

PALM BEACH COUNTY
BOARD OF COUNTY COMMISSIONERS

AGENDA ITEM SUMMARY

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Meeting Date: October 6, 2026	☒ Consent	☐ Regular
Department: Palm Tran	☐ Ordinance	☐ Public Hearing

=====

I. EXECUTIVE BRIEF

Motion and Title: Staff recommends motion to approve: the Palm Tran 2026–2030 Transit Asset Management (TAM) Plan, as required by the Federal Transit Administration (FTA).

Summary: The FTA requires recipients of federal transit funding to develop and maintain a TAM Plan in accordance with 49 CFR Part 625. The Palm Tran 2026–2030 TAM Plan establishes a strategic framework for managing the agency's capital assets, maintaining them in a state of good repair, and prioritizing investments based on asset condition and performance. Approval of the TAM Plan satisfies the FTA's TAM planning requirements and supports Palm Tran's continued eligibility for federal funding.

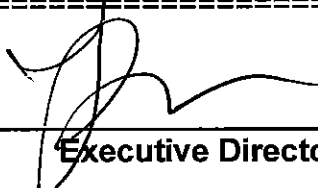
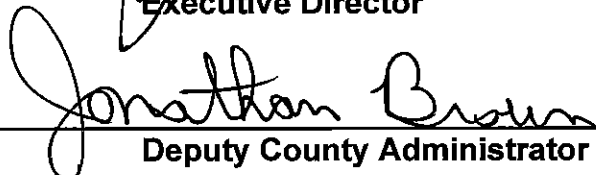
Background and Justification: TAM Plan is a federally mandated planning document that must be updated periodically to comply with FTA regulations. The plan inventories Palm Tran's capital assets, evaluates asset condition, establishes performance targets, and outlines investment strategies to preserve and improve transit infrastructure and equipment.

Approval of the 2026–2030 TAM Plan fulfills Palm Tran's federal compliance obligations under 49 CFR Part 625 and supports the agency's long-term asset management strategy. Adoption of the TAM Plan does not authorize new capital expenditures or additional funding; rather, it provides the framework for prioritizing future capital investments and maintaining eligibility for federal funding. **Countywide (MMM)**

Attachments:

- 1. Palm Tran 2026–2030 Transit Asset Management Plan

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Recommended By:		9/8/2026
	Executive Director	Date
Approved By:		9/11/2026
	Deputy County Administrator	Date

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact:

Fiscal Years	2027	2028	2029	2030	2031
Capital Expenditures					
Operating Costs					
External Revenues					
Program Income(County)					
In-Kind Match(County					
NET FISCAL IMPACT					
#ADDITIONAL FTE					
POSITIONS (CUMULATIVE					

Is Item Included in the current Budget?

☐Yes☐No

Does this item include the use of federal funds?

☐Yes☐No

Does this item include the use of state funds?

☐Yes☐No

Budget Account No:

FundDepartmentUnitObjectRSRC

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

*There is no fiscal impact associated with this item.

C. Departmental Fiscal Review:

Lyne Johnson, Director Administrative Services

III. REVIEW COMMENTS:

A. OFMB Fiscal and/or Contract Dev. and Control Comments:

OFMB

9/9/2026

9/9

9/9

Contract Dev. & Control

9/9/26

ZG

9.9.26

B. Legal Sufficiency

9/10/26

Assistant County Attorney

C. Other Department Review

Department Director

Transit Asset Management Plan 2026-2030

September 2026

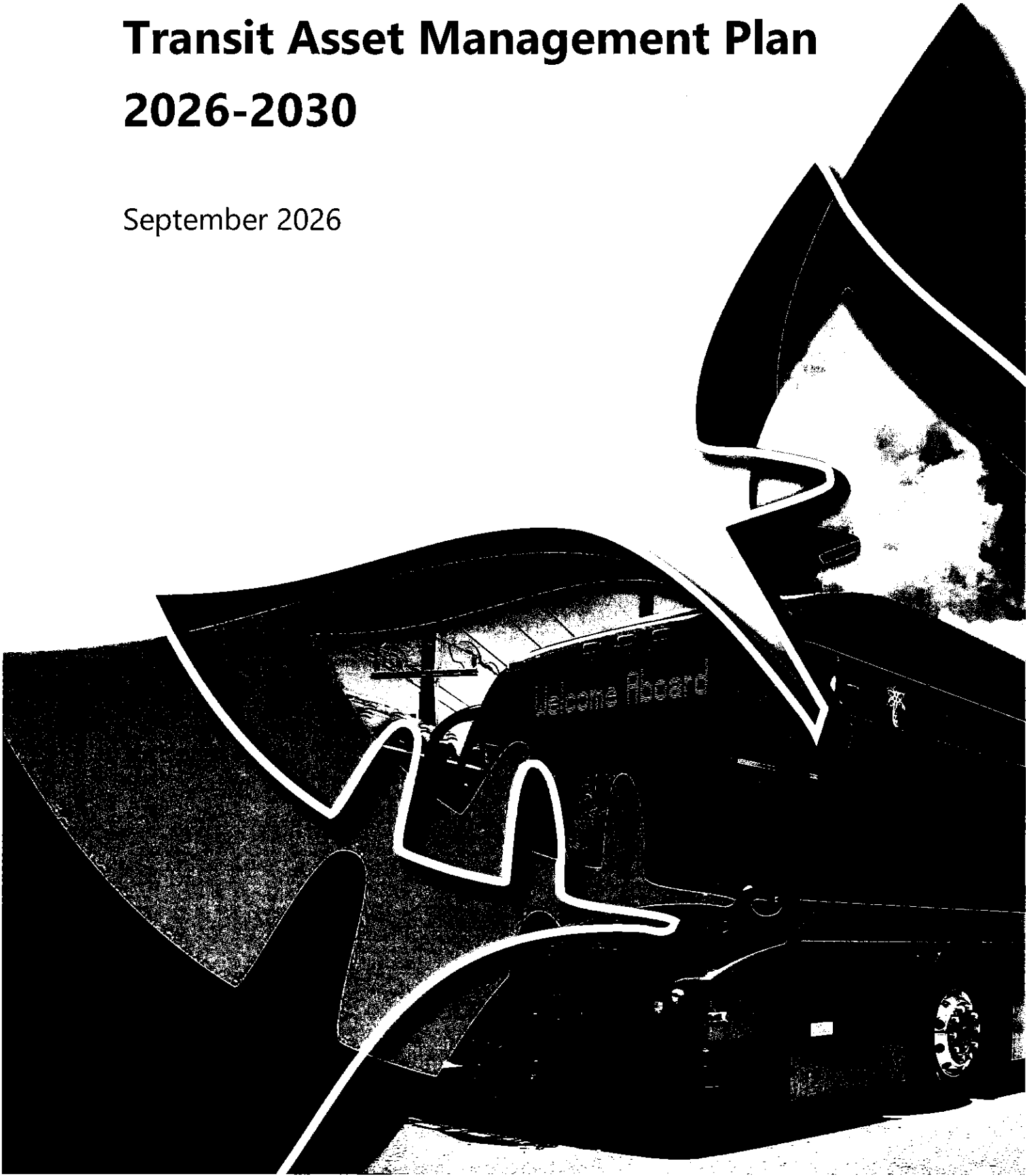


TABLE OF CONTENTS

REVISION HISTORY	IV
ACRONYMS	IV
1 INTRODUCTION	1
1.1 Transit Asset Management Rule	1
1.2 Agency Overview	1
1.3 TAM Plan Requirements	1
1.4 TAM Plan Horizon	3
1.5 Accountable Executive	3
2 ASSET MANAGEMENT POLICY	4
3 ASSET INVENTORY	5
3.1 Service Area	5
3.2 Palm Tran Asset Categories	6
3.3 Asset Inventory and Condition	7
4 INVESTMENT PRIORITIZATION	12
4.1 Decision Support	12
4.2 Prioritization Process	14
4.3 Prioritized List of Assets	16
4.4 Investment Cost Forecast	17
5 TAM IMPLEMENTATION PLAN	19
5.1 Implementation Strategies	19
 APPENDIX A: GLOSSARY	
 APPENDIX B: PERFORMANCE MANAGEMENT	
 APPENDIX C: ASSET LIFECYCLE STRATEGIES	
 APPENDIX D: TAM REVISION LOG	

TABLES

Table 1-1: FTA Tam Compliance Checklist 2

Table 3-1: Summary of Palm Tran Asset Inventory 7

Table 3-2: Summary of Palm Tran Asset Inventory | ULB & Condition 8

Table 3-3: Palm Tran Asset Inventory | Fixed-Route | Condition..... 9

Table 3-4: Palm Tran Asset Inventory | Paratransit | Condition 9

Table 3-5: Palm Tran Asset Inventory | Non-Revenue Vehicles | Condition 10

Table 3-6: Palm Tran Asset Inventory | Equipment >\$50K | Condition 10

Table 3-7: Palm Tran Asset Inventory | Facilities | Condition 11

Table 3-8: Palm Tran Asset Inventory | Facilities | Condition by Asset Type..... 11

Table 4-1: Palm Tran Performance Report | Performance Metrics by Service 12

Table 4-2: Palm Tran Performance Report | Performance by Service | 2022-2025 Trend..... 13

Table 4-3: Palm Tran | Asset Replacement Criteria 15

Table 4-4: Prioritized List of Assets | Rolling Stock and Equipment 16

Table 5-1: Past TAM Activities..... 21

Table 5-2: Implementation Schedule..... 22

Table 5-3: Resources Needed by Implementation Areas 27

MAPS

Map 3-1: Service Area | 2026 5

FIGURES

Figure 4-1: Investment Cost Forecast 17



REVISION HISTORY

Revision	Description
May 2026 - Original	Initial TAM Plan.
September 2026 - Revised	Administrative amendment to update the Accountable Executive from Ivan Maldonado to Fredlyne Johnson, Interim Executive Director. No other substantive changes to the TAM Plan.

ACRONYMS

Acronym	Description
BCC	Board of County Commissioners
BCT	Broward County Transit
CFR	Code of Federal Regulations
FD&O	Facilities Development & Operations (Palm Beach County)
FDOT	Florida Department of Transportation
FMD	Fire Marshal Division
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
IT	Information Technology
MOD	Mobility-on-Demand
MPO	Metropolitan Planning Organization
NTD	National Transit Database
SFRTA	South Florida Regional Transportation Authority
SGR	State of Good Repair
SOG	Standard Operating Guidelines
SSP	System Security Plan
SSPP	System Safety Program Plan
SUV	Sports Utility Vehicle
TAM	Transit Asset Management
TDP	Transit Development Plan
TERM	Transit Economics Requirements Model
TrAMS	Transit Award Management System
ULB	Useful Life Benchmark

1 INTRODUCTION

This document serves as the Palm Tran Transit Asset Management (TAM) Plan for the FY 2026–2030 timeframe.

1.1 Transit Asset Management Rule

On July 26, 2016, the Federal Transit Administration (FTA) published the Transit Asset Management Final Rule to help achieve and maintain a state of good repair (SGR) for the nation’s public transportation assets. The TAM Final Rule establishes minimum federal requirements for transit asset management applicable to all recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. Palm Tran, the public transit agency in Palm Beach County, is a recipient of Chapter 53 funds and owns, operates, and manages capital assets; therefore, Palm Tran must prepare a TAM Plan by October 1, 2026, in compliance with FTA’s TAM Final Rule. The 2026 TAM Plan will be the second update of the 2018 plan as required by FTA, which requires that transit agencies complete an update of the TAM Plan every four years as a means to review the previous process and apply lessons learned. Additionally, it is an opportunity for agencies to incorporate any changes or updates that have occurred in the past four years.

Palm Tran is committed to operating a public transportation system that offers safe, reliable, accessible, professional service and facilities. Transit asset management is an administrative process that combines the components of investment (available funding), rehabilitation, and replacement actions and performance measures with the outcome of operating assets within the defined SGR parameters.

This TAM Plan provides details on how Palm Tran will assess, monitor, and report the physical condition of assets used in the operation of the public transportation system and will formalize Palm Tran’s approach to maintain its assets in an SGR.

1.2 Agency Overview

The Palm Beach County Board of County Commissioners (BCC) provides fixed-route public transportation services throughout Palm Beach County, Florida, and into neighboring counties, including Martin County and St. Lucie County. Additionally, the Palm Tran operates paratransit services and Mobility-on-Demand (MOD) services in various parts of Palm Beach County.

1.3 TAM Plan Requirements

Palm Tran is developing its 2026 TAM Plan based on the requirements for a Tier I agency. This TAM Plan addresses each of the seven required elements laid out in the TAM Final Rule for a Tier I transit provider.¹ Table 1-1 provides a checklist that shows how Palm Tran complies with the required TAM Plan elements and where in the document each is found.

¹ 49 CFR Parts 625, § 625.25.

TABLE 1-1: FTA TAM COMPLIANCE CHECKLIST

Required Elements	Status/TAM Section
1. Do I have a TAM Plan that covers a four-year period?	✓
2. Was the TAM plan updated within the last four years?	✓
3. Do I have a TAM Plan that includes all required elements:	Section 3
a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties?	
b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility?	Section 3
c. An investment prioritization that:	Section 4
• Ranks projects to improve or manage the state of good repair over the horizon period	
• Includes all capital assets for which I have direct capital responsibility,	
• Is at the asset class level?	Section 4
d. Did I document the analytical processes and decision-support tools used in developing my TAM Plan?	
4. Do I have documentation that I calculated performance for:	Section 3
<i>Equipment</i> (non-revenue service vehicles, support-service and maintenance vehicles equipment) – percentage of vehicles that have either met or exceeded their Useful Life Benchmark (ULB) for all assets for which I have direct capital responsibility.	
<i>Rolling Stock</i> – percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	
<i>Infrastructure</i> (rail fixed-guideway, track, signals, and systems) – percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility.	
<i>Facilities</i> – percentage of facilities within an asset group rated below condition 3 on the TERM scale for all assets for which I have direct capital responsibility.	Section 4
5. Do I have documentation that I set annual performance targets to project the following fiscal year for:	
• Equipment	
• Rolling Stock	
• Facilities	✓
6. Did I make my TAM Plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/or MPO that provides my funding?	
7. Does your Tier I TAM Plan include all of the required elements?	Section 5
• Documentation of a TAM and SGR Policy?	
• An implementation strategy that outlines a plan to achieve its asset management goals?	
• A written description of the key TAM activities that you intend to engage in over the TAM plan horizon period?	
• A summary or list of the resources, including personnel that the recipient needs to develop and carry out the TAM plan?	
• An outline of how I will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices?	

Source: Federal Transit Administration, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/55371/compliance-checklist-2019.pdf>

1.4 TAM Plan Horizon

Palm Tran is required to complete its TAM Plan update by October 1, 2026, which reviews the previous TAM Plan updated in 2022. This update will outline Palm Tran’s TAM Plan for a planning period of four years covering the planning period from October 1, 2026, to September 30, 2030.

1.5 Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding must designate an “Accountable Executive” to implement the TAM Plan. Palm Tran’s Accountable Executive is Fredlyne Johnson, Interim Executive Director.

The Accountable Executive is responsible for ensuring the development and implementation of the TAM Plan in accordance with 49 CFR §625.25 (Transit Asset Management Plan Requirements). Additionally, the Accountable Executive is responsible for ensuring that the reporting requirements, in accordance with both 49 CFR §625.53 (Recordkeeping for Transit Asset Management) and §625.55 (Annual Reporting for Transit Asset Management) are completed. Furthermore, the Accountable Executive will approve the annual asset performance targets and TAM Plan document. These required approvals will be self-certified by the Accountable Executive via the annual FTA Certifications and Assurances forms in FTA’s Transit Award Management System (TrAMS).



2 ASSET MANAGEMENT POLICY

Palm Tran’s Asset Management Policy establishes the guiding principles for how assets are managed to support the effective delivery of public transportation services throughout Palm Beach County. This policy outlines the Palm Tran’s asset management approach and intentions, ensuring alignment with its strategic objectives and mission: To provide access to opportunity for everyone; safely, efficiently, and courteously.



Engage in Sound Asset Management Planning | We will systematically examine our asset management needs and improve our practices accordingly to consistently deliver the level of service appropriate for residents, workers, and visitors in our growing county.



Innovative Strategies to Optimize Asset Performance | We will seek and adapt useful tools such as PT Stat and other creative approaches to achieve and maintain our assets in a State of Good Repair, extending asset life to maximize return on investment and achieve lowest whole life cost.



Leverage Data to Improve Strategic Decision Making | We will utilize quality data, conduct the necessary analyses, and manage risk so as to move from a more reactive to a more proactive and visionary organization.



Develop One Single Source of Truth | We will improve access to information and focus on integration of key systems to streamline process and information flows to reduce duplicate efforts and datasets, and ensure there is one single source of truth for asset information.



Enhance Communications | We will assure transparent communications throughout the business. We will also build and maintain strong relationships with our County, State, and federal partners to ensure consistent understanding of our asset management processes, available data, and needs to continue delivering vital public transit services for county residents.



Focus on Building a Strong Asset Management Organizational Foundation | We will advance our capabilities and work with our colleagues and partners to define clear asset management roles and responsibilities that optimize how we manage our assets and deliver quality service.



Prepare the Organization to Deliver Services Safely, Efficiently, and Courteously | We will continue to build a Palm Tran that serves the current and future travel needs of the county, eliminating waste in order to reinvest savings in the additional service and supporting infrastructure our customers deserve.



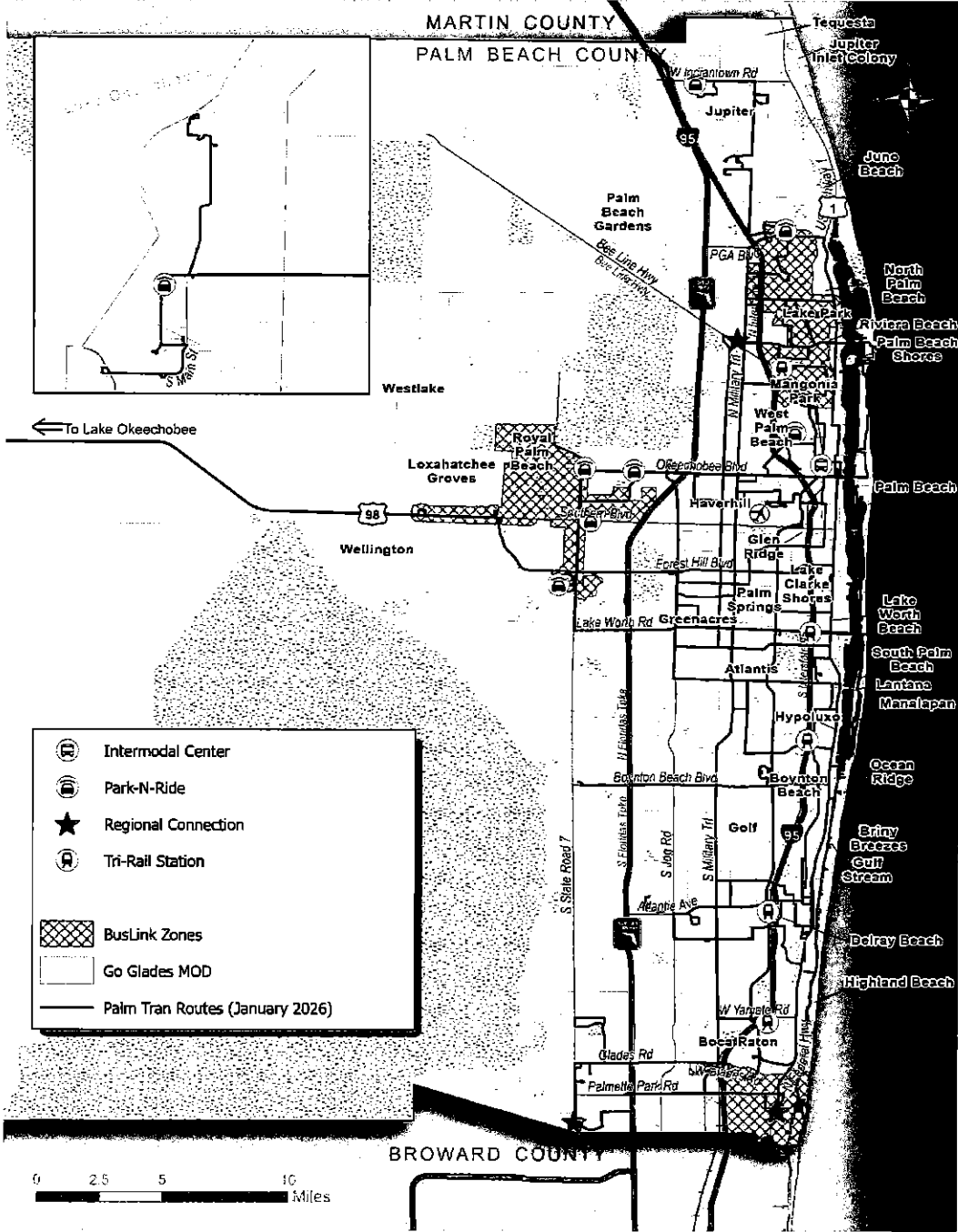
3 ASSET INVENTORY

3.1 Service Area

Palm Tran provides fixed-route public transportation services throughout Palm Beach County, Florida and into neighboring counties, including Martin County and St. Lucie County. Palm Beach County is located in southeast Florida and is bordered by Martin County to the north, Hendry County to the west, Broward County to the south, and the Atlantic Ocean to the east. According to the 2020 Census, the county is 1,964 square miles in total size.

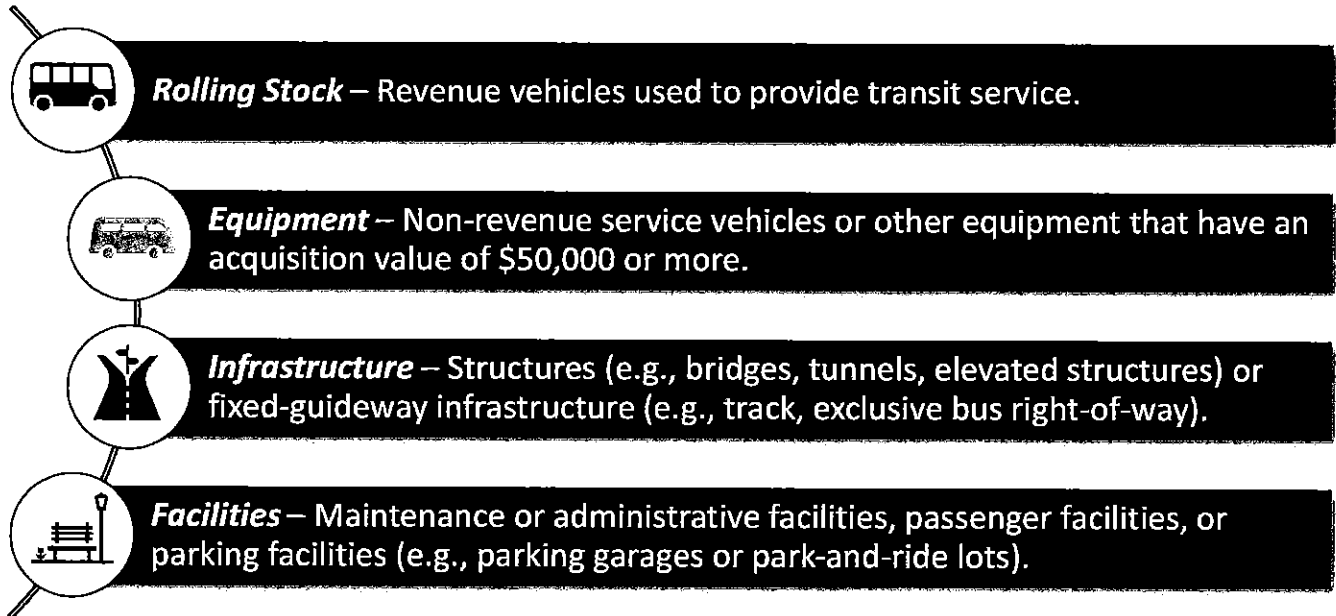
As of September 2026, Palm Tran currently operates 30 fixed-routes, a limited-stop express service connecting to St. Lucie County, BusLink zones, and a Go Glades MOD zone (Map 3-1).

MAP 2-1: SERVICE AREA | 2026



3.2 Palm Tran Asset Categories

49 CFR Parts 625, §625.25 defines four asset categories to be considered in the TAM Plan:



Capital assets that Palm Tran owns, operates, and has a direct capital responsibility for and included in the TAM Plan inventory comprised of Rolling Stock, Equipment, and Facilities.



Palm Tran does not own any exclusive infrastructure assets; therefore, this category is not included in the TAM Plan. Data on Palm Tran’s rolling stock and equipment assets are itemized in Palm Tran’s asset inventory.

3.3 Asset Inventory and Condition

Palm Tran’s asset inventory includes all assets used to deliver public transit services, including rolling stock, non-revenue vehicles, facilities, and transit equipment. The condition is evaluated for those assets under Palm Tran’s direct capital responsibility. The portfolio is documented in accordance with 49 CFR § 625.25 and 49 CFR § 625.43 and is organized into FTA’s aforementioned asset categories: rolling stock (all revenue vehicles), equipment (including items valued at \$50,000 or more and all non-revenue vehicles regardless of replacement value), and facilities.

ULBs are closely tied to the concept of SGR and serve as a key metric for evaluating assets. SGR refers to the ability of an asset to operate at its full intended function in a safe and reliable manner, while ULB metrics establish a standardized threshold for when a vehicle may have diminished performance and increasing maintenance needs. Exceeding a ULB does not definitively indicate poor condition, as actual performance can vary based on maintenance practices and operating environments. Assessing ULBs supports Palm Tran to assess fleet condition, support capital planning decisions, and advance long-term system reliability. The ULB will be considered in the condition assessment and then the priorities will be based on Palm Tran’s vehicle replacement plans, which are mostly based on reaching minimum mileage before age.

This section describes and summarizes Palm Tran’s asset inventory and condition assessments. Asset inventory data for facilities, equipment, and both revenue and non-revenue vehicles were provided by Palm Tran. The asset inventory includes 499 rolling stock vehicles and 155 equipment and non-revenue vehicles. A high-level summary of the asset portfolio is presented in Tables 3-1 and 3-2, with additional details provided in the sections that follow.

TABLE 3-1: SUMMARY OF PALM TRAN ASSET INVENTORY

Asset Category	Asset Class	Number of Assets	Total Value (2026\$)
Rolling Stock	Bus	159	\$94,764,079
	Cutaway	275	\$30,203,117
	Minivan	65	\$3,667,118
	Total	499	\$128,634,314
Equipment	Automobile	35	\$589,383
	Trucks (incl. SUV and Van)	73	\$2,181,787
	Equipment (≥\$50k)	47	\$7,167,402
	Total	155	\$9,938,572
Facilities	Administrative	1	N/A
	Maintenance	6	
	Admin/Maintenance	3	
	Total	10	
Total		664	\$138,572,886*

**Without Facilities*

Once an asset exceeds its ULB, it may not be automatically scheduled for immediate replacement but will be considered for evaluation. Most of Palm Tran’s vehicles are replaced based on reaching minimum mileage before age. Palm Tran considers replacement based on a range of operational and financial considerations, including the effectiveness of the preventive maintenance program, availability of funding, safety requirements, and ongoing maintenance costs. Because replacement resources are typically limited, Palm Tran may prioritize rolling stock investments using established evaluation criteria. These criteria include

safety risk, service reliability and operations, maintenance schedule, as well as the vehicle’s age, overall condition, and level of utilization.

Table 3-2 shows the ULB and SGR by asset type. The average age of all rolling stock is 5 years old. The average age of fixed-route vehicles is 6 years old while cutaway and minivan vehicles are 4 years old, respectively. All of the rolling stock and facilities assets are in SGR, while nearly 20% of non-revenue vehicles have reached their ULB.

TABLE 3-2: SUMMARY OF PALM TRAN ASSET INVENTORY | ULB & CONDITION

Asset Category	Asset Class	Total Assets	ULB (Years)*	Not in SGR	% Not in SGR
Rolling Stock	Bus	159	14	0	0%
	Cutaway	275	10	0	0%
	Minivan	65	8	0	0%
	Total	499	-	0	0%
Equipment	Automobile	35	8	12	34%
	Trucks (incl. SUV and Van)	73	14	9	12%
	Equipment (≥\$50k)	47	-	-	-
	Total	155	-	21	14%
Facilities	Administrative	1	-	0	0%
	Maintenance	6	-	0	0%
	Admin/Maintenance	3	-	0	0%
	Total	10	-	0	0%
Total		664	-	21	3%

*FTA Default ULB for NTD Reporting

3.3.1 Fixed-Route | Bus | Condition

Palm Tran’s fixed-route revenue vehicles consist of three lengths of a Gillig low-floor bus model; 29-foot, 35-foot, and 40-foot. There are 151 40-foot models, 5 35-foot models, and 3 29-foot models. Per FTA guidance, the ULB for fixed-route buses is 14 years. All fixed-route revenue vehicles are considered to be in SGR (Table 3-3).

TABLE 3-3: PALM TRAN ASSET INVENTORY | FIXED-ROUTE | CONDITION

Make	Model	Class	Length	Count	ULB (Years)	Not in SGR	% Not in SGR
Gillig	Low Floor	Fixed-Route	40'	151	14	0	0%
Gillig	Low Floor	Fixed-Route	35'	5	14	0	0%
Gillig	Low Floor	Fixed-Route	29'	3	14	0	0%
Total				159	-	0	0%

3.3.2 Paratransit | Cutaway & Minivan | Condition

Palm Tran’s paratransit revenue vehicles consist of cutaway and minivan vehicles. Per FTA guidance, the ULB for paratransit vehicles is 8 years for minivans and 10 years for cutaway vehicles. There are 275 cutaway vehicles and 65 minivans. All paratransit revenue vehicles are considered to be in SGR (Table 3-4).

TABLE 3-4: PALM TRAN ASSET INVENTORY | PARATRANSIT | CONDITION

Make	Model	Count	ULB (Years)	Not in SGR	% Not in SGR
Ford	Collins	139	10	0	0%
Ford	Turtle Top	135	10	0	0%
Chrysler	Voyager LX	27	8	0	0%
Toyota	Sienna	23	10	0	0%
Chrysler	Voyager L	15	8	0	0%
Ford	Glaval	1	10	0	0%
Total		340	-	0	0%

3.3.3 Equipment

Equipment is defined as major equipment valued at \$50,000 or over, including non-revenue vehicles and other equipment that supports operation.

3.3.3.1 Non-Revenue Vehicles | Condition

Palm Tran’s non-revenue vehicles consist of vans, sedans, SUVs, and trucks. Per FTA guidance, the ULB for vans and sedans is 8 years while the ULB for SUVs and trucks is 14 years. There are 44 vans and sedans while there are 59 SUVs and trucks. There are 12 sedans, 3 trucks, and one van that are not in SGR (Table 3-5).

TABLE 3-5: PALM TRAN ASSET INVENTORY | NON-REVENUE VEHICLES | CONDITION

Make	Model	Count	ULB (Years)	Not in SGR	% Not in SGR
Ford	Explorer	45	14	0	0%
Toyota	Corolla	13	8	0	0%
Toyota	Camry	10	8	0	0%
Ford	Focus	9	8	9	100%
Ford	F-350	5	14	0	0%
Chrysler	Voyager LX	5	8	0	0%
Dodge	Promaster Wagon	5	8	5	100%
Ford	Fusion	3	8	3	100%
Ford	F-150	3	14	0	0%
Ford	F-250	3	14	0	0%
Ford	Escape	2	8	0	0%
Ford	E-150	2	14	2	100%
Chevy	Traverse	1	8	0	0%
Ford	E-250	1	14	1	100%
Dodge	Grand Caravan	1	8	1	100%
Total		108	-	21	19%

3.3.3.2 Other Equipment

Table 3-6 shows the costs of equipment valued at \$50,000 or over. This equipment supports operation and includes technology, farebox supporting equipment, and other capital. The average age of equipment is 7.8 years old. Some of these assets are installed within Palm Tran’s facilities and are therefore assessed as such for TAM SGR condition reporting.

TABLE 3-6: PALM TRAN ASSET INVENTORY | EQUIPMENT ≥\$50K | CONDITION

Equipment	Qty	Age (Years)	Total Value (2026\$)
Ticket Vending Machine	22	3	\$1,414,644
Bus Lift, Stertil Koni ECO 60-13	5	13	\$935,636
Bus Stop Shelter	3	9	\$216,315
Stertil-Koni St 1085 Model 6, Earthlift	2	6	\$144,346
Generator, Cummins Power Generation	2	20	\$516,991
Bus Paint Booth	1	27	\$50,718
Nitrogen Inflation System	1	19	\$55,000
AVL System - Additional	1	17	\$56,427
AVL System	1	17	\$71,675
Driving Simulation System	1	15	\$105,650
Modular Furniture: 92 Workstations	1	12	\$123,244
Card Access System	1	10	\$147,361
Palm Tran CCTV Replacement	1	9	\$164,953
Wash Steam Bay Lift	1	8	\$191,090
Wash/Steam Bay Lift, Furnish and Installation	1	7	\$231,569
FSX Diesel Particulate Filter Cleaning System	1	6	\$619,850
Cummins Engine Training Module	1	5	\$797,965
A/V Equipment/Install	1	5	\$1,323,967

3.3.4 Facilities

Facility physical condition assessments are conducted by Palm Beach County staff. Most facility assets were last assessed in February 2026.

Palm Tran has direct capital responsibility for ten county-owned facilities, including administrative, maintenance, and combined administrative/maintenance (Table 3-7).

Condition is scored using FTA’s Transit Economics Requirements Model (TERM) one (1) to five (5) scale, where 5.0 = Excellent, 4.0 = Good, 3.0 = Adequate, 2.0 = Marginal, and 1.0 = Poor. A condition score of 3.0 or above on this scale is defined as being in a state of good repair. Most Palm Tran facilities are in a state of good repair, with one facility rated at less than 3.0, the vehicle washing station. According to the audit, the roof system, structural framing, exterior paint, gutter down spouts, and exterior lighting were sent to project intake in February 2026. The roof is expected to have a total replacement, and the exterior paint is at the end of life. Table 3-8 summarizes the condition of the facility assets by asset type.

TABLE 3-7: PALM TRAN ASSET INVENTORY | FACILITIES | CONDITION

Facility Name	Asset Type	Condition Assessment	Condition Definition	Assessment Date
North Admin & Maint.	Administrative/Maintenance	3.1	Adequate	2/18/2026
Admin Storage Building	Administrative/Maintenance	3.1	Adequate	2/18/2026
Guard House	Maintenance	3.0	Adequate	2/18/2026
Grounds Building	Maintenance	3.0	Adequate	2/18/2026
North Bus Washing Station	Maintenance	2.6	Marginal	2/18/2026
Fueling Station	Maintenance	3.0	Adequate	2/18/2026
West Bus Washing Station	Maintenance	3.6	Adequate	2/26/2025
West Admin Facility	Administrative/Maintenance	3.6	Adequate	2/14/2025
South County Facility Maintenance Building	Maintenance	4.0	Good	12/3/2024
South County Facility Admin Building	Administrative	4.8	Excellent	12/1/2023

TABLE 3-8: PALM TRAN ASSET INVENTORY | FACILITIES | CONDITION BY ASSET TYPE

Asset Type	Quantity	Average Condition	Not in SGR	% Not in SGR
Administrative	1	4.8	0	0%
Maintenance	6	3.2	0	0%
Admin/Maintenance	3	3.3	0	0%
Total	10	3.4	0	0%

4 INVESTMENT PRIORITIZATION

4.1 Decision Support

Decision support for Palm Tran is a structured, yet dynamic process shaped by policy frameworks, community priorities, and practical constraints. These decisions are informed and implemented by staff, operational data, and recommendations based on other data, regulations, and best practices. Palm Tran collaborates with FTA, Florida Department of Transportation (FDOT), the Palm Beach Metropolitan Planning Organization (MPO), South Florida Regional Transportation Authority (SFRTA), Broward County Transit (BCT), and other stakeholders.

4.1.1 Performance Management

Palm Tran collects data through day-to-day operations, such as service requests, inspections, customer satisfaction reporting, and ridership statistics. This information is often housed in workbooks, Geographic Information Systems (GIS), and dashboards that allow staff to analyze trends over time. Performance measures are then used to assess outcomes like reliability, efficiency, cost-effectiveness, and service quality. These metrics, monitored and reported month by month, reflect Palm Tran’s commitment to monitor progress towards fulfilling its Vision and Mission. Table 4-1 shows the performance metrics tracked by service type and Table 4-2 shows the trend by service type. The detailed results for 2022 and 2025 are shown in Appendix B.

TABLE 4-1: PALM TRAN PERFORMANCE REPORT | PERFORMANCE METRICS BY SERVICE

Metric	Fixed-Route	Connection
Safety		
Preventable collisions per 100,000 miles	●	●
Non-preventable collisions per 100,000 miles	●	●
Total Incidents per 10,000 Boardings	●	-
Mobility		
Total System Ridership	●	-
Riders Per Revenue Hour	●	●
Customer Satisfaction		
On-Time Performance	●	●
Mean Distance Between Failures	●	●
All Customer Commendations per 1k Boardings	● *	●
All Customer Concerns per 1k Boardings	● *	●
Reservations Call Hold Time	-	●
Where Is My Ride Hold Time	-	●

*Per 10k boardings

TABLE 4-2: PALM TRAN PERFORMANCE REPORT | PERFORMANCE BY SERVICE | 2022-2025 TREND

Metric	Fixed-Route	Connection
Safety		
Preventable collisions per 100,000 miles	↗	↘
Non-preventable collisions per 100,000 miles	↗	↘
Total Incidents per 10,000 Boardings	↘	-
Mobility		
Total System Ridership	↗	-
Riders Per Revenue Hour	↗	↘
Customer Satisfaction		
On-Time Performance	↗	↗
Mean Distance Between Failures	↘	↘
All Customer Commendations per 1k Boardings	↘*	↘
All Customer Concerns per 1k Boardings	↘*	↘
Reservations Call Hold Time	-	↗
Where Is My Ride Hold Time	-	↗

*Per 10k boardings
 Note: Red arrow denotes that a trend is not favorable and green arrow denotes a favorable trend.

4.1.2 Asset Inventory and Conditions Assessment

Palm Tran tracks and updates its asset inventory annually through various spreadsheets. All assets valued over \$1,000 are barcoded and included in this inventory, including attributes about the assets such as asset identification numbers, replacement values, and condition. Palm Tran maintains vehicle replacement plans for all rolling stock assets and use a combination of age and mileage to predict when a vehicle will need to be replaced. For facilities in particular, Palm Beach County staff perform physical condition assessments every two years. Details on asset replacement criteria and project prioritization for capital planning is provided in Section 4.2.

4.1.3 Transit Development Plan

To ensure that the provision of public transportation is consistent with the current needs of the local community, Palm Tran is required to develop, adopt, and annually update a 10-year Transit Development Plan (TDP). The TDP must undergo a major update every five years with annual updates prepared each of the interim four years. The TDP includes 10-year forecast of transit needs. It is developed based on various data collection, asset and cross-asset level prioritization, and outreach efforts without any consideration for funding constraints to reflect the true needs of the community. The identified service alternatives are then prioritized to help develop the 10-year implementation and financial plan.

4.1.4 Safety & System Security Plan

Palm Tran has developed and maintains the System Safety Program Plan (SSPP) and System Security Plan (SSP), which addresses mitigation, preparedness, response, recovery, and organizational structure to address security and emergency events (to include hurricanes). Standard Operating Guidelines (SOGs) also exist, providing all operation instructions including for incident and emergency procedures. In addition, Palm Tran performs incident investigations following the incident to continually improve upon incident response procedures.

4.1.5 Training & Competency Development

Palm Tran's Human Resources Organizational Development team is committed to professional development and facilitates training throughout the year. Any TAM related training will be approved by the Organizational Development team.

4.2 Prioritization Process

Palm Tran relies on a range of tools and processes to track performance, monitor assets, and inform decision-making. Tracking allows Palm Tran to keep an inventory and assess conditions. This is typically done through a combination of data collection systems, performance metrics, and regular reporting practices. Keeping an inventory and updating conditions allows Palm Tran to monitor assets and ultimately keep in SGR. When existing assets do need to be replaced or new assets are added, a prioritization process is needed to provide a basis for decisions.

4.2.1 Asset Inventory & Condition Assessment Prioritization

To support a comprehensive prioritization process, hybrid quantitative/qualitative evaluation criteria was developed (Table 4-3). This process will help support and guide the prioritized list of assets.

TABLE 4-3: PALM TRAN | ASSET REPLACEMENT CRITERIA

Criteria	Description	Scoring
Safety	Does operating the vehicle/asset pose a safety risk to staff or the public?	0 – No Safety Risk
		1 – Low Safety Risk
		3 – Medium Safety Risk
		5 – High Safety Risk
Impact to Service/Operations	Is the asset reliably providing service? Does the condition of the asset affect the ability to maintain the operation of the asset?	0 – Always
		1 – Sometimes
		3 – Rarely
		5 – No
Level of Maintenance	Does the asset require any major parts/components or major overhaul activities? How frequently do components fail?	0 – No
		1 – Rarely
		3 – Sometimes
		5 – Always
Age	Is the asset beyond its useful life or mileage benchmark? If yes, how many years is it beyond its useful life benchmark/miles beyond its mileage benchmark?	0 – 0.0 to 0.9 yrs beyond ULB
		1 – 1.0 to 1.9 yrs beyond ULB
		2 – 2.0 to 2.9 yrs beyond ULB
		3 – 3.0 to 3.9 yrs beyond ULB
		4 – 4.0 to 4.9 yrs beyond ULB
		5 – 5+ yrs beyond ULB
Condition	What physical condition is the asset in?	1 – Excellent/New
		2 – Good/Minor deterioration
		3 – Adequate/Slightly worn as expected by age
		4 – Marginal/Deteriorated; not ideal
		5 – Poor/Deteriorated beyond reasonable repair

4.3 Prioritized List of Assets

The prioritized list of assets includes rolling stock and equipment replacements, as well as facilities maintenance projects. Table 4-4 summarizes the asset investments and their costs by asset category and year. Costs were calculated in 2026 dollars.

Most costs will be dedicated to rolling stock replacement, specifically fixed-route vehicle replacements, expected to cost \$28.8 million from FY2026 to FY2030. The total capital investment needed over the four year period is \$20 million, or an average of \$12.5 million per year.

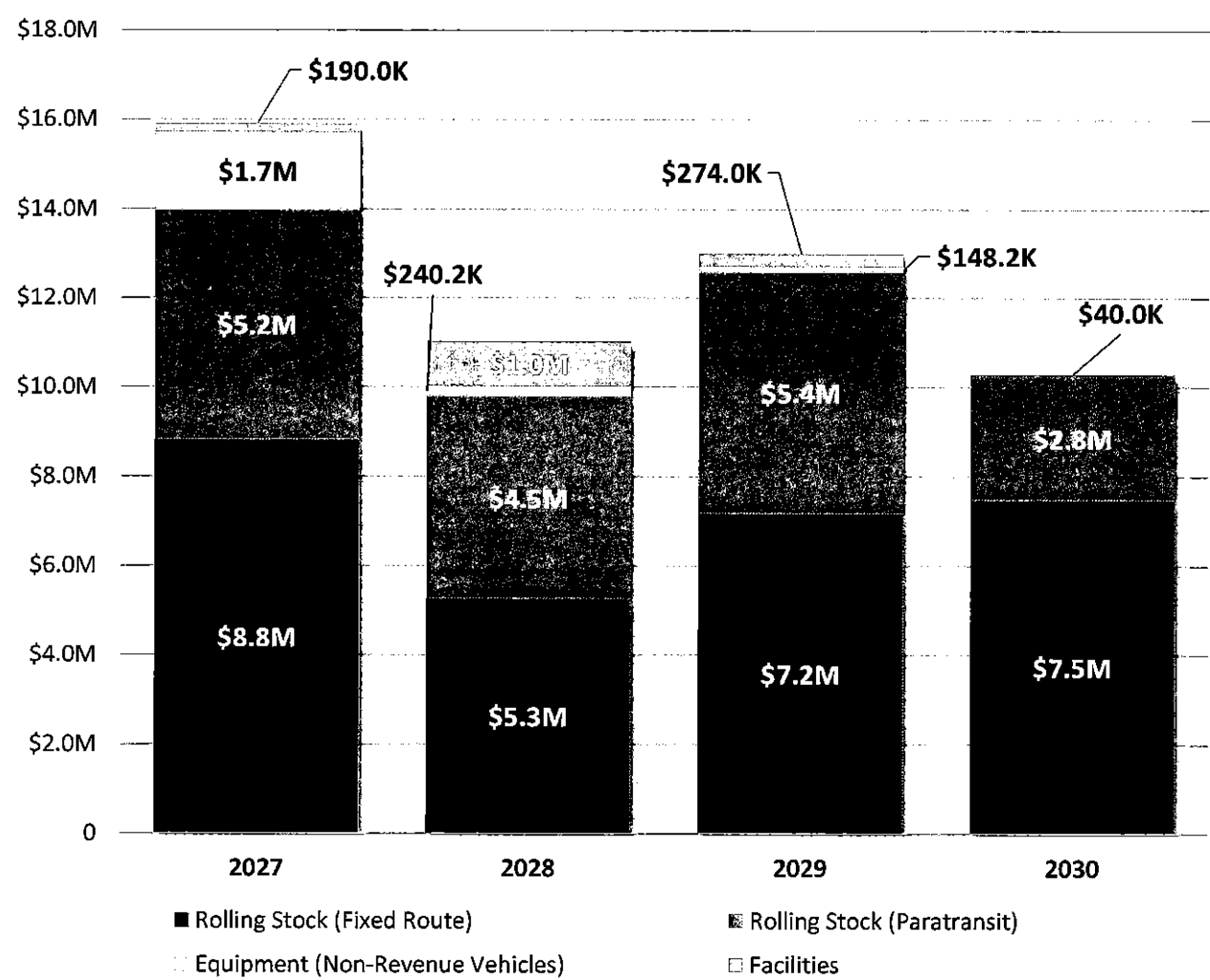
TABLE 4-4: PRIORITIZED LIST OF ASSETS | ROLLING STOCK AND EQUIPMENT

Asset Category	FY2027	FY2028	FY2029	FY2030
Rolling Stock: Fixed Route Vehicle Replacements				
Vehicle Count	13	8	11	12
Total Cost	\$8.8M	\$5.3M	\$7.2M	\$7.5M
Rolling Stock: Paratransit Vehicle Replacements				
Vehicle Count	53	39	43	26
Total Cost	\$5.2M	\$4.5M	\$5.4M	\$2.8M
Rolling Stock Total	\$14.0M	\$9.8M	\$12.6M	\$10.3M
Equipment: Non-Revenue Vehicle Replacements				
Vehicle Count	17	7	2	0
Total Cost	\$1.7M	\$240K	\$148K	\$0
Equipment Total	\$1.7M	\$240K	\$148K	\$0
Facilities				
Bus Wash Building			\$10K	
Guard House			\$14K	
Admin Storage				\$15K
Admin & Maint.		\$1.0M		
Belle Glade Admin	\$155K		\$250K	
Bus Wash	\$35K			
South County O&M				\$25K
Facilities Total	\$190K	\$1.0M	\$274K	\$40K
Total Cost	\$15.9M	\$11.0M	\$13.0M	\$10.3M

4.4 Investment Cost Forecast

This investment cost forecast outlines the anticipated costs for FY2027 through FY2030 and serves as a guide to support Palm Tran priorities, including keeping all assets in SGR. Figure 4-1 shows the forecast, which has been developed based on existing assets, Palm Tran’s replacement plans, and the need to keep all assets in SGR. It is designed to support informed decision-making and anticipated cost.

FIGURE 4-1: INVESTMENT COST FORECAST



4.4.1 Asset Lifecycle Management Strategies

Palm Tran is committed to maximizing its assets safety, reliability, and lifespan. Strategies that support asset lifecycle management include decisions and the resulting efforts to optimize the total lifecycle and cost of ownership. As all asset classes have different ULBs, the strategies to optimize ownership, including procurement, planning, design, construction, and maintenance, vary by asset class. The asset lifecycle management strategies are organized by asset class. Details of Palm Tran's asset lifecycle management strategies can be found in Appendix C.

4.4.1.1 Rolling Stock | Fixed-Route and Paratransit

Palm Tran's vehicle maintenance plan guides the bus lifecycle management strategies. Preventative maintenance strategies include daily pre-trip inspections and corrective maintenance as it is identified. Longer term, there are inspections at 6,000-mile intervals. According to the 2031 Transit Development Plan (TDP) and subsequent Annual TDP Updates (latest submitted for FY2026), fixed-route and paratransit vehicle replacement indicate continued investment in revenue vehicle replacement.

4.4.1.2 Non-Revenue Vehicles and Equipment

Similar to fixed-route and paratransit vehicle replacements, non-revenue vehicles and equipment are inspected along with corrective maintenance performed when necessary, including scheduled maintenance based on age or mileage. Non-revenue vehicles have maintenance performed on them every 4,000 miles.

4.4.1.3 Facilities

The existing facilities are managed by Palm Tran but are owned by Palm Beach County. The Fire Marshal Division (FMD) and an outside vendor inspect the fire extinguishers and suppression systems. Other maintenance is performed by Palm Beach County departments including the Facilities Development and Operation departments. Palm Tran is directly responsible for maintenance for facility equipment.

5 TAM IMPLEMENTATION PLAN

In accordance with 49 CFR Part 625 (Transit Asset Management Final Rule), Palm Tran must have implementation strategies. An implementation strategy is defined as a “transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.” Additionally, Palm Tran “must give due consideration to those state of good repair projects that pose an identified unacceptable safety risk when developing its investment prioritization.” This aligns with Palm Tran’s Mission and Vision. Palm Tran’s Mission is to provide access to opportunity for everyone; safely, efficiently, and courteously. Palm Tran’s Vision is to be the premier transportation choice in Palm Beach County.

The following describe the implementation strategies and the staff needed to support the efforts.

5.1 Implementation Strategies

5.1.1 TAM Roles & Responsibilities

The Accountable Executive, as described in the Introduction, will be responsible for managing and carrying out transit asset management practices and strategies per the FTA TAM requirements. This includes approving TAM requests, resources, funding levels, and SGR performance targets that are set annually.

Additionally, there are three key personnel categories: the TAM Manager, Operations and Maintenance staff, and IT and Administrative staff. Each personnel category has responsibilities that are key to keeping Palm Tran’s assets in SGR. The following describes their roles and responsibilities.



TAM Manager



- Identifies TAM program and support staff.
- Oversees TAM improvement implementation and progress, and development policies and procedures.
- Develops guides, standards, and inspection procedures for the collection of condition data into an asset inventory database and reporting of performance and condition data.
- Sets SGR performance targets and the TAM Plan for the approval of the Accountable Executive.
- Share SGR performance targets with Palm Beach TPA.
- Provides periodic TAM Program updates to the Accountable Executive.
- Confirms all MAP-21 requirements are met and in compliance with FTA standards.
- Overseeing FTA reporting procedures and data requirements.
- Condition assessment document and assessment schedule management.

Operations & Maintenance Staff



- Key staff in this category may include:
 - **Maintenance Supervisors** that perform quality assurance and quality control (QA/QC) for both inventory and condition assessment records before sharing with other members of the TAM program.
 - **Maintenance Trainer/ Superintendents**, who are the trade qualifiers will coordinate with County Facilities Development & Operations (FD&O) regarding facility assessment records and reporting.
 - **Maintenance Managers**, maintain the preventive maintenance procedures for assets based on manufacturers' recommendations and staffs professional experience.
- Responsible for asset lifecycle maintenance.
- Coordinate with service planning, finance, and Palm Beach County for revenue vehicles (rolling stock) and non-revenue vehicles procurement and disposal.
- Coordinate needs with staff, including inventory, periodic rehabilitation and repair, as well as identifying and prioritizing needs to advance SGR.
- Coordinate with maintenance staff to maintain an inventory that includes all vehicles and key equipment (valued over \$50,000). Within the inventory, each piece of equipment is identified by type, location, model number, serial number or any other identifier that could be used to locate the equipment and track maintenance of the equipment.
- Responsible for assessing vehicle conditions while maintaining licensing and/or certifications where applicable.

IT & Admin Staff



- Responsible for budget development, accounting, financial management and reporting, including reporting to the National Transit Database (NTD), procurement functions, and management of Information Technology (IT) assets.
- The fare collection services Division manages fare collection assets.

5.1.2 Past TAM Activities | 2022-2026

Palm Tran continues to make improvements to existing facilities while also planning for new capital to support new operations. Table 5-1 summarizes the improvements, according to the FY2026 Annual TDP Update. Since the last TAM Plan update, a planning and design study for the North County Facility has been completed. This furthers a key initiative mentioned in the 2022 TAM Plan that will help Plam Tran expand both its employment and fleet storage, including electrification.

TABLE 5-1: PAST TAM ACTIVITIES

Description	Status	Year Completed/ Expected	Notes
North Facility Planning & Design Study	Complete	2027	-
North County Facility Electrical Upgrades	Progress made	2026	Electrical Upgrade for current, as well as additional power needs anticipated in FY 26
North Facility Parking Lot Restoration	On schedule	2025	Under construction
Bus Stop Improvements	Progress made	Annually	Bus Shelters and amenities will be installed annually
South/North/West Facility Maintenance Upgrades	On schedule	2028-2030	Palm Tran is working with Palm Beach County facilities to perform necessary upgrades.
Fleet Software/Hardware Upgrades	Progress made	2022	Fleet software upgrades are in progress
Enterprise Asset Management Software	Progress made	2022	Currently transitioning to a new software

5.1.3 Future TAM Activities | 2026-2030

Palm Tran continues to complete an Asset Management Baseline Assessment that results in the identification of key TAM improvement actions. This effort includes an assessment that results in the actions that need continued attention and other actions that are needed to maintain TAM compliance while supporting Palm Tran mission and goals. Under each TAM implementation area, the key needs and actions are listed. Table 5-2 shows the actions, expected effort, resources, and timeline for the implementation.

TABLE 5-2: IMPLEMENTATION SCHEDULE

	Key Business Needs	Implementation Actions	Expected Effort	Expected Resources	Year 1	Year 2	Year 3 and Beyond
I. Asset Management Planning	A. Asset Management Roles and Responsibilities	1. Establish TAM roles and responsibilities; identify support staff.	<i>Assume one-week effort spread over two months.</i>	10 hours with TAM and other personnel	●		
		2. Cross functional asset management coordination and planning.	<i>Assume monthly meeting that mirror PT-Stat forum (two-hour meeting for about 5-15 staff).</i>	240 hours with TAM personnel	●	●	●
II. Capital Planning & Management	A. Capital Asset Inventory	1. Documenting process for reconciling vehicle asset records between Palm Tran and County systems. Actual reconciliation should be tracked during monthly TAM meeting.	<i>Less than one-week effort.</i>	5 hours with TAM personnel	●	●	●
		2. Expand the North County Facility operating capacity by either upgrading the existing facility or building a new facility. Upgrades should include, but are not limited to, expanded capacity of the bus yard and employee parking and electrification of infrastructure.	No additional resource needs expected	TAM and other personnel	●	●	●
III. Performance Reporting	A. Asset Lifecycle Management Strategies	1. Investigate a capital maintenance program that would address mid-life overhauls or replacements to extend useful life.	<i>To be considered in the long run; assume a four-week study.</i>	40 hours with TAM and other personnel	●		

Key Business Needs	Implementation Actions	Expected Effort	Expected Resources	Year 1	Year 2	Year 3 and Beyond
	2. Revise the facility condition calculation methodology to weigh facility components appropriately. Start with locating previous assessment and review discrepancies. Develop a strategy to improve upon existing methods.	<i>Assume four-week effort; to be implemented within two years. Follow up with County to discuss potential changes will likely take a few meetings over a few months</i>	40 hours with TAM and other personnel	●	●	
	3. Evaluate the lifecycle management strategies for major assets (bus wash, fare collection) and forecast future needs to inform capital planning for these asset types. Data for useful and conditions should be easily accessible from the County system.	<i>Assume meetings with Fixed Assets Management Office with County; training; creation of procedures; one-week effort for two staff members; spread over two months</i>	20 hours with TAM personnel	●		
	4. Refine vehicle condition assessment methodology for calculating final score; and who is responsible so that the right person is getting the assessment completed on a regular basis. Revision process should be similar to facilities.	<i>Assume two-week effort.</i>	20 hours with TAM and other personnel	●		

Key Business Needs	Implementation Actions	Expected Effort	Expected Resources	Year 1	Year 2	Year 3 and Beyond
	5. Track assets' condition and implement a system of automatic creation of work orders upon threshold exceedances.	<i>Ties to enterprise asset management system implementation (IV.B.1); no additional resource needs expected.</i>	TAM personnel	●		
	6. Develop a methodology for how condition data are used for predictive analysis.	<i>To be considered in the long run; assume a four-week study.</i>	40 hours with TAM and other personnel	●		
	7. Establish standard documentation of roles, responsibilities, and procedures for asset failures resulting in road calls. Ties to establishing TAM roles and responsibilities (I.A.1)	<i>Ties to establishing TAM roles and responsibilities (I.A.1); no additional resource needs expected.</i>	TAM personnel	●		
B. Risk Management	1. Develop risk register for tracking and monitoring program level risks impacting performance and state of good repair (risk name, risk trigger, impacts, mitigations, risk owner)- similar to what has already been developed for tracking bus shelters from Planning; for vehicles, there is a maintenance management plan and within that, there is a preventative maintenance plan.	<i>Assume one-week effort.</i>	10 hours with TAM personnel	●		

Key Business Needs		Implementation Actions	Expected Effort	Expected Resources	Year 1	Year 2	Year 3 and Beyond
		2. Develop a risk management process that addresses enterprise-level and asset-level risks.	<i>To be considered in the long run; assume a two-week coordination and development of procedures spread over a quarter.</i>	20 hours with TAM personnel	●	●	●
IV. Data-Driven Decision Support Strategies	A. Data-Driven Decision Support Strategies	1. Continue to utilize asset performance data to conduct trend analysis and enable reliability improvement initiatives. PM optimization initiatives, and defect elimination.	<i>Assume no additional hours needed.</i>	TAM personnel	●	●	●
		2. Develop Asset Information Standards to set out the data governance framework for asset management.	<i>To be considered in the long run and finish with IV.B.1; assume a two-week coordination and development of procedures spread over a quarter.</i>	20 hours with TAM personnel	●	●	
		3. On reporting incidents, currently reporting through TrackIt (web-based program for incident reporting, stored on the server) and People Works (County).	<i>Assume no additional hours needed.</i>	TAM personnel	●	●	●

Key Business Needs		Implementation Actions	Expected Effort	Expected Resources	Year 1	Year 2	Year 3 and Beyond
	B. Technologies Upgrade	1. Integrate an enterprise asset management system within Palm Tran systems - County procurement; and once the system is in place, there may be additional staff needs for integration.	<i>A vendor noted implementation for a year for at least one FTE on top of one year of procurement.</i>	1,040 hours with TAM and other personnel	●	●	
V. Resource Management	A. Training and Development	1. Ongoing condition assessment training/refreshers for assessors and asset owners to meet FTA asset management guidelines, especially on roles and responsibilities.	<i>Assume one day once a year for 5-15 staff members.</i>	80 hours with TAM personnel	●	●	●
VI. Asset Management Program Review	A. Evaluation and Improvement Plan	1. Monitor SGR investment prioritizations and implementation plan - by Sr Manager of Performance Management.	<i>Assume one day per quarter.</i>	32 hours with TAM personnel	●	●	●
		2. Update Risk Register.	<i>Assume one day per quarter</i>	32 hours with TAM personnel	●	●	●

5.1.4 Resources

The TAM implementation plan outlines the business needs, actions, timeline, and needed resources/responsibilities. Per Table 5-3, there may be a need for additional resources to implement all TAM plan activities, including the need for additional personnel and funding resources. Table 5-3 shows the hours needed by implementation area.

TABLE 5-3: RESOURCES NEEDED BY IMPLEMENTATION AREAS

TAM Implementation Area	Total Resources Needed (Hours)
I. Asset Management Planning	250
II. Capital Planning & Management	5
III. Performance Reporting	190
IV. Data-Driven Decision Support Strategies	1,060
V. Resource Management	80
VI. Asset Management Program Review	64
Total	1,649

5.1.5 Monitoring and Evaluating Plan

Palm Tran is committed to keeping its assets in SGR and executing its TAM implementation plan. Palm Tran may review and revise the TAM plan as necessary to ensure that it is improving safety, ensuring reliability, and is in alignment with current FTA requirements and other goals. The following describe actions that will be taken to monitor the TAM Plan:

- Revise TAM program roles and responsibilities as necessary
- Update TAM Plan at least once every four (4) years
- Document and respond to comments made by FTA
- Conduct annual TAM meetings led by managers and/or the executive director to review progress towards goals and performance measures
- Conduct monthly coordination meetings for continued asset management and planning
- Set performance targets for the following fiscal year with TAM roles after a review of NTD reporting preparations
- Engage stakeholders and address comments from stakeholders
- Update databases and current TAM Plan as needed to reflect inventory or priority changes
- Address internal and external audits findings
- Perform periodic reviews of all contracts to address issues if necessary and incorporate any updates that are reflected in the TAM Plan.

APPENDIX A: GLOSSARY

APPENDIX B: PERFORMANCE MANAGEMENT

TABLE C-1: PERFORMANCE MANAGEMENT | 2022-2025 TREND

Metric	Fixed-Route			Connection		
	2022	2025	Trend	2022	2025	Trend
Safety						
Preventable collisions per 100,000 miles	0.66	1.12	↗	1.36	0.93	↘
Non-preventable collisions per 100,000 miles	1.85	2.29	↗	1.71	1.53	↘
Total Incidents per 10,000 Boardings	1.04	1.00	↘	-	-	-
Mobility						
Total System Ridership	6,357,182	8,624,692	↗	-	-	-
Riders Per Revenue Hour	12.6	16.6	↗	1.48	1.41	↘
Customer Satisfaction						
On-Time Performance	75.3%	79.4%	↗	75.4%	81.0%	↗
Mean Distance Between Failures	9,427	7,929	↘	16,396	15,101	↘
All Customer Commendations per 1k Boardings	0.20	0.14	↘*	2.39	2.04	↘
All Customer Concerns per 1k Boardings	4.23	2.93	↘	4.02	1.61	↘
Reservations Call Hold Time	-	-	-	3:11	6:02	↗
Where Is My Ride Hold Time	-	-	-	2:07	2:26	↗

Source: Palm Tran Performance Report December 2025 (FY2026)



APPENDIX C: ASSET LIFESTYLE STRATEGIES



APPENDIX D: TAM REVISION LOG