

Meeting Date
10/4/16



AGENDA	
Section	CONSENT
Item No.	II.B.4

AGENDA REPORT
BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS

SUBJECT:	Adoption of the FY2017 Update to Space Coast Area Transit's Transit Development Plan (Fiscal Impact: N/A)
DEPT/OFFICE:	Community Services Group / Transit Services Department

Requested Action:

It is requested that the Board adopt the FY2017 Update and Progress Report to the 2013-2022 Transit Development Plan for Space Coast Area Transit.

Summary Explanation & Background:

The Transit Development Plan (TDP) is required by Florida Department of Transportation (Sections 339.135, and 339.155, Florida Statutes) as a prerequisite to the receipt of State Public Transit Block Grant funds. The rule requires that the TDP be the provider's planning, development and operational guidance document.

The rule requires that providers submit an annual TDP achievement report to FDOT.

The annual update shall include:

- (1) Accomplishments in the implementation plan, pp. 9-11.
- (2) Analysis of any discrepancies between the plan and its implementation for the past year, pp.11-15.
- (3) Revisions to the implementation plan, p. 19.
- (4) Revised implementation plan for tenth year, p. 19.
- (5) Added recommendations for the "new" tenth year, p. 19.
- (6) A revised fiscal plan, p. 19.

Overall, there was little revision needed for the FY2017 Update, as this is the last update before the Board has to adopt the newest TDP in September 2017. The process of developing the new TDP has just begun.

The update has been reviewed by FDOT and was found acceptable under Public Transit Block Grant rules.

Fiscal Impact Analysis: An approved Transit Development Plan is required to draw the yearly Florida Department of Transportation Public Transit Block Grant Funds. The Fiscal Year 2016-17 Block Grant allocation is \$1,591,483.

Name: Jim Liesenfelt, Transit Services Director
 Phone: 635-7815 ext. 601; E-mail: Jim.Liesenfelt@brevardfl.gov

Clerk to the Board Instructions:

Exhibits Attached: Space Coast Area Transit – Transit Development Plan Annual Update and Progress Report; 9/6/16 Ltr from FDOT

Contract /Agreement (If attached)	Reviewed by County Attorney	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	PR	<input type="checkbox"/>
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County Manager	Assistant County Manager	Department Director / Extension
Stockton Whitten	Veretta Valdengo	James P. Liesenfelt, Transit Services Director



Tammy Rowe, Clerk to the Board, 400 South Street • P.O. Box 999, Titusville, Florida 32781-0999

Telephone: (321) 637-2001
Fax: (321) 264-6972
Tammy.Rowe@brevardclerk.us

October 5, 2016

M E M O R A N D U M

TO: Jim Liesenfelt, Transit Services Director

RE: Item II.B.4., Approval for Adoption of the FY 2017 Update to Space Coast Area Transit's Transit Development

The Board of County Commissioners, in regular session on October 4, 2016, approved the Fiscal Year 2017 Update and Progress Report to the 2013-2022 Transit Development Plan for Space Coast Area Transit.

Your continued cooperation is greatly appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
SCOTT ELLIS, CLERK

Tammy Rowe

Tammy Rowe, Deputy Clerk

/kp

cc: County Manager
Finance
Budget



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

133 S. Semoran Blvd.
Orlando, Florida 32807

**JIM BOXOLD
SECRETARY**

September 6, 2016

Mr. James Liesenfelt
Transit Director
Space Coast Area Transit
401 South Varr Avenue
Cocoa, FL 32922

RE: Transit Development Plan FY 2017 Annual Progress Report

Dear Mr. Liesenfelt:

We have reviewed your Transit Development Plan Annual Update and found it to be in Compliance with Rule 14-73.001 F.A.C.

We look forward to working with you to reach the goals set forth in this plan. If you have any questions, please call me at (407) 428-7860.

Sincerely,

A handwritten signature in blue ink that reads "Diane Poitras". The signature is written in a cursive, flowing style.

Diane Poitras
Transit Programs Administrator
District Five

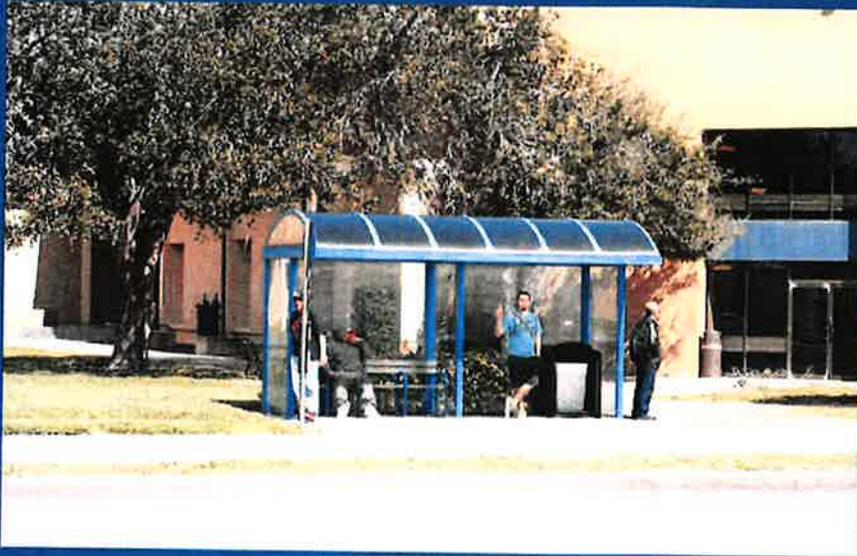
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SEP 12 2016

SPACE COAST AREA TRANSIT

2017

SPACE COAST AREA TRANSIT - TRANSIT DEVELOPMENT PLAN ANNUAL UPDATE AND PROGRESS REPORT



Space Coast Area Transit

Transit Development Plan Fiscal Year 2017 Annual Progress Report



Prepared For:

Space Coast Area Transit
401 South Varr Avenue
Cocoa, Florida 32922
Phone (321) 635-7815, Facsimile (321) 633-1905

Prepared By:

Tindale Oliver
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Orlando, Florida 32801
Phone (407) 657-9210, Facsimile (407) 657-9106

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Section 1: Introduction

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP) and submit the TDP to the Florida Department of Transportation (FDOT) by September 1 of the year it is due. The TDP is the guiding document for the Space Coast Transportation Planning Organization (TPO) Transportation Improvement Program (TIP), as well as the FDOT Five-Year Work Program concerning public transportation in Brevard County. The TDP must be consistent with the approved local government comprehensive plans and the TPO Long Range Transportation Plan.

On September 4, 2012, the Brevard County Board of County Commissioners operating as the governing board of Space Coast Area Transit adopted the 2013-2022 TDP Major Update. Each interim year, public transit providers must report TDP achievements to FDOT through the submittal of annual progress reports. In accordance with the TDP Rule 14-73.001, Florida Administrative Code (FAC) annual updates shall be in the form of a progress report on the ten-year implementation program, and shall include:

- Past year's accomplishments compared to the original implementation program;
- Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain the original goals and objectives;
- Any revisions to the implementation program for the coming year;
- Revised implementation program for the tenth year;
- Added recommendations for the new tenth year of the updated plan;
- A revised financial plan; and
- A revised list of projects or services needed to meet the goals and objectives.

This annual TDP update serves as the 2017 progress report for the major TDP update, providing recommendations for the new horizon year (2026). This plan meets the requirement for a TDP progress report in accordance with Rule Chapter 14-73, FAC.

Identification of the Submitting Entity

Agency: Space Coast Area Transit
Telephone Number: (321) 635-7815
Mailing Address: 401 S. Varr Avenue, Cocoa, Florida 32922
Authorizing Agency Representative: Jim Liesenfelt

For further information about this plan, please contact:

Mr. Jim Liesenfelt, Transit Director, Space Coast Area Transit, 401 S. Varr Avenue, Cocoa, Florida 32922, Phone (321) 635-7815 or Fax (321) 633-1905.

Organization of Report

In addition to the Introduction section, this TDP Progress Report includes the following sections:

Section 2 – This section presents an overview of the Existing Space Coast Area Transit Service.

Section 3 – The **Progress Report on Milestones** documents the past year’s accomplishments compared to the original implementation program outlined in the 2013 TDP Major Update. An analysis of discrepancies is also presented in this section.

Section 4 – This section presents the revised ten-year **Transit Development Plan**. The updated plan includes a revised tenth year, a new implementation program for projects and services, and an updated financial plan.

Section 2: Existing Space Coast Area Transit Service

This section provides a review of existing Space Coast Area Transit service levels and is divided into two subsections including existing service and operating statistics. The review of existing service includes a general description of the structure of Space Cost Area Transit and its system characteristics.

Existing Service

Space Coast Area Transit provides public transportation service to Brevard County. Brevard County is located in Central Florida and is bordered on the north by Volusia County, on the south by Indian River County, and on the west by Seminole, Orange, and Osceola counties. The largest portion of the population resides in unincorporated Brevard County totaling over 207,000 persons. Approximately 62 percent of the population in Brevard County resides in 16 incorporated municipalities. Among these incorporated municipalities, the largest city, Palm Bay, has a population over 105,000. Melbourne contains the second-highest population with more than 78,000 residents. Map 1 presents the physical representation of the county and its municipal areas along with the existing fixed-route network.

Space Coast Area Transit currently operates buses on 18 local routes, 1 dial-a-ride, paratransit service, vanpools, and the Volunteers In Motion program. A majority of the routes operate Monday through Saturday. Service spans from approximately 6:00 a.m. to 11:30 p.m., with an average of 60-minute frequencies with seven of those routes operating at 30-minute frequencies during the peak period. Space Coast Area Transit operates limited Sunday service, and limited later evening routes. Table 1 presents the span of service and frequency of Space Coast Area Transit's fixed-route service. Services are operated with a fleet of 68 vehicles. Of those 68 vehicles, 36 are used to provide paratransit service only, and 32 are used to operate fixed-route service.

Operating Statistics

The operating budget for fiscal year (FY) 2016 was \$11,647,271. Of this amount, 69 percent of the revenue is generated from state and federal grants. Approximately 16 percent of the budget is from passenger revenues, and another 15 percent of revenue comes from local sources including the county's general fund, miscellaneous revenues, contract services, and fund transfers. Figure 1 illustrates the FY2016 budget breakdown.

Map 1: Study Area and Transit Routes

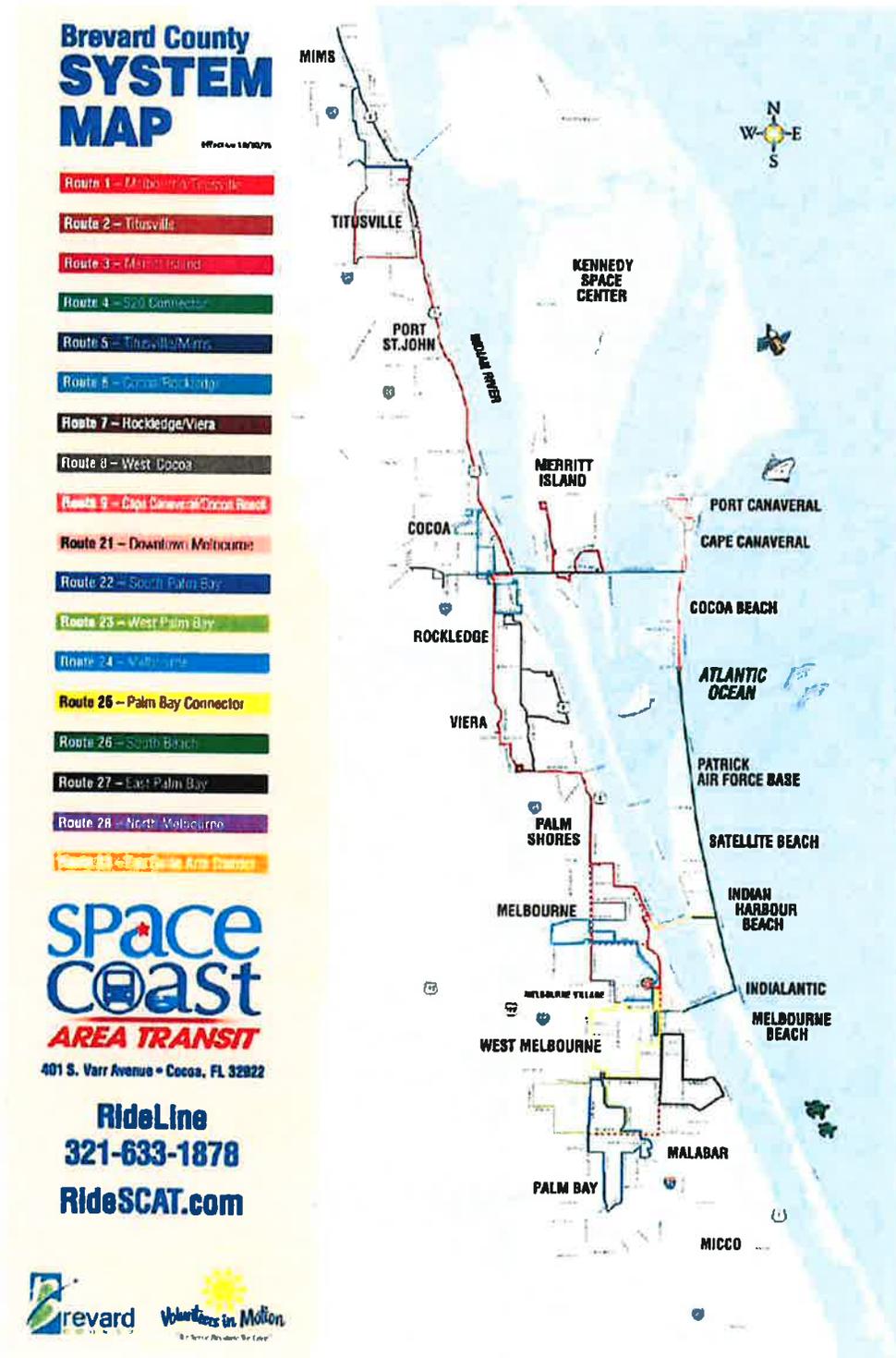


Table 1: Summary of Transit Operating Characteristics

Route #	Description	Monday-Friday	Saturday	Sunday	Frequency
Route 1	Melbourne/Titusville Connector	5:10am-8:30pm	7:20am-6:30pm	N/A	30-120 Min. (Mon.-Fri.)/120-180 Min. (Sat.)
Route 2	Titusville	6:14am-7:55pm	8:23am-5:55pm	N/A	60 Min. (Mon.-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 3	Merritt Island	7:49am-6:02pm	8:16am-5:02pm	N/A	60 Min. (Mon.-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 4	520 Connector	5:50am-11:35pm	5:50 am-11:35pm	8:00am-5:55pm	10-60 Min (Mon.-Fri.)/ 30-60 Min (Sat)/ 60 Min. (Sun.)
Route 5	Mims/Titusville	8:00am-4:55pm	N/A	N/A	60-180 Min. Mid-Day (Mon-Fri)
Route 6	Cocoa/Rockledge	5:45am-8:12pm	7:15am-6:10pm	N/A	15-60 Min. (Mon-Fri.)/ 60 Min. (Sat.)
Route 7	Rockledge/Viera	7:24am-5:50pm	N/A	N/A	30-60/120 Min. Mid-Day (Mon-Fri)
Route 8	West Cocoa	6:45am-5:40pm	N/A	N/A	30-150 Min. (Mon-Fri)
Route 9	Cape Canaveral/Cocoa Beach	6:00am-11:13pm	6:00am-11:13pm	7:45am-5:40pm	30-60 Min PM (Mon-Sat.)/ 60 Min-120 Min. Mid-Day (Sun.)
Route 21	Downtown Melbourne	7:15am-8:19pm	7:15am-6:19pm	10:00am-3:03pm	30 Min-60 Min. Evening (Mon.-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)/ 60 Min. (Sun.)
Route 22	South Palm Bay	7:05am-8:30pm	7:35am-5:30pm	N/A	30-60 Min. (Mon-Fri.)/ 60-120 Min. Mid-Day (Sat.)
Route 23	West Palm Bay	6:05am-8:30pm	7:35am-5:30pm	N/A	30-60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 24	Melbourne	6:55am-8:50pm	7:55am-5:50pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 25	Palm Bay Connector	6:07am-9:07pm	8:07am-6:07pm	N/A	30-60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 26	South Beach	7:00am-7:52pm	8:00am-6:05pm	N/A	120/180 Min. (Mon.-Fri.)/ 120-180 Min. (Sat)
Route 27	East Palm Bay	6:35am-8:30pm	7:35am-5:30pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 28	North Melbourne	6:55am-8:50pm	7:55am-5:50pm	N/A	60 Min. (Mon-Fri.)/ 60 Min.-120 Min. Mid-Day (Sat.)
Route 32	South Mainland Dial-A-Bus (Viera Complex to Sebastian Super Wal-Mart)	8:00am-4:00pm (Monday, Tuesday, Friday)	N/A	N/A	Call before 2pm the day before your trip for home pickup
Route 33	Eau Gallie Arts District	10:30am-2:20pm	N/A	N/A	Two AM and two PM trips with flag stops along the route

Figure 1: FY2016 Operating Budget by Revenue Source

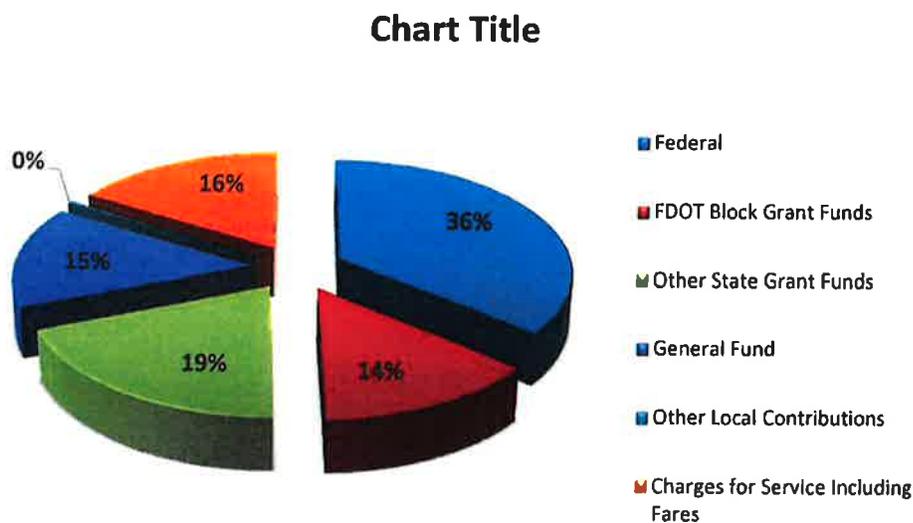


Figure 2 presents Space Coast Area Transit fixed-route ridership from FY2013 through FY2015. As shown in the figure, Space Coast Area Transit fixed-route ridership continues to grow, with fixed-route ridership at approximately 2.37 million in FY2015, which is an increase of 4 percent from FY2013.

Figure 2: Total Fixed-Route Ridership



Source: Space Coast Area Transit and National Transit Database

Fares

Space Coast Area Transit's current fare structure is presented in Table 2.

Table 2: Space Coast Area Transit's Fare Structure*

Type and Quantity	Cost Per Unit
Full Fare, 1 Ride	\$ 1.50
Reduced Fare, 1 Ride	\$ 0.75
Full Fare, 10 Ride Pass	\$12.00
Reduced Fare, 10 Ride Pass	\$ 6.00
Full Fare, 30-Day Pass	\$42.00
Reduced Fare, 30-Day Pass	\$21.00

*Effective July 1, 2014.

Those eligible for Reduced Fare include: Seniors (60+), Disabled, Veterans, and Students. Eastern Florida State College (EFSC) students ride free with a valid EFSC student ID. Medicare cards are accepted as proof for reduced fare. There is no charge for children under the age of five or for transfers.

The 10-Ride Pass, 30-Day Pass, and reduced fare passes must be purchased in advance and are available at either a Space Coast Area Transit bus terminal, by mail, online, or by phone. The Space Coast Area Transit bus terminals are located at 401 South Varr Avenue, Cocoa, Florida, 32922 and 460 South Harbor City Boulevard, Melbourne, Florida 32901. Passes are also available at seven (7) Brevard County Library Branches throughout the County.

Due to a grant from the City of Melbourne, no fare is charged to Melbourne residents with a valid ID on Route 1, Route 21, and Route 24 for bus service within the Melbourne city limits.

Trends in Transit

The ridership increase on the fixed-route system has leveled off, with an overall increase of 2 percent when comparing FY2014 (2,327,109) to FY2015 (2,374,498). The high rate of boardings has resulted in a need to limit the number of carry-ons, such as bags, strollers, and bicycles in order to keep the aisles clear and the buses operating on-time. Preliminary ridership totals for FY2016 indicate a drop of 4.5 percent.

To address the overcrowding issues, in the summer of 2014 Space Coast Area Transit added five fixed-route buses to the network on Routes 1, 4, 6, 22, 23, and 25. The routes 22 and 23 share one of the additional buses to increase trips during the peak hour. These changes have not only accommodated additional trips and passengers, but resulted in Routes 4 and 6 operating with less than 30 minute frequencies in the morning and the afternoon and Route 25 operating with 30 minute frequencies in the mornings and the afternoons.

Space Coast Area Transit continues to experience demand for Saturday service on Routes 5 (Mims/Titusville), 7 (Rockledge/Viera), and 8 (West Cocoa) and a need for additional buses on Route 1 (Titusville/Melbourne) and Route 6 (Cocoa/Rockledge) to improve the frequency.

Space Coast Area Transit is also receiving more requests for benches and shelters at bus stops. To meet the need for additional infrastructure, an ADA assessment and bus stop inventory was completed for all bus stops in FY2014. Space Coast Area Transit is taking action to improve bus stops through coordination with FDOT, using the inventory on state road improvement projects and with the Space Coast TPO promoting and mandating bus stop improvements in the Transportation Improvement Program. Coordination continues with Brevard County municipalities to heighten awareness of the importance of transit infrastructure for customers.

The Transit One Coalition was formed in Brevard County made up of transit advocates that want to encourage support of transportation initiatives. This group's advocacy may support Space Coast Area Transit in educating the community about the existing public transit service and potential needs to enhance the service provided in the future.

An increased level of road construction along with accident levels in Brevard County is being monitored due to the impact on transit delivery, especially with respect to on-time performance and schedule adherence. Road construction, accidents, detours, and congestion levels may all have a negative impact on transit service, requiring additional vehicles and operations staff to deliver the same level of service and ultimately increasing cost. While many of these items cannot be avoided, understanding, evaluating, and communicating the impact of roadway conditions on transit service is important.

Section 3: Progress Report on Milestones

A progress report on milestones achieved during the last year is presented in this section to describe how Space Coast Area Transit is working to address market impacts and plan objectives identified in the previous TDP major update effort. The annual update process provides an opportunity to refresh the agency's goals and action plans.

Past Year's Accomplishments

A number of accomplishments were achieved by Space Coast Area Transit over the last year from October 1, 2015 to August 31, 2016. The following section summarizes the major milestones achieved and provides a progress report on other activities in progress or in the planning stage.

Transit Service Delivery

- Space Coast Area Transit has added service for four holidays: Martin Luther King Jr. Day, Memorial Day, Labor Day, and Veterans Day.
- Vehicles continue to be replaced as needed.
- The Route 7 in Rockledge/Viera was funded for two years under FDOT's Service Development Grant Program. The state funding ended on September 30, 2015. In order to keep the route in operation, Brevard County allocated dollars from the General Fund. This route provides service to a number of human service agencies such as CareerSource Brevard, County Probation services, Goodwill, and several others.

Transit Planning and Land Use Planning Studies

- Space Coast Area Transit completed an ADA bus stop assessment to review compliance at its approximately 1,100 bus stops. Staff are now identifying stops that can be improved through FDOT and partnerships with cities. By the end of FY2016, Space Coast Area Transit will be coordinating with FDOT on nine corridors and seven cities for improved bus stops.
- Space Coast Area Transit recently completed its Federal Transit Administration (FTA) Triennial Review, with only eight findings, which will all be addressed to maintain compliance.
- Space Coast Area Transit is reviewing the bus stops for accessibility and upgrades, as well as, when there are too many stops within a community.

Transit Infrastructure

- West Melbourne and Palm Bay have both received six shelters. The cities provide and maintain the land, and Space Coast Area Transit provides the shelters. The City of Titusville is scheduled to receive ten new transit shelters and partnerships have continued with EFSC and the cities of Cape Canaveral, Cocoa Beach, Melbourne, and Palm Bay.
- Bus stop signs are being upgraded to be all reflective so that bus operators can see them in the dark. This improved visibility also increases bus stop safety.

Technology Improvements

- Updated Google Transit feeds resulting in increased accuracy of route alignments for online utilization.
- A smartphone app was developed and released in FY2016.

Transit Coordination with Other Agencies

- Coordination has continued with the cities and EFSC to increase transit infrastructure.
- Coordinating with the Brevard Achievement Center and Promise of Brevard Group Home to assist with Section 5310 grant information and potential applications.
- Staff will participate as advisors/educators as appropriate for the newly formed Transit One Coalition.

Staffing

- Space Coast Area Transit hired a Safety and Training Coordinator. This person will begin to initiate monthly safety review meetings, upgrade vehicle operator training and Risk Management review of incidents.
- All staff have completed the National Transit Institute (NTI) procurement training.
- Space Coast Area Transit employees received raises.
- The employee alcohol and drug policy was updated.

In addition to the FY2016 accomplishments listed above, Space Coast Area Transit has many initiatives in the planning process or scheduled for implementation in FY2017. The following section describes the initiatives.

Transit Service Delivery

- Any significant and long term increase in bus service will have to be funded through locally generated funding. In addition, obtaining the required local match for grant funding has been an issue when securing funds for new services. Space Coast Area Transit will continue to seek opportunities for partnerships to improve and expand transit services.
- Begin Saturday service on Route 5 (Mims/Titusville), Route 7 (Rockledge/Viera) and Route 8 (West Cocoa).
- Reduce headways on Route 1 (Melbourne/Titusville Connector) Saturday service to 60 minutes from 120 minutes.
- Extending Route 1 (Melbourne/Titusville Connector) service to provide a later transfer opportunity at 7 pm.
- Renumber Route 1 (Melbourne/Titusville Connector) into two separate Routes numbered 1 and 29.

Transit Planning and Land Use Planning Studies

- The FY2018 - 2027 TDP Major Update development process will begin in FY2016 to allow sufficient time to complete a more extensive outreach process, to include an on-board survey effort.
- A random sample survey of paratransit customers will be completed in December 2016.

Transit Infrastructure

- The review of ADA improvements at bus stops will continue with prioritization of the recommendations provided in the recent ADA assessment.
- A Request for Proposal (RFP) will be issued for an advertising firm that will also act as the shelter advertising provider for Brevard County.
- Satellite Beach anticipates adding shelters in 2017.

Technology Improvements

- Space Coast Area Transit will submit a grant application to initiate the procurement of paratransit call software. The procurement of this software will assist with paratransit scheduling and reservations as well as establishing the ability to complete automatic five minute warning calls to paratransit customers in compliance with the Department of Transportation's Final Rule on Reasonable Modifications of Policies and Practices.
- Projects that will be implemented over the next fiscal year, include completing an RFP for the procurement of Intelligent Transportation software. The RFP will be drafted after an Information Technology (IT) Manager is hired.

Staffing

- The budget for next year includes funding for an IT Manager and a Planner.

Analysis of Discrepancies

The goals and objectives are an integral part of the 2013-2022 Space Coast Area Transit TDP Major Update because they provide the policy direction to achieve the community's vision. Service alternatives were identified for each of the plan years. Table 3 presents the previous TDP's planned implementation and any discrepancies between the plan and the actual achievements. Discrepancies between the planned accomplishments are noted with new schedules or modifications to the original plan and reasons for the revisions.

Table 3: 2016 Implementation Plan Discrepancies

Service Type/Mode	Description	Original Implementation Year	New Implementation Year	Status
Route 3: Extension to the courthouse	Route Realignment	2013	2014	Completed
Viera and Rockledge	New Service	2013	2014	Completed

Service Type/Mode	Description	Original Implementation Year	New Implementation Year	Status
Alternative 1: EFSC (formerly Brevard Community College) to UCF Express	New Service	2015	2025	Project not moving forward at this time due to insufficient local grant matching funds.
Alternative 2: Port St. John to Titusville Circulator	New Service	2018	N/A	2018
Alternative 3: Grissom Parkway North-South Corridor	New Service	2018	N/A	2018
Alternative 4: US 1/Heritage Corridor to Palm Bay	New Service	2018	N/A	2018
Alternative 5: US 1/Heritage Corridor via Malabar	New Service	2018	N/A	Route 22 was extended along Malabar Road to the Palm Bay Hospital. The route extension helped to achieve a portion of this project.
Alternative 6: West Cocoa Circulator	New Service	2018	N/A	2018
Increase weekday frequencies to 30 minutes on Routes 25 and 27	Increase Frequency	2018	N/A	Route 25 frequencies have been improved to 30 minutes in the morning and afternoon with the addition of one bus.
Increase weekday frequencies to 15 minutes on Routes 4, 6, 9, and 21 during the day and 30 minutes in the evening. Day trips are operating at 30 minutes currently.	Increase Frequency	2018	N/A	Frequencies on Routes 4 and 6 have been improved to less than 30 minutes in the morning and afternoon with the addition of one extra bus on each route.
Increase Saturday frequencies to 30 minutes on 6, 25, and 27	Increase Frequency	2018	N/A	2018
Increase Saturday frequencies to 15 minutes during the day and 30 minutes	Increase Frequency	2018	N/A	2018

Service Type/Mode	Description	Original Implementation Year	New Implementation Year	Status
In the evening on routes 4 and 9				
Later weekday evening service to 9 PM on Routes 6, 27, 21, and 22	Increase Hours of Service	2018	N/A	2018
Later Saturday service to 9 PM on Routes 6, 25, and 27	Increase Hours of Service	2018	N/A	2018
Sunday service on Routes 1, 6, 25, and 27	Expand Service	2018	N/A	2018
Later Sunday service to 7PM on Routes 4, 9, and 21	Expand Service	2018	N/A	2018
Route 9: Extension to the pier	Route Realignment	2018	N/A	2018
Increase weekday frequencies to 30 minutes on Routes 1, 2, 3, 22, 23, and 28.	Increase Frequency	2019	N/A	Routes 22 and 23 are sharing an extra bus resulting in additional trips during the peak period and 30 minute frequency in the morning and afternoon.
Increase Saturday frequencies to 30 minutes on Routes 1, 2, 3, 22, 23, and 28	Increase Frequency	2019	N/A	2019
Later weekday evening service until 9PM on Routes 1, 23, and 28	Increase Hours of Service	2019	N/A	2019
Later Saturday service to 9 PM on Routes 1, 21, 23, and 28	Increase Hours of Service	2019	N/A	2019
Sunday service on Routes 2, 3, 22, 23, and 24	Expand Service	2019	N/A	2019
Alternative 7: SR 520 to Port Canaveral	New Service	2019	N/A	2019
Alternative 8: Viera Circulator	New Service	2019	N/A	2019
Alternative 9: Minuteman	New Service	2019	N/A	2019

Service Type/Mode	Description	Original Implementation Year	New Implementation Year	Status
Causeway East-West Connector				
Alternative 10: US 192 East-West Connector	New Service	2019	N/A	2019
Alternative 11: Babcock Road	New Service	2019	N/A	2019
Alternative 12: Palm Bay Circulator	New Service	2019	N/A	2019
Alternative 13: Downtown Melbourne to A1A Condo Park	New Service	2019	N/A	2019
Alternative 14: Heritage High School	New Service	2019	N/A	2019
Alternative 15: St. John's Heritage Parkway Corridor	New Service	2019	N/A	2019
Increase weekday frequencies to 30 minutes on Routes 5, 8, and 24	Increase Frequency	2020	N/A	Some morning and afternoon trips on Route 8 operate with 30 minute frequencies.
Increase Saturday frequencies to 30 minutes on Routes 22 and 24	Increase Frequency	2020	N/A	2020
Saturday service on Route 5 and 8	Expand Service	2020	N/A	Tentatively planned for December 2016.
Increase weekday frequencies to 60 minutes on Route 26	Increase Frequency	2020	N/A	2020
Increase Saturday frequencies to 60 minutes on Route 26	Increase Frequency	2020	N/A	2020
Later weekday evening service to 9PM on Routes 2, 3, 5, 8, 24, and 26	Increase Hours of Service	2020	N/A	2020
Later Saturday service to 9PM PM on Routes 2, 3, 22, 24, and 26	Increase Hours of Service	2020	N/A	2020
Sunday service on Routes 5, 8, 26, and 28	Expand Service	2020	N/A	2020

Service Type/Mode	Description	Original Implementation Year	New Implementation Year	Status
Alternative 16: Orlando Airport Express	New Service	2021	N/A	2021
Alternative 17: Kennedy Space Center Express	New Service	2021	N/A	2021
Increase Sunday service frequencies to 30 minutes on Routes 4, 9, and 21	Increase Frequency	2021	N/A	2021
Alternative 18: BCC Connector	New Service	2021	N/A	2021
Alternative 19: US 1 Express	New Service	2021	N/A	2021
Alternative 20: Sebastian and South County	New Service	2022	N/A	2022
Alternative 21: Canaveral National Seashore	New Service	2022	N/A	2022

Goals and Objectives

The goals and objectives identified in the Space Coast Area Transit 2013 – 2022 TDP Major Update provide the policy direction to achieve the community’s vision. The annual update process provides an opportunity to refresh the agency’s goals and objectives. The six goals from the TDP Major Update are presented below. Table 4 includes an assessment of the objectives and Space Coast Area Transit’s progress towards achieving the objectives.

1. Implement a transit system fully integrated with other transportation modes and Brevard County’s Complete Streets principles.
2. Enhance citizen mobility by increasing availability of public transportation service.
3. Improve the experience of those riding Space Coast Area Transit
4. Ensure program accountability.
5. Secure the funding necessary to meet service needs.
6. Build on Space Coast Area Transit’s award-winning marketing and outreach strategies to increase ridership, use of park and ride lots, the ReThink vanpool program, and participation in the Volunteers In Motion program.

Table 4: FY2016 Assessment of TDP Objectives

Objective	Description	FY2016 Assessment
Objective 1.1	Maximize coordination with public and private agencies and other transportation operators in Brevard County.	Space Coast Area Transit continues to coordinate with the City of Melbourne for the provision of no fare transit service within the

Objective	Description	FY2016 Assessment
		city limits on routes 1, 21, and 24. In addition, coordination is ongoing with multiple municipalities in regard to shelters. Bus bench and shelter placement will occur in the City of Titusville and partnerships will continue with the cities of Cape Canaveral, Cocoa Beach, Melbourne, Palm Bay, and West Melbourne and the EFSC.
Objective 1.2	Coordinate with the Space Coast TPO in the utilization of transit planning funds to support and improve transit service.	Coordination between Space Coast Area Transit and the TPO is ongoing.
Objective 1.3	Communicate and coordinate with other counties and agencies such as LYNX, Votran, and Indian River Transit to promote ride-sharing practices and transportation arrangements.	While Space Coast Area Transit secured grant funding to operate a cross county service to UCF connecting with the LYNX bus service in Orange County, the required local match was not secured within the necessary timeframe. However, cross county service remains a need in Brevard County and will be further reviewed, if matching funds are identified in the future.
Objective 1.4	Maintain existing coordination contracts and execute new ones, where feasible, needed, and cost effective.	Maintenance of existing coordination contracts is ongoing.
Objective 1.5	Encourage the connection between transit, land uses, and Complete Streets principles through coordination with the TPO, Brevard County, and municipalities in the growth management process including comprehensive plans, land development codes, corridor studies, and site review of development.	Space Coast Area Transit staff will continue to attend meetings with opportunities to discuss the integration of transit into the growth management process.
Objective 2.1	Ensure that the fixed-route, vanpool, and paratransit systems continue to remain responsive to the needs of the transportation disadvantaged.	Space Coast Area Transit staff are identifying ADA improvements at bus stops that could be made without construction. In addition, an ADA training was conducted with the customer service, reservationist staff in 2015. Additional staff training will occur in 2016.
Objective 2.2	Continue the implementation of expanded evening and weekend fixed-route service.	Opportunities to expand and improve service are continuously reviewed and included in the TDP for staged-implementation beginning in 2018 and pending funding. The Board has proposed funding of all Routes on Saturdays.
Objective 2.3	Continue maximizing the use of the fixed-route bus service for the transportation disadvantaged.	Ongoing.
Objective 2.4	As feasible, implement increased paratransit service and expanded fixed-route service as outlined by the 10-year vision.	Additional Transportation Disadvantaged funding will provide for an increase in paratransit service and evenings and Saturdays in FY2017.

Objective	Description	FY2016 Assessment
Objective 3.1	Research new methods to improve and streamline passenger fare collection.	Space Coast Area Transit has updated its farebox collection system to improve and streamline passenger fare collections. Following the equipment testing phase, Space Coast Area Transit plans to introduce a day pass option for fixed-route transit users.
Objective 3.2	Investigate Intelligent Transportation Systems (ITS) technologies to improve customer experience and scheduling.	Space Coast Area Transit is packaging an RFP for the procurement of paratransit software that will allow robocalls. In addition, other ITS technologies are being reviewed.
Objective 3.3	Develop a smart phone application for Space Coast Area Transit services, including system-wide information, service updates, and real-time vehicle location.	A smartphone app was developed and released in FY2016. Google Maps Trip Planner is also available on the Space Coast Area Transit website at www.ridescat.com .
Objective 4.1	Adhere to the procedures, rules, and regulations established by the Commission for the Transportation Disadvantaged, Florida Department of Transportation, State of Florida, Federal Transit Administration, and Brevard County.	Ongoing. Space Coast Area Transit completed its TDSP Major Update in FY2015 and conducted an ADA training session with customer service and reservation staff. These efforts are ongoing and additional trainings are planned for FY2016. Paratransit customer surveying is being planned consistent with new Florida Commission for the Transportation Disadvantaged requirements.
Objective 4.2	Collect and compile the data necessary for the evaluation of service including rider surveys. These data will be repeated in the Annual Operating Report (AOR), National Transit Database (NTD), and the Annual Community Transportation Coordinator (CTC) evaluation.	The next on-board passenger survey will be completed in FY2016/2017 in coordination with the TDP Major Update to obtain the needed data to monitor services and report on the AOR, NTD report, and the CTC evaluation. This survey will also support compliance with FTA Title VI regulations in accordance with Circular 4702.1B.
Objective 4.3	Continue to provide and review performance reports at the Local Coordinating Board meetings.	Ongoing.
Objective 5.1	Continue to pursue local government and private sector funding partnerships to provide operating assistance to maintain existing service levels and expand service to meet future needs.	Funding and budget constraints are ongoing; therefore, Space Coast Area Transit continues to pursue funding partnerships to maintain and expand service. These partnerships will be necessary for future new services. In addition, Space Coast Area Transit continues to partner with cities for the implementation of shelters and benches.
Objective 5.2	Investigate alternative funding sources to provide continuing operating revenue for services currently funded through FDOT Transit Corridor Grants and the FDOT Transportation Regional Incentive Program (TRIP).	Ongoing. The General Fund Transfer was increased so that service can continue on the Route 7 after expiration of the FDOT Service Development grant.
Objective 5.3	Work with the Commission for the Transportation Disadvantaged, Florida	Ongoing.

Objective	Description	FY2016 Assessment
Objective 5.4	<p>Department of Transportation, and the Federal Transit Administration to continue to obtain funding necessary to meet service demands of transportation disadvantaged citizens.</p> <p>Work with local and state agencies to secure sufficient funding to provide social service agency trips.</p>	Ongoing.
Objective 6.1	<p>Maximize availability of service information; ensure that material is available in accessible formats including print, radio, and video media.</p>	<p>Space Coast Area Transit has placed QR codes on new bus stop signs to allow customers to use smart phones and other devices to scan the codes and quickly be linked to a map of the routes for easier navigation. Also, to assist with the ease of new farebox implementation, a passenger video was produced and is available on YouTube to demonstrate how to use the new fareboxes when boarding the bus.</p>
Objective 6.2	<p>Actively engage the community in promoting transit by calling attention to Space Coast Area Transit services through sponsorships, editorials, advertisements, and the like.</p>	<p>Space Coast Area Transit has actively used social media platforms: Facebook, Twitter, and Instagram. Also, a cell phone game application was developed called Bus-4-Life, which provides customers with a fun way to learn about the benefits of using the bus instead of cars for commuting. The app won the Florida Public Transportation Association Judges' Choice Award.</p>
Objective 6.3	<p>Participate in community events and meetings where information can be distributed to potential participants.</p>	<p>Space Coast Area Transit staff attend community events and meetings. During the most recent DBE plan update, the DBE liaison officer attended meetings with copies of the DBE plan in order to obtain input.</p>
Objective 6.4	<p>Develop a core group of transit advocates including elected officials, community advocates, agency heads, education leaders, and business leaders from the Economic Development Council of Florida's Space Coast, Florida's Space Coast Office of Tourism, and the Space Coast Economic Development Commission.</p>	<p>Many transit advocates throughout the county coordinate with Space Coast Area Transit. In addition, some leaders in the county participated on the Review Committee for the TDP Major Update and the TDP stakeholder interviews. County leaders also participate as members of the Brevard County TDLCB. Transit One, a transit advocacy coalition, was formed in FY2016 and an advocacy action is to support public transportation in Brevard County.</p>

Section 4: Revised Transit Development Plan

This section presents the updated Space Coast Area Transit TDP including revisions to the implementation program and revised financial plan. Plan revisions are consistent with the goals, objectives, and strategies developed in the 2013-2022 TDP Major Update. With each new year, the 10-year timeframe looking forward is incremented by one additional year making the horizon year for this update 2026.

Revisions to Plan for Current Year

All projects with 2013 as the original implementation year have either been implemented or were moved to a later year in the previous annual update progress report. The Viera-Rockledge route has been funded and implemented as scheduled using FDOT grant funds. This route will continue to operate in FY2016 using local funding since the grant awarded in 2013 has expired. Alternative 1 (new fixed-route service from EFSC) was scheduled for implementation in 2015 and will not be moving forward at this time due to the unavailability of local matching funds.

Revised Implementation Plan for the Tenth Year

Items from the original implementation plan and the new projects added from previous TDP annual updates have been retained and are listed below. In addition, Alternative 1 from EFSC to University of Central Florida (UCF) has been moved to the new tenth year. The project remains a need for Brevard County, but will not move forward without funding.

- Alternative 20: Sebastian and South County – 2022
- Alternative 21: Canaveral National Seashore – 2022
- Six bay transfer station in the City of Cocoa - 2023

Added Recommendations for the New Tenth Year - 2026

The existing transit trends, original implementation plan, and the goals and objectives for the system were reviewed to identify any new projects that should be added to the incremental years in the original implementation plan, as well as, the new tenth year. No new projects are proposed for implementation in the new tenth year for this annual update progress report; however, the previous implementation plan has been revised to move Alternative 1 (EFSC to UCF) to the new tenth year.

Revenue-Constrained Financial Plan

The TDP Major Update included two financial plans: a revenue-constrained plan and a vision plan. Both the revenue-constrained and vision plans provide a financial plan under the assumption that current revenue sources continue, but no new revenue sources are secured other than additional fare revenue generated from new and expanded services and/or fare increases. Based on the new services and improvements identified in the vision plan, the financial plan shows a deficit. Therefore, to move forward with the 10-year vision plan, additional revenue sources will be necessary to address unfunded needs. New funding sources were not secured at the time of this annual update to advance projects included in the vision financial plan. Potential revenue sources are listed in the TDP Major Update.

Only the revenue-constrained plan is presented in this TDP Progress Report. No additional operating projects were added to the new 10th year. This progress report only includes the revenue-constrained plan, a revised vision financial plan and financially constrained plan will be provided in the major update of the TDP to be submitted by September 1, 2017. The revenue-constrained plan has remained largely the same and continues to reflect a conservative growth rate of 2.4 percent each year after FY2017. It should be noted that the provision of service on the four holidays increased the Space Coast Area Transit operating budget, along with the staff increases that were given. Shortfalls are reflected in some years of the 10-year planning horizon; however, the inclusion of fare increases offsets these shortfalls to end with a net revenue surplus of approximately \$6,520. Space Coast Area Transit will continue to review strategies to increase revenues and decrease operating costs. The fare increase implemented in July 2014 is an example of such strategies.

Revenue Assumptions

Revenues are based on varying sources including the FY2017 proposed Space Coast Area Transit budget and the FY2015 actual expenses, FY2016 - 2017 Florida Commission for the Transportation Disadvantaged (TD) grant allocation, the Space Coast Area Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) FY2017 - FY2021, and the FY2016 Federal Transportation Administration formula grant apportionments. Federal, state, and local revenues are primarily assumed to increase at an annual inflation rate of 2.4 percent each year after FY2017 consistent with inflation on expenditures, with exception to the following:

- State Block grant funding is shown consistent with the TIP for FY2017 and then inflation is applied annually at 2.4%;
- TD trip and equipment grant revenue is not grown annually, but maintained at the initial year rate;
- State demonstration funding is listed through FY2021 based on the State five-year work program and maintained at FY2021 levels through the horizon year; and,
- A fare increase is assumed in FY2019 and FY2024, all other years grow at the inflationary rate from the year prior. Farebox revenue includes revenue collected for contracted services.

Section 5307 is utilized for operating, capitalized operating expenses, and capital expenditures as necessary to support the Space Coast Area Transit system in compliance with federal regulations and up to the amount available through the agency's estimated annual apportionment. Revenues estimated for the outer years may not come to fruition at the higher levels; therefore, the surplus shown of approximately \$3.2 million for capital may be overstated. Additionally, with any new services coming on-board, which are not accounted for in the cost constrained plan, surplus capital funds could be reduced for additional vehicle purchases. Capital infrastructure improvements at a greater level would also reduce the capital surplus.

It is assumed that toll revenue credits will still be available for use as local match on the purchase of vehicles with federal dollars and those figures are included in the capital match totals in the financial tables. If toll revenue credits are not available, additional local funds will be needed as match to support

capital purchases. Toll revenue credits are not an actual cash match for local governments, but provide a soft match option.

Operating and Capital Costs and Needs

The 10-year operating projections and the ten-year capital needs for the TDP are shown in Table 5. As shown in Table 5, total operating expenses and revenues equal approximately \$147 million over the ten-year period. The total capital expenditures equal approximately \$44 million over the ten-year period, while capital revenues total approximately \$48 million for the same period. These projections are based on the financial information available to date and may change based on federal, state, and local funding, as well as, the ability of Space Coast Area Transit to generate revenues directly.



Table S: Revenue-Constrained Financial Plan

Cost/Revenue	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	10-Year Total
Operating											
Costs											
Maintain Existing Fixed-Route	\$7,880,413	\$8,069,543	\$8,263,212	\$8,461,529	\$8,664,606	\$8,872,556	\$9,085,498	\$9,303,550	\$9,526,835	\$9,755,479	\$87,883,220
Maintain Paratransit Service	\$5,280,432	\$5,407,162	\$5,536,934	\$5,669,821	\$5,805,896	\$5,945,238	\$6,087,923	\$6,234,034	\$6,383,650	\$6,536,858	\$58,887,948
Total Costs	\$13,160,845	\$13,476,705	\$13,800,146	\$14,131,350	\$14,470,502	\$14,817,794	\$15,173,421	\$15,537,583	\$15,910,485	\$16,292,337	\$146,771,168
Revenues											
Federal Operating	\$5,156,251	\$5,174,231	\$5,298,412	\$5,425,574	\$5,555,788	\$5,689,127	\$5,825,666	\$5,965,482	\$6,108,654	\$6,255,262	\$56,454,447
FDOT Block Grant Funds	\$1,591,483	\$1,629,679	\$1,668,791	\$1,708,842	\$1,749,854	\$1,791,850	\$1,834,854	\$1,878,890	\$1,923,983	\$1,970,159	\$17,748,385
Other State Grant Funds (TD and Demonstration)	\$2,420,024	\$2,443,654	\$2,468,038	\$2,521,578	\$2,556,460	\$2,556,460	\$2,556,460	\$2,556,460	\$2,556,460	\$2,556,460	\$25,212,054
General Fund & Other Local Revenue	\$2,006,375	\$2,054,528	\$2,103,837	\$2,154,329	\$2,206,033	\$2,258,978	\$2,313,193	\$2,368,710	\$2,425,559	\$2,483,772	\$22,375,314
Miscellaneous Revenues (Advertising, Etc.)	\$24,781	\$25,376	\$25,985	\$26,609	\$27,248	\$27,902	\$28,572	\$29,258	\$29,960	\$30,679	\$276,370
Fare Revenue (from Existing Services)	\$1,961,931	\$2,009,017	\$2,275,211	\$2,329,816	\$2,385,732	\$2,442,990	\$2,501,622	\$2,561,608	\$2,623,383	\$3,004,808	\$24,711,118
Total Revenues	\$13,160,845	\$13,336,485	\$13,860,274	\$14,166,748	\$14,481,115	\$14,767,307	\$15,060,367	\$15,664,408	\$15,978,999	\$16,301,140	\$146,777,688
Revenues Minus Costs	\$0	(\$140,220)	\$60,128	\$35,398	\$10,613	(\$50,487)	(\$113,054)	\$126,825	\$68,514	(\$2,283)	\$6,520
Reserve/General Fund Transfer	\$0	\$0	(\$140,220)	(\$80,092)	(\$44,694)	(\$34,081)	(\$84,568)	(\$197,622)	(\$70,797)	(\$2,283)	\$6,520
Surplus/Shortfall	\$0	(\$140,220)	(\$80,092)	(\$44,694)	(\$34,081)	(\$34,568)	(\$197,622)	(\$70,797)	(\$1,813)	\$6,520	\$6,520
Capital											
Costs											
Existing Service	\$3,851,729	\$3,944,170	\$4,038,830	\$4,135,762	\$4,235,020	\$4,336,661	\$5,785,115	\$4,547,319	\$4,656,454	\$4,768,209	\$44,299,269
Enhancements to Existing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Infrastructure, Technology, and Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Costs	\$3,851,729	\$3,944,170	\$4,038,830	\$4,135,762	\$4,235,020	\$4,336,661	\$5,785,115	\$4,547,319	\$4,656,454	\$4,768,209	\$44,299,269
Revenues											
Federal for Capital	\$3,920,388	\$4,124,019	\$4,226,881	\$4,332,328	\$4,419,817	\$4,509,406	\$4,601,145	\$4,695,086	\$4,791,281	\$4,889,785	\$39,620,351
Capital Match	\$784,078	\$824,804	\$845,376	\$866,466	\$883,963	\$901,881	\$920,229	\$939,017	\$958,256	\$977,957	\$7,924,070
Total Revenue	\$4,704,466	\$4,948,823	\$5,072,257	\$5,198,794	\$5,303,780	\$5,411,287	\$5,521,374	\$5,634,103	\$5,749,537	\$5,867,742	\$47,544,421
Revenue Minus Cost	\$852,737	\$1,004,653	\$1,033,427	\$1,063,031	\$1,068,760	\$1,074,626	(\$263,741)	\$1,086,785	\$1,093,083	\$1,099,533	\$3,245,153
Rollover from Prev. Year	\$852,737	\$1,857,390	\$2,890,817	\$3,953,848	\$5,022,608	\$6,097,235	\$5,833,494	\$6,920,279	\$8,013,362	\$9,112,895	\$3,245,153
Surplus/Shortfall	\$852,737	\$1,857,390	\$2,890,817	\$3,953,848	\$5,022,608	\$6,097,235	\$5,833,494	\$6,920,279	\$8,013,362	\$9,112,895	\$3,245,153

Appendix A: Annual Farebox Recovery Ratio Report

ANNUAL FAREBOX RECOVERY RATIO REPORT – SEPTEMBER 2016
SPACE COAST AREA TRANSIT (SCAT)
BREVARD COUNTY, FLORIDA

CURRENT FAREBOX RECOVERY RATIO

The farebox recovery ratio (FRR) for Space Coast Area Transit, the public transportation provider for Brevard County, was 20.4 percent for all fixed-route, paratransit, and vanpool services in fiscal year (FY) 2015. This number shows an 18.6 percent increase in FRR from FY2014 and a nearly 21 percent increase from the FRR achieved in FY2013. The FY2015 Space Coast Area Transit farebox recovery ratios by mode are listed below. In comparison to FY2014, the fixed-route FFR increased by 2.8 percent, the demand response FFR increased by 92.2 percent, and the vanpool FFR decreased by 16.6 percent.

- FY2015 Fixed-Route Bus FFR – 18.5%
- FY2015 Demand Response FFR – 19.6%
- FY2015 Vanpool FFR – 52.3%

PRIOR YEAR FARE STUDIES AND CHANGES

Space Coast Area Transit implemented a fare increase effective July 2014. Prior to July 2014 fare increase, the fixed-route bus fare had not been increased since 2006. The increase in rider fares has generated additional revenue that was needed to offset a decrease in operating revenues primarily due to a decrease in intergovernmental revenue.

As a result, the current full fare on the fixed-route system is \$1.50 and \$0.75 for the reduced fare. The fixed-route monthly pass is \$42, with the reduced monthly passes priced at \$21. Space Coast Area Transit also offers 10-ride passes at \$12 for the regular pass and \$6 for the reduced pass. With the transition to new farebox technology and upgrades, a day pass will be introduced in the coming fiscal year. Fares for the paratransit system are \$1.50 for the reduced fare and \$15 for the reduced fare 10-ride pass. The fare for vanpools is based on the cost of the vanpool lease (including maintenance and insurance) plus the cost of gas, divided by the number of passengers. In addition, the expense varies based on commute distance, the total number of passengers, and the type of van.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

The 2013-2022 Transit Development Plan (TDP) Major Update and this FY2017 TDP progress report identify strategies that will be used to maintain or increase the farebox recovery ratio, including the following:

- Monitor key performance measures for individual fixed-routes.
- Continue to evaluate the fare structure every three years.

- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Continue to transition transportation disadvantaged and Americans with Disabilities Act (ADA) patrons to fixed-route service. Space Coast Area Transit is currently working to improve its bus stops based on the results of a recent assessment that could assist with transitioning passengers between modes. Space Coast Area Transit staff are also reviewing stops to identify any improvements that may be made without requiring construction.
- Increase ridership through enhanced marketing and community relations activities.
- Provide local employers with incentives for transit use.
- Conduct on-board surveys every four years to ensure that transit services are meeting the needs and to gather information on how to make service more convenient and useful for passengers.
- Minimize costs required to operate and administer transportation services.
- Determine the most cost-effective service type on all major corridors given demand, routings, and coverage areas.
- Monitor opportunities to secure additional funding to improve frequencies on existing routes and attract new riders.
- Continue to upgrade fare collection technology to allow improved fare collection activities.
- Continue negotiating contracts for the provision of transit service to EFSC, the City of Melbourne, and other local jurisdictions or organizations requesting bus service.

**SPACE COAST AREA TRANSIT
FIXED-ROUTE FARE STRUCTURE (FY2016)**

Customer Type	Fare Type	Current Fare
Adult - Regular Fare	Cash Fare	\$1.50
	10-Ride Pass	\$12.00
	30-Day Pass	\$42.00
Discount Fare	Cash Fare (Reduced Fare)	\$0.75
	10-Ride Pass (Reduced Fare)	\$6.00
	30-Day Pass (Reduced Fare)	\$21.00

*Those eligible for Reduced Fare include: Seniors (60+), Disabled, Veterans, and Students; EFSC Students ride for free with a valid Student ID. Medicare cards are accepted as proof for reduced fare. There is no charge for children under the age of five (5), or for transfers. Due to a grant from the City of Melbourne, no fare is charged on routes 1, 21, and 24 to Melbourne residents with valid ID who ride within the Melbourne city limits.