

Section 7. Transit Goals, Objectives, and Policies

This section presents goals, objectives and policies (GOPs) that are common to the Lakeland Area Mass Transit District (LAMTD) and Winter Haven Area Transit (WHAT).

GOAL 1: Provide Transit Services That Serve The Basic Needs of Citizens.

Objective 1.1: Provide access to jobs, education, shopping and medical services in commercial corridors.

Policy 1.1A: Provide the highest level-of-service, i.e., frequency of bus service, in commercial corridors.

Policy 1.1B: Work with private and public organizations to offer organization-sponsored bus passes.

Policy 1.1C: On an annual basis, evaluate the status of transit service to employment, education, shopping and medical centers within the transit service area.

Policy 1.1D: Maintain a survey program to evaluate the community's need and perception of transit services.

Policy 1.1E: Monitor on-time performance of fixed-route and demand-responsive transit services. In FY 2006/07, complete a stop activity survey for LAMTD and WHAT fixed-route services.

Policy 1.1F: Provide passenger shelters and benches.

Goal 2: Market Existing Services And Develop New Services.

Objective 2.1: Market transit services as a travel option, and community asset.

Policy 2.1A: [Performance Standard] Allocate at least 2 percent of the total operating budget for marketing efforts.

Policy 2.1B: Provide a "How to Ride Guide" to users of the transit system.

Policy 2.1C: Participate in community events to promote of public transportation.

Policy 2.1D: Target marketing efforts to population segments considered to be "transit dependent."

Policy 2.1E: Provide marketing materials in multi-lingual formats.

Policy 2.1E: Make transit customer comment cards available and maintain procedures for the timely disposition of comments.

Objective 2.2: Provide an adequate level of fixed-route service to densely populated areas.

Policy 2.2A [Performance Standard]

- Population Density \leq 4,000 Persons/square mile: 90 percent of Population less than ¼ Mile from a Route.
- Population Density $>$ 2,000 Persons/square mile and $<$ 4,000 Persons/square mile: 95 percent of Population less than ½ Mile from a Route.

Objective 2.3: Expand transit service to areas with a medium or high transit potential.

Policy 2.3A: On an annual basis, review areas for service expansion.

Policy 2.3B: In conjunction with the Polk Transportation Planning Organization (TPO), the transit operators shall maintain a methodology to estimate the transit potential of a proposed service area.

Objective 2.4: Coordinate the transit services provided by WHAT, the LAMTD, and PCTS.

Policy 2.4A: On an annual basis, operators shall review opportunities to coordinate transit services.

Goal 3: Increase Revenue And Contain Costs

Objective 3.1: [Performance Standard] Achieve an Operating Ratio (Farebox Revenues/Total Operating Expenses) of at least 20 percent.

Objective 3.2: [Performance Standard] Hold maintenance costs to less than 20 percent of total the operating budget.

Objective 3.3: [Performance Standard] Hold administrative costs to less than 20 percent of total operating budget.

Goal 4: Improve System Efficiency And Safety

Objective 4.1: [Performance Standard] Achieve an "on-time" performance rating of 90 percent at the route and system level.

Policy 4.1A: "On-time" shall be defined as follows: Buses to depart the terminal on-time (0 to 3 minute late) and all other scheduled stops on-time (0 to 5 minutes late).

Objective 4.2: [Performance Standard] Insure that transit service operators maintain an accident rate of less than 2 accidents per 100,000 miles of revenue service.

Policy 4.2A: Transit service operators shall maintain a System Safety Program Plan.

Objective 4.3: Ensure that an adequate fleet of vehicles is maintained for the fixed-route and demand-responsive services.

Policy 4.3A: Identify the need for replacement vehicles based on the following criteria for the useful standard life of vehicles:

Vehicle Type

- Full-Size Bus (35' - 40') - 12 years or 500,000 miles.
- Mid-Size Bus (30') -10 years or 350,000 miles.
- Mini-Bus - 5 years or 200,000 miles
- Vans, Station Wagons, Sedans - 4 years or 200,000 miles.

Policy 4.3B: [Performance Standard] Maintain a spare ratio of at least twenty percent (20 percent) for fixed-route transit services. (Spare ratio = vehicles operated in maximum service subtracted from vehicles available for maximum service divided by vehicles operated in maximum service.)

Goal 5: Provide Transit Services That Are Accessible to Citizens

Objective 5.1: Provide transit services which are accessible.

Policy 5.1A: Comply with the applicable requirements of the Americans with Disabilities Act (ADA).

Policy 5.1B: Provide the ADA-eligible population with paratransit service that is comparable to service provided by the fixed-route system.

Policy 5.1C: Make the fixed-route transit and paratransit systems accessible by requiring that any addition, replacement, or refurbishment of operator vehicles be made with ADA-accessible vehicles.

Goal 6: Improve System Efficiency And Safety.

Standards for Urban Transit Service Area Fixed Routes in

operation more than five years:

Objective 6.1: [Performance Standard] Achieve ridership of at least 15 passenger trips per revenue hour.

Policy 6.1A: On an annual basis, determine the Productivity Frequency Index for all fixed-routes using the following formula:

$$PFI = \text{Passengers per Revenue Hour} \times (\text{Average Headway}/60 \text{ minutes})$$

Policy 6.1B: Consider service enhancements to routes with a PFI greater than 15 and service reductions or changes to routes with a PFI less than 10.

Standards for Urban Transit Service Area Fixed Routes in operation less than five years:

Objective 6.2: [Performance Standard] Achieve ridership of at least 10 passenger trips per revenue hour.

Policy 6.2A: On an annual basis, determine the Productivity Frequency Index for all fixed-routes using the following formula:

$$PFI = \text{Passengers per Revenue Hour} \times (\text{Average Headway}/60 \text{ minutes})$$

Policy 6.2B: Consider service enhancements to routes with a PFI greater than 10 and service reductions or changes to routes with a PFI less than 8.

Objective 6.3: Establish and maintain a terminal centrally located in the Winter Haven Urbanized Area that provides for safe passenger boardings/alightings and route transfers, as well as, driver break facilities.

Table 7.1

Summary of Performance Standards

Performance Standard	Objective/Policy
Marketing	Policy 2.1A – Allocate at least 2% of the total operating budget for advertising and promotion.
Service to Densely Populated Areas	Policy 2.2A – Provide a level of fixed-route service to densely populated areas as follows: - Population density per sq. mile \geq 4,000; serve 90% of population less than ¼ mile from route Population density per sq. mile \geq 2,000 and $<$ 4,000; service 95% of population less than ½ mile from route.
Operating Ratio	Objective 3.1 – Achieve an operating ratio (Farebox Revenue/Total Operating Expenses) of at least 20%.
Maintenance Cost	Objective 3.2 – Hold maintenance cost to less than 20% of total operating cost.
Administrative Cost	Objective 3.3 – Hold administrative cost to less than 20% of total operating cost.
“On-Time” Performance	Objective 4.1 – Achieve a “on-time” performance rating of 90% at the route and system level.
Accident Rate	Objective 4.2 – Less than 2 accidents per 100,000 miles of revenue service.
Spare Ratio	Policy 4.3B – Maintain a spare ratio of 20% for fixed-route service.
Ridership	Objective 6.1 – Achieve Ridership of 15 passengers per hours on fixed routes in operation more than five (5) years.
Ridership	Objective 6.2 – Achieve Ridership of 10 passengers per hour on fixed routes in operation less than five (5) years.

Section 8. Transit Costs and Revenues

Based on the services currently provided by the each of the transit agencies in Polk County, operating and capital/infrastructure cost projections were developed. These cost estimates are based on the various capital and operating cost assumptions that were developed as part of this TDP planning process using the adopted TDP for Polk County, current 2007-2012 Capital Improvement Program (CIP) for LAMTD, vehicle inventories for LAMTD and PCTSD, and the Countywide Transit Study that was completed in 2003. This section summarizes the cost assumptions and presents the cost projections for the service provided by LAMTD, WHAT, and PCTSD. In addition, an analysis of existing revenues is also presented in the context of existing transit services.

8.1 Operating Costs

A number of assumptions was used in the development of the operating cost projections for LAMTD, WHAT, and PCTSD. These assumptions are listed below.

- **Inflation/Growth Rates** - After reviewing the Consumer Price Index for All Urban Consumers (CPI-U), the average annual inflation rate is 3.1 percent from 2004 and 2006. A higher annual inflation rate of six percent was assumed instead due to the recent increases in gasoline prices and other operating cost elements.
- **Cost per Revenue Hour** - Operating cost per revenue hour and the estimated revenue hours per vehicle are used to determine the total operating cost of the existing fixed routes. Unit costs per revenue hour assumptions are summarized below by type of service.

- **LAMTD** - The fixed-route operating cost per revenue hour is assumed to be \$68.58 in 2007, based on applying a growth factor of 15 percent to the 2006 audited operating cost per revenue hour for LAMTD's fixed-route service. The growth factor of 15 percent, which was used only for the first year, was derived based on the historical increase in costs and revenue hours fro LAMTD services.
- **WHAT/PCTSD** - Based on the most recent data available for WHAT/PCTSD, a cost of \$62.74 per vehicle revenue hour is assumed for 2007.
- **Paratransit Operating Costs** - The cost of providing paratransit services was calculated using the operating cost for providing current services based on information from the adopted TDP and 2006 NTD data.
- **Other LAMTD Operating Costs** - Assumptions made on some of the key operating cost items that are identified in LAMTD's current CIP are presented below.
 - **Planning and Technical Activities** - These include studies, such as planning, engineering design, and evaluation of transit projects, among other technical transportation related studies.
 - **Contingencies** - These are incidental and unforeseen expenses. Contingency expenses are estimated at \$150,000 annually.
- **WHAT Transit Terminal Operating Costs** - Based on PCTSD staff, an average cost of \$50,000 is assumed annually as an operating cost for WHAT's transit terminal.

8.2 Capital/Infrastructure Costs

A number of assumptions is used in the development of the preliminary capital and infrastructure cost estimates. These assumptions are listed below.

- **Transit Vehicles** - The number of replacement buses is determined based on the current vehicle inventory and replacement targets for both LAMTD and PCTSD. An average unit cost of \$610,000 is assumed for a Diesel Hybrid Bus for LAMTD bus replacements while an average unit cost of \$380,000 is assumed for a standard 30-35 foot length bus for PCTS/WHAT replacements, while a mini-bus is assumed at \$95,000 and a passenger van at \$42,000, based on LAMTD/PCTS/TPO staff input and LAMTD's 2007-12 CIP. In addition, purchase of support vehicles including supervisor vehicles and trucks is also included. Unit cost assumptions for the capital items are summarized in Table 8.1, while the vehicle replacement schedule is provided in Table 8.2 at the end of this Section.

Table 8.1

Assumptions for Transit Capital Acquisition Plan (in 2007 dollars)

Type	Life Span (years)	Unit Cost
Diesel Hybrid Bus	10	\$610,000
Bus	10	\$380,000
Mini-Bus	5	\$95,000
Van	4	\$42,000
Support Vehicles	Varies	\$15,000 – \$35,000

- **Bus Stop Shelters** - Acquisition and installation of bus stop shelters is assumed to cost \$17,500 per unit, based on the adopted TDP. A total of 30 shelters are assumed to be placed every year for both systems. This includes 15 shelters for WHAT and 15 shelters for LAMTD.
- **WHAT Transit Terminal** - The scheduled payback of \$200,000 per year for the next four years is assumed as the remainder of the payback of \$1 million that was loaned by the Polk Board of County Commissioners to complete the construction of the WHAT terminal.
- **Other LAMTD Capital Costs** - Assumptions made on some of the key capital cost items included in LAMTD's current CIP are presented below.
 - **Intelligent Transportation Systems (ITS)** - These include Global Positioning Systems (GPS) and Automatic Vehicle Location (AVL) and will be funded at \$150,000 in 2008 and at \$50,000 thereafter.
 - **Downtown Lakeland Bus Terminal** - A total \$150,000 in 2008 and at \$30,000 thereafter is assumed to fund paving, loading pads, restrooms, a vending area, amenities and security systems. However, full cost of a new terminal, which is estimated to be \$12 million, is not included in this financial plan.
 - **Administrative and Maintenance Operating Costs** - This item includes infrastructure remodeling and repairs, air-conditioning installation and yard repair and resurfacing costs.

- **Environmental and Remediation Expenses** - This one time expense includes the cost for fuel farm tanks and engineering and environmental costs associated with their installation, as identified in LAMTD's CIP.
- **Other Capital Costs** - These are capital costs not included in any other category. These costs include costs for support equipment and infrastructure, maintenance equipment, administrative and management equipment, crime prevention and security equipment, and other associated capital maintenance item expenses such as spare parts. The assumed cost for the first five years of the transit development plan is based on LAMTD's CIP and thereafter is assumed to be an annual average of \$650,000.
- **Capital Inflation Rate** - The annual capital inflation rate is assumed to be five percent using a standard capital inflation rate based on other Florida TDPs.

8.3 Major Revenue Sources for Status Quo

Funding for the LAMTD, WHAT, and PCTSD comes from various sources. These sources include:

Federal Section 5307 Urbanized Area Formula Grants

These federal grants are distributed to urbanized areas and states for the operation and development of transit services. For urbanized areas with population under 200,000, the Federal Transit Administration (FTA) provides grant monies to FDOT, which distributes the funds to all eligible transit systems in this category. Section 5307 funds may be used for planning, capital investment in buses and bus related facilities, and operating

expenses. A maximum of 50 percent of the agency's net project operating costs may be taken from the 5307 grant money for operating expenses.

Federal Section 5309 Discretionary Capital Funds

The Bus and Bus-Related Facilities program under Federal Section 5309 Discretionary Capital Funds provides capital assistance for new and replacement buses and related equipment and facilities.

Eligible capital projects include the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. According to FTA, eligible recipients are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Funds are allocated on a discretionary basis.

FDOT Block Grant Program

These are state level funds that can be utilized for transit capital, operating expenses, preventative maintenance, planning, marketing, service development, and corridor projects. These funds are distributed based on a formula and are distributed to transit agencies on an annual basis.

FDOT Service Development Grants

These state level funds are provided to transit agencies for the initiation of projects that incorporate new technologies or establish new services. Included in this category are new routes, service frequency enhancements, techniques for increasing service to the riding public, and methods for improving operations, maintenance, and marketing. These funds can be used to cover capital costs or up to three years of operating costs.

Local Property Tax Revenues

These are locally generated funds raised through the 0.488 mil property tax that was established to support the LAMTD. These funds can be used to cover capital or operating expenses for the transit system. Due to current state legislation pending voter legislation, it is possible that local property tax revenue may be severely reduced, thereby reducing the availability of this source or funding to transit services in Polk County. However, at this time it is difficult to estimate the precise effects of the possible property tax cuts on transit within Polk County.

Local Governmental Contributions

These are funds provided by local governments to cover capital and operating costs. The Citrus Connection (LAMTD) obtains funds from WHAT and the City of Auburndale to fund portions of the Lakeland-Auburndale-Winter Haven Connector and from the City of Bartow and Polk County to operate the Bartow Express. The Lakeland Downtown Development Authority contributes funding for the Downtown Trolley route.

Fare Revenues

These are the locally generated funds obtained from the system

users through cash fares and pass sales. These funds can be used to cover capital and operating expenses for the transit system.

8.4 Cost and Revenue Summary

Transit cost and revenue projections were developed for Polk County to identify the costs of providing transit service and available revenues to fund the future public transportation needs. In developing the revenue projections, current and projected federal, state, and local sources of transit revenue were reviewed and used to maintain the existing operating and capital transit needs from 2008 to 2017. Some of the key assumptions made in developing the fixed-route and paratransit revenue projections for transit services in Polk County are listed below.

- **Federal and State Funds** - Federal and FDOT Block Grant revenue projections were developed based on the tentative FDOT Work Program information and the adopted Polk County TDP. The key sources of federal

funding currently used in Polk County include Section 5307 and Section 5309 Discretionary Capital Funds. Federal Section 5307 operating funds, however, will not be available beyond 2012 due to the changing status of the Lakeland and Winter Haven areas from urbanized areas with under 200,000 in population to urbanized areas with over 200,000 persons, as earlier mentioned in this report. Urbanized areas with populations that exceed 200,000 are no longer eligible for federal transit operating funds. However, a bill entitled the "Transit System Flexibility Act of 2007" was introduced to the United States Congress on January 30, 2007. This bill would amend Section 5307 to authorize the Secretary of Transportation to make public transportation formula grants for operating costs of equipment and facilities in urbanized areas with population exceeding 200,000 if the public transportation provider for the area operates less than 100 buses in fixed-route service during peak hours. If this bill passes, it may be possible for Polk County to continue to use Section 5307 funds for operating beyond 2012 on the condition that less than 100 buses are utilized within the area during peak hour

service. For this financial plan, however, it is assumed that only six percent of the Section 5307 funds will be available to cover operating costs after 2012. The remainder of the Section 5307 funds will be allocated to cover capital costs.

- **Local Funds** - A number of local funding sources are used to fund the existing transit services in Polk County including property tax and other local government revenues/contributions.

The fixed-route service characteristics and fixed-route and paratransit operating costs are presented in Tables 8-3 and 8-4, while a summary of cost and revenue projections for the ten-year TDP is provided in Table 8-5. This summary reflects transit revenues that are expected to be available from 2008 through 2017 from federal, state, local, fare, and other revenue sources. At the currently projected level, these sources of funding are not expected to fund the existing level of service in Polk County in the next ten years.

Table 8.2 Vehicle Replacement Schedule

Year	LAMTD			WHAT/PCTSD			Total		
	Buses	Mini-Buses	Support Vehicle	Buses	Mini-Buses	Vans	Buses	Mini-Buses	Vans/Sup. Vehicles
2008	1	4	4	0	0	1	1	4	5
2009	5	0	0	0	2	5	5	2	5
2010	0	0	0	0	11	2	0	11	2
2011	5	5	0	0	12	8	5	17	8
2012	4	7	2	4	6	1	8	13	3
2013	6	4	0	0	0	5	6	4	5
2014	8	0	0	0	2	2	8	2	2
2015	0	0	0	0	11	8	0	11	8
2016	1	5	0	0	12	1	1	17	1
2017	4	7	0	0	6	5	4	13	5
Totals	34	32	6	4	62	38	38	94	44

**Table 8.3 Existing Fixed-Route Service Characteristics
Polk Consolidated TDP**

Route Alternative	Headway (minutes)		Daily Revenue Hours		Days of Service	Annual Hours	# of Vehicles Needed	Annual Operating Cost (2007\$)
	Weekday	Saturday						
LAMTD								
Route #10 Shuttle	60	60	6.00	5.00	Mon-Sat	1,790	1	\$122,758
Route #11 East Main/Combee Road	60	60	13.00	10.00	Mon-Sat	3,835	1	\$263,004
Route #12 Lakeland to Winter Haven via Auburndale	60	60	13.00	11.00	Mon-Sat	3,887	1	\$266,570
Route #20 Grove Park/Crystal Lake	60	60	13.00	10.00	Mon-Sat	3,835	1	\$263,004
Route #21 Edgewood	60-120	60-120	9.00	6.00	Mon-Sat	2,607	1	\$178,788
Route #22XL Lakeland to Bartow	25-90	60	16.00	11.00	Mon-Sat	4,652	2 Wkday/1 Sat	\$319,034
Route #30 Cleveland Heights	60	60	9.00	5.00	Mon-Sat	2,555	1	\$175,222
Route #31 South Florida Avenue	30	30	32.50	26.10	Mon-Sat	9,645	2	\$661,434
Route #32 Medulla Loop/LakeSide Village	120	120	5.50	5.50	Mon-Sat	1,689	1	\$115,797
Route #37 South Lakeland	60/120	120	8.00	5.00	Mon-Sat	2,300	1	\$157,734
Route #40 Ariana/ Beacon	60	60	6.00	5.00	Mon-Sat	1,790	1	\$122,758
Route #41 Central Avenue	60	60	14.00	10.00	Mon-Sat	4,090	1	\$280,492
Route #42 West Memorial	30	30	25.00	21.00	Mon-Sat	7,467	2	\$512,087
Route #50 Kathleen	60	60	13.00	10.00	Mon-Sat	3,835	1	\$263,004
Route #51 Lakeland Mall	30	30	26.00	20.00	Mon-Sat	7,670	2	\$526,009
Route #52 North Florida Avenue	30	30	25.00	21.00	Mon-Sat	7,467	2	\$512,087
Route #53 Lakeside Village	60	60	10.60	9.60	Mon-Sat	3,202	1	\$219,607
Route #56 Kathleen/Mall Hill Road	60	60	13.00	11.00	Mon-Sat	3,887	1	\$266,570
Route #57 Kidron/Flightline	60	60	13.00	10.00	Mon-Sat	3,835	1	\$263,004
Downtown Trolley	60	60	4.00	4.00	Mon-Sat	1,228	1	\$84,216
WHAT								
Route #10 Northside	60	60	12.00	10.00	Mon-Sat	3,580	1	\$224,609
Route #12 Winter Haven to Lakeland via Auburndale	60	60	13.00	11.00	Mon-Sat	3,887	1	\$243,870
Route #15 Haines City	60	60	13.00	11.00	Mon-Sat	3,887	1	\$243,870
Route #20 PCC/Hospital	60	60	4.00	3.33	Mon-Sat	1,193	1	\$74,859
Route #22XW Bartow to Winter Haven	60	60	13.00	11.00	Mon-Sat	3,887	1	\$243,870
Route #30 Eagle Ridge Mall/Winter Haven	60	60	12.50	10.50	Mon-Sat	3,734	1	\$234,240
Route #30 Winter Haven to Eagle Ridge Mall	60	60	13.00	11.00	Mon-Sat	3,887	1	\$243,870
Route #40 Southside	60	60	12.45	10.45	Mon-Sat	3,718	1	\$233,277
Route #44 Southwest	60	60	12.05	10.05	Mon-Sat	3,595	1	\$225,572
Route #50 Westside	60	60	8.11	6.78	Mon-Sat	2,421	1	\$151,869
PCTS								
Route #25 Fort Meade/Bartow	60-90	60-90	12.00	12.00	Mon-Sat	3,684	1	\$231,134
Route #35 Frostproof/Eagle Ridge Mall	120	120	11.00	11.00	Mon-Sat	3,377	1	\$211,873

Table 8.4

Existing Fixed-Route and Coordinated Transportation Service Operating Costs
Polk Consolidated TDP

System/Route Alternative	Annual Revenue Hours	Annual Operating Cost (2007\$)	Operating Cost									
			2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
LAMTD												
Route #10 Shuttle	1,790	\$122,758	\$130,124	\$137,931	\$146,207	\$154,979	\$164,278	\$174,135	\$184,583	\$195,658	\$207,397	\$219,841
Route #11 East Main/Combee Road	3,835	\$263,004	\$278,785	\$295,512	\$313,242	\$332,037	\$351,959	\$373,077	\$395,461	\$419,189	\$444,340	\$471,001
Route #12 Lakeland to Winter Haven via Auburndale	3,887	\$266,570	\$282,565	\$299,519	\$317,490	\$336,539	\$356,731	\$378,135	\$400,823	\$424,873	\$450,365	\$477,387
Route #20 Grove Park/Crystal Lake	3,835	\$263,004	\$278,785	\$295,512	\$313,242	\$332,037	\$351,959	\$373,077	\$395,461	\$419,189	\$444,340	\$471,001
Route #21 Edgewood	2,607	\$178,788	\$189,515	\$200,886	\$212,939	\$225,716	\$239,259	\$253,614	\$268,831	\$284,961	\$302,059	\$320,182
Route #22XL Lakeland to Bartow	4,652	\$319,034	\$338,176	\$358,467	\$379,975	\$402,773	\$426,940	\$452,556	\$479,709	\$508,492	\$539,002	\$571,342
Route #30 Cleveland Heights	2,555	\$175,222	\$185,735	\$196,879	\$208,692	\$221,214	\$234,486	\$248,556	\$263,469	\$279,277	\$296,034	\$313,796
Route #31 South Florida Avenue	9,645	\$661,434	\$701,120	\$743,187	\$787,778	\$835,045	\$885,147	\$938,256	\$994,551	\$1,054,225	\$1,117,478	\$1,184,527
Route #32 Medulla Loop/LakeSide Village	1,689	\$115,797	\$122,745	\$130,110	\$137,916	\$146,191	\$154,963	\$164,261	\$174,116	\$184,563	\$195,637	\$207,375
Route #37 South Lakeland	2,300	\$157,734	\$167,198	\$177,230	\$187,864	\$199,136	\$211,084	\$223,749	\$237,174	\$251,404	\$266,488	\$282,478
Route #40 Ariana/ Beacon	1,790	\$122,758	\$130,124	\$137,931	\$146,207	\$154,979	\$164,278	\$174,135	\$184,583	\$195,658	\$207,397	\$219,841
Route #41 Central Avenue	4,090	\$280,492	\$297,322	\$315,161	\$334,071	\$354,115	\$375,362	\$397,884	\$421,757	\$447,062	\$473,886	\$502,319
Route #42 West Memorial	7,467	\$512,087	\$542,812	\$575,381	\$609,904	\$646,498	\$685,288	\$726,405	\$769,989	\$816,189	\$865,160	\$917,070
Route #50 Kathleen	3,835	\$263,004	\$278,785	\$295,512	\$313,242	\$332,037	\$351,959	\$373,077	\$395,461	\$419,189	\$444,340	\$471,001
Route #51 Lakeland Mall	7,670	\$526,009	\$557,569	\$591,023	\$626,485	\$664,074	\$703,918	\$746,153	\$790,922	\$838,378	\$888,680	\$942,001
Route #52 North Florida Avenue	7,467	\$512,087	\$542,812	\$575,381	\$609,904	\$646,498	\$685,288	\$726,405	\$769,989	\$816,189	\$865,160	\$917,070
Route #53 Lakeside Village	3,202	\$219,607	\$232,783	\$246,750	\$261,555	\$277,249	\$293,884	\$311,517	\$330,208	\$350,020	\$371,021	\$393,282
Route #56 Kathleen/Mall Hill Road	3,887	\$266,570	\$282,565	\$299,519	\$317,490	\$336,539	\$356,731	\$378,135	\$400,823	\$424,873	\$450,365	\$477,387
Route #57 Kidron/Flightline	3,835	\$263,004	\$278,785	\$295,512	\$313,242	\$332,037	\$351,959	\$373,077	\$395,461	\$419,189	\$444,340	\$471,001
Downtown Trolley	1,228	\$84,216	\$89,269	\$94,625	\$100,303	\$106,321	\$112,700	\$119,462	\$126,630	\$134,228	\$142,282	\$150,818
Operating Cost - LAMTD	81,265	\$5,573,181	\$5,907,572	\$6,262,026	\$6,637,748	\$7,036,013	\$7,458,174	\$7,905,664	\$8,380,004	\$8,882,804	\$9,415,772	\$9,980,719
Handy Bus												
Operating Cost - Handy Bus Paratransit	n/a	\$2,205,464	\$2,337,792	\$2,478,060	\$2,626,743	\$2,784,348	\$2,951,409	\$3,128,493	\$3,316,203	\$3,515,175	\$3,726,085	\$3,949,651
WHAT												
Route #10 Northside	3,580	\$224,609	\$238,086	\$252,371	\$267,513	\$283,564	\$300,578	\$318,612	\$337,729	\$357,993	\$379,473	\$402,241
Route #12 Winter Haven to Lakeland via Auburndale	3,887	\$243,870	\$258,503	\$274,013	\$290,454	\$307,881	\$326,354	\$345,935	\$366,691	\$388,692	\$412,014	\$436,735
Route #15 Haines City	3,887	\$243,870	\$258,503	\$274,013	\$290,454	\$307,881	\$326,354	\$345,935	\$366,691	\$388,692	\$412,014	\$436,735
Route #20 PCC/Hospital	1,193	\$74,859	\$79,350	\$84,111	\$89,158	\$94,508	\$100,178	\$106,189	\$112,560	\$119,314	\$126,472	\$134,061

Route #22XW Bartow to Winter Haven	3,887	\$243,870	\$258,503	\$274,013	\$290,454	\$307,881	\$326,354	\$345,935	\$366,691	\$388,692	\$412,014	\$436,735
Route #30 Eagle Ridge Mall/Winter Haven	3,734	\$234,240	\$248,294	\$263,192	\$278,983	\$295,722	\$313,466	\$332,274	\$352,210	\$373,343	\$395,743	\$419,488
Route #30 Winter Haven to Eagle Ridge Mall	3,887	\$243,870	\$258,503	\$274,013	\$290,454	\$307,881	\$326,354	\$345,935	\$366,691	\$388,692	\$412,014	\$436,735
Route #40 Southside	3,718	\$233,277	\$247,273	\$262,110	\$277,836	\$294,506	\$312,177	\$330,908	\$350,762	\$371,808	\$394,116	\$417,763
Route #44 Southwest	3,595	\$225,572	\$239,107	\$253,453	\$268,660	\$284,780	\$301,867	\$319,979	\$339,177	\$359,528	\$381,100	\$403,966
Route #50 Westside	2,421	\$151,869	\$160,981	\$170,640	\$180,878	\$191,731	\$203,235	\$215,429	\$228,355	\$242,056	\$256,580	\$271,974
Operating Cost - WHAT	33,789	\$2,119,907	\$2,247,102	\$2,381,928	\$2,524,844	\$2,676,334	\$2,836,914	\$3,007,129	\$3,187,557	\$3,378,810	\$3,581,539	\$3,796,431
PCTS												
Route #25 Fort Meade/Bartow	3,684	\$231,134	\$245,002	\$259,702	\$275,284	\$291,802	\$309,310	\$327,868	\$347,540	\$368,393	\$390,496	\$413,926
Route #35 Frostproof/Eagle Ridge Mall	3,377	\$211,873	\$224,585	\$238,060	\$252,344	\$267,485	\$283,534	\$300,546	\$318,579	\$337,693	\$357,955	\$379,432
Operating Cost - PCTS	7,061	\$443,007	\$469,588	\$497,763	\$527,629	\$559,286	\$592,843	\$628,414	\$666,119	\$706,086	\$748,451	\$793,358
PCTS - Coordinated Transportation												
Operating Cost for Paratransit Service	n/a	\$490,567	\$520,001	\$551,201	\$584,273	\$619,329	\$656,489	\$695,878	\$737,631	\$781,889	\$828,802	\$878,530
Total Operating Cost	122,115	\$10,832,126	\$11,482,054	\$12,170,977	\$12,901,236	\$13,675,310	\$14,495,829	\$15,365,578	\$16,287,513	\$17,264,764	\$18,300,650	\$19,398,689

Table 8.5
10-Year Revenues and Costs
Polk Consolidated TDP Financial Plan

Category	Transition Year 2008	Polk Transit Authority (PTA)									Total (2008-2017)
		2009	2010	2011	2012	2013	2014	2015	2016	2017	
Operating Costs											
LAMTD	\$8,620,364	\$9,015,086	\$9,539,491	\$10,095,361	\$10,684,582	\$11,309,157	\$11,971,207	\$12,672,979	\$13,416,858	\$14,205,369	\$111,530,453
Maintain Existing LAMTD Routes	\$5,907,572	\$6,262,026	\$6,637,748	\$7,036,013	\$7,458,174	\$7,905,664	\$8,380,004	\$8,882,804	\$9,415,772	\$9,980,719	\$77,866,495
Maintain Existing Handy Bus Paratransit Service	\$2,337,792	\$2,478,060	\$2,626,743	\$2,784,348	\$2,951,409	\$3,128,493	\$3,316,203	\$3,515,175	\$3,726,085	\$3,949,651	\$30,813,958
Contract Services for WHAT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning and Technical Activities	\$225,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$1,350,000
Contingency	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,500,000
WHAT/PCTS	\$3,286,690	\$3,483,891	\$3,692,925	\$3,914,500	\$4,149,370	\$4,398,333	\$4,662,233	\$4,941,967	\$5,238,485	\$5,552,794	\$43,321,187
Maintain Existing WHAT Routes	\$2,247,102	\$2,381,928	\$2,524,844	\$2,676,334	\$2,836,914	\$3,007,129	\$3,187,557	\$3,378,810	\$3,581,539	\$3,796,431	\$29,618,589
Maintain Existing PCTS Fixed-Routes	\$469,588	\$497,763	\$527,629	\$559,286	\$592,843	\$628,414	\$666,119	\$706,086	\$748,451	\$793,358	\$6,189,537
Maintain Existing PCTS Demand Response	\$520,001	\$551,201	\$584,273	\$619,329	\$656,489	\$695,878	\$737,631	\$781,889	\$828,802	\$878,530	\$6,854,021
WHAT Transit Terminal Operating Costs	\$50,000	\$53,000	\$56,180	\$59,551	\$63,124	\$66,911	\$70,926	\$75,182	\$79,692	\$84,474	\$659,040
Total Operating Costs	\$11,907,054	\$12,498,977	\$13,232,416	\$14,009,861	\$14,833,953	\$15,707,490	\$16,633,439	\$17,614,945	\$18,655,342	\$19,758,163	\$154,851,640
Capital Costs											
LAMTD	\$2,826,825	\$4,197,031	\$808,877	\$5,863,730	\$4,992,377	\$1,641,011	\$1,149,364	\$1,167,832	\$2,870,415	\$6,265,303	\$31,782,764
Replacement - Buses	\$399,000	\$3,362,625	\$0	\$3,707,294	\$3,114,127	\$0	\$0	\$0	\$946,310	\$3,974,503	\$15,503,859
Vehicle Replacement - Mini-Buses	\$399,000	\$0	\$0	\$577,365	\$848,727	\$509,236	\$0	\$0	\$736,881	\$1,083,215	\$4,154,425
Service Support Vehicles	\$83,200	\$0	\$0	\$0	\$109,499	\$0	\$0	\$0	\$0	\$0	\$192,699
Intelligent Transportation Systems	\$120,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$570,000
Downtown Lakeland Bus Terminal	\$95,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$365,000
Admin / Maintenance Operating Costs	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$700,000
Environmental / Remediation - Fuel Farm	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Bus Stop Shelter Program	\$275,625	\$289,406	\$303,877	\$319,070	\$335,024	\$351,775	\$369,364	\$387,832	\$407,224	\$427,585	\$3,466,782
Other Capital Costs	\$805,000	\$415,000	\$375,000	\$1,130,000	\$455,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$6,430,000
WHAT/PCTS	\$572,725	\$986,586	\$1,870,386	\$2,376,281	\$3,122,967	\$704,121	\$830,091	\$2,507,890	\$2,325,368	\$1,787,665	\$17,084,081
Vehicle Replacement - Buses	\$0	\$0	\$0	\$0	\$1,939,948	\$0	\$0	\$0	\$0	\$0	\$1,939,948
Vehicle Replacement - Mini-Buses	\$0	\$209,475	\$1,209,718	\$1,385,677	\$727,480	\$0	\$267,349	\$1,543,941	\$1,768,514	\$928,470	\$8,040,625
Vehicle Replacement - Vans	\$44,100	\$231,525	\$97,241	\$408,410	\$53,604	\$281,420	\$118,196	\$496,425	\$65,156	\$342,068	\$2,138,145
Bus Stop Shelter Program	\$275,625	\$289,406	\$303,877	\$319,070	\$335,024	\$351,775	\$369,364	\$387,832	\$407,224	\$427,585	\$3,466,782
Winter Haven Terminal Loan Payback	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
Miscellaneous Capital - PCTS	\$53,000	\$56,180	\$59,551	\$63,124	\$66,911	\$70,926	\$75,182	\$79,692	\$84,474	\$89,542	\$698,582

Total Capital Costs	\$3,399,550	\$5,183,618	\$2,679,263	\$8,240,011	\$8,115,344	\$2,345,133	\$1,979,455	\$3,675,722	\$5,195,782	\$8,052,968	\$48,866,846
Total Costs	\$15,306,604	\$17,682,595	\$15,911,679	\$22,249,872	\$22,949,297	\$18,052,622	\$18,612,894	\$21,290,668	\$23,851,125	\$27,811,130	\$203,718,486
Operating Revenue											
LAMTD	\$8,006,345	\$8,242,614	\$8,389,893	\$8,541,589	\$8,813,323	\$7,952,402	\$8,223,252	\$8,643,027	\$8,938,687	\$9,245,448	\$84,996,582
Federal Section 5307	\$2,317,959	\$2,287,498	\$2,256,123	\$2,223,806	\$2,190,521	\$1,130,916	\$1,197,121	\$1,267,298	\$1,341,686	\$1,420,537	\$17,633,463
State Block Grant	\$770,367	\$793,478	\$817,282	\$841,801	\$867,055	\$893,066	\$919,858	\$947,454	\$975,878	\$1,005,154	\$8,831,393
Property Taxes	\$3,704,319	\$3,815,449	\$3,929,913	\$4,047,810	\$4,169,244	\$4,294,322	\$4,423,151	\$4,555,846	\$4,692,521	\$4,833,297	\$42,465,871
Advertising Revenues	\$174,900	\$180,147	\$185,551	\$191,118	\$196,851	\$202,757	\$208,840	\$215,105	\$221,558	\$228,205	\$2,005,032
Operating Assistance	\$106,000	\$109,180	\$112,455	\$115,829	\$119,304	\$122,883	\$126,570	\$130,367	\$134,278	\$138,306	\$1,215,171
Fare Revenues	\$932,800	\$1,056,862	\$1,088,568	\$1,121,225	\$1,270,348	\$1,308,459	\$1,347,712	\$1,526,958	\$1,572,767	\$1,619,950	\$12,845,651
Contract Revenue (WHAT Service)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WHAT/PCTS	\$3,205,130	\$3,312,809	\$3,412,194	\$3,514,560	\$3,633,850	\$2,116,429	\$2,198,530	\$2,300,863	\$2,390,797	\$2,484,683	\$28,569,845
Federal Section 5307	\$1,552,921	\$1,599,509	\$1,647,494	\$1,696,919	\$1,747,826	\$439,833	\$466,223	\$494,197	\$523,848	\$555,279	\$10,724,050
Federal Section 5311	\$385,100	\$396,653	\$408,553	\$420,809	\$433,433	\$180,428	\$191,253	\$202,729	\$214,892	\$227,786	\$3,061,636
FDOT Block Grant	\$646,506	\$665,901	\$685,879	\$706,455	\$727,649	\$749,478	\$771,962	\$795,121	\$818,975	\$843,544	\$7,411,470
Local Match for Section 5311	\$385,100	\$396,653	\$408,553	\$420,809	\$433,433	\$446,436	\$459,830	\$473,624	\$487,833	\$502,468	\$4,414,740
Other Local Funds	\$123,600	\$127,308	\$131,127	\$135,061	\$139,113	\$143,286	\$147,585	\$152,012	\$156,573	\$161,270	\$1,416,935
Fare Revenues -WHAT	\$77,250	\$87,524	\$90,150	\$92,854	\$105,204	\$108,360	\$111,611	\$126,455	\$130,249	\$134,156	\$1,063,815
Fare Revenues -PCTS	\$34,652	\$39,261	\$40,439	\$41,652	\$47,192	\$48,608	\$50,066	\$56,724	\$58,426	\$60,179	\$477,199
Total Operating Revenue	\$11,211,475	\$11,555,424	\$11,802,086	\$12,056,149	\$12,447,174	\$10,068,832	\$10,421,782	\$10,943,891	\$11,329,484	\$11,730,131	\$113,566,427
Capital Revenue											
LAMTD	\$590,280	\$604,988	\$620,138	\$635,742	\$651,814	\$1,693,689	\$1,710,251	\$1,723,352	\$1,732,769	\$1,738,266	\$11,701,291
Federal Section 5307	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,125,320	\$1,124,831	\$1,120,370	\$1,111,697	\$1,098,562	\$6,080,780
Federal Section 5309	\$490,280	\$504,988	\$520,138	\$535,742	\$551,814	\$568,369	\$585,420	\$602,983	\$621,072	\$639,704	\$5,620,511
WHAT/PCTS	\$648,334	\$667,784	\$687,817	\$708,452	\$729,705	\$2,108,739	\$2,157,137	\$2,204,527	\$2,250,831	\$2,295,965	\$14,459,291
Federal Section 5307	\$97,307	\$100,226	\$103,233	\$106,330	\$109,520	\$1,469,947	\$1,499,182	\$1,526,833	\$1,552,806	\$1,577,000	\$8,142,383
Federal Section 5309	\$551,027	\$567,558	\$584,585	\$602,122	\$620,186	\$638,791	\$657,955	\$677,694	\$698,025	\$718,965	\$6,316,908
Total Capital Revenue	\$1,238,614	\$1,272,772	\$1,307,955	\$1,344,194	\$1,381,520	\$3,802,428	\$3,867,388	\$3,927,879	\$3,983,600	\$4,034,231	\$26,160,582
Total Revenues	\$12,450,089	\$12,828,196	\$13,110,042	\$13,400,343	\$13,828,693	\$13,871,260	\$14,289,170	\$14,871,770	\$15,313,084	\$15,764,363	\$139,727,009
Operating Revenue Surplus/Shortfall	-\$695,579	-\$943,554	-\$1,430,330	-\$1,953,712	-\$2,386,779	-\$5,638,658	-\$6,211,657	-\$6,671,055	-\$7,325,858	-\$8,028,031	-\$41,285,213
Capital Revenue Surplus/Shortfall	-\$2,160,936	-\$3,910,845	-\$1,371,307	-\$6,895,817	-\$6,733,825	\$1,457,296	\$1,887,934	\$252,157	-\$1,212,182	-\$4,018,736	-\$22,706,263
Total Surplus/Shortfall	-\$2,856,515	-\$4,854,399	-\$2,801,637	-\$8,849,529	-\$9,120,603	-\$4,181,362	-\$4,323,723	-\$6,418,898	-\$8,538,040	\$12,046,768	-\$63,991,476