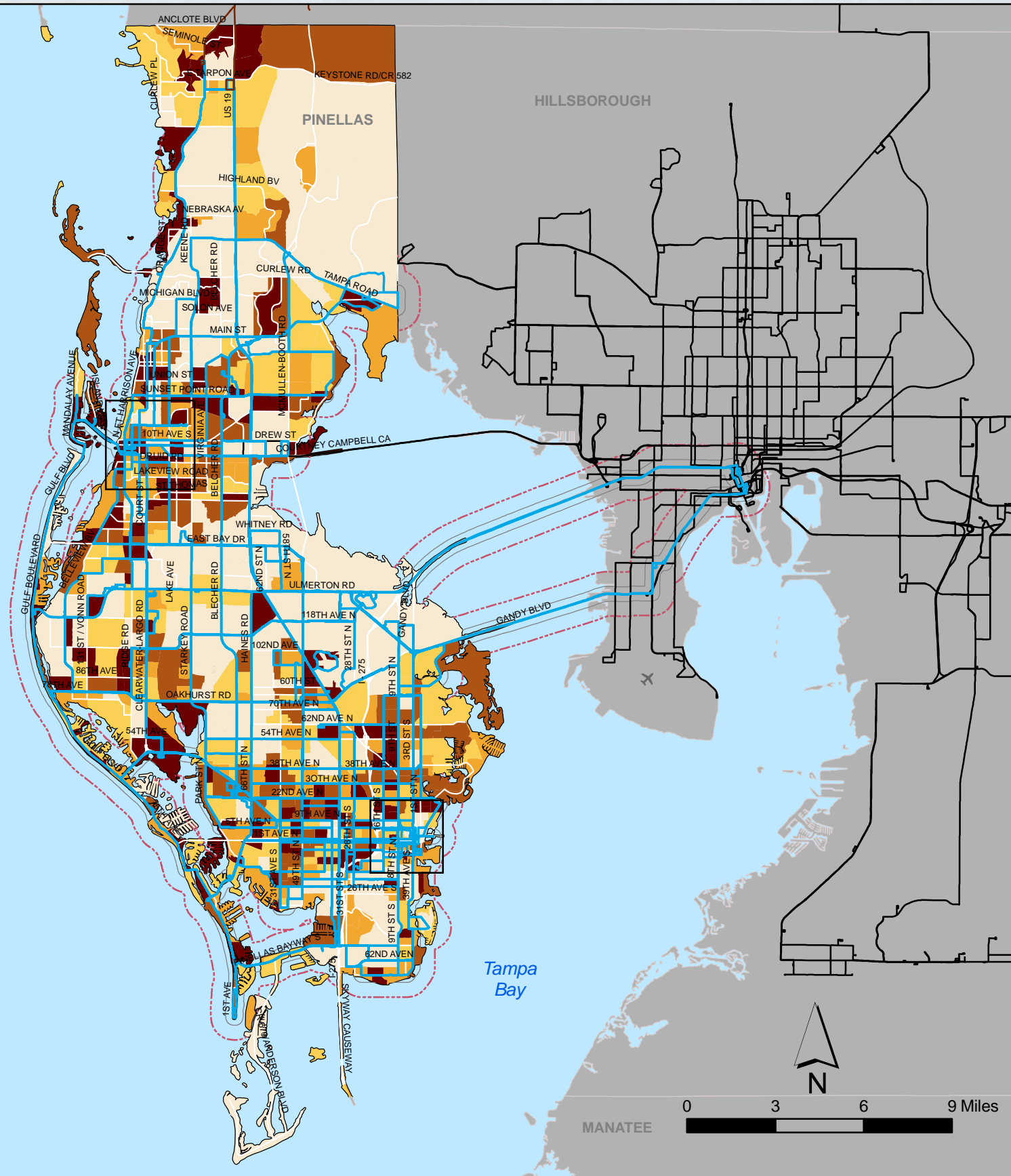
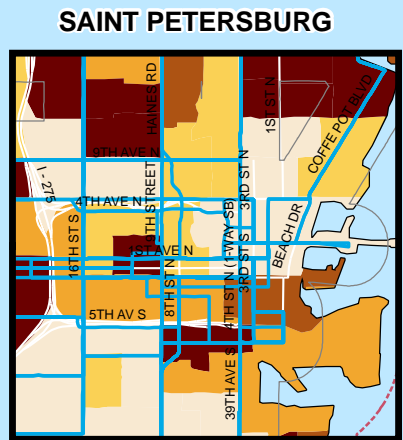
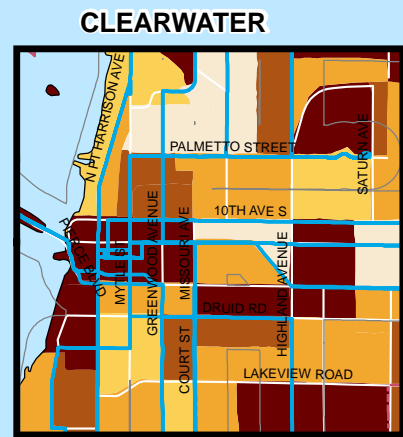


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Sources: HART, PSTA, PCPT & 2000 Census

Date: August 2009



APPENDIX B
TRANSPORTATION PROVIDER MATRIX

HILLSBOROUGH COUNTY TRANSPORTATION PROVIDERS

Provider	Provider Information								Type of Transportation				Eligibility					Type of Trips								
	Address	Phone	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application Required?	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining	Group Dining	
HART Link	4304 21st Avenue East Tampa, FL 33605	(813) 254-4278	Yes	Hillsborough County	M-Sat 4:30 am-11:15pm, Sun & 7am-8pm	\$2.60, up to \$5.00 depending on what the trip would cost if the regular fixed line routes were used	yes	Yes, Interview also required.	•				•		•	60 +	Available for eligible riders who can ride the bus but cannot get to or from a bus stop due to geographic or man-made barriers or due solely to their disability. Van picks up and drops off at the designated and accessible bus stop to make a connection with a HARTLine bus route. Only from 3 1/4 from going and returning of a regular bus stop.	•	•	•	•	•	•	•	•	•
HART Plus	4023 Armenia Avenue Tampa, FL 33607	(813) 254-4278	Yes	Hillsborough County	Same days and times as HART's local fixed-route bus service	\$3.50 per one-way trip	1 day	Yes	•	•	•				•	•		•	•	•	•	•	•	•	•	
Head Start	3639 W Waters Ave, Suite 500, Tampa, FL 33614-2783	(813) 272-5140		Hillsborough County	Mon-Fri			Preschool children of low-income parents who are working, enrolled in school, or a job training program					•	•		•	young children and their families, and expectant mothers							•		
Hillsborough ARC, Inc.	PO Box 9537 Tampa, FL 33674			Hillsborough County	As needed			Persons with developmental disabilities	•	•	•	•						•	•	•	•	•	•	•	•	
Hillsborough County Sunshine Line	4023 N. Armenia Avenue, Suite 300 Tampa, FL 33607	(813) 272-7272	N/A	Hillsborough County	Mon-Fri 6am-5pm/Sat 8am-5pm	\$0 to \$5 per one-way trip	2-7 days	Yes	•	•	•	•	Various	Various	Various	Various	Various	•	•	•	•	•	•	•	•	
Human Development Center	5904 N Armenia Ave, Tampa, FL 33603-1024	(813) 872-6250	N/A	Hillsborough County (Tampa and Seffner)	Mon-Sun 7:30am-9:30pm	N/A	N/A	No							•		Service for HDC clients.	•	•	•	•	•	•	•	•	
MacDonald Training Center, Inc	5420 W Cypress St. Tampa, FL 33607-1706	(813) 870-1300	No	Northdale, Interbay, and Town & Country	Monday-Friday 8:30am to 5:00pm	\$6.39 Medwaiver	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Mccolain, Inc.	7211 N. Dale Mabry Hwy, Suite 210, Tampa, FL 33614	(813) 930-9933		Tampa Bay area	As needed			Adults with developmental disabilities who reside in group homes	•	•	•							•	•	•	•	•	•	•	•	
Mental Health Care	5707 N 22nd Street, Tampa, FL 33610	(813) 272-2244		Hillsborough County	As needed			Adults and children participating in the agency programs									Participating in the agency programs	•						•		
MMG Medicaid Transportation	502 N Oregon Ave Tampa, FL 33602	(813) 253-3618	No	Hillsborough County	5am-9pm; M-F. Scheduling 7am-5pm; M-F.	Sliding fee scale	72 hours	Medicaid clients only	•	•	•						Medicaid clients	•								
Northside Mental Health Hospital	12512 Bruce B Downs Blvd, Tampa, FL 33612	(813) 977-8700		Hillsborough County	As needed, normally 6 days per week, 12 to 14 hours per day			Persons in Community Support Programs		•	•	•					For Community Support Programs	•				•	•	•		
Quest	1408 Tech Boulevard, Tampa, FL 33619	(813) 630-4710		Hillsborough County	As needed			Persons with a range of disabilities, including physical and mental challenges							•						•	•				

HILLSBOROUGH COUNTY TRANSPORTATION PROVIDERS

Private Providers (Pay for Service)	Provider Information								Type of Transportation				Eligibility				Type of Trips								
	Address	Phone	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application Required?	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining	Group Dining
Elite Transportation	P.O.Box 6574 Fort Myers, FL 33911	(239) 334-6001		Entire state of Florida	Sun-Sat 6am - 6pm	Fee for service basis	24 hrs	No	•	•	•	•			•	60+	Also provides non-emergency Transport, Medical only	•							
Home Instead Senior Care	2901 W. Busch Blvd, Suite 201 Tampa, Florida 33618	(813) 930-9366	Yes	Hillsborough & Pinellas County	Sun- Sat 1am to 12:45 pm	\$17.00 per hr=Weekdays, \$18.00 per hr =Weekends	48hrs	Yes	•		•	•	•	•	•	60+	Application, interview and matching with a home health care aid	•	•	•					
American Medical Response Services	4914 West Knox Street Tampa, FL 336639	(813) 885-7722	Yes	Hillsborough County	Mon-Fri, 9am - 5am	\$65.00 Base rate, \$3.99 a mile	1 or 2 days	Yes	•	•	•						As long as they can take care of themselves	•	•				•		
Bay and Beach Transportation, LLC dba Bay and Beach Taxi and Bay and Beach Car Services, LLC	Main office: Gray Street, Tampa, FL Dispatch: (813) 425-4900 Office: (727) 638-7638		No	Greater Tampa Bay, including but not limited to, Pinellas, Pasco, and Hillsborough counties	24/7	\$2.00 base and \$2.25 per mile unless pre negotiated	A few hours, would prefer 24 hours.	No			•	•						•	•	•	•	•	•	•	
Dream Limosine & Anytime Taxi	Tampa	(813) 662-7300		none	24/7	depends on the distance	1 hour	No			•	•						•	•	•	•	•	•	•	
Greyhound	610 East Polk Street, Tampa, FL 33602	(800) 846-0754	Yes	Entire state of Florida	7 days a week, 24 hrs a day	Reduced fare by 5% for seniors, fare dependent on how far of a distance one is traveling	Not Required	No	•		•	•													
Gulf Coast Transportation	170 W Cass St Tampa, FL 33606	(813) 235-2424	No	Hillsborough, Pasco, and Pinellas counties	24/7	\$2.00 drop off, and \$2.25 per mile	Demand Response, unless specific equipment is needed	Depends on services	•	•	•	•						•	•	•	•	•	•	•	
Liberty Sedan and Limosine	Tampa	(727) 816-1066	No	United States, mostly the state of Florida	24/7/365	Varies	2 hrs or more	No			•	•						•	•	•	•	•		•	
Sessaly-Rose Transit	1839 S Monroe St # B Tallahassee, FL 32301	(850) 222-8232	Yes	Entire state of Florida	M - Fri 4:30 am - 7 pm		24 hrs	No	•	•			•	•	•	60+	TD clients cannot go outside county	•	•	•					
SRQ Services LLC	4828 Benchmark ct. Sarasota, FL 34238	(941) 925-7733	No	West Coast FL, plus Miami	24/7	Average \$108.00	6 hours	No					•						•	•				•	
VIP Taxi Inc., dba A-1 Taxi	4101 E 12th Ave Bldg. A Suite 3 Tampa, FL 33605	(813) 964-8000		Hillsborough County	7 days a week, 24 hrs a day	\$2.00 drop off, and \$2.25 per mile	at least 15 minutes	yes			•	•								•					
Yellow Cab of Tampa	4413 N. Hesperides Tampa, FL 33614	(813) 253-0121		All Hillsborough	24 hours per day/7 days per week	\$2.00 first 1/5-mile, \$0.45 each additional 1/5-mile, \$0.40 for every 80 seconds of waiting time. No additional charge for handling groceries	Online reservations can be made Mon-Fri from 7:00am to 11:30pm with at least 24 hours notice	No	•	•	•	•					Paratransit service for elderly, disabled, and residents of rural areas without transportation	•	•	•	•	•	•	•	

PASCO COUNTY TRANSPORTATION PROVIDERS

Provider (Non-Profit)	Provider Information								Type of Transportation				Eligibility					Type of Trips							
	Address	Phone	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application Required?	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employ-ment	Job related education	Education	Other Life Sustaining	Group Dining
A.F.I.R.E. of Pasco County, Inc.	6121 Ohio Ave New Port Richey, FL 34653	(727) 849-8982	N/A	West Pasco	Mon-Fri 8:30 am to 2:30 pm	Funded through Med Waiver	N/A	Application for day program			•	•			•		Provides transportation from home to the program and back to home						•		
American Cancer Society - Road to Recovery	Greater Tampa Unit: 2006 W. Kennedy Blvd. Tampa, FL 33606	(800) 227-9954	No	Pasco County	M-Fri 8am -6 pm Other days and hours can be arranged on a service fee basis.	None	48-72 hrs	Yes		•	•					Registered cancer patients to cancer treatment appointments only, for example chemotherapy and radiation. Will not go from one county to another.	•								
Bay Area Commuter	1408 N. Westshore Boulevard Suite 704 Tampa, Florida 33607	(800) 998-7433	N/A	Citrus, Hernando, Pasco, Pinellas, and Hillsborough counties	Mon-Fri 8am to 5pm	Monthly fee	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Commuter vanpool to accommodate 6-15 riders with volunteer drivers to and from work.	N/A	N/A	N/A	I	N/A	N/A	N/A	N/A	
Boys and Girls Club of Pasco, Inc.	8239 Youth Lane Port Richey, FL 34668	(727) 842-5673	No	West Pasco County and Shady Hill Area	Tues, Thurs & Fri 7:30 am - 9:30 am and 2:30pm - 8pm Mon & Wed 7:30 am - 9:30am & 2:30pm - 6pm. During the summer M- Fri 7:30 am - 6pm	Cost per Trip	Set up by the program	Yes				•				Provides transportation to youth to and from field trips & from school to the club.						•	•		
Carelift	5637 Morrine Pkwy New Port Richey, FL 346512	(727) 848-1733	Yes	Pasco County - Cities of Bayonet Point, Port Richey & Hillsborough County	M-Fri 8am to 4pm	Free	Set up by the program	No	•	•						For outpatient client's appointment only from Morton plant Mease, HCA new Port Richey & HCA Bayonet.Medical Only.	•								
Gulf Coast Jewish Family Services, Inc.	14041 Icot Blvd. Clearwater, FL 33760-3702	727-479-1800		Pinellas, Pasco, Hillsborough, Polk, Sarasota, Lee, Broward, and Dade Counties	24 hours/7 days a week			Client of agency		•	•	•				Client of Gulf Coast Jewish Family Services	•								
James P. Gillis Family YMCA	84121 Photonics Drive New Port Richey, FL 34655	(727) 375-9622	Yes	West Pasco County	M- Fri 7am - 6pm	Cost per Trip	Set up by the program	Yes				•				Provides Transportation of youth to before & after school programs, camps, rope courses, or other YMCA programs.						•	•		
Lifeline Corporation	Green Castle of Baynot Point 11722 LaMadera Blvd Port Richey, FL 34668	(727)-869-6617	N/A	Pasco County	Mon-Fri 9:00am to 1:00pm			Yes, client of the agency	•	•	•	•	•	•	•		•	•	•				•		

PASCO COUNTY TRANSPORTATION PROVIDERS

Provider (For Profit)	Provider Information								Type of Transportation				Eligibility					Type of Trips							
	Address	Phone	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application Required?	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employ-ment	Job related education	Education	Other Life Sustaining	Group Dining
Medfleet Systems, Inc	5334 Sunset Rd New Port Richey, FL 34652-1738	(727) 849-6849		Pasco, Pinellas, and Hernando Counties	24 hours/7 days a week	Varies (COD and billed)	Scheduled and urgent calls	No	•	•	•	•						•	•	•	•	•	•	•	•
SRQ Services LLC	4828 Benchmark ct. Sarasota, FL 34238	(941) 925-7733	No	West Coast FL, plus Miami	24/7	Average \$108.00	6 hours	No					•						•	•	•				•
Stretcher Limo, Inc. D/b/a Wheelchair-Stretcher Limo	6030 Massachusetts Blvd. New Port Richey, FL. 34652-1738	(727) 845-4454	N/A	Pinellas, Pasco, and Hernando counties	Mon-Fri 5:00 am to 6:30 pm	Approx. \$29.75 to \$42.75 per trip	1 day - same day available also	No	•	•	•							•	•	•	•				
Yellow Cab	6600 US-19 New Port Richey, FL 34656	(727) 849-7433	N/A	Hernando, Pasco, and Pinellas counties	24 hours/7 days a week	\$2.25 for 1st 1/4-mile, \$2.00 per mile after , and \$.50 per 66 seconds of waiting time	Immediate response for cash runs	•		•	•		•	•	•	•	•	•	•	•					

Provider (Non-Profit)	Provider Information								Type of Transportation				Eligibility					Type of Trips							
	Address	Phone	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application Required?	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining	Group Dining
Agency for Community Treatment Services (Acts)	4612 56th Street Tampa, FL 33610	(813) 246-4899	N/A	Hillsborough, Pinellas, Polk, and Manatee Counties	As needed	N/A	None	Juveniles and adults who are chemically dependent		•	•	•					Juveniles and adults who are chemically dependent	•	•	•	•	•	•	•	
Alpha House of Pinellas County	701 5th Av. N. St. Petersburg, FL 33701	(727) 822-8190	no	Pinellas County	N/A	free	48 hours	Yes, must be registered with the agency		•	•		N/A	N/A		N/A	pregnant women or post partum women with children under 9 months. Limited to one child.	•				•	•	•	
American Cancer Society, Lifeline Transportation	4801 86th Avenue North Pinellas Park, FL 33782	(800) 227-2345 for coordination, (813) 349-4232 for administration	N/A	None	9am to 6pm (24 hours for information and registration)	Free to eligible patients	24 to 48 hours	Yes, a needs assessment is performed for financial assistance	Limited wheelchair		•						Registered clients only for chemo & radiation appts. Medical Only.	•						•	
American Red Cross Angel Wings - North Pinellas	2481 Sunset Point Rd. Clearwater, FL 33765	(727) 446-2358	Yes	Ulmerton Road North to Pasco County line	Mornings (usually pick people up for appointments between 8:15 & 9:30)	None, but donations accepted	One week to 10 days advised, first come-first serve	Completion of Form		•	•						Trips for medical appts only; Volunteer based so transportation not guaranteed. Medical Only.	•							
American Red Cross Angel Wings - South Pinellas	818 Fourth St. N Petersburg, FL 33701	(727) 898-3111	Yes	Ulmerton Road South to Pasco County line	M-F 8 am-noon	None, but donations accepted	One week to 10 days advised, first come-first serve	Completion of Form		•	•						Trips for medical appts only; Volunteer based so transportation not guaranteed. Medical Only.	•							
American Red Cross Angel Wings - Tampa Bay	3310 W. Main Street Tampa, FL 33607	(813) 348-4820	Yes	South of Ulmerton Road	Mornings	None, but donations accepted	One week to 10 days advised, first come-first serve	Completion of Form		•	•						Trips to & from medical appointments only. Medical Only.	•							
Bay Area Commuter	1408 N. Westshore Boulevard Suite 704 Tampa, Florida 33607	(800) 998-7433	N/A	Citrus, Hernando, Pasco, Pinellas, and Hillsborough counties	Mon-Fri 8am to 5pm	Monthly fee	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Commuter vanpool to accommodate 6-15 riders with volunteer drivers to and from work.	N/A	N/A	N/A	I	N/A	N/A	N/A	N/A
Boley Center, Inc.	445 31st Street N. St. Petersburg, FL 33713	(727) 821-4819	N/A	Pinellas County	Mon-Sun form 7am to 10pm	N/A	N/A	Yes, eligibility is established on intake	•	•	•	•	•	•	•	N/A	N/A	•	•	•	•	•	•	•	•
City of Gulfport - G.E.M.S. Bus Service	2401 53rd Street South Gulfport, FL 33707	(727) 893-2242	no	38th Ave N& 30th Ave S/Downtown St. Petersburg/Gulfport Area	8am-4pm	\$50 per year membership and \$1.00 per trip (one-way)	1-2 days, first come, first serve	No, but must be 55 and over	•	•	•		N/A	N/A	N/A	55 and older	Doctor's note stating door-to-door transportation service is necessary for disabled under 55 years of age	I - Medical trips get the highest priority	•	•	•	•	•	•	•
DART Choice Program	3201 Scherer Drive St. Petersburg, FL 33716 (www.psta.net)	(727) 724-0440	Yes	Pinellas	Demand response service provided only during regular bus service times/days.	\$3.50 each way	1 day	Yes	•	•	•						•	•	•	•	•	•	•	•	
DART Choice Program	3202 Scherer Drive St. Petersburg, FL 33716 (www.psta.net)	(727) 540-1800	Yes	Pinellas		\$3.50 each way			•	•	•						DART users may choose their transportation provider from a pre-approved list	•	•	•	•	•	•	•	
Faith in Action Upper Pinellas	455 Scotland Street Dunedin, FL 34698	(727) 738-4307	N/A	Tarpon Springs to Largo	Mon-Fri 8:30 am to 5:00 pm	None; Riders are on Medicare and/or Medicaid and unable to pay	At least 10 days	Yes		•	•	•					Frail elderly and older disabled persons on Medicare and/or Medicaid.	•	•	•				•	
Girls, Inc.	7700 61st Street N. Pinellas Park FL 33781	(727) 544-6230	no	Pinellas County	After School Times	free	none	must be registered into a program		•	•	•				Age 18 and under							•		
Goodwill Industries, Inc.	10596 Gandy Blvd. St. Petersburg, FL 33733	(727) 523-1512 Ext. 1411	No	Pinellas County	Mon-Sun from 4:30am to 10:00pm	Through the waiver services passengers pay \$8.76 per trip from home to work and return. Those without waiver supports pay a like amount.	48 hours	No, individuals contact the Agency for Persons with Disabilities and the waiver support coordinator contracts with Goodwill Industries.	•	•	•	•					•				•	•		•	
Gulf Coast Jewish Family Services, Inc.	14041 Icot Blvd. Clearwater, FL 33760-3702	727-479-1800		Pinellas, Pasco, Hillsborough, Polk, Sarasota, Lee, Broward, and Dade Counties	24 hours/7 days a week			Client of agency			•	•					Client of Gulf Coast Jewish Family Services	•							
Lighthouse of Pinellas Inc.	6925 112th Circle North, Suite 103 Largo, FL 33733	(727) 544-4433	no	Pinellas County	Mon-Fri 8:00am-4:30pm	Eligible trips are provided by Yellow Cab and reimbursed by the MPO under the TD program	24 hours	yes			•						For blind and visually impaired people					•	•		

Private Providers (Pay for Service)	Provider Information								Type of Transportation				Eligibility					Type of Trips							
	Address	Phone	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application Required?	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining	Group Dining
Ageless Placements, Inc.	600 Bypass Drive Clearwater, FL	(727) 571-4384	No	Pinellas County	M-Fri 9am - 4:30pm, 24 hr answering service	\$14.95 per hr (min. of two hrs.), \$13.95 for 4 or more hrs./ \$41 per mile	24hrs	Free telephone evaluation				•	N/A	N/A	•	60 +		•	•	•				•	
Always Dependable	5670 54th Ave. Suite B Petersburg, FL 33709	(727) 544-2927			Mon-Fri 8:00am to 5:00pm	\$24.00 per hour for 2 hours or less; \$18 per hour for 2 or more; additional \$.36 per mile if using companions car		Must be a client	Foldable only	•	•					N/A		•	•	•					
Bay Area Taxi Service	5201 Gulf Blvd. St. Pete Beach, FL 33706	(727) 367-3702	Yes	South County/St. Petersburg (normal service area is South of Ulmerton)	24 hours/7 days a week	\$2.30 drop plus \$2.30 per mile	No		•	•	•		•	•	•	•		•	•	•	•	•	•	•	•
Bayshore Health & Homemaker Services, Inc.	2430 West Bay Drive Largo, FL 33770	(727) 586-0044 (Largo) (727) 322-2366 (St. Pete) (727) 939-0044 (Palm Harbor)	Yes	Palm Harbor - Curlew N to Pasco; Largo-Ulmerton N to Curlew; St. Pete-Ulmerton to Skyway	M-F 8:30 a.m.-5 p.m.	2 hour min. of \$20.95 each hour plus \$.40 per mile. If no hands on care a 2hr minimum of \$18.25 each hour plus \$ 0.35 each mile charge	Yes, 1-2 days	Yes, apply by phone	•	•	•		•	•	•	•		•	•	•				•	
Care Ride, LLC. Wheelchair Transportation Service (provided by BayCare)	4921 71st Avenue, Pinellas Park, FL	(727) 540-1960	Yes	Pick-ups in Pinellas County only, but will transport anywhere in the State of Florida	Mon-Fri 7:00am to 7:00pm; Sat 9:00am to 5:00pm; on call 24 hours a day	\$19.95 plus \$2.85/mile plus \$3.00 gas surcharge	Yes, 1 hour		•	•	•		•	•	•	•	Medical Only. Also provides Medi-chair services.	•							
Caregivers for Seniors, Inc.	1146 Chancellor Drive, Holiday, FL 34688	(727) 945-1319	No	Pinellas County	24 hours/7 days a week	\$12 per hour for services. \$.42 per mile	Schedule with assigned companion	Yes	•	•	•		•	•	•		12 hours/wk minimum companion services; must be a client contracting for other services. Cannot just get transportation services	•	•	•	•	•	•	•	•
Clearwater Yellow Cab	16991 US Highway 19 N, Clearwater FL 33764	(727) 799-2222 (for both St. Pete and Clearwater)	Yes	All Pinellas	24 hours/7 days a week	\$2.25 drop, \$2.00 per mile, \$1.00 gas surcharge	As soon as possible	No			•	•					Also: 10-15 passenger shuttle van for \$55 per hr + 20% gratuity (3 hr. minimum)	•	•	•	•	•	•	•	•
Express Medical Transport, LLC	611 Druid Rd E, Suite 704, Clearwater, FL 33756	(727) 446-0930	Open and Available for Any Seasonal Work that is Needed	Hillsborough, Pasco, and Pinellas Counties	27 hours/7 days a week/365 day per year	W/C is \$20 to load and \$2 per mile/Ambulatory is \$11.50 to load and \$1.50 per mile/Stretcher is \$150 to load and \$2.75 per mile	24 hours notice is preferred, but not required	No	•	•	•	•	N/A	N/A	N/A	N/A	N/A	•						•	
Greyhound Bus Lines	180 9th Street N, St. Petersburg, FL 33705	(727) 898-1496			8am-7:30pm except Fri-Sat 8am-10pm	average ticket price is \$45					•	•													
Clearwater Bus Terminal, Inc. (Greyhound Bus Lines)	2815 Gulf To Bay Blvd, Clearwater, FL 33759	(727) 796-7315	No	USA, Paris of Canada, and Mexico	Daily 6:00am to 7:00am (Closed on Thanksgiving and Christmas)	Varies by destination	30 minutes prior to departure	No	Lift bus is available with prior notice																
Gulfport Extended Minibus Service (GEMS)	5501 27th Ave S, Gulfport, FL 33707	(727) 893-2242		Gulfport	Runs between 8:15am and 4:00pm	Annual fee of \$50 (due one year from date of purchase) plus \$1.00 per one-way trip	•Reserve at least 1 day ahead •No same day reservations •No reservations after 1pm for next day •For Cancellations: call ASAP or at least 1/2 hr before scheduled trip.	Register over the phone			•	•			•	•	For Gulfport Residents 55 and older - and all disabled persons unable to use the PSTA Route Service. No emergency transportation.	•	•	•					
Home Health Works	301 Turner Street Clearwater, FL 33756	(727) 442-5612	Yes	Pinellas & Pasco Counties	M-F 9 a.m. - 5 p.m.	\$15/hour and 50 cents/mile - 3 hours minimum; \$65 charge for assessment - waived if become a patient	Schedule as part of companion services	Yes	•	•		•	•	•	•		Evaluation is needed, there is a \$65.00 charge. Companion/Homemaker and health aide.	•	•	•				•	

APPENDIX C
JARC AND NF PROGRAM APPLICATION

FEDERAL TRANSIT ADMINISTRATION
JOB ACCESS & REVERSE COMMUTE PROGRAM
AND NEW FREEDOM PROGRAM

***Competitive Grant Application for the Tampa Bay
Metropolitan Area, including the urbanized areas of
Pasco, Pinellas, and Hillsborough County***



Pinellas County Metropolitan Planning Organization
*(In partnership with the Pasco County and Hillsborough County
Metropolitan Planning Organizations)*

Federal Fiscal Year 2010 Funding Cycle*

This application is available to download from the Pinellas County MPO's website at
<http://www.pinellascounty.org/mpo/tcap>

Additional Job Access and Reverse Commute and New Freedom Grant information can
be found at:

<http://www.pinellascounty.org/mpo/tcap>

http://www.fta.dot.gov/funding/grants_financing_263.html

* Funding contingent upon federal appropriations

OVERVIEW

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) reauthorized federal transportation funding programs through federal Fiscal Year (FY) 2009. SAFETEA-LU addresses the many challenges facing our transportation system today and lays the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317).

Program Descriptions and Specific Eligibility Requirements

Job Access & Reverse Commute (JARC) Program - Section 5316 of SAFETEA-LU
The estimated JARC funding available for Pasco, Pinellas, and Hillsborough counties in FY2010 is \$1,500,000.

Eligible agencies:

JARC is a formula grant program for the urbanized area including Pasco, Pinellas, and Hillsborough counties. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators.

Program description:

Section 5316 (JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, train, carpool, vans or other transportation services.

Eligible activities:

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-responsive service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and supporting new mobility management programs to improve coordination of transportation services.

The local coordinated plan, the TCAP, identifies transportation service gaps and unmet needs of the targeted populations, strategies to meet the unmet needs, and potential projects that directly relate to the identified strategies. Projects selected must be derived from the plan and address identified service needs.

Further information on eligible activities can be found at:

<http://www.pinellascounty.org/mpo/tcap/JARC.pdf>

JARC related projects identified and prioritized as part of the TCAP can be found at:

<http://www.pinellascounty.org/mpo/tcap>

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) of net activity cost for capital projects and mobility management projects, and not more than 50 percent (50/50 match) of net operating costs. All of the local share must be provided from sources other than Federal Department of Transportation (DOT) funds. Some examples of sources of local match include: and local appropriations; other non DOT federal funds from federal programs that are eligible to be expended for transportation; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, and represents a cost which would otherwise be eligible under the program.

Non-DOT federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid. Federal programs that are eligible to expend funds for transportation include Temporary Assistance for Needy Families, Medicaid, Employment training programs, Rehabilitation Services, and Administration on Aging. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside the scope of the project cannot be applied as a credit for local match in the FTA grant.

New Freedom (NF) Program - Section 5317 of SAFETEA-LU

The estimated New Freedom funding available for Pasco, Pinellas, and Hillsborough counties for FY2010 is \$1,582,000.

Eligible agencies:

New Freedom is a formula grant program for the urbanized area including Pasco, Pinellas, and Hillsborough counties. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators.

Program description:

Section 5317 is a formula grant program intended to fund new public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the ADA. Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:

Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing “feeder” services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management programs to improve coordination of transportation services among public and/or human service transportation providers.

The local coordinated plan, the TCAP, identifies transportation service gaps and unmet needs of the targeted populations, strategies to meet the unmet needs, and potential projects that directly relate to the identified strategies. Projects selected must be derived from the plan and address identified service needs.

Further information on eligible activities can be found at:

http://www.pinellascounty.org/mpo/tcap/New_Freedom.pdf

JARC related projects identified and prioritized as part of the TCAP can be found at:

<http://www.pinellascounty.org/mpo/tcap>

General Eligibility Requirements

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) of net activity cost for capital projects and mobility management projects, and not more than 50 percent (50/50 match) of net operating costs. All of the local share must be provided from sources other than federal DOT funds. Some examples of sources of local match include: and local appropriations; other non DOT federal funds from federal programs that are eligible to be expended for transportation; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, and represents a cost which would otherwise be eligible under the program.

Non-DOT federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid. Federal programs that are eligible to expend funds for transportation include Temporary Assistance for Needy Families, Medicaid, Employment training programs, Rehabilitation Services, and Administration on Aging. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside the scope of the project cannot be applied as a credit for local match in the FTA grant.

Locally Coordinated Public Transit-Human Services Transportation Plan: SAFETEA-LU requires that projects must be derived from a Locally Developed, Coordinated Public Transit-Human Services Transportation Plan. The Pasco, Pinellas, and Hillsborough Metropolitan Planning Organizations (MPOs), with substantial public input, have developed, and recently updated, a Public Transit Human Services Plan called the "Tri-County Access Plan" (TCAP) for the Tampa-St. Petersburg Urbanized Area. The TCAP is available through each of the MPO's websites, including <http://www.pinellascounty.org/mpo/tcap>. This plan identifies current unmet transportation needs of people living with disabilities, older adults, and lower-income persons and potential strategies/projects to address the unmet needs. Through a series of public workshops, the existing unmet needs, strategies to address the need, and potential project types directly related to the strategies were identified (see Table 6-1 of the TCAP Update). SAFETEA-LU requires that projects selected for funding under the JARC and NF programs be derived from the locally developed TCAP and address service needs and gaps/barriers identified therein. Selection criteria will be used to prioritize potential projects and develop a listing of projects for funding. For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply through a competitive process each year for funding.

Disadvantaged Business Enterprise Participation

The JARC and New Freedom grant programs are subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The MPO's overall 2010 requirement for DBE participation is 1.36% and is applicable to these grant programs. This requirement reflects the availability of willing and able DBEs who are registered with the of Florida that would be expected to participate in MPO and its subgrantees' contracts absent the effects of discrimination. Eligible DBE subgrantees are encouraged to participate in the JARC New Freedom grant programs. Information on the MPO's DBE Program requirements is available at the MPO offices and on-line at: http://www.pinellascounty.org/mpo/PDFs/DBETitleVI/DBE_2009-2010.pdf.

More information on the Florida DBE Program, including an application and available DBE bidders list may be found at:
<https://www3.dot.state.fl.us/EqualOpportunityOffice/biznet/mainmenu.asp>.

The following clause is required of all MPO contracts:

The Subgrantee shall not discriminate on the basis of race, age, creed, disability, marital status, color, national origin, or sex in the performance of this contract. The Subgrantee shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Subgrantee to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy, as the MPO deems appropriate.

Deadlines for Application Submission

If your organization has a potential project that it would like considered for funding under one of these programs please complete the following application and submit it to the address below no later than **12:00 PM Eastern Standard Time on Friday, February 19, 2010**. Applications received after that date and time will not be considered. The Pinellas County MPO prefers electronic applications with a signed and scanned transmittal page. The MPO will also accept printed applications; however, they should include an electronic version. A committee including staff from the Pasco, Pinellas, and Hillsborough MPOs, the Florida Department of Transportation, and the Tampa Bay Regional Planning Council will review and score the applications, and through a process established in the TCAP, will select projects for funding. Applications should be submitted to:

Ms. Heather Sobush
Program Planner
Pinellas County MPO
600 Cleveland Street, Suite 750
Clearwater, FL 33755
hsobush@pinellascounty.org

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant will comply with the necessary Certifications and Assurances if assistance is awarded.

Project Application Procedures

This JARC and New Freedom program application is for funds to be used within Pasco, Pinellas, and Hillsborough counties. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances as applicable and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, U.S.C.).

Project Selection for JARC and New Freedom

Projects will be awarded through a competitive selection process. A review committee including representation from each of the three MPOs, the Florida DOT and the Tampa Bay Regional Planning Council (TBRPC) will review and score all applications using the established criteria. The committee will then develop a ranking of projects based on these scores. Consideration will also be given to selecting JARC and NF projects that achieve a fair distribution of transportation services within the three-county service area and maximize use of available funds. The review committee will recommend JARC and NF projects to be included in an annual Program of Projects (POP) that will be presented to the MPOs of each County and their committees, as appropriate. As the designated recipient of the JARC and NF funds, the Pinellas County MPO, with the concurrence of the Hillsborough and Pasco MPOs, will approve a final POP that includes selected JARC and NF projects. A public hearing on the POP will be held at the Pinellas MPO Board meeting. The Pinellas MPO will submit an application, including the POP, to FTA for approval. The approved POP will then be published and the applicants notified.

Application and Project Selection Schedule¹

Dec. 1, 2009	Project Applications Issued
Feb. 19, 2010	Project Applications Due
February 2010	Distribution of Applications to Review Committee
March 2010	Review Committee Develops Program of Projects for Funding
Mar-May 2010	Pasco, Pinellas, and Hillsborough MPOs and Committees Review Recommended POP
June 9, 2010	Pinellas MPO Meeting – Public Hearing & Approval of POP
July/Aug 2010	FTA Review and Approval of POP
August 2010	Project Funding Available

¹ Tentative – Schedule Dates Subject to Change

Scoring Criteria	Max Points
Project Description, Goals, & Objectives	30
Addresses an identified unmet need from the plan and/or coincides with an identified plan strategy	15
Level of regional access (1,2, or 3 counties served) & extent to which they are served	5
New or innovative project that will address unmet need or fulfill strategy	5
Number of trips or units of service to be delivered or number of targeted individuals served/impacted by project	5
Implementation and Operations Plan	20
Well defined operations plan	5
Demonstrated operational/technical capability	5
Reasonableness of project timeline	5
Plan for continuing project after grant funding cycle	5
Project Budget	20
Project Cost Effectiveness (cost related to number of people served/trips provided)	5
Evidence of financial capability	5
Makes use of available resources and/or leverages resources through partnerships to the extent possible	5
Coordinated with federal programs (i.e., coordinated services or financial partnerships)	5
Program Effectiveness and Performance	10
Appropriate match of service delivery to need	5
Plan for measuring effectiveness and performance, including steps to take if original goals not achieved	5
Coordination and Program Outreach	15
Current coordination contract with the appropriate CTC(s) where applicable	5
Outreach and project education plan	10
DBE Participation	5

TOTAL POSSIBLE POINTS

100

APPLICATION DUE: FEBRUARY 19, 2010, 12:00 PM

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I. FUNDING REQUEST

_____ Transmittal Page

PART II. PROJECT NARRATIVE

_____ Map of Applicant Service Area

_____ Existing and Proposed Transportation Services Provided by Applicant

_____ Project Description, Goals and Objectives

_____ Implementation and Operations Plan

_____ Project Budget

_____ Project Budget Worksheet

_____ Description of Proposed Budget, Including Cost per Unit of Service

_____ Description of Project Relationship to Other Federal/ Programs

_____ Financial Statements or Other Evidence of Financial Capability

_____ Program Effectiveness and Performance Measures

_____ Coordination and Program Outreach Plan

_____ DBE Participation Information

PART 1 – TRANSMITTAL

FTA 5316 Job Access/Reverse Commute (JARC) and 5317 New Freedom (NF) Project Application

A. Applicant Information:
Legal Name:
Address:
City//Zip:
Contact Person:
Email:
Phone:
Alternate Contact (Optional):
Phone:
Employer Identification Number (EIN):
Organizational DUNS:
<input type="checkbox"/> Current 5310 Recipient
B. Program (check one):
<input type="checkbox"/> Job Access & Reverse Commute Project – Section 5316 <input type="checkbox"/> New Freedom Project – Section 5317 <input type="checkbox"/> Both a JARC and New Freedom Project
C. Project Type (check one):
<input type="checkbox"/> Capital Only (80% of project cost) <input type="checkbox"/> Operating Only (50%) <input type="checkbox"/> Capital & Operating <input type="checkbox"/> Mobility Management (80% of project cost)
D. Project Information:
Project Description:
Service Area:
Estimated Number of People to be Served: Low-income: _____ Elderly: _____ Disabled: _____
Estimated Number of Trips or Units of Service to be Delivered:
<input type="checkbox"/> Addresses a Service Need or Gap Identified in the Tri-County Access Plan (TCAP)
Total Cost of Project: \$
Amount of JARC Funding Requested: \$
Amount of New Freedom Funding Requested: \$
Total Match Funds Available (Non-DOT federal, , local or private): \$
E. To the best of my knowledge and belief, all information in this application is true and accurate. The document has been duly authorized by the governing body of the applicant and the applicant will comply with any certifications and assurances if the assistance is awarded.
Signature of Authorized Representative:
Printed Name of Authorized Representative:
Date:

PART II – NARRATIVE (BASED ON SCORING CRITERIA)

Project Description, Goals and Objectives

1. Provide an overview of the project, including the project's goals and objectives.
2. Describe the service area for this project and provide pertinent demographic data and/or maps.
3. Describe the unmet transportation need or plan strategy identified in the TCAP that the proposed project seeks to address and provide any other relevant documentation of the need. Describe how the project will mitigate the transportation need.
4. If the project is new or innovative, describe what makes it new or innovative and how it will address the unmet need or plan strategy.
5. Estimate the number of trips or unit of service to be delivered and/or the number of people from the targeted group(s) that will be served.

Implementation and Operations Plan

1. Describe key personnel assigned to the project, and your agency's ability to manage the project.
2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.
3. Explain how the project relates to other services or programs provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.
4. Provide a timeline for project implementation.
5. Applicants must reapply annually for project funding. Describe how you intend to continue the project should JARC and/or New Freedom funding no longer be available for this project in future years.

Project Budget

1. Provide a complete budget indicating project revenues and expenditures in the format provided in Part III. Estimate the proposed cost per trip (or other unit of service) and describe efforts to ensure cost-effectiveness.
2. Provide evidence of financial capability and documentation of matching funds to be used.
3. Describe how the project makes use of available resources and/or leverages resources through partnerships to make the project more cost effective, efficient, or financially feasible.
4. Describe how the project relates to any programs that you operate that use federal or state funds. Explain how resources obtained through other federal or programs can be leveraged for the project.

Program Effectiveness and Performance Measures

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.
2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Coordination and Program Outreach Plan

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.
2. Describe how you will market the project and promote public awareness of the program. Letters of support from key stakeholders may be attached to the grant application.

DBE Participation

1. If the applicant is registered as a disadvantaged business enterprise (DBE), the applicant should provide documentation of current DBE status.
2. If the applicant is not a registered DBE, but intends to expend some of the funds received through a registered DBE, the applicant should list the percentage of funds to be expended through a DBE and describe how those funds are to be expended.

PART III - Project Budget Worksheet

Applicant Name: _____

****If applying for both JARC & NF, fill out one page for each**

BUDGET DETAIL 2010	TOTAL COST YR 1	2010	
		NF/JARC 50%	LOCAL MATCH 50%
A. OPERATING EXPENSES (insert items):			
1.			
2.			
3.			
4.			
5.			
B. PROJECT ADMINISTRATION			
(Up to 10% of funding request, no match required)			
Subtotal - Operating Expenses			
	\$ -	\$ -	\$ -
	TOTAL COST YR 1	2010	
		NF/JARC 80%	LOCAL MATCH 20%
C. CAPITAL EXPENSES (insert items (description & # of items X unit cost):			
1.			
2.			
3.			
Subtotal - Capital Expenses			
	\$ -	\$ -	\$ -
C. PROGRAM TOTAL BUDGET	\$ -	\$ -	\$ -
	YR 1 PROGRAM TOTAL	YR 1 NF TOTAL	YR 1 CTY MATCH TOTAL

MPO Contacts

Pinellas County MPO

Heather Sobush
600 Cleveland Street, Suite 750
Clearwater, FL 33755
(727) 464-8200
hsobush@pinellascounty.org

Hillsborough County MPO

Michele Ogilvie
601 East Kennedy Blvd., 18th Floor
P.O. Box 1110
Tampa, FL 33601-1110
(813) 272-5940
ogilviem@plancom.org

Pasco County MPO

Manny Lajmiri
7530 Little Road, S-320
New Port Richey, FL 34654
(727) 847-8140
mlajmiri@pascocountyfl.net

APPENDIX D
FTA GUIDANCE – ELIGIBLE PROJECTS

Eligible JARC Program Projects

1. **ELIGIBLE ACTIVITIES.** Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

In the conference report accompanying SAFETEA-LU, the conferees stated an expectation that FTA would “continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the *Federal Register*, Volume 67 (April 8, 2002)” (H.R. Report 109–203, at Section 3018 (July 28, 2005)). Therefore, eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- a. Late-night and weekend service;
- b. Guaranteed ride home service;
- c. Shuttle service;
- d. Expanding fixed-route public transit routes;
- e. Demand-responsive van service;
- f. Ridesharing and carpooling activities;
- g. Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- h. Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- i. Promotion, through marketing efforts, of the:
 - (1) use of transit by workers with non-traditional work schedules;
 - (2) use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - (3) development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - (4) use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;

- j. Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Providers of transportation can then submit the voucher to the JARC project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match;
- k. Acquiring Geographic Information System (GIS) tools;
- l. Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- m. Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- n. Deploying vehicle position-monitoring systems;
- o. Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places;
- p. Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- q. Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
- r. Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
- (2) Support for short term management activities to plan and implement coordinated services;
- (3) The support of State and local coordination policy bodies and councils;
- (4) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- (5) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

Eligible New Freedom Program Projects

2. **ELIGIBLE ACTIVITIES.** New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. For the purpose of the New Freedom Program, "new" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities.

Maintenance of Effort: Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Eligible projects funded with New Freedom funds may continue to be eligible for New Freedom funding indefinitely as long as the project(s) continue to be part of the coordinated plan.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

The list of eligible activities is intended to be illustrative, not exhaustive. Recipients are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities.

a. New Public Transportation Services Beyond the ADA. The following activities are examples of eligible projects meeting the definition of new public transportation.

- (1) Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”
 - (a) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;
 - (b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - (c) The incremental cost of providing same day service;
 - (d) The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
 - (e) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - (f) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load,

and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and

- (g) Installation of additional securement locations in public buses beyond what is required by the ADA.
- (2) Feeder services. New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- (3) Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:
 - (a) Building an accessible path to a bus stop that is currently inaccessible, including curbscuts, sidewalks, accessible pedestrian signals or other accessible features,
 - (b) Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA,
 - (c) Improving signage, or wayfinding technology, or
 - (d) Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- (4) Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.
- b. New Public Transportation Alternatives Beyond the ADA. The following activities are examples of projects that are eligible as new public transportation alternatives beyond the ADA under the New Freedom Program:
 - (1) Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her

personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.

- (2) Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.
- (3) Supporting new volunteer driver and aide programs. New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.” FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.
- (4) Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- (a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
- (b) Support for short term management activities to plan and implement coordinated services;
- (c) The support of State and local coordination policy bodies and councils;
- (d) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- (e) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- (f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

Eligible E&D Program Projects

3. ELIGIBLE CAPITAL EXPENSES. Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(a)(1) to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Examples of capital expenses include, but are not limited to:
 - a. buses;
 - b. vans;
 - c. radios and communication equipment;
 - d. vehicle shelters;

- e. wheelchair lifts and restraints;
- f. vehicle rehabilitation; manufacture, or overhaul;
- g. preventive maintenance, as defined in the National Transit Database (NTD);
- h. extended warranties which do not exceed the industry standard;
- i. computer hardware and software;
- j. initial component installation costs;
- k. vehicle procurement, testing, inspection, and acceptance costs;
- l. lease of equipment when lease is more cost effective than purchase. Note that when lease of equipment or facilities is treated as a capital expense, the State must establish criteria for determining cost effectiveness in accordance with FTA regulations, "Capital Leases," 49 CFR part 639 and OMB Circular A-94, which provides the necessary discount factors and formulas for applying the same;
- m. acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. The State, as recipient, has the option to decide whether to provide funding for such acquired services. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(a)(3) is limited to the Section 5310 program;
- n. the introduction of new technology, through innovative and improved products, into public transportation;
- o. transit related intelligent transportation systems (ITSs); and
- p. supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other elderly individuals and/or individuals with disabilities or elderly individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals;
- (2) Support for short term management activities to plan and implement coordinated services;
- (3) The support of State and local coordination policy bodies and councils;
- (4) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- (5) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems. (Acquisition of technology is also eligible as a stand alone capital expense).