



# ST. LUCIE COUNTY 10-YEAR TRANSIT DEVELOPMENT PLAN

# ANNUAL PROGRESS REPORT

**Final Draft**

October 2020

Prepared for



Prepared by





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## 1.0 INTRODUCTION

### 1.1 TDP Annual Progress Report Requirements

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-Year Transportation Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP. Each update must be submitted annually to the appropriate Florida Department of Transportation (FDOT) District Office by September 1. The most recent major update of St. Lucie County’s TDP covering fiscal years (FYs) 2020–2029, branded *Bus Plus*, was adopted by the St. Lucie Board of County Commissioners (BOCC) in July 2019. The TDP was also presented at the St. Lucie Transportation Planning Organization (TPO) board meeting in June 2019.

This document serves as St. Lucie County’s annual progress report for the initial year of the TDP Major Update (FY 2020) and meets the requirement for a TDP annual progress report in accordance with Rule Chapter 14-73, Florida Administrative Code (F.A.C.).

Table 1 lists the TDP requirements from Rule 14-73.001, F.A.C. for annual TDP progress reports and indicates where in this document discussion of each can be found.

**Table 1-1: TDP Annual Progress Report Checklist**

Item	Section
Past year’s accomplishments compared to original implementation program.	2
Analysis of discrepancies between plan and its implementation for past year and steps that will be taken to attain original goals and objectives.	3
Revisions to implementation program for coming year.	4
Revised implementation program for 10 <sup>th</sup> year.	4
Added recommendations for new 10 <sup>th</sup> year of updated plan.	4
Revised financial plan.	4
Revised list of projects or services needed to meet goals and objectives, including projects for which funding may not have been identified.	4

Source: Rule 14-73.001(4), FAC



## 1.2 Organization of Report

In addition to this Introduction, this annual progress report includes the following sections:

**Section Two**, which provides an overview of the activities and accomplishments completed in FY 2020 following completion of the 2020-2029 TDP Major Update adopted prior to September 1, 2019.

**Section Three**, which updates and assesses the goals and objectives from the 2020-2029 TDP Major Update based on the undertakings in FY 2020.

**Section Four**, which provides an updated implementation and financial plan and extends the TDP implementation plan to include a new tenth year, covering FYs 2021-2030.

**Section Five**, which provides recommendations for implementing the TDP Implementation Plan and conducting post-adoption marketing and public outreach.



## 2.0 OVERVIEW AND ACCOMPLISHMENTS FOR FY19

As of July 1, 2020, MV Transportation is the public transit provider for St. Lucie County through a contract with the St. Lucie BOCC, and currently has three modes of transportation —traditional fixed-route service, door-to-door paratransit service, and micro-transit. Previously, the provider was the Council on Aging of St. Lucie, Inc. (COASL), which had provided service in the County since 1990.

The remainder of this section includes an overview of the current services and a review of the progress since the adoption of the last TDP Major Update in 2019.

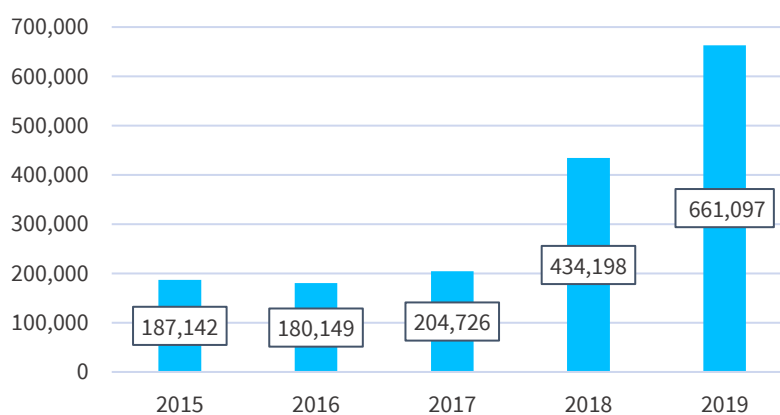
### 2.1 Transit Characteristics

The Treasure Coast Connector (TCC) is the County’s fixed-route transit service and offers eight routes, seven that run on one-hour headways, and one route, Route 1, on ½ hour headways. Most routes operate from 6 a.m. to 8 p.m. on weekdays and 8 a.m. to noon and 1-4 p.m. on Saturdays.

Figure 2-1 shows the fixed route ridership continues to maintain the highest ridership levels in the transit system’s history. This is due to the fare-free pilot program fostering a 253 percent increase in ridership since 2015. This past year, FDOT awarded the third year of grant funding allowing the continuation of the fare-free pilot program. An analysis of the program recommended that it be extended another three years. The analysis evaluated the impact of the program on the transit service and community goals and summarized the benefits and concerns of continuing or terminating the pilot. It was determined that the pilot program is a proven success and has positively impacted in the community, specifically regarding traffic relief and providing mobility options to vulnerable populations. Based on the analysis, the FDOT has decided to continue supporting the fare-free program that was originally scheduled to end in August 2020.

As shown in Table 2-1, revenue miles and revenue hours have also increased over the last five years, by 75 percent and 59 percent, respectively. This is due to the recent implementation of new services that are highlighted later on in this section.

**Figure 2-1: Ridership Trends (2015-2019)**



Source: National Transit Database, St. Lucie County



**Table 2-1: Fixed-Route Operating Characteristics (2015-2019)**

Measures	2015	2016	2017	2018	2019	% Change 2019-2015
Passenger Trips	187,142	180,149	204,726	434,198	661,097	253%
Revenue Miles	312,968	364,597	459,203	521,386	546,842	75%
Revenue Hours	22,176	25,392	29,111	33,261	35,355	59%
Vehicles Operated in Max. Service	8	9	9	9	11	38%

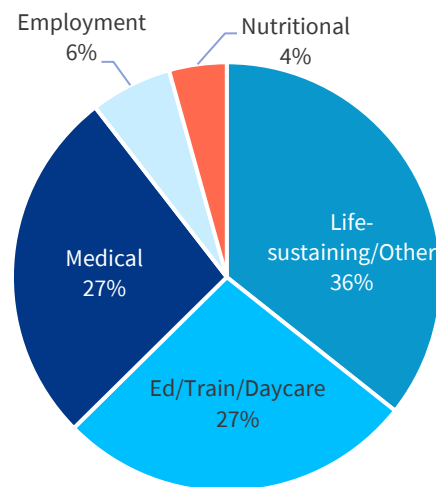
Source: National Transit Database, St. Lucie County

## 2.2 Transportation Disadvantaged

In addition to operating fixed-route services, St. Lucie County is the designated Community Transportation Coordinator (CTC) for the County service area. The CTC is responsible for coordinating and/or providing transportation to individuals who meet the requirements of Transportation Disadvantaged (TD) as a result of age, income or disability, where the individual cannot drive or has no access to other transportation options.

TD service connects the qualified individuals to lifeline trips such as medical, employment, educational, nutritional, or other life sustaining trips. As shown in Figure 2-2, of the 176,462 TD trips provided in 2019, the top trip purpose reported was Life-sustaining/Other (36.0%).

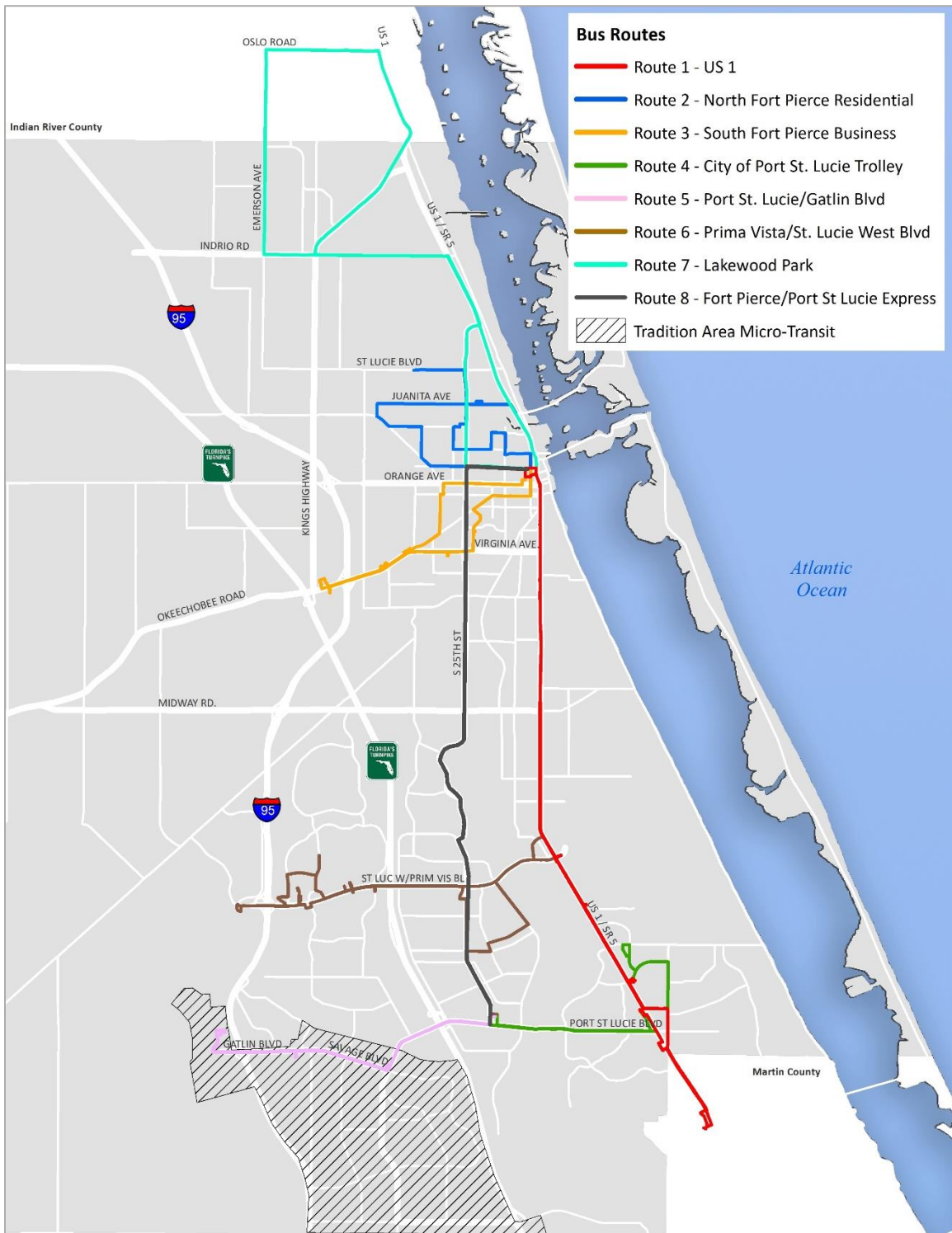
**Figure 2-2: Paratransit Trips by Purpose**



Source: Florida Commission for the Transportation Disadvantaged 2019 Annual Progress Report



**Map 2-1: Existing Transit Service Area**





## 2.3 Service Improvements

Since the adoption of the 2019 TDP, St. Lucie County has implemented changes to existing services and added new services. These services are listed below. Section 4 of this document shows how these services relate to the 2019 TDP Implementation Plan.

- In March 2019, **Route 1 increased service frequency** to run every 30 minutes, running from Avenue D in Fort Pierce to the Treasure Coast Mall in Jensen Beach. The Route 1 buses operate weekdays between 7 a.m. to noon and 2:30 p.m. to 6:30 p.m., plus Saturdays from 8 a.m. to noon and 1 p.m. to 4 p.m.
- In 2019, funding was allocated from the County's general fund and the Florida Department of Transportation (FDOT) to implement **Route 8 on 25<sup>th</sup> Street**. Until recently, St. Lucie County had only one north-south corridor bus route. The 2019 TDP recommended additional north-south routing along South 25th Street and NW Saint James Drive to provide continuous connectivity between the cities of Fort Pierce and Port St. Lucie. The new corridor route will also relieve the existing U.S. 1 route which is reaching capacity.
- A free on-demand **micro-transit service** for residents in the southwestern portion of Port St. Lucie, called Treasure Coast Connector–ON DEMAND, launched on December 9, 2019 and will run for one year, with the possibility of becoming a permanent option of the transit system. Similar to ride-hailing services, ON DEMAND uses a smartphone app for riders to schedule customized curb-to-curb trips in the Gatlin Road area of Port St. Lucie. A van picks up riders and drops them off wherever they wish to travel within the defined pilot program area, including businesses and offices in Tradition and near Interstate 95 on Gatlin Boulevard. The service also accommodates people with disabilities. As of August 1, 2020, the project database contains 358 registered users and has provided 3,415 passenger trips within the eight-month period.

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In May 2020, the TPO conducted a Jobs Express Terminal Connectivity Study to review connectivity options to/from the Jobs Express Terminal programmed for construction later on in 2020. Since the Terminal will be located on Gatlin Boulevard within the ON DEMAND service area, there is potential for this micro-transit service to provide connectivity to this facility should the program continue beyond the pilot status.



## 2.4 Transit Capital and Infrastructure

Transit capital and infrastructure is necessary to support operational needs for the transit system. As new services are introduced, new capital infrastructure improvements may be necessary. The capital improvements made during FY 2020 are listed below. Section 4 of this document shows how these improvements relate to the 2019 TDP Implementation Plan.

- **Replacement Vehicles** – The County has recently purchased 19 replacement buses and vans.
- **Bus Stop Improvements** – The County has openly procured and awarded a new contract for the construction of two new bus shelters in the City of Fort Pierce. Additionally, through the annual capital funding program, forty-six bus stops were improved including the addition of trash receptacles and the placement of twenty-four Simme-seats.
- **Port St. Lucie Intermodal/Passenger Area**– A design RFP has been developed and design plans will be completed in May 2021.
- **Operations and Maintenance Facility** – St. Lucie County is currently at the concept planning stage for a new Transit Operations Center along Selvitz Road. The timing of the facility will depend on when the County can secure additional funding. A BUILD grant application was submitted for facility funding in May 2020, but it was not approved. However, the County may pursue the BUILD grant again in the future.



*Rendering of the Operations and Maintenance facility concept site (Option 2), January 2020*

## 2.5 Funding

Since the adoption of the 2019 TDP, St. Lucie County has secured the new funding sources listed below.

- Due to the effects of the COVID-19 pandemic, the County received approximately \$7 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act funding. The funding is 100% federal with no local match required. The 5311-allocation totaling \$187,610 provides operating and capital assistance to non-urbanized rural and small urban areas and can be used through June 2023. The 5307-allocation totaling \$6.8 million will be used to pay for new fixed-route buses, intermodal and infrastructure improvements, partial funding for the new Transit Operations Center, and operating expenses. The end date of this award is March 30, 2025.
- In FY 2020, the County was awarded an additional \$531,000 in competitive discretionary awards from the Florida Commission for the Transportation Disadvantaged (FCTD).
- An additional \$1.2 million, for FY 2020, from the general fund in order to match the service improvement grants mention in Section 2.3.



## 2.6 St. Lucie County's Response to COVID-19 Pandemic

From the early stages of the ongoing COVID-19 pandemic, St. Lucie County and TCC have responded swiftly to strengthen sanitation protocols to limit exposure for its staff and riders, some of whom are essential workers using public transit to support frontline efforts to win the war on COVID-19. The various initiatives and measures the County has put in place to protect riders and drivers are listed below.

- Personal protective equipment (PPE) was purchased for drivers using some of the 5311 CARES funding.
- Buses are sanitized after every route.
- Riders are encouraged to leave seats open between other passengers to ensure proper social distancing.
- Riders are also encouraged to practice proper hygiene before and after using transit services.

## 2.7 Partnerships

### 2.7.1 Direct Connect

Direct Connect is a public-private partnership with Uber for Business and local taxi services to provide after-hours and weekend service for TD-eligible residents. The service launched in 2017 but paused in 2018 due to lack of funding. Since the adoption of the 2019 TDP, competitive funding was awarded from the FCTD to continue the program. The County has also recently executed a contract with Uber for Business to help “bridge the gaps” in existing transit services.

### 2.7.2 City of Port St. Lucie

St. Lucie County collaborated with the City of Port St. Lucie as identified in the project charter for increased service, and for additional bus stops and bus shelters. Staff have also been collaborating on the design of the Port St. Lucie Intermodal Facility and assisted the County in implementing the Tradition/Gatlin Micro-Transit Pilot Program that was initiated in December 2019. County transit staff worked closely with the City’s Communications Department to develop a marketing campaign for the pilot program.

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*Micro-transit flyer developed by County transit staff and the City of Port St. Lucie's Communications Department*



### 3.0 GOALS & OBJECTIVES FOR FY19

An assessment of St. Lucie County’s objectives that support the agency’s goals pertaining to transit services, as outlined in the FY 2020-2029 TDP, was conducted as part of this progress report. The results are summarized in Table 3-1. No changes to the goals and objectives are recommended at this time.

**Table 3-1: Goals and Objectives Assessment**

Goal	Assessment
<b>Goal 1: A High-quality transit service that provides a high level of service and convenience.</b>	
<u>Objective 1.1:</u> Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.	Passenger trips increased 52% from 2018 to 2019 (Source: 2019 NTD), which was directly attributed to the fare-free system. Although most transit agencies have seen a decrease in ridership due to the COVID-19 pandemic, St. Lucie’s ridership is still higher than before the system went fare-free.
<u>Objective 1.2:</u> Maintain service reliability and on-time performance.	Per 2019 NTD data, there were more than 15,000 between roadcalls.
<u>Objective 1.3:</u> Develop a system-wide performance monitoring program.	<ul style="list-style-type: none"> <li>• Regular transit performance reports to BOCC through the County’s Clear Point Strategy.</li> <li>• Effective July 1st, 2020 new contract with MV Transportation has performance measures associated with LD’s and incentives. Currently, transit staff transmits annual MSTU reports to all stakeholders based on the performance during the County fiscal year.</li> </ul>
<u>Objective 1.4:</u> Form partnerships with public and private entities to develop innovative services and technology programs and pilot projects.	<ul style="list-style-type: none"> <li>• Implemented micro-transit with technology and community partners and contracted with TransLoc, a Ford Smart Mobility company.</li> <li>• Implementing support for the City of Port St. Lucie.</li> <li>• Executed Uber for Business contract for Direct Connect, which was funded via innovative SDG from FCTD.</li> </ul>
<u>Objective 1.5:</u> Improve accessibility to transit services and facilities.	Implementing stop improvements with CARES funding with extensive stakeholder input; Initiating assessment of all stops and developing the Transition Plan in FY 2021.
<b>Goal 2: A financially efficient and affordable transit service.</b>	
<u>Objective 2.1:</u> Maintain cost efficiencies and financial stability.	<ul style="list-style-type: none"> <li>• Assessed fare elimination with FDOT.</li> <li>• Hired new transportation operator and restructured transit/CTC management.</li> <li>• Transitioning bus and van asset management for improved efficiencies.</li> </ul>
<u>Objective 2.2:</u> Identify and evaluate additional opportunities to enhance revenue.	<ul style="list-style-type: none"> <li>• Assessed MSTU increase and resulted in allocation from the County’s general fund</li> </ul>



Goal	Assessment
	<ul style="list-style-type: none"> <li>Received three discretionary awards from the FCTD, two grants from FDOT, and applied for O&amp;M Facility FTA BUILD Grant in 2020.</li> </ul>
<b>Goal 3: Widespread knowledge and awareness of the transit system through marketing and education efforts.</b>	
<u>Objective 3.1:</u> Achieve regional and local support of transit initiatives.	Pre-COVID, the County averaged 50 engagements annually via public outreach. Also, in 2019/20 they launched the following campaigns: Micro-transit, Summer of Success, IRSC, SLC School Board, and Keiser.
<u>Objective 3.2:</u> Implement a marketing plan.	County staff completed a marketing plan in 2016. Several strategies are ongoing with the County's Public Information Officer and the City's communication departments.
<b>Goal 4: Transit supportive land use policies.</b>	
<u>Objective 4.1:</u> Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas.	Ongoing coordination with Development Review Committees for established fee-in-lieu program. Also, transit staff wrote the transit section for the EAR for the transportation element for the City of Port St. Lucie comprehensive plan.



## 4.0 UPDATED IMPLEMENTATION AND FINANCIAL PLAN

As part of this annual progress report process, the 10-year Implementation Plan presented in the *Bus Plus* 2020-2029 TDP Major Update was reviewed and updated based on accomplishments made over the past year and any changes anticipated going forward based on local and regional plans and input from St. Lucie County staff, as appropriate. The updated 10-year Implementation Plan and the corresponding revised financial plan are presented in this section.

### 4.1 Status of Implementing the Adopted TDP

It is pertinent to summarize the actual progress on the service and capital projects that were outlined in the 2020-2029 TDP. This evaluation will help report on the prior year's accomplishments and any differences from the adopted plan.

#### 4.1.1 Service Improvements

Table 4-1 shows the service implementation plan that was a part of the adopted TDP and indicates changes occurring in the 2020 implementation plan, where applicable.

**Table 4-1: TDP Service Improvements**

Service Improvements	2019 Funding Status	2020 Funding Status	Notes
<b>Increase Frequency on Routes 2 &amp; 3</b>	2025 - 2029	Unfunded	The priorities of St. Lucie County have shifted to other service improvements.
<b>Extend Weekday Service Hours on Rt 7</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Expand Saturday Service Hours for All Route</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Fort Pierce/Port St. Lucie Express (25<sup>th</sup> St.)</b>	2020-2029	Implemented in 2020	The new Route 8 on 25 <sup>th</sup> Street has been implemented.
<b>Midway Road</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Virginia Avenue</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Port St. Lucie Blvd (Rt 5 Split)</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Gatlin Blvd (Rt 5 Split)</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Palm Beach Express</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Fort Pierce to South Hutchinson Island</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Crosstown Parkway</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Selvitz Rd/Bayshore Blvd</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Tradition Area Micro-transit</b>	Unfunded	Implemented in 2020	The micro-transit pilot project was implemented in 2020.



Service Improvements	2019 Funding Status	2020 Funding Status	Notes
<b>Torino Pkwy Micro-transit</b>	2020-2029	2021-2030	Funding has been secured and the project is set to start in 2021.
<b>Indian River Estates Micro-transit</b>	Unfunded	Unfunded	No new funding has been identified.
<b>Increase Frequency on Route 1</b>	N/A	Implemented in 2019	New Service Improvement. Service development funding was secured in 2019.
<b>Increase Frequency on Routes 4, 5 &amp; 6</b>	N/A	Unfunded	New Service Improvement. No new funding has been identified.

#### 4.12 Capital/Infrastructure Improvements

Table 4-2 shows the capital implementation plan that was a part of the adopted TDP and indicates changes occurring in the 2020 implementation plan, where applicable.

**Table 4-2: Capital/Infrastructure Improvements**

Service Improvements	2019 Funding Status	2020 Funding Status	Notes
<b>Comprehensive Operations Analysis</b>	2021	2021	Funded by the TPO.
<b>ADA Assessment</b>	2021	2021	Funding on track.
<b>Bus Stop/Shelter Improvements</b>	2020-2029	2020-2029	On track for annual allocations.
<b>Improved Bus Stop Access</b>	2022-2029	2022-2029	On track for annual allocations.
<b>New Administration &amp; Operations Facility</b>	2029 (Partial)	2021/2023	Funding from 5307 CARES and potential BUILD grant.
<b>Intermodal/Passenger Area</b>	N/A	2020	New Improvement. Funding on track.
<b>Fare/Financial Study</b>	N/A	2022	New Improvement to re-assess the fare-free program. Funding on track.



## 4.2 Financial Plan

Table 4-3 presents the updated 10-Year Financial Plan for FYs 2021-2030. Capital and operating costs and revenues for FY 2021 are consistent with the proposed FY 2020/21 budget, as provided by St. Lucie County staff.

Operating revenues for FY 2021 includes \$1.6 million in CARES Act funding rollover from FY 2020 and \$5.3 million for capital revenues. From FY 2022 to FY 2030, federal, state, and local Mass Transit Municipal Service Taxing Unit (MSTU) funds were assumed to be consistent with what is in the *Bus Plus* 2020-2029 TDP Major Update.

The total operating and capital costs for the 10-Year period are \$115.0 million, while the total revenues for the 10-year period equal \$101.7 million, yielding nearly a \$7.9 million deficit. In the initial years, the budget includes several types of funding in the rollover line item. These funding sources are due to varying differences in grant life cycles, the differences in the fiscal years at the federal/state/local levels, and then the one-time CARES Act funding. In later years, since some funding sources are not reasonably expected, there appears to be deficits, not surplus for rollovers.

A number of strategies to reduce this deficit are under consideration, including continued annual General Fund contributions, potentially increasing the MSTU, potentially requesting from the TPO the utilization for flexing federal highway funds to the transit agency, and other options that will be fully explored as the County completes the overall funding study in 2021/2022. These options are further discussed in Section 4.4.

It is important to note that this financial plan reflects the use of a federal funding allowance, Capital Cost of Contracting, meaning the Plan allows up to 40% of operating costs to be charged under the capital costs in federal grants. Under the MV Transportation contract, the County is billed at an hourly rate per transportation mode (fixed-route, paratransit, micro-transit) rather than a direct cost method. This allowance will move 40% of St. Lucie's new contract with MV Transportation to capital and charged at 80% instead of the normal 50% allowed for operating assistance. The use of Capital Cost of Contracting allows more expenditures to be at the higher federal participation rate of 80%, reducing the local funding required for direct match and providing more efficient use of available funding and reducing the potential deficit in operating expenses in the outer years of the plan.

**Table 4-3: 10-Year Financial Plan (FYs 2021-2030)**

Cost/Revenue	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-Year Total
<b>Operating</b>											
<b>Operating Costs</b>											
Maintain Existing Fixed-Route (70% Fixed Costs)	\$4,602,633	\$4,680,878	\$4,760,453	\$4,841,380	\$4,923,684	\$5,007,386	\$5,092,512	\$5,179,085	\$5,267,129	\$5,356,670	\$49,711,810
Maintain Existing Service - ADA/Paratransit (30% Fixed Costs)	\$2,253,331	\$2,291,638	\$2,330,595	\$2,370,216	\$2,410,509	\$2,451,488	\$2,493,163	\$2,535,547	\$2,578,651	\$2,622,488	\$24,337,627
Transportation Disadvantaged Trips (\$65,000/Mo)	\$780,000	\$793,260	\$806,745	\$820,460	\$834,408	\$848,593	\$863,019	\$877,690	\$892,611	\$907,785	\$8,424,572
Improvements to Existing Routes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Services	\$393,775	\$400,461	\$407,261	\$414,176	\$421,209	\$428,361	\$435,635	\$443,032	\$450,554	\$458,205	\$4,252,667
ADA Service for New Local Routes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Cost of Contracting (40% of operating costs)	-\$2,899,895	-\$2,949,191	-\$2,999,324	-\$3,050,309	-\$3,102,161	-\$3,154,894	-\$3,208,524	-\$3,263,065	-\$3,318,534	-\$3,374,945	-\$31,320,842
<b>Total Operating Costs</b>	<b>\$5,129,843</b>	<b>\$5,217,046</b>	<b>\$5,305,731</b>	<b>\$5,395,923</b>	<b>\$5,487,649</b>	<b>\$5,580,934</b>	<b>\$5,675,805</b>	<b>\$5,772,288</b>	<b>\$5,870,412</b>	<b>\$5,970,203</b>	<b>\$55,405,834</b>
<b>Operating Revenues</b>											
Section 5307	\$816,470	\$830,350	\$844,466	\$858,822	\$873,422	\$888,270	\$903,371	\$918,728	\$934,346	\$950,230	\$8,818,474
Section 5311	\$59,009	\$60,013	\$61,033	\$62,070	\$63,126	\$64,199	\$65,290	\$66,400	\$67,529	\$68,677	\$637,345
FDOT Corridor Grant (Route 7 to Indian River Co.)	\$190,809	\$194,052	\$197,351	\$200,706	\$204,118	\$207,588	\$211,117	\$214,706	\$218,356	\$222,068	\$2,060,872
FDOT Block Grant	\$629,204	\$639,900	\$650,778	\$661,842	\$673,093	\$684,536	\$696,173	\$708,008	\$720,044	\$732,284	\$6,795,861
FDOT Service Dev. - Fare Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FDOT Service Dev. - 25th Street Route	\$70,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000
FDOT Service Dev. - Micro-Transit (Tradition/Gatlin)	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
FDOT Service Dev. - Priority Route (Rt 2 & 3 Frequency)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FDOT Service Dev. - Priority Route - (Rt 1 Frequency)	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Port St. Lucie Routes (Rt 4, 5, & 6 Frequency) (Pot. Service Dev)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSTU	\$2,500,000	\$1,355,361	\$1,783,487	\$1,813,722	\$1,844,470	\$2,209,299	\$2,246,769	\$2,284,874	\$2,309,339	\$2,348,598	\$20,695,918
General Fund	\$1,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000
TD (Monthly Trips Grant)	\$784,000	\$797,328	\$810,883	\$824,668	\$838,687	\$852,945	\$867,445	\$882,191	\$897,188	\$912,441	\$8,467,775
Fares for New Services	\$0	\$0	\$0	\$28,310	\$28,791	\$29,280	\$29,777	\$30,282	\$30,797	\$31,320	\$208,556
Fares for Existing Service	\$0	\$0	\$0	\$376,124	\$382,510	\$389,005	\$395,611	\$402,328	\$409,160	\$416,107	\$2,770,845
<b>Total Operating Revenues</b>	<b>\$6,499,492</b>	<b>\$4,047,004</b>	<b>\$4,347,998</b>	<b>\$4,826,263</b>	<b>\$4,908,216</b>	<b>\$5,325,121</b>	<b>\$5,415,552</b>	<b>\$5,507,518</b>	<b>\$5,586,758</b>	<b>\$5,681,724</b>	<b>\$52,145,646</b>
<b>Annual Revenues Minus Costs</b>	<b>\$1,369,648</b>	<b>(\$1,170,042)</b>	<b>(\$957,733)</b>	<b>(\$569,660)</b>	<b>(\$579,433)</b>	<b>(\$255,813)</b>	<b>(\$260,253)</b>	<b>(\$264,771)</b>	<b>(\$283,653)</b>	<b>(\$288,479)</b>	
<b>Rollover from Previous Year</b>	<b>\$147,610</b>	<b>\$1,517,258</b>	<b>\$347,216</b>	<b>(\$610,517)</b>	<b>(\$1,180,177)</b>	<b>(\$1,759,610)</b>	<b>(\$2,015,423)</b>	<b>(\$2,275,676)</b>	<b>(\$2,540,447)</b>	<b>(\$2,824,100)</b>	
<b>Operating Surplus/Shortfall (Cumulative)</b>	<b>\$1,517,258</b>	<b>\$347,216</b>	<b>(\$610,517)</b>	<b>(\$1,180,177)</b>	<b>(\$1,759,610)</b>	<b>(\$2,015,423)</b>	<b>(\$2,275,676)</b>	<b>(\$2,540,447)</b>	<b>(\$2,824,100)</b>	<b>(\$3,112,579)</b>	<b>(\$3,112,579)</b>
<b>Capital</b>											
<b>Capital Costs</b>											
<b>Vehicles</b>	<b>\$382,500</b>	<b>\$400,554</b>	<b>\$795,906</b>	<b>\$7,036,891</b>	<b>\$690,051</b>	<b>\$1,009,042</b>	<b>\$143,586</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,458,529</b>
Replacement Vehicles to Maintain Existing Service	\$255,000	\$400,554	\$795,906	\$7,036,891	\$690,051	\$1,009,042	\$143,586	\$0	\$0	\$0	\$10,331,029
Costs for Improvements to Existing Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles for New Transit Service	\$127,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,500
<b>Other Capital/Infrastructure</b>	<b>\$5,917,195</b>	<b>\$3,116,817</b>	<b>\$17,143,652</b>	<b>\$3,120,667</b>	<b>\$3,173,926</b>	<b>\$3,228,095</b>	<b>\$3,283,188</b>	<b>\$3,339,223</b>	<b>\$3,397,410</b>	<b>\$3,453,821</b>	<b>\$49,173,995</b>
Capital Cost of Contracting	\$2,899,895	\$2,949,191	\$2,999,324	\$3,050,309	\$3,102,161	\$3,154,894	\$3,208,524	\$3,263,065	\$3,318,534	\$3,374,945	\$31,320,842
Comprehensive Operations Analysis (COA) (Via TPO)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Fare & Financial Study	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
ADA Bus Stop Assessment/Transition Plan	\$102,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,000
Bus Stop/Shelter Improvements	\$15,300	\$15,606	\$15,918	\$16,236	\$16,561	\$16,892	\$17,230	\$17,575	\$17,926	\$17,926	\$167,172
Improved Bus Stop Access	\$0	\$52,020	\$53,060	\$54,122	\$55,204	\$56,308	\$57,434	\$58,583	\$60,950	\$60,950	\$508,631
Intermodal/Passenger Area	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Operations/Maintenance Facility	\$1,400,000	\$0	\$14,075,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,475,350
<b>Total Capital Costs</b>	<b>\$6,299,695</b>	<b>\$3,517,371</b>	<b>\$17,939,558</b>	<b>\$10,157,558</b>	<b>\$3,863,977</b>	<b>\$4,237,136</b>	<b>\$3,426,774</b>	<b>\$3,339,223</b>	<b>\$3,397,410</b>	<b>\$3,453,821</b>	<b>\$59,632,524</b>
<b>Capital Revenues</b>											
Section 5307	\$1,638,211	\$1,670,975	\$1,704,394	\$1,738,482	\$1,773,252	\$1,808,717	\$1,844,891	\$1,881,789	\$1,919,425	\$1,957,814	\$17,937,951
Section 5339	\$278,155	\$283,718	\$289,392	\$295,180	\$301,084	\$307,106	\$313,248	\$319,513	\$325,903	\$332,421	\$3,045,720
Section 5339 (Other Federal Discretionary Capital)	\$0	\$0	\$0	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000
Section 5310 for Vehicles	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$0	\$0	\$7,500,000
BUILD Grant (O&M Facility)	\$0	\$0	\$11,451,759	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,451,759
Other State/Local/Private (O&M Facility)	\$0	\$0	\$2,623,590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,623,590
<b>Total Capital Revenues</b>	<b>\$1,916,366</b>	<b>\$4,454,693</b>	<b>\$16,069,136</b>	<b>\$9,033,663</b>	<b>\$4,574,336</b>	<b>\$2,115,823</b>	<b>\$2,158,139</b>	<b>\$4,701,302</b>	<b>\$2,245,328</b>	<b>\$2,290,235</b>	<b>\$49,559,020</b>
<b>Annual Revenues Minus Costs</b>	<b>(\$4,383,330)</b>	<b>937,323</b>	<b>(1,870,422)</b>	<b>(1,123,896)</b>	<b>710,359</b>	<b>(2,121,314)</b>	<b>(1,268,635)</b>	<b>1,362,079</b>	<b>(1,152,082)</b>	<b>(1,163,587)</b>	
<b>Rollover from Previous Year</b>	<b>5,311,969</b>	<b>928,639</b>	<b>1,865,962</b>	<b>(4,460)</b>	<b>(1,128,356)</b>	<b>(417,996)</b>	<b>(2,539,310)</b>	<b>(3,807,945)</b>	<b>(2,445,866)</b>	<b>(3,597,948)</b>	
<b>Capital Surplus/Shortfall (Cumulative)</b>	<b>\$928,639</b>	<b>\$1,865,962</b>	<b>(\$4,460)</b>	<b>(\$1,128,356)</b>	<b>(\$417,996)</b>	<b>(\$2,539,310)</b>	<b>(\$3,807,945)</b>	<b>(\$2,445,866)</b>	<b>(3,597,948)</b>	<b>(4,761,535)</b>	<b>(4,761,535)</b>
<b>Total Surplus/Shortfall</b>	<b>\$2,445,898</b>	<b>\$2,213,178</b>	<b>(\$614,977)</b>	<b>(\$2,308,533)</b>	<b>(\$2,177,607)</b>	<b>(\$4,554,733)</b>	<b>(\$6,083,621)</b>	<b>(\$4,986,313)</b>	<b>(\$6,422,048)</b>	<b>(\$7,874,114)</b>	<b>(7,874,114)</b>



### 4.3 Funded & Unfunded Projects

The implementation plan in Table 4-4 outlines which service improvements are funded from 2021 through 2030. The table also shows implementation years and operating and capital costs, in 2021 dollars, associated with each service and capital improvement and whether existing or new revenues are anticipated to fund the improvement.

**Table 4-4: 10-Year TDP Implementation Plan**

Transit Improvement	Implementation Year	Annual Operating Cost	Total Capital Cost	Potential Revenue Source	TDP Priority Ranking
		(2021\$)	(2021\$)		
<b>Maintain Existing Services</b>					
Maintain Existing Service - Fixed Route	2021-2030	\$4,602,633	\$6,272,000	Existing	n/a
Maintain Existing Service - ADA/Paratransit	2021-2030	\$2,253,331	\$3,375,000	Existing	n/a
<b>Improve Existing Services</b>					
Increase Frequency on Routes 1	2018-2021	\$200,000	\$200,000	Existing	n/a
Increase Frequency on Routes 2 & 3	Unfunded	\$592,868	\$896,000	New	1
Increase Frequency on Routes 4, 5, 6	Unfunded	\$1,185,737	\$1,792,000	New	n/a
Extend Weekday Service Hours on Route 7	Unfunded	\$63,522	\$0	New	2
Expand Saturday Service Hours for All Routes	Unfunded	\$275,260	\$0	New	3
<b>Add New Services</b>					
Fort Pierce/Port St. Lucie Express (25th Street)	2020-2030	\$140,000	\$448,000	New	1
Midway Road	Unfunded	\$357,603	\$448,000	New	2
Virginia Avenue	Unfunded	\$357,603	\$448,000	New	3
Port St. Lucie Blvd (Rt 5 split)	Unfunded	\$178,802	\$448,000	New	4
Gatlin Blvd (Rt 5 split)	Unfunded	\$30,584	\$0	New	4
Palm Beach Express	Unfunded	\$357,603	\$448,000	New	6
Fort Pierce to South Hutchinson Island	Unfunded	\$357,603	\$448,000	New	7
Crosstown Parkway	Unfunded	\$357,603	\$448,000	New	8
Selvitz Road/Bayshore Boulevard	Unfunded	\$357,603	\$448,000	New	9
<b>New Micro-Transit</b>					
Tradition/Gatlin Area micro-transit	2020-2029	\$200,000	\$125,000	New	1
Torino Blvd micro-transit	2021-2030	\$200,000	\$125,000	New	2
Indian River Estates micro-transit	Unfunded	\$200,000	\$125,000	New	3
<b>Policy/Planning/Capital/Infrastructure</b>					
Comprehensive Operations Analysis (COA)	2021	n/a	\$150,000	TPO	n/a
Fare/Financial Study	2022	n/a	\$100,000	Existing	n/a
ADA Assessment	2021	n/a	\$100,000	Existing	n/a
Bus Stop/Shelter Improvements	2020-2029	n/a	\$167,172	Existing	n/a
Intermodal/Passenger Area	2020	n/a	\$1,500,000	Existing	n/a
Improved Bus Stop Access	2022-2029	n/a	\$508,631	Existing	n/a
New Administration and Operations Facility	2021/2023*	n/a	\$16,115,579	Existing/New	n/a

\*Funded in 2021 with CARES funding and in 2023 with BUILD Grant



## **4.4 Funding Shortfalls and Potential Strategies**

As previously discussed, the financial plan shows a deficit of nearly \$7.9 million for the new TDP 10-year period. Below are several strategies that will be fully explored as the County completes the overall funding study in 2022 to help balance the costs and revenues.

### **4.4.1 MSTU Increase**

One of the implementation options in the 2019 *Bus Plus* TDP included a proposed increase to the MSTU. The proposed increase to the existing millage rate of 0.1269 to 0.2300 would generate an additional \$2 million annually. The MSTU increase was tabled during budgeting discussions and therefore not enacted. However, the County will have other opportunities to evaluate and consider implementing an increase in the future. If a MSTU increase is adopted, the additional revenue will help provide adequate funding to sustain the existing service levels and implement additional services from the list of unfunded projects. Additionally, the fare-free program could be extended and sustained successfully through this option.

### **4.4.2 General Fund Allocation**

There is potential for the County to continue to receive funds allocated from the County's General Fund, as they did in FY 2020. If the funding source does not include inflation factors or any increased adjustment each year, it would create a flat \$10.8 million revenue increase over the 10-year period. These additional funds would be especially helpful if the fare-free program is extended for another two to three years since the revenue generated from fares would be lost.

### **4.4.3 Federal Flex Funds**

Another funding option that should be examined during the funding study is the potential use and benefit of federal flexible funding. This federal allowance provides highway funding amounts to be transferred from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) and go directly into the FTA 5307 Urban Formula Funding amounts for St. Lucie County. These funds are programmed at 75% federal and 25% state in the FDOT Work Program, and when transferred to FTA, become the 80% federal share for transit capital funding. The use of this allowance would provide new and expanded funding for recurring and expanded capital needs, with the annual allocations of federal urban formula funding and local matching amounts to be available for more of the operational expenses. The process requires St. Lucie to request the TPO prioritize and ask for authorization from the FDOT for the transfer. Once approved, the funding transfer will occur in the federal fiscal year where programmed.

### **4.4.4 List of Priority Projects**

The TPO develops and produces a List of Priority Projects every year, which includes projects for highways, congestion management, sidewalks, and other transportation alternatives in addition to transit improvements. The project priorities have not successfully resulted in St. Lucie County receiving new funding for projects from the metropolitan planning process and identified priorities. While each year, numerous transit projects are identified and included, the only funding received has been the



recurring and formula funding allocated to St. Lucie County. It would be beneficial if new and discretionary funding could be realized and provided through the TPO’s planning and priority process.

Table 4-5 shows much how revenue could be generated over the 10-year period from the proposed revenue sources.

**Table 4-5: Opportunities for Additional Revenues**

Year	MSTU Increase*	Annual General Fund Allocations	Federal Flexed Capital	TPO Priority Projects
2021	\$2.0M	Included in Financial Plan	**	***
2022	\$2.1M	\$1.2M	**	***
2023	\$2.1M	\$1.2M	**	***
2024	\$2.2M	\$1.2M	**	***
2025	\$2.3M	\$1.2M	**	***
2026	\$2.3M	\$1.2M	**	***
2027	\$2.4M	\$1.2M	**	***
2028	\$2.5M	\$1.2M	**	***
2029	\$2.5M	\$1.2M	**	***
2030	\$2.6M	\$1.2M	**	***
<b>Total</b>	<b>\$23.0M</b>	<b>\$10.8M</b>	<b>Varies</b>	<b>Varies</b>

\*Assumes 3% inflation each year

\*\*This could be recurring or periodic flexed capital funds from FHWA to FTA providing various options for operational funding

\*\*\*This could be recurring or periodic discretionary funding for prioritized projects through TPO process



## **5.0 CONTINUED IMPLEMENTATION/OUTREACH**

Since the adoption of the *Bus Plus* 2020-2029 TDP in 2019, St. Lucie County has begun researching or operating technologies and supportive capital to implement improvements. This section provides additional key elements that the County should consider in order to implement its plan to successfully grow the system into the vision that is outlined in the TDP.

### **5.1 Implementing TDP Recommendations**

Implementing transit projects within and post-COVID-19 pandemic may need some adjusting as the operating environment may not return to the pre-pandemic conditions for some time. St. Lucie County should monitor any residual or longer-term impacts of the pandemic and should adjust the plan/schedule as needed. Due to fiscal implications of decisions on fares and contributions from General Funds, the Fare/Financial Study in 2022 becomes an emphasis and priority for the long-term financial stability of the system.

### **5.2 Post-Adoption Marketing and Outreach**

St. Lucie County should continue to promote its transit services and TDP while coordinating with different public and private entities as well as its local and regional partners. The *Bus Plus* Executive Summary, along with this Annual Progress Report can be used as short and easy-to-understand promotional tools.

### **5.3 Coordination with Other Plans**

St. Lucie County should also continue to coordinate with relevant plans from regional transit agencies as well as state and federal entities. Ensuring consistency with such national, state, regional plans and priorities, in addition to local plans, should continue to be one of St. Lucie County's primary focuses in the upcoming year.