

# Transit Update

**Director of Transportation—Rod Delostrinos**

**Key West Transit –Making Connections**

Issue	TDP Summary	Current Status
Service Improvement	<ul style="list-style-type: none"> <li>• All Routes 7 Days per week/ 18 Hours Daily</li> <li>• Switch to Smaller buses for later night/low ridership service</li> <li>• Service mostly operate on major corridors in Key West</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced Routes and Service Hours</li> <li>• Purchased 4 vehicles. Substitute for larger buses (CUTAWAY INTEGRATION PLAN)</li> <li>• Redesigned routes stay on major corridors except at turnaround points</li> </ul>
Capital/Infrastructure/Technology Needs	<ul style="list-style-type: none"> <li>• Key West Intermodal Center (KWIC)</li> </ul>	<ul style="list-style-type: none"> <li>• FDOT funding for feasibility study</li> </ul>

excerpt from **FDOT Approved Transit Development Plan October 2019**



# Cutaway Integration



MARCH 15 LUMINATOR RETURNS TO FINISH INSTALLATION OF INFOTRANSIT

MARCH 26 COMPLETE IN-HOUSE INSTALLATION OF FARE BOX

APRIL 15<sup>TH</sup> COMPLETE VENDOR INSTALLATION OF BASIC KWT MARKINGS. VENDOR COMPLETES TAG AND TITLE PROCESS IAW CONTRACT

FY 22

OCT 1<sup>ST</sup> INTEGRATE 4 NON-CDL OPERATORS INTO SYSTEM. PROJECT FREQUENCY IMPROVEMENT

APRIL TO SEPTEMBER UNFREEZE 4 NON-CDL OPERATOR POSITIONS. HIRE AND TRAIN PRIOR TO NEW FY22.

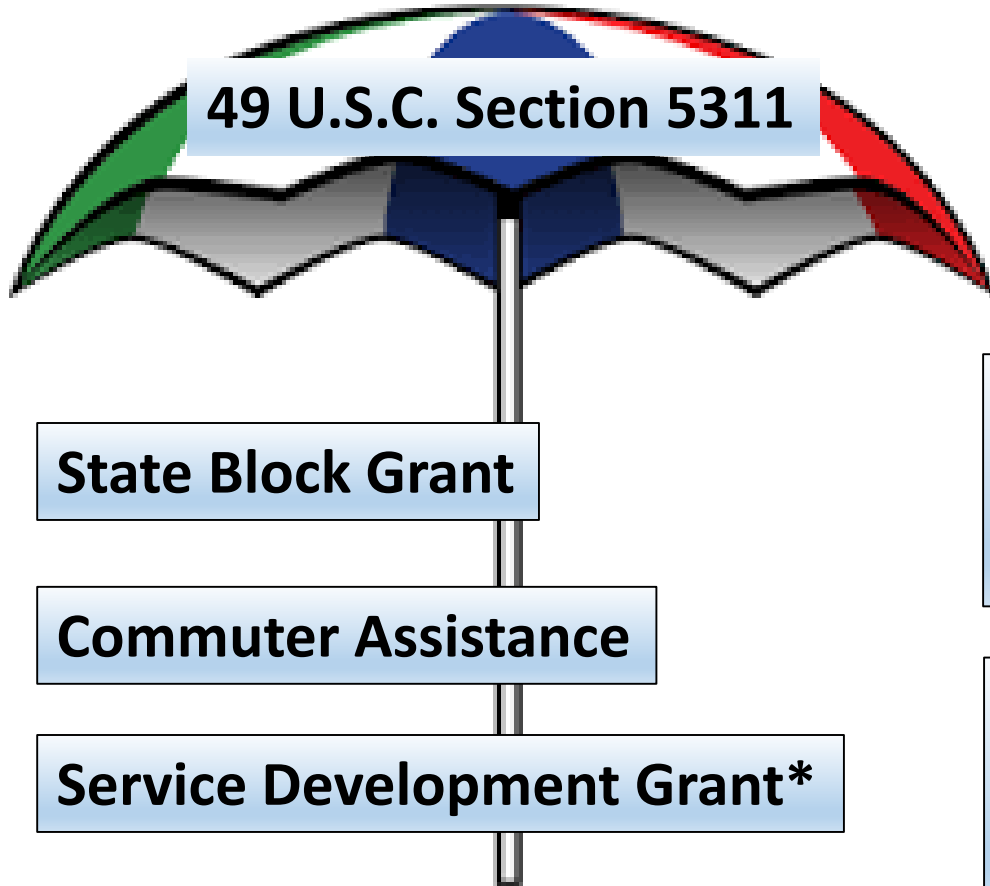
APRIL 19<sup>TH</sup> CUTAWAYS READY FOR INTEGRATION BY SUBSTITUTION INTO REVENUE SERVICE. STILL USE CURRENT CDL OPERATORS

Cutaway	Non-CDL Drivers	Effect	Potential Implementation	Comments
4 Vehicles	0 Drivers	<ul style="list-style-type: none"> <li>Able to use as an alternative vehicle when ridership is 7 or less (Social Distancing) during Non-Peak Hours</li> <li>Still must use CDL drivers</li> <li>No increase in frequency</li> <li>MPG: Gillig-3 miles per Gallon Cutaway- Est: 15 miles per Gallon</li> </ul>	<ul style="list-style-type: none"> <li>Substitute Cutaway for South Line Non-Peak</li> <li>Substitute Cutaway for Duval Loop Non-Peak</li> <li>Substitute Cutaway for North Line Non-Peak</li> </ul>	<ul style="list-style-type: none"> <li>Substitute Cutaway for South Line Non-Peak</li> <li>Substitute Cutaway for Duval Loop Non-Peak</li> </ul>
4 Vehicles	2 Drivers	<ul style="list-style-type: none"> <li>Able to use cutaway on low ridership route during non-peak hours which allows for that Gillig Bus to be added to another route.</li> <li>Potential increase of frequency</li> <li>Potential to start new limited route</li> </ul>	<ul style="list-style-type: none"> <li>Assign cutaway to South Line and move Gillig to North Line; increase frequency OR</li> <li>End Lower Keys Shuttle at Transit Facility instead of Whitehead St; start new limited route (Roosevelt Express); increase frequency</li> </ul>	<ul style="list-style-type: none"> <li>Based on a 16.5 Service Hour day, 2 drivers only cover 5 days. Weekend service will stay the same.</li> </ul>
4 Vehicles	4 Drivers	<ul style="list-style-type: none"> <li>Able to use cutaway on low ridership route during non-peak hours which allows for that Gillig Bus to be added to another route.</li> <li>Potential increase of frequency</li> <li>Potential to start new limited route</li> </ul>	<ul style="list-style-type: none"> <li>Assign cutaway to South Line and move Gillig to North Line; increase frequency AND</li> <li>End Lower Keys Shuttle at Transit Facility instead of Whitehead St; start new limited route (Roosevelt Express); increase frequency</li> </ul>	<ul style="list-style-type: none"> <li>Based on a 16.5 Service Hour day, 4 drivers only cover 5 days if both courses of action are implemented. Weekend service will stay the same.</li> </ul>

# Transit Funding

Recurring Funding

Relief Funding



**49 U.S.C. Section 5311**

**State Block Grant**

**Commuter Assistance**

**Service Development Grant\***

**C.A.R.E.S.**

**Coronavirus Aid, Relief, and Economic Security Act**

**C.R.R.S.A.A.**

**Coronavirus Response and Relief Supplemental Appropriations Act**

**Florida SB 2502: Implementing Bill-** waiver language for the Public Transit Block Grant was accepted by both sides and is included in the final bill.