

POLK CONSOLIDATED TRANSIT DEVELOPMENT PLAN 2008-2017

2009 PROGRESS REPORT



Submitted To:

**Florida Department of Transportation
District One**

Prepared By:

The Polk Transportation Planning Organization



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I. PAST YEAR’S ACCOMPLISHMENTS COMPARED TO THE ORIGINAL IMPLEMENTATION PROGRAM

Over two million fixed route passenger trips were provided in fiscal year 2008 by the current three transit providers in Polk County (Lakeland Area Mass Transit District, Winter Haven Area Transit, and Polk County Transit Services). Overall passenger trips increased 14.1%, however, passenger trips per revenue hour and passenger trips per revenue mile decreased by 17.2 % and 17.5% respectively. Maintenance expenses increased 30.5% and the overall operating costs of all systems combined increased 15.3%.

Table one below provides the major performance indicators for the past two fiscal years.

Table 1: Performance Indicators

Performance Indicators	FY 2008	FY 2007	Percent of Change
Passenger Trips	2,365,913	2,072,992	+14.1%
Revenue Miles	2,539,136	2,084,843	+21.8%
Revenue Hours	151,708	123,061	+23.3%
Total Operating Expense	\$12,451,714	\$10,798,122	+15.3%
Total Maintenance Expense	\$1,811,373	\$1,387,365	+30.5%
Vehicles Operated in Maximum Service	76	78	-2%
Total Employees	213	220	-3%

**Note: As reported to the National Transit Database (NTD).*

ORIGINAL SERVICE IMPLEMENTATION PLAN

In the adopted, ten-year Polk Consolidated Transit Development Plan 2008-2017, the Lakeland Area Mass Transit District (LAMTD) and Winter Haven Area Transit (WHAT) presented an implementation program for new services and service enhancements. Table 2 represents that original program from the Consolidated TDP. All new services and service enhancements are proposed within time frames in the short-term (2008-2010) and long-term (2010-2017), and implementation is contingent upon securing the appropriate funding to provide these services. It was noted in the original implementation plan that the Consolidated TDP is a financially constrained plan; therefore, none of the service enhancements in the 2008-2010 timeframe have been implemented to date due to funding constraints.

Table 2: Recommended Transit Improvements

IMPLEMENTATION DATE	SERVICE ENHANCEMENT
2008-2010	Implement Centralized Scheduling & Dispatching of Door-to-Door trips
2008-2010	Open Brokerage of Door-to-Door trips in the Urban Transit Service Area
2008-2010	Implement & Maintain Commuter Assistance Program
2008	Develop Common Service Plan for Seamless Transit Services
2010-2017	Improve Service Hours & Frequencies on Existing Routes
2010-2017	Enhance Service on Core Bus Routes
2010-2017	Add Bus Routes in the Urban & Rural Transit Service Area *
2010-2017	Implement Ride Request Routes in the Rural Transit Service Area
2010-2017	Expand Paratransit Service in the Urban and Rural Transit Service Area
2010-2017	Implement Service on Premium Transit Service Corridors
2010-2017	Bus Rapid Transit (BRT) Service
2010-2017	Provide Sunday Service with 60-minute Headways on LAMTD/WHAT/PCTS Routes
2013-2017	Establish Additional Service in Premium Transit Service Corridors
2013-2017	Implement Regional Express Bus Service on I-4 Corridor **

* Although additional bus routes are planned for implementation in the 2010-2017 horizon, the Northridge Circulator will be implemented contingent upon securing grant funding with local funding provided by the Northridge Community Redevelopment Agency (CRA). This circulator route will provide north/south; fixed-route service from the Posner Center located at I-4 and Highway 27 and connects with Lynx Route 55 on Highway 192, just off of Highway 27.

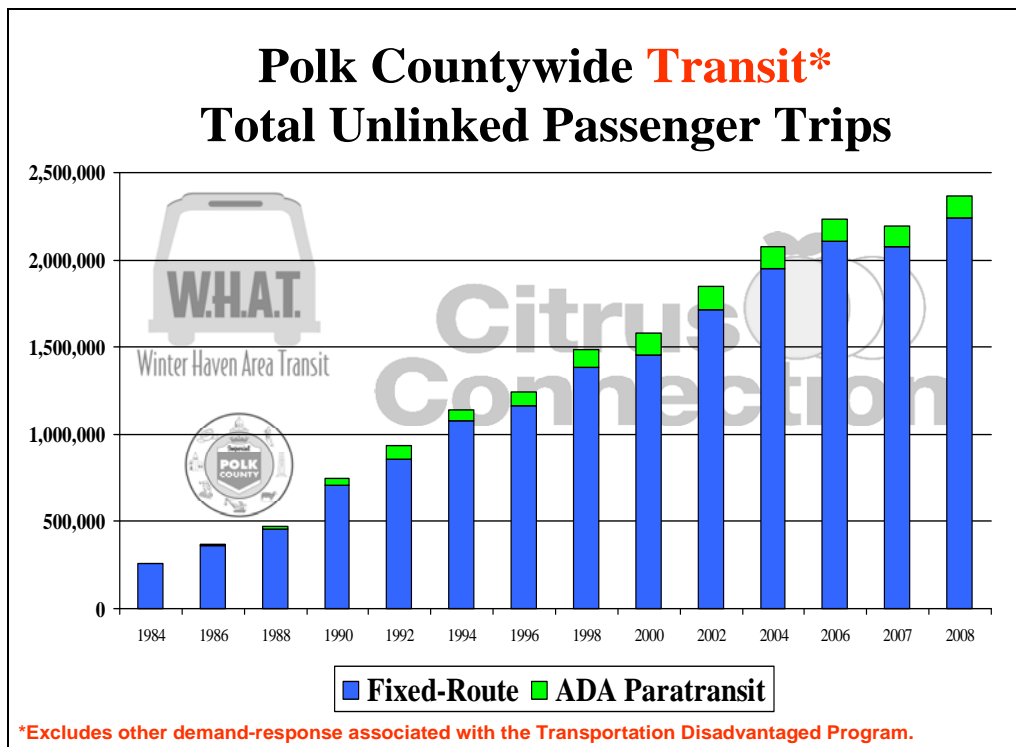
Also, it should be noted that the Poinciana Area Dial-a-Ride Service was implemented in June, 2007 through a partnership between PCTS and the Central Florida Regional Transportation Authority (LYNX). The “Pick Up Line” route will provide public transportation services to residents in South Poinciana with connection to the LYNX Route 26. Services are provided 6 days per week (Monday through Saturday except on certain Holidays). Riders need to call two hours in advance to make an appointment to access this Dial-a-Ride service.

** The implementation of regional express bus service along the I-4 corridor is proposed in the time frame of 2013-2017. However, if grant funding can be secured it is likely that this express service could be introduced on a limited basis in the 2010/2011 timeframe.

SERVICE PERFORMANCE

The combined ridership of all three systems in Polk County for year end September 30, 2008 was 2,243,330 fixed-route trips. In addition, a total of 122,398 ADA complementary paratransit trips were provided. Passenger productivity reported for 2008 was 18.22 passengers per hour for Winter Haven Area Transit; 7.44 passengers per hour for Polk County Transit Services rural routes, and 21.56 passengers per hour for Lakeland Area Mass Transit District. The following chart depicts the growth in ridership for the three transit systems currently operating in Polk County:

Figure 1: Polk Countywide Ridership



ROUTE ALIGNMENT CHANGES

In 2008, the Lakeland Area Mass Transit District (LAMTD) made the following service changes to their routes:

**Table 3:
LAKELAND AREA MASS TRANSIT DISTRICT
FY07-08 SERVICE CHANGES**

DATE	COMMENTS
02/18/2008	<ul style="list-style-type: none"> • Route 42 West Memorial: Schedule changed on its first run only, from 6:15 a.m. to 6:05 a.m.
05/01/2008	<p>Route 30 Eagle Ridge/Winter Haven, 22XW Bartow Express to Winter Haven, and 44 Southwest: Due to capacity of buses LAMTD started operating route 30 Eagle Ridge/Winter Haven, and Polk County Transit Services started operating routes 22XW Bartow Express and 44 Southwest.</p>
7/7/2008	<p>Route 24X Park and Ride: A new express route was created to provide service from Lakeland to Bartow. Service was provided at 7:15 a.m. from the Lakeland Parking Ride, and at 5:05 p.m. from Florida F.D.O.T. Bartow.</p>
09/02/2008	<ul style="list-style-type: none"> • Route 21 Edgewood: Route 21 Edgewood was changed to provide service from E. Main St. to Hollingsworth Rd. via US Hwy. 98 South, outbound and inbound. Route 21 Edgewood no longer provide service to E. Main St. and Lake Parker Ave. Service to those areas is provided by the following routes: 10 Shuttle, 12 Connector, and 22XL Bartow Express. • Route 31 South Florida Avenue: Service was provided from the downtown terminal to Carter Rd., it was split into two segments requiring the addition of a second bus. The first bus provides service from the terminal to Lake Miriam Square Shopping Center on South Florida Ave., and will serve the new bus stop (under construction) at the Wal-Mart Supercenter on Imperial Blvd. on its inbound trip. Route 31 South Florida Avenue was changed to Route 31 South Florida/Lake Miriam. • Route 33 South Florida/Carter Rd.: The new route provides service from Lake Miriam Square Shopping Center to the Wal-Mart Supercenter at Carter Rd. The Lake Miriam Square is a transfer point for the two routes serving South Florida Ave., and the route 30 Cleveland Heights. Route 33 between 9 AM & 4 PM, Monday – Friday we will deviate on in-bound only to service the Social Security Admin. On Commerce Drive. • Route 32 Medulla Loop: This route provides service to South Florida Ave., Carter Rd., W. Pipkin Rd., Old Hwy. 37, Medulla, and Shepherd Rd. Route 32 no longer serves Oakbridge or Lakeside Village Shopping Centers. Lakeside Village is served by routes 53 Lakeside Village and 57 Kidron/Flightline.

Oakbridge is served by route 53 Lakeside Village. The Route 32 Medulla Loop was reduced from a one-hour route to a 30 minute route. Service is provided every 90 minutes. Bus service on this route is combined with route 37 South, serving Bradley.

- **Route 37 South:** This route begin and end at the Wal-Mart Supercenter located at US 37 South and Carter Rd. It no longer provides service to Christina Plaza. Service is provided every 90 minutes. Service on route 37 South and route 32 Medulla Loop, is combined and served by the same bus.
- **Route 40 Ariana/Beacon:** This route no longer provides service on Harden Blvd.; Ariana St., between Harden Blvd. and Unitah; and W. Beacon Rd., between Harden Blvd. and Lincoln. Service on W. Beacon Rd. is serviced by Route 53 Lakeside Village. Harden Blvd. is served by routes 53 Lakeside Village and 57 Kidron/Flightline.
- **Route 50 Kathleen/Providence:** Scheduled hours Monday through Friday were extended. The last bus leaves the downtown terminal at 6:45 P.M. No changes in Saturday service.
- **Route 51 North 98/Duff Rd.:** This route provides service from the downtown terminal to Duff Rd. via North Florida Ave. and US Hwy. 98 North, outbound and inbound. Route 51 no longer provides service on Martin Luther King Jr. Ave. But, Martin Luther King Jr. Ave. is served by routes 50 Kathleen/Providence and 56 Kathleen/Mall Hill, outbound and inbound. Service hours Monday through Friday from 6:15 A.M. to 6:15 P.M. The last bus leaving the terminal at 6:45 P.M. was discontinued.
- **Route 53 Lakeside Village:** will serve the new bus stop (under construction) at the Wal-Mart Supercenter on Imperial Blvd. providing a transfer to and from the route 31 South Florida/Lake Miriam.
- **Route 56 Kathleen/Mall Hill Dr.:** This route provides service on Martin Luther King Jr. Ave. between Lake Wire and West 10th Street, outbound and inbound. This route no longer provides service to Pear St., N. Lincoln Ave., West 5th St., N. Webster Ave., and West 14th St. These areas are served by Route 50 Kathleen/Providence.
- **Route 57 Kidron/Flightline:** Service hours were provided Monday through Friday from 6:15 a.m. to 7:05 p.m. Saturdays from 8:15 a.m. to 6:05 p.m. Service hours were reduced Monday through Friday from 6:15 a.m. to 9:05 a.m. and from 3:15 p.m. to 6:05 p.m.; Saturday service from 8:15 a.m. to 11:05 a.m. and from 3:15 p.m. to 5:05 p.m. only. Route 57 provides service during peak hours only.

Winter Haven Area Transit (WHAT) made no significant service changes during FY 2007/2008 except the following:

Route 30 Eagle Ridge Mall/Winter Haven, 22XW Bartow Express to Winter Haven, and Route 44/Southwest Routes: Due to capacity of the buses, LAMTD started operating Route 30 Eagle Ridge/Winter Haven, and PCTS started directly operating Routes 22XW Bartow Express and Route 44/Southwest.

All of these route adjustments and realignments were made in order to achieve a higher level of efficiency and improve on-time performance.

CAPITAL/INFRASTRUCTURE ENHANCEMENTS

Rolling Stock

In fiscal year 2007/2008 LAMTD purchased three (3) new Handybus vehicles to replace aging fleet.

Polk County Transit Services purchased three (3) fixed-route buses to replace older vehicles in the fleet that have exceeded their useful life

Bus Stop Improvement Program

Last year's Consolidated TDP contains an aggressive bus stop improvement program over a ten-year period, totaling 400 new bus stop shelters during the TDP planning period from 2008 to 2017.

Polk County Transit Services purchase twelve (12) shelters for installation throughout the system and this project is currently in the site design/engineering process. This project will be completed in FY 2008/09.

Lakeland Area Mass Transit District's Community Bus Shelter Program was the inspiration of a community leader. The inspiration was moved by this leader from concept to reality. Currently, one bus shelter is in place and three more have been paid for, soon to be installed. The donors pay for the purchase and installation of the shelter. The District assumes the responsibility for on-going maintenance to include cleaning, replacing damaged panels and other related maintenance. This initiative has proven to be a successful public-private partnership in the community and will be carried forward when the Polk Transit Authority assumes operations in the consolidation of the three current transit agencies in Polk County.

Advanced Technology Improvements

During the past year, LAMTD purchased two (2) ticket vending machines which were installed at the terminal to allow passengers the convenience of purchasing their bus passes at the terminal instead of having to travel to LAMTD's administrative offices to conduct business.

Facilities

Winter Haven Area Transit celebrated the grand opening of their transfer center in Winter Haven on December 6, 2007. This four million dollar facility was constructed with federal earmark funds and offers highly successful connections for transit riders in the eastern portion of Polk County.

Figure 2: Winter Haven Area Transit Terminal Rendering



The Lakeland Area Mass Transit District's operational facility located on George Jenkins Boulevard in Lakeland is currently undergoing changes. LAMTD leased approximately 44,000 square feet of office space adjacent to their facility in order to move all administrative activities out of the existing facility so that the building can be rehabilitated to remove mold and be remodeled to accommodate the growth of the Lakeland system.

LAMTD has also leased a one acre lot that is also adjacent to their facility, which is being utilized as additional parking for their transit vehicles. The purchase of this land is currently under consideration by the LAMTD Board, which if the option to buy is exercised, it would be purchased with local funds. This would provide additional space needed for operations.

The old CSX building purchased by LAMTD in 2005 was demolished in order to make additional space available to accommodate a fuel island, above ground storage tanks, and other maintenance uses.

LAMTD began the installation of automatic rolling gates at their operations facility located on George Jenkins Boulevard with the completion targeted in FY 2008/09.

II. ANALYSIS OF ANY DISCREPANCIES BETWEEN THE PLAN AND ITS IMPLEMENTATION FOR THE PAST YEAR AND STEPS THAT WILL BE TAKEN TO ATTAIN ORIGINAL GOALS AND OBJECTIVES

In last year’s Consolidated TDP there were three service improvements slated for implementation in the time period of 2008-2010. These were to implement centralized scheduling and dispatching of door-to-door trips; open brokerage of door-to-door trips in the urban transit service area; and implement and maintain commuter assistance program. The first two improvements have not been accomplished as of yet, but hopefully, efforts will continue to see the improvements implemented by 2010. With respect to the commuter assistance program, it should be noted that there has been coordination with the Florida Department of Transportation (FDOT) District One office and efforts continue to provide Polk County residents the opportunity to participate in this program.

The balance of the service improvements are proposed for implementation beyond the 2010 timeframe, with the implementation plan contingent upon securing a long-term, dedicated funding source for public transportation in Polk County. With the uncertainty of future funding to support these service improvements and because they are slated for implementation in the long-term, they are not addressed in the 2008 Progress Report.

TRANSIT GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies contained in the Polk Consolidated TDP have not yet attained the level of attention necessary to be considered met or accomplished.

Goal 2: Market Existing Services and Develop New Services

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

Limited public transportation, the high cost of fuel, as well as the cost of owning a vehicle in Polk County has made transportation a major problem that ultimately affects everyone in Polk County. To address this problem, Polk County Transit Services is forming a Polk County Human Service Transportation Network, that will work together to identify and develop a strategy that will create alternative modes of transportation such as Volunteer Transportation Services to help meet the transportation needs of older adults, disabled persons, and low-income workers.

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

Currently, “how to ride” information has been placed on all route maps and schedules. A separate “How to Ride Guide” will be a part of the marketing development program in FY 2009/2010.

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

On board surveys have been utilized in order to receive customer input and comments. Customer comment cards will be a part of the FY 2009/2010 marketing development program.

Goal 3: Increase Revenue and Contain Costs

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

The fare box recovery rate has improvement since January, 2007 from 9% to 12%, and is expected to continue making small increases towards the goal. The fare box strategy includes fare increases every two years, starting in 2009. These fare increases should result in incremental increases in the fare box recovery rate, and ultimately, achieving the goal of 20%.

- III. PLAN REVISIONS FOR THE COMING YEAR**
- IV. REVISED IMPLEMENTATION PROGRAM FOR THE COMING YEAR**
- V. ADDED RECOMMENDATIONS FOR THE NEW TENTH YEAR**
- VI. REVISED FINANCIAL PLAN**

The Polk County Transportation Planning Organization (TPO) conducted a study to update the Polk Transit Financial Planning elements of the Fiscal Year 2007/2008-2016-2017 Consolidated Transit Development Plan (TDP), which was prepared pursuant to Florida Administrative Rule 14-73.001. The purpose of this study was to evaluate the financial impacts of legislatively mandated reforms to the property taxes available and needed to fund proposed transit services for the Lakeland Area Mass Transit District, Winter Haven Area Transit, and the Polk County Transit Services Division. The revised financial plan that includes the tenth year (2019) can be found in Appendix A. It should be noted, however, that because the Consolidated TDP is a financially constrained plan and is contingent upon the Polk Transit Authority securing a long-term, dedicated source of funding, the plan includes no new service improvements.

VII. A REVISED LIST OF PROJECTS OR SERVICES NEEDED TO MEET THE GOALS AND OBJECTIVES, INCLUDING PROJECTS FOR WHICH FUNDING MAY NOT HAVE BEEN IDENTIFIED.

The 2008-2017 Consolidated TDP is a financially constrained plan. Through the year 2019 the total cost of identified transit needs, including implementation of all service improvements, is projected to create a shortfall in excess of \$448 million.

This funding shortfall underscores the need to make strategic transportation investments while working to preserve and maximize the capacity of the existing transportation system in Polk County.

The adopted Polk Consolidated TDP, Section 9.2 Service Improvements, contains a list of projects proposed for implementation over the ten-year planning horizon. In addition, the following is a revised list of capital projects for which funding has not yet been identified but will likely be sought through various grant opportunities.

In addition, the Comprehensive Operational Analysis (COA) study is currently underway, which was funded by the Polk TPO and FDOT. The COA study is being managed by the Polk Transit Authority and will be analyzing the efficiency measures of all three transit systems and is expected to be completed by the end of 2009. The outcome of the COA will be reported to all of the respective Boards and Stakeholders and will be included in next year's progress report.

Also, the Polk Transit Authority is currently overseeing the development of their Strategic Master Plan for the development of transit service improvements encompassing the entire county. This plan is also expected for completion in late 2009 and will most likely drive the future of transit throughout Polk County.

VIII. FAREBOX RECOVERY RATIO ANNUAL REPORT

Current Farebox Recovery Ratio

The fixed-route farebox recovery ratio for the year ending September 30, 2008 for the Polk County transit agencies were:

Lakeland Area Mass Transit District	11.0%
Winter Haven Area Transit	14.0%
Polk County Transit Services	10.3%

The farebox recovery ratio when consolidated for all of the transit agencies currently operating in Polk County is averaged for 2008 at 12%.

Prior Year Fare Studies and Changes and Proposed Fare Changes for Upcoming Years

The first fare increase in the twenty-five year history of LAMTD was implemented in January, 2007. The fare was raised 33% from \$.75 to \$1.00, with WHAT and PCTS following suit.

Operating costs of the transit agencies have dramatically increased due to the ever increasing cost of fuel, as well as insurance, maintenance, and other operational costs. In order to offset the increased costs of operations, all three transit agencies approved a 25% fare increase effective October 1, 2008, increasing the fare from \$1.00 to \$1.25.

The Consolidated TDP adopted in August, 2007 contained a phased fare increase every three years. The 2008 Progress Report finance plan has been amended to assume fare increases every two years beginning in FY 2009. Subsequent changes would occur in fiscal years 2011, 2013, 2015, 2017, and 2019 at a rate of ten percent per increase.

Strategies to Improve the Farebox Recovery Ratio

Following is a list of strategies that LAMTD, WHAT, and PCTS will employ to improve the farebox recovery ratio.

- * Monitor key performance measures for individual fixed routes.
- * Ensure that transit serves the major activity centers, potentially increasing the effectiveness of service.
- * Increase ridership by continuing to transition transportation disadvantaged patrons to fixed-route service.
- * Minimize costs required to operate and administer transportation services.
- * Determine most cost-effective service type on all major corridors, given demand, routings, and coverage areas.
- * Review maintenance costs relative to total system costs.
Increase ridership through enhanced marketing and community relations activities.

APPENDIX A

FINANCIAL PLAN UPDATE

Section 1 INTRODUCTION

The Polk County Transportation Planning Organization (TPO) conducted a study to update the Polk Transit Financial Planning elements of the Fiscal Year 2007/2008-2016/2017 Consolidated Transit Development Plan (TDP), which was prepared pursuant to Florida Administrative Rule 14-73.001. The purpose of this study was to evaluate the financial impacts of legislatively mandated reforms to the property taxes available and needed to fund proposed transit services for the Lakeland Area mass Transit District (dba Citrus Connection), Winter Haven Area Transit (WHAT), and Polk County Transit Services (PCTS). The updated study was included as part of the 2008 TDP Progress Report submitted and approved by the respective Policy Boards and the Florida Department of Transportation (FDOT).

For the Polk Consolidated TDP 2009 Progress Report, the tenth year (2019) was added for planning purposes, with services remaining status quo for capital and operations. As stated previously, the adopted Consolidated TDP is a financially constrained plan which identifies gaps in funding of approximately \$448 million including all proposed service improvements within the adopted TDP.

NOTE ON ASSUMPTIONS

The cost assumptions utilized for the adopted Polk Consolidated TDP are included in Section 2 – Cost Projections of this report. Although an annual inflation rate for operational costs has been assumed to be six percent, the historical trend indicates otherwise.

A comparison of fully-allocated operational costs for LAMTD over the past ten years as reported to the National Transit Database (NTD) indicates an average growth rate of 106% (1998-2007).

Winter Haven Area Transit (WHAT) was a new system that was implemented in 1999, and the NTD data indicates an average growth rate of 44% over a nine year period (1999-2007).

It should be noted that all of the cost assumptions utilized for the adopted Polk Consolidated TDP will be reviewed and amended in the next major TDP update which will be in 2012.

Section 2 COST PROJECTIONS

Based on the services currently provided by the each of the transit agencies in Polk County and the recommended future transit improvements included in the 2008-2017 Polk Consolidated TDP, operating and capital/infrastructure cost projections were developed. These cost projections, originally developed for the 2008-2017 Polk Consolidated TDP are updated and expanded through 2018. This section summarizes the cost assumptions used in the 2008-2017 Polk Consolidated TDP and presents the cost projections for the transit service in Polk County from 2009 through 2018.

TDP IMPROVEMENTS

The service and capital/infrastructure improvements that were included in the 2008-2017 Polk Consolidated TDP are presented below.

Service Improvements - These include non-capital improvements that are recommended for the next 10 years in Polk County.

- Implement Centralized Scheduling and Dispatch of Door-to-Door Trips (2008-2010)
- Open Brokerage of Door-to-Door Trips in the Urban Transit Service Area (2008-2010)
- Implement and Maintain Commuter Assistance Program (2008-2010)
- Develop Common Service Plan for Seamless Transit Services (2008)
- Improve Service Hours and Frequencies on Existing Routes (2010-2017)
- Enhance Service on Core Bus Routes (2010-2017)
- Add Bus Routes in the Urban and Rural Transit Service Area (2010-2017)
- Implement Ride Request Routes in the Rural Transit Service Area (2010-2017)
- Expand Paratransit Service in the Urban and Rural Transit Service Area (2010-2017)
- Implement Service on Premium Transit Service Corridors (2010-2017)
- Provide Sunday Service with 60-minute Headways on LAMTD and WHAT/PCTSD Routes (2010 - 2017)
- Establish Additional Service in Premium Transit Service Corridors (2013-2017)
- Implement Regional Express Bus Service on I-4 Corridor (2013-2017)

Capital/Infrastructure Improvements

These include capital/infrastructure improvements that are recommended for the next 10 years in Polk County.

- Implement and Continue Bus Stop Improvement Program (2008-2017)
- Intermodal Centers/Park-and-Ride Development (2008-2017)
- Construct New Operations/Maintenance Facility or Facilities in East Polk (2010-2017)
- Purchase and Install Centralized Scheduling Software and Other Advanced Technology Improvements (2010-2017)

COST ASSUMPTIONS

Cost assumptions that were developed for the 2008-2017 Polk Consolidated TDP Update were used again to forecast public transportation costs for the TDP improvements from 2009 through 2018. These assumptions made for projecting operating and capital costs for fixed-route and paratransit services are based on a variety of sources including the 2003 Countywide Transit Study, 2030 TRIP, and discussions with TPO staff and the staffs of transit agencies and several cities in Polk County. A number of key assumptions are presented below.

- 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 from LAMTD services. The annual operating cost inflation rate for the subsequent years is assumed to be six percent.
- The inflation rate for capital costs is five percent annually, based upon the rates used for capital improvements in similar transit systems in Florida, and based on input from the RTO Transition Committee.
- The additional complementary ADA paratransit service operating costs due to expanded current fixed-route operations or addition of new fixed-route service is equal to 15 percent of the total operating cost for the expansion of the fixed-route service.
- Vehicle spare ratio is the ratio of spare vehicles to total vehicles. The industry standard spare ratio of 20 percent is used.
- Based on recent Polk County construction cost data, the construction cost per square foot for the proposed facility building in east Polk County is assumed to be \$150 per square foot.
- A total of 50,000 square feet is required for the expanded operations and maintenance facility in east Polk County, based upon the increase in full-time equivalent employees (FTEs) required as a result of the implementation of all future service alternatives described in this TDP. Table 2-1 shows the calculation for the square feet necessary for the future facility in east Polk County.

Table 2-1
Size Requirement Analysis
For Future East Polk Transit Facility

Current Revenue Hours	81,265
Current FTEs	67
Current Revenue Hours per FTE	1,212.9
Future Revenue Hours	383,666
Future FTEs	316
Current LAMTD Facility Size (Sq. Ft.)	10,419
Future Facility Size Requirement (Sq. Ft.)	49,190
Assumed Future Facility Size (Sq. Ft.)	50,000

- Based on the assumed construction cost of \$150 per square foot of building space, and the assumed future facility size, the total construction cost for the facility structure is assumed to be \$7,500,000.
- A \$10 per square foot cost for concrete is assumed for constructing bus parking areas for the east Polk County transit facility. Based on the current and future vehicle requirement of 139 vehicles and the industry standard of 700 square feet per space, the total construction cost for bus parking spaces is \$973,000. In addition, \$5 per square foot cost for asphalt is assumed for constructing both employee and visitor parking areas with 175 parking spaces and bus circulation lanes. The total cost for these parking spaces each at 350 square feet and the 225,000 square feet of circulation lanes is \$1,431,527.
- The cost per acre for the purchase of land for the east Polk County operations and maintenance transit facility is assumed to be \$153,650. This is based on vacant land sales data for the City of Winter Haven from 2004 through 2006. The three-year weighted average of land cost per acre was calculated for the sale of parcels between 0 and 10 acres, and for the sale of parcels between 10 and 25 acres. A three-year average was then calculated for both size categories. Based on the land requirements for the east Polk County operations and maintenance transit facility, the three-year average land cost per acre for parcels between 10 and 25 acres in size was selected. Therefore, the land cost per acre is assumed to be \$153,650. Table 2-2 displays the land cost per acre for land parcels between 0 and 10 acres in size and the land cost per acre for land parcels between 10 and 25 acres in size.

**Table 2-2
Three-Year Average Cost per Acre by Lot Size**

Year	Weighted Average	3-Year Average
0-10 Acre Lots		
2004	\$206,655	
2005	\$198,619	
2006	\$245,622	\$216,965
10-25 Acre Lots		
2004	\$119,011	
2005	\$188,289	
2006	n/a	\$153,650

Source: TOA analysis of 2004 to 2006 Winter Haven vacant land sales based on Polk County Property Appraiser data.

- Based on input from the RTO Transition Committee in the development of the Polk Consolidated Transit Development Plan, 20 acres of land will be required for the construction of the east Polk County operations and maintenance transit facility. However, it should be noted that constructing two 10-acre facilities instead of one facility is also being considered. For the purposes of this financial plan, one facility is assumed and the financial impact of splitting it into two facilities, if necessary, is assumed negligible.
- Based on the assumptions for cost per acre and number of acres required, the total cost of land acquisition for the east Polk County operations and maintenance transit facility is \$3,073,000.
- Based on the analysis of costs for recently completed or currently proposed facilities in Florida, the costs of bus fuel facilities, bus washers, and fare retrieval and maintenance equipment is assumed at 17.5 percent of the total facility construction cost. In addition, total cost of furniture, fixtures, and equipment as well as the costs for retention ponds and landscaping are assumed at 5 percent of the construction cost.
- An additional preliminary engineering/design and construction management cost is also included as part of the total cost for the east Polk facility. This is assumed at 15 percent of the total construction cost for the facility.
- An additional 20 percent of the total facility construction cost also is added for construction contingency.
- Based on input from the RTO Transition Committee, the annual maintenance cost is ten percent of the total operating cost for transit services.
- Based on an analysis of the 2005 farebox recovery ratio for LAMTD and WHAT/PCTSD, the farebox recovery ratio for following years is projected to be 6.2 percent of the total operating cost.

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- The RTO staff has indicated that a phased fare increase should be assumed every two years. LAMTD has approved a fare increase effective October 1, 2008 and other transit systems in Polk County also are considering fare increases in fiscal year 2008/2009. Subsequent changes would occur in fiscal years 2010/2011, 2012/2013, 2014/2015, 2016/2017, and 2018/2019 at a rate of 10 percent per increase.

SUMMARY OF COSTS

The fixed-route service characteristics and fixed-route and paratransit operating costs for the existing services are presented in Tables 2-3 and 2-4. Table 2-5 presents the implementation schedule for fixed-route transit service improvements, including the annual operating cost projections for each improvement through 2018. The years that each improvement will be implemented are also included in the table. Table 2-6 presents the annual operating costs for each transit improvement in the 2009-2018 TDP. Table 2-7 presents the Transit Capital Improvement Plan to support fixed-route bus service improvements over the next 10 years. A summary of projected capital costs for fixed-route bus service is provided in Table 2-8.

**Table 2-3
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 (2008\$)
	Weekday	Saturday	Weekday	Saturday				
LAMTD								
Route #10 Shuttle	60	60	6.00	5.00	Mon-Sat	1,790	1	\$130,124
Route #11 East Main/Combee Road	60	60	13.00	10.00	Mon-Sat	3,835	1	\$278,785
Route #12 Lakeland to Winter Haven via Auburndale	60	60	13.00	11.00	Mon-Sat	3,887	1	\$282,565
Route #20 Grove Park/Crystal Lake	60	60	13.00	10.00	Mon-Sat	3,835	1	\$278,785
Route #21 Edgewood	60-120	60-120	9.00	6.00	Mon-Sat	2,607	1	\$189,515
Route #22XL Lakeland to Bartow	25-90	60	16.00	11.00	Mon-Sat	4,652	2 Wkday/1 Sat	\$338,176
Route #30 Cleveland Heights	60	60	9.00	5.00	Mon-Sat	2,555	1	\$185,735
Route #31 South Florida Avenue	30	30	32.50	26.10	Mon-Sat	9,645	2	\$701,120
Route #32 Medulla Loop/LakeSide Village	120	120	5.50	5.50	Mon-Sat	1,689	1	\$122,745
Route #37 South Lakeland	60/120	120	8.00	5.00	Mon-Sat	2,300	1	\$167,198
Route #40 Ariana/ Beacon	60	60	6.00	5.00	Mon-Sat	1,790	1	\$130,124
Route #41 Central Avenue	60	60	14.00	10.00	Mon-Sat	4,090	1	\$297,322
Route #42 West Memorial	30	30	25.00	21.00	Mon-Sat	7,467	2	\$542,812
Route #50 Kathleen	60	60	13.00	10.00	Mon-Sat	3,835	1	\$278,785
Route #51 Lakeland Mall	30	30	26.00	20.00	Mon-Sat	7,670	2	\$557,569
Route #52 North Florida Avenue	30	30	25.00	21.00	Mon-Sat	7,467	2	\$542,812
Route #53 Lakeside Village	60	60	10.60	9.60	Mon-Sat	3,202	1	\$232,783
Route #56 Kathleen/Mall Hill Road	60	60	13.00	11.00	Mon-Sat	3,887	1	\$282,565
Route #57 Kidron/Flightline	60	60	13.00	10.00	Mon-Sat	3,835	1	\$278,785
WHAT								
Route #10 Northside	60	60	12.00	10.00	Mon-Sat	3,580	1	\$238,086
Route #12 Winter Haven to Lakeland via Auburndale	60	60	13.00	11.00	Mon-Sat	3,887	1	\$258,503
Route #15 Haines City	60	60	13.00	11.00	Mon-Sat	3,887	1	\$258,503
Route #20 PCC/Hospital	60	60	4.00	3.33	Mon-Sat	1,193	1	\$79,350
Route #22XW Bartow to Winter Haven	60	60	13.00	11.00	Mon-Sat	3,887	1	\$258,503
Route #30 Eagle Ridge Mall/Winter Haven	60	60	12.50	10.50	Mon-Sat	3,734	1	\$248,294
Route #30 Winter Haven to Eagle Ridge Mall	60	60	13.00	11.00	Mon-Sat	3,887	1	\$258,503
Route #40 Southside	60	60	12.45	10.45	Mon-Sat	3,718	1	\$247,273
Route #44 Southwest	60	60	12.05	10.05	Mon-Sat	3,595	1	\$239,107
Route #50 Westside	60	60	8.11	6.78	Mon-Sat	2,421	1	\$160,981
PCTS								
Route #25 Fort Meade/Bartow	60-90	60-90	12.00	12.00	Mon-Sat	3,684	1	\$245,002
Route #35 Frostproof/Eagle Ridge Mall	120	120	11.00	11.00	Mon-Sat	3,377	1	\$224,585

Table 2-6

Annual Operating Costs for Transit Improvements (2010-2019)

Route	Description	Annual Operating Cost (2008)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total (2010-2019)
Maintain Existing Service													
		\$11,392,785	\$12,076,352	\$12,800,933	\$13,568,989	\$14,383,128	\$15,246,116	\$16,160,883	\$17,130,536	\$18,158,368	\$19,247,870	\$20,402,743	\$159,175,919
Existing LAMTD/WHAT/PCTSD Fixed-Route	Maintain Existing Fixed Route Service	\$8,534,992	\$9,047,092	\$9,589,917	\$10,165,312	\$10,775,231	\$11,421,745	\$12,107,050	\$12,833,473	\$13,603,481	\$14,419,690	\$15,284,871	\$119,247,861
Handy Bus/PCTSD Paratransit Service	Maintain Existing ADA Paratransit Service	\$2,857,793	\$3,029,260	\$3,211,016	\$3,403,677	\$3,607,897	\$3,824,371	\$4,053,833	\$4,297,063	\$4,554,887	\$4,828,181	\$5,117,871	\$39,928,057
Improve Hours & Frequencies on Existing Routes													
		\$4,724,740	\$0	\$4,455,327	\$4,722,647	\$5,006,005	\$5,306,366	\$5,624,748	\$5,962,233	\$6,319,966	\$6,699,164	\$7,101,114	\$51,197,570
Route #10 Shuttle	5 AM - 11 PM Service on Weekdays & Weekends	\$70,732	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route #11 East Main/Combee Road	5 AM - 11 PM Service on Weekdays & Weekends	\$122,927	\$0	\$138,121	\$146,408	\$155,192	\$164,504	\$174,374	\$184,837	\$195,927	\$207,682	\$220,143	\$1,587,188
Route #12 Lakeland to Winter Haven via Auburndale	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route #20 Grove Park/Crystal Lake	5 AM - 11 PM Service on Weekdays & Weekends	\$122,927	\$0	\$138,121	\$146,408	\$155,192	\$164,504	\$174,374	\$184,837	\$195,927	\$207,682	\$220,143	\$1,587,188
Route #21 Edgewood	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #22XL Lakeland to Bartow	5 AM - 11 PM Service on Weekdays & Weekends	\$160,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route #30 Cleveland Heights	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #31 South Florida Avenue	5 AM - 11 PM Service on Weekdays & Weekends	\$122,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route #32 Medulla Loop/LakeSide Village	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$133,873	\$141,906	\$150,420	\$159,445	\$169,012	\$179,153	\$189,902	\$201,296	\$213,374	\$1,538,381
Route #37 South Lakeland	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #40 Ariana/ Beacon	5 AM - 11 PM Service on Weekdays & Weekends	\$70,732	\$0	\$79,475	\$84,243	\$89,298	\$94,655	\$100,335	\$106,355	\$112,736	\$119,500	\$126,670	\$913,267
Route #41 Central Avenue	5 AM - 11 PM Service on Weekdays & Weekends	\$163,781	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route #42 West Memorial	5 AM - 11 PM Service on Weekdays & Weekends	\$126,707	\$0	\$142,368	\$150,910	\$159,965	\$169,563	\$179,736	\$190,521	\$201,952	\$214,069	\$226,913	\$1,635,996
Route #50 Kathleen	5 AM - 11 PM Service on Weekdays & Weekends	\$122,927	\$0	\$138,121	\$146,408	\$155,192	\$164,504	\$174,374	\$184,837	\$195,927	\$207,682	\$220,143	\$1,587,188
Route #51 Lakeland Mall	5 AM - 11 PM Service on Weekdays & Weekends	\$130,487	\$0	\$146,615	\$155,412	\$164,737	\$174,621	\$185,099	\$196,204	\$207,977	\$220,455	\$233,683	\$1,684,804
Route #52 North Florida Avenue	5 AM - 11 PM Service on Weekdays & Weekends	\$122,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route #53 Lakeside Village	5 AM - 11 PM Service on Weekdays & Weekends	\$160,001	\$0	\$179,777	\$190,564	\$201,998	\$214,118	\$226,965	\$240,583	\$255,018	\$270,319	\$286,538	\$2,065,879
Route #56 Kathleen/Mall Hill Road	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$133,873	\$141,906	\$150,420	\$159,445	\$169,012	\$179,153	\$189,902	\$201,296	\$213,374	\$1,538,381
Route #57 Kidron/Flightline	5 AM - 11 PM Service on Weekdays & Weekends	\$30,241	\$0	\$33,979	\$36,018	\$38,179	\$40,469	\$42,897	\$45,471	\$48,200	\$51,092	\$54,157	\$390,461
Route #10 Northside	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #12 Winter Haven to Lakeland via Auburndale	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$133,873	\$141,906	\$150,420	\$159,445	\$169,012	\$179,153	\$189,902	\$201,296	\$213,374	\$1,538,381
Route #15 Haines City	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #20 PCC/Hospital	5 AM - 11 PM Service on Weekdays & Weekends	\$40,000	\$0	\$44,944	\$47,641	\$50,499	\$53,529	\$56,741	\$60,146	\$63,754	\$67,580	\$71,634	\$516,470
Route #22XW Bartow to Winter Haven	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$133,873	\$141,906	\$150,420	\$159,445	\$169,012	\$179,153	\$189,902	\$201,296	\$213,374	\$1,538,381
Route #30 Eagle Ridge Mall/Winter Haven	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$133,873	\$141,906	\$150,420	\$159,445	\$169,012	\$179,153	\$189,902	\$201,296	\$213,374	\$1,538,381
Route #30 Winter Haven to Eagle Ridge Mall	5 AM - 11 PM Service on Weekdays & Weekends	\$119,147	\$0	\$133,873	\$141,906	\$150,420	\$159,445	\$169,012	\$179,153	\$189,902	\$201,296	\$213,374	\$1,538,381
Route #40 Southside	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #44 Southwest	5 AM - 11 PM Service on Weekdays & Weekends	\$141,464	\$0	\$158,949	\$168,486	\$178,595	\$189,311	\$200,670	\$212,710	\$225,472	\$239,001	\$253,341	\$1,826,534
Route #50 Westside	5 AM - 11 PM Service on Weekdays & Weekends	\$74,138	\$0	\$83,301	\$88,299	\$93,597	\$99,213	\$105,165	\$111,475	\$118,164	\$125,254	\$132,769	\$957,237
Route #25 Fort Meade/Bartow	5 AM - 11 PM Service on Weekdays & Weekends	\$151,758	\$0	\$170,515	\$180,746	\$191,591	\$203,086	\$215,271	\$228,187	\$241,879	\$256,391	\$271,775	\$1,959,441
Route #35 Frostproof/Eagle Ridge Mall	5 AM - 11 PM Service on Weekdays & Weekends	\$490,981	\$0	\$551,666	\$584,766	\$619,852	\$657,043	\$696,465	\$738,253	\$782,549	\$829,502	\$879,272	\$6,339,367
ADA Paratransit Service for Expanded Service	ADA Paratransit Service for Expanded Hours	\$616,270	\$0	\$692,442	\$733,988	\$778,027	\$824,709	\$874,191	\$926,643	\$982,242	\$1,041,176	\$1,103,647	\$7,957,064
Enhance Service on Core Bus Routes													
		\$1,806,611	\$2,029,908	\$2,151,703	\$2,280,805	\$2,417,653	\$2,562,712	\$2,716,475	\$2,879,464	\$3,052,232	\$3,235,365	\$3,426,952	\$23,326,318
Route #10 Shuttle	5 AM - 11 PM Service with 30-Min Peak Frequency	\$107,806	\$0	\$121,131	\$128,399	\$136,103	\$144,269	\$152,925	\$162,101	\$171,827	\$182,137	\$193,065	\$1,391,958
Route #12 Lakeland to Winter Haven via Auburndale	5 AM - 11 PM Service with 30-Min Peak Frequency	\$193,295	\$0	\$217,187	\$230,218	\$244,031	\$258,673	\$274,193	\$290,645	\$308,084	\$326,569	\$346,163	\$2,495,762
Route #22XL Lakeland to Bartow	5 AM - 11 PM Service with 30-Min Peak Frequency	\$271,224	\$0	\$304,748	\$323,032	\$342,414	\$362,959	\$384,737	\$407,821	\$432,290	\$458,228	\$485,721	\$3,501,951
Route #31 South Florida Avenue	5 AM - 11 PM Service with 30-Min Peak Frequency	\$122,927	\$0	\$138,121	\$146,408	\$155,192	\$164,504	\$174,374	\$184,837	\$195,927	\$207,682	\$220,143	\$1,587,188
Route #41 Central Avenue	5 AM - 11 PM Service with 30-Min Peak Frequency	\$275,004	\$0	\$308,995	\$327,535	\$347,187	\$368,018	\$390,099	\$413,505	\$438,315	\$464,614	\$492,491	\$3,550,759
Route #52 North Florida Avenue	5 AM - 11 PM Service with 30-Min Peak Frequency	\$122,927	\$0	\$138,121	\$146,408	\$155,192	\$164,504	\$174,374	\$184,837	\$195,927	\$207,682	\$220,143	\$1,587,188
Route #10 Northside	5 AM - 11 PM Service with 30-Min Peak Frequency	\$252,687	\$0	\$283,919	\$300,954	\$319,012	\$338,152	\$358,442	\$379,948	\$402,745	\$426,910	\$452,524	\$3,262,606
Route #12 Winter Haven to Lakeland via Auburndale	5 AM - 11 PM Service with 30-Min Peak Frequency	\$193,295	\$0	\$217,187	\$230,218	\$244,031	\$258,673	\$274,193	\$290,645	\$308,084	\$326,569	\$346,163	\$2,495,762
Route #22XW Bartow to Winter Haven	5 AM - 11 PM Service with 30-Min Peak Frequency	\$267,444	\$0	\$300,500	\$318,530	\$337,642	\$357,901	\$379,375	\$402,137	\$426,265	\$451,841	\$478,952	\$3,453,144

Table 2-6

Annual Operating Costs for Transit Improvements (2010-2019)

Route	Description	Annual Operating Cost (2008)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total (2010-2019)
Add Bus Routes in the Urban Transit Service Area (UTSA)													
		\$5,004,655	\$230,649	\$5,623,231	\$5,960,625	\$6,318,262	\$6,697,358	\$7,099,199	\$7,525,151	\$7,976,660	\$8,455,260	\$8,962,575	\$64,848,971
Mulberry	New Service in Mulberry	\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
North Lakeland	New Service in North Lakeland	\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
Berkley Road Corridor/Polk City	New Service in Berkley Road Corridor/Polk City	\$580,250	\$0	\$651,969	\$691,087	\$732,552	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$7,491,979
East Winter Haven	New Service in East Winter Haven	\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
North Haines City	New Service in North Haines City	\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
Ronald Reagan Pkwy	New Service in US 27/Four Corners Area	\$580,250	\$0	\$651,969	\$691,087	\$732,552	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$7,491,979
Poinciana Connector	New Service in Poinciana Area	\$580,250	\$0	\$651,969	\$691,087	\$732,552	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$7,491,979
North Ridge Circulator (US 27 N)	New Service in North Ridge	\$290,125	\$230,649	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,976,639
USF Campus	New Service From Lakeland to USF Campus	\$580,250	\$0	\$651,969	\$691,087	\$732,552	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$7,491,979
Clear Springs Mine Area (PCC Corporate College)	New Service in Clear Springs Mine Area	\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
Medical Circulator	New Service in Midtown Area	\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
ADA Paratransit Service for New Services	ADA Paratransit Service for New Services Area	\$652,781	\$0	\$733,465	\$777,473	\$824,121	\$873,568	\$925,983	\$981,541	\$1,040,434	\$1,102,860	\$1,169,032	\$8,428,477
Establish Deviated Fixed-Route Service with Dial-a-Ride in Rural Transit Service Area (RTSA) *													
		\$870,375	\$0	\$450,325	\$477,344	\$505,985	\$536,344	\$568,524	\$602,636	\$638,794	\$677,122	\$717,749	\$5,174,822
Southeastern Zone (Frostproof and Babson Park)		\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
Southwestern Zone (Fort Meade and Bradley)		\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
Northeastern Zone (Poinciana)		\$290,125	\$0	\$325,984	\$345,543	\$366,276	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$3,745,990
Expand Paratransit Service in the Rural Transit Service Area													
		\$600,267	\$0	\$674,460	\$714,927	\$757,823	\$803,292	\$851,490	\$902,579	\$956,734	\$1,014,138	\$1,074,986	\$7,750,430
Expand Paratransit Service in the Rural Transit Service Area		\$600,267	\$0	\$674,460	\$714,927	\$757,823	\$803,292	\$851,490	\$902,579	\$956,734	\$1,014,138	\$1,074,986	\$7,750,430
Premium Transit Service Corridors													
		\$1,450,625	\$0	\$1,629,922	\$1,727,717	\$1,831,380	\$1,941,263	\$2,057,739	\$2,181,203	\$2,312,075	\$2,450,800	\$2,597,848	\$18,729,948
BRT Service from LAMTD Terminal to Lakeland Square Mall		\$870,375	\$0	\$977,953	\$1,036,630	\$1,098,828	\$1,164,758	\$1,234,643	\$1,308,722	\$1,387,245	\$1,470,480	\$1,558,709	\$11,237,969
Express Service Between Bartow and Lakeland		\$580,250	\$0	\$651,969	\$691,087	\$732,552	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$7,491,979
Sunday Service													
		\$1,684,166	\$0	\$1,892,329	\$2,005,868	\$2,126,220	\$2,253,794	\$2,389,021	\$2,532,362	\$2,684,304	\$2,845,362	\$3,016,084	\$21,745,345
Sunday Service on All Existing Routes		\$1,453,120	\$0	\$1,632,725	\$1,730,689	\$1,834,530	\$1,944,602	\$2,061,278	\$2,184,955	\$2,316,052	\$2,455,015	\$2,602,316	\$18,762,161
ADA Paratransit Service for New Sunday Service		\$231,046	\$0	\$259,603	\$275,180	\$291,690	\$309,192	\$327,743	\$347,408	\$368,252	\$390,347	\$413,768	\$2,983,184
Additional Service in Premium Transit Service Corridors													
		\$4,246,269	\$0	\$0	\$0	\$0	\$5,682,465	\$6,023,413	\$6,384,818	\$6,767,907	\$7,173,982	\$7,604,421	\$39,637,006
US 17 from SR 60A (Bartow) to the WHAT Terminal		\$580,250	\$0	\$0	\$0	\$0	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$5,416,371
From SR 37/ SR 60(Mulberry) to the LAMTD Terminal		\$580,250	\$0	\$0	\$0	\$0	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$5,416,371
On US 92/SR 544 from the LAMTD Terminal to the WHAT Terminal		\$870,375	\$0	\$0	\$0	\$0	\$1,164,758	\$1,234,643	\$1,308,722	\$1,387,245	\$1,470,480	\$1,558,709	\$8,124,557
On US 27 from Eagle Ridge Mall to Park-and-Ride at US 27/I-4		\$870,375	\$0	\$0	\$0	\$0	\$1,164,758	\$1,234,643	\$1,308,722	\$1,387,245	\$1,470,480	\$1,558,709	\$8,124,557
On SR 60 between from SR 37(Mulberry) to US 27(Lake Wales)		\$1,160,500	\$0	\$0	\$0	\$0	\$1,553,010	\$1,646,191	\$1,744,963	\$1,849,660	\$1,960,640	\$2,078,278	\$10,832,743
ADA Paratransit Service for New Services		\$184,519	\$0	\$0	\$0	\$0	\$246,929	\$261,744	\$277,449	\$294,096	\$311,742	\$330,446	\$1,722,406
Regional Express Bus Service in I-4 Corridor													
		\$1,560,248	\$0	\$0	\$0	\$0	\$2,087,964	\$2,213,242	\$2,346,037	\$2,486,799	\$2,636,007	\$2,794,167	\$14,564,217
Walt Disney World Express	I-4 & SR 559 to Walt Disney World	\$689,874	\$0	\$0	\$0	\$0	\$923,207	\$978,599	\$1,037,315	\$1,099,554	\$1,165,527	\$1,235,459	\$6,439,660
Plant City Express	I-4 & N Socrum Loop Rd to Plant City	\$290,125	\$0	\$0	\$0	\$0	\$388,253	\$411,548	\$436,241	\$462,415	\$490,160	\$519,570	\$2,708,186
Downtown Tampa Express	I-4 & N Socrum Loop Rd to Downtown Tampa	\$580,250	\$0	\$0	\$0	\$0	\$776,505	\$823,096	\$872,481	\$924,830	\$980,320	\$1,039,139	\$5,416,371
Other Service Improvements/Maintenance													
		\$3,369,054	\$1,267,779	\$2,994,947	\$3,174,644	\$3,365,122	\$4,344,073	\$4,604,717	\$4,881,000	\$5,173,860	\$5,484,292	\$5,813,349	\$41,103,783
Continue Promoting & Marketing Commuter Assistance Programs		\$31,800	\$33,708	\$35,730	\$37,874	\$40,147	\$42,556	\$45,109	\$47,815	\$50,684	\$53,725	\$56,949	\$444,298
Maintenance Costs		\$3,337,254	\$1,234,071	\$2,959,216	\$3,136,769	\$3,324,976	\$4,301,517	\$4,559,608	\$4,833,185	\$5,123,176	\$5,430,566	\$5,756,400	\$40,659,484
Projected Annual Operating Costs - Existing Service													
		\$11,392,785	\$12,076,352	\$12,800,933	\$13,568,989	\$14,383,128	\$15,246,116	\$16,160,883	\$17,130,536	\$18,158,368	\$19,247,870	\$20,402,743	\$159,175,919
Projected Annual Operating Costs - Additional New Service													
		\$25,317,010	\$1,498,428	\$19,750,448	\$20,935,475	\$22,191,603	\$32,070,572	\$33,994,806	\$36,034,495	\$38,196,564	\$40,488,358	\$42,917,660	\$288,078,409
Projected Annual Operating Costs													
		\$36,709,795	\$13,574,780	\$32,551,381	\$34,504,464	\$36,574,731	\$47,316,688	\$50,155,689	\$53,165,031	\$56,354,933	\$59,736,229	\$63,320,402	\$447,254,328

*The total cost to Establish Deviated Fixed-Route Service with Dial-a-Ride in Rural Transit Service Area (RTSA) shows the additional cost only. This improvement will replace the existing PCTSD routes #25 & #35 in 2010. costs (\$5,222,187 for 2010-2017) of which are already included under maintaining existing services.

Table 2-8
Summary of Projected Capital Costs for Fixed-Route Bus Service (2010-2019)

Category	Unit Cost (2008\$)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Ten-Year Cost
Buses - Fixed Route Expansion	\$640,500	\$22,596,840	\$0	\$0	\$17,750,524	\$0	\$0	\$0	\$0	\$0	\$0	\$40,347,364
Mini Buses - Paratransit Expansion	\$99,750	\$1,759,590	\$0	\$0	\$0	\$152,771	\$0	\$0	\$0	\$0	\$0	\$1,912,361
Service Support Vehicles	\$31,500	\$99,225	\$0	\$0	\$0	\$120,609	\$0	\$0	\$0	\$0	\$0	\$219,834
Bus Stop Improvement Program - Super Stops	\$69,300	\$72,765	\$76,403	\$80,223	\$84,235	\$88,446	\$0	\$0	\$0	\$0	\$0	\$402,073
BRT Enhanced Stops	\$42,000	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,500
BRT Designated Stations	\$252,000	\$1,058,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,058,400
Bus Stop Improvement Program - Shelters	\$18,480	\$97,020	\$101,871	\$106,965	\$112,313	\$117,928	\$123,825	\$130,016	\$136,517	\$0	\$0	\$926,455
Transit Signal Priority (signal priority software, signal controller hardware, and vehicle hardware)	\$525,000	\$1,653,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,653,750
Intermodal Centers/Park-and-Ride	\$630,000	\$661,500	\$694,575	\$729,304	\$765,769	\$804,057	\$844,260	\$886,473	\$930,797	\$977,337	\$1,026,204	\$8,320,276
FX TRAPEZE System Purchase/Installation or Upgrade	\$18,375	\$19,294	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,294
Automatic Vehicle Location (AVL) Unit Upgrades	\$6,300	\$0	\$0	\$0	\$53,604	\$0	\$84,426	\$0	\$0	\$0	\$0	\$138,030
Additional Upgrades to FX Vehicles	n/a	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
Acquire Land and Design New Expanded Operations/Maintenance Facility/Facilities	\$4,991,300	\$0	\$0	\$0	\$6,066,956	\$0	\$0	\$0	\$0	\$0	\$0	\$6,066,956
Construct New Expanded Operations/Maintenance Facility/Facilities	\$15,293,631	\$0	\$0	\$0	\$0	\$19,518,980	\$0	\$0	\$0	\$0	\$0	\$19,518,980
Miscellaneous Capital	\$105,000	\$110,250	\$115,763	\$121,551	\$127,628	\$134,010	\$140,710	\$147,746	\$155,133	\$162,889	\$171,034	\$1,386,713
Total		\$28,569,134	\$988,612	\$1,038,042	\$24,961,028	\$20,936,801	\$1,193,221	\$1,164,235	\$1,222,447	\$1,140,226	\$1,197,238	\$82,410,984

Notes:

- All buses are assumed to include electronic fare collection and CAD/AVL system (CAD/AVL costs \$6,000 and includes includes an in-vehicle logistics unit (VLU), control head and antenna). Assumes a central communication system is in place.
- Designated Stations cost - Per CBRT, \$150,000 in 2004. Based on PSTA's Central Avenue BRT Concept Planning Study, 2007. added real-time passenger information (signs, prediction and MDT software) @ \$25,000 & ticket vending machines @ \$40,000.
- Enhanced Stops cost based on CBRT, \$35,000 in 2004.
- FX TRAPEZE System Purchase/Installation or Upgrade assumes 5 new workstation and no new licenses.
- Cost to construct new expanded operations/maintenance facility/facilities does not include preliminary design costs, which is 15 percent of the total cost.
- Based on TPO staff, LAUSD has received funding for additional upgrades to 23 FX vehicles (\$220,000) in 2009.

Section 3 REVENUE PROJECTIONS

Transit revenue projections for existing and candidate sources developed for the Polk County 2008-2017 Consolidated TDP were updated and expanded for this TDP update. In developing and updating revenue projections, current and projected federal, state, and local sources of transit revenue were reviewed first and used to maintain the existing operating and capital transit needs from 2009 to 2018. Then, a number of additional revenue sources were identified to help cover any shortfall in maintaining existing levels of service and/or the additional expenses due to new transit improvements.

EXISTING REVENUE SOURCES

- **Federal Funds** - Federal revenue projections were developed to identify funding available for future transit services. As indicated previously in Technical Memorandum No. 1, the key sources of federal funding currently used in Polk County include Section 5307 and Section 5309 Discretionary Capital Funds. From these two sources, Federal Section 5307 operating funds 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 an urbanized area with over 200,000 persons. This financial plan, however, assumes that six percent of the Section 5307 funds will still be available to cover operating costs after 2012, and the remainder of the Section 5307 funds is allocated to cover capital costs.
- **State Funds** - The only state revenue source that is identified in this financial plan for Polk County at this time is the FDOT Block Grant Program funds that are distributed to transit agencies on an annual basis to be used to cover both transit capital and operating/maintenance expenses. It is assumed that Polk County will continue to receive the FDOT Block Grants at current levels.
- **Local Property Tax Revenues** - Currently, locally-generated 0.488-mill property tax is utilized, together with other federal, state, and local sources, to fund the services provided by LAMTD. However, as indicated previously in the Technical Memorandum No. 1, current property tax legislation that is pending voter approval may severely reduce the local property tax revenues for transit services in Polk County. This financial plan, however, does not consider any impact of this new legislation, which nonetheless is difficult to measure at this time. Other state funds may become available, but are not included in the revenues listed here, due to uncertainty in the level of funding to be provided.
- **Local Government Contributions** - Local government contributions 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.

- **Private Developer Contributions** - Polk County and the City of Lakeland has successfully implemented development policies and regulations that allow for the mitigation of transportation impacts to include funding contributions from developers, mostly as part of Community Redevelopment Agencies (CRA) strategies, to be paid towards capital and operating expenses for transit services. Already in place are contributions from the Oakbridge community developer in south Lakeland to purchase a bus and fund the operations of a route for up to five years. Similar arrangements with other CRA's are in process and include the North Ridge (Polk County) and Mid-town (Lakeland) for services identified in this TDP. Costs and revenues for these services have been included in the TDP as appropriate.

- **Fare Revenues** - Fare revenues also are locally-generated funds obtained from the system users through cash fares and pass sales. It is assumed that the fares will be increased 10 percent every two years starting in 2009.

Table 3-1 presents the summary of revenues that can be reasonably expected to be available from the sources currently identified to fund transit services offered by LAMTD and WHAT/PCTSD and later by the Polk Transit Authority.

CANDIDATE REVENUE SOURCES

- **Ad Valorem (Property Taxes)** - Under provisions of the Polk Transit Authority Bill (2007 Florida House Bill 777) the Polk Transit Authority is authorized to levy Ad Valorem taxes of up to 3 mills in any single year, subject to voter approval.

- **Charter County Transportation System Surtax** - The Charter County Transportation System Surtax (2009 Florida House Bill 1205) allows counties with a charter to levy up to a one percent discretionary sales surtax (local option sales tax), subject to voter approval, to fund a public transportation system or projects. The tax has no time limit, does not apply to single item sales amounts above \$5,000 or fuel sales taxes.

**Table 3-1
Existing Revenue Summary (2010-2019)**

Source	Total (2010-2019)
Operating Revenue	
LAMTD	\$89,680,425
Federal Section 5307	\$10,908,087
State Block Grant	\$8,513,421
Property Taxes	\$40,492,816
Advertising Revenues	\$1,180,780
Operating Assistance	\$5,207,592
Fare Revenues	\$19,175,290
Interest/Miscellaneous Income	\$4,202,440
WHAT/PCTSD	\$26,933,655
Federal Section 5307	\$8,323,831
Federal Section 5311	\$3,183,998
FDOT Block Grant	\$7,627,338
Local match for Section 5311	\$4,547,182
Other Local Funds	\$1,458,205
Fare Revenues – WHAT	\$1,237,839
Fare Revenues – PCTSD	\$555,262
Total Operating Revenue	\$116,614,079
Capital Revenue	
LAMTD	\$11,703,072
Federal Section 5307	\$5,698,857
Federal Section 5309	\$5,784,215
Other Capital Grants	\$220,000
WHAT/PCTSD	\$15,373,407
Federal Section 5307	\$8,872,511
Federal Section 5309	\$6,500,896
Total Capital Revenue	\$27,076,478
Total Revenues	\$143,690,557

- **Passenger Fare Revenues** - Additional fare revenues due to expanded services also are projected to become another source of funding for the transit services through 2018. The revenues are projected based on the current farebox ratio and it is assumed that fares will be increased by 10 percent every two years starting in 2009.

- **ITS/Congestion Management Funds** - The annual set-aside of ITS/Congestion Management funds in the adopted 2030 TRIP includes funds targeted for transit projects. These funds will be used to implement the identified bus stop improvements or to provide operating assistance for transit service development. These funds, which will be allocated according to established priorities by the Polk TPO that vary by year, and are not assumed as a steady and significant revenue source, are not included in this financial plan at this time.

- **Other Potential Sources** - There are many sources of potential funding that could be applied for and pursued by the Polk Transit Authority (PTA) for various kinds of specific projects and programs. However, included here is discussion on five sources that should not be forgotten, and if obtained, will enhance the budget and allow for various service opportunities.

- o **New Freedom Program** - This new formula funding program provides funding for services that are developed beyond that required by ADA to assist persons with disabilities. A 50 percent local match is required for operational costs while a 20 percent match is required for capital costs. In order to receive funds, a locally coordinated transportation plan has to be developed.

- o **Job Access and Reverse Commute Program (JARC)** - This program provides funding to develop transportation services for welfare recipients and low income individuals for use to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities. The program also funds employment support activities such as job training. The JARC Program funds are distributed by formula to designated recipients in urbanized areas with over 200,000 in population and to the states through an application process. A 20 percent local match is required.

- o **Transit Small Start Funds** - With a stable and significant local funding source, the PTA would have a good chance to apply for and receive federal discretionary funding for implementing a Transit Small Start project related to the Bus Rapid Transit (BRT) project included in the TDP, and probably increased amounts of funding for bus purchases and facility construction under the Section 5309 program. Costs and revenues for these programs are not assumed or included in the finance plan, as these funding sources are fully discretionary.

- o **FDOT Service Demonstration and Transit Corridor Funds** - The discretionary funding from the Florida Department of Transportation for Service Demonstration and Transit Corridor type projects.

o **Developer Contributions** - This source was discussed in the previous section and concerns the implementation of development policies and regulations that allow for the mitigation of transportation impacts to include funding contributions from developers, mostly as part of Community Redevelopment Authorities (CRA) strategies, to be paid towards capital and operating expenses for transit services. Costs and revenues for these services have been included in the TDP as appropriate.

REVENUES AND COST SUMMARY

Table 3-2 presents the summary of Polk Consolidated TDP costs and revenues from 2009 through 2018 for both maintaining existing services and future improvements. Various revenue sources that are currently available for funding transit in Polk County are projected to be available through 2018, while one source of additional revenues, increased farebox as a result of new service expansion is also included. Table 3-2 shows the annual operating and capital funding shortfalls, which amount to a total of over \$448 million for the next 10 years.

Table 3-2
10-Year Revenues and Costs
Polk Consolidated TDP Financial Plan

Category	Polk Transit Authority (PTA)										Total (2010-2019)	
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
Operating Costs												
LAMTD	\$8,770,461	\$9,289,188	\$9,839,039	\$10,421,882	\$11,039,695	\$11,694,576	\$12,388,751	\$13,124,576	\$13,904,551	\$14,731,324	\$115,204,043	
Maintain Existing LAMTD Routes	\$6,167,401	\$6,537,445	\$6,929,692	\$7,345,473	\$7,786,202	\$8,253,374	\$8,748,576	\$9,273,491	\$9,829,900	\$10,419,694	\$81,291,247	
Maintain Existing Handy Bus Paratransit Service	\$2,478,040	\$2,626,743	\$2,784,348	\$2,951,409	\$3,128,493	\$3,316,203	\$3,515,175	\$3,726,085	\$3,949,651	\$4,186,630	\$32,662,795	
Contract Services for WHAT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Planning and Technical Activities	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$1,250,000	
WHAT/PCTS	\$3,480,891	\$3,689,745	\$3,911,130	\$4,145,797	\$4,394,545	\$4,658,218	\$4,937,711	\$5,233,974	\$5,548,012	\$5,880,893	\$45,880,916	
Maintain Existing WHAT Routes	\$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	\$4,024,217	\$31,395,704	
Maintain Existing PCTS Fixed-Routes	\$497,763	\$527,629	\$559,286	\$592,843	\$628,414	\$666,119	\$706,084	\$748,451	\$793,358	\$840,960	\$6,560,910	
Maintain Existing PCTS Demand Response	\$551,201	\$584,273	\$619,529	\$656,489	\$695,878	\$737,631	\$781,889	\$828,802	\$878,530	\$931,242	\$7,265,262	
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	
Polk Transit Authority	\$2,178,436	\$2,142,015	\$2,269,886	\$2,054,803	\$3,472,563	\$3,650,542	\$3,873,599	\$4,105,180	\$4,319,176	\$4,612,951	\$310,789,151	
Implement Centralized Scheduling and Dispatch of Door-to-Door Trips	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Open Brokerage of Door-to-Door Trips in the Urban Transit Service Area	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Implement Commuter Assistance Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Develop Common Service Plan for Seamless Transit Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Improve Hours & Frequencies on Existing Routes	\$0	\$4,455,327	\$4,722,647	\$5,006,008	\$5,306,366	\$5,624,748	\$5,962,233	\$6,319,966	\$6,699,164	\$7,101,114	\$51,197,570	
Enhance Service on Core Bus Routes	\$0	\$2,029,908	\$2,151,703	\$2,280,005	\$2,417,653	\$2,562,712	\$2,716,475	\$2,879,464	\$3,052,232	\$3,235,365	\$23,326,310	
Add Bus Routes in the Urban Transit Service Area (UTSA)	\$230,649	\$5,623,231	\$5,960,625	\$6,318,262	\$6,697,259	\$7,099,199	\$7,525,151	\$7,976,640	\$8,455,260	\$8,962,575	\$64,848,971	
Establish Deviated Fixed-Route Service with Dial-A-Ride In Rural Transit	\$0	\$450,325	\$477,344	\$505,985	\$536,244	\$568,524	\$602,636	\$638,704	\$677,122	\$717,749	\$5,174,822	
Expand Paratransit Service in the Rural Transit Service Area	\$0	\$474,460	\$497,927	\$527,823	\$560,292	\$595,490	\$632,579	\$671,634	\$712,735	\$755,948	\$5,750,430	
Premium Transit Service Corridors	\$0	\$1,629,922	\$1,727,717	\$1,831,380	\$1,941,263	\$2,057,739	\$2,181,203	\$2,312,075	\$2,450,800	\$2,597,848	\$18,729,948	
Sunday Service	\$0	\$1,892,329	\$2,005,868	\$2,126,220	\$2,253,794	\$2,389,021	\$2,532,362	\$2,684,304	\$2,845,362	\$3,016,084	\$21,745,345	
Additional Express Bus Service in Premium Transit Service Corridors	\$0	\$0	\$0	\$0	\$5,682,465	\$6,023,413	\$6,384,818	\$6,767,907	\$7,173,982	\$7,604,421	\$59,637,006	
Regional Express Bus Service in I-4 Corridor	\$0	\$0	\$0	\$0	\$2,087,964	\$2,213,242	\$2,346,037	\$2,486,799	\$2,636,007	\$2,794,167	\$14,564,217	
Continue Promoting & Marketing Commuter Assistance Programs	\$33,708	\$35,730	\$37,874	\$40,147	\$42,556	\$45,109	\$47,815	\$50,684	\$53,725	\$56,949	\$444,298	
Maintenance Costs	\$1,234,071	\$2,959,216	\$3,136,769	\$3,324,974	\$3,501,517	\$4,559,608	\$4,833,185	\$5,123,176	\$5,430,566	\$5,756,400	\$40,659,848	
Contingency (5% of Total Operating Cost)	\$680,008	\$1,661,567	\$1,757,411	\$1,863,200	\$2,401,991	\$2,545,735	\$2,698,104	\$2,859,616	\$3,030,818	\$3,212,292	\$22,710,742	
Total Operating Costs	\$14,429,788	\$34,390,948	\$36,443,055	\$38,622,482	\$49,906,803	\$52,893,336	\$56,059,061	\$59,414,730	\$62,971,739	\$66,742,168	\$471,874,110	
Capital Costs												
LAMTD	\$2,831,060	\$810,613	\$4,330,253	\$3,687,318	\$4,528,694	\$5,225,365	\$1,170,048	\$2,452,775	\$4,599,680	\$4,790,664	\$34,426,472	
Replacement - Buses	\$1,995,000	\$0	\$2,199,488	\$1,847,570	\$2,909,922	\$4,073,891	\$0	\$561,433	\$2,358,019	\$2,475,920	\$18,421,241	
Vehicle Replacement - Mini-Buses	\$0	\$0	\$549,872	\$808,312	\$484,987	\$0	\$0	\$701,791	\$1,031,633	\$1,083,215	\$4,659,810	
Service Support Vehicles	\$0	\$0	\$0	\$109,499	\$0	\$0	\$0	\$0	\$0	\$0	\$109,499	
Intelligent Transportation Systems	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$500,000	
Downtown Lakeland Bus Terminal	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$300,000	
Admin / Maintenance Operating Costs	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$500,000	
Environmental / Remediation - Fuel Farm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Bus Stop Shelter Program	\$291,060	\$305,613	\$320,894	\$336,938	\$353,785	\$371,475	\$390,048	\$409,551	\$430,028	\$451,530	\$3,660,921	
Other Capital Costs	\$415,000	\$375,000	\$1,130,000	\$455,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$6,275,000	
WHAT/PCTS	\$963,560	\$1,805,986	\$2,288,537	\$1,143,356	\$688,084	\$808,918	\$2,407,726	\$2,234,844	\$1,723,741	\$1,810,765	\$15,875,517	
Vehicle Replacement - Buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Vehicle Replacement - Mini-Buses	\$199,500	\$1,152,113	\$1,319,693	\$692,839	\$0	\$254,618	\$1,470,420	\$1,684,299	\$884,257	\$928,470	\$8,586,208	
Vehicle Replacement - Vans	\$220,500	\$92,610	\$388,962	\$51,051	\$268,019	\$112,568	\$472,786	\$62,053	\$325,779	\$324,068	\$2,336,396	
Bus Stop Shelter Program	\$291,060	\$305,613	\$320,894	\$336,938	\$353,785	\$371,475	\$390,048	\$409,551	\$430,028	\$451,530	\$3,660,921	
Winter Haven Terminal Loan Payback	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	
Miscellaneous Capital - PCTS	\$52,500	\$55,650	\$58,989	\$62,528	\$66,280	\$70,257	\$74,472	\$78,941	\$83,677	\$88,698	\$691,992	
Polk Transit Authority	\$28,569,134	\$988,612	\$1,038,042	\$24,961,028	\$20,936,801	\$1,193,221	\$1,164,235	\$1,222,447	\$1,140,226	\$1,197,238	\$82,410,984	
Buses - Fixed Route Expansion	\$0	\$0	\$0	\$17,750,524	\$0	\$0	\$0	\$0	\$0	\$0	\$40,347,364	
Mini Buses - Paratransit Expansion	\$1,759,590	\$0	\$0	\$0	\$152,771	\$0	\$0	\$0	\$0	\$0	\$1,912,361	
Service Support Vehicles	\$99,225	\$0	\$0	\$0	\$120,609	\$0	\$0	\$0	\$0	\$0	\$219,834	
Bus Stop Improvement Program	\$169,785	\$178,274	\$187,188	\$196,547	\$206,375	\$123,825	\$130,016	\$136,517	\$0	\$0	\$1,328,527	
BRT	\$2,932,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,932,650	
Intermodal Centers/Park-and-Ride	\$661,500	\$694,575	\$729,304	\$765,769	\$804,057	\$844,260	\$886,473	\$930,797	\$977,337	\$1,026,204	\$8,320,276	
New Technology/Upgrades	\$239,294	\$0	\$0	\$53,604	\$0	\$84,426	\$0	\$0	\$0	\$0	\$377,324	
Acquire Land and Design New Expanded Operations/Maintenance Facility	\$0	\$0	\$0	\$6,066,956	\$0	\$0	\$0	\$0	\$0	\$0	\$6,066,956	
Construct New Expanded Operations/Maintenance Facility/Facilities	\$0	\$0	\$0	\$0	\$19,518,980	\$0	\$0	\$0	\$0	\$0	\$19,518,980	
Miscellaneous Capital	\$110,250	\$115,763	\$121,551	\$127,628	\$134,010	\$140,710	\$147,746	\$155,133	\$162,889	\$171,034	\$1,386,713	
Total Capital Costs	\$32,363,754	\$3,605,210	\$7,656,833	\$29,791,703	\$26,153,580	\$7,227,504	\$4,742,009	\$5,910,065	\$7,463,648	\$7,798,667	\$132,712,973	
Total Costs	\$46,793,542	\$37,996,158	\$44,099,887	\$68,414,185	\$76,060,382	\$60,120,840	\$60,801,070	\$65,324,795	\$70,435,386	\$74,540,835	\$604,587,082	
Operating Revenue												
LAMTD	\$8,179,412	\$8,324,794	\$8,618,256	\$8,814,134	\$8,368,806	\$8,639,291	\$9,114,795	\$9,410,089	\$9,943,975	\$10,266,872	\$89,680,425	
Federal Section 5307	\$1,651,000	\$1,600,530	\$1,548,546	\$1,495,002	\$662,382	\$701,675	\$743,325	\$787,475	\$834,273	\$883,879	\$10,908,087	
State Block Grant	\$742,630	\$764,909	\$787,856	\$811,492	\$835,837	\$860,912	\$886,739	\$913,341	\$940,741	\$968,946	\$8,513,421	
Property Taxes	\$3,532,209	\$3,638,175	\$3,747,320	\$3,859,740	\$3,975,532	\$4,094,798	\$4,217,642	\$4,344,171	\$4,474,497	\$4,608,731	\$40,492,816	
Advertising Revenues	\$103,000	\$106,090	\$109,273	\$112,551	\$115,927	\$119,405	\$122,987	\$126,677	\$130,477	\$134,392	\$1,180,780	
Operating Assistance	\$454,261	\$467,889	\$481,925	\$496,381	\$511,275	\$526,613	\$542,411	\$558,684	\$575,444	\$592,707	\$5,207,592	
Fare Revenues	\$1,354,683	\$1,395,323	\$1,436,999	\$1,478,828	\$1,520,816	\$1,562,963	\$1,605,275	\$1,647,751	\$1,690,391	\$1,733,206	\$14,518,290	
Interest/Miscellaneous Income	\$341,629	\$351,878	\$362,434	\$373,320	\$384,648	\$396,427	\$408,668	\$421,379	\$434,561	\$447,716	\$4,202,440	
Contract Revenue (WHAT Service)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
WHAT/PCTS	\$3,262,522	\$3,360,398	\$3,474,649	\$3,578,888	\$2,221,071	\$2,027,037	\$2,120,273	\$2,198,851	\$2,302,043	\$2,387,924	\$26,933,655	
Federal Section 5307	\$1,550,002	\$1,596,502	\$1,644,397	\$1,693,729	\$263,673	\$279,493	\$296,263	\$314,038	\$332,881	\$352,854	\$8,323,831	
Federal Section 5311	\$396,653	\$408,553	\$420,809	\$433,433	\$446,436	\$459,922	\$473,922	\$488,422	\$502,922	\$518,422	\$4,183,998	
FDOT Block Grant	\$665,337	\$685,297	\$705,856	\$727,031	\$748,842	\$771,307	\$794,447	\$818,280	\$842,828	\$868,113	\$7,627,338	
Local Match for Section 5311	\$396,653	\$408,553	\$420,809	\$433,433	\$446,436	\$459,922	\$473,922	\$488,422	\$502,922	\$518,422	\$4,183,998	
Other Local Funds	\$127,200	\$131,016	\$134,946	\$138,996	\$143,165	\$147,460	\$151,883	\$156,440	\$161,133	\$165,967	\$1,458,205	
Fare Revenues - WHAT	\$87,450	\$90,074	\$102,053	\$105,115	\$109,095	\$112,995	\$116,818	\$120,565	\$124,246	\$127,872	\$1,237,839	
Fare Revenues - PCTS	\$39,228	\$40,405	\$45,778	\$47,152	\$53,423	\$55,026	\$62,344	\$64,214	\$72,755	\$74,937	\$655,262	
Polk Transit Authority	\$1,428	\$1,037,084	\$1,099,309	\$1,116,527	\$1,716,135	\$1,819,103	\$1,922,825	\$2,043,944	\$2,166,581	\$2,296,576	\$12,489,511	
Revenue Source 1 - TBD	TBD	TBD	TBD	T								

Section 4 FUNDING SHORTFALL & STRATEGIES

The main aspect of this finance plan update is to revise the 2008-2017 Polk Consolidated TDP revenue projections, most importantly the revenues generated by property taxes after full implementation of mandated reform measures approved in Florida legislative actions over the last year. This section summarizes the updated funding shortfalls for continuing/expanding existing services and adding new services and new capital/infrastructure improvements. In addition, this section presents the funding strategies to overcome the updated revenue shortfalls from 2009 through 2018.

MAINTAIN EXISTING SERVICES

The additional local revenue requirements for maintaining the service as it exists today are illustrated in Figure 4-1. This projection of funding requirement presents the total annual revenue need that can be generated from increasing a revenue source currently available, for example property taxes or county/city allocations, or implementing a new source, such as sales tax. It should be noted that the need shown is in addition to the current local non-ad-valorem revenues, including advertising revenues, operating assistance from cities/municipalities, contract revenues, and local general fund revenues. Based on Figure 4-1, the local government revenue need is increasing from nearly \$7 million in FY 2009, to more than \$15 million in FY 2018. In total, \$108.4 million in total property tax or sales tax revenues is required to fund the existing services through 2018.

PROVIDE IMPROVED TRANSIT SERVICES

Another scenario of local revenue requirements is illustrated in Figure 4-2. This projection of funding requirement presents the total annual revenue need from new revenue sources, such as sales tax or property tax. Again, note that the need shown is in addition to the current local non-ad-valorem revenues, including advertising revenues, operating assistance from cities/municipalities, contract revenues, and local general fund revenues. Based on Figure 4-2, the local government revenue need is increasing from more than \$37 million in FY 2009, to more than \$60 million in FY 2018. In FY 2012 and 2013 there are significant increases in the local revenue requirement due to the implementation of new service and capital improvements and the loss of federal operating funding.

Figure 4-1

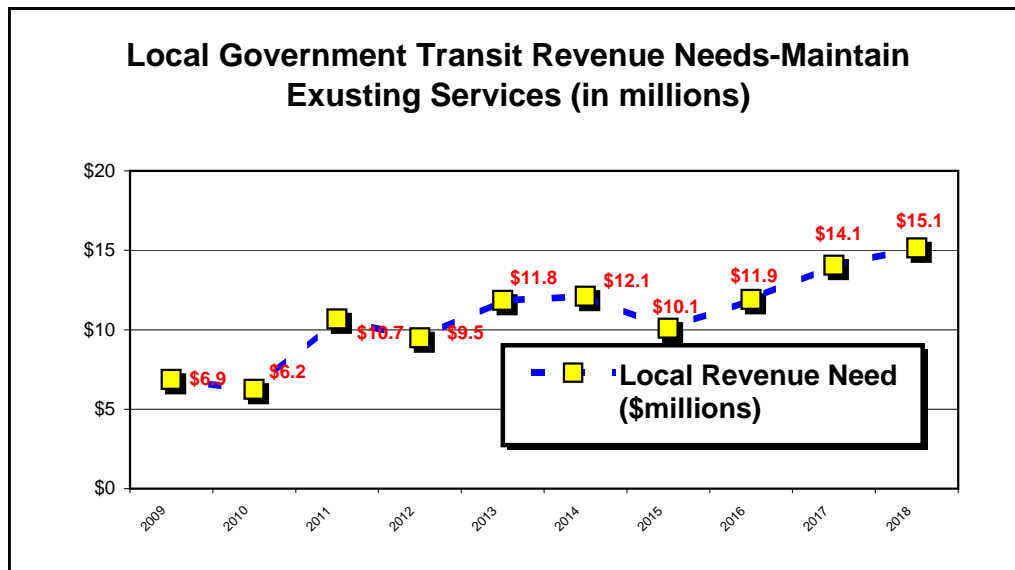
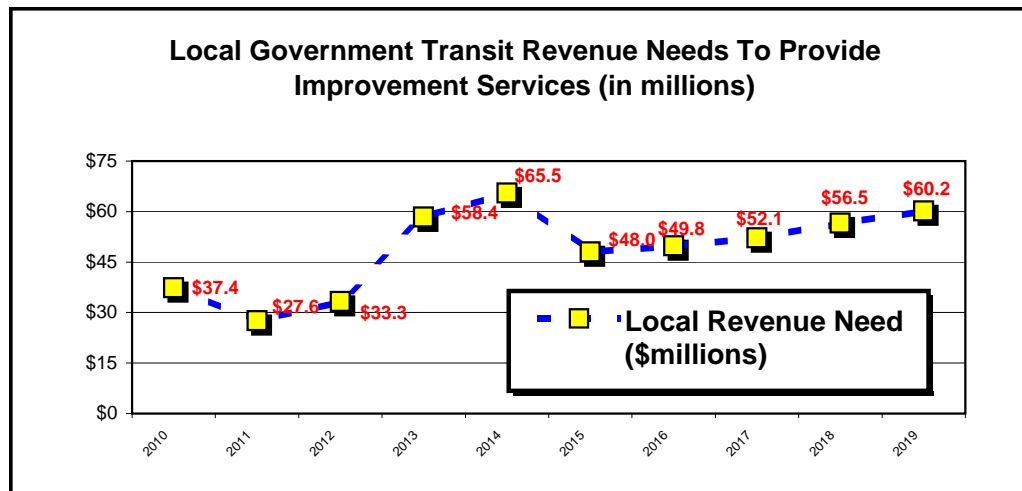


Figure 4-2



FUNDING SHORTFALL

Table 4-1 summarizes the annual funding needs for the next 10 years to maintain existing fixed route and ADA paratransit services and to enhance the transit services in Polk County. Annual funding shortfalls for both future scenarios are then reduced by the existing property tax revenue estimates to gauge the need for additional property tax or sales tax proceeds that would potentially be collected by the PTA.

**Table 4-1
Transit Funding Need (2010-2019)**

Year	Maintain Existing			Transit Enhancements		
	Total	Existing Prop. Tax*	Net Shortfall	Total	Existing Prop. Tax*	Net Shortfall
2010	\$6,864,470	\$3,532,209	\$3,332,261	\$37,390,612	\$3,532,209	\$33,858,403
2011	\$6,241,584	\$3,638,175	\$2,603,409	\$27,605,127	\$3,638,175	\$23,966,952
2012	\$10,680,236	\$3,747,320	\$6,932,916	\$33,311,856	\$3,747,320	\$29,564,536
2013	\$9,484,638	\$3,859,740	\$5,624,898	\$58,383,943	\$3,859,740	\$54,524,203
2014	\$11,840,358	\$3,975,532	\$7,864,826	\$65,533,587	\$3,975,532	\$61,558,055
2015	\$12,096,622	\$4,094,798	\$8,001,824	\$48,011,281	\$4,094,798	\$43,916,483
2016	\$10,089,141	\$4,217,642	\$5,871,499	\$49,793,151	\$4,217,642	\$45,575,509
2017	\$11,907,318	\$4,344,171	\$7,563,147	\$52,142,000	\$4,344,171	\$47,797,829
2018	\$14,056,471	\$4,474,497	\$9,581,974	\$56,549,292	\$4,474,497	\$52,074,795
2019	\$15,148,367	\$4,608,731	\$10,539,636	\$60,178,980	\$4,608,731	\$55,570,249
Shortfall	\$108,409,206	\$40,492,816*	\$67,916,390	\$488,899,829	\$40,492,816*	\$448,407,014

*Reflects existing property tax proceeds for transit and not a shortfall.

FUNDING STRATEGIES

Two main funding strategies with variations were development based on a range of potential funding source options. These strategies, the Ad Valorem property tax and the Charter County Transit System Surtax sales tax, together with PTA's authority to collect taxes, provide the best opportunities to establish a dedicated funding source for transit. These sources can provide a stable revenue stream, generate the revenues necessary to cover the projected funding shortfalls, and have the potential to garner enough support to be implemented. Each of these strategies is summarized below.

Ad Valorem Tax

One of the two potential major local revenue sources for public transportation, Ad Valorem tax, was evaluated to estimate the extent to which this source would need to be implemented in order to fund the public transportation system described in the Polk Consolidated TDP.

Annual Ad Valorem mills needed under two revenue scenarios, one scenario for existing services and the other for enhanced services was determined based on revenue generated by one mill in Polk County based on the Property Appraiser’s parcel database for Polk County.

Based on updated property value data for 2008, which reflects the impacts of recent property tax reform measures, total revenue generated by one mill countywide for Polk County was \$34.4 million. This information was then used to derive the total Ad Valorem mills needed in each year. Based on the actual millage, which differs each year due to fluctuations in revenue need, a fixed millage levy was assumed. The millage rates required for maintaining the existing services and providing enhanced services are presented in Tables 4-2 and 4-3 below.

**Table 4-2
Ad Valorem Tax Requirement – Mills
Maintain Existing Services Scenario (2010-2019)**

Year	Local Revenue Need	Countywide Mills
2010	\$6,864,470	0.275
2011	\$6,241,584	0.275
2012	\$10,680,236	0.275
2013	\$9,484,638	0.275
2014	\$11,840,358	0.275
2015	\$12,096,622	0.275
2016	\$10,089,141	0.275
2017	\$11,907,318	0.275
2018	\$14,056,471	0.275
2019	\$15,148,367	0.275
Revenues	\$108,409,206	\$111,634,329

**Table 4-3
Ad Valorem Tax Requirement – Mills
Provide Enhanced Services Scenario (2010-2019)**

Year	Local Revenue Need	Countywide Mills
2009	\$37,390,612	1.210
2010	\$27,605,127	1.210
2011	\$33,311,856	1.210
2012	\$58,383,943	1.210
2013	\$65,533,587	1.210
2014	\$48,011,281	1.210
2015	\$49,793,151	1.210
2016	\$52,142,000	1.210
2017	\$56,549,292	1.210
2018	\$60,178,980	1.210
Revenues	\$488,899,829	\$491,191,048

Sales Tax

The other potential major local revenue source for public transportation in Polk County, sales tax, also was evaluated to estimate the extent to which it would need to be implemented in order to fund the public transportation system described in the Polk Consolidated TDP.

Sales tax levies needed under the two revenue scenarios were determined based on revenue generated by one penny sales tax countywide for Polk County. Based on the 2007 Florida Local Government Financial Information Handbook, a one percent sales tax in Polk County would generate \$74.4 million countywide. This information was used to derive the total pennies of sales tax needed in each year to fund the TDP. Similar to determining a fixed millage for Ad Valorem taxes, a fixed number of pennies for each year was determined to the extent possible. The number of pennies required for maintaining the existing services and providing enhanced services are presented in Tables 4-4 and 4-5.

**Table 4-4
Sales Tax Requirement – Pennies
Maintain Existing Services Scenario (2010-2019)**

Year	Local Revenue Need	Countywide Pennies
2010	\$6,864,470	0.110
2011	\$6,241,584	0.110
2012	\$10,680,236	0.110
2013	\$9,484,638	0.110
2014	\$11,840,358	0.110
2015	\$12,096,622	0.110
2016	\$10,089,141	0.110
2017	\$11,907,318	0.110
2018	\$14,056,471	0.110
2019	\$15,148,367	0.110
Revenues	\$108,409,206	\$113,401,473

**Table 4-5
Sales Tax Requirement – Pennies
Provide Enhanced Services Scenario (2010-2019)**

Year	Local Revenue Need	Countywide Pennies
2010	\$37,390,612	0.477
2011	\$27,605,127	0.477
2012	\$33,311,856	0.477
2013	\$58,383,943	0.477
2014	\$65,533,587	0.477
2015	\$48,011,281	0.477
2016	\$49,793,151	0.477
2017	\$52,142,000	0.477
2018	\$56,549,292	0.477
2019	\$60,178,980	0.477
Revenues	\$488,899,829	\$491,750,020

It should be noted that this information presents the various funding strategies available to the County, of which the best scenario(s) need to be selected and the projections of numbers of mills of Ad Valorem taxes or pennies of sales tax needs to be approved by the PTA Board.