

Vision Update - Chapter Six - Capital Plan

The draft capital plan is based on the operating plan in Chapter 5. At this writing it should be noted that this is a draft report. There are several unresolved issues that will be noted that may impact both the operational and capital plans. The charts are divided into sections for easier use. Projects that have been programmed are highlighted in bold text.

In terms of vehicles, the peak fleet is estimated to be 52 buses by the fall of 2008. That is the level of service recommended by the Service Analysis done in conjunction with the statewide transit plan. That level of service is consistent with the DTA Goals and Objectives and is contained in the State Plan. However, this is a lower than the level of service operated as recently as the spring of 2003. At that time the peak requirement was 65 buses. With the reduction of service, the DTA disposed of ten vehicles ahead of schedule. The next set of buses to be disposed of are the remaining 1995 Gilligs.

Based on a peak fleet of 52 (fall 2008) vehicles with three more for seasonal and operational variations, the DTA should maintain approximately 66 buses. With the addition of the JARC services and western headway adjustments the DTA's peak fleet will climb from 41 to 44 plus 3 or 47. This should take place as soon as the State makes the JARC monies available.

The tables on the following pages depict the capital needs of the DTA from 2007 to 2012.

Multi-Modal Terminal

The DTA has been working with consultants and local policy makers as well as citizens groups to examine this potential project. The steering committee has made a recommendation for the DTA to peruse this project. The DTA Board has concurred with this. The project costs are now being developed for potential funding under either the Multi-Modal discretionary program of ARRA or the new transportation bill as a HPP project. The cost for this multi-modal terminal is not shown in the charts below, but is currently estimated at about \$64 million.

Conclusion

Over the last five years, the DTA has seen its financial situation fluctuate along with the State funding and formula changes. The current state funding formula is very good for the DTA, however it is not fully funded. The voter approved MVST transfer will also help the DTA to improve service, but not until State FY2009. This is a strong base for the DTA. The funding provides a certain amount of confidence that the DTA's financial direction, will improve allow the restore services as well as meet the needs as per the State plan. Data shows farebox revenues growing slightly but not covering DTA's increasing operating costs. As a result, the DTA will need to rely increasingly on alternative revenue sources or increases in governmental subsidies to sustain current services.

In terms of capital funding there is a significant need for discretionary or earmarked monies to meet the needs of the DTA and this plan. Projects will need to be shifted from year to year based on the estimate of monies available.

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Assets	Original Cost	Service Life	2007	2008	2009	2010	2011	2012
Building and Structures								
Offices, Maintenance & Garage Building.	9,322,155	40						
Security Equipment				50,000		75,000		75,000
Roof Sections			25,000		20,000		20,000	
Floor Sealing & Repair			5,000	15,000			25,000	
Tr Exchanger 1989	50,774	20			75,000			
Bus Shelters 1975-2005	412,669	8	50,000		50,000		50,000	
Turnarounds 1985	413,209	15			25,000		25,000	
FA Facility Parking Area			15,000					
Sub-Total	10,198,807		50,000	65,000	45,000	100,000	70,000	100,000
Revenue Equipment								
Trucks 1995 (25)	5,200,000	12	3,400,000	660,000				
Trucks 1997 (10)	2,311,545	12			2,800,000		760,000	
Trucks 1999 (15)	3,979,626	12					3,040,000	
Trucks 2002 (10)	2,440,362	12						
Trucks 2004 (10)	2,700,260	12						
Trailers 2002 (2)	522,128	12						
TRIDE Vans 1999 (4)	139,458	5				310,000		
TRIDE Buses 2001 (6)	354,006	6		450,000				
Bin Sorter 1977	1,880	13						
Bin Sorter 1980	3,429	10						
Global Coin Counter 1984	19,800	10	2,000			35,000		35,000
RFI Counting System 2005	1,100,000	10						
Sub-Total	18,059,382		450,000	3,400,000	0	3,635,000	310,000	3,635,000
Furniture & Equipment								
Phone System 1986	19,328	10		25,000				
Radio & ITS Equipment 2001	2,330,956	10			75,000			
Radio Visual Equipment 1984	4,500	5 - 10						
Computer Equip. 1982-1989	98,439	5		20,000		20,000		20,000
Office Equipment & Furniture 79-89	185,541	5 - 10	5,000		15,000		5,000	
Sub-Total	2,638,764		15,000	20,000	90,000	45,000	310,000	45,000

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sets	Original Cost	Service Life	2007	2008	2009	2010	2011	2012
DOWNTOWN IMPROVEMENTS								
Transit Center East	27,447	40	75,000		50,000			
Medical District Hub		20						
alters & Curb Lines	204,586	15	400,000	250,000				
Sub-Total	724,847		475,000	250,000	50,000	0	0	0
SHOP & GARAGE EQUIPMENT								
77 GMC Wrecker	12,858	10						
78 Ford Pickup w/plow	7,535	5				28,000		
31 Used Pickup Truck	1,600	10						
34 Chevrolet Wrecker	43,961	10						
34 Dumptruck	5,322	10						
Attachment								
33 Dodge Pickup	11,750	5						
32 Chevy Trucks	59,616	10						
74 Service Vehicle	2,914	5						
34 Supervisor Auto	35,406	5	50,000					
32 Supervisor Auto	32,394	5				42,000		
79 Drum Lathe & equipment	20,674	10						
30 Forklift	19,624	15						
30-85 Small Tools & equipment	65,826	5	10,000		10,000			
30 Sweeper	21,773	10				55,000		
32 Scrubber	19,512	10						
32 Scrubber & Vacuum	132,330	15						
34 Front End Loader	45,051	15						
34 Washer Brushes	4,288	3		6,500			7,000	7,000
Sub-Total	542,434		70,000	6,500	10,000	125,000	7,000	7,000