



# *Accelerate 2031*

## **Palm Tran's FY 2022-2031 Transit Development Plan**

Palm Beach TPA

Local Coordinating Board

February 23, 2022



# Presentation Overview

- TDP Background & Process
- Public Outreach Summary
- 10-Year Transit Needs Identification & Evaluation
- 10-Year Financial & Implementation Plan
- Next Steps

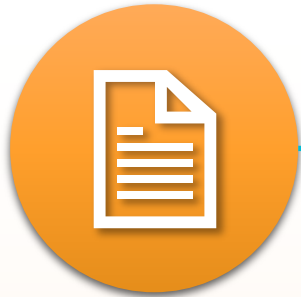


# WHAT IS A TDP?

- 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 31, 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](http://palmtran.org/transit-development-plan)

# Online Transit Needs Survey

754  
Responses



## WHERE ARE WE TODAY?

More than 85% have used Palm Tran services before.

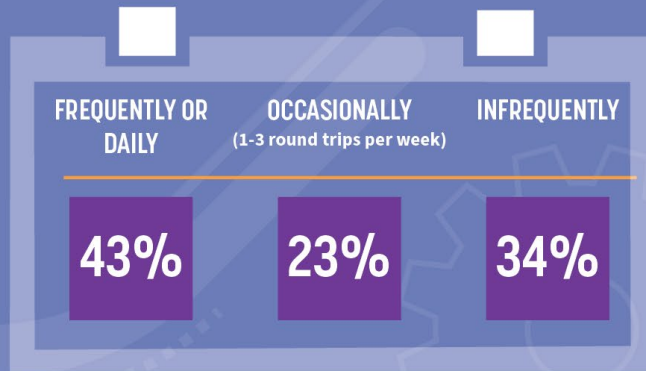


86%  
YES



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

# 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

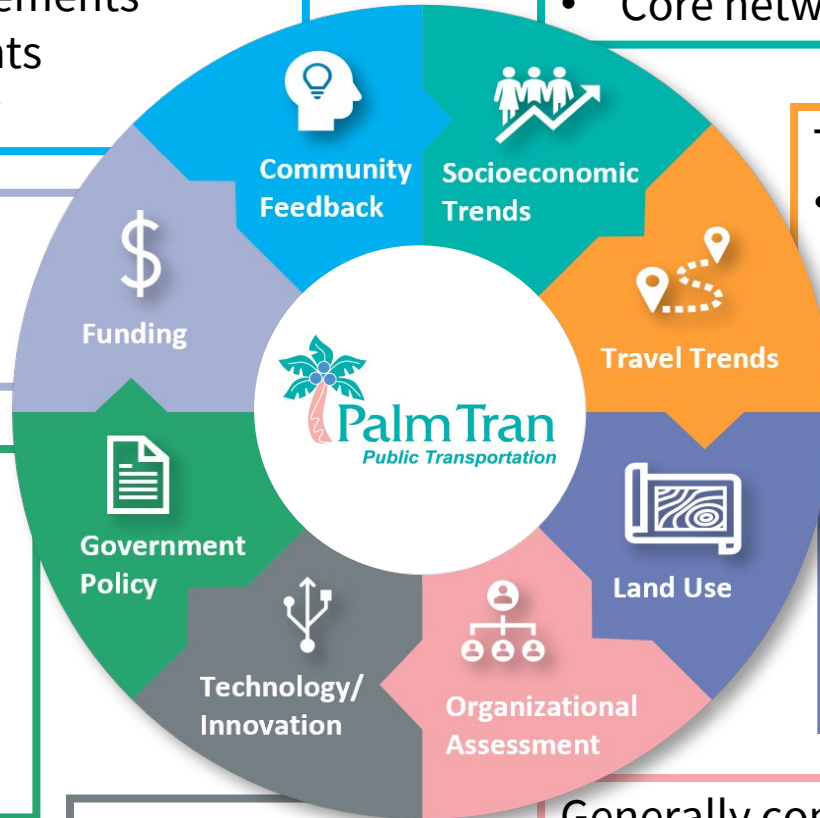
Redevelopment & suburban pattern

- 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.





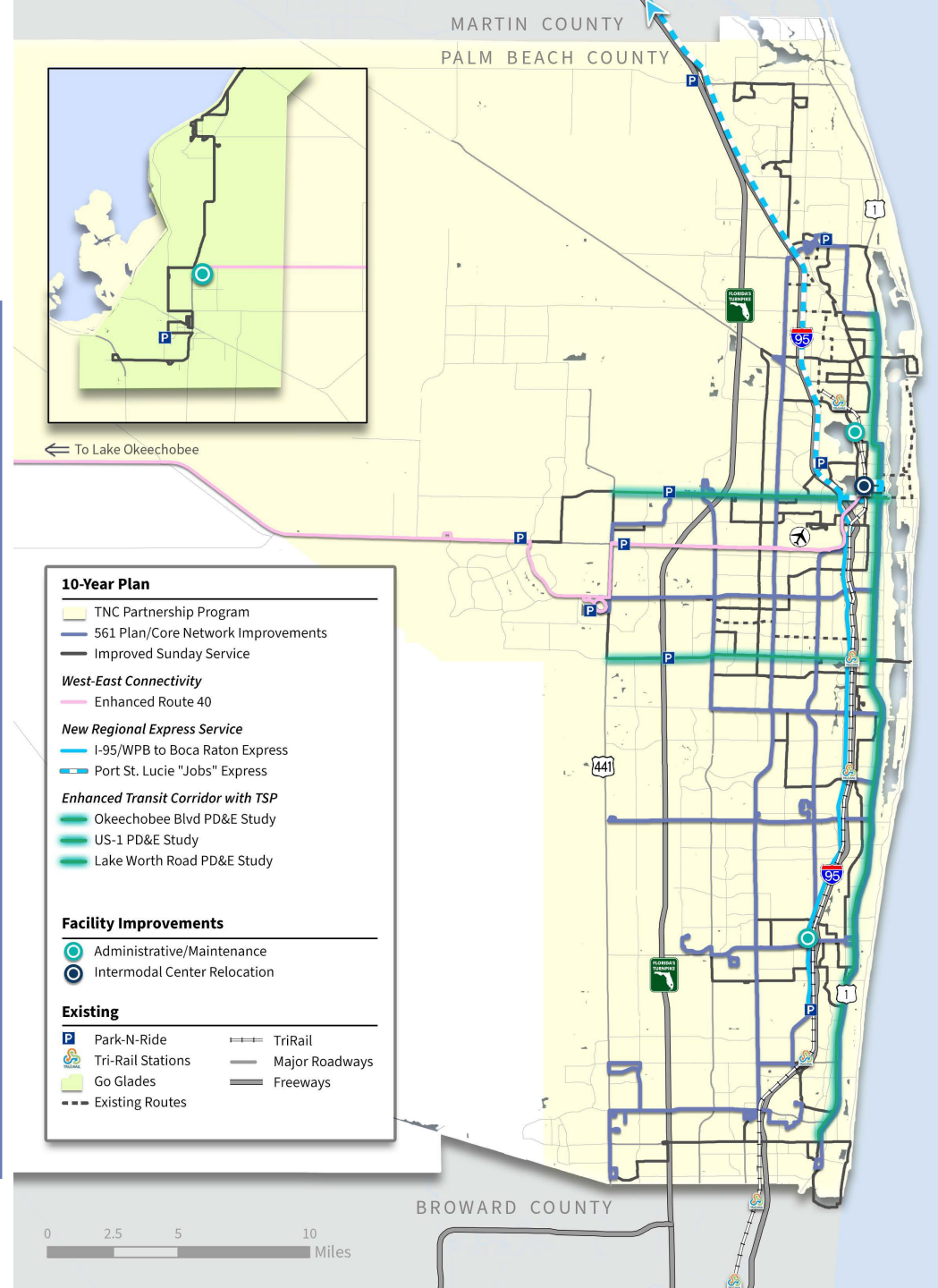
# 10-Year Needs



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

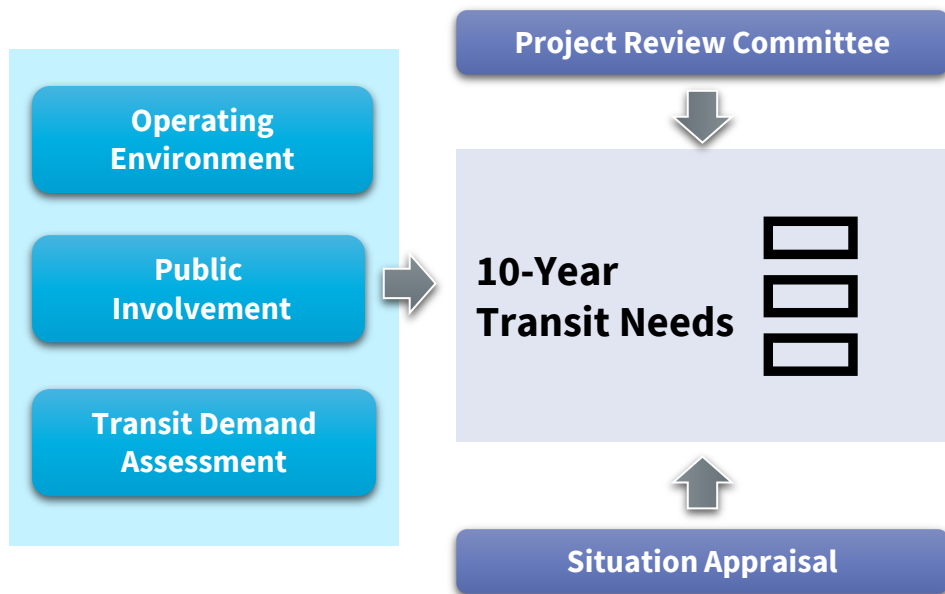


- FY 2027-2036 TDP Update
- School Coordination Study
- Connection Facility Assessment Study

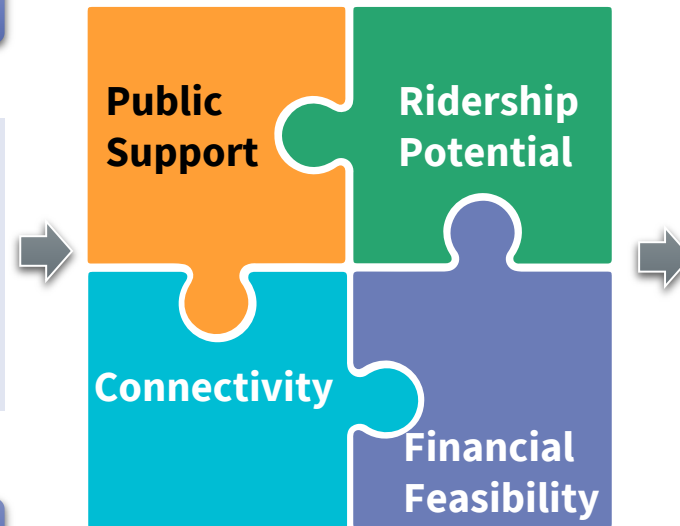
# 10-Year Transit Service Needs Evaluation Process



## Needs Identification Process



## Needs Evaluation Process



## Priority Ranking of Improvements

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

\*TNC = Transportation Network Companies

# 10-Year Plan Summary

## Service Improvements



	Description	Implementation Year(s)	Annual Operating \$ (2022\$)	Operating Funding Source(s)	Total Capital \$ (2022\$)	Capital Funding Source(s)
Existing Service Improvements	Route 40 Frequency Improvements	2023-2031	\$ 515,351	Unfunded/TIRRF/Other Local Funding	\$ 1,711,559	Federal Grants
	Sunday Service Improvements	2023-2031	\$ 1,501,291	Unfunded/TIRRF/Other Local Funding	\$ -	Federal Grants
	561 Plan/Core Network – Route 1	2023-2031	\$ 1,756,619	Unfunded/TIRRF/Other Local Funding	\$ 3,423,118	Federal Grants
	561 Plan/Core Network – Route 43	2023-2031	\$ 1,863,234	Unfunded/TIRRF/Other Local Funding	\$ 1,141,039	Federal Grants
	561 Plan/Core Network – Route 3	2024-2031	\$ 3,113,338	Unfunded/TIRRF/Other Local Funding	\$ 4,564,157	Federal Grants
	561 Plan/Core Network – Route 2	2025-2031	\$ 2,832,257	Unfunded/TIRRF/Other Local Funding	\$ 5,134,677	Federal Grants
	561 Plan/Core Network – Route 62	2026-2031	\$ 1,831,648	Unfunded/TIRRF/Other Local Funding	\$ 1,141,039	Federal Grants
	561 Plan/Core Network – Route 46	2027-2031	\$ 1,008,571	Unfunded/TIRRF/Other Local Funding	\$ 1,711,559	Federal Grants
	561 Plan/Core Network – Route 73	2027-2031	\$ 2,363,361	Unfunded/TIRRF/Other Local Funding	\$ 3,423,118	Federal Grants
	561 Plan/Core Network – Route 81	2028-2031	\$ 2,149,766	Unfunded/TIRRF/Other Local Funding	\$ 2,852,598	Federal Grants
561 Plan/Core Network – Route 91	2028-2031	\$ 304,249	Unfunded/TIRRF/Other Local Funding	\$ -	Federal Grants	
	Spare Buses for Service Improvements	Various	\$ -	-	\$ 5,705,197	Federal Grants
New Regional Express	Port St. Lucie “Jobs” Express – Phase 1	2022-2025	\$ 183,784	Service Development	\$ 1,711,559	Federal Grants
	Port St. Lucie “Jobs” Express – Phase 2	2025-2026	\$ 367,567	Service Development	\$ -	Federal Grants
	I-95/WPB to Boca Raton Express	2026-2031	\$ 559,122	Service Development	\$ -	Federal Grants
On-Demand Services	TNC Partnership Pilot Program	2022-2031	\$ 165,000	Unfunded/TIRRF/Other Local Funding	\$ -	
	MOD Priority Area 1 (Go Glades*)	2022-2031	\$ 2,167,641	Unfunded/TIRRF/Other Local Funding	\$ -	
	MOD Priority Area 2 Pilot	2024-2031	\$ 1,471,725	Unfunded/TIRRF/Other Local Funding	\$ 990,000	Federal Grants
	MOD Priority Area 3 Pilot	2025-2031	\$ 1,471,725	Unfunded/TIRRF/Other Local Funding	\$ 990,000	Federal Grants
	MOD Priority Area 4 Pilot	2026-2031	\$ 1,471,725	Unfunded/TIRRF/Other Local Funding	\$ 990,000	Federal Grants
	MOD Priority Area 5 Pilot	2027-2031	\$ 1,471,725	Unfunded/TIRRF/Other Local Funding	\$ 990,000	Federal Grants
<b>**Total Annual Operating \$:</b>			<b>\$ 28,018,348</b>	<b>Total Capital \$:</b>	<b>\$ 36,479,621</b>	

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

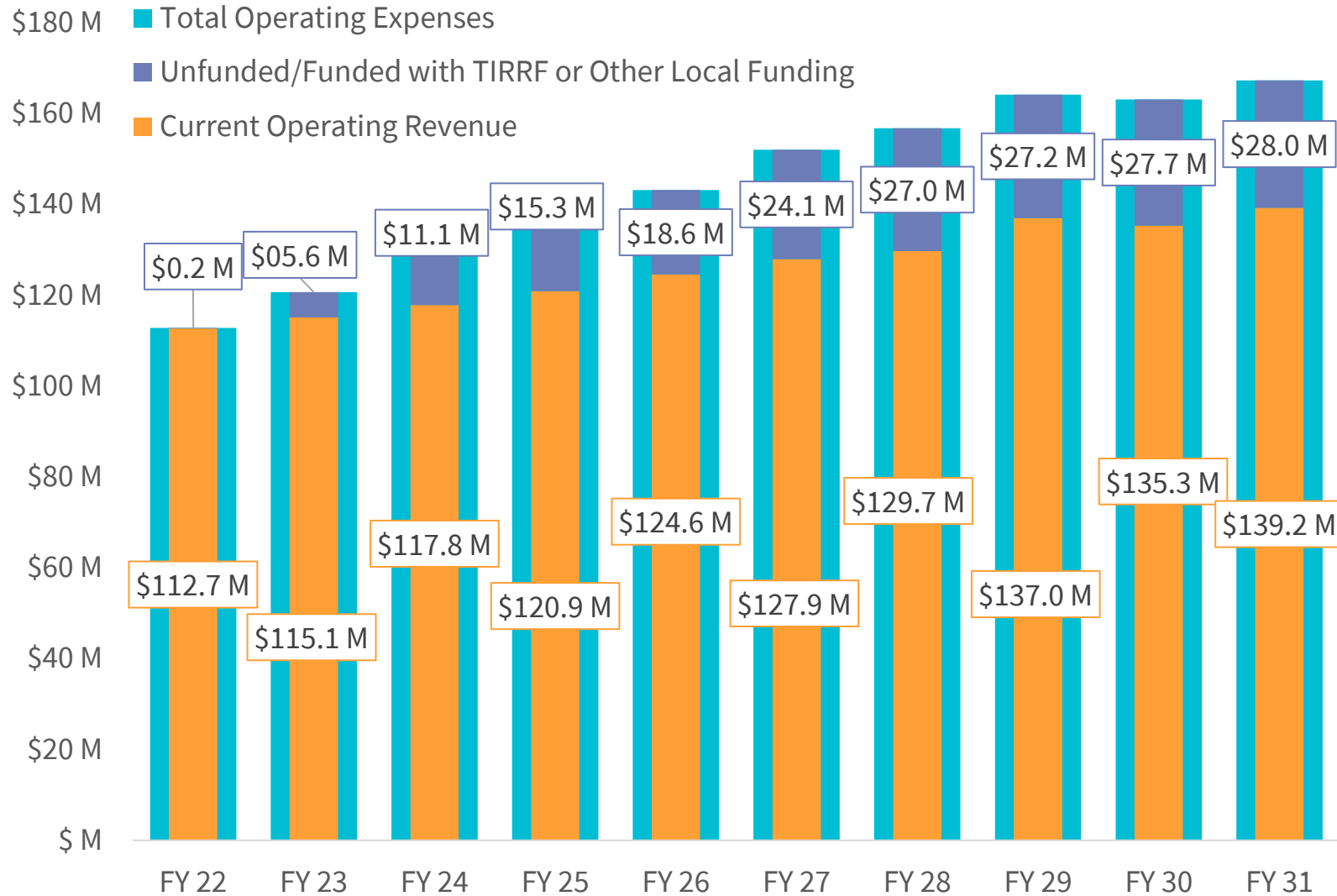
## Plans, Capital/Infrastructure & Technology Improvements



	Description	Implementation Year(s)	Total Operating \$ (2022\$)	Total Capital \$ (2022\$)	Funding Source(s)
Plans/Studies	Connection Facility Assessment Study	2022	\$ 100,000	\$ -	Federal Grants
	School District Coordination Study	2022	\$ 60,000	\$ -	Federal Grants
	TDP Major Update (FYs 2027-2036)	2026	\$ 400,000	\$ -	Federal/State Grants
	Okeechobee Blvd PD&E Study	2027	\$ 966,760	\$ -	TPA Funds
	US-1 PD&E Study	2029	\$ 3,741,819	\$ -	TPA Funds
	Lake Worth Rd PD&E Study	2031	\$ 776,804	\$ -	TPA Funds
<b>Total Operating \$ for Plans/Studies:</b>			<b>\$ 6,045,384</b>		
Other Capital/Infrastructure	North County Facility Electrical Upgrades	2022	\$ -	\$ 700,000	Federal Grants
	North Facility Parking Lot Restoration	2022	\$ -	\$ 2,100,000	Federal Grants
	Bus Stop Improvements (Programmed in TIP)	2022, 2024	\$ -	\$ 3,780,655	Federal/State Funds
	561 Plan Corridors – Enhanced Transit Shelters	2022-2026	\$ -	\$ 14,553,400	Federal/State Funds
	Fleet Replacement Program – Fixed Route	2022-2028	\$ -	\$ 67,321,320	Federal Grants
	Fleet Replacement Program – Connection	2022-2031	\$ -	\$ 36,052,000	Ad Valorem
	South/North/West Facility Maintenance Upgrades	2023-2026	\$ -	\$ 9,014,663	Federal Grants
	Palm Tran Bus Stop Shelter Program	2023-2031	\$ -	\$ 7,650,000	Federal Grants
	North Facility Planning & Design Study	2027-2028	\$ -	\$ 5,000,000	Unfunded
<b>Total Capital \$ for Other Capital/Infrastructure:</b>			<b>\$ 146,172,038</b>		
Technology	Bus Radio System Upgrades	2022	\$ -	\$ 975,000	Federal Grants
	Fleet Software/Hardware Upgrades	2022	\$ -	\$ 1,000,000	Federal Grants
	Enterprise Asset Management Software	2022	\$ -	\$ 1,300,000	Federal Grants
	Electrification Master Plan	2022	\$ -	\$ 500,000	Federal Grants
	Transit Signal Priority – US-1	2023	\$ -	\$ 2,000,000	TPA Funds
	Bus Stop Real Time Arrival Signage	2023-2031	\$ -	\$ 1,350,000	Federal Grants
	Electric Vehicles / Charging Stations	2024-2025	\$ -	\$ 9,336,388	TPA Funds/ Other Local Funding
	Wi-Fi Enabled Fleet - Connection & Go Glades (Avg Annual \$)	2024-2031	\$ 225,630	\$ -	Unfunded/Other Local Funding
	Transit Signal Priority – Okeechobee Blvd/SR-7	2024	\$ -	\$ 1,000,000	TPA Funds
	Transit Signal Priority – Lake Worth Rd/SR-7	2027	\$ -	\$ 1,000,000	Federal Grants/Other Local Funding
	<b>Total Operating \$/ Total Capital \$ for Technology:</b>			<b>\$ 225,630</b>	<b>\$ 18,461,388</b>



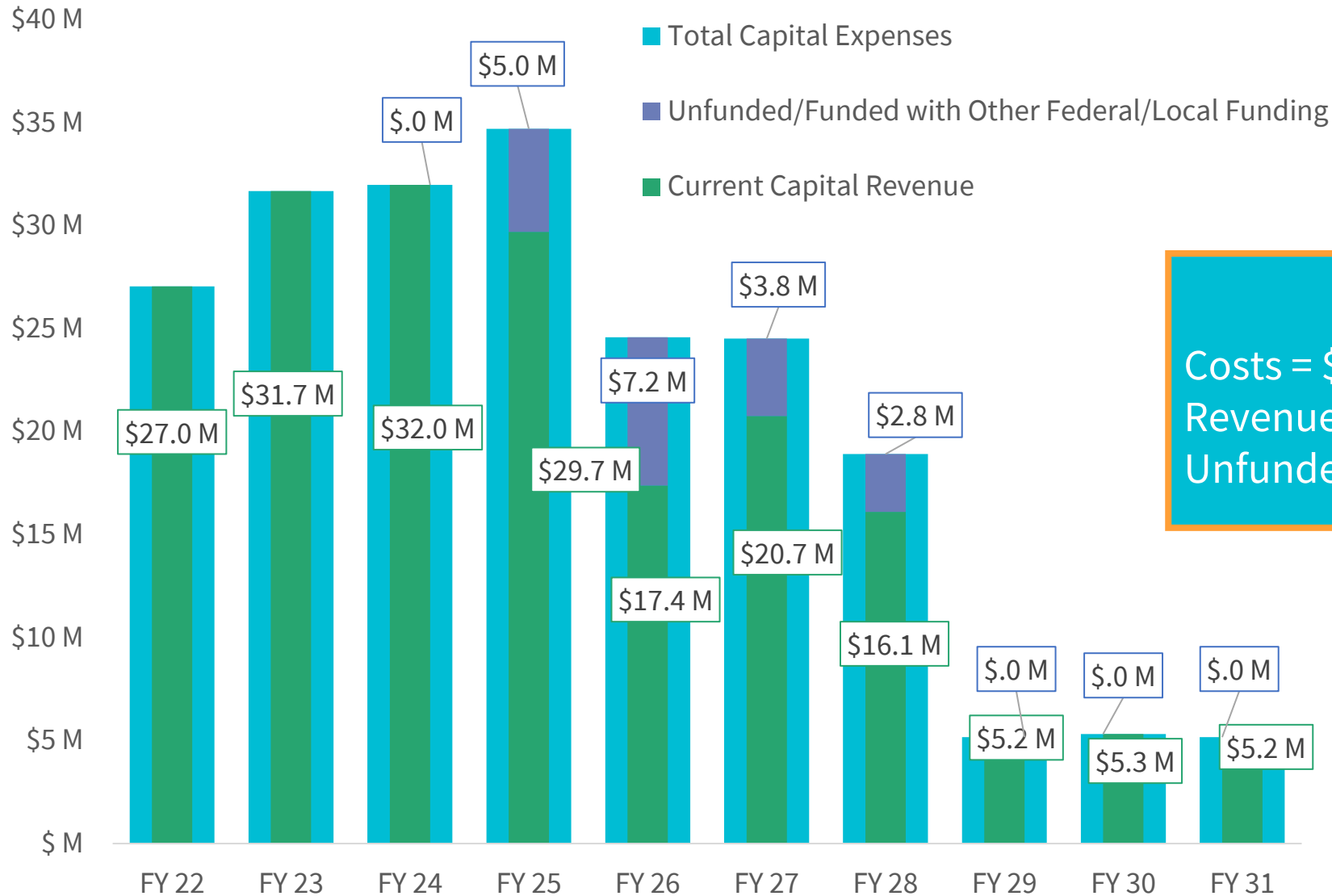
# 10-Year Plan Summary



**10-Year Total**  
 Costs = \$1.449B  
 Revenue = \$1.321B  
 Unfunded/Funded Other = \$127M



# 10-Year Plan Summary



**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 31<sup>st</sup>

## Questions?

