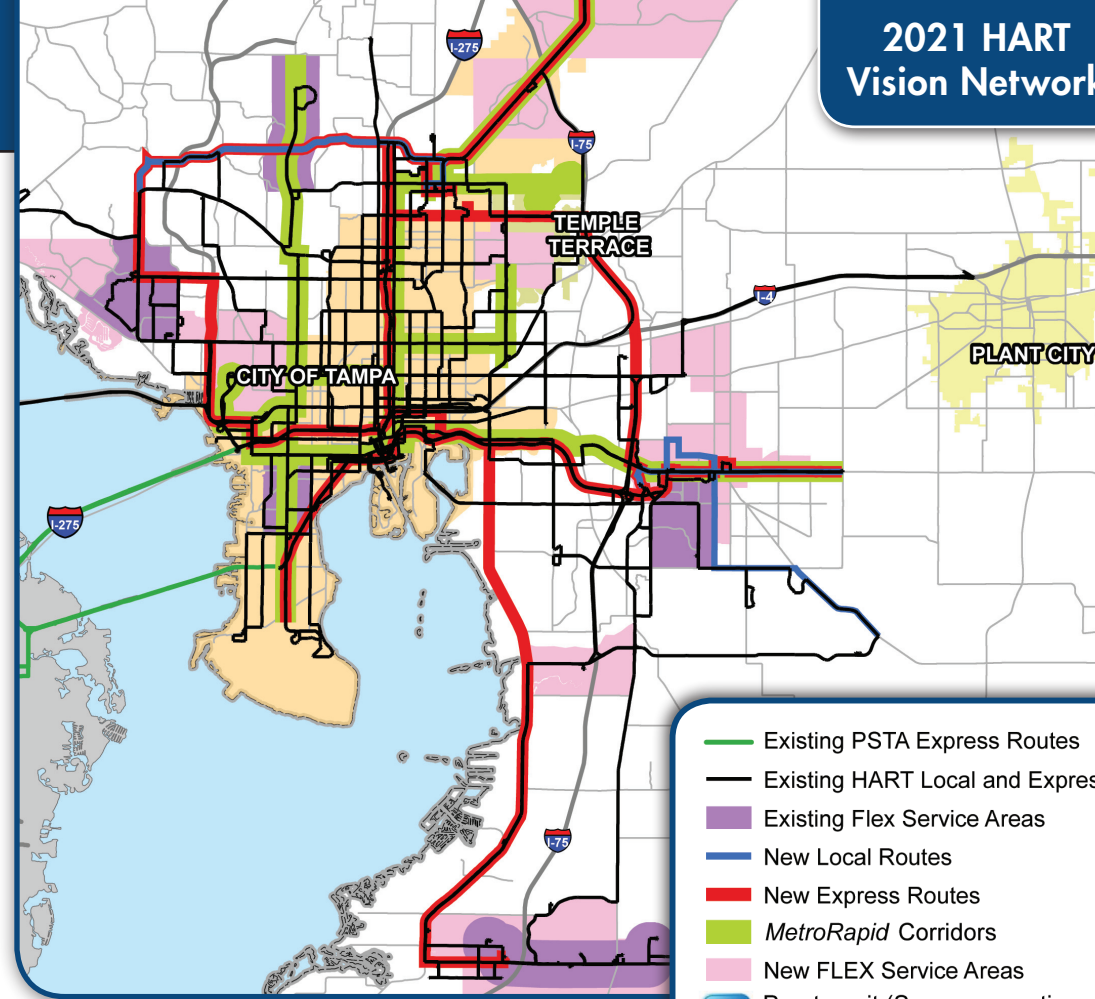


## 2021 HART Vision Network



### VISION PLAN

The HART Vision Plan identifies the services and projects that would make transit a more attractive travel option now and over the next 10 years. While many of these services and projects are not affordable with existing funding resources, it provides a framework for pursuing strategies to address Hillsborough County's mobility needs.

The preparation of this year's Vision Plan was informed by several guiding principles which were developed from technical analysis and public input. The technical analysis identified service improvements necessary to accommodate the future population and employment growth projected in Hillsborough County over the next 10 years.

#### The guiding principles are:

- Service on existing routes should be enhanced: longer hours, more frequent service & increased weekend service
- New service should be provided to areas that are not currently served
- A variety of service types is needed, including local and express bus, flex routes, circulators, and paratransit service for persons with disabilities
- Connections to other counties are important, although enhanced dedicated funding for these services is critical
- Continued improvements are needed to enable all passengers, including those with mobility limitations, to access bus stops, including bus stop landing pads, sidewalk connections, and safe intersection crossings
- Despite some support for high capacity services such as light rail, the focus needs to be on less costly services, such as enhanced bus service, bus rapid transit and express bus service using dedicated lanes
- Funding is a major issue that must be addressed carefully given the widely opposing views

The resulting draft Vision Plan is a **bus oriented plan**.

Services and projects in the plan include:

- More service on existing local and express bus routes
- New express and local routes throughout the service area
- Additional and expanded FLEX routes
- Additional paratransit service to serve the same areas and time periods as the local fixed route service
- *MetroRapid* service on major travel corridors, with improvements to increase service speed and enhance reliability
- Transit signal priority at intersections
- Supporting capital facilities
  - Shelters and accessibility improvements
  - New bus replacement and expansion
  - Park and ride facilities
  - Additional maintenance facilities
  - Technology projects to make it easier to use transit and enhance operations

The light rail service included in last year's Rapid Transit Investment Plan has been put aside to pursue lower cost strategies. These potential new services are presently not defined, but would be developed through the many initiatives that HART will undertake with partner agencies. Public input will be an important element of these future efforts.

### STATUS QUO PLAN

The Status Quo Plan presents the services and projects that can be funded with revenues currently available to HART.

The first two years of the plan are based on the HART FY2012-FY2013 Budget. The budget, which is under development, has been examining

several initiatives in order to reduce expenditures and offset continued revenue declines. These initiatives include:

- Reductions in administrative costs
- Service revisions, including trimming of lower performing routes
- Other cost saving initiatives, including replacement of larger buses with smaller buses
- Redirecting capital revenues into the operating budget
- Potential passenger fare increase in FY 2013

The following are some of the key issues that are expected to impact HART's service over the 10-year planning period

- Federal and State revenues are uncertain. Federal legislation, which authorizes funding programs and levels, is about to expire
- Ad valorem revenues are anticipated to be relatively flat over the planning period

- Many revenue sources are one-time in nature, resulting in significant budget shortfalls if additional revenues are not secured
- Federal and State formula revenues increasingly are being directed to the operating budget, reducing revenues available for capital projects
- Many expense categories are increasing at higher rates, including diesel fuel and benefits
- Operating expenses will increase with the introduction of the initial *MetroRapid* service on Nebraska and Fletcher Avenues
- Demand for paratransit service for persons who are disabled has been increasing at a similar rate
- Ongoing expenditures are required to keep vehicles, facilities and infrastructure in a good state of repair
- To complete accessibility improvements at HART bus stops, additional funding is required

To address these critical issues, HART will continue to implement initiatives to ensure that the maximum amount of service to the public is provided.

- Continuing cost-efficiency strategies (e.g., service delivery and administrative cost reductions)
- Enhancing paratransit efficiencies through real-time scheduling of trips, smaller vehicles and implementing fixed route accessibility improvements
- Seeking additional funding for service and capital projects and partnering with other agencies on revenue and service delivery strategies
- Examining opportunities to contract out elements of service delivery to the private sector