

Palm Beach County

Transit Development Plan (TDP)

Minor Update (2004)

To August 5, 2003 Document

USF Center for Urban Transportation Research (CUTR) prepared the Major Update to the Palm Beach County Transit Development Plan, DRAFT August 5, 2003. It was subsequently locally reviewed and adopted prior to review by FDOT.

A Minor Update is required at this time. Required elements include:

1. Past years accomplishments compared to original recommendations (2004).
2. Reasons for any discrepancies between plan and its implementation for past year (2004).
3. Revisions to the coming year's recommendations (2005).
4. Added recommendations for the new fifth year or updated plan (2009).
5. Revised financial plan.



PBC TDP Minor Update 2004-2005

1. Past year accomplishments compared to original recommendations (2004)
2. Reasons for any discrepancies between plan and its implementation for past year (2004)

Action	Unit Costs (2003 \$) ¹	Number of Units	Annual Operating Cost (2003 \$)	Annual Farebox Revenue (2003 \$)	Total Capital Cost
Palm Beach County Service Improvements					
A. Route #1 Frequency Improvement (20 minutes all day weekdays) Operating Costs Capital Costs <i>(costs partially offset by other service reductions)</i>	\$50/hr	4,592 hrs	\$229,600	\$22,960	N/A

Accomplished September 2003 Bid

Other Recommendations					
FF. Fixed Route Bus Replacements	\$275,000 per bus	18	N/A	N/A	\$4,950,000

Quantity reduced to 12 replacements which will be ordered in May 2004 with an anticipated Fall 2005 Delivery. (12 buses @ \$275,000/ bus = \$3,300,012).

HH. Section 5307 Preventative Maintenance	N/A	N/A	N/A	N/A	\$5,000,000
--	-----	-----	-----	-----	-------------

Total Capital cost reduced to meet capital requirement expectation. New CUTR recommended allocation is \$3,700,000

II. Associated Capital Maintenance	\$250,000 / yr	N/A	N/A	N/A	\$250,000
---	----------------	-----	-----	-----	-----------

Projections are in line with programmed spending.

JJ. Bus Shelter Shelters and Right of Way => Acquisition of Right of Way => Route #1 Infrastructure Improvements	\$200,000 N/A	N/A N/A	N/A	N/A	\$200,000 \$1,000,000
---	------------------	------------	-----	-----	--------------------------

=> Projected Acquisition cost reduced to \$106,590. Allocation used to support infrastructure associated with PBC contracted shelter program.

=> Projected US-1 Infrastructure is dependent on Corridor municipalities entering into an interlocal agreement with PBC by June 15, 2004 and approval of individual municipal plans within six months. Monies not allocated to this project will be redirected to Real-Time Signage. Capital Cost allocation would remain unchanged.

KK. Fixed Route ADA Paratransit Service Support	10% of Section 5307 Allocation	N/A	N/A	N/A	\$ 950,000
--	--------------------------------------	-----	-----	-----	------------

Costs to be covered by PBCC BCC and not by allocated 5307 Formula Fund Grant Allocation.

PBC TDP Minor Update 2004-2005

1. Past year accomplishments compared to original recommendations (2004)
2. Reasons for any discrepancies between plan and its implementation for past year (2004)

Action	Unit Costs (2003 \$) ¹	Number of Units	Annual Operating Cost (2003 \$)	Annual Farebox Revenue (2003 \$)	Total Capital Cost
Other Recommendations continued					

MM. Repayment of SIB Loan (repayment of \$8.8 million dollar SIB loan @ \$2.2 million per year)	\$2.2 million per year	FY 2004 And FY 2005	N/A	N/A	\$2,200,000
---	------------------------	---------------------------	-----	-----	-------------

Repayment of SIB is programmed through FY 2005.

NN. Technology => GIS => Automatic Passenger Counters	\$50,000 \$15,000	--- 25	N/A	N/A	\$ 50,000 \$ 375,000
--	----------------------	-----------	-----	-----	-------------------------

Capital costs are currently estimated at approximately \$5,000,000. Phase 1 (US-1 Corridor) is to be funded by an ITS grant in FY 2005-2007 inclusive.

PBC TDP Minor Update 2004-2005

3. Revisions to the coming year's recommendations (2005)

Action	Unit Costs (2003 \$) ¹	Number of Units	Annual Operating Cost (2003 \$)	Annual Farebox Revenue (2003 \$)	Total Capital Cost
--------	--------------------------------------	--------------------	--	---	-----------------------

Palm Beach County Service Improvements

B. Route #1 Frequency Improvement (30 minutes on Sundays) Operating Costs Capital Costs	\$50/hr	2,500 hrs	\$125,000	\$12,500	N/A
---	---------	-----------	-----------	----------	-----

Project is still programmed for this timeframe with supplemental budget required by PBC BCC. Note: PBC BCC has not authorized applicable supplemental funds.

D. Route #40 Convert to Express Route Operating Costs (<i>net service reductions savings</i>) Capital Costs (<i>net service reductions savings</i>)	\$50/hr \$275,000/bus	-13,193 hrs -2 buses	(- \$659,650)	(- \$65,965)	(- \$550,000)
--	--------------------------	-------------------------	---------------	--------------	---------------

Project is still programmed for this timeframe. Note: Route 40 will be curtailed to serve only the service area west of the Wellington Green Mall.

G. Route #30 Frequency Improvements (30 minutes all day weekdays) Operating Costs Capital Costs	\$50/hr	1,542 hrs	\$77,100	\$7,710	N/A
---	---------	-----------	----------	---------	-----

Project is postponed until FY 2006 with supplemental budget required by PBC BCC. Note: PBC BCC has not authorized applicable supplemental funds.

I. Route #46 Frequency Improvements (30 minutes all day weekdays) Operating Costs Capital Costs	\$50/hr	1,928 hrs	\$96,400	\$9,640	N/A
---	---------	-----------	----------	---------	-----

Project is still programmed for this timeframe with supplemental budget required by PBC BCC. Note: PBC BCC has not authorized applicable supplemental funds.

Tri-Rail Feeder Improvements

M. Route #31 Frequency Improvements (20 minutes peak/ 30 minutes off peak weekdays) Operating Costs Capital Costs	\$50/hr	1,542 hrs	\$77,100	\$7,710	N/A
---	---------	-----------	----------	---------	-----

Scope of project adjusted to 30 minute all day weekday service within this timeframe.

O. Route #43 Frequency Improvements (20 minutes peak/30 off peak weekdays) Operating Costs Capital Costs	\$50/hr \$275,000/bus	12,336 3 buses	\$616,800	\$61,680	\$825,000
--	--------------------------	-------------------	-----------	----------	-----------

Scope of project adjusted to 30 minute all day weekday service within this timeframe.

P. Route #43 Frequency Improvements (30 minutes all day Saturday) Operating Costs Capital Costs	\$50/hr	1,989	\$99,450	\$9,945	N/A
---	---------	-------	----------	---------	-----

Project is still programmed for this timeframe with supplemental budget required by PBC BCC. Note: PBC BCC has not authorized applicable supplemental funds.

R. Route #62 Frequency Improvements (20 minutes peak/30 off peak weekdays) Operating Costs Capital Costs	\$50/hr \$275,000/bus	7,196 hrs 2 buses	\$359,800	\$35,980	\$550,000
--	--------------------------	----------------------	-----------	----------	-----------

Scope of project adjusted to 30 minute all day weekday service within this timeframe.

PBC TDP Minor Update 2004-2005

3. Revisions to the coming year's recommendations (2005)

Action	Unit Costs (2003 \$) ¹	Number of Units	Annual Operating Cost (2003 \$)	Annual Farebox Revenue (2003 \$)	Total Capital Cost
S. Route #62 Frequency Improvements (30 minutes all day Saturdays and Sundays) Operating Costs Capital Costs	\$50/hr	1,822 hrs	\$91,100	\$9,110	N/A

Project is still programmed for this timeframe.

U. Route #71 Frequency Improvements (20 minutes peak/ 30 off peak weekdays) Operating Costs Capital Costs	\$50/hr \$275,000/buses	1,542 hrs 1 bus	\$77,100	\$7,710	\$275,000
---	----------------------------	--------------------	----------	---------	-----------

Scope of project adjusted to 30 minute all day weekday service within this timeframe.

W Route #81 Frequency Improvements (20 minutes peak/ 30 off peak weekdays) Operating Costs Capital Costs	\$50/hr \$275,000/buses	6,168 hrs 3 buses	\$308,400	\$30,840	\$825,000
--	----------------------------	----------------------	-----------	----------	-----------

Scope of project adjusted to 30 minute all day weekday service within this timeframe.

Y. Route #94 Frequency Improvements (20 minutes peak/30 off peak weekdays) Operating Costs Capital Costs	\$50/hr \$275,000/bus	4,626 2 buses	\$231,300	\$23,130	\$550,000
--	--------------------------	------------------	-----------	----------	-----------

Scope of project adjusted to 30 minute all day weekday service within this timeframe.

Tri-Rail Consultant Recommendations³					
AA. . Route #53 Frequency Improvements (go from 60 to 30 minutes) Operating Costs Capital Costs	275,000/bus	1 bus ³	\$204,000 ³	\$20,400	\$275,000

Route 53 discontinued with the September 2003 Bid. Airport - Tri-Rail Service currently provided on Route 40 and 44. Each operates on a 60 minute headway.

Regional Transportation Auth. Projects⁴					
EE. Okeechobee Boulevard Bus Rapid Transit 13.8 mile route from Wellington Mall to Tri-Rail (Source: PBSJ South Florida Transit Analysis Study)	N/A	N/A	N/A Costs realized in 2007 and 2008	N/A	\$ 72,000 Costs realized in 2006-2008

PBC MPO postponed until FY 2006.

PBC TDP Minor Update 2004-2005

3. Revisions to the coming year's recommendations (2005)

Action	Unit Costs (2003 \$) ¹	Number of Units	Annual Operating Cost (2003 \$)	Annual Farebox Revenue (2003 \$)	Total Capital Cost
Other Recommendations					
FF. Fixed Route Bus Replacements	\$275,000 per bus	8	N/A	N/A	\$2,200,000

Quantity increased to 11 replacements which will be ordered in May 2005 with an anticipated Fall 2006 Delivery. (11 buses @ \$275,000/ bus = \$3,025,000).

GG. Paratransit Bus Purchases => Replacements	\$75,000	FY 05 = 25 new	N/A	N/A	\$1,875,000
---	----------	----------------	-----	-----	-------------

Paratransit will remain contracted service—no additional vehicles are anticipated at this time.

HH. Section 5307 Preventative Maintenance	N/A	N/A	N/A	N/A	\$5,000,000
--	-----	-----	-----	-----	-------------

Total Capital cost reduced to meet capital requirement expectation. New CUTR recommended allocation is \$3,700,000

II. Associated Capital Maintenance	\$250,000 / yr	N/A	N/A	N/A	\$250,000
---	----------------	-----	-----	-----	-----------

Projections are in line with programmed spending.

JJ. Bus Shelter Shelters and Right of Way => Acquisition of Right of Way	N/A	N/A	N/A	N/A	\$200,000
--	-----	-----	-----	-----	-----------

Allocation used to support infrastructure associated with PBC contracted shelter program.

KK. Fixed Route ADA Paratransit Service Support	10% of Section 5307 Allocation	N/A	N/A	N/A	\$ 950,000
--	--------------------------------------	-----	-----	-----	------------

Costs to be covered by PBCC BCC and not by allocated 5307 Formula Fund Grant Allocation.

MM. Repayment of SIB Loan (repayment of \$8.8 million dollar SIB loan @ \$2.2 million per year)	\$2.2 million per year	FY 2004 And FY 2005	N/A	N/A	\$2,200,000
--	---------------------------	---------------------------	-----	-----	-------------

Repayment of SIB is programmed through FY 2005 (final payment/last of 4 payments).

NN. Technology => AVL/GPS	\$15,000	300	N/A	N/A	\$4,500,000
-------------------------------------	----------	-----	-----	-----	-------------

Capital costs are currently estimated at approximately \$5,000,000. Phase 1 (US-1 Corridor) is to be funded by an ITS grant in FY 2005-2007 inclusive.

PBC TDP Minor Update 2004-2005

4. Added recommendations for the new fifth year of updated plan (2009)

Action	Unit Costs (2003 \$) ¹	Number of Units	Annual Operating Cost (2003 \$)	Annual Farebox Revenue (2003 \$)	Total Capital Cost
<i>Palm Beach County Service Improvements</i>					
<i>Tri-Rail Feeder Improvements</i>					
<i>Regional Transportation Authority Projects</i>					
<i>Other Recommendations</i>					
FF. Fixed Route Bus Replacements	\$275,000 per bus	8	N/A	N/A	\$2,200,000
HH. Section 5307 Preventative Maintenance	N/A	N/A	N/A	N/A	\$3,700,000
II. Associated Capital Maintenance	\$250,000 / yr	N/A	N/A	N/A	\$250,000
JJ. Bus Shelter Shelters and Right of Way => Acquisition of Right of Way	N/A	N/A	N/A	N/A	\$100,000
KK. Fixed Route ADA Paratransit Service Support	10% of Section 5307 Allocation	N/A	\$1,069,000	N/A	N/A

PBC TDP Minor Update 2004-2005

5. Revised Financial Plan

Estimated Costs FY 2004-FY 2009 (in 2003 \$, in 000's)

Action	FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		Total	
	Operating Costs	Capital Costs	Operating Costs	Capital Costs	Operating Costs	Capital Costs	Operating Costs	Capital Costs	Operating Costs	Capital Costs	Operating Costs	Capital Costs	Operating Costs	Capital Costs
Base Service	\$33,500	\$4,950	\$34,170	\$2,200	\$34,853	\$1,650	\$35,550	\$0	\$36,261	\$0	\$40,719	\$0	\$215,053	\$8,800
Palm Beach County Service Improvements	\$234	\$0	-\$217	-\$550	\$588	\$125	\$3,045	\$2,600	\$4,621	\$2,325	\$4,806	\$2,413	\$13,077	\$6,913
A. Route #1 Frequency Improvements (20 min. all day weekdays)	\$234	\$0	\$239	\$0	\$244	\$0	\$249	\$0	\$253	\$0	\$263	\$0	\$1,482	\$0
B. Route #1 Frequency Improvements (30 min on Sundays)	\$0	\$0	\$130	\$0	\$133	\$0	\$135	\$0	\$138	\$0	\$144	\$0	\$680	\$0
C. Route #1 Frequency Improvement (15 min. all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,135	\$1,375	\$1,180	\$1,430	\$2,315	\$2,805
D. Route #40 Conversion to Express Route(net service reductions)	\$0	\$0	-\$686	-\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$686	-\$550
E. Route #2 Frequency Improvements(20 min. all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,113	\$1,375	\$1,135	\$0	\$1,180	\$0	\$3,428	\$1,375
F.. Route #3 Frequency Improvements(20 min. all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$890	\$1,100	\$908	\$0	\$944	\$0	\$2,742	\$1,100
G. Route #30 Frequency Improvements(30 min. all day weekdays)	\$0	\$0	\$0	\$0	\$82	\$0	\$83	\$0	\$85	\$0	\$88	\$0	\$338	\$0
H. Route #30 Frequency Improvements(20 min. all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$170	\$275	\$177	\$286	\$347	\$561
I. Route #46 Frequency Improvements(30 min. all day weekdays)	\$0	\$0	\$100	\$0	\$102	\$0	\$104	\$0	\$106	\$0	\$110	\$0	\$522	\$0
J. Route #46 Frequency Improvements(20 min. day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184	\$550	\$191	\$572	\$375	\$1,122
K. Service Span Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$417	\$0	\$425	\$0	\$442	\$0	\$1,284	\$0
L. Community Bus Demonstration Program	\$0	\$0	\$0	\$0	\$27	\$125	\$54	\$125	\$82	\$125	\$85	\$125	\$248	\$500

PBC TDP Minor Update 2004-2005

5. Revised Financial Plan

Estimated Costs continued (in 2003 \$, in 000's)

Tri-Rail Feeder Improvements	\$0	\$0	\$1,356	\$2,017	\$1,386	\$0	\$1,411	\$0	\$2,405	\$0	\$2,501	\$0	\$9,059	\$2,017
M. Route #31 Frequency Improvements(20 min peak/30 min off peak weekdays)	\$0	\$0	\$53	\$0	\$55	\$0	\$55	\$0	\$57	\$0	\$59	\$0	\$279	\$0
N. Route #31 Frequency Improvements(20 min all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71	\$0	\$74	\$0	\$145	\$0
O. Route #43 Frequency Improvements(20 min peak/30 off peak weekdays)	\$0	\$0	\$428	\$550	\$437	\$0	\$445	\$0	\$454	\$0	\$472	\$0	\$2,236	\$550
P. Route #43 Frequency Improvements(30 min all day Saturday)	\$0	\$0	\$103	\$0	\$106	\$0	\$108	\$0	\$110	\$0	\$114	\$0	\$541	\$0
Q. Route #43 Frequency Improvements(20 min all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255	\$0	\$265	\$0	\$520	\$0
R. Route #62 Frequency Improvements (20 min peak/30 off peak weekdays)	\$0	\$0	\$249	\$367	\$255	\$0	\$259	\$0	\$265	\$0	\$276	\$0	\$1,304	\$367
S. Route #62 Frequency Improvements(30 min all day Saturdays and Sundays)	\$0	\$0	\$95	\$0	\$97	\$0	\$99	\$0	\$101	\$0	\$105	\$0	\$497	\$0
T. Route #62 Frequency Improvements(20 min all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270	\$0	\$281	\$0	\$551	\$0
U. Route #71 Frequency Improvements(20 min peak/30 off peak weekdays)	\$0	\$0	\$53	\$183	\$55	\$0	\$55	\$0	\$57	\$0	\$59	\$0	\$279	\$183
V. Route #71 Frequency Improvements(20 min all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113	\$0	\$118	\$0	\$231	\$0
W. Route #81 Frequency Improvements (20 min peak/30 off peak weekdays)	\$0	\$0	\$214	\$550	\$218	\$0	\$223	\$0	\$227	\$0	\$236	\$0	\$1,118	\$550
X. Route #81 Frequency Improvements(20 min all day weekdays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$170	\$0	\$177	\$0	\$347	\$0
Y. Route #94 Frequency Improvements (20 min peak/30 off peak weekdays)	\$0	\$0	\$161	\$367	\$163	\$0	\$167	\$0	\$170	\$0	\$177	\$0	\$838	\$367
Z. Route #94 Frequency Improvements(30 min all day Saturdays and Sundays)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85	\$0	\$88	\$0	\$173	\$0

PBC TDP Minor Update 2004-2005

5. Revised Financial Plan

Estimated Costs continued (in 2003 \$, in 000's)

Tri-Rail Consultant Recommendations	\$0	\$0	\$0	\$0	\$914	\$1,950	\$4,333	\$2,890	\$7,949	\$0	\$8,267	\$0	\$21,463	\$4,840
AA. Route #53 Frequency Improvements(go from 60 to 30 min)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BB. Route #33 Frequency Improvements(go from 60 to 30 minutes)	\$0	\$0	\$0	\$0	\$337	\$550	\$346	\$0	\$351	\$0	\$365	\$0	\$1,399	\$550
CC. Route #44 Frequency Improvements(go from 60 to 30 minutes)	\$0	\$0	\$0	\$0	\$422	\$825	\$431	\$0	\$439	\$0	\$457	\$0	\$1,749	\$825
DD. Route #42 Frequency Improvements(go from 60 to 30 minutes)	\$0	\$0	\$0	\$0	\$155	\$275	\$158	\$0	\$161	\$0	\$167	\$0	\$641	\$275
Regional Transportation Authority Projects	\$0	\$0	\$0	\$0	\$0	\$150	\$1,699	\$1,445	\$3,499	\$0	\$3,639	\$0	\$8,837	\$1,595
EE. Okeechobee Blvd.Bus Rapid Transit	\$0	\$0	\$0	\$0	\$0	\$150	\$1,699	\$1,445	\$3,499	\$0	\$3,639	\$0	\$8,837	\$1,595
Other Recommendations	\$950	\$9,823	\$969	\$13,642	\$988	\$12,540	\$1,008	\$4,950	\$1,028	\$4,450	\$1,069	\$4,570	\$6,012	\$49,975
FF. Fixed Route Bus Replacements	\$0	\$3,300	\$0	\$3,025	\$0	\$1,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,975
GG. Paratransit Bus Purchases	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HH. Section 5307 Preventative Maintenance	\$0	\$3,700	\$0	\$3,700	\$0	\$3,700	\$0	\$3,700	\$0	\$3,700	\$0	\$3,700	\$0	\$22,200
II. Associated Capital Maintenance	\$0	\$250	\$0	\$250	\$0	\$250	\$0	\$250	\$0	\$250	\$0	\$250	\$0	\$1,500
JJ. . Bus Shelter Shelters and Right of Way	\$0	\$1,106	\$0	\$200	\$0	\$200	\$0	\$1,000	\$0	\$0	\$0	\$100	\$0	\$2,606
KK. Fixed Route ADA Paratransit Service Support	\$950	\$0	\$969	\$0	\$988	\$0	\$1,008	\$0	\$1,028	\$0	\$1,069	\$0	\$6,012	\$0
LL. . Lake Region West Maintenance and Operations Facility(land acquisition, design and construction of transit facility for 10-12 buses)	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
MM. Repayment of SIB Loan(repayment of \$8.8 million dollar SIB loan @ \$2.2 million per year)	\$0	\$1,467	\$0	\$1,467	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,934
NN. Technology (Security Cameras at Terminals, AVL/GPS, GIS,MDT, APC's, and EFP Vending Machines	\$0	\$0	\$0	\$5,000	\$0	\$1,740	\$0	\$0	\$0	\$500	\$0	\$520	\$0	\$7,760
Total Cost of Recommendations by FY	\$1,184	\$9,823	\$2,108	\$15,109	\$3,876	\$14,765	\$11,496	\$11,885	\$19,502	\$6,775	\$20,282	\$6,983	\$58,448	\$65,340

PBC TDP Minor Update 2004-2005

5. Revised Financial Plan

Anticipated Revenues FY 2004-FY2009 (in 2003 \$, in 000's)

Source	FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		Total	
	Operating Revenue	Capital Revenue	Operating Revenue	Capital Revenue	Operating Revenue	Capital Revenue	Operating Revenue	Capital Revenue	Operating Revenue	Capital Revenue	Operating Revenue	Capital Revenue	Operating Revenue	Capital Revenue
FTA Section 5307 ¹	\$0	\$8,550	\$0	\$8,550	\$0	\$9,000	\$0	\$9,000	\$0	\$9,000	\$0	\$9,000	\$0	\$53,100
Section 5307 10% ADA	\$950	\$0	\$950	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$0	\$1,000	\$0	\$5,900	\$0
FTA Section 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FDOT Service Development	\$153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153	\$0	\$306	\$0
FDOT Block Grant	\$3,888	\$0	\$3,780	\$0	\$3,911	\$0	\$4,060	\$0	\$4,174	\$0	\$3,900	\$0	\$23,713	\$0
FDOT Transit Corridor (50% state/50% local)	\$400	\$1,000	\$400	\$0	\$333	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133	\$1,000
TEA-21 Flexible Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local ²	\$48,642	\$0	\$54,146	\$0	\$60,133	\$0	\$66,618	\$0	\$73,205	\$0	\$80,400	\$0	\$383,144	\$0
Transportation Disadvantage Grant	\$1,427	\$0	\$1,436	\$0	\$1,464	\$0	\$1,505	\$0	\$1,505	\$0	\$1,505	\$0	\$8,842	\$0
(expanded service only)	\$24	\$0	\$200	\$0	\$305	\$0	\$826	\$0	\$1,624	\$0	\$1,624	\$0	\$4,603	\$0
Total Anticipated Revenues	\$55,484	\$9,550	\$60,912	\$8,550	\$67,146	\$9,000	\$74,009	\$9,000	\$81,508	\$9,000	\$88,582	\$9,000	\$427,641	\$54,100

PBC TDP Minor Update 2004-2005

5. Revised Financial Plan

Projected Expenses, Revenues, and Unfunded Needs FY 2004-FY2009 (in 2003 \$, in 000's)

Item	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total
OPERATING							
Palm Tran Fixed Route Operating Expenses (1)	\$33,500	\$34,170	\$34,853	\$35,550	\$36,261	\$38,074	\$212,408
Palm Tran Connection Operating Expenses (1)	\$20,800	\$33,904	\$37,294	\$41,024	\$45,126	\$49,639	\$227,787
Additional TDP Operating Expenses	\$1,184	\$2,108	\$3,876	\$11,496	\$19,502	\$20,282	\$58,448
Total Operating Expenses	\$55,484	\$70,182	\$76,023	\$88,070	\$100,889	\$107,995	\$498,643
Anticipated Operating Revenues (2)	\$55,484	\$60,912	\$67,146	\$74,009	\$81,508	\$89,659	\$428,718
Net Operating	\$0	-\$9,270	-\$8,877	-\$14,061	-\$19,381	-\$18,336	-\$69,925
Cumulative Operating Surplus/(Deficit)	\$0	-\$9,270	-\$18,147	-\$32,208	-\$51,589	-\$69,925	
CAPITAL							
Capital Expenses	\$9,823	\$15,109	\$14,765	\$11,885	\$6,775	\$6,983	\$65,340
Anticipated Capital Revenues	\$9,550	\$8,550	\$9,000	\$9,000	\$9,000	\$9,000	\$54,100
Net Capital	-\$273	-\$6,559	-\$5,765	-\$2,885	\$2,225	\$2,017	-\$11,240
Cumulative Capital Surplus/(Deficit)	-\$4,475	-\$11,034	-\$16,799	-\$19,684	-\$17,459	-\$15,442	
TOTALS							
Total Expenses	\$65,307	\$85,291	\$90,788	\$99,955	\$107,664	\$114,978	\$563,983
Total Revenues	\$65,034	\$69,462	\$76,146	\$83,009	\$90,508	\$98,659	\$482,818
Net Surplus/(Deficit)	-\$273	-\$15,829	-\$14,642	-\$16,946	-\$17,156	-\$16,319	-\$81,165
Cumulative Totals Total Additional Funding Required	-\$4,888	-\$20,717	-\$35,359	-\$52,305	-\$69,461	-\$85,780	