Information regarding dismantling of HART and impact on Paratransit Services:

**The Owen/Wostal Plan would eliminate 130,000 annual paratransit trips for seniors and people with disabilities outside Tampa’s city limits.**

* 52% of all demand-response trips (HARTPlus + Yellow Cab) start or end outside the City of Tampa.

* A City-only system would cut off nearly 130,000 seniors and people with disabilities who depend on paratransit in unincorporated Hillsborough County, Temple Terrace, and nearby areas.

**BACKGROUND**

In HART’s FY 2025 adopted budget, the Paratransit program (HARTPlus) is funded at $13.2 million, representing **roughly 17%** of the agency’s $76.3 million Operations Division budget.

* **Projected demand:** HART forecasts 2.7 million HARTPlus revenue miles in FY 2025 – a growth of over 30% since FY23. FY26 is budgeted at over 3.4 million miles – a 65% increase since FY23.

* **ADA requirement:** Paratransit is mandated by the Americans with Disabilities Act (ADA). Transit agencies must provide comparable, door-to-door service within ¾ mile of fixed bus routes so that seniors and people with disabilities have equal access to transportation.

* **Geographic boundaries**: Because paratransit is tied to fixed-route service, it cannot extend beyond where fixed routes operate. If fixed-route service is limited to city boundaries, paratransit service would also stop at city boundaries.

* **Bottom line:** Paratransit is a core value HART delivers countywide. Demand is growing, especially among seniors and people with disabilities.

**How Service Looks Today**

**Fixed-Route Coverage**

• 56% of riders are in City of Tampa

• 44% of riders are outside Tampa (41% unincorporated Hillsborough County, 3% Temple Terrace, <1% Pasco County)

• Service mileage: 53% inside Tampa, 47% outside Tampa (45% unincorporated, 2% Temple Terrace)

*Implication: Nearly half of today’s routes and riders are outside the City of Tampa.*

Paratransit / Demand-Response Coverage

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Service Type** | **Avg. Monthly Trips** | **Within Tampa** | **Outside Tampa** | **% Outside Tampa** |
| **HARTPlus** | 15,108 | 6,306 | 8,802 | 58% |
| **Yellow Cab** | 6,631 | 4,043 | 2,588 | 39% |
| **Total Demand-Response** | 21,739 | 10,349 | 11,390 | 52% |

·        58% of HARTPlus trips would lose service under a City-only system.

·        39% of Yellow Cab trips would lose service.

·        Overall: more than half (52%) of all paratransit/demand-response trips would lose service.

*Implication: A City-only system would cut off over 130,000 trips for seniors and people with disabilities who rely on paratransit outside Tampa city limits- every year.*

**Claim:** Most of HART’s service is in the City of Tampa, so a “City-only” system makes sense.
**Fact:** Wrong.

* Of the 11.3 million fixed-route trips last year, nearly 5 million were outside Tampa — that’s almost half of HART’s ridership for an entire year.
	+ That includes 4.6 million trips in unincorporated Hillsborough and 340,000 in Temple Terrace.

**Claim:** A City-only system would “streamline” operations.
**Fact:** It would strand our senior and customers with disabilities by eliminating access to over 130,000 paratransit trips annually.

* **52% of all demand-response trips (paratransit + Yellow Cab)** start or end outside Tampa.
	+ That’s **over 130,000 annual trips lost** for seniors and people with disabilities who depend on paratransit in Brandon, Carrollwood, Temple Terrace, and beyond.
		- **ADA mandate:** Federal law requires paratransit to follow fixed-route service. If fixed routes end at the city line, paratransit ends there too. A City-only system tells vulnerable riders outside Tampa: “You’re on your own.”

**Claim:** The plan “focuses service where it’s most needed.”
**Fact:** Demand is growing countywide — not shrinking. This is not reform — It’s abandonment.

* Seniors and people with disabilities don’t stop needing rides at the city limits.
* Would Eliminate **over 130,000 annual trips** for seniors and people with disabilities.

**The Bottom Line**

* A City-only system isn’t reform. It’s a clear message that those who are need public transit don’t matter.
* It would:
	+ Eliminate **over 130,000 annual trips** for seniors and people with disabilities.
	+ Cut service to nearly **5** **million bus trips**who live outside Tampa