

APPROVED in Open Session
8/23/2023
Manatee County Board of County
Commissioners



August 22, 2023 - Regular Meeting

Subject

Adoption of Resolution R-23-122 for approval and submittal of the Manatee County (2024-2033) Transit Development Plan (TDP) Major Update to the Florida Department of Transportation (FDOT) District 1 Public Transit Office

Category

CONSENT AGENDA

Briefings

All

Contact and/or Presenter Information

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Chad Butzow, P.E., Public Works Director, chad.butzow@mymanatee.org, (941) 708-7432

Action Requested

Adoption of Resolution R-23-122, for approval and submittal of the Manatee County (2024-2033) Transit Development Plan (TDP) Major Update to the Florida Department of Transportation (FDOT) District I Public Transit Office.

Enabling/Regulating Authority

Florida Statutes 125; Florida Statutes 341.052

Background Discussion

The State of Florida Public Transit Block Grant (PTBG) Program was enacted by the Florida Legislature to provide a stable source of annual state funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a Ten-Year TDP must undergo a Major Update every five years. The last Major Update for Manatee County was approved by the BCC and submitted to FDOT in September 2018. Each TDP update must be submitted to FDOT by September 1st.

The TDP is the transit agency's planning, development, and operational guidance document. The Block Grant program specifies what elements need to be addressed in the TDP. Those elements include: a review of review of relevant planning documents, documentation of study area conditions and demographic characteristics, a profile of current transit services, development of a financial plan, ridership forecasts, the incorporation of public input through a robust public outreach process, and most importantly, priorities for service enhancement and future growth.

The 2018 TDP Major Update is the product of a robust public outreach process which included an on-board survey of bus passengers, several open house workshops, a focused charrette, and interviews/discussions with key social service, city, county, and employer representatives. The resulting priorities outlined in the TDP reflect the priorities of the community.

The 2024-2033 TDP Major Update is consistent with the requirements outlined in Florida Administrative Code (FAC) 14-73, which outlines the requirements for TDPs, and staff is requesting that the Manatee County Board of County Commissioners approve the 2024-2033 TDP Major Update and authorize submittal to FDOT.

Attorney Review

Not Reviewed (No apparent legal issues)

emailed Chris DeAnnuntis, Lori Stephens, Patti Nolan,
Shannon Moore 8/23/2023 DN copy of draft minutes to
Chris under separate email.

Instructions to Board Records

Accept into Board Records. Please, send signed Resolution and a copy of the minutes to Chris DeAnnuntis, Interim Transit Division Manager, chris.deannuntis@mymanatee.org

Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A

RESOLUTION R-23-122

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS, MANATEE COUNTY, FLORIDA, APPROVING MANATEE CONNECT, MANATEE COUNTY'S 2023 MAJOR UPDATE OF THE TEN-YEAR TRANSIT DEVELOPMENT PLAN (TDP) SUBMITTAL OF THE MAJOR UPDATE TO THE FLORIDA DEPARTMENT OF TRANSPORTATION.

WHEREAS, the State of Florida requires that entities receiving transit block grant funding to prepare a 10-Year Transit Development Plan (TDP) which is submitted to the Florida Department of Transportation (FDOT) on or before September 1 each year; and

WHEREAS, Manatee County Government is the recipient of public transit block grant funding for Manatee County Area Transit (MCAT) public transit service operations; and

WHEREAS, the TDP is required to undergo annual updates and refinements with a comprehensive "major" update completed every five years; and

WHEREAS, the last "major" update of the Manatee County TDP was adopted in 2018; and

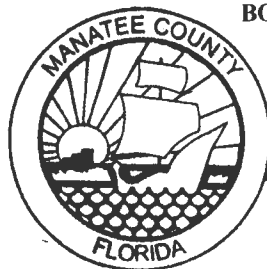
WHEREAS, the 2023 TDP Major Update is a comprehensive report on the Goals and Objectives and is entitled the *Manatee Connect Plan*.

NOW, THEREFORE, BE IT RESOLVED, that the Board of County Commissioners hereby approve the 2023 Manatee County Transit Development Plan Major Update and authorize submittal of the adopted TDP to the FDOT District One Public Transit office.

DULY ADOPTED with a quorum present and voting this 22nd day of August, 2023

ATTEST: ANGELINA COLONNESO
Clerk of the Circuit Court

By: *Angelina Colonneso*



**BOARD OF COUNTY COMMISSIONERS
OF MANATEE COUNTY, FLORIDA**

By: *Kevin Van Ostenbridge*

Kevin Van Ostenbridge, Chairperson



**Manatee County Area Transit
2024-2033 Transit Development Plan
Executive Summary**

August 2023



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Introduction

MCAT Transit Development Plan

This major update of Manatee County's 10-Year Transit Development Plan (TDP) was initiated by Manatee County Area Transit. This TDP represents the community's vision and goals for public transportation and is to be used as a strategic guide for the FY 2024–2033 planning horizon. The resulting implementation plan outlines the actions to be taken in the next 10 years.

State Requirement

MCAT's TDP major update is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds, such as MCAT, to prepare a major TDP update every five years. This requirement helps to ensure that the public transportation services being provided and planned for are consistent with the community's mobility needs.

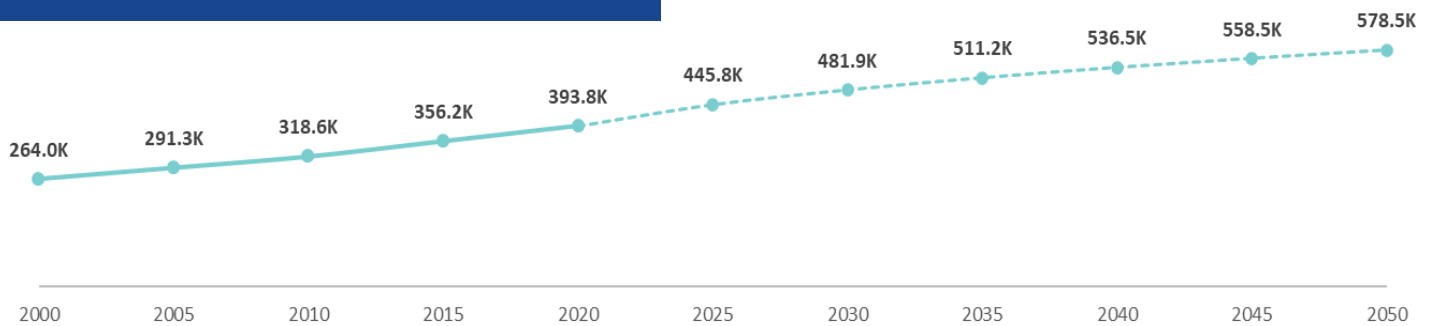
Plan Development

Developing the TDP major update involved a number of planning activities, including documenting study area conditions, analyzing socio-economic characteristics, evaluating existing transit services, gathering and analyzing public input, developing a situation appraisal, identifying transit needs, forecasting potential ridership, and preparing an implementation plan.

Operating Environment

A multitude of factors that can affect the operating environment of transit services were carefully reviewed and analyzed. For example, an overview of population characteristics in the study area is important to gain an understanding of the potential market for transit services. According to the University of Florida's Bureau of Economic & Business Research (BEBR), Manatee County was ranked the 16th most populated of Florida's 67 counties in addition to ranking 10th in overall population growth from 2020 to 2022. By 2050, Manatee County is projected to reach more than 570,000 residents.

Population Growth, 2000-2050



Source: BEBR

County Demographics



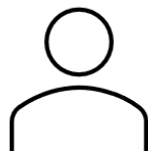
Unemployment Rate



Below Poverty



Age 65+



Minority

Other demographic information was also reviewed, specifically for those populations who are typically dependent on public transportation.

According to the American Community Survey (ACS) 5-year estimates for 2020, Manatee County's unemployment rate was 5.6%, which has improved from 8.4% in 2010. The County's older adult population makes up 28% of all residents, which is higher than Florida's overall older adult population (20%). The population living below poverty in Manatee County make up 11%, which has decreased from 14% in 2010. Additionally, 29% of the population identifies as a minority.

Source: 2020 ACS 5-year estimates

Existing Transit Services



11 Local Routes



2 Beach Trolleys



2 Regional Routes
(St. Pete and Sarasota)



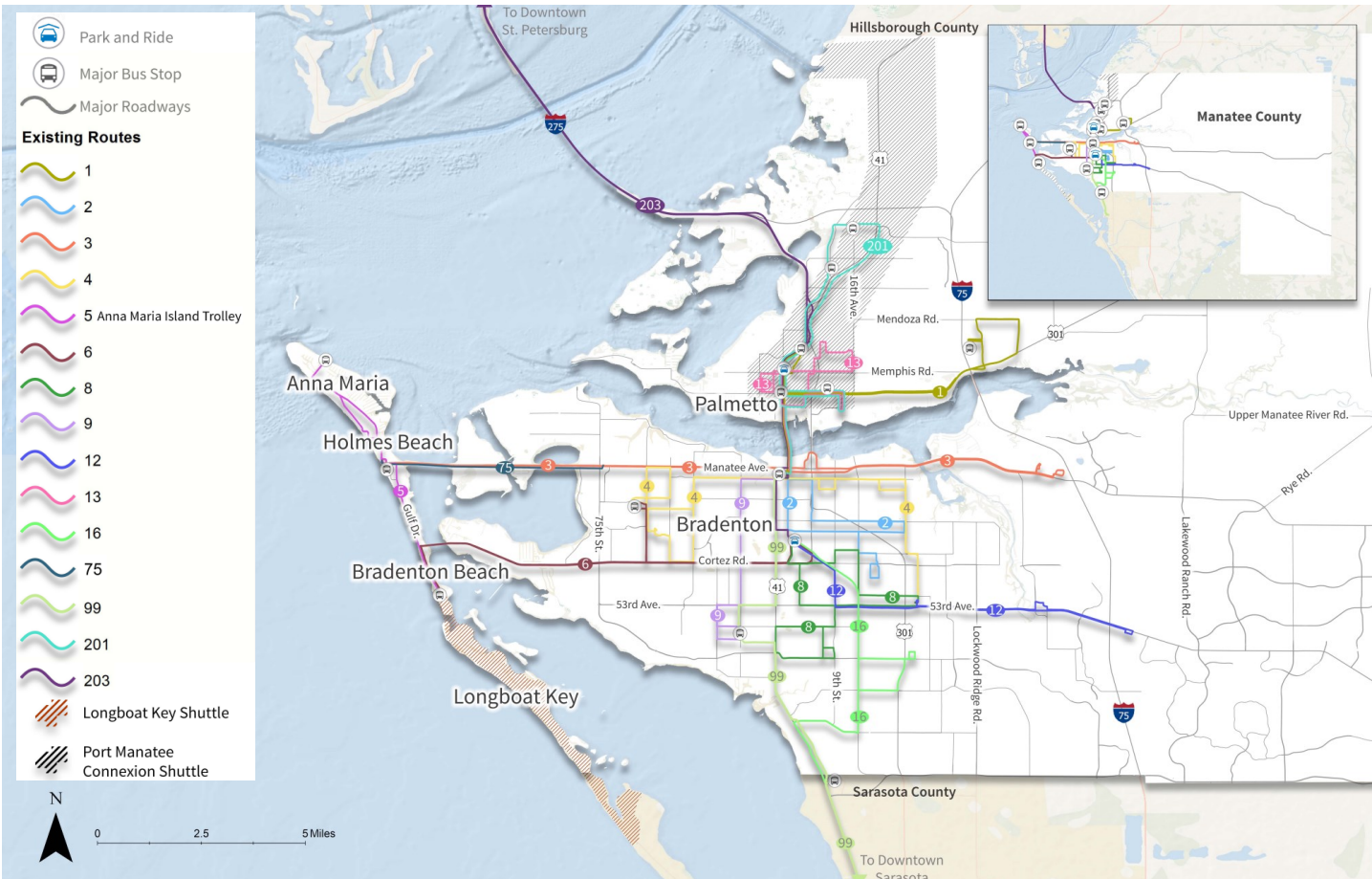
2 Mobility-on-Demand Zones
(Longboat Key Shuttle and Port Manatee Shuttle)



Complementary ADA
Paratransit

WHAT IS MOBILITY ON DEMAND?

- Door-to-door service within a defined service zone
- Open to the public (no approval required)
- Can provide first/last mile connections to fixed-route transfer points or bus stops
- Rides currently can be requested via phone call



Public Outreach

Conducting public outreach serves the important role of engaging the community and subsequently incorporating their vision and direction into the TDP planning process. To ensure active participation, outreach efforts included workshops with the public, stakeholder input, discussion groups, online public input surveys, and grassroots outreach. Outreach highlights and some key findings are presented below.



Top Transit Service Priorities



Frequent Service

Extend Service Spans between 9PM and 12AM

Improvements on Routes 3, 4, 6, 16, and 99



Later Service

Bean Point, LWR/East County, LBK, More Sarasota Connections, Ellenton

Creating dedicated and quick service to AMI



New Services

Transit Vision, Mission & Goals

Transit Vision

To be a world-class public transit system that enhances the quality of life in Manatee County.

Transit Mission

To provide citizens and visitors of Manatee County with an **efficient, reliable, and affordable** public transportation service



Situation Appraisal

A situation appraisal for MCAT was conducted to assess and document key aspects of the agency’s operating environment based on information gathered for the TDP.

The appraisal examines the strengths and weaknesses of the system, any existing barriers or threats to the provision of transit service in the county, and key opportunities for addressing those threats and/or enhancing the perception of transit within the operating environment.

Situation Appraisal Elements



10-Year Transit Needs

The transit improvements illustrated on the map below were developed to meet the diverse mobility needs throughout Manatee County and include implementing improvements to enhance existing routes and implementing new services, such as MOD zones, water taxi service to Anna Maria Island, and a downtown circulator. These improvements were derived from 4 major elements:

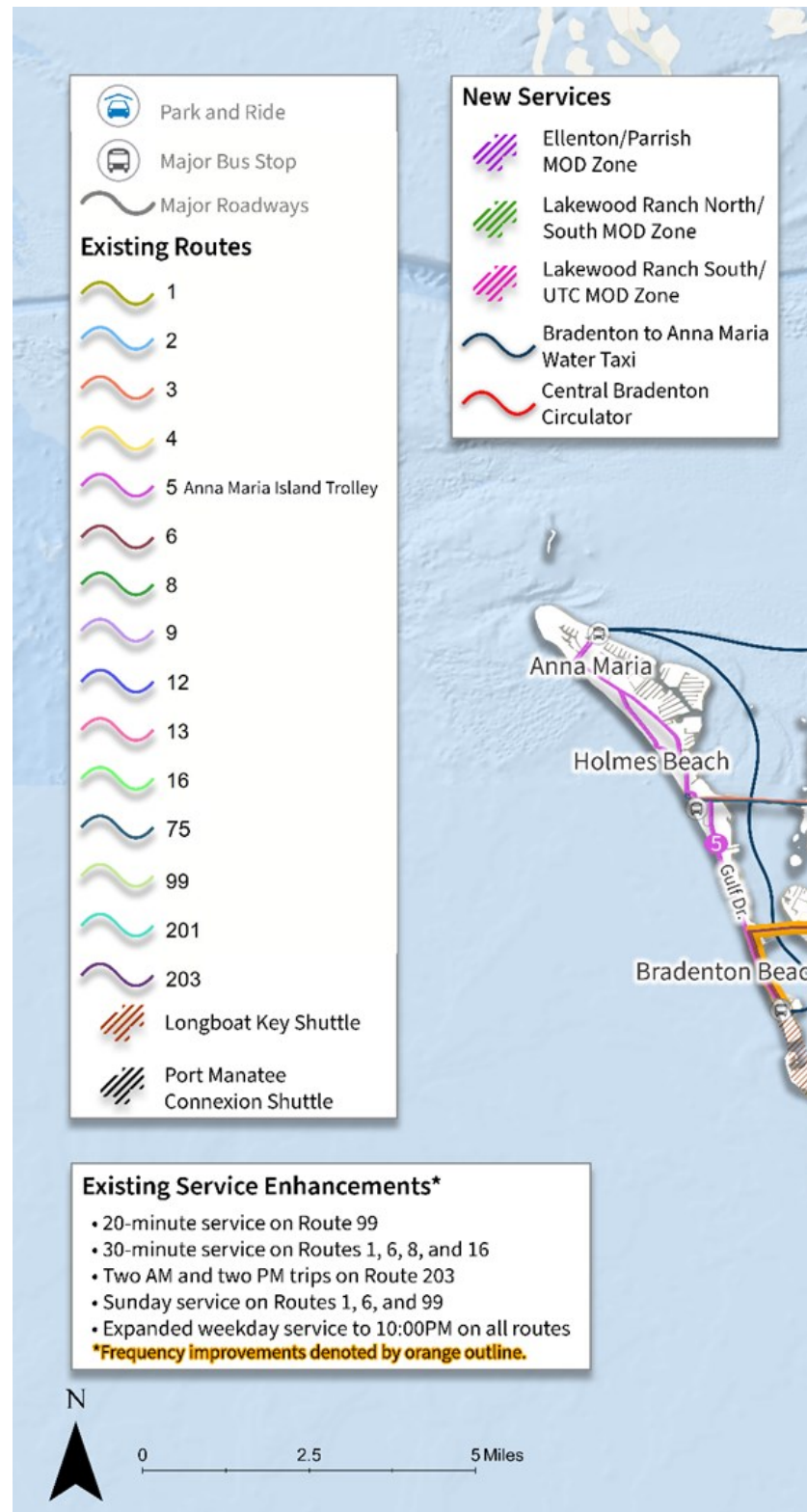
- Community Needs & Vision**

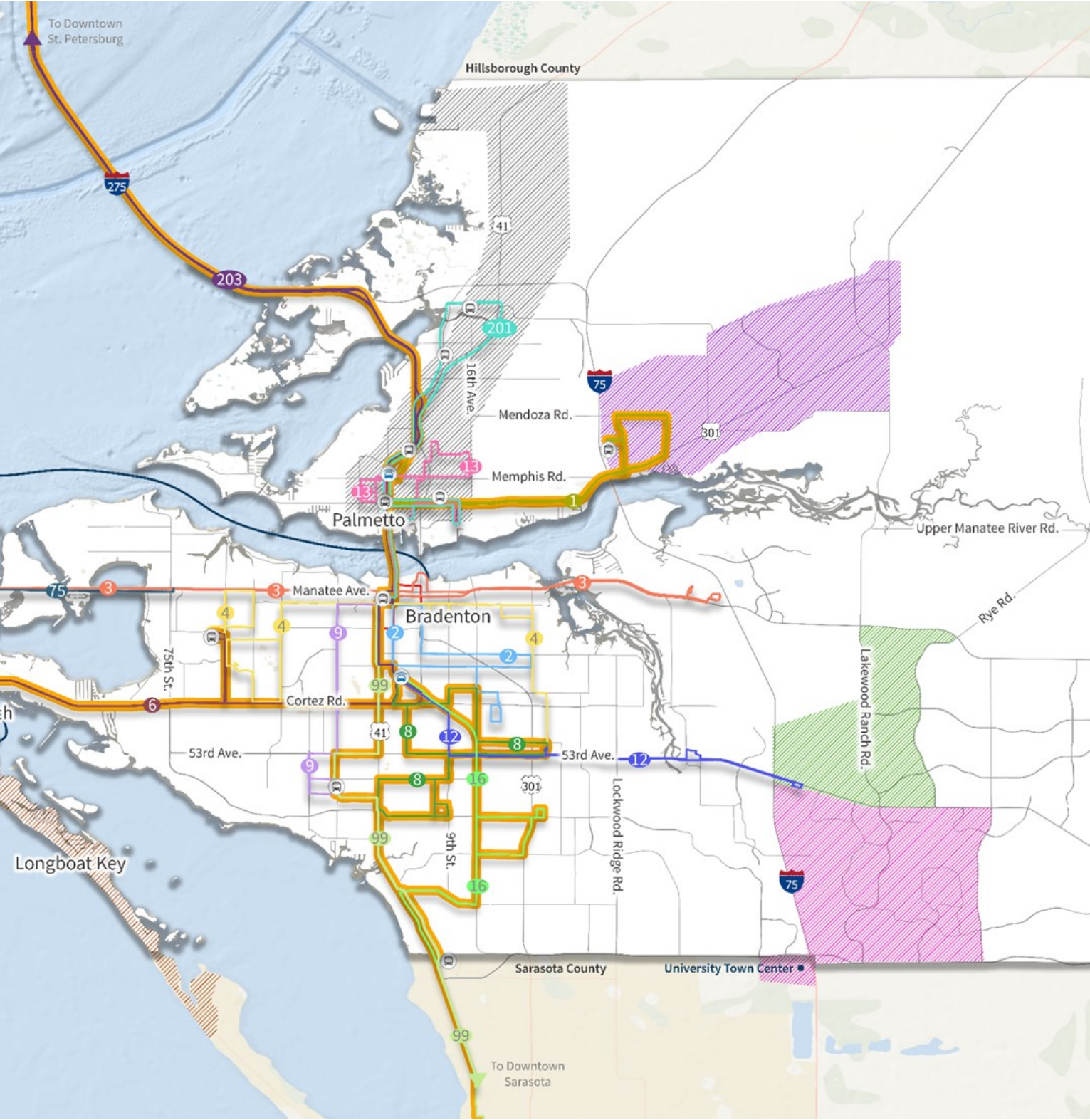
Multiple direct and indirect outreach techniques were used to obtain public input on transit needs.
- Situation Appraisal**

Findings were considered in identifying potential transit alternatives.
- Goals & Objectives**

Transit goals and objectives re-emphasize the agency's existing priorities and outline new priorities.
- Transit Demand Assessment**

The demand analyses assisted in identifying areas with transit-supportive characteristics.





10-Year Implementation Plan and Unfunded Needs

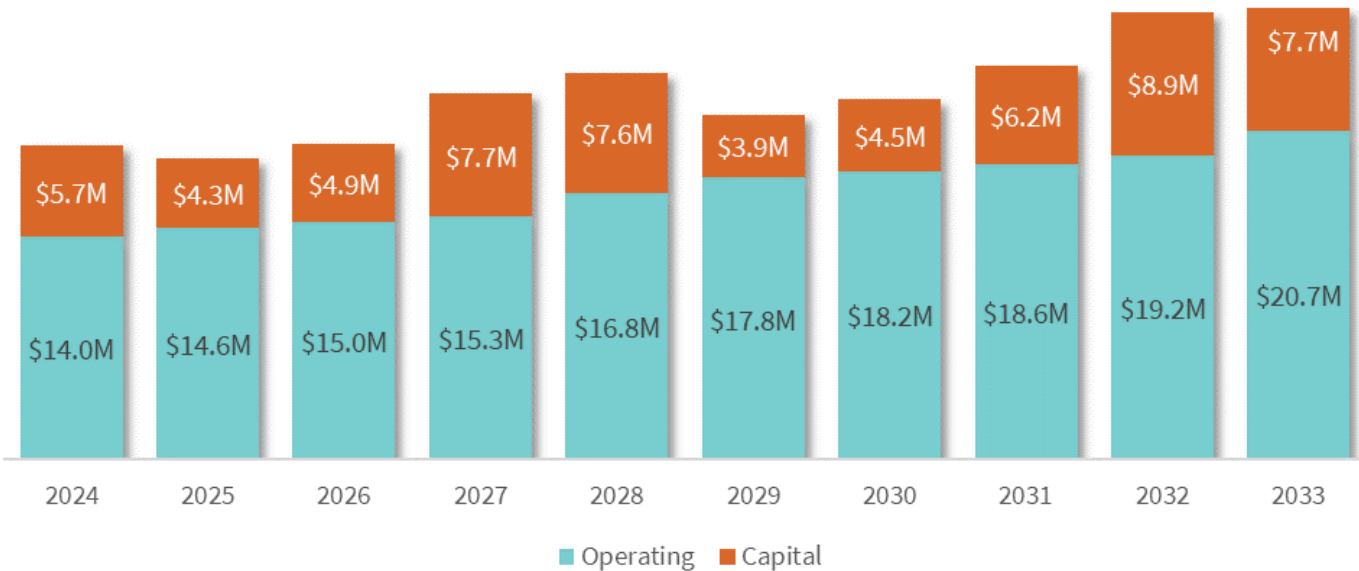
The implementation plan in the table below outlines service improvements that are included in the recommended transit plan from 2024 through 2033, as well as unfunded needs. MCAT services became fare free in November 2022 and this plan assumes that MCAT will remain fare free throughout the 10-year TDP horizon period. The schedule shown does not preclude the opportunity to delay or advance any improvements; the schedule should be adjusted as priorities or funding allocations change or more funding becomes available.

Improvements	Implementation Year	Annual Operating Cost (2024\$)	Total Capital Cost	Potential Revenue Source
Service Improvements				
Maintain Existing MCAT Fixed-Route, Paratransit, and Microtransit Services	2024	\$12,738,254	\$22,724,539	Existing and FDOT Grants
Route 6: 30-Minute Frequency	2024	\$670,457	N/A	Existing and FDOT Serv. Dev.
Route 99: 20-Minute Frequency	2024	\$603,865	N/A	Existing and FDOT Corridor
Implement Sunday Service: Routes 1, 3, 6, and 99	2028	\$289,904	N/A	Existing and FDOT Serv. Dev.
Central Bradenton Circulator	2028	\$332,880	\$669,591	New Local Funding
Lakewood Ranch North/South MOD	2029	\$458,503	N/A	Existing and New Local Funding
Route 203: Two AM and Two PM Trips	2032	\$166,438	\$731,031	Existing
Lakewood Ranch South/UTC MOD	2033	\$910,056	N/A	Existing and New Local Funding
Routes 1, 8, and 16: 30-Minute Freq.	Unfunded	\$1,570,450	\$3,600,000	Unfunded
All routes: 10PM Weekday Service	Unfunded	\$1,562,021	N/A	Unfunded
Ellenton/Parrish MOD	Unfunded	\$910,056	N/A	Unfunded
Bradenton to Anna Maria Water Taxi	Unfunded	\$662,688	N/A	Unfunded
Capital/Technology/Policy Improvements				
TSP/Queue Jumps	2026	N/A	\$1,000,000	Existing and SS4A
Upgrade Major Transfer Stations	2027, 2030-31	N/A	\$120,000	Existing
Bus Stop Infrastructure	2024-2033	N/A	\$1,502,328	Existing
ADA Improvements	2024-2033	N/A	\$1,000,000	Existing
Technology Projects	2024-2033	N/A	\$3,147,709	Existing
Professional Services (COA)	2024	N/A	\$150,000	Existing
Other Professional Services	2024-2033	N/A	\$2,850,000	Existing

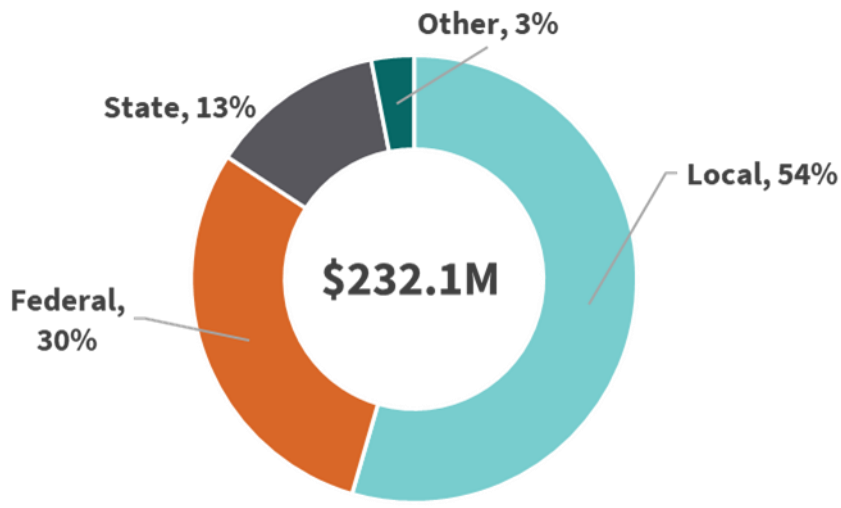
10-Year Plan Costs and Revenues

Over the next 10 years, implementing the TDP is projected to cost \$170.2 million for operating existing, enhanced, and new services. An additional \$61.6 million will be needed for capital to support the necessary fleet and capital infrastructure associated with the plan. The costs will continue to be funded primarily with a mix of local, state, and federal sources. The plan has a projected \$232.1 million in revenues in the next 10 years to cover the costs of the plan.

Total Operating and Capital Costs, 2024-2033



Total Revenues by Funding Source



Note: "Other" includes MOD and TD fares, advertising revenues, and MPO contributions

Plan Implementation & Action Items

The action items below provide MCAT with a starting point in its efforts to pursue funding and implementation of the TDP. They will help implement, coordinate, and communicate the TDP in the coming months and years.

Plan Implementation



Secure Funding for the Plan – Review each recommendation and outline steps to take in the current year and succeeding years to ensure the best chance possible of obtaining the needed funding.



Continued Marketing/Outreach – Promoting the TDP after adoption will improve the likelihood of achieving the implementation plan. Include targeting meetings, activities, events, and other venues at which to share the Executive Summary and provide details of the planned transit growth to educate the community and leaders while keeping the momentum of the TDP process and effort fresh and moving ahead.



Build on TDP Efforts/Relationships – Leverage relationships with existing regional partners (FDOT and Breeze Transit) and identify major employers to initiate commuter programs, help spread awareness of new services, and/or other commute options.



Motivate by Using the TDP Annual Progress Report – Use the TDP Annual Progress Reports for the next four years to keep the TDP alive and provide the needed motivation to reiterate plan benefits.

Plan Coordination & Integration



Coordinate with Other Plans – Ensure consistency with key state, regional, and local plan priorities.

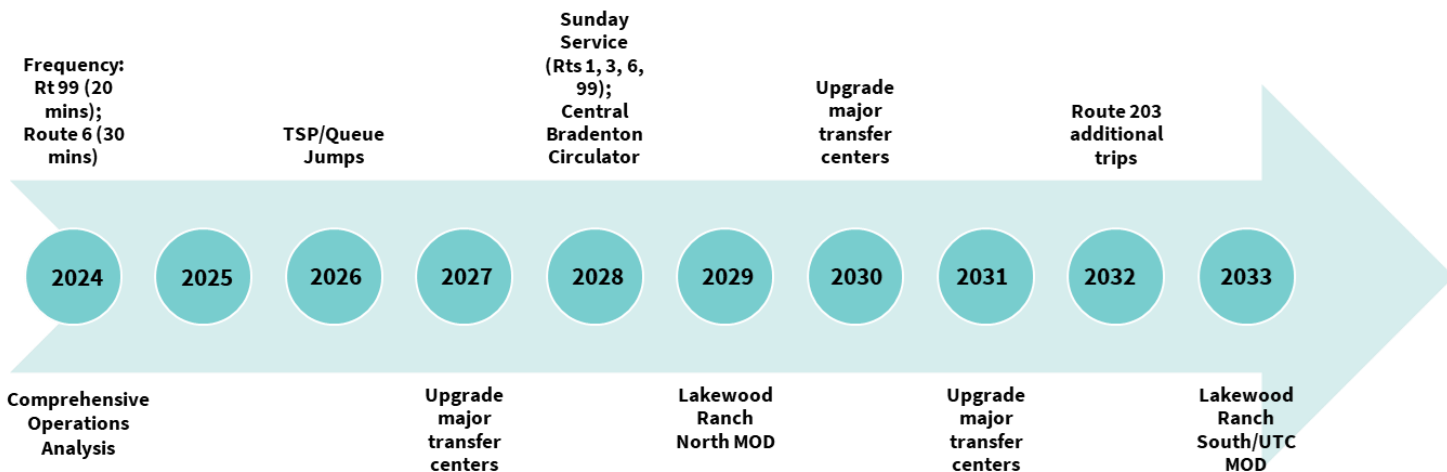


Inform Other Plans – Use analyses completed during the TDP to help update required plans for ADA access and Title VI service provisions related to how the system will meet or serve older adults, persons with disabilities, and populations that fall under Title VI protections; also use the adopted TDP for subsequent planning efforts such as local comprehensive plans, area redevelopment plans, affordable housing development plans, and Florida's Strategic Intermodal System (SIS) Needs Plan.



Conduct a Comprehensive Operations Analysis – Consider a service efficiency assessment in 1-2 years and repeat it at least every 5 years to maintain operational health.

10-Year Plan Implementation Schedule



Next Steps

The 10-year TDP provides the opportunity for MCAT to affect positive change for its citizens and visitors, laying out a strategic transit vision for the community, and specific actions towards achieving that vision. With its diversity, location, and the community’s support for transit, Manatee County is well positioned to collaborate with stakeholders and its partners to help make the TDP’s vision for public transit a reality.

Acknowledgements

Thank you to the Manatee County Board of County Commissioners, Manatee County Area Transit staff, members of the TDP Review Committee, the Sarasota/Manatee MPO, and all stakeholders and members of the public for their support and input throughout the development of this transit plan.





Manatee
County Area Transit

It's the
LAW!
**YIELD
TO BUSES**
Let the bus back in!

THIS VEHICLE STOPS AT ALL RAILROAD CROSSINGS

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