Accelerate 2031
Palm Tran’s FY 2022-2031 Transit Development Plan

Palm Beach County
Board of County Commissioners
December 21, 2021
Presentation Overview

• TDP Background & Process
• Public Outreach Summary
• 10-Year Transit Needs Identification & Evaluation
• 10-Year Financial & Implementation Plan
• Next Steps
WHAT IS A TDP?

• 10-year strategic plan for transit
  – Evaluates existing conditions
  – Determines future needs
  – Outlines phased service & implementation plans
  – Includes funded & unfunded priorities
  – Updated every 5 years

• FDOT requirement for funding
  – Palm Tran’s TDP is due by December 15, 2021

• What a TDP is not:
  – Not a budget
  – Not a binding agreement
TDP Purpose

Transit agency guidance document
- Planning
- Development
- Operations

Identify public transportation needs

Define alternative solutions

Set the vision…
TDP Public Outreach

12,000+ people engaged through this process

~35 Stakeholder Interviews

6 Public Workshops

3 Surveys
Public Opinion Poll
Transit Needs Operator

8 Discussion Groups
3 Operator
4 Business
1 Connection Riders

Web/Email Social Media Outreach

palmtran.org/transit-development-plan
Online Transit Needs Survey

WHERE ARE WE TODAY?

More than 85% have used Palm Tran services before.

- 86% YES
- 14% NO

More than 40% used Palm Tran services “frequently or daily” prior to the COVID-19 pandemic beginning in March of 2020.

Top 3 reasons people DO ride Palm Tran:

- 62% DON’T HAVE A CAR
- 12% TO SAVE MONEY
- 9% BUS IS SAFER

Top 3 reasons people DO NOT ride Palm Tran:

- 48% TIME, IT TAKES LONGER THAN DRIVING
- 40% THERE ARE NO BUS STOPS NEAR ME
- 37% DIFFICULT TO GET TO THE BUS STOP

754 Responses
Online Transit Needs Survey

WHERE ARE WE GOING?

More than 73% “DEFINITELY AGREED” with the statement that transit would become more important in the next 10 years because of worsening traffic congestion caused by new residents.

70% “DEFINITELY AGREED” that transit will be more important because the aging adult population will need more choices.

Top 3 things that would cause people to ride Palm Tran more often:

- 60% MORE FREQUENCY (EVERY 15-30 MINUTES)
- 58% MORE REGIONAL EXPRESS OR COMMUTER ROUTES
- 55% MORE WEEKEND SERVICE

HOW DO WE GET THERE?

Nearly two-thirds “definitely agreed” that they would support a local transit funding source if everyone helped contribute, like tourists and visitors, instead of only local residents and property owners.

64%

Roughly two-thirds thought that more information would help them consider supporting a long-term dedicated funding source for transit in Palm Beach County.

67%
Situation Appraisal

Improve frequency, rider experience & travel times
- Core network improvements
- Bus stop improvements
- Transit Signal Priority

Continued growth & aging population
- Higher demand for paratransit
- Core network improvements

Loss of revenue & higher labor costs
- Dedicated funding source

Telecommuting
- Focus resources on core network and where services are heavily utilized

Rebuild ridership post-COVID
- Core network improvements
- Transit marketing & education campaign
- Park-and-ride study
- Bus stop improvements

Redevelopment & suburban pattern
- Core network improvements in highest-density areas
- Challenge to Palm Tran providing efficient & attractive services

Continue upgrades & improve rider experience

Generally consistent with peer organizations.
- No recommended changes.
10-Year Needs

Public transit needs identified for the next 10 years through analysis, outreach, and other TDP tasks.

Service Needs

- 561 Plan/Core Network Routes (15-minute headways)
- Premium Transit/Enhanced Transit Corridors (561 Plan)
- Span & Frequency Improvements (Non-Core Network)
  - Standardize headways (15, 30 & 60)
  - Sunday service all routes & expanded hours
- West-East connectivity (Route 40 to 30-minutes)
- New Regional Express Service
  - Port St. Lucie to WPB
  - West Palm Beach to Boca Raton
- On-Demand Transit Services
  - Mobility on Demand
    - Continue Go Glades
    - Priority new MOD areas (TBD)
  - TNC Partnership Program
10-Year Needs (continued)

**Other Capital & Infrastructure Needs**
- Bus Radio System Upgrades
- Maintenance Facility Equipment Upgrades
- Fleet and Asset Management Software Upgrades
- North Facility Electrical Upgrades
- North County Facility Planning & Design Study
- Bus Stop Shelters
- Bus Stop Infrastructure & Accessibility Improvements
- Park-and-Ride Facility Study
- Fleet Replacement & Acquisition Program

**Policy Needs**
- Infrastructure & Equipment for Continued COVID-19 Safety

**Technology Needs**
- Transit Signal Priority (TSP)
- Fare Technology Interoperability
- Electrification
- Bus Stop Technology Improvements
- Wi-Fi Enabled Fleet

**Plans/Studies**
- FY 2027-2036 TDP Update
- School Coordination Study
- Connection Facility Assessment Study
10-Year Transit Service Needs Evaluation Process

Needs Identification Process

Operating Environment
Public Involvement
Transit Demand Assessment

Project Review Committee

10-Year Transit Needs

Situation Appraisal

Needs Evaluation Process

Public Support
Ridership Potential
Connectivity
Financial Feasibility

Priority Ranking of Improvements

<table>
<thead>
<tr>
<th>Proposed Improvement</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday Service Span Improvements</td>
<td>1</td>
</tr>
<tr>
<td>Regional Express Service</td>
<td>2</td>
</tr>
<tr>
<td>West-East Connectivity</td>
<td>3</td>
</tr>
<tr>
<td>561 Plan/Core Network Improvements</td>
<td>4</td>
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<tr>
<td>On Demand Transit Services</td>
<td>4</td>
</tr>
<tr>
<td>TNC* Partnership Program</td>
<td>6</td>
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<tr>
<td>Premium Transit Service</td>
<td>7</td>
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<tr>
<td>Non-Core Network Improvements</td>
<td>8</td>
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</tbody>
</table>

*TNC = Transportation Network Companies
# 10-Year Plan Summary

## Service Improvements

<table>
<thead>
<tr>
<th>Description</th>
<th>Implementation Year(s)</th>
<th>Annual Operating $(2022)$</th>
<th>Operating Funding Source(s)</th>
<th>Total Capital $(2022)$</th>
<th>Capital Funding Source(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Annual Operating $:</strong></td>
<td></td>
<td>$ 28,018,348</td>
<td></td>
<td></td>
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<tr>
<td><strong>Total Capital $:</strong></td>
<td></td>
<td>$ 36,479,621</td>
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</table>

TIRRF – Transit Innovation and Ridership Recovery Fund  
*Assumes cost of directly operating Go Glades services starting in 2024.  
**Total cost reflects only the full regional express bus service to be implemented in 2026 and not the costs of the interim phases.
# 10-Year Plan Summary

**Plans, Capital/Infrastructure & Technology Improvements**

<table>
<thead>
<tr>
<th>Description</th>
<th>Implementation Year(s)</th>
<th>Total Operating $ (2022$)</th>
<th>Total Capital $ (2022$)</th>
<th>Funding Source(s)</th>
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</thead>
<tbody>
<tr>
<td>Connection Facility Assessment Study</td>
<td>2022</td>
<td>$100,000</td>
<td>-</td>
<td>Federal Grants</td>
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<tr>
<td>School District Coordination Study</td>
<td>2022</td>
<td>$60,000</td>
<td>-</td>
<td>Federal Grants</td>
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<tr>
<td>TDP Major Update (Fy's 2027-2036)</td>
<td>2026</td>
<td>$400,000</td>
<td>-</td>
<td>Federal/State Grants</td>
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<tr>
<td>Okeechobee Blvd PD&amp;E Study</td>
<td>2027</td>
<td>$966,760</td>
<td>-</td>
<td>TPA Funds</td>
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<tr>
<td>US-1 PD&amp;E Study</td>
<td>2029</td>
<td>$3,741,819</td>
<td>-</td>
<td>TPA Funds</td>
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<tr>
<td>Lake Worth Rd PD&amp;E Study</td>
<td>2031</td>
<td>$776,804</td>
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<td>TPA Funds</td>
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</table>

**Other Capital/Infrastructure**

<table>
<thead>
<tr>
<th>Description</th>
<th>Implementation Year(s)</th>
<th>Total Operating $ (2022$)</th>
<th>Total Capital $ for Other Capital/Infrastructure:</th>
<th>Funding Source(s)</th>
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</thead>
<tbody>
<tr>
<td>North County Facility Electrical Upgrades</td>
<td>2022</td>
<td>$</td>
<td>$700,000</td>
<td>Federal Grants</td>
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<tr>
<td>North Facility Parking Lot Restoration</td>
<td>2022</td>
<td>$</td>
<td>$2,100,000</td>
<td>Federal Grants</td>
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<tr>
<td>Bus Stop Improvements (Programmed in TIP)</td>
<td>2022, 2024</td>
<td>$</td>
<td>$3,780,655</td>
<td>Federal/State Funds</td>
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<tr>
<td>561 Plan Corridors – Enhanced Transit Shelters</td>
<td>2022-2026</td>
<td>$</td>
<td>$14,553,400</td>
<td>Federal/State Funds</td>
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<td>Fleet Replacement Program – Fixed Route</td>
<td>2022-2028</td>
<td>$</td>
<td>$67,321,320</td>
<td>Federal Grants</td>
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<tr>
<td>Fleet Replacement Program – Connection</td>
<td>2022-2031</td>
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<td>$36,052,000</td>
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<tr>
<td>South/North/West Facility Maintenance Upgrades</td>
<td>2023-2026</td>
<td>$</td>
<td>$9,014,663</td>
<td>Federal Grants</td>
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<tr>
<td>Palm Tran Bus Stop Shelter Program</td>
<td>2023-2031</td>
<td>$</td>
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<tr>
<td>North Facility Planning &amp; Design Study</td>
<td>2027-2028</td>
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<td>$5,000,000</td>
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</table>

**Technology**

<table>
<thead>
<tr>
<th>Description</th>
<th>Implementation Year(s)</th>
<th>Total Operating $ (2022$)</th>
<th>Total Capital $ for Technology:</th>
<th>Funding Source(s)</th>
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</thead>
<tbody>
<tr>
<td>Bus Radio System Upgrades</td>
<td>2022</td>
<td>$</td>
<td>$975,000</td>
<td>Federal Grants</td>
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<tr>
<td>Fleet Software/Hardware Upgrades</td>
<td>2022</td>
<td>$</td>
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<td>Federal Grants</td>
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<tr>
<td>Enterprise Asset Management Software</td>
<td>2022</td>
<td>$</td>
<td>$1,300,000</td>
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<td>Electrification Master Plan</td>
<td>2022</td>
<td>$</td>
<td>$500,000</td>
<td>Federal Grants</td>
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<tr>
<td>Transit Signal Priority – US-1</td>
<td>2023</td>
<td>$</td>
<td>$2,000,000</td>
<td>TPA Funds</td>
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<tr>
<td>Bus Stop Real Time Arrival Signage</td>
<td>2023-2031</td>
<td>$</td>
<td>$1,350,000</td>
<td>Federal Grants</td>
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<tr>
<td>Electric Vehicles / Charging Stations</td>
<td>2024-2025</td>
<td>$</td>
<td>$9,336,388</td>
<td>TPA Funds/ Other Local Funding</td>
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<td>W-Fi Enabled Fleet - Connection &amp; Go Glades (Avg Annual $)</td>
<td>2024-2031</td>
<td>$225,630</td>
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<td>Unfunded/Other Local Funding</td>
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<td>Transit Signal Priority – Okeechobee Blvd/SR-7</td>
<td>2024</td>
<td>$</td>
<td>$1,000,000</td>
<td>TPA Funds</td>
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<tr>
<td>Transit Signal Priority – Lake Worth Rd/SR-7</td>
<td>2027</td>
<td>$</td>
<td>$1,000,000</td>
<td>Federal Grants/Other Local Funding</td>
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</table>

**Total Operating $ for Plans/Studies:** $6,045,384

**Total Capital $ for Other Capital/Infrastructure:** $146,172,038

**Total Operating $/ Total Capital $ for Technology:** $225,630 / $18,461,388
10-Year Plan Summary

10-Year Total
- Costs = $1.449B
- Revenue = $1.321B
- Unfunded/Funded Other = $127M
### 10-Year Plan Summary

- **Total Capital Expenses**
- **Unfunded/Funded with Other Federal/Local Funding**
- **Current Capital Revenue**

#### 10-Year Total
- Costs = $209M
- Revenue = $190.2M
- Unfunded/Funded Other = $18.8M
Next Steps

- Board of County Commission approval of TDP
- Submit Final TDP to FDOT by December 31st

Questions?