



Transportation Disadvantaged Innovative Service Development Grant

APPLICATION

Legal Name of Applicant	Mid Florida Community Services		
Federal Employer Identification Number	59-1235202		
Registered Address	820 Kennedy Blvd		
City and State	Brooksville, Florida	Zip Code	34601
Contact Person for this Grant	Jeff Cottrell	Phone Number	3527991510
E-Mail Address [Required]	jcottrell@youthrivefl.org		
Project Location [County(ies)]	Hernando, Pasco, Hillsborough	Proposed Project Start Date	7/1/25

Proposed Project Funding Request	
<i>Total Proposed Project Amount (100%)</i>	\$200,000
Local Match [10%]	\$20,000
Requested Funding Amount [90%]	\$180,000

As the authorized Grant Recipient Representative, I hereby certify that the information contained in this form is true and accurate and is submitted in accordance with the grant application instructions.

Signature of Grant Recipient Representative

Date



Transportation Disadvantaged Innovative Service Development Grant

PROJECT SCOPE

Applicants are advised to carefully read the entire program manual for additional guidance. Proposals MUST complete the following sections. Applications that are incomplete or do not follow the instructions will not be considered.

EVIDENCE OF NEED (Required, 10 points):

Define the transportation problem—not the solution.

System Gaps & Existing Services

Describe current gaps or limitations in the existing transportation system and how those gaps impact transportation disadvantaged populations. For current funded projects, describe how the project is addressing service limitations or gaps.

We are currently experiencing limitations in our ability to provide intercounty regional travel. At this time, we can only operate within Hernando County due to our current staffing levels. The TDSP notes that the county's rural geography creates challenges because essential services, including medical and employment trips, result in longer trips, and increasing congestion further affects service efficiency. These conditions create serious barriers for TD-eligible residents who must reach specialty care, regional hospitals, dialysis, behavioral health providers, or employment opportunities located outside Hernando County. Local service falls short because existing in-county service capacity must first meet high-priority local trips, leaving limited ability to dedicate staff time and vehicle hours to cross-county transportation. Out-of-county trips are longer, reduce daily productivity for the system, and can tie up vehicles and drivers for several hours, making it difficult to absorb this demand within the current operating structure. As a result, eligible riders may miss specialty medical care, decline employment opportunities, or rely on unstable informal transportation that is not dependable enough for recurring appointments or regular work attendance.

Impacted Population, Trip Purpose and Scale and Urgency

Identify who is affected and why the need exists. Include the population(s) or trip purpose(s), and the scale and urgency of the need.

The county also has a substantial older adult population, with 30,286 residents ages 65–74 and 22,981 ages 75 and older, and 36,051 residents identified with a disability in the Hernando County TDSP's demographic analysis (see attached), which increases the need for responsive and reliable trip options. Many TD-eligible individuals—including seniors, persons with disabilities, and low-income workers—reside in areas where traditional public transit either does not operate or requires advanced scheduling that does not align with real-time needs such as shift work, urgent medical care, or employment. The priority and purpose of the trips will mirror that of our TD services, with medical and life sustaining trips being the priority, then employment and nutritional services/quality of life trips based on availability.

Supporting Data & Documentation

Provide any documentation that supports the identified need, such as from a locally developed Transportation Disadvantaged Service Plan (TDSP), other planning document, or other supporting information.

The Hernando, Pasco and Hillsborough Counties all have language in their TDSP that demonstrates a significant and immediate need for regional transportation. There is also a map of Hillsborough County & Hernando county included that shows the current limitations of the ADA paratransit coverage and the lack of door to door paratransit service through the county. See Attached

PROJECT DESCRIPTION AND IMPLEMENTATION (Required, 15 points):

Describe what you are proposing—not why it is needed or how it is innovative.

Service Design & Coverage

Provide a detailed description of what is proposed, including the service area, service type(s), days/hours of operation and key destinations. For current funded projects, provide number of trips and riders served to date and any changes to the existing project should be clear and easy to identify.

This project will provide Transportation Disadvantaged eligible riders with reliable transportation from Hernando County to destinations in Citrus, Pasco, and Hillsborough counties for trips prioritizing medical and life sustaining trips, but also having employment and other shopping/quality when available. The need for out-of-county transportation is specifically documented in Hernando County's Transportation Disadvantaged Service Plan, which states that some Hernando County clients need to travel outside county boundaries but funding is not available for that coordination. The days/hours of operation will be Monday-Friday 8am-3pm.

Operational Plan

Describe how riders will access the service (request, scheduling, delivery) and describe how potential riders will be informed of project services.

Riders will access the service by scheduling trips in advance through a centralized office line, where trained staff will handle trip requests, scheduling, and dispatching. This process ensures that rides are coordinated efficiently and tailored to meet each rider's needs, including trips outside of Hernando County.

To inform potential riders about the service, a multi-channel outreach approach will be used. Current clients will be notified directly by drivers and staff, ensuring clear communication about expanded service areas. Information will also be shared through the company's website to reach a broader audience. In addition, targeted, in-person outreach will be conducted at VA Offices, rehabilitation facilities, senior care centers, and other community-based organizations to raise awareness among individuals most likely to benefit from the service.

Rider Eligibility

Describe or define rider eligibility criteria (age, disability, income) and outline a step-by-step process that includes intake, verification, staff roles and recordkeeping.

Identify potential or planned destinations such as a hospital, employment center, educational/training location, or other life-sustaining activities.

The eligibility criteria will directly mirror that of the TD's Trip and Equipment, riders 60 yrs of and older, disabled, or under the 125% of the federal poverty level. In terms of intake there will be a paper application and web form available, we will process within one business day of being received. Verification will be done by the office administrator, who also dispatches the drivers. The applications will be stored on file for a minimum of two years for recordkeeping and application verification.

PROJECT INNOVATION (Required 25 points):

Explain what is different from existing services or what is being “tested.”

Type and Degree of Innovation

Clearly describe new service or significantly different service approach that is not currently available in the service area. Current funded projects should explain how the project continues to provide a new or improved service.

This project is innovative because it responds to a clearly documented service gap by creating a targeted intercounty access model within the existing TD system rather than attempting to absorb long-distance trips through general local service operations. Local service falls short because existing in-county service capacity must first meet high-priority local trips, leaving limited ability to dedicate staff time and vehicle hours to cross-county transportation. The lack of regional intercounty availability for trips is documented in the TDSP for Hernando, Pasco, and Hillsborough Counties and you can see it in the attached.

Connection to Identified Need

Explain how the new service will address the identified transportation gap or need.

To address this unmet need, You Thrive Florida will establish a service dedicated to scheduled intercounty trips for TD riders traveling from Hernando County into Pasco, and Hillsborough counties for employment and medical purposes This model is especially valuable in Hernando County because many higher-level medical services and some employment opportunities are accessed regionally rather than locally. TFrom the customer’s perspective, the value of the new service is direct and practical. Riders will experience greater mobility because they will be able to reach destinations outside Hernando County that are essential to health and income stability. They will experience greater convenience and confidence because transportation will be more dependable for long-distance trips that cannot easily be replaced if missed, especially recurring medical appointments and regular work schedules.

PROPOSED OUTCOMES (Required 15 points):

Define measurable results.

Measurable Outcomes

Describe expected project outcomes, including projected trips and riders and measurable results beyond outputs (e.g., access, reliability, wait times, mobility)

improvements). Clearly distinguish outcomes from outputs. For current projects, include performance to date and how it informs future projections.

We expect to be able to provide 30-50 trips a month in the very beginning, with the goal to grow to a bigger impact as our marketing efforts have success.

Measure	Year 1 Target
Completed intercounty one-way trips	850
Unduplicated riders served	75
Reduction in unmet out-of-county trip requests	3%
On-time performance	97%
Rider satisfaction rating positive or very positive	90%

Reliability of Projections

Explain how projections were developed, including prior data, reports, assumptions, and other supporting documentation. Describe why these estimates are reasonable and how they were derived.

The estimation of trips we will be able to provide from the beginning was based on unmet trip data collected locally and reported to our MPO. The report shows an average of 25-30 requests for regional transportation denied monthly that we hope to be able to fulfill, resulting in 50-60 one way trips.

Evaluation & Data Capacity

Describe how project performance will be tracked, measured, and reported. Include data to be collected, key performance measures, reporting methods and frequency, and whether systems are already in place or will be developed.

We will measure -

- Intercounty trips provided: Number of completed one-way trips from Hernando County to Citrus, Pasco, and Hillsborough counties for medical and employment purposes.
- Unduplicated riders served: Number of TD-eligible individuals using the pilot service for out-of-county access.
- Purposes of trips by percentage to measure the type of impact we are having with the project.
- Unmet trip reduction: Reduction in denied, missed, or unaccommodated out-of-county trip requests compared with baseline demand.
- On-time performance: Percentage of riders arriving on time for work shifts or medical appointments.

We will use the same data collection database that we currently use for our TD program.

- Customer satisfaction: Percentage of riders reporting that the service improved their mobility, convenience, and ability to access essential destinations

PROJECT SUSTAINABILITY/CONTINUATION PLAN (Required, 25 points)

Demonstrate long-term viability

Sustainability Approach

Describe how the project, or elements of it, may and/or will continue beyond the grant period. For current funded projects, summarize progress toward sustainability.

This project is designed with long-term sustainability in mind, and key elements will continue beyond the grant period. The operational framework established through this project—including scheduling, dispatching, and expanded service areas—will remain in place as part of our core services. As awareness grows and ridership increases, revenue from trip fees and reimbursements will help support ongoing operations. Established relationships with healthcare providers, rehabilitation centers, and senior service organizations will continue to generate referrals and reinforce the need for expanded transportation options. Additionally, the project will position us to pursue future funding opportunities and partnerships that support transportation access for underserved populations. By integrating these services into our existing operations and building on community demand, we are confident the program will remain a sustainable and valuable resource beyond the grant period.

Funding Strategy

Identify how the project may and/or will be financially sustained, including specific or potential funding sources or how costs will be absorbed within existing resources.

The project will be financially sustained through a combination of service revenue, strategic partnerships, and integration into our existing operations. As ridership grows, trip fees and reimbursements—such as private pay, Medicaid transportation, and contracts with healthcare providers—will help offset ongoing costs including staffing, fuel, and vehicle maintenance. We will continue to build and strengthen relationships with local hospitals, rehabilitation centers, senior care providers, and community organizations that rely on dependable transportation for their clients. These partnerships not only support consistent referrals but may also lead to contracted services or shared funding opportunities. In addition, we will actively pursue future grant opportunities and local funding sources to expand and maintain service capacity. Where needed, we are committed to absorbing a portion of the costs within our current operational budget to ensure continuity of service. By combining earned revenue, community partnerships, and reinvestment into our existing infrastructure, the project is positioned to remain financially sustainable beyond the grant period.

Integration into Current Operations

Describe how the project may and/or will be integrated into existing systems, operations, or partner systems for long-term continuation.

Implementation will use current CTC scheduling, dispatch, eligibility, and trip documentation systems, with the additional driver assigned to a dedicated schedule for out-of-county service demand. The project will be coordinated through the existing Hernando County TD structure, including the Hernando/Citrus MPO and Local Coordinating Board, to ensure the service aligns with documented need and local planning priorities. This approach allows the project to be launched quickly while maintaining accountability, eligibility verification, and ongoing performance review.

Feasibility

Describe commitments, partnerships, prior progress, or implementation steps that supports the plan is realistic. For current funded projects, include performance to date or documented results supporting continuation.

We will be able to implement this project into our current operational structure to ensure reliability and consistency in service for the clients, and also consistency in terms of data reporting and management for the CTD. We will work with locations in our community that we already have partnerships with to grow awareness of the availability of service as well as continue our efforts to grow impact by finding new partnerships in the community.

Other Required Application Elements (Required, 10 points):

Ensure all required administrative, financial, and staffing components are complete, reasonable, and aligned with the proposed project.

Proposed Project Expense Budget:

Provide a Proposed Project Expense Budget to support the total amount of funding requested. Include a budget table here or use the budget worksheet provided.

See attached Budget Worksheet

Rate Model Worksheet and Proposed Service Rates

Provide a complete Rate Model Worksheet and identify proposed service rates specifically for the project.

See attached worksheet

Project Personnel:

Provide the name, current title and summary of work experience for each key staff member who will work on the project.

- Jeff Cottrell, Director, 2 years
- Kim Kaye, Driver, 22 years
- Matt Guerrieri, 4 years,
- Carmen Vazquez 4 years
- Janice DeBlasio 20 years
- Ray Ford 20+ years
- Craig Snyder 1 year

Local Match:

Describe the source of the local match and when such funds will be available.

Local match is revenue from the farebox, private donations, and cash reserves and will be available immediately

COLLABORATION AND PARTNERSHIP (Encouraged – 5 points):

Demonstrate how formal partnerships strengthen project implementation, performance, and long-term sustainability.

Partners Identified

Identify all partner organizations involved in project. Include the name of each partner and how it aligns with the project goals.

There are no operational partners in this project, onmly community partners to spread awareness.

Roles and Commitments

Describe each partner's role in the project and their specific responsibilities or contributions. Include role in implementation or operation and resources contributed.

There are no operational partners in this project, onmly community partners to spread awareness

Proposed Budget for 26-27 You Thrive Florida Grant Application

EXPENSE SOURCES	
Labor	\$ 81,308.00
Fringe Benefits	\$ 27,480.00
Services	\$ 3,527.00
Materials and Supplies	\$ 39,072.00
Utilities	\$ 4,865.00
Casualty and Liability	\$ 28,503.00
Taxes	
Purchased Transportation	
Miscellaneous (<i>Identify costs included in this line item</i>)	
Leases and Rentals	
Allocated Indirect Cost	\$ 15,245.00
<i>Include any other expense items needed</i>	
Total Budget	\$200,000.00

REASON FOR UNPROVIDED REQUESTS

% of Trip Requests unable to Provide	2.74%	2.83%	2.79%	2.98%	4.59%	4.92%	4.76%	4.20%	3.72%	#DIV/0!		#DIV/0!	3.66%
Same day Request	15	13	10	8	11	12	14	9	6				98
Out-of-county request	23	26	25	28	27	30	29	24	20				232
Stretcher	1	0	0	3	2	2	1	0	0				9
Holiday/Weekend	9	6	8	12	25	31	24	22	26				163
Before 8 a.m./after 3:00 p.m. appointments	9	7	9	10	11	13	10	11	12				92
Total Unprovided	57	52	52	61	76	88	78	66	64	0		0	594

Table 1: Review of Plans, Policies, and Programs

Plan Title	Geographic Applicability	Most Recent Update	Type of Plan	Responsible Agency	Plan/Program Overview	Key Considerations/Implications for TDP
<i>State Plans & Policies</i>						
State of Florida Transportation Disadvantaged 5-Year/20-Year Plan	Florida	2007	State	FCTD	Purpose is to accomplish cost-effective, efficient, unduplicated, and cohesive transportation disadvantaged services within its respective service area.	Develop and field-test model community transportation system for persons who are transportation disadvantaged; create strategy for FCTD to support development of universal transportation system.
<i>Regional Plans & Policies</i>						
Tri-County Access Plan	Hillsborough, Pinellas, and Pasco	2014	Regional Transit Needs Plan	Hillsborough, Pinellas, and Pasco Counties	Addresses the Hillsborough County, Pasco County, and Pinellas County MPOs' partnership with FDOT D7 to promote coordinating services within the tri-county area to benefit the TD population.	<p>The following needs were identified through the Tri-County Access Plan process:</p> <ul style="list-style-type: none"> • Regional paratransit services • Projects benefiting seniors and individuals with disabilities • Fixed route improvements, including improved frequency, later evening and weekend service • Infrastructure and technology improvements • Additional transportation services to quality of life/social activities • Service connecting to major hospitals and hubs • Regional fixed-route/express services
TBARTA Master Plan	District 7	2015	Regional Plan	TBARTA	Update to Master Plan that serves as regional LRTP. Continues to examine high capacity corridors that deserve attention to improve mobility within region. Also incorporates region's six MPO LRTP adopted Cost Feasible Plans and Needs Plans.	Update acknowledges that growth in Tampa Bay region expected to grow 43% by 2040; as a result, commute times expected to double by 2040. Since a majority of cross-country travel occurs between Hillsborough, Pasco, and Pinellas counties, plan identifies regional and future priority projects to target in coming year(s). Single regional plan necessary to move forward with regional transportation vision that begins with these priority projects: I-275/SR60/Memorial Interchange, SR-54/56 Corridor Improvements, Gateway Express, Howard Frankland Bridge, Tampa Bay Express Starter Projects, and Westshore Multimodal Center and Connections to Downtown Tampa & Airport.
Tampa Bay Regional Transit Feasibility Plan	Hillsborough, Pinellas, and Pasco	2017	Feasibility Plan	HART	Conducted to build on decades of planning and bridge gap between various visions for transit throughout region; defines projects that are most competitive for federal funding, leverage all technology available, and supportive of future growth.	Proposed catalyst project spans from SR-54 in Pasco County, continuing south through Wesley Chapel, USF, Tampa, culminates in St. Petersburg. Recently identified candidate project for corridor is BRT service to operate in mix of dedicated lanes, shoulders, express lanes, and mixed traffic along approximately 41-mile route. A regional transit vision network was also identified.
TBARTA TDP	Hillsborough, Hernando, Manatee, Pinellas, and Pasco	2020	TDP	TBARTA	First regional TDP for the Tampa Bay area that serves as a vision and a strategy to connect Hernando, Hillsborough, Manatee, Pasco, and Pinellas counties with transit services.	<p>Proposed a set of short-term improvements to existing regional routes, and long-term improvements for new regional connections. Some of these improvements relevant to Pasco County include:</p> <p><u>Short-Term:</u></p> <ul style="list-style-type: none"> • GoPasco Route 19 - Increased frequency and additional weekend service • Route 54 & Route 21 - Increased frequency, increased service hours, and additional weekend service <p><u>Long-Term:</u></p> <ul style="list-style-type: none"> • Express service on US 41 from Tampa to Brooksville • Express service on Veterans/Suncoast Expressway from Tampa to Brooksville • Express service on I-75 from SR 52 to Bradenton • Rail service from Tampa to Brooksville • Regional Rapid Transit from Wesley Chapel to Downtown St. Petersburg • Regional TD services • Commuter Services/vanpools • Innovative Transit Technologies

the fixed-route service area and outside of GoPasco’s operating hours. Any person who wants to access coordinated transportation services must register by completing an application.

The largest number of residents in need of transportation-related assistance is older adults. Several factors account for their need for public transportation, such as physical or medical limitations, lack of a driver's license, financial constraints, fear of driving, or reluctance to share rides. A large number of physically- and mentally-challenged residents in Pasco County also require assistance, as do low-income residents, including high-risk and at-risk children, primarily because they cannot reasonably afford their own transportation. According to the Annual Operating Report (AOR) for FY 2023/24, GoPasco, in conjunction with the Coordination Contractors, performed a total of 123,500 one-way trips. Of those trips, 35.0 percent were for persons with disabilities and 29.6 percent were for older adults whose primary destinations were general medical office visits, shopping, and special programs.

Future transportation demands will be affected by demographic changes in employment and population, location of urbanized areas, trip destinations, major new roadway construction that opens new areas to development, and funding availability. Demand for transportation from the TD population in the service area will increase for the groups identified above as the county's population grows. Transportation alternatives could include vanpools, ride sharing, assistance in maintaining privately-owned vehicles, purchase of gasoline, and use of public transportation, both fixed-route and advance-reservation. Also, as the employment base in the county expands, demand for commuter services may also increase. The population growth that has occurred in central Pasco County over the last decade has created a demand for feeder commuter service into Hillsborough County or Hernando County. These factors identified will be considered in the future assessment and enhancement of the public transportation system.

Regional transit needs have been identified in the 2014 Tri-County Area Regional Mobility Needs Plan, TBARTA’s 2015 Master Plan, and TBARTA’s 2020 TDP. These needs include the following:

- Regional paratransit services
- Projects benefiting older adults and individuals with disabilities
- Fixed-route improvements, including improved frequency and later evening and weekend service
- Infrastructure and technology improvements
- Additional transportation services to quality of life/social activities
- Service connecting to major hospitals and hubs
- Regional fixed-route express and premium transit services

Barriers to Coordination

The GoPasco Bus Pass Program is an initiative that has reduced transportation cost while increasing the use of public transit services by TD recipients. The program's goal is to continually move customers from paratransit to the fixed-route transit system when feasible. Development of this program was considered a reasonable solution to GoPasco concerns regarding coordination with the CTD. GoPasco implemented its Bus Pass Program in January 2001 for agency clients who used Medicaid transportation up to five days per week. The goal is to try to move paratransit customers to the fixed-route service,

2.2.7 Inter-County Services

Sunshine Line can provide limited inter-county trips on a case-by-case basis. In addition, HART, Pinellas Suncoast Transit Authority (PSTA), and Pasco County Public Transportation (PCPT) each have cooperative agreements with each other that provide service across county lines.

2.2.8 Natural Disaster/Emergency Preparedness

Sunshine Line is included in Hillsborough County's *Comprehensive Emergency Management Plan* (CEMP) and is assigned to special needs evacuation. In addition, upon activation of the Emergency Operation Center, Sunshine Line, Public Schools transportation, HART, and other partners work collectively to evacuate residents according to the CEMP.

2.2.9 Marketing

In 2002, Hillsborough County hired a marketing firm that conducted focus groups and helped the county to rename the program to Sunshine Line with a new logo and motto, "Hillsborough's Ride on the Bright Side." The goal was and continues to be to market the program as a user-friendly transportation service. The program has been featured several times on Hillsborough County government's television channel. A client-oriented brochure provides information about the available services, applications, and how to access the services. Information about the program is posted on Hillsborough County's website at <https://www.hillsboroughcounty.org/en/residents/social-services/transportation>. Staff participates in public meetings and forums regarding clients or services impacted by transportation issues.

A Ride Guide, developed by the TDCB, is also available from the Hillsborough County TPO website, [2024 Ride Guide.pdf \(planhillsborough.org\)](#), which provides descriptions of other available services including contact names and numbers for requesting transportation. The Ride Guide is also included as part of Appendix D to this document.

2.2.10 Acceptable Alternatives

Any agency purchasing or providing transportation for TD patrons with TD funds is to do so through a contractual arrangement with the CTC. Specifically exempted from this requirement are privately-owned vehicles of an agency volunteer or employee, state-owned vehicles, privately-owned vehicles of a family member or custodian, common carriers such as commercial airlines or buses, emergency medical vehicles, or "when the CTC is unable to provide or arrange the required service."

Due to the nature of the service provided by the Hillsborough County Crisis Center, this falls under the latter category. The Crisis Center provides transportation for persons who are confined under the Baker Act. Due to the special nature of this service and the clients served, the Crisis Center provides for its own transportation outside of the TD Coordinated System.

1.5 Goals, Objectives, Strategies, and Implementation Plan

Program Goal: Meet the life-sustaining and life-enhancing transportation needs of the Transportation Disadvantaged (TD) through providing a coordinated, efficient, reliable, and safe transportation system.

Objective 1: Provide a locally and regionally coordinated transportation system.

Strategy	Responsible Agency(ies)	Implementation Timeline
1.1: Continue coordinating among social service providers, including but not limited to an annual meeting of Section 5310 agencies and other community-based organizations, to facilitate the efficient provision of services, and to develop and implement projects for Transportation Disadvantaged (TD) trips where gaps are identified.	Hillsborough TPO, Hillsborough TDCB, Sunshine Line, Coordination Contractors	Annual, ongoing
1.2: Continue to work with the Florida Department of Transportation (FDOT) District 7, and the Pinellas and Pasco MPO Staff to review, rank, and participate in the United States Code (U.S.C.) Section 5310 grant program. Work to ensure that capital and operating grants meet the needs of seniors and individuals with disabilities and maximizes coordination among public transit providers, human services agencies, and volunteer-based driver programs.	Hillsborough TPO, Pinellas TPO Staff, Pasco TPO Staff, FDOT, Sunshine Line	Annual, ongoing
1.3: Advocate for the needs of the TD Population in the planning and delivery of transportation services and land-use decisions with the four local municipalities, the Hillsborough County Transportation Planning Organization (TPO), and Hillsborough County City-County Planning Commission through the comprehensive planning process, the long-range transportation planning processes, capital improvement programming, and land development regulations updates.	Hillsborough TPO, Hillsborough TDCB, Sunshine Line	Ongoing
1.4: Continue to work with Pinellas and Pasco Transportation Disadvantaged Coordinating Boards (TDCBs) to advocate for the development, funding, and operation of intercounty trip services for the TD.	Hillsborough TDCB, Pasco and Pinellas TDCBs, Hillsborough TPO, TBARTA	Ongoing
1.5: Continue to work with Hillsborough Area Regional Transit to advance the mobility of the transportation disadvantaged. This should include expansion of the fixed-route and paratransit systems in terms of service hours, frequencies, spatial coverage, and access to essential destinations. Participate in HART ADA Committee meetings.	Hillsborough TPO, Hillsborough TDCB, Sunshine Line, HART	Ongoing

PUBLIC PARTICIPATION

Representatives of the public, private, and non-profit transportation, and human service providers, as well as members of the public are provided the opportunity to participate in the development and update of the TDSP through public comment and discussion at the quarterly LCB meetings. Information regarding these meetings and reports are disseminated through various means of communication which include: MPO website, social media, e-mail, newspaper articles and announcements.

BARRIERS TO COORDINATION

- Some Hernando County clients have a need to travel outside of County boundaries.
- Availability of Funding
- Agencies that develop new or expand existing programs without regard to transportation in the planning and/or budget phases. This places reliance on already scarce TD Trust Funds.
- Geographic Location – The rural service area creates a challenge as essential services, i.e. medical, and employment trips result in longer trips. The traffic congestion is increasing as the growth rate continues to climb.
- Capital Purchases – The length of time to order and receive service vehicles to replace aging fleet impacts the current fleet’s ability to maintain consistency. Additionally, there is a great need for bus stop shelters which are costly in labor and materials. Florida’s rainy season (June-November) impacts riders’ ability to board buses where no shelters are currently provided.

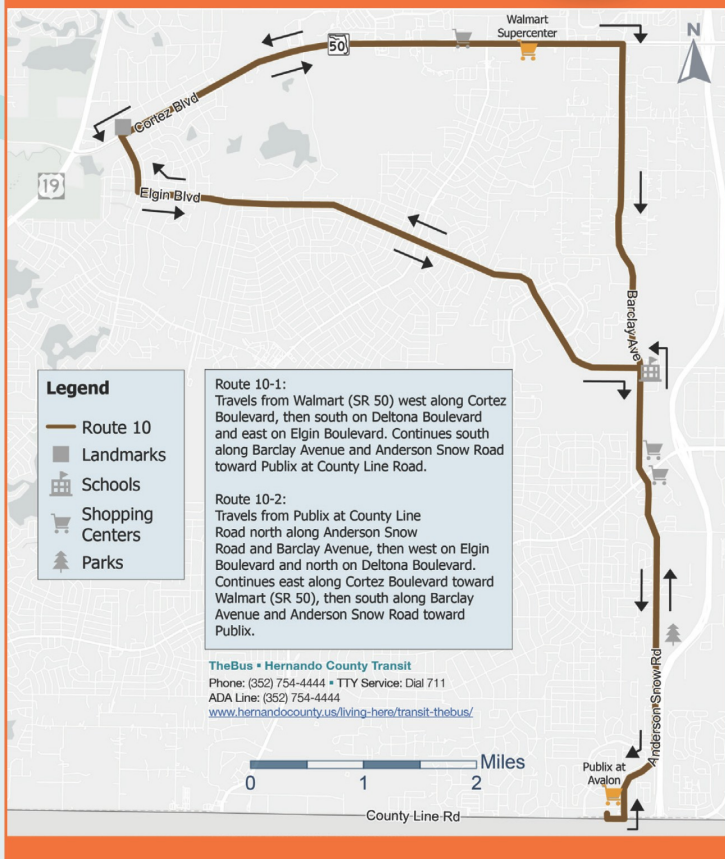
New Routes equals New Connections

We're adding two new routes to make your commute even better.

ROUTE 10

10

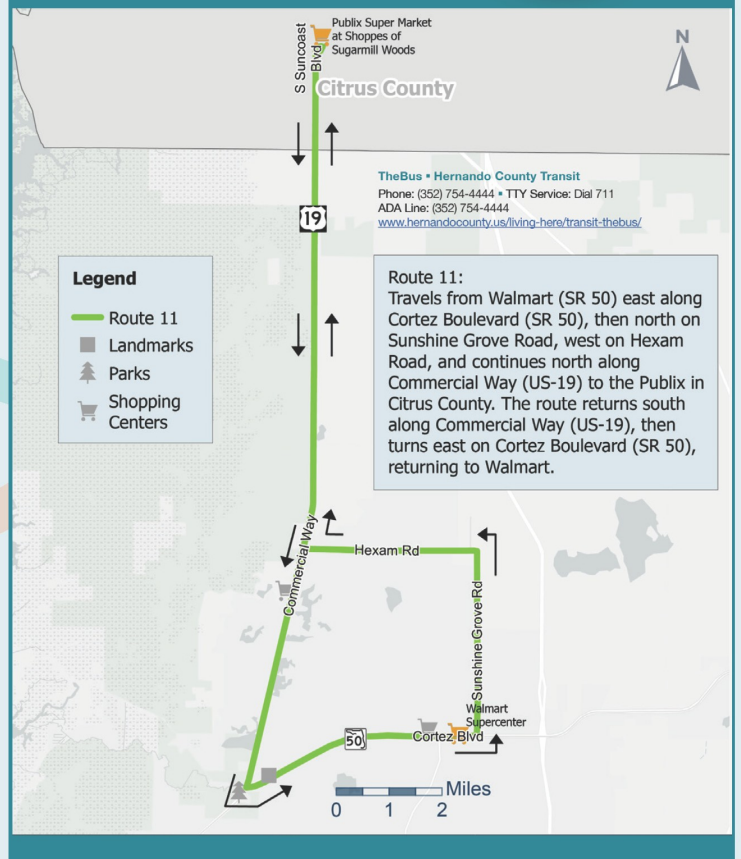
Spring Hill Connector



ROUTE 11

11

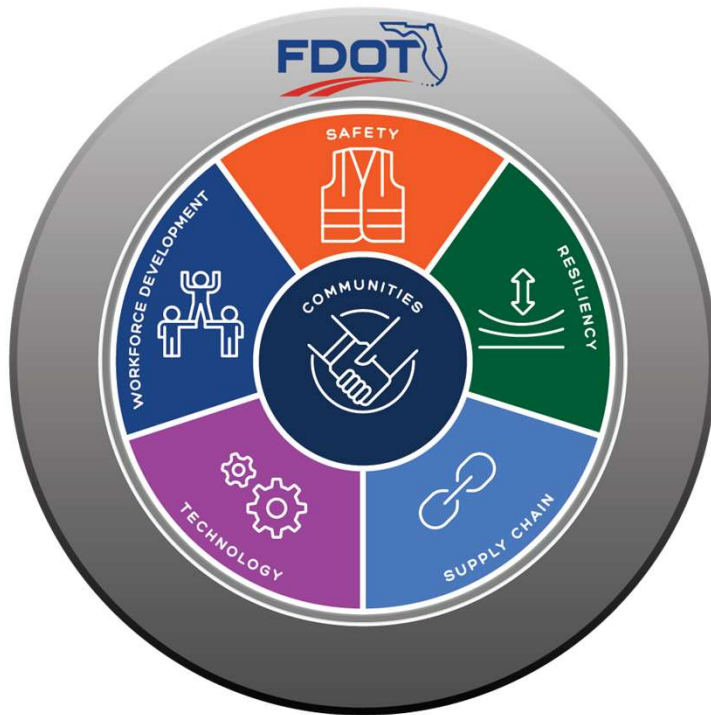
North Hernando Connector



We want to hear from You!

Fill out our virtual comment card by scanning the QR code or visiting:

<https://tinyurl.com/ShareWithTheBus>



Grant Planning & Development

FDOT District Seven
 Modal Development
 May 14, 2026

Agenda

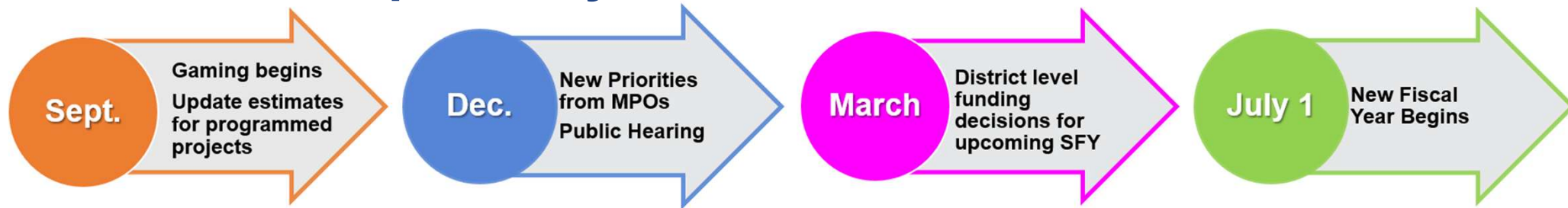


- **FDOT Work Program**
- **Matching Share Requirements**

Work Program



- **Adopted Five Year Work Program**
- **Annual Update Cycle**



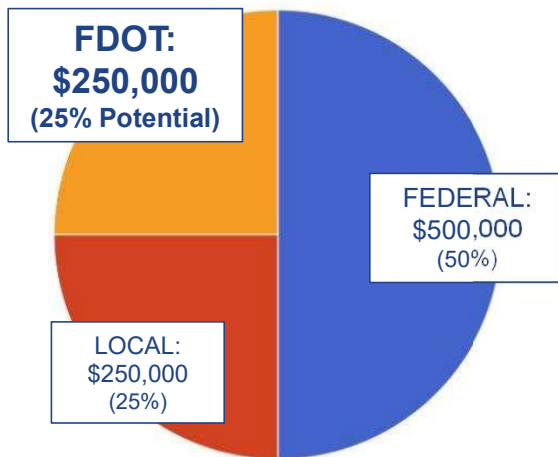
- **Updated Annually**
- **Focus on "New 5th Year"**
- **Project funding shown by grantee and/or project**

Non-Federal Share



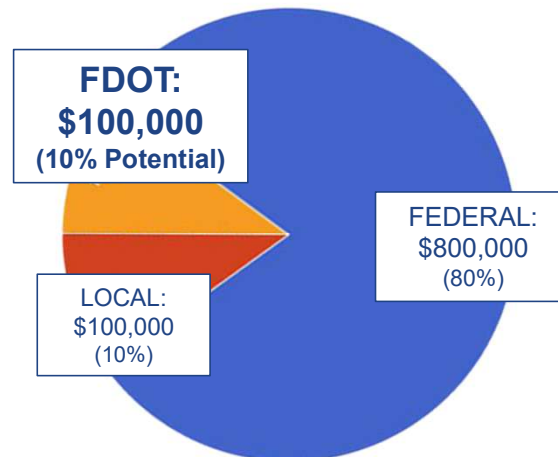
Example #1:

**\$1 million project with
\$500,000 Federal funds**



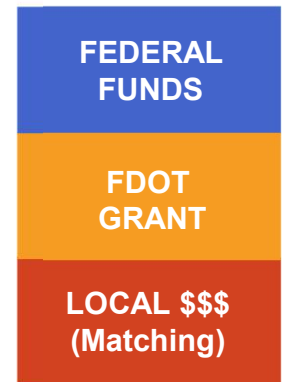
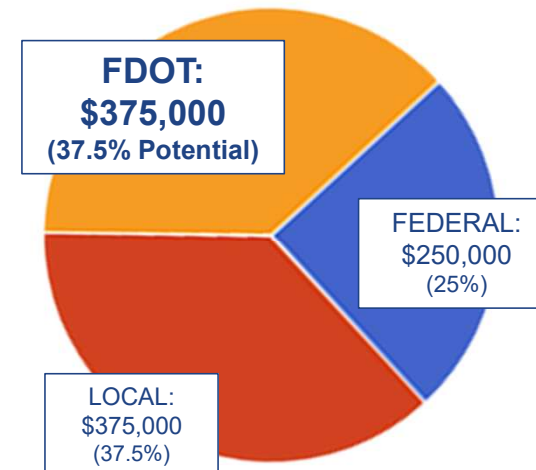
Example #2:

**\$1 million project with
\$800,000 Federal funds**

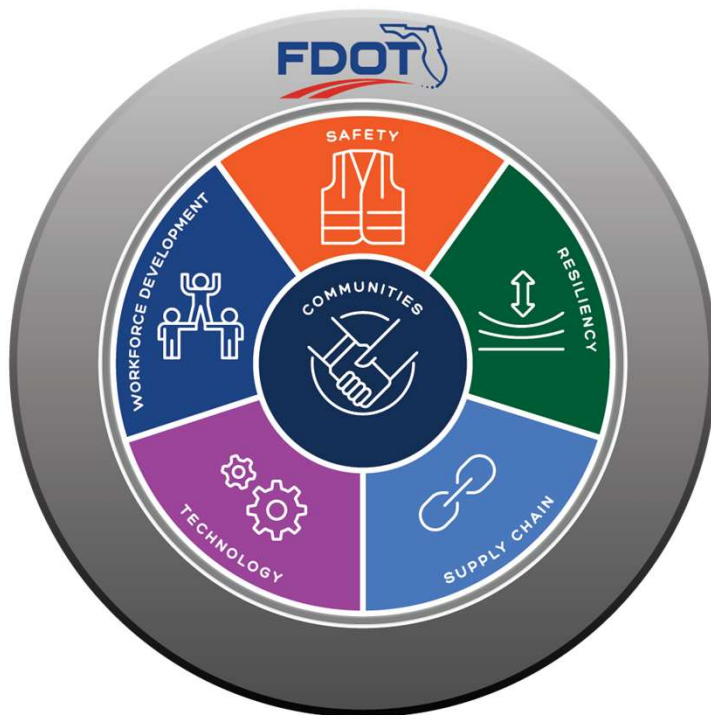


Example #3:

**\$1 million project with
\$250,000 Federal funds**



Contact Information:



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