



10.0 Financial Plan

The TDP's financial plan includes cost and revenue estimates for transit enhancements over the ten-year period of 2017 - 2026. Estimates represent order of magnitude estimated costs for both operating and capital improvements. Applying current service characteristics and anticipated revenues, the financial plan, utilized a TDP financial planning tool (developed by FDOT) to produce Tables 10.1 through 10.8. Proposed service enhancements are shown to occur over the ten-year TDP and are described in Section 9.0 of the TDP document. The implementation of these service improvements will depend on actual funding availability, recommendations from the on-going comprehensive operations analysis and actual service plans.

- Table 10.1 displays capital and operating assumptions. Cost estimates are adjusted using a 3% annual inflation rate for operating and capital costs. Cost estimates reflect Sunshine Bus Company costs as reported to the National Transit Database (NTD) costs. FY 2014 was the most recent data year available during plan development.
- Tables 10.2 and 10.3 depict potential service and implementation characteristics, respectively, for both the deviated fixed-route and demand response service. In Table 10.2, annual operating costs for existing deviated fixed route services are developed from existing annual service hours and cost data reported to the NTD. Costs to implement proposed services for deviated fixed route service are based on estimated annual service hours. Costs to maintain existing demand response services are based on existing annual service hours as well as cost data reported to the NTD and SJCCOA's approved budget.
- Using the information contained in Tables 10.1 through 10.3, Table 10.4 (Operating Costs for Transit Improvements) calculates operating costs over the ten-year period for the existing system and proposed enhancements. Table 10.5, Capital Needs and Costs, depicts cost estimates for capital maintenance and enhancements.
- Table 10.6, TDP Costs and Revenues by Source, indicates estimated costs and revenues for the ten-year period. Tables 10.7 and 10.8 provide summaries for TDP costs and revenues annually through 2026. Revenues identified are based on information from County and SJCCOA staff for FY2016 and FY 2017, and represent federal, state, and local sources. As shown, estimated total costs are approximately \$51.9 million over the ten years. Estimated revenues are estimated to be only \$43.7 million over the same time period, resulting in an approximate shortfall of \$8.1 million in unfunded needs. The vast majority of unfunded needs are from potential enhancements to deviated fixed route service.



Table 10.1 Capital and Operating Assumptions

Assumption	TDP Cost Assumptions	Notes/Source
Fixed-Route Operating Cost per Revenue Hour	40.18	2014 National Transit Database, St. Johns County
Fixed-Route Operating Cost per Revenue Mile	\$1.94	2014 National Transit Database, St. Johns County
Demand Response Operating Cost per Revenue Hour	\$63.00	2014 National Transit Database, St. Johns County
Demand Response Operating Cost per Revenue Mile	\$4.55	Based on Council on Aging's approved demand response budget divided by FY 2015 vehicle revenue miles
Operating Costs Inflation Rate	3.0%	FDOT Inflation Factors, Transportation Costs Reports
Capital Cost Inflation Rate	3.0%	FDOT Construction Cost Index



Table 10.2 Service Characteristics

Service Type/Mode	Description	Headway (minutes)			Revenue Hours			Revenue Miles			Annual Days of Service			Annual Hours	Annual Miles	Annual Operating Cost
		Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday			
Maintain Existing Deviated Fixed Route Service																
Route #1 - Orange	Maintain Existing Fixed Route	130	130	0	10.00	9.00	0	171	145	0	255	52	0	3,018	51,238	\$121,263
Route #2 - Blue	Maintain Existing Fixed Route	130	130	0	10.00	9.00	0	122	105	0	255	52	0	3,018	36,453	\$121,263
Route #3 - Red	Maintain Existing Fixed Route	130	130	0	10.00	9.00	0	130	115	0	255	52	0	3,018	39,130	\$121,263
Route #4 - Green	Maintain Existing Fixed Route	130	130	0	10.00	9.00	0	224	196	0	255	52	0	3,018	67,231	\$121,263
Route #5 - Purple	Maintain Existing Fixed Route	215	215	0	12.00	11.00	0	327	287	0	255	52	0	3,632	98,434	\$145,934
Route #6 - Teal	Maintain Existing Fixed Route	235	295	0	12.00	7.00	0	306	154	0	255	52	0	3,424	85,980	\$137,576
Route #7 - Connector	Maintain Existing Fixed Route	50	50	0	23.00	20.00	0	443	392	0	255	52	0	6,905	133,240	\$277,443
Maintain Existing Demand Response Service																
Existing Demand Response	Maintain Existing Service				125	24	0	1295	252	0	255	52	0		343,329	\$1,561,863
Improvements to Deviated Fixed Route Service																
Modify Orange	Increase Frequency	100	130	0	13.34	9.00	0	228	145	0	255	52	0	3,870	65,680	\$155,485
Modify Blue	Increase Frequency	100	130	0	13.34	9.00	0	162	105	0	255	52	0	3,870	46,770	\$155,485
Modify Red	Increase Frequency	100	130	0	13.34	9.00	0	150	115	0	255	52	0	3,870	44,230	\$155,485
Modify Green	SeaGrove Ext./Increase Freq.	100	130	0	13.34	9.00	0	310	232	0	255	52	0	3,870	91,137	\$155,485
Split Purple - Avenues Mall	Avenues Only/Increase Freq.	150	215	0	12.00	11.00	0	350	229	0	255	52	0	3,632	101,171	\$145,934
Split Teal - Urban	Split Teal - Urban/Inc. Freq.	235	295	0	6.60	3.85	0	168	85	0	255	52	0	1,883	47,289	\$75,667
Split Teal - Rural	Split Teal - Rural/Inc. Freq.	235	295	0	5.40	3.15	0	138	69	0	255	52	0	1,541	38,691	\$61,909
Modify Purple (Avenues Mall)	Extend to Nocatee	150	215	0	5.16	5.16	0	103	103	0	255	52	0	1,584	31,701	\$63,650
Modify Purple (Avenues Mall)	Extend to Durbin	150	215	0	1.68	1.68	0	35	35	0	255	52	0	516	10,610	\$20,723
New Route - Outlets/WGV	Add New Service	150	215	0	16.02	16.02	0	321	321	0	255	52	0	4,918	98,658	\$197,611
New Route - St. Aug./ Beach	Add New Service	30	30	30	48.90	48.90	48.90	975	975	975	255	52	58	17,849	355,875	\$717,153
Modify Orange	Add Sunday	100	130	130	13.34	9.00	9.00	228	145	145	255	52	58	4,392	74,090	\$176,459
Modify Blue	Add Sunday	100	130	130	13.34	9.00	9.00	162	105	105	255	52	58	4,392	52,860	\$176,459
Modify Red	Add Sunday	100	130	130	13.34	9.00	9.00	150	115	115	255	52	58	4,392	50,900	\$176,459
Modify Green	Add Sunday	100	130	130	13.34	9.00	9.00	310	232	232	255	52	58	4,392	104,619	\$176,459
Modify New Purple	Add Sunday	150	215	215	18.84	18.84	18.84	488	367	367	255	52	58	6,877	164,771	\$276,302
Modify Connector	Add Sunday	50	50	50	23.00	20.00	20.00	443	392	392	255	52	58	8,065	155,976	\$324,052
Modify Outlets/WGV	Add Sunday	150	215	215	16.02	16.02	16.02	321	283	283	255	52	58	5,847	113,054	\$234,945
Teal - Urban	Add Sunday	150	295	295	8.00	5.50	5.50	273	152	152	255	52	58	2,645	86,335	\$106,276
Teal - Rural	Add Sunday	150	295	295	7.00	4.50	4.50	182	102	102	255	52	58	2,280	57,630	\$91,610



Table 10.3 Service Implementation Plan

Service Type/Mode	Description	Implementation Year	Annual Operating Cost 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Maintain Existing Deviated Fixed Route Service													
Route #1 - Orange	Maintain Existing Fixed Route	2017	\$121,263	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #2 - Blue	Maintain Existing Fixed Route	2017	\$121,263	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #3 - Red	Maintain Existing Fixed Route	2017	\$121,263	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #4 - Green	Maintain Existing Fixed Route	2017	\$121,263	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #5 - Purple	Maintain Existing Fixed Route	2017	\$145,934	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #6 - Teal	Maintain Existing Fixed Route	2017	\$137,576	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #7 - Connector	Maintain Existing Fixed Route	2017	\$277,443	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Maintain Existing Demand Response Service													
Existing Demand Response	Maintain Existing Service	2017	\$1,561,863	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Improvements to Deviated Fixed Route Service													
Modify Orange	Increase Frequency	2018	\$155,485	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Modify Blue	Increase Frequency	2018	\$155,485	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Modify Red	Increase Frequency	2019	\$155,485	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Modify Green	SeaGrove Ext./Increase Freq.	2018	\$155,485	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Split Purple - Avenues Mall	Avenues Only/Increase Freq.	2022	\$145,934	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Split Teal - Urban	Split Teal - Urban/Inc. Freq.	2022	\$75,667	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Split Teal - Rural	Split Teal - Rural/Inc. Freq.	2022	\$61,909	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Modify Purple (Nocatee)	Extend to Nocatee	2022	\$63,650	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Modify Purple (Durbin)	Extend to Durbin	2022	\$20,723	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
New Route - Outlets/WGV	Add New Service	2022	\$197,611	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
New Route - St. Aug./ Beach	Add New Service	2019	\$717,153	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Modify Orange	Add Sunday	2024	\$176,459	No	No	No	No	No	No	No	Yes	Yes	Yes
Modify Blue	Add Sunday	2024	\$176,459	No	No	No	No	No	No	No	Yes	Yes	Yes
Modify Red	Add Sunday	2024	\$176,459	No	No	No	No	No	No	No	Yes	Yes	Yes
Modify Green	Add Sunday	2024	\$176,459	No	No	No	No	No	No	No	Yes	Yes	Yes
Modify New Purple	Add Sunday	2024	\$276,302	No	No	No	No	No	No	No	Yes	Yes	Yes
Modify Connector	Add Sunday	2024	\$324,052	No	No	No	No	No	No	No	Yes	Yes	Yes
Modify Outlets/WGV	Add Sunday	2024	\$234,945	No	No	No	No	No	No	No	Yes	Yes	Yes
Teal - Urban	Add Sunday	2024	\$106,276	No	No	No	No	No	No	No	Yes	Yes	Yes
Teal - Rural	Add Sunday	2024	\$91,610	No	No	No	No	No	No	No	Yes	Yes	Yes



Table 10.4 Operating Costs for Transit Improvements

Service Type/Mode	Description	Annual Operating Cost 2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Maintain Existing Deviated Fixed Route Service		\$1,046,006	\$1,077,386	\$1,109,708	\$1,142,999	\$1,177,289	\$1,212,608	\$1,248,986	\$1,286,455	\$1,325,049	\$1,364,801	\$1,405,745	\$12,351,024
Route #1 - Orange	Maintain Existing Fixed Route	\$121,263	\$124,901	\$128,648	\$132,508	\$136,483	\$140,577	\$144,795	\$149,138	\$153,613	\$158,221	\$162,968	\$1,431,852
Route #2 - Blue	Maintain Existing Fixed Route	\$121,263	\$124,901	\$128,648	\$132,508	\$136,483	\$140,577	\$144,795	\$149,138	\$153,613	\$158,221	\$162,968	\$1,431,852
Route #3 - Red	Maintain Existing Fixed Route	\$121,263	\$124,901	\$128,648	\$132,508	\$136,483	\$140,577	\$144,795	\$149,138	\$153,613	\$158,221	\$162,968	\$1,431,852
Route #4 - Green	Maintain Existing Fixed Route	\$121,263	\$124,901	\$128,648	\$132,508	\$136,483	\$140,577	\$144,795	\$149,138	\$153,613	\$158,221	\$162,968	\$1,431,852
Route #5 - Purple	Maintain Existing Fixed Route	\$145,934	\$150,312	\$154,821	\$159,466	\$164,250	\$169,177	\$174,253	\$179,480	\$184,865	\$190,410	\$196,123	\$1,723,156
Route #6 - Teal	Maintain Existing Fixed Route	\$137,576	\$141,704	\$145,955	\$150,333	\$154,843	\$159,489	\$164,273	\$169,203	\$174,278	\$179,506	\$184,891	\$1,624,473
Route #7 - Connector	Maintain Existing Fixed Route	\$277,443	\$285,766	\$294,339	\$303,169	\$312,264	\$321,632	\$331,281	\$341,220	\$351,456	\$362,000	\$372,860	\$3,275,989
Maintain Existing Demand Response Service		\$1,561,863	\$1,608,719	\$1,656,981	\$1,706,690	\$1,757,891	\$1,810,627	\$1,864,946	\$1,920,895	\$1,978,522	\$2,037,877	\$2,099,013	\$18,442,161
Existing Demand Response	Maintain Existing Service	\$1,561,863	\$1,608,719	\$1,656,981	\$1,706,690	\$1,757,891	\$1,810,627	\$1,864,946	\$1,920,895	\$1,978,522	\$2,037,877	\$2,099,013	\$18,442,161
Improvements to Deviated Fixed Route Service		\$3,643,604	\$0	\$494,861	\$1,463,261	\$1,507,159	\$1,552,373	\$2,274,174	\$2,342,399	\$4,615,608	\$4,754,076	\$4,896,699	\$23,900,610
Modify Orange	Increase Frequency	\$155,485	\$0	\$164,954	\$169,902	\$174,999	\$180,249	\$185,657	\$191,226	\$196,963	\$202,872	\$208,958	\$1,675,781
Modify Blue	Increase Frequency	\$155,485	\$0	\$164,954	\$169,902	\$174,999	\$180,249	\$185,657	\$191,226	\$196,963	\$202,872	\$208,958	\$1,675,781
Modify Red	Increase Frequency	\$155,485	\$0	\$0	\$169,902	\$174,999	\$180,249	\$185,657	\$191,226	\$196,963	\$202,872	\$208,958	\$1,510,827
Modify Green	SeaGrove Ext./Increase Freq.	\$155,485	\$0	\$164,954	\$169,902	\$174,999	\$180,249	\$185,657	\$191,226	\$196,963	\$202,872	\$208,958	\$1,675,781
Split Purple - Avenues Mall	Avenues Only/Increase Freq.	\$145,934	\$0	\$0	\$0	\$0	\$0	\$174,253	\$179,480	\$184,865	\$190,410	\$196,123	\$925,130
Split Teal - Urban	Split Teal - Urban/Inc. Freq.	\$75,667	\$0	\$0	\$0	\$0	\$0	\$90,350	\$93,061	\$95,853	\$98,728	\$101,690	\$479,682
Split Teal - Rural	Split Teal - Rural/Inc. Freq.	\$61,909	\$0	\$0	\$0	\$0	\$0	\$73,923	\$76,141	\$78,425	\$80,778	\$83,201	\$392,467
Modify Purple (Nocatee)	Extend to Nocatee	\$63,650	\$0	\$0	\$0	\$0	\$0	\$76,001	\$78,281	\$80,630	\$83,049	\$85,540	\$403,502
Modify Purple (Durbin)	Extend to Durbin	\$20,723	\$0	\$0	\$0	\$0	\$0	\$24,745	\$25,487	\$26,252	\$27,039	\$27,850	\$131,373
New Route - Outlets/WGV	Add New Service	\$197,611	\$0	\$0	\$0	\$0	\$0	\$235,958	\$243,036	\$250,328	\$257,837	\$265,572	\$1,252,732
New Route - St. Aug./Beach	Add New Service	\$717,153	\$0	\$0	\$783,652	\$807,162	\$831,377	\$856,318	\$882,007	\$908,468	\$935,722	\$963,793	\$6,968,498
Modify Orange	Add Sunday	\$176,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,532	\$230,238	\$237,145	\$690,916
Modify Blue	Add Sunday	\$176,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,532	\$230,238	\$237,145	\$690,916
Modify Red	Add Sunday	\$176,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,532	\$230,238	\$237,145	\$690,916
Modify Green	Add Sunday	\$176,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,532	\$230,238	\$237,145	\$690,916
Modify New Purple	Add Sunday	\$276,302	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,011	\$360,511	\$371,326	\$1,081,849
Modify Connector	Add Sunday	\$324,052	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$410,499	\$422,814	\$435,498	\$1,268,811
Modify Outlets/WGV	Add Sunday	\$234,945	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,621	\$306,549	\$315,746	\$919,916
Teal - Urban	Add Sunday	\$106,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,627	\$138,666	\$142,826	\$416,120
Teal - Rural	Add Sunday	\$91,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$116,049	\$119,531	\$123,117	\$358,697
Projected Annual Operating Costs - Existing Fixed Route Service			\$1,077,386	\$1,109,708	\$1,142,999	\$1,177,289	\$1,212,608	\$1,248,986	\$1,286,455	\$1,325,049	\$1,364,801	\$1,405,745	\$12,351,024
Projected Annual Operating Costs - Existing TD Service			\$1,608,719	\$1,656,981	\$1,706,690	\$1,757,891	\$1,810,627	\$1,864,946	\$1,920,895	\$1,978,522	\$2,037,877	\$2,099,013	\$18,442,161
Projected Annual Operating Costs - Proposed Additional Fixed Route Service			\$0	\$108,916	\$933,230	\$961,227	\$990,064	\$1,356,470	\$1,397,164	\$1,786,355	\$1,839,946	\$1,895,144	\$11,268,517
Projected Annual Operating Costs - Proposed Additional TD Service			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Table 10.5 Capital Needs and Costs

Capital Needs	Unit Cost 2015	10-Year Need	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026										
Deviated Fixed Route Vehicle Requirements																						
Replacement Buses - Maintain Service (20 pass.)	\$100,000	24	2	\$212,180	2	\$218,545	2	\$225,102	2	\$231,855	2	\$238,810	2	\$245,975	3	\$380,031	3	\$391,432	3	\$403,175	3	\$415,270
Modify Orange	\$100,000	1	0	\$0	1	\$109,273	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Modify Blue	\$100,000	1	0	\$0	1	\$109,273	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Modify Red	\$100,000	1	0	\$0	0	\$0	0	\$0	1	\$115,927	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Modify Green	\$100,000	1	0	\$0	0	\$0	0	\$0	1	\$115,927	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Split Purple - Avenues Mall	\$100,000	1	0	\$0	0	\$0	0	\$0	0	\$0	1	\$119,405	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Split Teal - Urban	\$100,000	1	0	\$0	0	\$0	0	\$0	0	\$0	1	\$122,987	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Split Teal - Rural	\$100,000	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Modify Purple (Nocatee)	\$100,000	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Modify Purple (Durbin)	\$100,000	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
New Route - Outlets/WGV	\$100,000	1	0	\$0	0	\$0	0	\$0	0	\$0	1	\$122,987	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
New Route - St. Aug./ Beach	\$100,000	3	0	\$0	1	\$109,273	2	\$225,102	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total		34	2	\$212,180	5	\$546,364	4	\$450,204	4	\$463,710	3	\$358,216	4	\$491,950	3	\$380,031	3	\$391,432	3	\$403,175	3	\$415,270
Other Revenue Vehicles																						
Demand Response Replacement Buses - Maintain Existing	\$75,000	11	2	\$159,135	1	\$81,955	1	\$84,413	1	\$86,946	1	\$89,554	1	\$92,241	1	\$95,008	1	\$97,858	1	\$100,794	1	\$103,818
Vans for Existing Demand Response Service	\$50,000	10	1	\$53,045	1	\$54,636	1	\$56,275	1	\$57,964	1	\$59,703	1	\$61,494	1	\$63,339	1	\$65,239	1	\$67,196	1	\$69,212
Spare Vans	\$0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total		21	3	\$212,180	2	\$136,591	2	\$140,689	2	\$144,909	2	\$149,257	2	\$153,734	2	\$158,346	2	\$163,097	2	\$167,990	2	\$173,029
Support Vehicles																						
Replacement Cars - Maintain Existing Service	\$30,000	4	0	\$0	0	\$0	1	\$33,765	0	\$0	1	\$35,822	0	\$0	1	\$38,003	0	\$0	1	\$40,317	0	\$0
Replacement Vans/Trucks - Maintain Existing Service	\$0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Cars for New Service	\$30,000	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Vans/Trucks for New Service	\$0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total		4	0	\$0	0	\$0	1	\$33,765	0	\$0	1	\$35,822	0	\$0	1	\$38,003	0	\$0	1	\$40,317	0	\$0
Other Transit Infrastructure																						
Stop Signs	\$2,500	160	50	\$132,613	50	\$136,591	20	\$56,275	20	\$57,964	20	\$59,703	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Benches	\$750	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Shelters	\$15,000	60	10	\$159,135	10	\$163,909	5	\$84,413	5	\$86,946	5	\$89,554	5	\$92,241	5	\$95,008	5	\$97,858	5	\$100,794	5	\$103,818
New Park and Ride Lots	\$200,000	1	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$245,975	0	\$0	0	\$0	0	\$0	0	\$0
Software Purchase/Installation Update	\$10,000	9	0.5	\$5,305	0.5	\$5,464	1	\$11,255	1	\$11,593	1	\$11,941	1	\$12,299	1	\$12,668	1	\$13,048	1	\$13,439	1	\$13,842
AVL Unit Updates	\$0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Bus Shelter Amenities	\$1,000	10	1	\$1,061	1	\$1,093	1	\$1,126	1	\$1,159	1	\$1,194	1	\$1,230	1	\$1,267	1	\$1,305	1	\$1,344	1	\$1,384
Administrative Expenses	\$68,000	10	1	\$72,141	1	\$74,305	1	\$76,535	1	\$78,831	1	\$81,196	1	\$83,631	1	\$86,140	1	\$88,725	1	\$91,386	1	\$94,128
Preventive Maintenance	\$100,000	10	1	\$106,090	1	\$109,273	1	\$112,551	1	\$115,927	1	\$119,405	1	\$122,987	1	\$126,677	1	\$130,477	1	\$134,392	1	\$138,423
Security equipment	\$2,775	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Storage space	\$50,000	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total		260	64	\$476,344	64	\$490,634	29	\$342,155	29	\$352,419	29	\$362,992	10	\$558,363	9	\$321,760	9	\$331,412	9	\$341,355	9	\$351,595
Vehicle Cost for Maintain Existing Vehicles				\$424,360		\$355,136		\$399,556		\$376,764		\$423,889		\$399,709		\$576,380		\$554,529		\$611,482		\$588,299
Infrastructure Cost				\$476,344		\$490,634		\$342,155		\$352,419		\$362,992		\$558,363		\$321,760		\$331,412		\$341,355		\$351,595
Total Cost - Maintain Existing Veh/Other Infra.				\$900,704		\$845,771		\$741,710		\$729,183		\$786,880		\$958,072		\$898,140		\$885,941		\$952,837		\$939,895
Vehicle Cost for Additional/New Service				\$0		\$327,818		\$225,102		\$231,855		\$119,405		\$245,975		\$0		\$0		\$0		\$0
Total Capital Cost				\$900,704		\$1,173,589		\$966,812		\$961,038		\$906,286		\$1,204,047		\$898,140		\$885,941		\$952,837		\$939,895



Table 10.6 TDP Costs and Revenues by Source (2017-2021)

Source	%	2017				2018				2019				2020				2021			
		Operating	Planning	Capital	TOTAL	Operating	Planning	Capital	TOTAL	Operating	Planning	Capital	TOTAL	Operating	Planning	Capital	TOTAL	Operating	Planning	Capital	TOTAL
Maintain Existing Deviated Fixed Route Service		\$1,077,386		\$688,524	\$1,765,910	\$1,109,708		\$709,180	\$1,818,888	\$1,142,999		\$601,022	\$1,744,021	\$1,177,289		\$584,274	\$1,761,563	\$1,212,608		\$637,624	\$1,850,231
FTA 5307	51%	\$455,500		\$451,053	\$1,106,553	\$730,000		\$459,180	\$1,189,180	\$515,000		\$343,522	\$858,522	\$530,450		\$319,049	\$849,499	\$546,364		\$328,621	\$874,984
FTA 5310	7%	\$111,507		\$0	\$111,507	\$111,507		\$0	\$111,507	\$114,852		\$0	\$114,852	\$118,298		\$0	\$118,298	\$121,847		\$0	\$121,847
FTA 5316 (Remaining JARC)	0%	\$40,000		\$0	\$40,000	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
State Block Grant	10%			\$0	\$0	\$0		\$0	\$0	\$133,000		\$0	\$133,000	\$139,990		\$0	\$139,990	\$247,190		\$0	\$247,190
Local General Revenue	10%	\$172,411		\$0	\$172,411	\$172,411		\$0	\$172,411	\$177,583		\$0	\$177,583	\$182,911		\$0	\$182,911	\$188,398		\$0	\$188,398
Developer Contributions	1%	\$0		\$0	\$0	\$0		\$0	\$0	\$100,000		\$0	\$100,000	\$100,000		\$0	\$100,000	\$0		\$0	\$0
STP	14%	\$0		\$137,469	\$137,469	\$0		\$250,000	\$250,000	\$0		\$257,500	\$257,500	\$0		\$265,225	\$265,225	\$0		\$273,182	\$273,182
Farebox Revenue	6%	\$97,968		\$0	\$97,968	\$100,000		\$0	\$100,000	\$103,000		\$0	\$103,000	\$106,090		\$0	\$106,090	\$109,273		\$0	\$109,273
FTA 5339	1%	\$0		\$100,000	\$100,000	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
Other State 1 (P&R/Intermodal Lots)	1%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
Total Revenues	100%	\$1,077,386		\$688,524	\$1,765,910	\$1,113,918		\$709,180	\$1,823,098	\$1,143,436		\$601,022	\$1,744,458	\$1,177,739		\$584,274	\$1,762,013	\$1,213,071		\$601,802	\$1,814,873
Surplus/Shortfall		\$0		\$0	\$0	\$4,210		\$0	\$4,210	\$437		\$1	\$437	\$450		\$0	\$450	\$463		\$0	-\$35,822
Existing Demand Response		\$1,608,719		\$212,180	\$1,820,899	\$1,656,981		\$136,991	\$1,793,972	\$1,706,690		\$140,669	\$1,847,359	\$1,757,891		\$144,909	\$1,902,800	\$1,810,627		\$149,257	\$1,959,884
TD Commission	39%	\$704,516		\$0	\$704,516	\$704,516		\$0	\$704,516	\$725,651		\$0	\$725,651	\$747,421		\$0	\$747,421	\$769,844		\$0	\$769,844
FTA 5307	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
STP	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
FTA 5310	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
AHCA/DCA	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
Local General Revenue	20%	\$362,000		\$0	\$362,000	\$362,000		\$0	\$362,000	\$372,866		\$0	\$372,866	\$384,046		\$0	\$384,046	\$395,567		\$0	\$395,567
Local Non-Govt Other	15%	\$271,251		\$0	\$271,251	\$271,251		\$0	\$271,251	\$279,389		\$0	\$279,389	\$287,770		\$0	\$287,770	\$296,403		\$0	\$296,403
Farebox Revenue	3%	\$50,606		\$0	\$50,606	\$50,606		\$0	\$50,606	\$52,124		\$0	\$52,124	\$53,688		\$0	\$53,688	\$55,299		\$0	\$55,299
Other State 2 (Medicaid Brokers)	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
State Block Grant	2%	\$0		\$0	\$0	\$41,662		\$0	\$41,662	\$43,000		\$0	\$43,000	\$44,290		\$0	\$44,290	\$45,610		\$0	\$45,610
FTA 5311	13%	\$220,000		\$0	\$220,000	\$226,600		\$0	\$226,600	\$233,398		\$0	\$233,398	\$240,400		\$0	\$240,400	\$247,612		\$0	\$247,612
FTA 5339	9%	\$0		\$212,180	\$212,180	\$0		\$150,000	\$150,000	\$0		\$154,500	\$154,500	\$0		\$159,135	\$159,135	\$0		\$163,909	\$163,909
Total Revenues	100%	\$1,608,719		\$212,180	\$1,820,899	\$1,656,635		\$150,000	\$1,806,635	\$1,706,422		\$154,500	\$1,860,922	\$1,757,615		\$159,135	\$1,916,750	\$1,810,343		\$163,909	\$1,974,252
Surplus/Shortfall		-\$346		\$0	-\$346	-\$346		\$13,409	\$13,063	-\$248		\$13,811	\$13,544	-\$276		\$14,226	\$13,950	-\$284		\$14,653	\$14,368
Increase (Proposed Deviated Fixed Route)		\$0		\$0	\$0	\$108,916		\$327,818	\$436,734	\$933,230		\$225,102	\$1,158,332	\$961,227		\$231,855	\$1,193,082	\$990,064		\$119,405	\$1,109,469
STP	8%	\$0		\$0	\$0	\$0		\$362,531	\$362,531	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
FDOT Service Development	45%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$500,000		\$0	\$500,000
Farebox Revenue	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
State Block Grant	35%	\$200,000		\$0	\$200,000	\$300,000		\$0	\$300,000	\$190,000		\$0	\$190,000	\$192,850		\$0	\$192,850	\$105,000		\$0	\$105,000
FTA 5339	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
FTA 5307	7%	\$0		\$0	\$0	\$0		\$40,820	\$40,820	\$104,500		\$129,433	\$233,933	\$0		\$34,779	\$34,779	\$0		\$0	\$0
Developer Contributions	5%	\$0		\$0	\$0	\$0		\$0	\$0	\$237,000		\$0	\$237,000	\$0		\$0	\$0	\$0		\$0	\$0
Local General Revenue	0%	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0
Total Revenues	100%	\$2,000,000		\$0	\$2,000,000	\$3,000,000		\$403,351	\$703,351	\$531,500		\$129,433	\$660,933	\$192,850		\$34,779	\$227,629	\$405,000		\$0	\$405,000
Surplus/Shortfall		\$2,000,000		\$0	\$2,000,000	\$1,911,084		\$75,533	\$266,617	-\$401,730		-\$95,668	-\$497,399	-\$768,177		-\$197,076	-\$965,453	-\$385,064		-\$119,405	-\$504,468
Total Costs		\$2,686,105	#REF!	\$900,704	\$3,586,809	\$2,875,604		\$1,173,589	\$4,049,193	\$3,782,919		\$966,812	\$4,749,731	\$3,896,407		\$961,038	\$4,857,445	\$4,013,299		\$906,286	\$4,919,585
Total Revenues		\$2,885,759		\$900,704	\$3,786,463	\$3,070,553		\$1,262,531	\$4,333,084	\$3,381,358		\$884,955	\$4,266,313	\$3,128,203		\$776,168	\$3,906,392	\$3,628,414		\$765,711	\$4,394,125
Surplus/Shortfall		\$199,654		\$0	\$199,654	\$194,949		\$88,942	\$283,891	-\$401,562		-\$81,857	-\$483,418	-\$768,203		-\$182,850	-\$951,051	-\$384,885		-\$140,574	-\$525,457



Table 10.6 TDP Costs and Revenues by Source (2022 - 2026 and Ten Year Totals)

Source	%	2022			2023			2024			2025			2026			10-Year Total		
		Operating	Capital	TOTAL	Operating	Capital	TOTAL	Operating	Capital	TOTAL	Operating	Capital	TOTAL	Operating	Capital	TOTAL	Operating	Capital	TOTAL
Maintain Existing Deviated Fixed Route Service		\$1,248,986	\$804,338	\$2,053,323	\$1,286,455	\$739,794	\$2,026,249	\$1,325,049	\$722,844	\$2,047,893	\$1,364,801	\$784,847	\$2,149,648	\$1,405,745	\$766,866	\$2,172,610	\$12,351,024	\$7,039,312	\$19,390,336
FTA 5307	51%	\$562,754	\$338,479	\$901,234	\$579,637	\$348,634	\$928,271	\$597,026	\$359,093	\$956,119	\$614,937	\$369,865	\$984,802	\$633,385	\$380,961	\$1,014,346	\$5,965,053	\$3,698,459	\$9,663,512
FTA 5310	7%	\$125,502	\$0	\$125,502	\$129,267	\$0	\$129,267	\$133,145	\$0	\$133,145	\$137,140	\$0	\$137,140	\$141,254	\$0	\$141,254	\$1,244,318	\$0	\$1,244,318
FTA 5316 (Remaining JARC)	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	
State Block Grant	10%	\$254,605	\$0	\$254,605	\$262,244	\$0	\$262,244	\$270,111	\$0	\$270,111	\$278,214	\$0	\$278,214	\$286,561	\$0	\$286,561	\$1,871,914	\$0	\$1,871,914
Local General Revenue	10%	\$194,050	\$0	\$194,050	\$199,872	\$0	\$199,872	\$205,868	\$0	\$205,868	\$212,044	\$0	\$212,044	\$218,405	\$0	\$218,405	\$1,923,953	\$0	\$1,923,953
Developer Contributions	1%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	
STP	14%	\$0	\$281,377	\$281,377	\$0	\$289,819	\$289,819	\$0	\$298,513	\$298,513	\$0	\$307,468	\$307,468	\$0	\$316,693	\$316,693	\$0	\$2,677,246	
Farebox Revenue	6%	\$112,551	\$0	\$112,551	\$115,927	\$0	\$115,927	\$119,405	\$0	\$119,405	\$122,987	\$0	\$122,987	\$126,677	\$0	\$126,677	\$1,113,879	\$0	\$1,113,879
FTA 5339	1%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other State 1 (P&R/Intermodal Lots)	1%	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000
Total Revenues	100%	\$1,249,463	\$869,856	\$2,119,319	\$1,286,947	\$638,452	\$1,925,399	\$1,325,555	\$657,606	\$1,983,161	\$1,365,322	\$677,334	\$2,042,656	\$1,406,281	\$697,654	\$2,103,935	\$12,359,117	\$6,725,704	\$19,084,821
Surplus/Shortfall		\$477	\$65,519	\$65,996	\$491	-\$101,342	-\$100,850	\$506	-\$65,239	-\$64,733	\$521	-\$107,513	-\$106,992	\$537	-\$69,212	-\$68,675	\$8,093	-\$313,608	-\$305,515
Existing Demand Response		\$1,864,946	\$153,734	\$2,018,681	\$1,920,895	\$158,346	\$2,079,241	\$1,978,522	\$163,097	\$2,141,618	\$2,037,877	\$167,990	\$2,205,867	\$2,099,013	\$173,029	\$2,272,043	\$18,442,161	\$1,599,821	\$20,041,982
TD Commission	39%	\$792,939	\$0	\$792,939	\$816,727	\$0	\$816,727	\$841,229	\$0	\$841,229	\$866,466	\$0	\$866,466	\$892,460	\$0	\$892,460	\$7,861,769	\$0	\$7,861,769
FTA 5307	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STP	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5310	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
AHCA/DCA	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Local General Revenue	20%	\$407,434	\$0	\$407,434	\$419,657	\$0	\$419,657	\$432,247	\$0	\$432,247	\$445,214	\$0	\$445,214	\$458,571	\$0	\$458,571	\$4,039,596	\$0	\$4,039,596
Local Non-Govt Other	15%	\$305,295	\$0	\$305,295	\$314,454	\$0	\$314,454	\$323,888	\$0	\$323,888	\$333,605	\$0	\$333,605	\$343,613	\$0	\$343,613	\$3,026,919	\$0	\$3,026,919
Farebox Revenue	3%	\$56,957	\$0	\$56,957	\$58,666	\$0	\$58,666	\$60,426	\$0	\$60,426	\$62,239	\$0	\$62,239	\$64,106	\$0	\$64,106	\$564,718	\$0	\$564,718
Other State 2 (Medicaid Brokers)	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Block Grant	2%	\$46,987	\$0	\$46,987	\$48,397	\$0	\$48,397	\$49,849	\$0	\$49,849	\$51,344	\$0	\$51,344	\$52,885	\$0	\$52,885	\$424,032	\$0	\$424,032
FTA 5311	13%	\$255,040	\$0	\$255,040	\$262,692	\$0	\$262,692	\$270,572	\$0	\$270,572	\$278,689	\$0	\$278,689	\$287,050	\$0	\$287,050	\$2,522,053	\$0	\$2,522,053
FTA 5339	9%	\$0	\$168,826	\$168,826	\$0	\$173,891	\$173,891	\$0	\$179,108	\$179,108	\$0	\$184,481	\$184,481	\$0	\$190,016	\$190,016	\$0	\$1,736,046	
Total Revenues	100%	\$1,864,654	\$168,826	\$2,033,480	\$1,920,593	\$173,891	\$2,094,484	\$1,978,211	\$179,108	\$2,157,319	\$2,037,557	\$184,481	\$2,222,038	\$2,098,684	\$190,016	\$2,288,700	\$18,439,088	\$1,736,046	\$20,175,133
Surplus/Shortfall		-\$293	\$15,092	\$14,799	-\$301	\$15,545	\$15,243	-\$311	\$16,011	\$15,701	-\$320	\$16,492	\$16,172	-\$329	\$16,986	\$16,657	-\$3,074	\$136,225	\$133,151
Increase (Proposed Deviated Fixed Route)		\$1,356,470	\$245,975	\$1,602,444	\$1,397,164	\$0	\$1,397,164	\$1,786,355	\$0	\$1,786,355	\$1,839,946	\$0	\$1,839,946	\$1,895,144	\$0	\$1,895,144	\$11,268,517	\$1,150,155	\$12,418,671
STP	8%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FDOT Service Development	45%	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$2,000,000	\$0	\$2,000,000
Farebox Revenue	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Block Grant	35%	\$106,575	\$0	\$106,575	\$108,174	\$0	\$108,174	\$109,796	\$0	\$109,796	\$111,443	\$0	\$111,443	\$113,115	\$0	\$113,115	\$1,536,953	\$0	\$1,536,953
FTA 5339	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5307	7%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,500	\$205,032	\$309,532
Developer Contributions	5%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$237,000
Local General Revenue	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Revenues	100%	\$606,575	\$0	\$606,575	\$608,174	\$0	\$608,174	\$609,796	\$0	\$609,796	\$611,443	\$0	\$611,443	\$613,115	\$0	\$613,115	\$3,878,453	\$567,563	\$4,446,016
Surplus/Shortfall		-\$749,895	-\$245,975	-\$995,869	-\$788,990	\$0	-\$788,990	-\$1,176,559	\$0	-\$1,176,559	-\$1,728,503	\$0	-\$1,728,503	-\$1,782,029	\$0	-\$1,782,029	-\$7,390,064	-\$582,592	-\$7,972,655
Total Costs		\$4,470,402	\$1,204,047	\$5,674,448	\$4,604,514	\$898,140	\$5,502,654	\$5,089,926	\$885,941	\$5,975,867	\$5,242,624	\$952,837	\$6,195,460	\$5,999,902	\$939,895	\$6,339,797	\$42,061,702	\$9,789,288	\$51,850,990
Total Revenues		\$3,720,691	\$1,038,683	\$4,759,374	\$3,815,714	\$812,343	\$4,628,057	\$3,913,562	\$836,713	\$4,750,276	\$3,514,322	\$861,815	\$4,376,137	\$3,618,080	\$887,669	\$4,505,750	\$34,676,657	\$9,029,313	\$43,705,971
Surplus/Shortfall		-\$749,710	-\$165,364	-\$915,074	-\$788,800	-\$85,797	-\$874,597	-\$1,176,363	-\$49,228	-\$1,225,591	-\$1,728,301	-\$91,022	-\$1,819,323	-\$1,781,822	-\$52,225	-\$1,834,047	-\$7,385,045	-\$759,975	-\$8,145,019



Table 10.7 Ten-Year TDP Cost Summary

Alternatives	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Maintain Existing Deviated Fixed Route Service	\$ 1,765,910	\$ 1,818,888	\$ 1,744,021	\$ 1,761,563	\$ 1,850,231	\$ 2,053,323	\$ 2,026,249	\$ 2,047,893	\$ 2,149,648	\$ 2,172,610	\$ 19,390,336
Existing Demand Response	\$ 1,820,899	\$ 1,793,572	\$ 1,847,379	\$ 1,902,800	\$ 1,959,884	\$ 2,018,681	\$ 2,079,241	\$ 2,141,618	\$ 2,205,867	\$ 2,272,043	\$ 20,041,982
Increase (Proposed Dev. Fixed Route)	\$ -	\$ 436,734	\$ 1,158,332	\$ 1,193,082	\$ 1,109,469	\$ 1,602,444	\$ 1,397,164	\$ 1,786,355	\$ 1,839,946	\$ 1,895,144	\$ 12,418,671
TOTAL EXPENSES	\$ 3,586,809	\$ 4,049,193	\$ 4,749,731	\$ 4,857,445	\$ 4,919,585	\$ 5,674,448	\$ 5,502,654	\$ 5,975,867	\$ 6,195,460	\$ 6,339,797	\$ 51,850,990

Table 10.8 Ten-Year TDP Revenue Summary

Revenue Sources	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Federal											
FTA 5307	\$ 1,106,555	\$ 1,230,000	\$ 1,092,455	\$ 884,278	\$ 874,984	\$ 901,234	\$ 928,271	\$ 956,119	\$ 984,802	\$ 1,014,346	\$ 9,973,044
FTA 5316 (Remaining JARC)	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
FTA 5310	\$ 111,507	\$ 111,507	\$ 114,852	\$ 118,298	\$ 121,847	\$ 125,502	\$ 129,267	\$ 133,145	\$ 137,140	\$ 141,254	\$ 1,244,318
FTA 5311	\$ 220,000	\$ 226,600	\$ 233,398	\$ 240,400	\$ 247,612	\$ 255,040	\$ 262,692	\$ 270,572	\$ 278,689	\$ 287,050	\$ 2,522,053
STP	\$ 137,469	\$ 612,531	\$ 257,500	\$ 265,225	\$ 273,182	\$ 281,377	\$ 289,819	\$ 298,513	\$ 307,468	\$ 316,693	\$ 3,039,777
FTA 5339	\$ 312,180	\$ 150,000	\$ 154,500	\$ 159,135	\$ 163,909	\$ 168,826	\$ 173,891	\$ 179,108	\$ 184,481	\$ 190,016	\$ 1,836,046
State											
State Block Grant	\$ 200,000	\$ 341,662	\$ 366,000	\$ 377,130	\$ 397,808	\$ 408,168	\$ 418,814	\$ 429,756	\$ 441,002	\$ 452,560	\$ 3,832,900
TD Commission	\$ 704,516	\$ 704,516	\$ 725,651	\$ 747,421	\$ 769,844	\$ 792,939	\$ 816,727	\$ 841,229	\$ 866,466	\$ 892,460	\$ 7,861,769
Other State 2 (Medicaid Brokers)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other State 1 (P&R/Intermodal Lots)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
FDOT Service Development	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 2,000,000
Local and Private											
Farebox Revenue	\$ 148,574	\$ 150,606	\$ 155,124	\$ 159,778	\$ 164,571	\$ 169,508	\$ 174,594	\$ 179,831	\$ 185,226	\$ 190,783	\$ 1,678,596
Local General Revenue	\$ 534,411	\$ 534,411	\$ 550,443	\$ 566,957	\$ 583,965	\$ 601,484	\$ 619,529	\$ 638,115	\$ 657,258	\$ 676,976	\$ 5,963,549
Local Non-Govt Other	\$ 271,251	\$ 271,251	\$ 279,389	\$ 287,770	\$ 296,403	\$ 305,295	\$ 314,454	\$ 323,888	\$ 333,605	\$ 343,613	\$ 3,026,919
Developer Contributions	\$ -	\$ -	\$ 337,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,000
TOTAL REVENUE	\$3,786,463	\$4,333,084	\$4,266,313	\$3,906,392	\$4,294,125	\$4,759,374	\$4,628,057	\$4,750,276	\$4,376,137	\$4,505,750	\$43,705,971
TOTAL COST	\$3,586,809	\$4,049,193	\$4,749,731	\$4,857,445	\$4,919,585	\$5,674,448	\$5,502,654	\$5,975,867	\$6,195,460	\$6,339,797	\$51,850,990
TOTAL UNFUNDED NEEDS	\$199,654	\$283,891	-\$483,418	-\$951,054	-\$525,459	-\$915,074	-\$874,597	-\$1,225,591	-\$1,819,323	-\$1,834,047	-\$8,145,019