

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact:

Fiscal Years	2007	2008	2009	2010	2011
Capital Expenditures	_____	_____	_____	_____	_____
Operating Costs	_____	_____	_____	_____	_____
External Revenues	_____	_____	_____	_____	_____
Program Income (County)	_____	_____	_____	_____	_____
In-Kind Match (County)	_____	_____	_____	_____	_____
NET FISCAL IMPACT	0	_____	_____	_____	_____
# ADDITIONAL FTE POSITIONS (Cumulative)	0	_____	_____	_____	_____

Is Item Included In Current Budget? Yes ___ No X
 Budget Account No.: Fund _ Department _ Unit _ Object *No fiscal impact*
 Program

B. Recommended Sources of Funds/Summary of Fiscal Impact:

Interlocal Agreement with CUTR funded under R2006-0501 March 14, 2006

C. Departmental Fiscal Review: *John Murphy, Finance Mgr*

III. REVIEW COMMENTS

A. OFMB Fiscal and/or Contract Dev. and Control Comments:
 The projected revenues and expenses included in the report are estimates from the consultants used for planning purposes and are not included in projected budgets.
Elizabeth Green 2/1/07 OFMB
AM 2-1-07
ASJ 2/13/07 N/A
 Contract Dev. and Control

B. Legal Sufficiency:
[Signature] 2/22/07
 Assistant County Attorney

C. Other Department Review:

 Department Director

Palm Tran Ten Year TDP

(over 200 pages, may be viewed in Minutes Dept)



Palm Tran TDP 2006 – 2016

Executive Brief

Palm Tran, which operates Palm Beach County's public transit system, is responsible for the production of a Transit Development Plan (TDP). The TDP as required by the Florida Department of Transportation (FDOT) provides a description of the transit agency's vision for public transportation, along with an assessment of transit needs in the study area and a staged implementation program to set priorities for improvements. FDOT requires a TDP in order to maintain eligibility for State Block Grant funding. The TDP is a guidance document that identifies the public transportation improvements that the applicant would make if funds were available. The TDP as opposed to the County's Highway Program and Transportation Improvement Program (TIP) is an unfunded "plan".

FDOT strongly encourages a strategic approach to the planning process and emphasizes the importance of public participation in the preparation of the Transit Development Plan. The TDP is one of the key elements that links public transportation planning to the Metropolitan Planning Organization's (MPO) overall transportation planning process. The TDP provides direction and input to the MPO's Long Range Transportation Plan (LRTP). The TDP is used to direct the development of the MPO's Transportation Improvement Plan and its Unified Planning Work Program; it can be a useful tool for decision makers, since the data gathered for the TDP and recommendations made in it can substantiate current and future transit needs. The Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) was contracted to prepare the Transit Development Plan for the ten year period from Fiscal Year 2006 through 2016.

The specific objectives of the TDP include the following:

- Identify existing local transit services and resources;
- Evaluate existing service performance;
- Review the demographic and travel behavior characteristics of the service area
- Determine future transit needs;
- Develop goals and objectives;
- Define unmet transit needs; and
- Outline capital and operating expenses for proposed service development.

This TDP document is organized into the following chapters:

- **Chapter One: Palm Tran and the Community**

The primary objective of the first chapter is to present a description and analysis of the current socio-demographic characteristics of Palm Beach County. This effort is particularly important to the Transit Development Plan (TDP) process because it provides the foundation for all subsequent activities in the planning process. In order to prevent an analysis of the County based solely on quantitative descriptions, it is important that Palm Beach County also be examined through a contextual lens to ensure the TDP is consistent with the overall vision for the community, as defined by residents, visitors and local officials.

- **Chapter Two and Three: Existing Service – Peers & Trends**

This chapter presents an analysis of existing service performance and how it compares to peer systems in Florida and other systems from other states. The chapter begins with an analysis of Fixed Route service and it concludes with a separate review of the Demand Response systems.

- **Chapter Four: Public Involvement**

Chapter Four presents the results of several approaches undertaken during the TDP process to obtain public input. Included in this chapter is information about community transportation needs and issues identified through the following public involvement activities: An analysis of passenger data collected during on-board surveys; an analysis of community leader interviews, with ongoing involvement from the Metropolitan Planning Organization (MPO) and Palm Tran's Service Board.

- **Chapter Five: Goals and Objectives**

In order to develop goals and objectives for the Transit Development Plan, it is necessary to evaluate the needs of the community, support the plans and policies of local government agencies and identify areas where operating enhancements and efficiencies can be achieved. This chapter details Palm Tran Transit's 2006-2016 goals and objectives that were developed through the TDP process.

- **Chapter Six: Need and Opportunities**

Chapter six provides narrative descriptions of a variety of existing needs and future opportunities that evolved during the TDP process. These needs and opportunities are a projection of the services that Palm Tran will need to implement in order to meet the growing demand for services, the increasing ridership to accommodate the growing population of Palm Beach County. This chapter details new transit services, strategic service initiatives and the estimated annual cost of implementation. It also details the projects and services recommended for implementation.

- **Chapter Seven: Operating and Capital Plan**

The final chapter of the TDP assimilates public involvement, needs, opportunities, and creates a mechanism to translate these efforts into an action plan by providing the logistics of potential cost for implementation.

Palm Tran is presenting to the Palm Beach County Board of Commissioners the 2006 – 2016 major update of its Transit Development Plan (TDP). The TDP will be Palm Tran's planning, development and operational guidance document to be used in developing the Transportation Improvement Program and the Five Year Work Program.

Ten Year Transit Services Plan

- Improvements programmed by year
- Focus on weekday frequency improvements
 - Alleviate load factors in peak periods
 - Decrease wait times on transit intensive corridors
 - Enhance span of service on routes serving Tri-Rail stations
 - All system routes to 30 minutes, where demanded
- New Flex-route services
 - Select Communities
 - Activity Centers
 - Coordinate with Regular Routes
- Net new buses in peak service = 36
- Total 46 percent increase in service hours 2006-2016

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Palm Tran

Executive Summary for

Palm Tran TDP 2006 - 2016

Major Plan Update

Palm Beach County, Florida



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Presentation Purpose

- Review of TDP Process
- Review of TDP Content
- Highlights of Major Findings and Issues
- Request Board Approval of TDP and Staff Transmittal of Final Document to FDOT

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Palm Beach County Public Transportation 5 - 10 Year Business Strategic Plan

TDP Assessment & Analysis

- **Market**
- **Customer Orientation**
- **Service & Products**
- **Organization**
- **Financing**
- **Partnerships**
- **Performance**

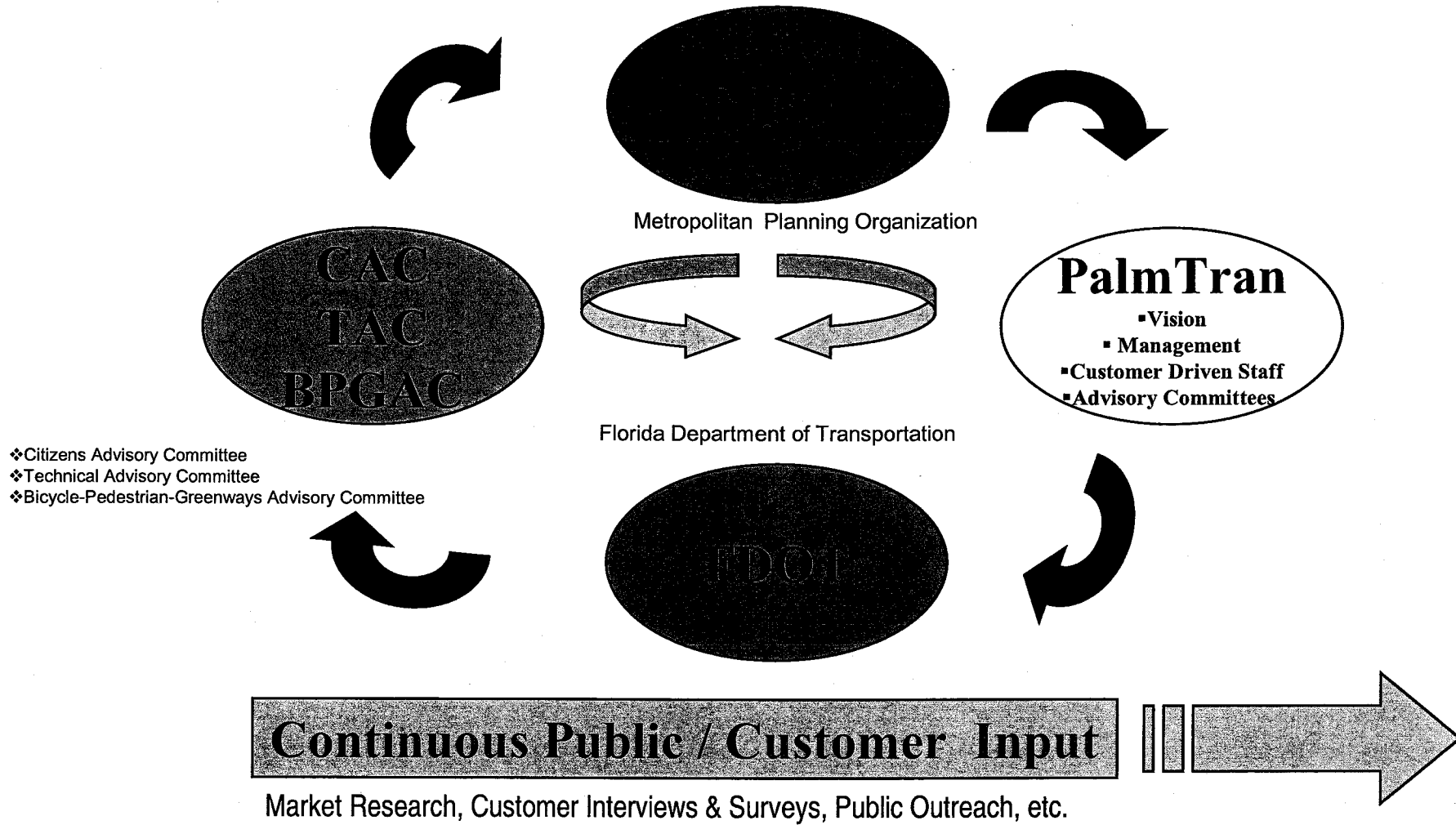
TDP Requirements

F.S. 341.052 : "Planning, Development & Operational Guidance Document"

- Shall Be Adopted By Governing Board
- Public Involvement Program
- Strategic Planning Document Appraisal of Community Needs and Demand
- Goals and Objectives
- Coordination of Local Plans
- Services and Products
- Financial Capital & Operating Plan
- Annual Update: Progress Report to FDOT
- FDOT Block Grant Funds to Palm Tran (\$3.6 M)



TDP Development Process



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TABLE OF CONTENTS

- **Introduction**
- **Chapter 1 – Palm Tran and the Community**
- **Chapter 2 – Existing Services**
- **Chapter 3 - Peer and Trend**
- **Chapter 4 - Public Involvement**
- **Chapter 5 - Goals and Objectives**
- **Chapter 6 - Needs and Opportunities**
- **Chapter 7 - Capital and Operating Plan**

Chapter 1 – The Community

Review of Community Demographics and Characteristics

Market Demographics

**Table 1-4
Population Age Distribution (2000)**

	0-17	18-24	25-44	45-54	55-59	60+
Palm Beach County	21%	7%	27%	12%	5%	28%
Florida	23%	8%	29%	12%	5%	22%
Broward County	24%	7%	31%	13%	5%	20%
Miami-Dade County	25%	9%	31%	13%	5%	17%

**Table 1-1
Palm Beach County Population**

	1990	2000	1990-2000 % Change	2005 (est)*	2000-2005 % Change (est)
Palm Beach County Population	863,500	1,131,184	31%	1,268,548	12%
Florida	12,937,926	15,982,378	24%	17,789,864	11%
Broward County	1,255,488	1,623,018	29%	1,777,638	5%
Miami-Dade County	1,973,094	2,253,362	14%	2,376,014	5%

* U.S. Census Bureau July 1, 2005 estimates

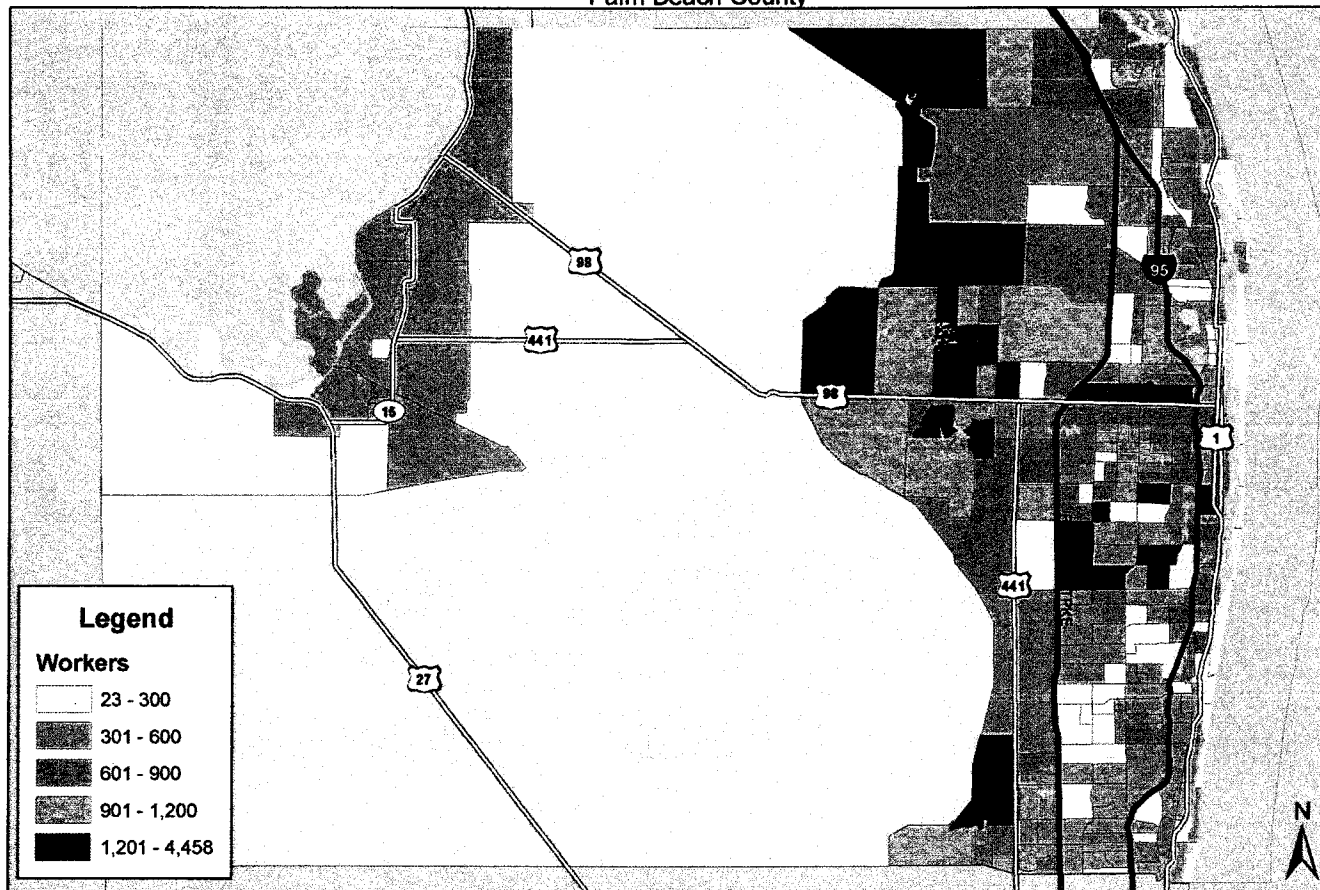
**Table 1-6
Household Income Distribution (1999)**

Household Income	< \$10,000	\$10,000- \$20,000	\$20,000- \$30,000	\$30,000- \$50,000	\$50,000- \$75,000	> \$75,000
Palm Beach County	8%	12%	13%	22%	19%	26%
Florida	10%	14%	24%	24%	18%	10%
Broward County	5%	9%	12%	23%	22%	29%
Miami-Dade County	9%	14%	14%	23%	18%	22%

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Commuting Markets

Figure 1-8
Total Workers With Commute
Time Greater Than 30 Minutes
Palm Beach County

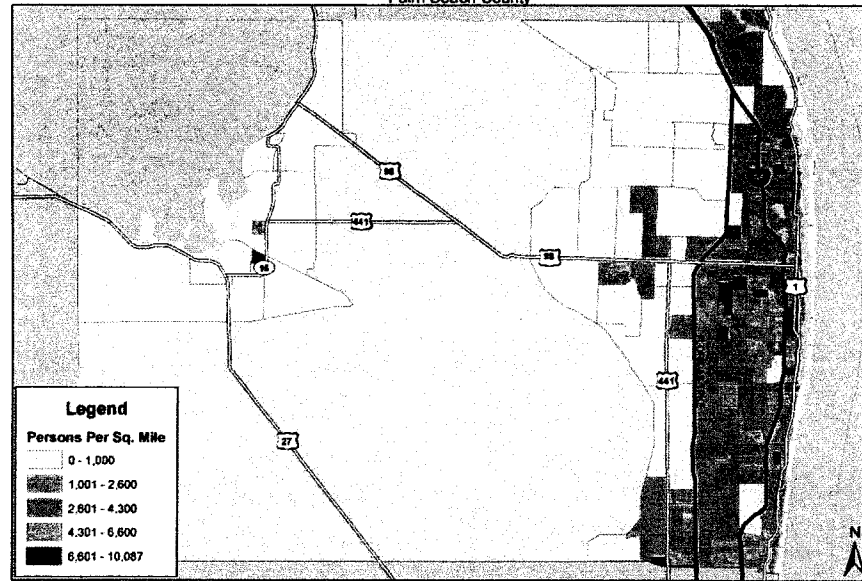


Source: 2000 Census

Note: Due to its unusual size and population dispersion, tract 7903 has been omitted. This tract, shaded in gray, contains 2,007 workers with commute time greater than 30 minutes.

Population Density

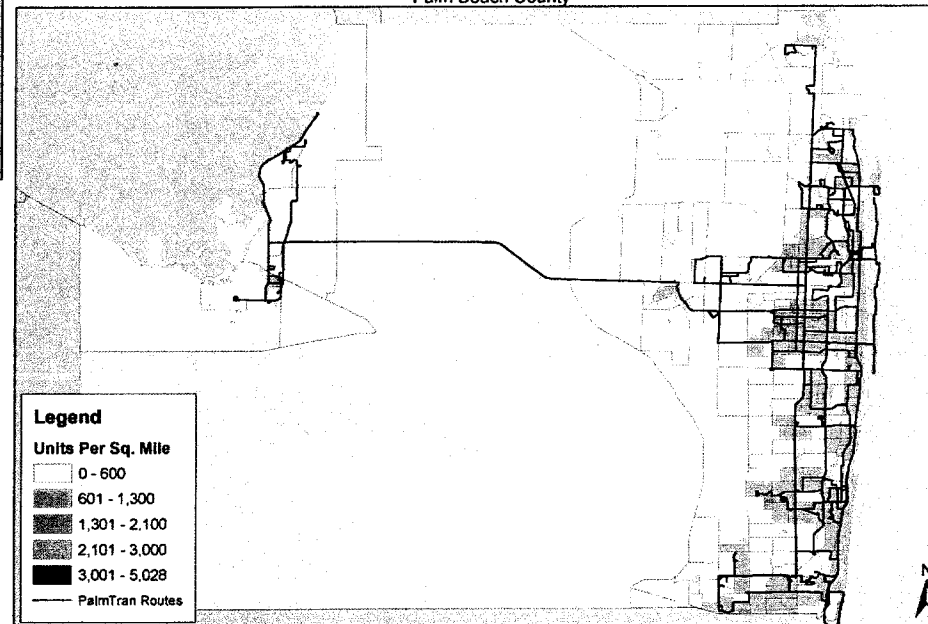
Figure 1-2
Population Density
(Persons Per Square Mile)
Palm Beach County



Source: 2000 Census
Note: Due to its unusual size and population dispersion, tract 7903 has been omitted. This tract, shaded in gray, has a population density of 0 persons per square mile.

Household Density

Figure
Housing Density
(Housing Units Per Square Mile)
Palm Beach County



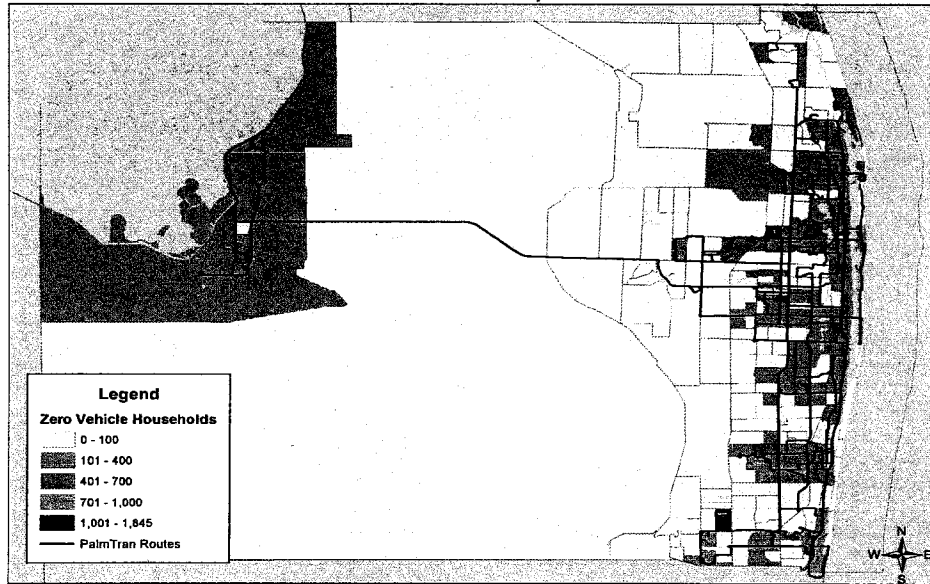
Source: 2000 Census
Due to its unusual size and population dispersion, tract 7903 has been omitted. This tract, shaded in gray, has a housing density of 2 housing units per square mile.

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Mobility Needs:

No. of Vehicles in Household

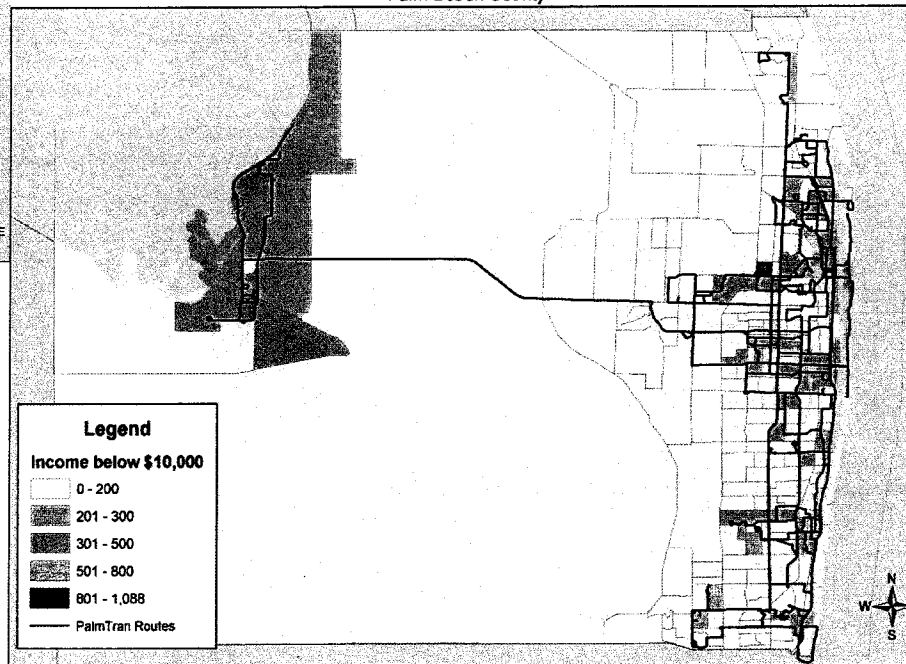
Figure
Total Households With Zero
Vehicles Available
Palm Beach County



Source: 2000 Census

Income

Figure
Total Households With
Income Under \$10,000
Palm Beach County

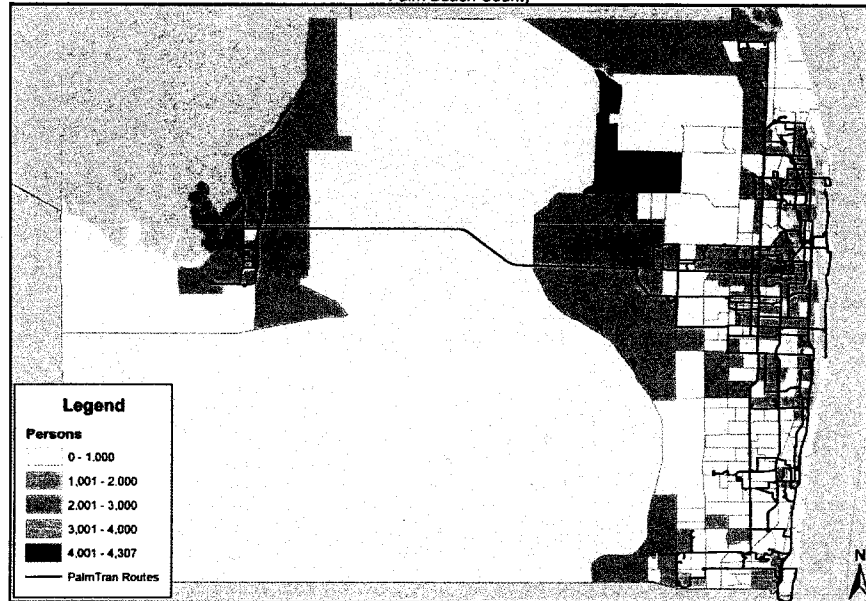


Source: 2000 Census

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Youth Market

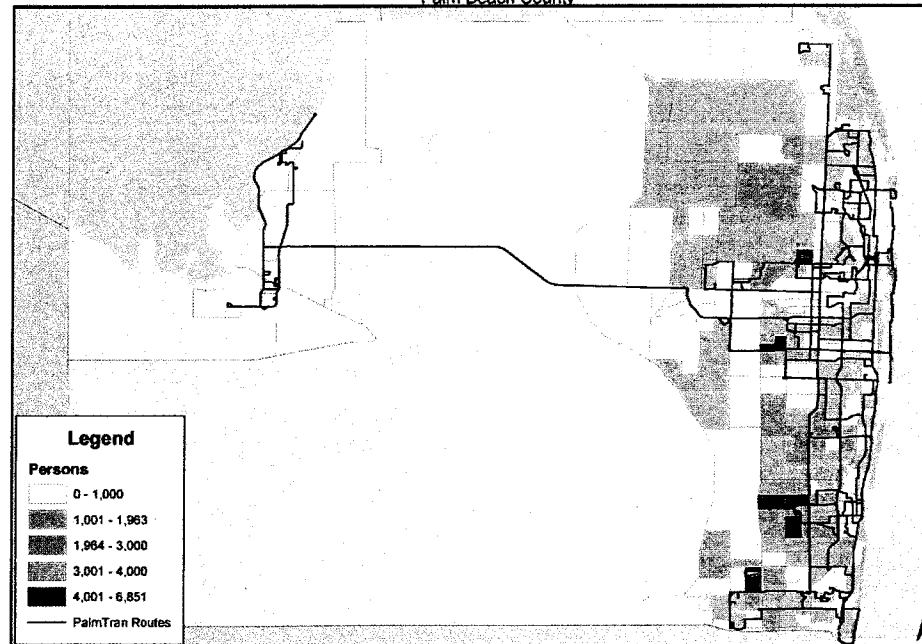
Figure
Population Under Age 18
Palm Beach County



Source: 2000 Census
Note: Due to its unusual size and population dispersion, tract 7903 has been omitted. This tract, shaded in gray, contains 1,969 people under age 18.

Senior Market

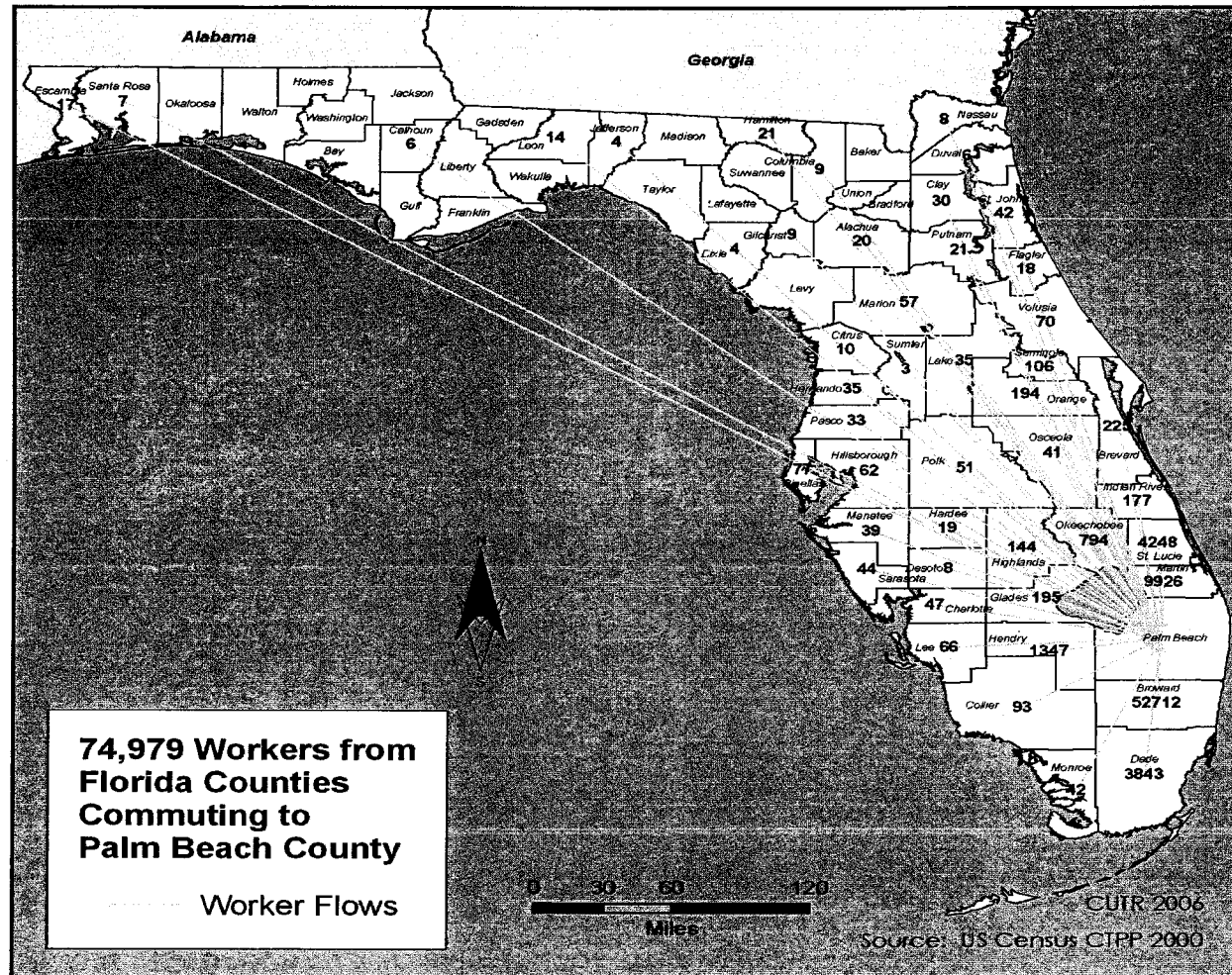
Figure
Population Over Age 60
Palm Beach County



Source: 2000 Census
Note: Due to its unusual size and population dispersion, tract 7903 has been omitted. This tract, shaded in gray, contains 249 people over age 60.

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Commuters: From Other Counties



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Chapters 2 & 3

Existing Service - Peers & Trends

Analysis of Existing Service Performance & Comparative Peers

Fixed Route Peers

Florida Peer Systems
HART (Tampa, FL)
Jacksonville Transit Authority (Jacksonville, FL)
Pinellas Suncoast Transit Authority (Clearwater, FL)
Non-Florida Peer Systems
Greater Dayton Regional Transit Authority (Dayton, OH)
Fairfax Connector Bus System (Fairfax, VA)
Connecticut Transit – Hartford Division (Hartford, CT)
North San Diego County Transit District (Oceanside, CA)
Central Contra Costa Transit Authority (Concord, CA)

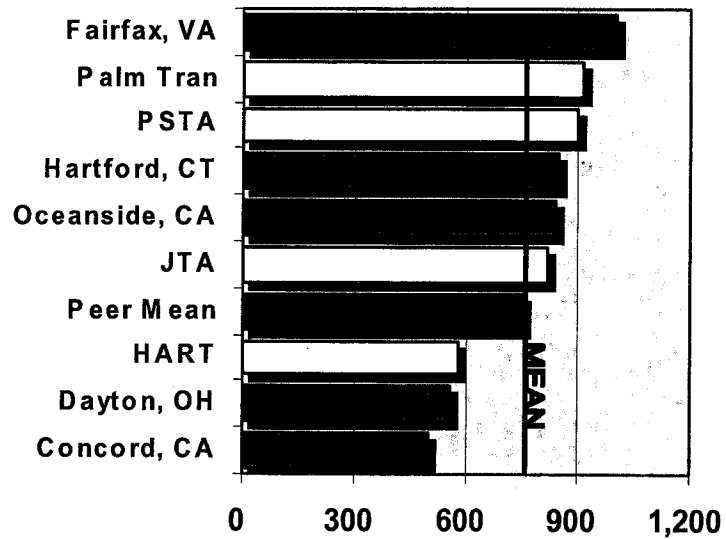
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Peer Analysis – Service Area

Fixed Route

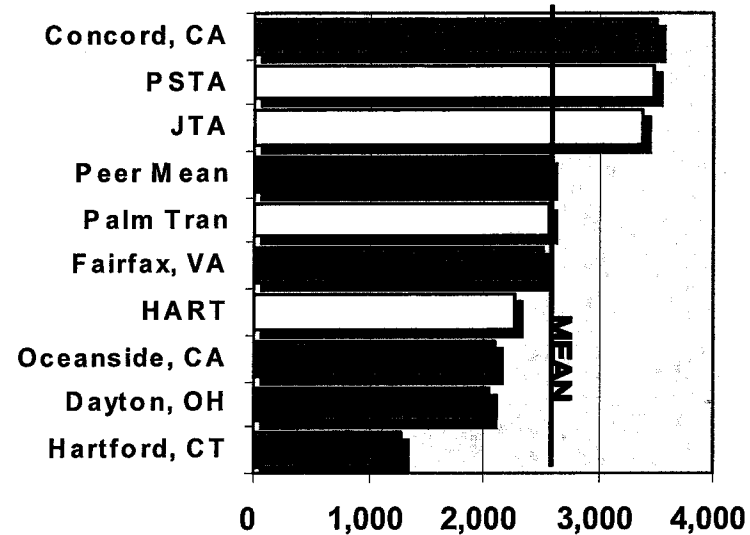
**Service Area Population
(000's)**

Peers (FY2004)



**Service Area Density
(Population per Sq. Mile)**

Peers (FY2004)

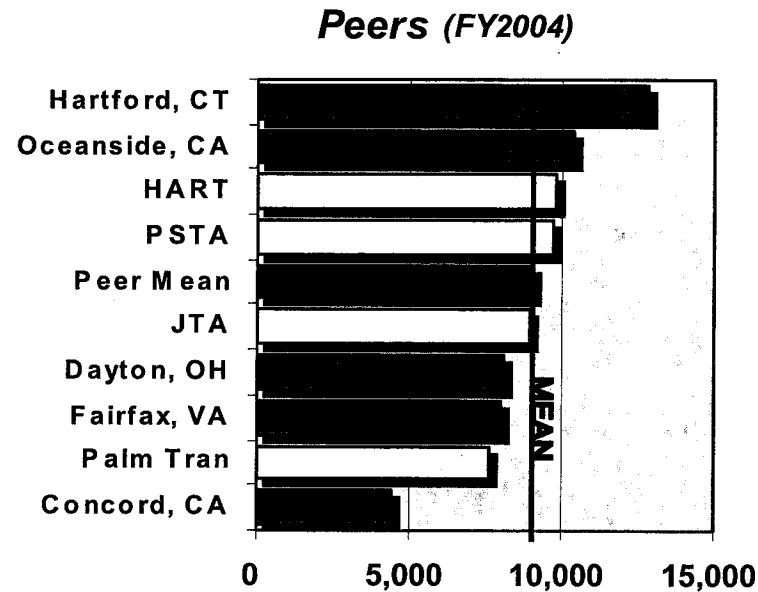


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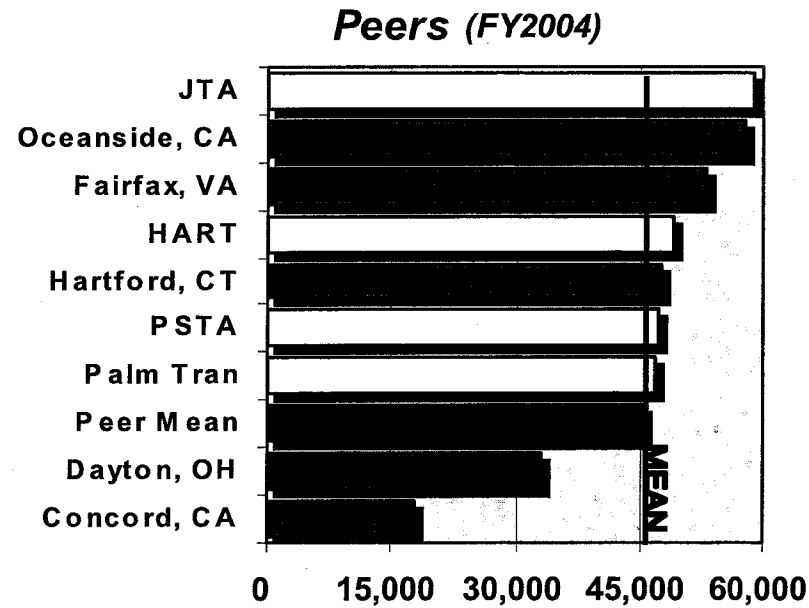
Peer Analysis – Ridership

Fixed Route

Passenger Trips (000's)



Passenger Miles (000's)



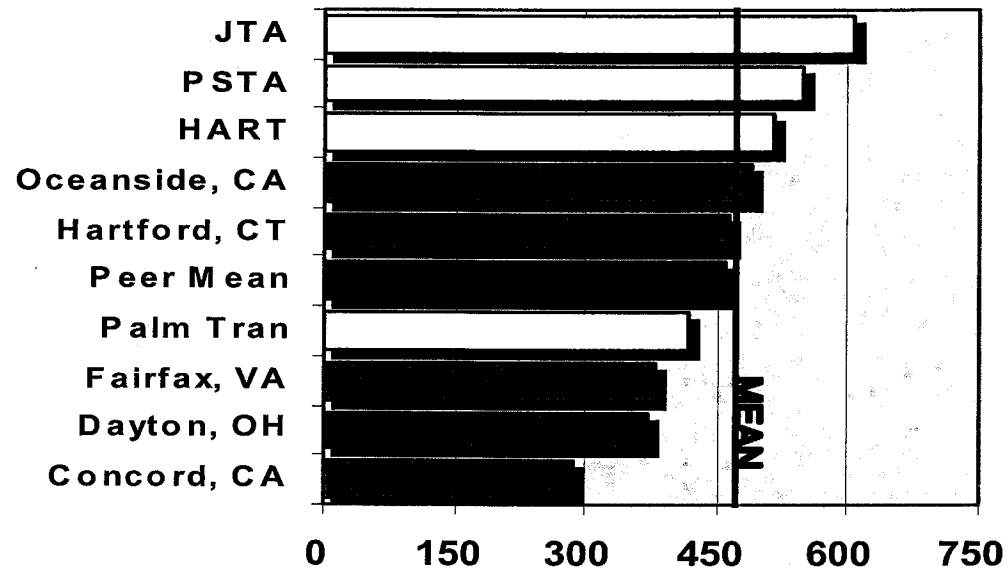
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Peer Analysis – Revenue Hours

Fixed Route

Revenue Hours (000's)

Peers (FY2004)



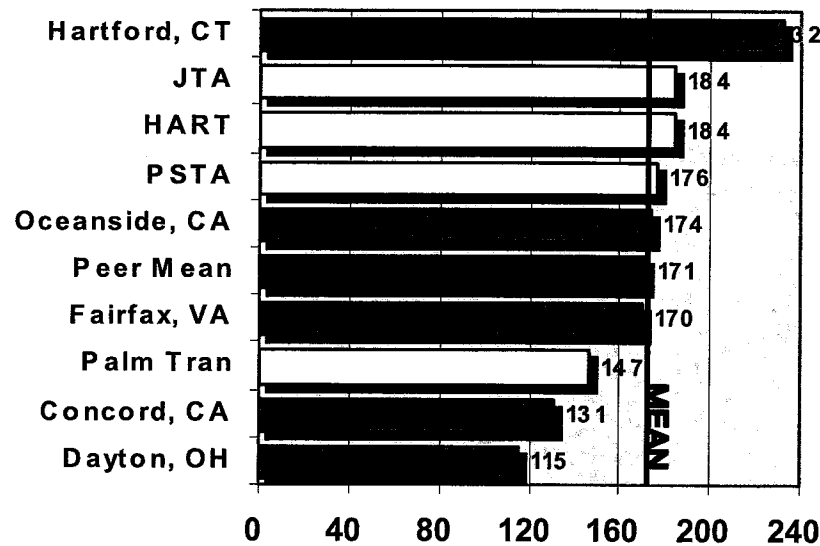
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Peer Analysis – Vehicles

Fixed Route

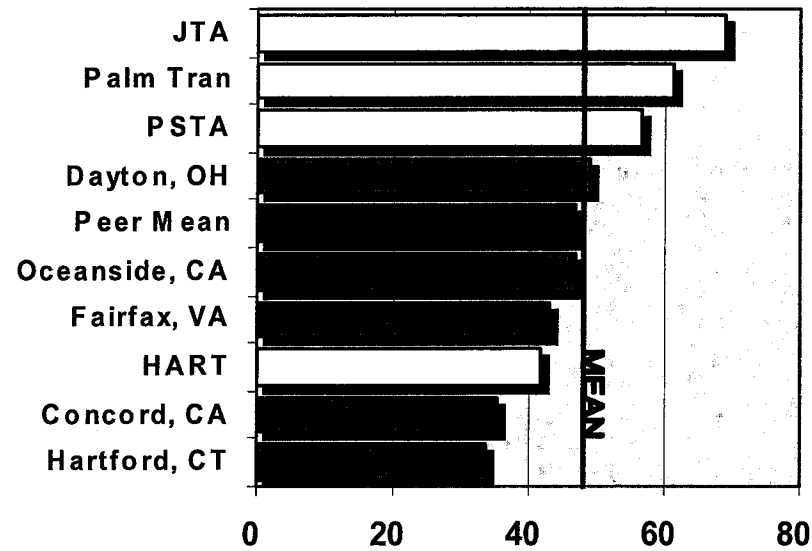
Total Vehicles

Peers (FY2004)



Revenue Miles Per Vehicle in Maximum Service

Peers (FY2004)



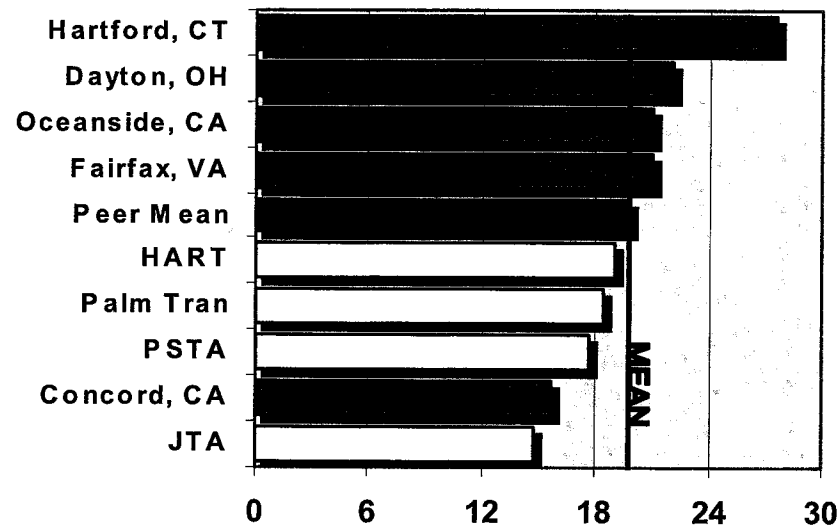
HE

Peer Analysis – Productivity

Fixed Route

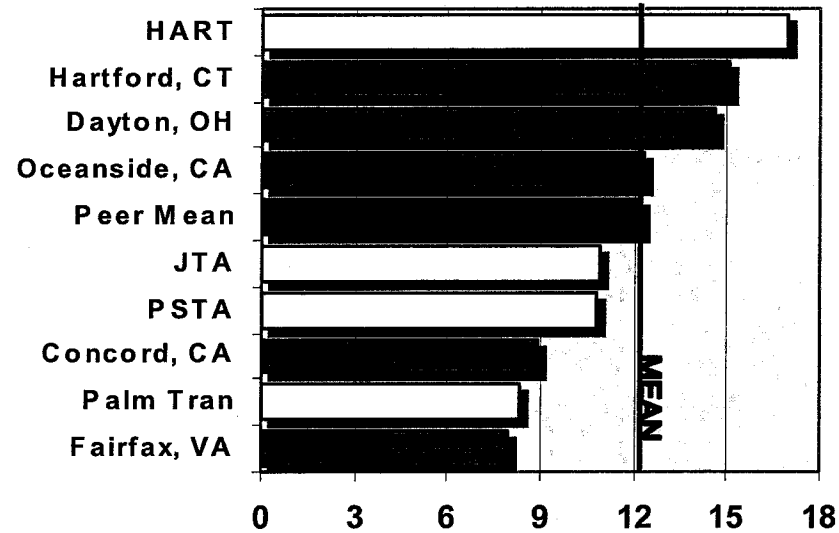
Passengers per Revenue Hour

Peers (FY2004)



Passengers per Capita

Peers (FY2004)



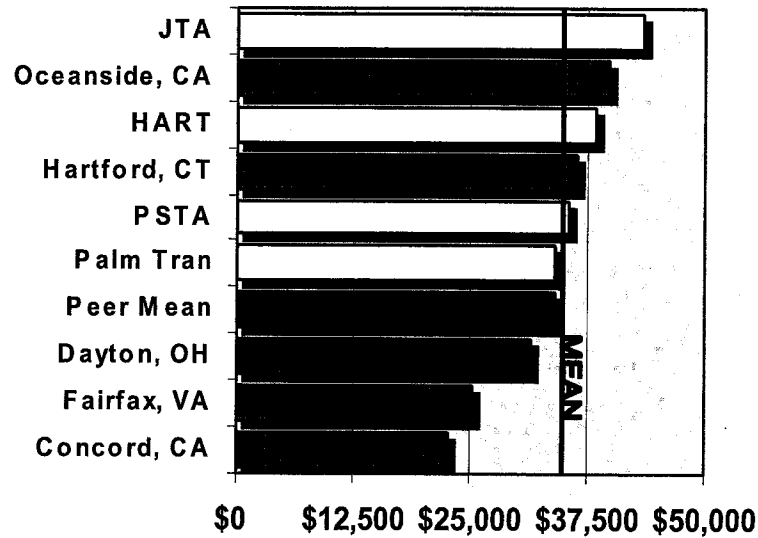
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Peer Analysis – Financial Indicators

Fixed Route

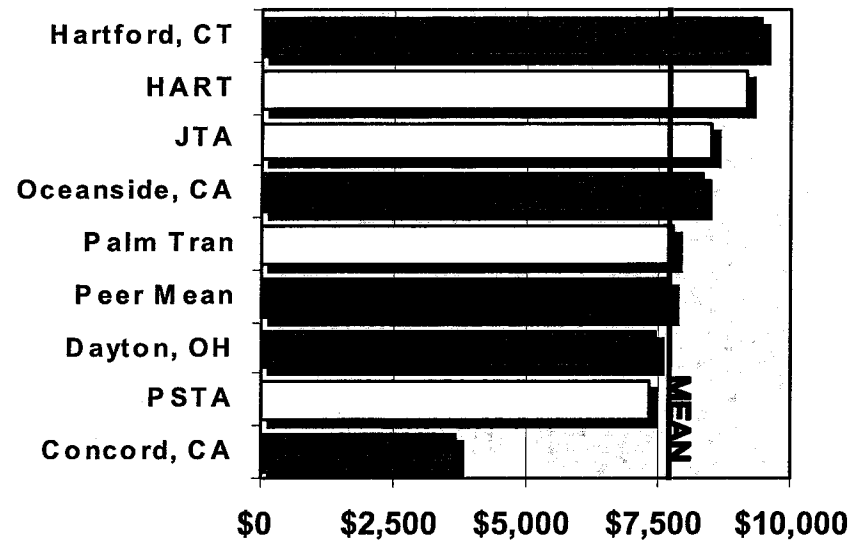
Operating Expense (000's)

Peers (FY2004)



Maintenance Expense (000's)

Peers (FY2004)



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Demand Response Peers

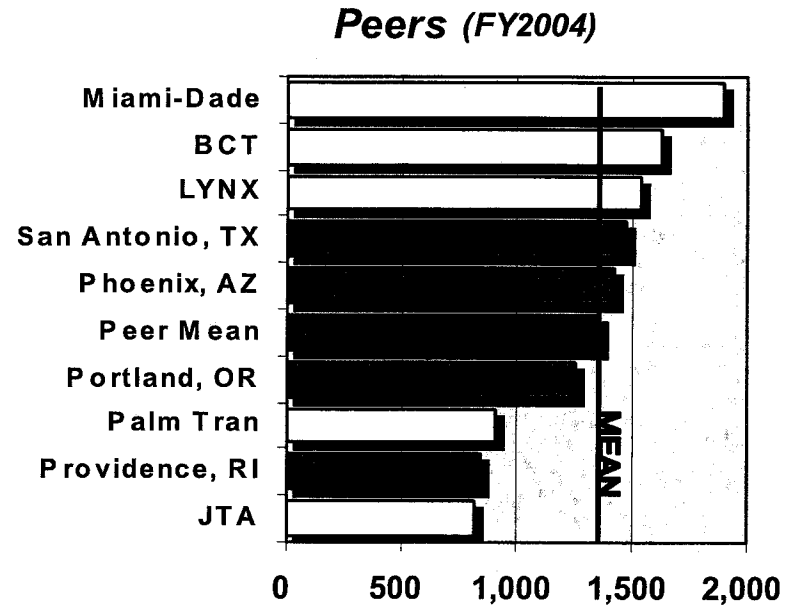
Florida Peer Systems
ATS, LLC (Miami, FL)
Jacksonville Transit Authority (Jacksonville, FL)
Broward County Transit (Pompano Beach, FL)
LYNX (Orlando, FL)
Non-Florida Peer Systems
Rhode Island Public Transit Association (Providence, RI)
TriMet (Portland, OR)
Valley Metro (Phoenix, AZ)
VIA Metro Transit (San Antonio, TX)

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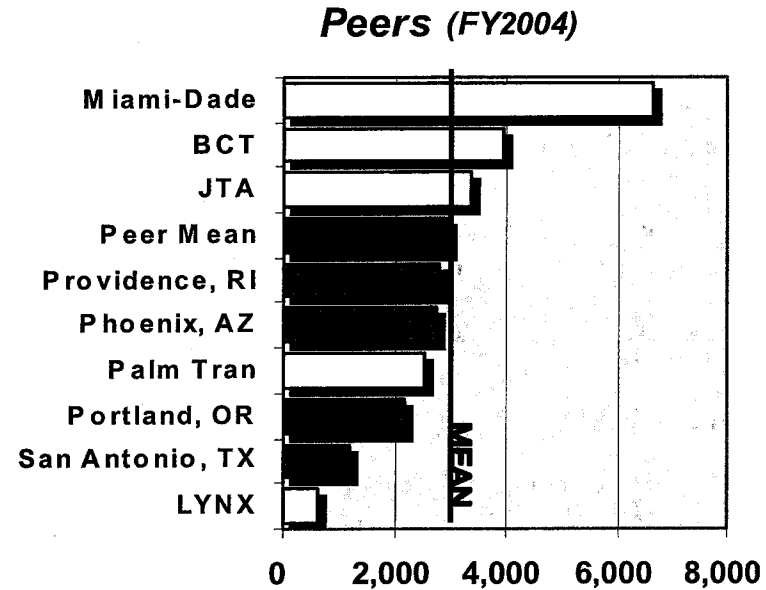
Peer Analysis – Service Area

Demand Response

**Service Area Population
(000's)**



**Service Area Density
(Population per Sq. Mile)**

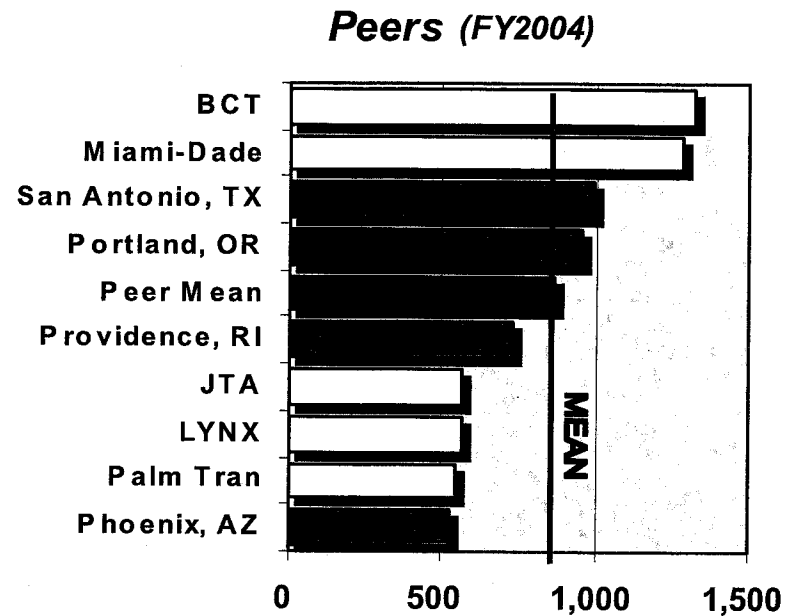


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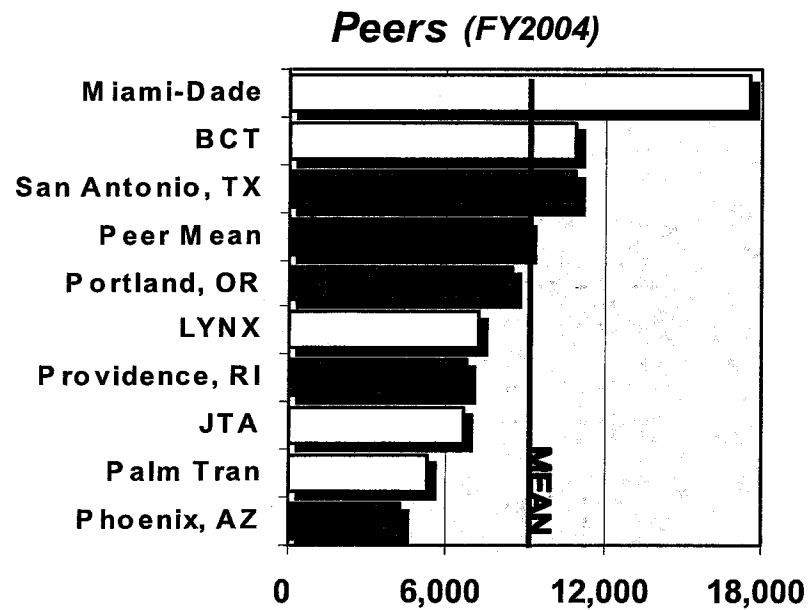
Peer Analysis – Ridership

Demand Response

Passenger Trips (000's)



Passenger Miles (000's)



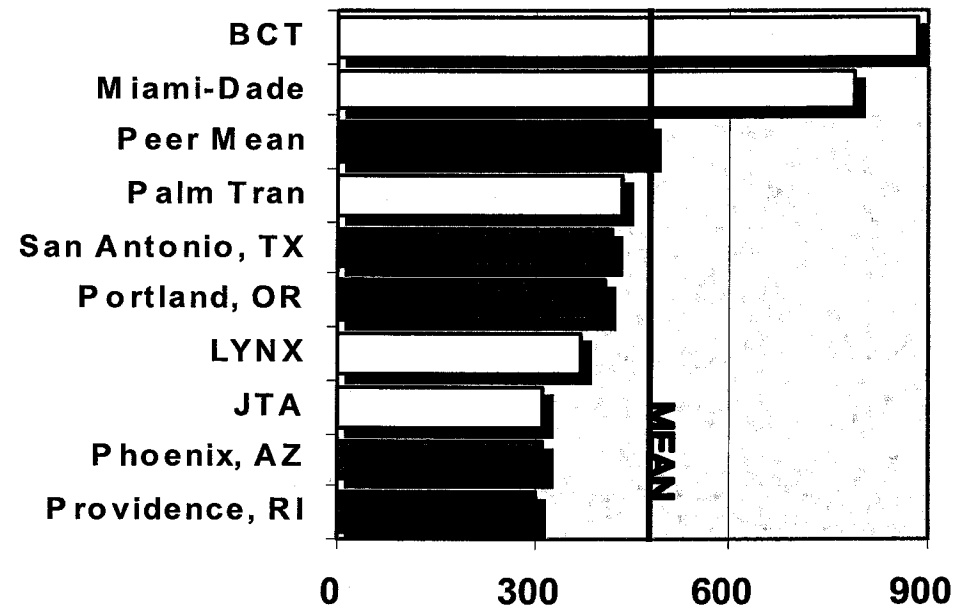
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Peer Analysis – Revenue Hours

Demand Response

Revenue Hours (000's)

Peers (FY2004)

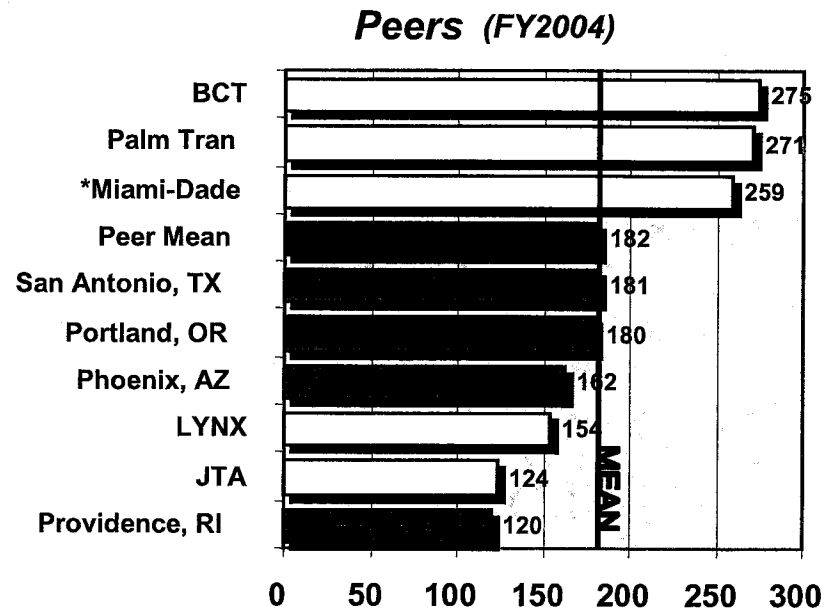


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Peer Analysis – Vehicles

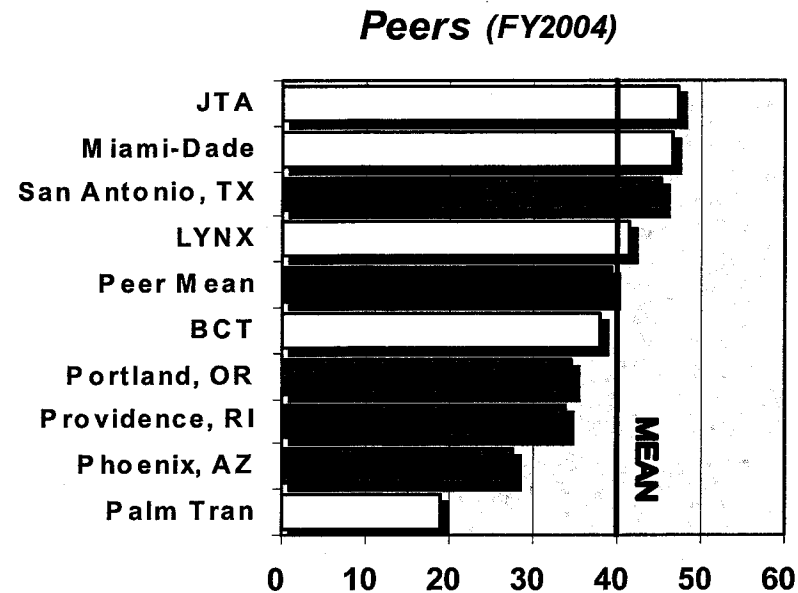
Demand Response

Vehicles in Maximum Service



* Miami-Dade does not operate Medicaid service

Revenue Miles Per Vehicle in Maximum Service



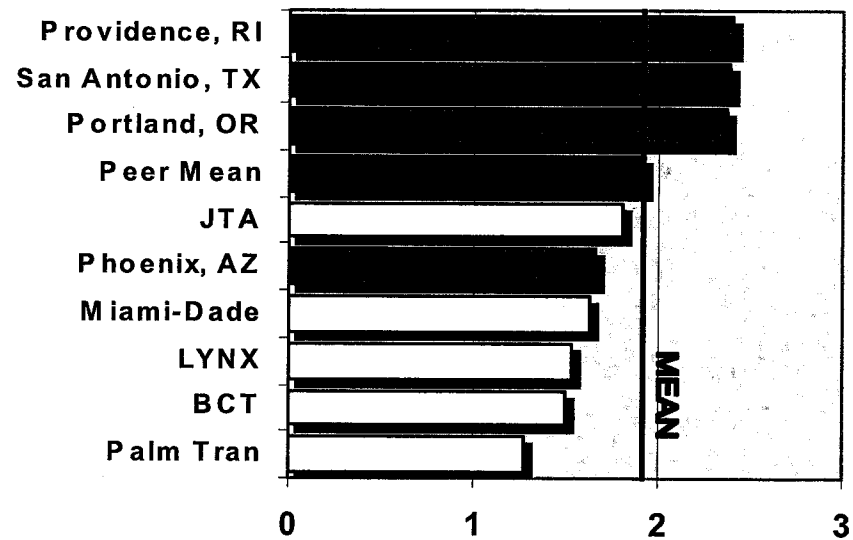
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Peer Analysis – Productivity

Demand Response

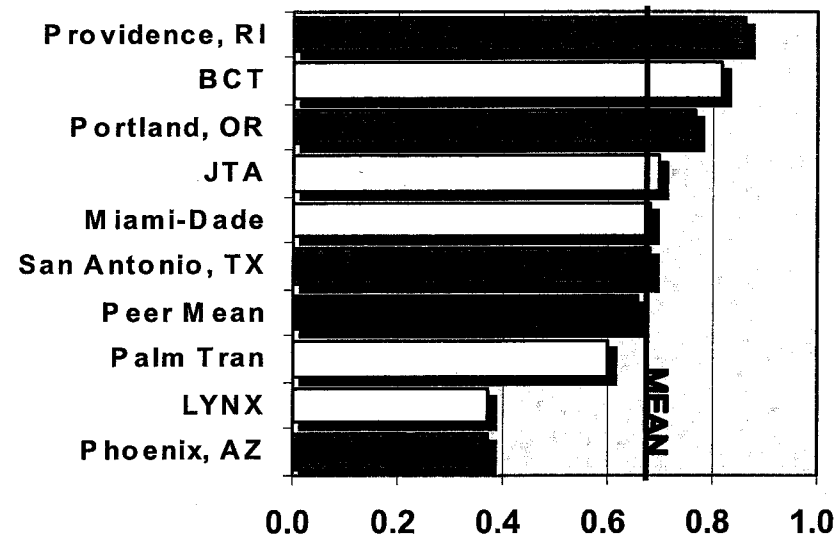
Passengers per Revenue Hour

Peers (FY2004)



Passengers per Capita

Peers (FY2004)



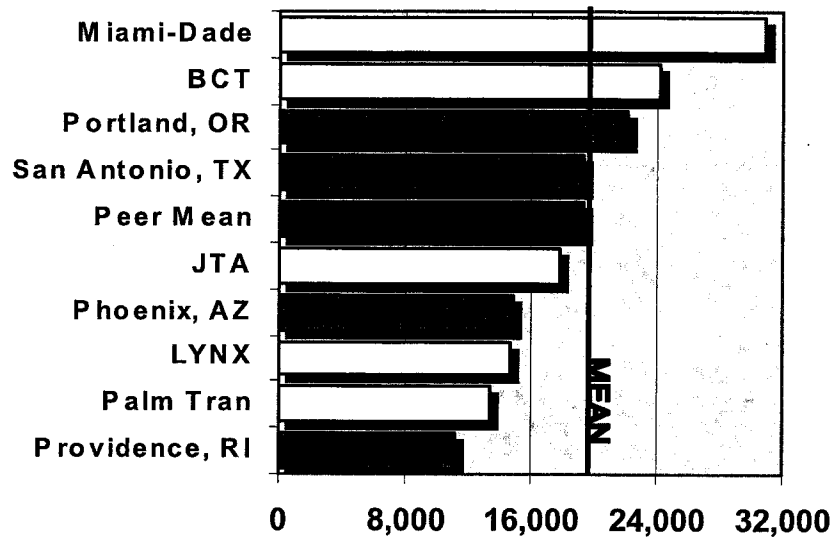
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Peer Analysis – Financial Indicators

Demand Response

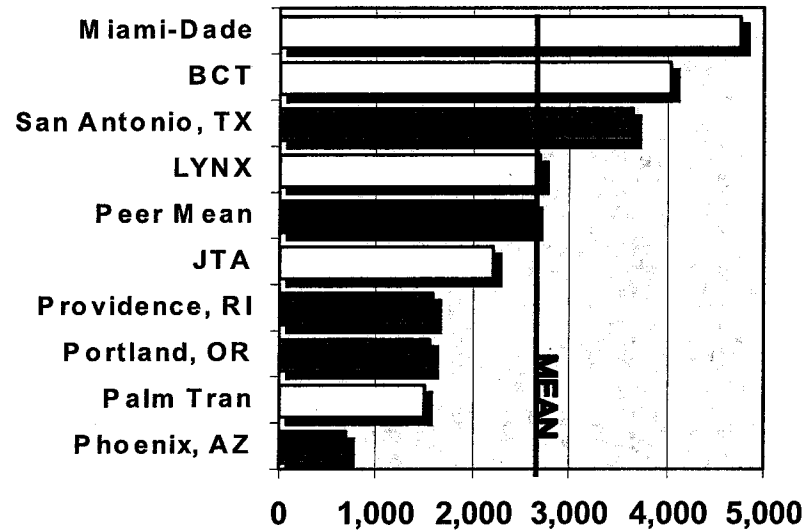
Operating Expense (000's)

Peers (FY2004)



Maintenance Expense (000's)

Peers (FY2004)



Chapter 4 Public Involvement Program / Market Research

Plan Development: Public Outreach and Involvement Including
Market Research

TDP Public Involvement Program

- TDP Advisory Committee
- Service Board
- Customers
- Residents
- MPO Process
- Public Presentations

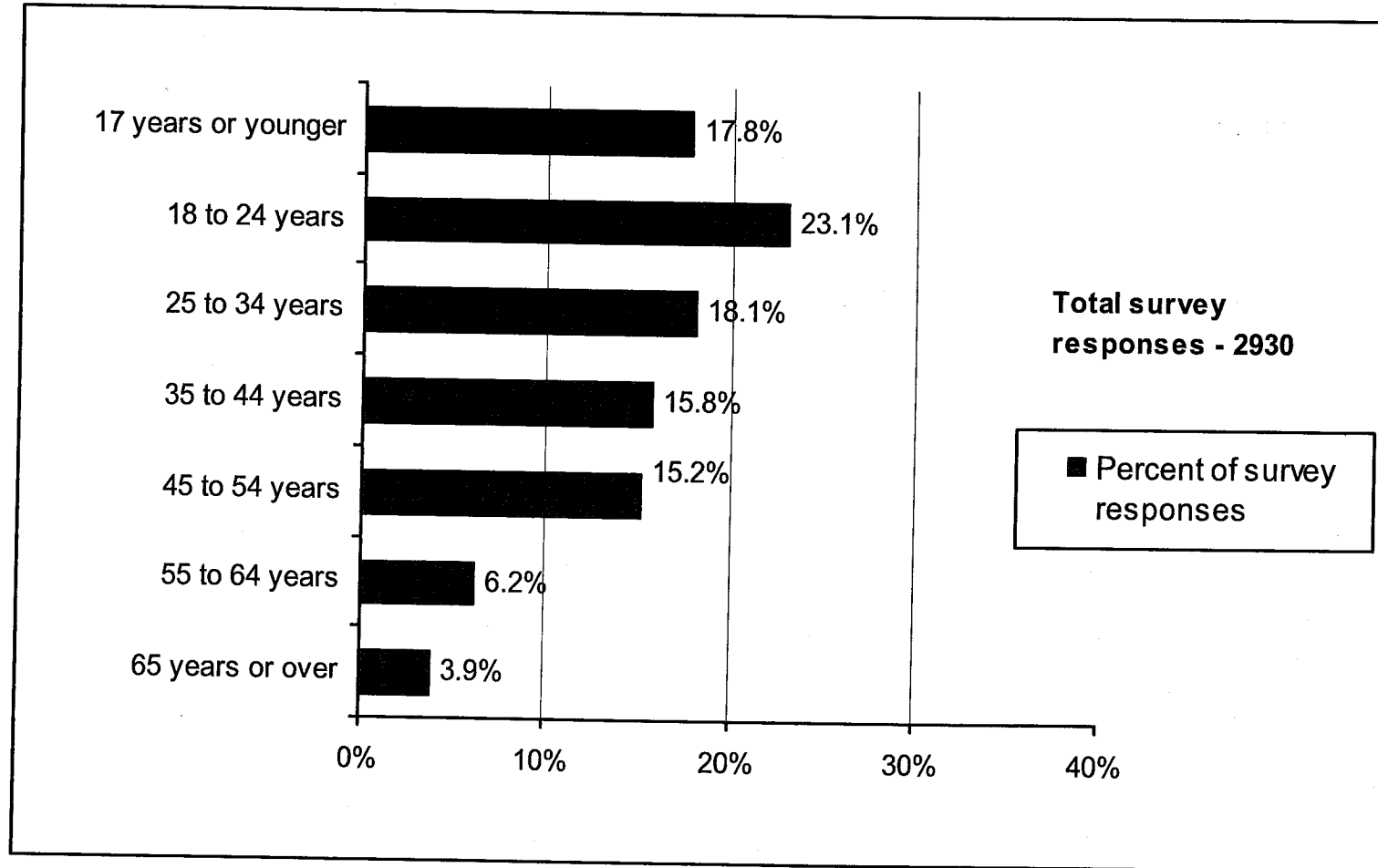


On Board Customer Survey

Bus Service

Survey of Customers for Perspectives, Opinions, and Satisfaction

Customer Age



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Customer Gender

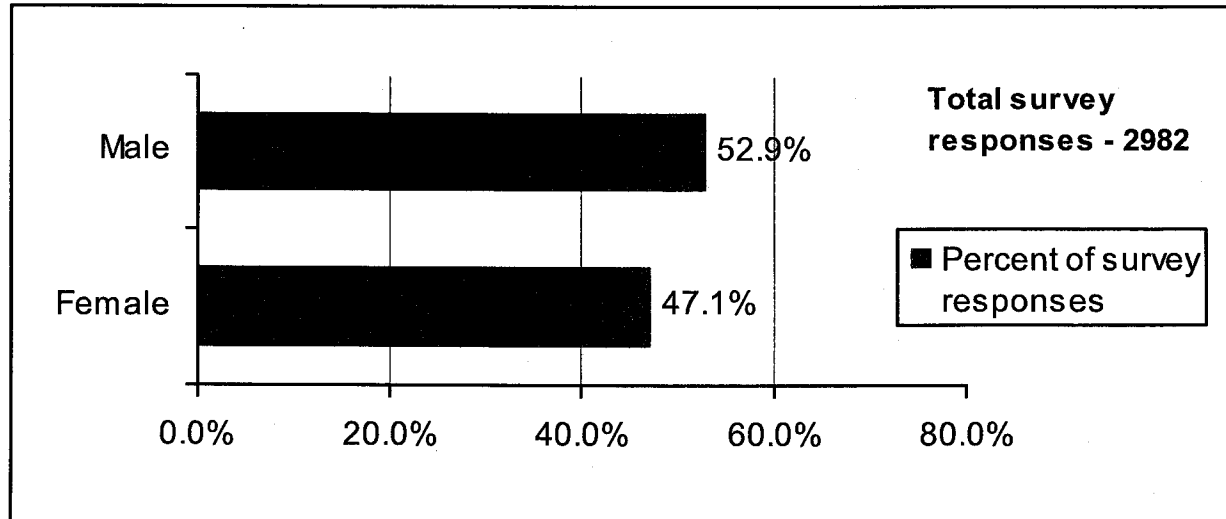
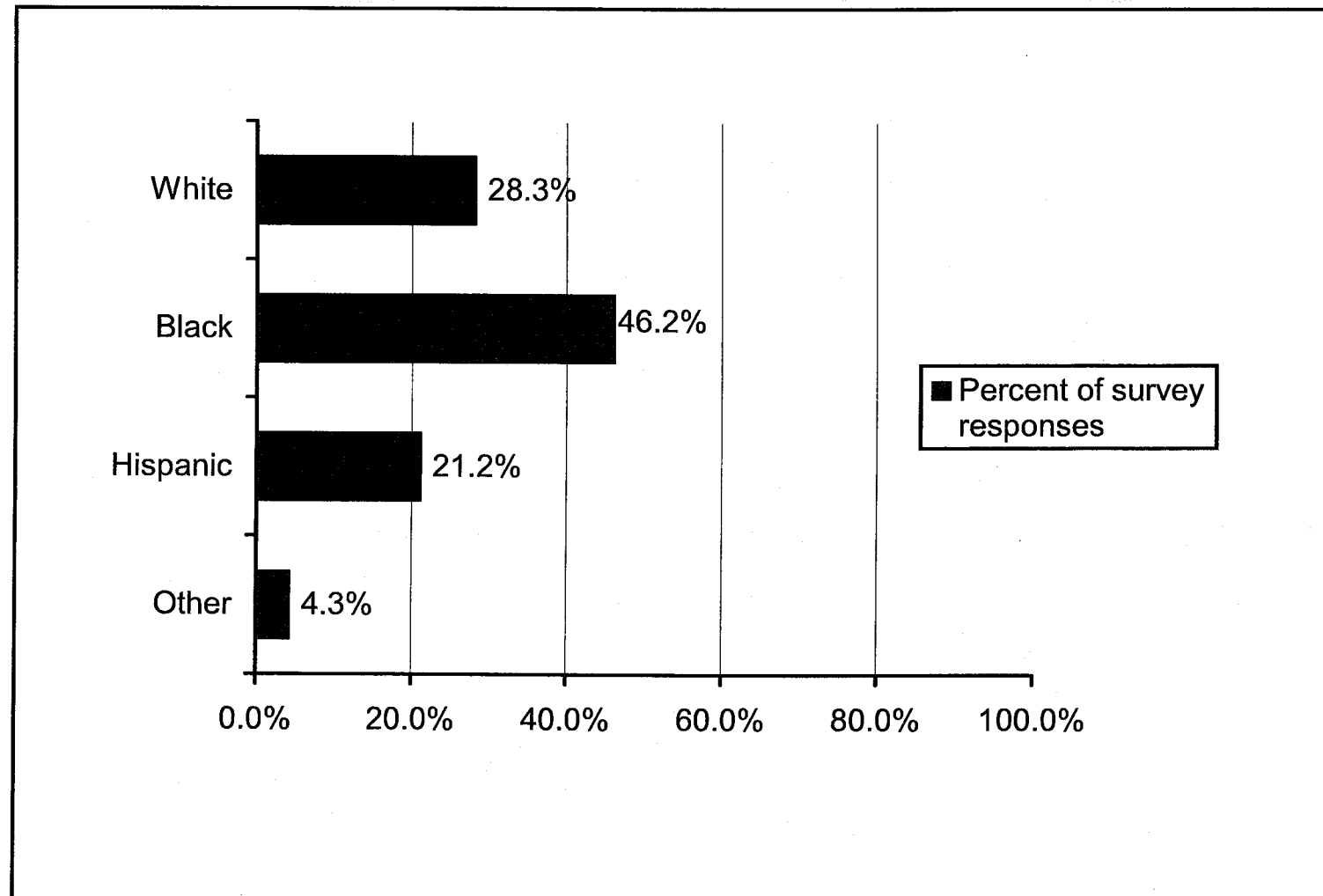


Table 4-3: Gender (Q14) By Customer Age (Q13)

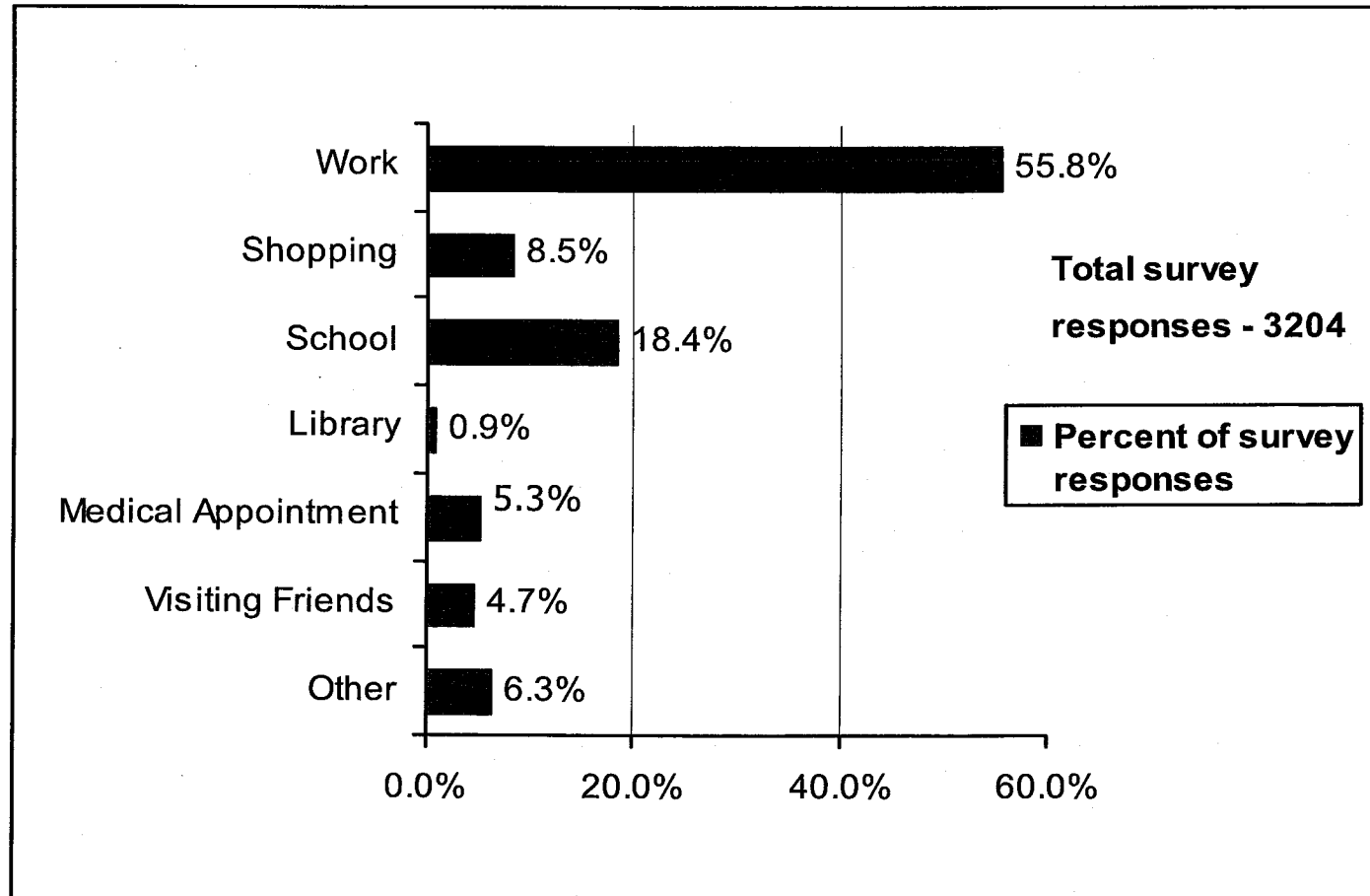
Gender	Age							Total
	<17	18 to 24	25-34	35-44	45-54	55-64	65>	
Male	9.40%	11.98%	9.64%	8.56%	8.63%	3.63%	1.64%	53.47%
Female	8.35%	11.18%	8.31%	7.27%	6.71%	2.48%	2.24%	46.52%
Total	17.75%	23.16%	17.95%	15.82%	15.33%	6.11%	3.88%	100.00%

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Customer Ethnicity

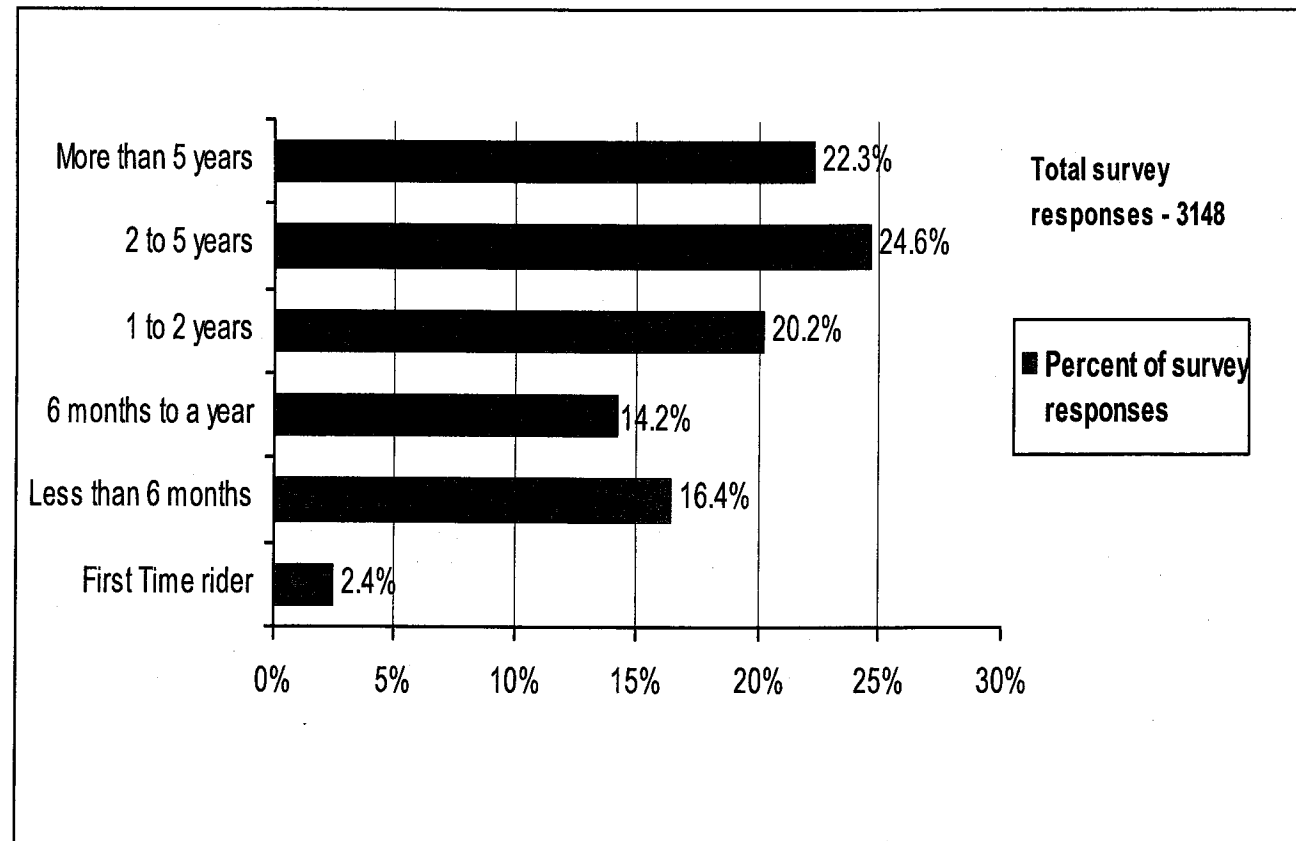


Trip Purpose



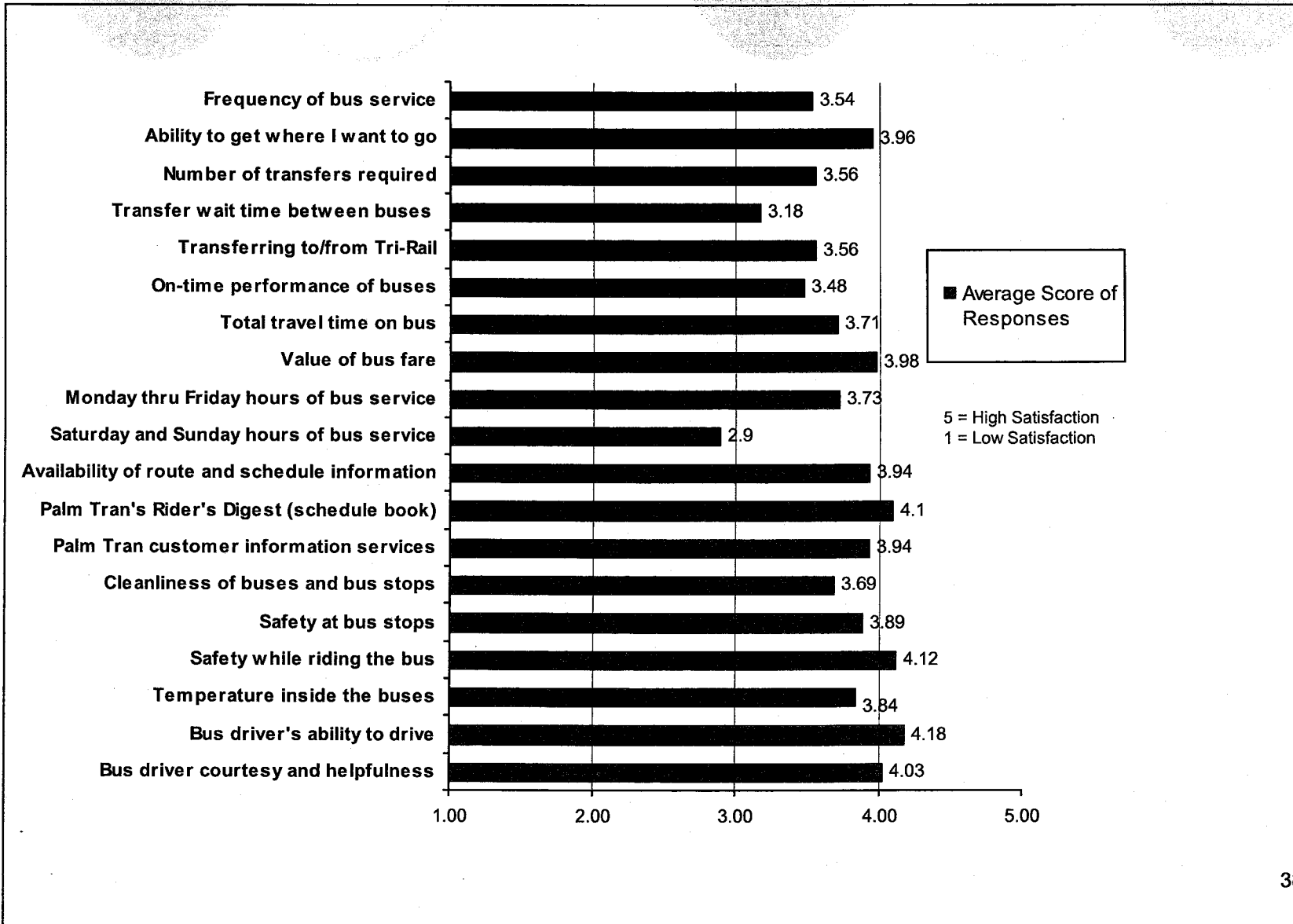
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Customer Length of Use



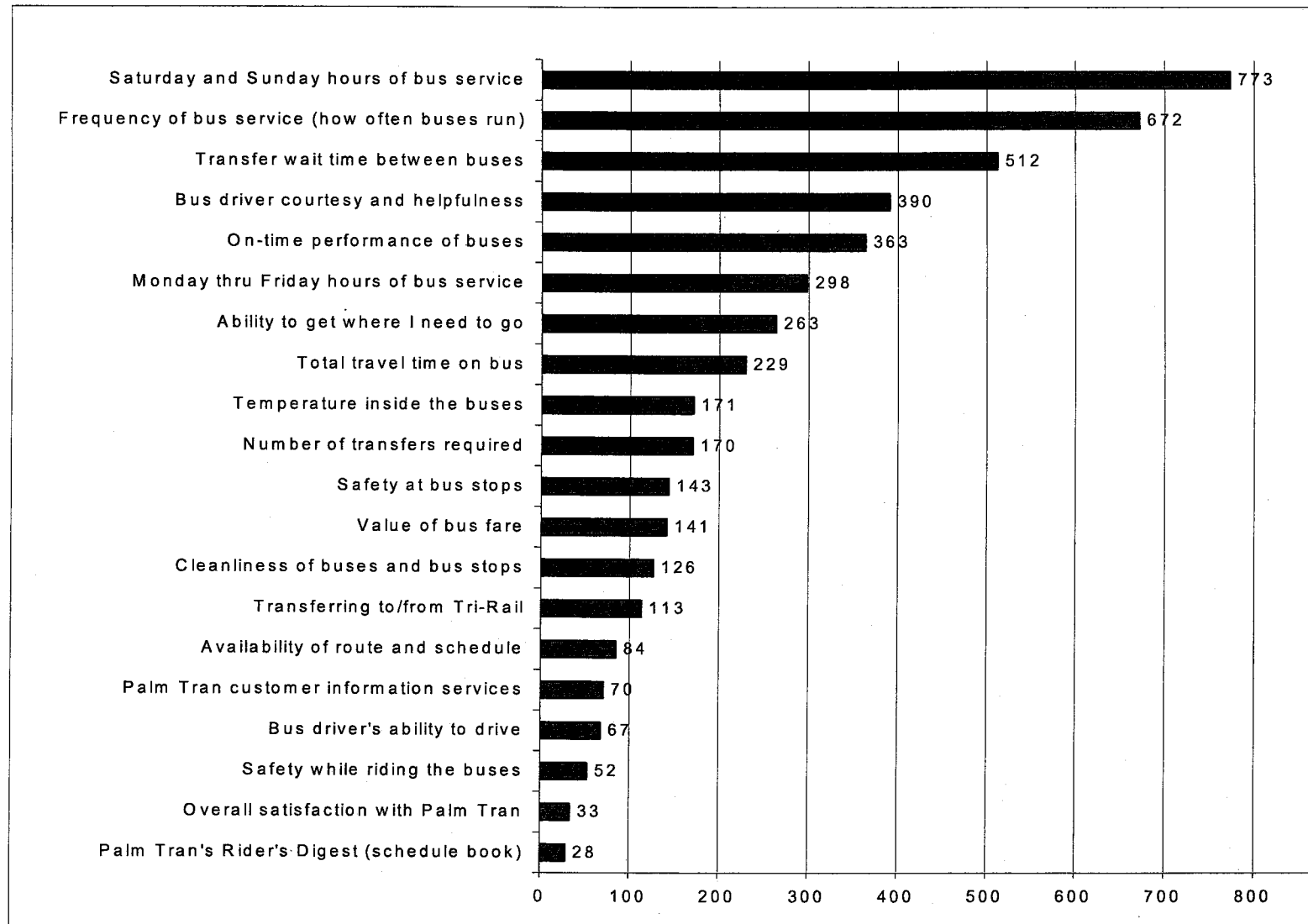
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Customer Satisfaction



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Top 3 Most Needed Improvements



Customer Profile Trends

Category	1999	2003	2006
Gender			
Male	45.9%	52.3%	52.9%
Female	54.1%	47.7%	47.1%
Age			
Under 18	15.5%	n/a	17.8%
18 to 24	19.6%	n/a	23.2%
Younger than 24	n/a	35.4%	n/a
25 to 34	17.8%	19.2%	18.0%
35 to 44	20.5%	18.1%	15.8%
45 to 54	12.9%	15.5%	15.3%
55 to 64	7.7%	6.1%	6.1%
65 and older	6.1%	5.6%	3.9%
Ethnic Heritage			
White	40.2%	33.3%	28.3%
Black	40.1%	44.5%	46.2%
Hispanic	13.3%	17.7%	21.2%
Annual Household Income			
Less than \$10,000	34.1%	38.5%	38.0%
\$10,000 to \$19,999	24.4%	24.7%	23.7%
\$20,000 to \$29,999	17.1%	11.9%	13.9%
\$30,000 to \$39,999	10.5%	11.1%	11.3%
\$40,000 to \$49,999	6.3%	8.1%	6.8%
\$50,000 and over	7.6%	5.8%	6.3%
Vehicles in Household			
None	44.1%	43.4%	41.7%
One	34.6%	34.3%	33.5%
Two	15.2%	16.0%	16.8%
Three or more	6.0%	6.3%	7.8%

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Stakeholder Interviews

August, 2006

Opinions and Vision of Officials and Community Leaders

Opinions, Perception, Vision

- Major Community Issues
 - Growth Management
 - Workforce Housing
 - Job Access
 - Transportation
 - Regionalism
- Satisfied with Palm Tran Performance
- Very Satisfied with Palm Tran Management

Opinions, Perception, Vision - Part II

- Need More Investment in Fixed Route – Bus Service
- Must Continue to Support Paratransit
- Need Express, E-W, More Frequent Service
- Need Good Connectivity with Tri-Rail
- Palm Tran Important to Emergency Management
- Recognize Facility & Amenity Needs
- Need to Consider Transit in Review of New Developments

Chapter 5 - Goals & Objectives

Development of Goals and Objectives to Set Course for
Public Transportation Performance and Future Development

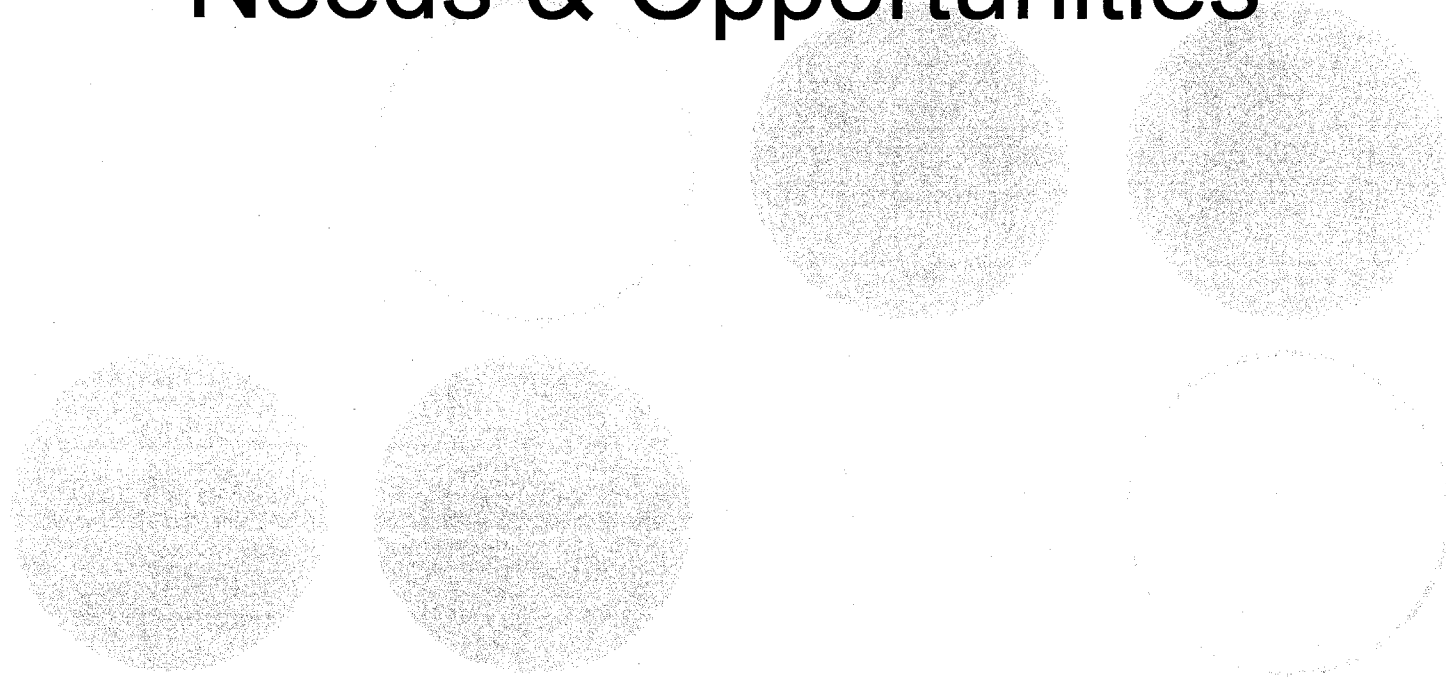
CHAPTER FIVE: GOALS & OBJECTIVES

GOAL 1	TO CONSISTENTLY PROVIDE EFFECTIVE AND EFFICIENT TRANSPORTATION SERVICES TO THE RESIDENTS AND VISITORS OF PALM BEACH COUNTY
GOAL 2	TO IMPROVE THE QUALITY OF FIXED-ROUTE SERVICES
GOAL 3	TO IDENTIFY AND PURSUE ADDITIONAL FISCAL AND HUMAN RESOURCES TO IMPLEMENT THIS TRANSIT DEVELOPMENT PLAN
GOAL 4	TO IMPROVE PALM TRAN'S IMAGE AS A VIABLE TRANSPORTATION ALTERNATIVE FOR THE COMMUNITY
GOAL 5	TO COORDINATE WITH STATE AND LOCAL GOVERNMENT AND TRANSPORTATION AGENCIES TO INTEGRATE TRANSIT NEEDS INTO THE LAND USE PLANNING AND DEVELOPMENT PROCESS
GOAL 6	TO MAINTAIN A HIGH DEGREE OF INTERGOVERNMENTAL COORDINATION
GOAL 7	TO PURSUE THE MOST COST-EFFECTIVE MEANS OF PROVIDING ADA COMPLEMENTARY PARATRANSIT SERVICES TO ELIGIBLE CUSTOMERS IN THE COMMUNITY
GOAL 8	TO PURSUE TECHNOLOGICAL ADVANCEMENTS TO IMPROVE EFFICIENCY, EFFECTIVENESS AND SAFETY OF BOTH THE FIXED ROUTE AND PARATRANSIT SERVICES
GOAL 9	TO PROMOTE A MARKET DRIVEN ORGANIZATION COMMITTED TO CUSTOMER SATISFACTION

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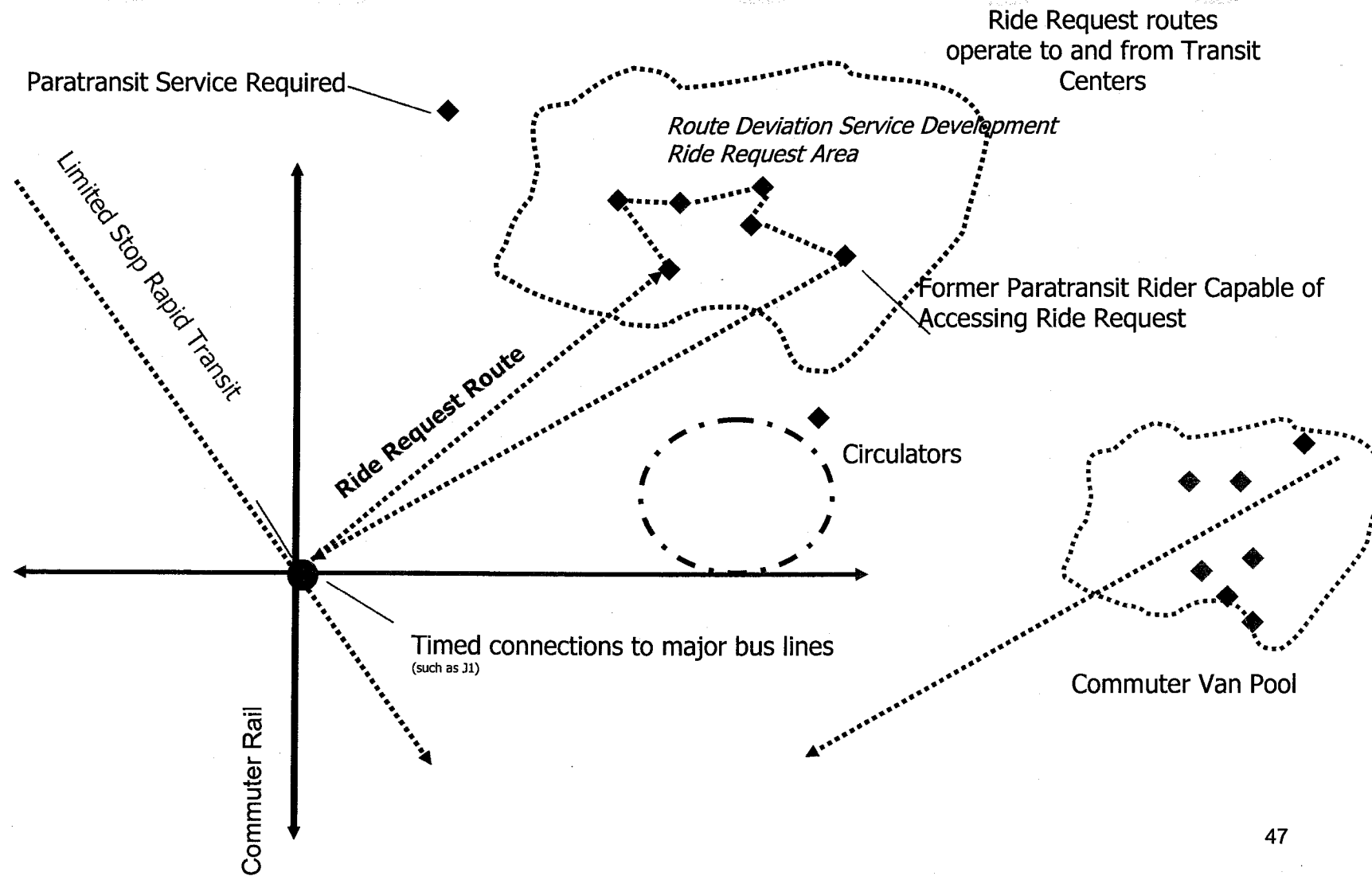
Chapter 6

Needs & Opportunities



Analysis of Previous Chapters and Definition of Needs,
Service Improvements and Recommendations

Palm Tran "Mobility System"



Ten Year Transit Services Plan

- Improvements programmed by year
- Focus on weekday frequency improvements
 - Alleviate load factors in peak periods
 - Decrease wait times on transit intensive corridors
 - Enhance span of service on routes serving Tri-Rail stations
 - All system routes to 30 minutes, where demanded

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Ten Year Transit Services Plan

- New Flex-route services
 - Select Communities
 - Activity Centers
 - Coordinate with Regular Routes
- Net new buses in peak service = 36
- Total 46 percent increase in service hours
2006-2016

Chapter Six: Service Improvements

PALM TRAN TDP SERVICE PLAN SUMMARY FY2006-FY2016

Year	Affected Routes	Improvement	Net New Total Service Hours	Annual Percent Change	Net New Buses	Total Annual Service Hours	Cost per Service Hour	Total Annual Service Cost
FY 2006	Base Year					467,749	\$72.73	\$34,019,371
FY 2007	Routes 33, 44, Community Flex Routes	Weekday frequency, implement flex service	22,327	4.8%	8	490,076	\$75.64	\$37,068,942
FY 2008	Routes 1, 3, 30, 31, 33, 44, 47, 48	Weekday frequency and span	66,231	13.5%	13	556,306	\$78.66	\$43,761,707
FY 2009	Routes 40, 43, 62, 63	Weekday frequency and span	27,854	5.0%	4	584,160	\$81.81	\$47,790,919
FY 2010	Routes 2, 61, 71, 94	Weekday frequency and span	44,387	7.6%	10	628,546	\$85.08	\$53,479,129
FY 2011	Routes 4, 46	Weekday frequency	6,477	1.0%	1	635,023	\$88.49	\$56,191,425
FY 2012	Routes 20, 50	Weekday span	2,921	0.5%	0	637,944	\$92.03	\$58,707,892
FY 2013	Routes 70, 81	Weekday span	5,842	0.9%	0	643,786	\$95.71	\$61,615,332
FY 2014	Routes to be identified	Frequency and span improvements to be identified	12,876	2.0%	0	656,662	\$99.54	\$65,361,544
FY 2015	Routes to be identified	Frequency and span improvements to be identified	12,876	2.0%	0	669,538	\$103.52	\$69,308,869
FY 2016	Routes to be identified	Frequency and span improvements to be identified	12,876	1.9%	0	682,406	\$107.66	\$73,466,598

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SOURCE: CUTR

* Flex Service Funded by FDOT / No Palm Beach County Funds Required

Strategic Service Initiatives

Palm Tran TDP Strategic Service Initiatives 2007-2016

Year	Service Type	Estimated Daily Revenue Hours	Net New Total Service Hours	Net New Buses	Total Annual Service Hours	Cost per Service Hour	Total Annual Cost
FY 2007	Express Service - Martin Co	8	2,016	1	2,016	\$75.64	\$152,489
FY 2008	Service Development Candidate - Expand Lake Region Service/Coast-to-Coast	16	11,488	2	11,488	\$50.00	\$574,400
FY 2009	Saturday Frequency Improvements	85	4,420	5	4,420	\$81.81	\$361,606
FY 2010	Wellington Express	8	2,016	1	2,016	\$85.08	\$171,529
FY 2011	Ride Request Services	16	8,064	2	8,064	\$88.49	\$713,561
FY 2012	Bus Rapid Transit					N/A	Subject to Master Plan

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Operating & Capital Financial Plan

Palm Tran Operating Budget History FY2000-FY2006

Fiscal Year	Fixed Route	percent change	Paratransit	percent change	Total System	percent change
FY 2000	\$25,300,000		\$8,300,000		\$33,600,000	
FY 2001	\$26,700,000	5.53%	\$9,300,000	12.05%	\$36,000,000	7.14%
FY 2002	\$32,000,000	19.85%	\$14,100,000	51.61%	\$46,100,000	28.06%
FY 2003	\$34,800,000	8.75%	\$17,600,000	24.82%	\$52,400,000	13.67%
FY 2004	\$35,100,000	0.86%	\$17,700,000	0.57%	\$52,800,000	0.76%
FY 2005	\$36,400,000	3.70%	\$22,900,000	30.11%	\$59,300,000	12.31%
FY 2006	\$40,500,000	11.26%	\$27,200,000	18.78%	\$67,700,000	14.17%

Source: NTD data and PalmTran

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Proposed and Projected

Palm Tran Operating Budget Projections FY2007-FY2016

Fiscal Year	Fixed Route	percent change	Paratransit	percent change	Total System	percent change
FY 2007	\$45,730,000	12.91%	\$27,728,000	1.94%	\$73,458,000	8.51%
FY2008	\$52,769,207	15.39%	\$29,639,000	7.00%	\$82,408,207	12.18%
FY2009	\$57,158,719	8.32%	\$31,713,730	7.00%	\$88,872,449	7.84%
FY2010	\$63,221,641	10.61%	\$33,933,691	7.00%	\$97,155,332	9.32%
FY2011	\$66,323,638	4.91%	\$36,309,049	7.00%	\$102,632,687	5.64%
FY2012	\$69,245,393	4.41%	\$41,755,407	15.00%	\$111,000,800	8.15%
FY2013	\$72,574,333	4.81%	\$44,678,285	7.00%	\$117,252,619	5.63%
FY2014	\$76,758,906	5.77%	\$47,805,765	7.00%	\$124,564,671	6.24%
FY2015	\$81,162,125	5.74%	\$51,152,169	7.00%	\$132,314,294	6.22%
FY2016	\$85,793,984	5.71%	\$54,732,821	7.00%	\$140,526,805	6.21%

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Chapter 7

Operating and Capital Plan

Funding Analysis, Project Identification and Candidate Opportunities

First 5 Years: Operating

Palm Tran Transit Development Plan (TDP) Operating / Capital Finance Plan First Five Years (2007 - 2011)

Program of Projects (POP) PROJECT DESCRIPTIONS	2007	2008	2009	2010	2011
PalmTran Bus / Paratransit Op. Expenses:					
<i>Bus and Flex Route to include</i>	\$45,730,000	\$50,771,155	\$55,080,746	\$61,060,548	\$64,076,101
<i>Paratransit Service</i>	\$27,728,000	\$29,639,000	\$31,713,730	\$33,933,691	\$36,309,049
New Service Development Candidate					
North County Region				\$350,000	\$350,000
Central County Region			\$350,000	\$350,000	\$350,000
South County Region	\$212,500	\$212,500	\$212,500		\$350,000
Lake Region		\$350,000	\$350,000	\$350,000	
Job Access & Reverse Commute Program (Section 5316)	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
New Freedom Program (Section 5317)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Saturday System Improvements			\$361,606	\$361,606	\$361,606
Martin Co. Express	\$152,489	\$152,489	\$152,489		
E/W Wellington Express				\$171,529	\$171,529
Total Operating Investments:	<u>\$74,122,989</u>	<u>\$81,425,144</u>	<u>\$88,521,070</u>	<u>\$96,877,374</u>	<u>\$102,268,286</u>
Operating Revenues:					
FTA 5311	\$182,652	\$182,652	\$182,652	\$182,652	\$182,652
FDOT Funding	\$3,638,532	\$3,740,882	\$3,763,215	\$3,912,991	\$3,912,991
Service Development (FDOT)	\$212,500	\$350,000	\$350,000	\$350,000	\$350,000
Sponsors / Agencies (Paratransit)	\$6,182,865	\$6,608,985	\$7,071,614	\$7,566,627	\$8,096,291
Sub-Total:	<u>\$10,216,549</u>	<u>\$10,882,519</u>	<u>\$11,367,481</u>	<u>\$12,012,270</u>	<u>\$12,541,934</u>
Local Funding / System Revenues / Eligible Capitalization Grants	\$63,906,439	\$70,542,625	\$77,153,589	\$84,865,104	\$89,726,352

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First 5 Years: Capital

Palm Tran Transit Development Plan (TDP) Operating / Capital Finance Plan First Five Years (2007 - 2011)

Program of Projects (POP) PROJECT DESCRIPTIONS	2007	2008	2009	2010	2011
Capital Projects:					
Purchase Transit Vehicles (number new / number replacement)	20	25	32	21	12
Bus Costs	\$6,100,000	\$8,006,250	\$10,760,400	\$7,414,588	\$4,448,753
Bus Facilities & Equipment	\$250,000	\$2,000,000	\$2,000,000	\$1,000,000	\$1,000,000
ITS Improvements	\$1,000,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000
Capital Maintenance	\$500,000	\$500,000	\$1,000,000	\$500,000	\$500,000
Miscellaneous Support Equipment	\$250,000	\$250,000	\$250,000	\$250,000	\$500,000
Computer Equipment & Related	\$150,000	\$200,000	\$200,000	\$200,000	\$500,000
Customer Amenities / Transit Infrastructure (Shelters, Signage, kiosks, access, etc.)	\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$2,000,000
Intermodal Terminal Center	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Preventive Maintenance	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000
ADA Paratransit Capital Cost Contracting	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Acquire property/construct W. Operation Facility	\$250,000	\$5,000,000	\$1,000,000		
Terminals / Superstops	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000
Fare Collection Equipment	\$1,000,000	\$1,000,000			
Support Vehicles	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Security Equipment	\$200,000	\$200,000	\$250,000	\$250,000	\$250,000
Paratransit Vehicles	\$0	\$0	\$0	\$0	\$0
Transit Enhancement	\$150,000	\$150,000	\$150,000	\$200,000	\$200,000
BRT Corridor Development					\$2,000,000
Transit Planning (studies, operational analysis, corridor development, etc.)	\$100,000	\$150,000	\$150,000	\$150,000	\$500,000
Total Capital Investment:	\$14,900,000	\$24,156,250	\$22,960,400	\$17,164,588	\$17,098,753
Revenues					
FTA 5307 Urbanized Area Formula	\$12,350,000	\$13,000,000	\$13,610,000	\$13,610,000	\$14,000,000
Local, Regional, State, Private Sector, Growth Mgt., FTA 5309					56
Competitive	\$2,550,000	\$11,156,250	\$9,350,400	\$3,554,588	\$3,098,753

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Years 6-10: Operating

Palm Tran Transit Development Plan (TDP) Operating / Capital Finance Plan Years FY 2012 - FY 2016

Program of Projects (POP) PROJECT DESCRIPTIONS	2012	2013	2014	2015	2016
PalmTran Bus / Paratransit Op. Expenses:					
Bus and Flex Route	\$66,907,955	\$70,143,398	\$74,230,733	\$78,532,825	\$83,059,512
- Preventive / Capital Associative Maintenance					
Paratransit Service	\$41,755,407	\$44,678,285	\$47,805,765	\$51,152,169	\$54,732,821
New Service Development Candidate					
North County Region	\$350,000			\$350,000	\$350,000
Central County Region					
South County Region		\$350,000	\$350,000	\$350,000	
Lake Region			\$350,000	\$350,000	\$350,000
Job Access & Reverse Commute Program (Section 5316)					
New Freedom Program (Section 5317)					
Total Operating Investments:	<u>\$109,013,362</u>	<u>\$115,171,683</u>	<u>\$122,736,498</u>	<u>\$130,734,994</u>	<u>\$138,492,333</u>
Operating Revenues:					
FTA 5311	\$182,652	\$182,652	\$182,652	\$182,652	\$182,652
FDOT Funding	\$3,912,991	\$3,912,991	\$3,912,991	\$3,912,991	\$3,912,991
Service Development (FDOT)	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000
Sponsors / Agencies (Paratransit)	\$9,310,735	\$9,962,486	\$10,659,860	\$11,406,050	\$12,204,474
Sub-Total:	<u>\$13,756,378</u>	<u>\$14,408,129</u>	<u>\$15,105,503</u>	<u>\$15,851,693</u>	<u>\$16,650,117</u>
Local Funding / System Revenues / Eligible Capitalization Grants	\$95,256,984	\$100,763,554	\$107,630,995	\$114,883,300	\$121,842,216⁵⁷

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Years 6-10: Capital

Palm Tran Transit Development Plan (TDP) Operating / Capital Finance Plan Years FY 2012 - FY 2016

Program of Projects (POP) PROJECT DESCRIPTIONS	2012	2013	2014	2015	2016
Capital Projects:					
Purchase Transit Vehicles (number)	25	25	25	25	25
Bus Costs	\$9,731,647	\$10,218,229	\$10,729,141	\$11,265,598	\$11,828,878
Bus Facilities & Equipment	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
ITS Improvements	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Capital Maintenance	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Miscellaneous Support Equipment	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Computer Equipment & Related	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Customer Amenities / Transit Infrastructure (Shelters, Signage, access, etc.)	\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$2,000,000
Intermodal Terminal Center	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	
Preventive Maintenance	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000
ADA Paratransit Capital Cost Contracting	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Acquire property/construct W. Operation Facility	\$250,000	\$1,000,000	\$5,000,000		
Terminals / Superstops	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000
Fare Collection Equipment	\$0	\$0	\$500,000	\$500,000	\$500,000
Support Vehicles	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Security Equipment	\$100,000	\$100,000	\$250,000	\$250,000	\$250,000
Paratransit Vehicles				\$250,000	\$500,000
Transit Enhancement	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
BRT Corridor Development	\$5,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Transit Planning (studies, operational analysis, corridor development, etc.)	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Total Capital Investment:	<u>\$23,931,647</u>	<u>\$32,418,229</u>	<u>\$37,579,141</u>	<u>\$33,365,598</u>	<u>\$40,178,878</u>
Revenues					
FTA 5307 Urbanized Area Formula	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000
Local, Regional, State, Private Sector, Growth Mgt., FTA 5309 Competitive	\$9,931,647	\$18,418,229	\$23,579,141	\$19,365,598	\$26,178,878

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