



EC RIDER

PLANNING YOUR **FUTURE RID**



Executive Summary

Transit Development Plan

2022-2031



10
YEAR

**TRANSIT
DEVELOPMENT
PLAN**



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Okaloosa County Transit Development Plan Executive Summary

1.0 Introduction

Okaloosa County's Emerald Coast (EC) Rider transit has initiated a 10-Year Transit Development Plan Major Update utilizing support from the Okaloosa-Walton Transportation Planning Organization (TPO). The central objective of this effort is to improve transit opportunities and offer a robust, multimodal connection experience for the Okaloosa County EC Rider service area users.

A Transit Development Plan (TDP) is a 10-year horizon plan required by the Florida Department of Transportation (FDOT) per Florida Administrative Code (FAC) 14-73.001. The TDP is intended to support the development of an effective multimodal transportation system in Okaloosa County, and serves as the basis for defining public transit needs, which is a prerequisite to receive state funds.

1.1 Goals and Objectives

A set of goals, objectives, and performance measures was formulated based on the review of existing plans and early stakeholder engagement. The inclusion of carefully crafted objectives and performance measures provided a guide for the identification of future transit improvements to address the needs on Okaloosa County. The plan established five goals to focus the organization's effort:

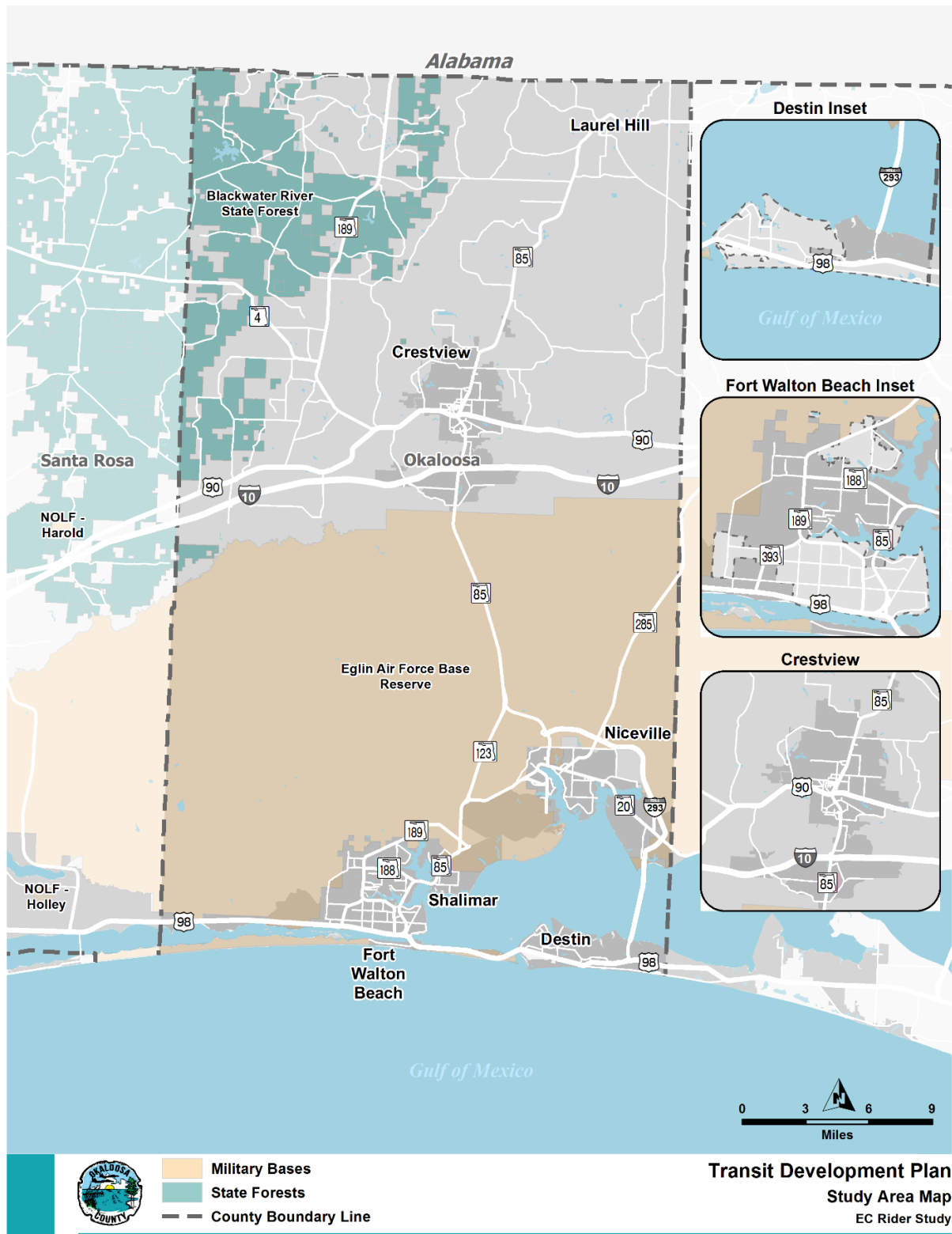
- **Awareness** - Effectively improve transit awareness and support.
- **Performance** - Maximize the performance and quality of the EC Rider system.
- **Development** - Forge relationships with key regional partners and stakeholders.
- **Connections** - Expand the EC Rider system to provide new connections within and beyond Okaloosa County.
- **Innovation** - Pursue capital improvements and innovative technology.

1.2 Study Area

The TDP study area (**Figure 1**) includes the urbanized area in Okaloosa County, which is generally located on the southern side of the county near the coastline and includes the municipalities of Destin, Fort Walton Beach, Mary Esther, Niceville, Cinco Bayou, and Valparaiso. It also extends to Crestview, located in the middle of the county along the SR 85 corridor, and into the Miramar Beach area of Walton County.

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Figure 1 | TDP Study Area



2.0 Public Engagement

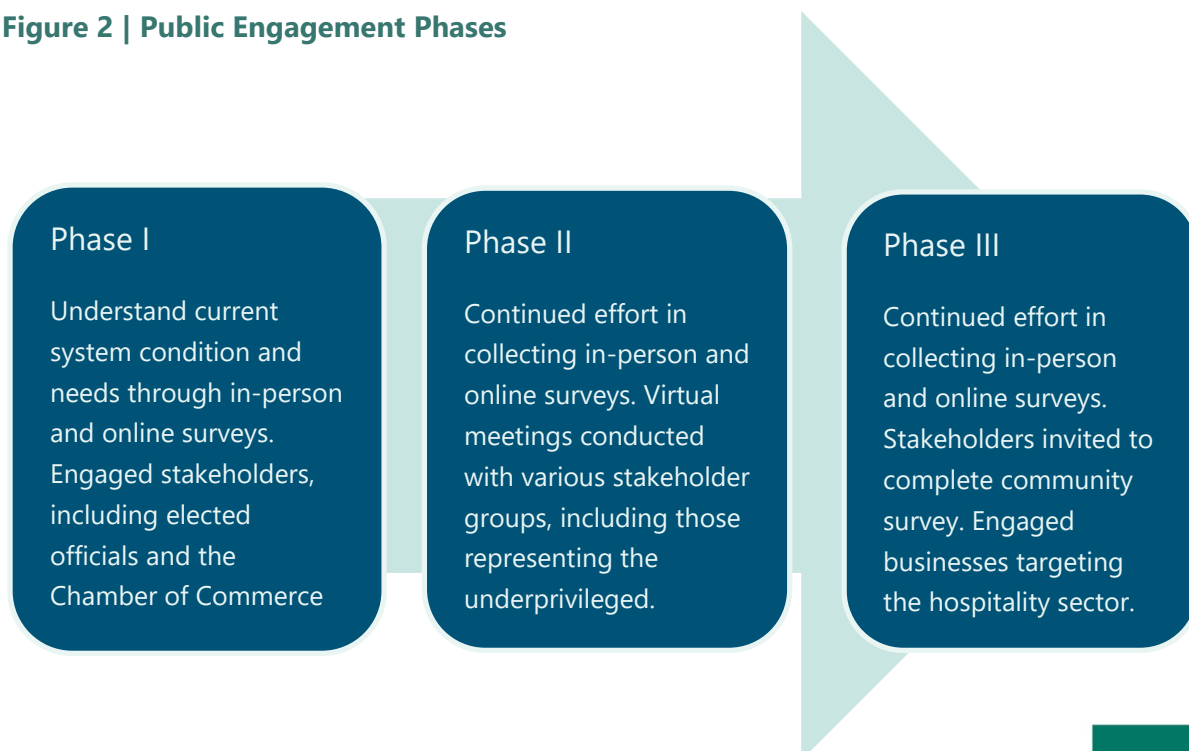
To prepare a TDP reflective of the EC Rider Okaloosa-Walton Service area, an extensive public outreach process was conducted throughout the TDP development process. The public engagement process consisted of:

- Developing of a plan brand, “Planning Your Future Ride” and logo design;
- Creating a steering committee comprising of representatives from the Emerald Coast Regional Planning Council (ECRC), FDOT, MV Transportation, and Career Source of Okaloosa-Walton;
- Developing a website and surveys to engage and provide feedback from the public throughout the process; and
- Using traditional and online media advertising to reach community and inform them of the different opportunities to get involved.

All the Public Engagement efforts were summarized in a Public Involvement Plan (PIP) approved by FDOT in October 2020, before the engagement began.

Public outreach efforts took place in three phases (**Figure 2**). During each of these phases, several communication methods were used to garner public input. These methods included in-person and online public surveys, one-on-one stakeholder interviews, and engaging agency partners and civic organizations.

Figure 2 | Public Engagement Phases



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2.1 Community Surveys

As part of the effort to engage existing and potential transit riders and to better understand the needs of the community, in-person and online customer surveys were conducted as shown in **Table 1**.

Table 1 | Community Survey Dates

Phase	In-Person	Online
Phase 1	October 7, 2020 at the 98 Palms Plaza and the Elder Services of Okaloosa County stations	September 21, 2020 through November 16, 2020
Phase 2	February 3, 2021 at the 98 Palms Plaza, the Elder Services of Okaloosa County, and the Northwest Florida State College stations	January 5, 2021 through March 12, 2021
Phase 3	May 25, 2021 at the Destin Commons, the Elder Services of Okaloosa County, and the Crestview City Hall transfer stations	April 16, 2021 through June 11, 2021

Throughout each phase of community surveys, respondents were asked a variety of voluntary questions pertaining to demographics, origin / destination, customer satisfaction, and potential improvements.

2.1.1 Phase 1 Community Survey Highlights

Passenger Travel Characteristics and Behaviors

A great majority of the respondents were permanent residents in Okaloosa County, largely from the City of Crestview, City of Fort Walton Beach, and Unincorporated Okaloosa County (**Figure 3**). Of those respondents, the majority do not ride EC Rider with less than 30% riding at least once a month according to **Figure 4**.

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Figure 3 | Passenger Survey Question: What jurisdiction do you live in?

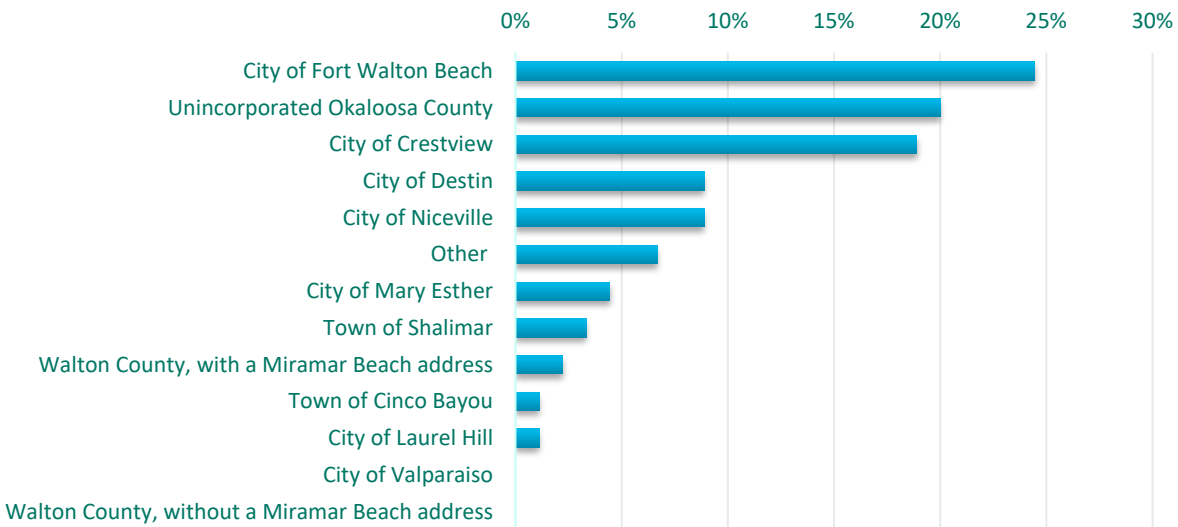
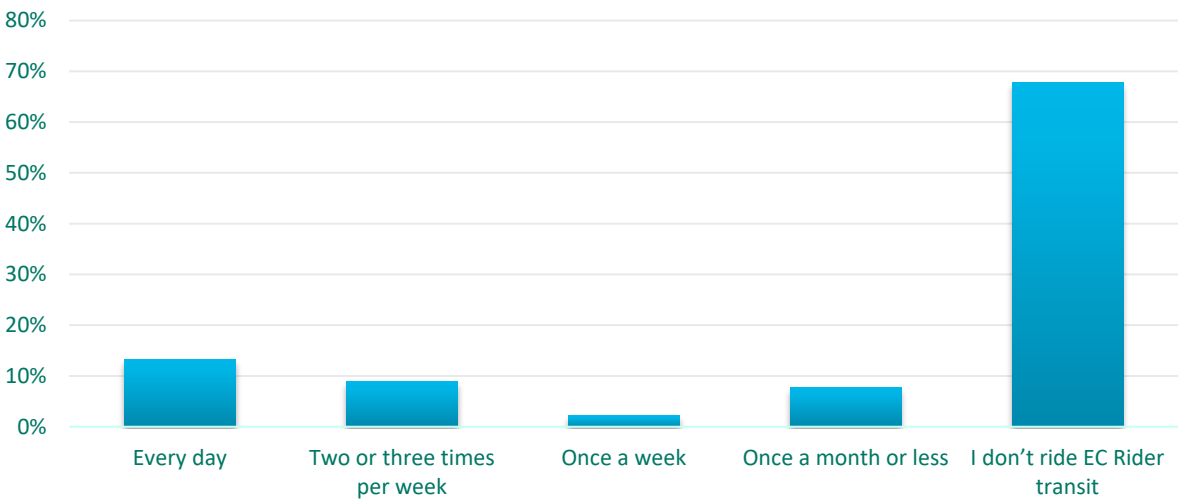


Figure 4 | Passenger Survey Question: How often do you ride EC Rider?



Existing EC Rider customers were then asked why they chose to use public transportation. **Figure 5** indicates that limited access to personal vehicles and cost efficiency are the two predominant reasons for this choice.

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Figure 5 | Passenger Survey Question: What is the main reason you ride EC Rider transit?

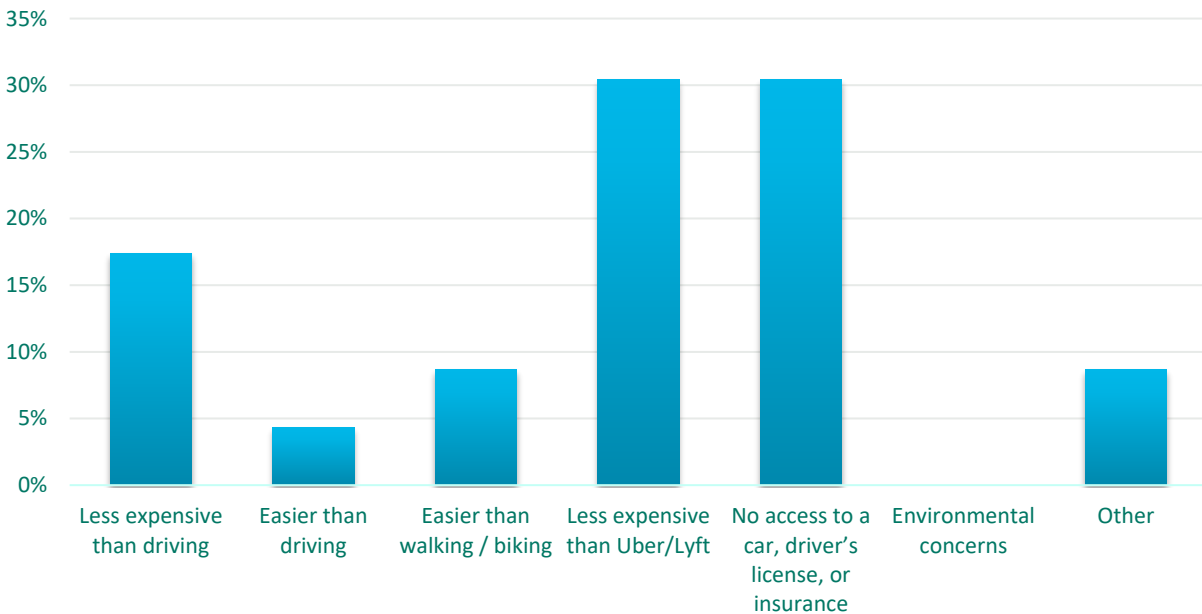
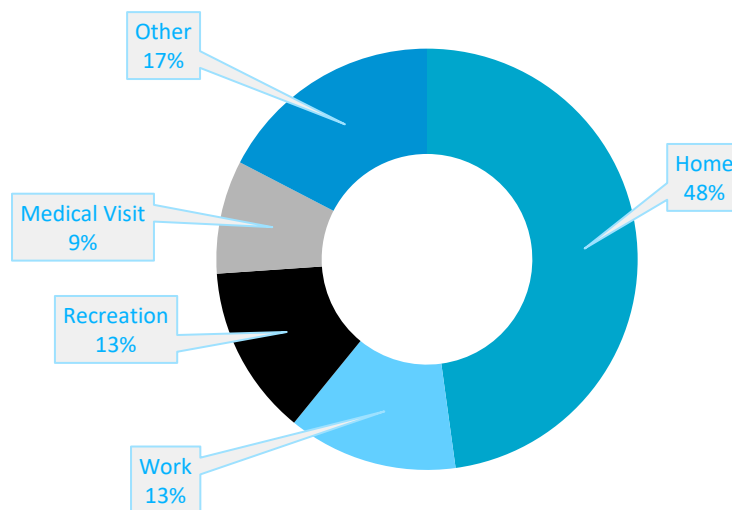


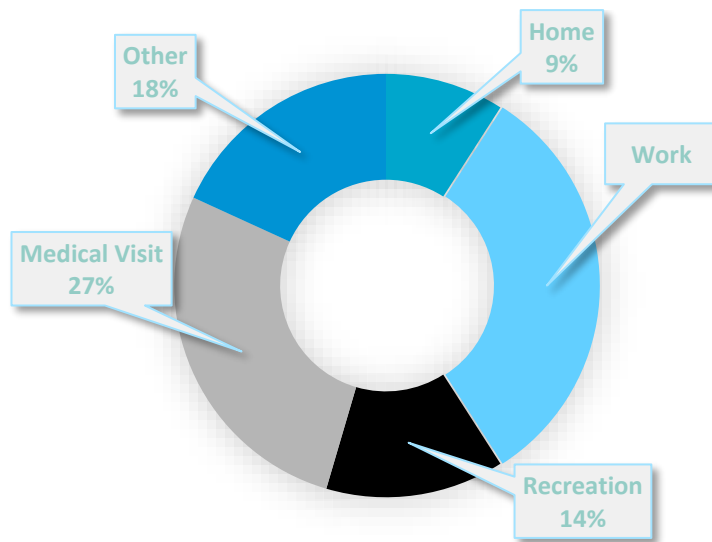
Figure 6 shows that roughly half of respondents began their trip from home, and **Figure 7** shows the most common destinations include work and medical visits. These results show the importance of connecting residential areas to key services including Fort Walton Beach, North Okaloosa, and White Wilson Medical Centers, as well as employment opportunities like Walmart, Lockheed Martin, and Boeing.

Figure 6 | Passenger Survey Question: For your most common trip, where do you start this trip?



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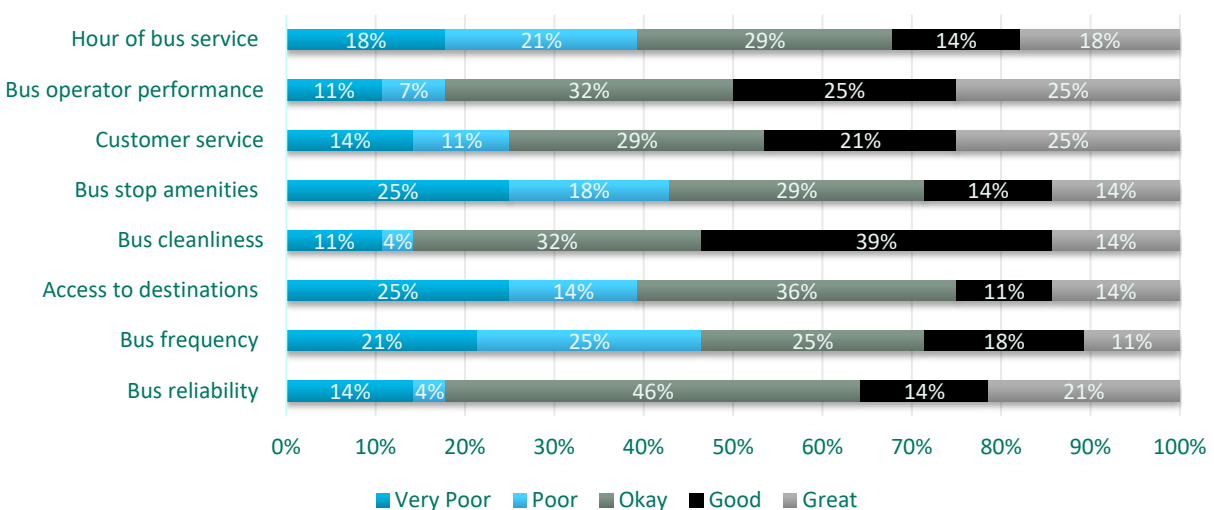
Figure 7 | Passenger Survey Question: For your most common trip, where are you going?



Customer Satisfaction

Respondents were asked to share some ways that EC Rider is doing well and how they may be able to improve. **Figure 8** presents the customer satisfaction results of the EC Rider Survey. The survey responses indicate dissatisfaction with the quality and/or number of amenities offered at bus stops. EC Rider customers also expressed the desire for improvements to hours of bus service, bus frequencies, and access to destinations. Conversely, bus cleanliness, bus operator performance, customer service, and bus reliability generally received better ratings.

Figure 8 | Survey Question: Rate your experience on the following EC Rider features



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2.1.2 Phase 2 Community Survey Highlights

Travel Characteristics and Behaviors

To understand the existing system market, questions were asked about travel patterns, transportation mode choice, and the motivation behind these choices. Participants who did not ride EC Rider were asked additional questions to understand how the system could be adjusted to meet their needs. Most respondents are permanent residents in the EC Rider service area, as shown in **Figure 9**, with only 14% being seasonal or tourists. **Figure 10** and **Figure 11** show the breakdown of riding habits between permanent residents and visitors, respectively. In both groups, the majority do not ride EC Rider, with the non-rider percentage being 51% for permanent residents and 87.5% for visitors.

Figure 9 | Type of Resident/Visitor

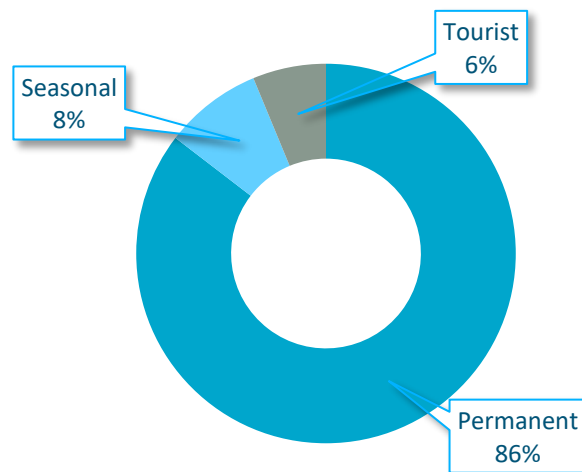
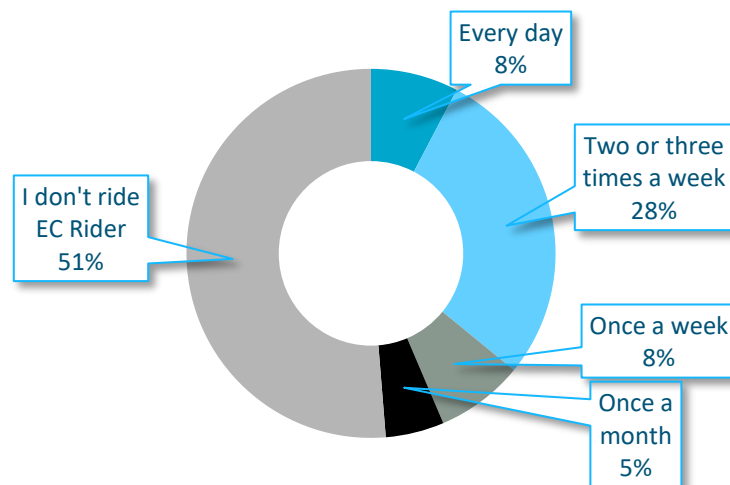
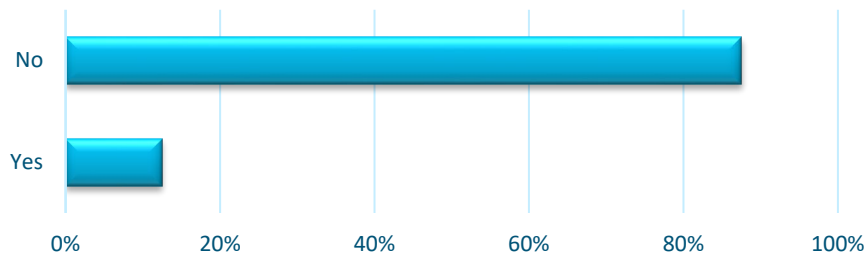


Figure 10 | Permanent Resident Riding Habit of EC Rider



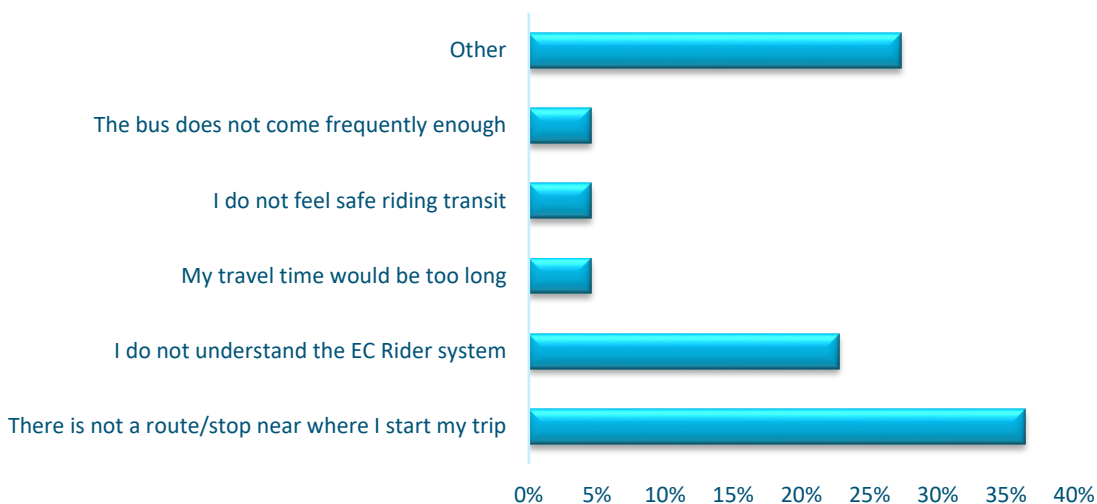
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Figure 11 | Visitor Riding Habit of EC Rider



For those who do not ride, the most common reason for this choice was that there is not a route or stops close by to the origin of their most common trip, as shown in **Figure 12**. The second most common reason is a lack of understanding for the system. Interestingly, the response option for “other” ranked high which included reasons such as safety concerns at bus stops and convenience of driving a personal vehicle.

Figure 12 | Reasons for Not Choosing EC Rider



Future Improvements

Developing a relationship to garner feedback from the community is an important aspect of planning for the future. Asking questions about where improvements should be made and how these goals can be accomplished assists in fulfilling the community’s vision.

Respondents were asked if they would prioritize improving the existing system or expanding the system to new service areas. The results indicated that 55% of those surveyed would rather improve the existing system to include frequency improvements and extended service hours rather than to expand the system to new areas (**Figure 13**).

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Figure 13 | Preference on Prioritization of Resources

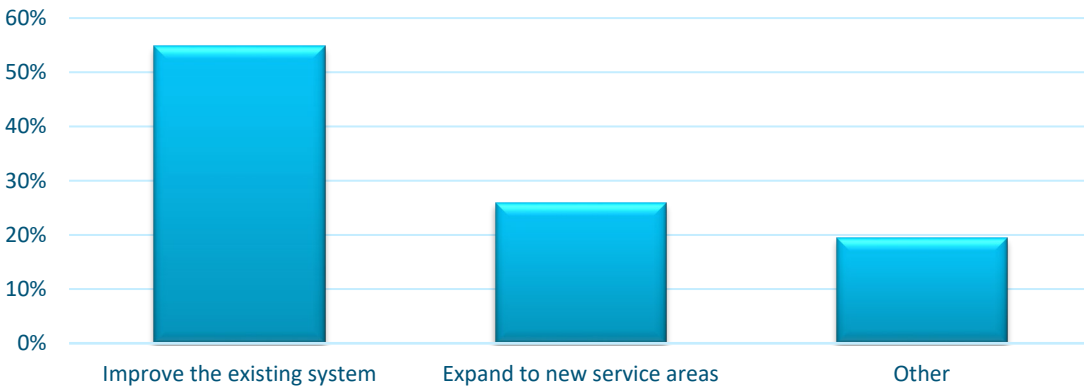
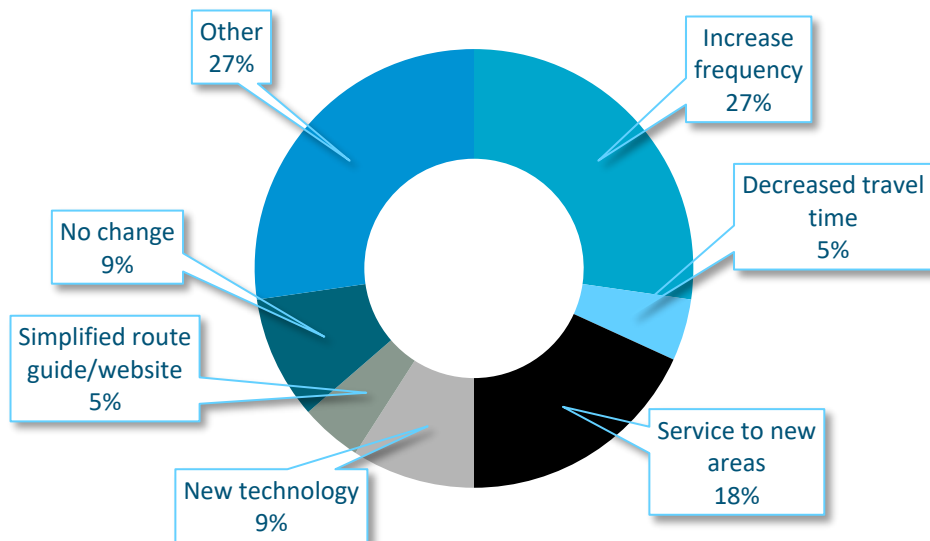


Figure 14 presents the improvements respondents would like to see made to the system, with 27% suggesting increased route frequency and 18% providing service to new areas. "Other" responses accounted for 27% of the responses, which included asking for updated information about routes and service hours on the website and improved payment reliability. While additional amenities were also an option on the survey, none of the respondents selected it.

Figure 14 | Most Desired Improvements



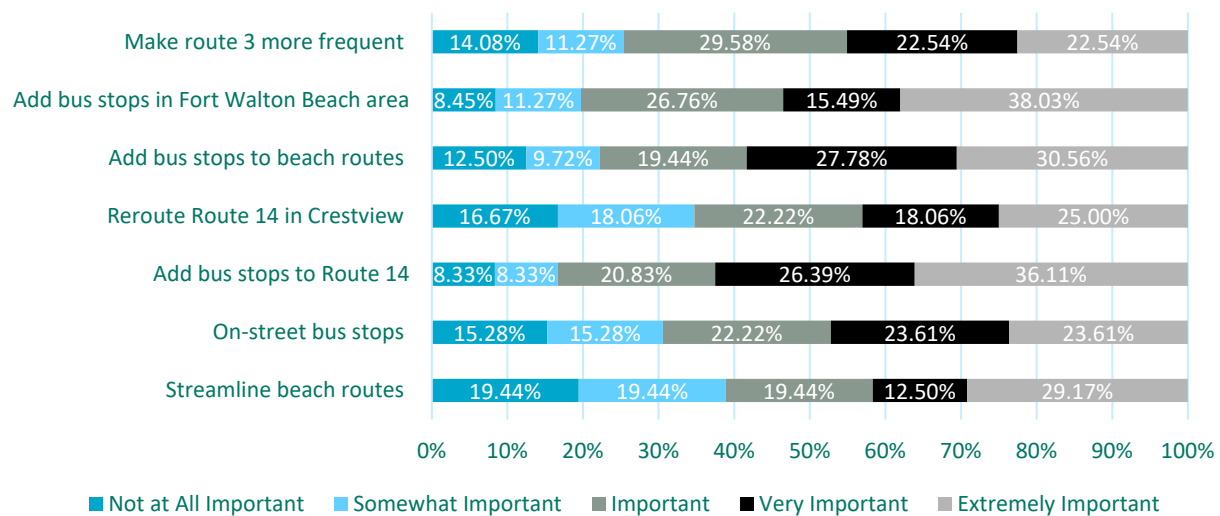
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2.1.3 Phase 3 Community Survey Highlights

Potential Improvements

Respondents were asked to provide input regarding how to prioritize potential improvements for the EC Rider system. **Figure 15** presents the results based on level of importance for each proposed improvement. The survey responses indicate that adding bus stops to improve access for the beach area, along Route 14, and the Fort Walton Beach area is a priority for the Okaloosa County community. Streamlining the beach routes is also a high priority for the community as this could improve mobility for congested corridors such as Highway 98.

Figure 15 | Prioritize Future Improvements



3.0 Service Area Needs

The existing EC Rider system is not well known to the general public. Those who do know about it have difficulty utilizing it for their needs. Bus stops are limited, the US-98 corridor is divided among four short routes, and buses routes make frequent deviations from their main corridors. Small changes to increase the visibility and usability of the EC Rider system could significantly grow ridership. Potential improvements range from adding more bus stops to providing weekend service to adding coverage in new areas. The identified improvements focus on solidifying EC Rider's foundation as an important precursor to any expansion.

3.1 Maximizing Existing Service

The following transit service improvements were identified for implementation within the first two years of the TDP's 10-year planning horizon. The project locations are shown in **Figure 16**.

3.1.1 Streamline the Beach

The existing routes running along US-98 are four short "chain-linked" routes, making longer trips difficult to make. Furthermore, these routes make deviations that may be attractive as the public is sensitive about traffic congestion on US-98. However, frequent deviations from the main corridor create significant efficiency and visibility issues. Deviations add run time resulting from increased mileage and turning movements, particularly when pulling out into traffic. Longer run times require more buses to serve the same amount of area at the same frequency, resulting in an increase in costs. At the same time, travel time increases are less attractive to riders and thus result in lower ridership. The proposed new routes would replace the existing beach routes - Route 20, 30, 32, and 33, to streamline trips on US-98 while continuing to serve its spurs.

Route 40- Trunk-line route on US-98 from Fort Walton Beach's Elder Services to the Silver Sands Premium Outlets in Miramar Beach. Eastbound direction also would utilize Scenic Hwy 98 east of the Destin Commons area. Route would make no deviations.

Route 41- Trunk-line route on US-98 that would complement Route 40 in the Summer, giving much of the corridor a 30-minute headway. The route would span from Elder Services in Fort Walton Beach to the Destin Commons area.

Route 42- Local trolley bus serving the existing Santa Rosa Blvd, Gulf Shore Dr, and Stahlman Ave spurs, along with the Harbor Blvd complete street.

3.1.2 Maximize the 14

The existing Route 14 is a longer-distance express route spanning Crestview to Fort Walton Beach and making stops in Niceville. The limited stop nature of the route may be attractive from

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a speed perspective, but it limits the potential market served. However, the existing Route 14 has the second lowest ridership in the system, despite being the only route north of Fort Walton Beach. This indicates that there are large pockets of ridership that could be served simply by adding more stops.

In Crestview, stops would be added both in its downtown and along the SR 85 strip, south of downtown. The route also would be slightly rerouted in its downtown to serve Main Street. South of downtown, destinations served with the addition of stops include the North Okaloosa Medical Center and the Walmart Supercenter where SR 85 meets I-10. In other areas of Okaloosa County, new stops would be added at key destinations such as Twin Cities Hospital, Destin-Fort Walton Beach Airport, and Fort Walton Beach Campus of Northwest Florida State.

3.1.3 Tweaking the Fort Walton Beach Service

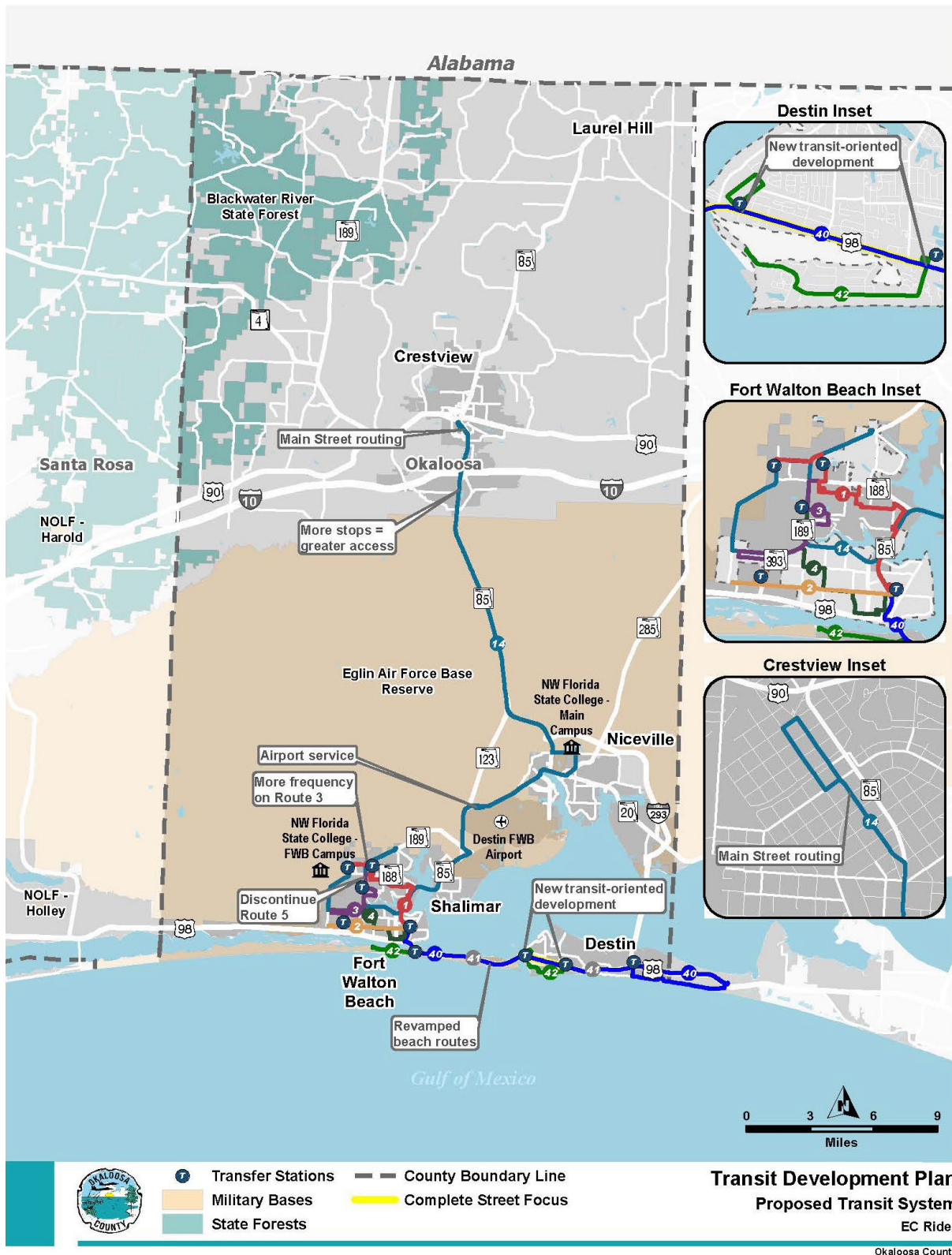
EC Rider currently serves Fort Walton Beach, Mary Esther, Cinco Bayou, and nearby unincorporated areas, not including Okaloosa Island, with five local routes numbered 1 through 5. The most significant proposed change is the discontinuing of existing Route 5, which has unusually low ridership. The area is also covered by existing route 3, 4, and 14, so there would be no loss in service coverage. Other proposed changes primarily consist of the addition of stops. Regular stop spacing ensures access to all who live or engage in activities along each route.

3.2 Comprehensive Operational Analysis

A comprehensive operational analysis (COA) is a separate study focusing on maximizing the performance of the existing transit service. It is short-term in scope and involves little to no cost increases. The short-term changes proposed in this TDP major update can be perceived as a "COA-lite," as it focused on relatively small changes to boost the performance of the existing system. However, it did not closely analyze the system's operations. That is, it did not collect data on stop-level ridership, and on-time performance data was limited. Thus, no significant reroutings could be proposed. A COA could recommend resource reallocation in a manner such that there may be a loss of coverage in some areas but would result in an overall gain for EC Rider and its constituents. Title VI analyses would be part of a COA. This comprehensive study could increase efficiency with existing resources and lead to improved political favorability of the system to garner the support needed for longer term pursuits.

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Figure 16 | Proposed EC Rider System



3.3 Expanding the System

The initial changes modeled and recommended in this TDP major update could potentially bring substantial ridership gains to the EC Rider system. However, there remains significant room for it to grow and to provide greater usability to the general public.

3.3.1 Expanded Service Hours and Weekend Service

Running only on non-holiday weekdays significantly limits the usability of the system which is important for addressing traffic congestion on US 98. With tourism and service employment comprising a significant portion of the local economy, and given the low frequencies of the existing system, Saturday service levels should be the same as during the week. Expanding to Sunday and holidays should also be considered. Service should run later into the evening, as such would allow workers to access later shifts and for visitors to access the area's nightlife.

3.3.2 Crestview Circulator

A local Crestview circulator in addition to the enhancements to Route 14 would improve Crestview's access to the rest of the County. The circulator would allow more local trips to be served and would provide a "first mile / last mile" connection to these long-distance routes.

3.3.3 Frequency Improvements

Increasing route frequency would reduce the overall travel time for workers to access jobs, increase the usability of the system, and reduce automobile dependency. Doubling the frequency on all Fort Walton Beach Routes (1-4) on weekdays would provide a more efficient service in areas of high transit use.

3.3.4 New Crestview to Destin Commons Route

A connection between Niceville and the Destin Commons area directly over the FL-293 bridge would improve travel times for transit users. If it extends into Crestview, it can double the overall frequency between Crestview and Niceville that is currently served by Route 14.

3.3.5 Expand Route 14

Both the new Crestview / Commons Route and Route 14 should extend north along FL-85 to the new Publix at Airport Road, as doing so would provide access to jobs and social services.

3.4 Highway 98 Transit Corridor Plan

The Highway 98 / Harbor Boulevard corridor is a major activity generator for the beach area in Okaloosa County. To improve mobility, a comprehensive program of urban planning and design policies that complement the proposed enhancements to the EC Rider system should be implemented. Over time, these policies would help transition the corridor away from its current auto-oriented format to one that is much more dense, walkable, and transit friendly. Marginal uses will begin to transition, active nodes of new development at station areas will be developed, additional rooftops and residential typologies will be constructed, and transit ridership will increase. This will not only benefit EC Rider but will help position Okaloosa County well into the future in its efforts to attract and retain tourists and talent, which drive its economy.

3.4.1 Create TOD/Station Area Plans

Station area plans should be created for each of the primary bus stops along the corridor. These plans will identify opportunities for “sprawl retrofit” – where excess or marginally used property and little- or un-used parking can be converted into new urban-oriented uses, including residential and mixed-use building typologies. Two examples of “sprawl retrofit” have been highlighted.

3.4.1.1 Harbor Boulevard and Stahlman Avenue

The station area concept for Harbor Boulevard and Stahlman Avenue is shown in **Figure 17** and **Figure 18**. It illustrates how this intersection located next to the Harbor Walk Village can be urbanized through infill development of several new buildings, including mixed-use building, apartments, and their associated parking structures. Several of these new buildings front onto a new central green and plaza and include ground floor retail. They would provide a destination for transit riders and help activate the public space.

3.4.1.2 Harbor Boulevard and Gulf Shore Drive

The station area concept for Harbor Boulevard and Gulf Shore Drive is shown in **Figure 19** and **Figure 20**. It illustrates how the little-used frontage of a strip shopping center can be transformed into a pedestrian-oriented, mixed-use transit node. Two existing suburban format uses are shown utilizing their standard urban formats – an urban fast-food restaurant that maintains its drive-thru and a gas station that “flips” its orientation so that the convenience store fronts the intersection, and the pumps are to the rear, providing easier vehicular access. Mixed use buildings and a row of townhomes complete the concept, providing destination uses and additional rooftops.

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Figure 17 | Harbor Boulevard and Stahlman Avenue Concept Plan



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Figure 18 | Harbor Boulevard and Stahlman Avenue Concept Aerial View



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Figure 19 | Harbor Boulevard and Gulf Shore Drive Concept Plan



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Figure 20 | Harbor Boulevard and Gulf Shore Drive Concept Aerial View



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3.4.2 Rezoning

Property around the station areas should be re-zoned to accommodate the uses and development standards necessitated by the urban-format building typologies that will be encouraged. Additionally, parking requirements should be revised to reflect more accurately the transit-oriented nature of future uses in these station areas.

3.4.3 Urban Design Overlay District

An urban design overlay district should be incorporated along the entire corridor or at each of the station areas. At a minimum, the district should establish design guidelines that encourage the following:

- A mix of uses;
- Pedestrian orientation;
- Urban-format buildings, whereby buildings front onto the street, and active uses are encouraged on the ground floor;
- Buildings with primary entrances along their frontage and secondary entrances from the rear; and
- Parking that is either on-street or off-street. Off-street parking should be located to the rear of buildings and can be either, surface lots or parking structures.

4.0 Ten-Year Plan

4.1 Implementation Timeline

The identified improvements are proposed to be implemented according to the timeframe outlined in **Table 2**. The short-term changes would take place in the first five years, with the existing service maximization occurring in the first two years. The proposed longer-term changes would occur in the second five years of the ten-year horizon. Funding is projected to be available for all changes to be implemented on this schedule.

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Table 2 | Implementation Schedule

Year	Changes
Short-Term Changes	
2022	Routes 1, 2, & 4 – Stop additions and minor adjustments
2023	Route 3 – Increased frequency, stop additions, and minor adjustments Route 5 – discontinued Route 14 – Stop additions and slight routing adjustments Beach routes – Replace Routes 20-33 with new Routes 40-42
2024	Saturday service – Run all routes on Saturdays at the same service levels as weekday Evening service – Add one full cycle to the existing span on weekdays for all routes Crestview Circulator – flex route providing local service in Crestview
Long-Term Changes	
2027	Frequency improvements – Double the frequency of Routes 1-4
2028	New Crestview to Destin Commons route – add new route Crestview to the Destin Commons area via the FL-293 bridge. The northern terminus would be where FL-85 meets Airport Road, and the route would serve Crestview’s Main Street, City Hall, and Northwest Florida State College (NWFS) following the path of Route 14 Extend Route 14 – extend Route 14 north to where FL-85 meets Airport Rd

4.2 Financial Plan

The financial plan for implementing these changes involves estimating costs and revenue sources. The Public Transit Office of the Florida Department of Transportation (FDOT) provides a spreadsheet tool that was used for this purpose. Additionally, the Okaloosa County Grants Administration provided a draft budget for Fiscal Year 2022 (FY 2022). Costs and revenues were estimated and projected into future years, in most cases based on an inflation rate of 2.1% per year from the Federal Reserve Bank of Atlanta.

Table 3 provides a summary of the financial plan analysis. The rollover stated in 2022 is the difference between the allowed capital expenditures for the 5307 grant and what is stated in the FY 2022 budget. Expenditures of 5307 funds are often shown to be from previous years. For other years, funds are often rolled over into later years as more improvements are implemented and coronavirus-based grants run out. Surpluses are relatively high in the first few years and then become significantly smaller. Nonetheless, a surplus is projected in every year, with an overall surplus of nearly \$3million over the next ten years.

Table 4 provides a list of unfunded needs not included in the current financial plan. These projects would help transit to play a more significant role in Okaloosa County.

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Table 3 | Ten Year Financial Plan Summary

Cost/Revenue	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	10 Year Total
Operating Costs											
Maintain Existing Fixed Route	\$1,104,728.69	\$1,127,928.00	\$1,151,614.48	\$1,175,798.39	\$1,200,490.15	\$1,225,700.45	\$1,251,440.16	\$1,277,720.40	\$1,304,552.53	\$1,331,948.13	\$12,151,921.39
Maintain Paratransit	\$1,669,106.34	\$1,704,157.57	\$1,739,944.88	\$1,776,483.72	\$1,813,789.88	\$1,851,879.47	\$1,890,768.94	\$1,930,475.09	\$1,971,015.06	\$2,012,406.38	\$18,360,027.35
FWB Route Improvements	\$2,911.90	\$3,908.83	\$3,990.92	\$4,074.73	\$4,160.30	\$4,247.66	\$4,336.86	\$4,427.94	\$4,520.92	\$4,615.86	\$41,195.93
Route 14 Improvements	\$-	\$9,357.81	\$9,554.32	\$9,754.96	\$9,959.82	\$10,168.97	\$10,382.52	\$10,600.56	\$10,823.17	\$11,050.45	\$91,652.59
Beach Route Redesign	\$-	\$85,374.42	\$87,167.28	\$88,997.79	\$90,866.75	\$92,774.95	\$94,723.22	\$96,712.41	\$98,743.37	\$100,816.98	\$836,177.17
Saturday Service – Fixed Route	\$-	\$-	\$276,065.50	\$281,862.87	\$287,781.99	\$293,601.48	\$299,767.11	\$306,062.22	\$312,489.52	\$319,051.80	\$2,377,850.19
Saturday Service – Supporting Paratransit	\$-	\$-	\$69,016.37	\$70,465.72	\$71,945.50	\$73,400.37	\$74,941.78	\$76,515.55	\$78,122.38	\$79,762.95	\$594,462.55
Late Night Service	\$-	\$-	\$165,899.43	\$169,383.32	\$172,940.37	\$176,572.12	\$180,280.13	\$184,066.01	\$187,931.40	\$191,877.96	\$1,428,950.73
Frequency Increases	\$-	\$-	\$-	\$-	\$-	\$530,546.95	\$541,688.43	\$553,063.89	\$564,678.23	\$576,536.47	\$2,766,513.98
Destin Commons to Crestview Route	\$-	\$-	\$-	\$-	\$-	\$-	\$243,812.80	\$248,932.87	\$254,160.46	\$259,497.83	\$1,006,403.95
Crestview Circulator	\$-	\$-	\$117,059.57	\$119,517.83	\$122,027.70	\$124,590.28	\$127,206.68	\$129,878.02	\$132,605.46	\$135,390.17	\$1,008,275.70
Total Operating Costs	\$2,776,746.94	\$2,930,726.63	\$3,620,312.76	\$3,696,339.33	\$3,773,962.46	\$4,383,762.61	\$4,719,634.43	\$4,818,746.75	\$4,919,940.43	\$5,023,259.18	\$40,663,431.51
Capital Costs											
Replace Vehicles	\$1,305,000.00	\$355,308.00	\$272,077.10	\$370,387.63	\$283,624.33	\$386,107.25	\$295,661.63	\$402,494.03	\$308,209.80	\$419,576.27	\$4,398,446.03
New Bus Stops	\$38,000.00	\$181,738.00		\$-	\$-	\$-	\$52,108.95	\$-		\$-	\$271,846.95
New Vehicles for Increased Service	\$-	\$-	\$90,692.37	\$-	\$-	\$386,107.25	\$98,553.88				\$575,353.49
General Capital Expenses	\$1,149,414.60	\$1,173,552.31	\$1,198,196.91	\$1,500,581.48	\$1,249,049.58	\$1,275,279.62	\$1,302,060.49	\$1,329,403.76	\$1,664,900.54	\$1,385,824.99	\$13,228,264.27
Capital reserves	\$127,598.00	\$130,277.56	\$133,013.39	\$135,806.67	\$138,658.61	\$141,570.44	\$144,543.42	\$147,578.83	\$150,677.99	\$153,842.22	\$1,403,567.11
Surveillance/Security Equipment for Transit Building	\$22,500.00	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$22,500.00
Total Capital Costs	\$2,642,512.60	\$1,840,875.86	\$1,693,979.76	\$2,006,775.78	\$1,671,332.51	\$2,189,064.56	\$1,892,928.36	\$1,879,476.62	\$2,123,788.32	\$1,959,243.49	\$19,899,977.85
Revenues											
CARES Act	\$2,645,694.86	\$1,055,483.71	\$1,055,483.71	\$1,055,483.71	\$-	\$-	\$-	\$-	\$-	\$-	\$5,812,145.99
American Rescue Plan	\$38,000.00	\$707,418.00	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$745,418.00
Other Federal Grants	\$2,596,930.98	\$2,747,366.71	\$2,843,179.40	\$2,887,502.79	\$3,592,415.39	\$3,670,982.05	\$3,751,267.47	\$3,833,309.27	\$3,917,145.87	\$4,002,816.57	\$33,842,915.40
State Grants	\$598,262.00	\$610,825.50	\$623,652.84	\$636,749.55	\$1,079,126.72	\$1,101,788.38	\$1,124,925.93	\$1,148,549.38	\$1,172,668.91	\$1,197,294.96	\$9,293,844.17
Local General Revenue	\$57,500.00	\$58,707.50	\$59,940.36	\$61,199.11	\$62,484.29	\$63,796.46	\$65,136.18	\$66,504.04	\$67,900.63	\$69,326.54	\$632,495.09
Local Program	\$346,070.00	\$353,337.47	\$360,757.56	\$368,333.47	\$376,068.47	\$383,965.91	\$392,029.19	\$400,261.80	\$408,667.30	\$417,249.31	\$3,806,740.48
Fixed Route Fare Revenue	\$121,294.95	\$230,087.68	\$283,414.18	\$284,391.45	\$285,376.13	\$318,058.54	\$361,444.02	\$362,973.89	\$364,220.76	\$365,476.40	\$2,976,738.00
Demand Response Fare Revenue	\$578,400.94	\$580,203.73	\$608,530.03	\$610,426.28	\$612,328.43	\$614,236.50	\$616,150.53	\$618,070.52	\$619,996.49	\$621,928.47	\$6,080,271.92
Total Revenue	\$6,982,152.64	\$6,343,430.30	\$5,834,958.07	\$5,904,086.35	\$6,007,799.41	\$6,152,827.83	\$6,310,953.32	\$6,429,668.90	\$6,550,599.97	\$6,674,092.25	\$63,190,569.04
10 Year Cost-Feasible Plan											
Total Revenue	\$6,982,152.64	\$6,343,430.30	\$5,834,958.07	\$5,904,086.35	\$6,007,799.41	\$6,152,827.83	\$6,310,953.32	\$6,429,668.90	\$6,550,599.97	\$6,674,092.25	\$63,190,569.04
Total Cost	\$5,419,259.54	\$4,771,602.49	\$5,314,292.52	\$5,703,115.11	\$5,445,294.97	\$6,572,827.17	\$6,612,562.78	\$6,698,223.37	\$7,043,728.75	\$6,982,502.67	\$60,563,409.36
Rollover from Previous Year (To Future Year)	\$240,239.74	\$(845,722.00)	\$(347,354.72)	\$(176,223.75)	\$(539,633.46)	\$440,949.35	\$320,593.10	\$285,525.32	\$508,039.48	\$353,826.68	\$240,239.74
Surplus (Shortfall)	\$1,803,132.84	\$726,105.80	\$173,310.83	\$24,747.49	\$22,870.99	\$20,950.01	\$18,983.63	\$16,970.85	\$14,910.70	\$45,416.26	\$2,867,399.41



Okaloosa County Transit Development Plan Executive Summary

Table 4 | Unfunded Needs

Need	Description
Sunday & Holiday Service	Providing service on Sundays and holidays would allow service workers to access jobs and support the tourism economy, such that more people can visit without needing an automobile.
Regional Connections	Provide links to transit services in neighboring counties, such that there is a continual transit network from Pensacola to Panama City.
Bus stop upgrades	Upgrade bus stops with shelters and amenities.



EC RIDER

PLANNING YOUR **FUTURE RID**



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