



LAKE COUNTY  
FLORIDA

# Public Transportation Budget Workshop

December 18, 2012

# Purpose



- Overview of Public Transportation issues and services provided by Lake County
- Funding for those services
- Issues to consider for the future of Public Transportation

# Presentation Outline



- Public Transportation System's impact on General Fund
- History of Public Transportation System
- Types of Public Transportation & Ridership Trends
- Transit Funding
- Transit Service Analysis
- Programmatic Challenges
- FY 2013-14 Budget Considerations



# Impact on General Fund



- Total Funding from General Fund
  - General Fund Transfer for FY 2013 \$1,406,281
  - Budgeted Fund Balance \$ 448,402
  
- How it is Allocated
  - Paratransit (Lake County Connection) \$1,380,222
  - Fixed Route (LakeXpress) \$ 0
  - Lynx Routes in South Lake County
    - Route 204 from Clermont to Orlando \$ 168,376
    - Route 55 in Four Corners Area \$ 70,734
  - Administration \$ 170,062
  - Capital \$ 65,289

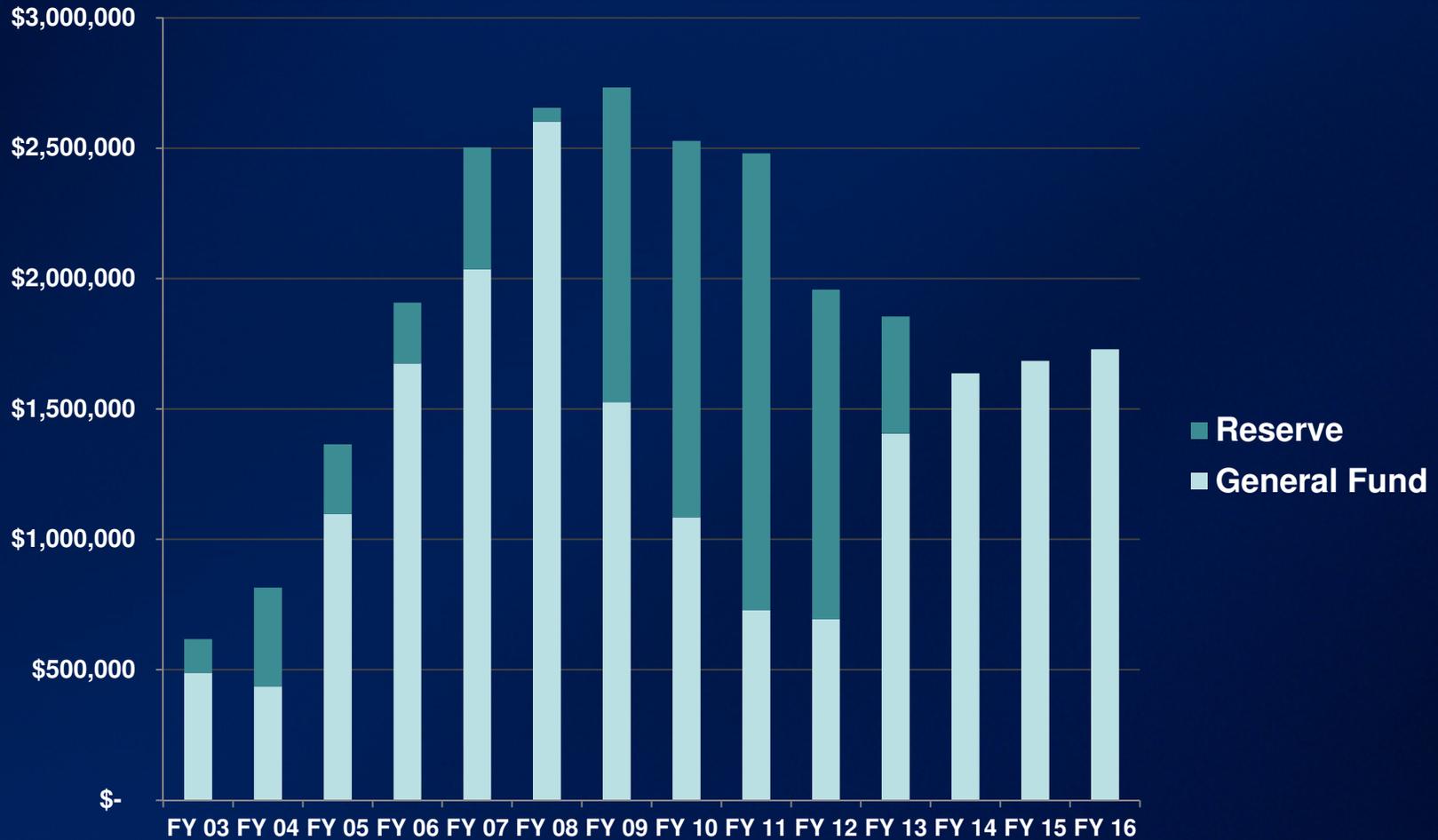
# Impact on General Fund



## Budget Summary/Analysis

### FY 2014 Budget Impact

# General Fund Subsidy and Fund Balance



FY 13 through FY 16 based on projections

# History of Public Transportation System



## Paratransit History

- 1983 Agreement with LSBC
- 2001 Lake County designated CTC
- MV Transportation Contract (BCC, 2005)
- Transit Operation Plan adopted, 2005

## Fixed Route History

- Routes 1 & 2 (Lady Lake to Eustis & Leesburg Circulator) 2007
- Route 3 (Mt. Dora Circulator) 2008
- Route 4 (Paisley to Zellwood) 2009

# Types of Public Transportation and Ridership Trends



# Types of Public Transportation



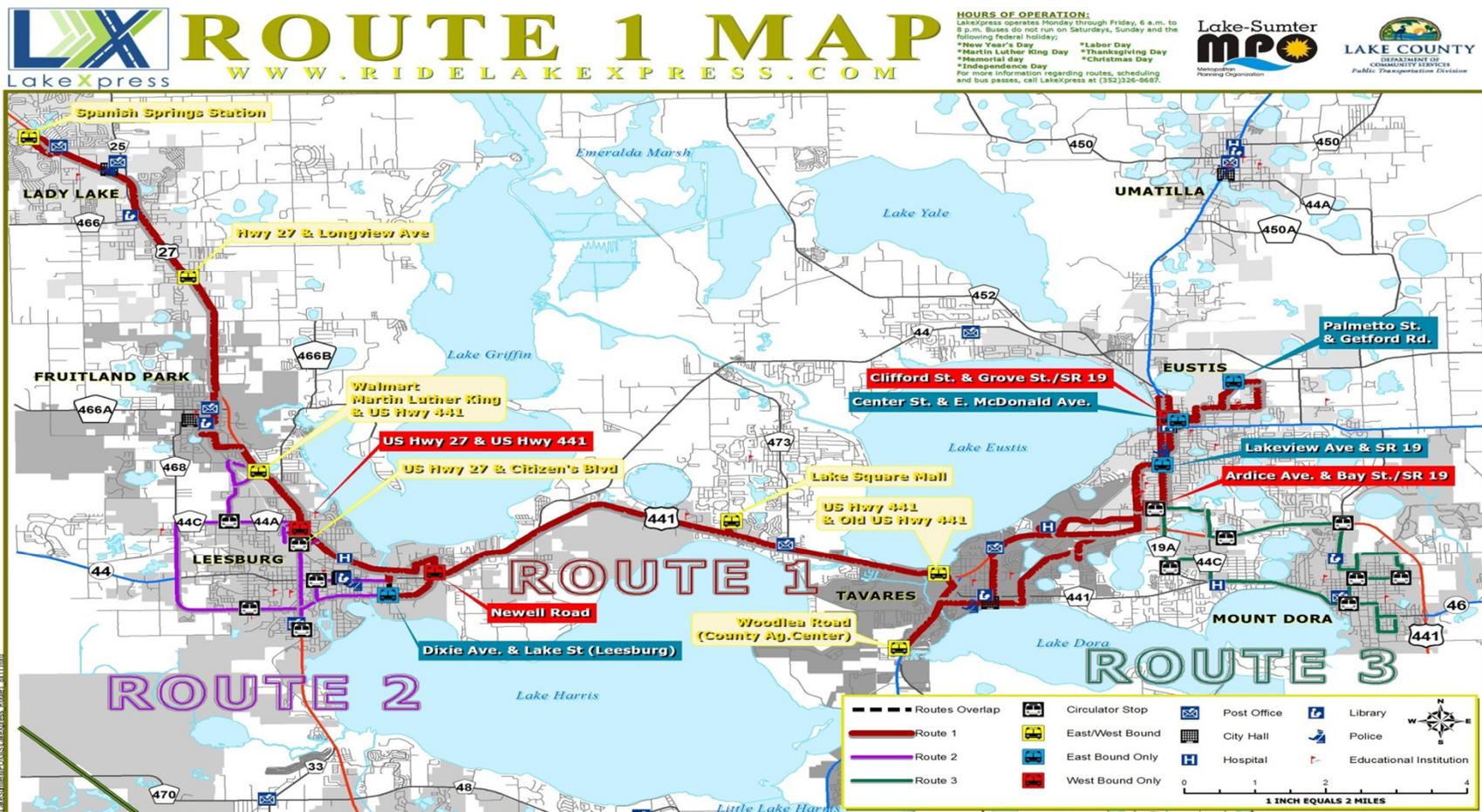
- LakeXpress – North Lake fixed route service
- LYNX Routes 204 & 55 - Clermont and Four Corners
- Lake County Connection – paratransit service

# Types of Public Transportation



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## LakeXpress – North Lake fixed route service



# Types of Public Transportation



## LYNX Route 204 - Clermont

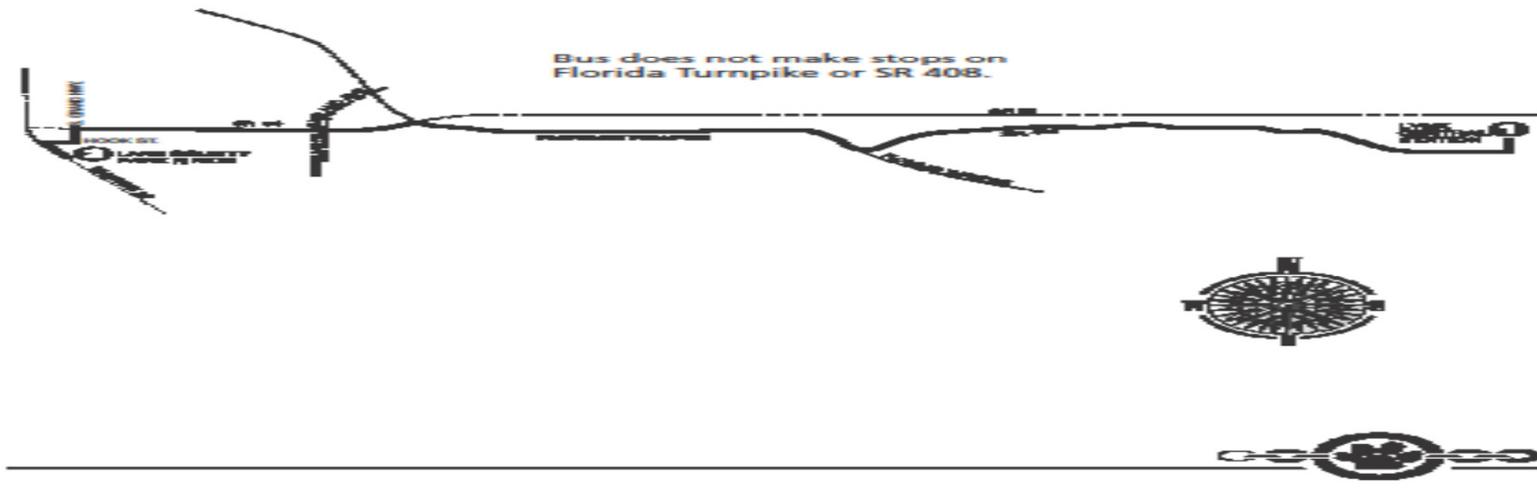
### Xpress Link 204

No Saturday - Sunday/Holiday service

Monday - Friday

LAKE COUNTY PARK N RIDE TO DOWNTOWN ORLANDO		DOWNTOWN ORLANDO TO LAKE COUNTY PARK N RIDE	
LAKE COUNTY PARK N RIDE	LYNX CENTRAL STATION	LYNX CENTRAL STATION	LAKE COUNTY PARK N RIDE
<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>
5:30	6:20	6:30	7:20
6:00	6:50	<b>4:00</b>	<b>4:50</b>
6:30	7:20	<b>4:30</b>	<b>5:20</b>
7:00	7:50	<b>5:00</b>	<b>5:50</b>
7:30	8:20	<b>5:30</b>	<b>6:20</b>
5:00	5:50	<b>6:00</b>	<b>6:50</b>

P.M. Times are shown in bold



# Types of Public Transportation



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## LYNX Route 55 – Four Corners

**Link 55**  
W. U.S. 192/Four Corners  
Monday–Sunday & Holiday  
service

**SERVING:**  
Osceola Square Mall  
Old Town  
Celebration  
Orange Lake  
Summer Bay

Four Corners Walmart



**Sunday & Holiday**

OSCEOLA SQUARE MALL TO FOUR CORNERS						FOUR CORNERS TO OSCEOLA SQUARE MALL					
1	2	3	4	5	6	6	5	4	3	2	1
OSCEOLA SQUARE MALL	U.S. 192 & SR 55	U.S. 192A OLD TOWN	U.S. 192 & FORNOSA GARDENS BLVD.	PUBLIX AT SUMMER BAY	FOUR CORNERS WALMART	FOUR CORNERS WALMART	PUBLIX AT SUMMER BAY	U.S. 192 & FORNOSA GARDENS BLVD.	U.S. 192A OLD TOWN	U.S. 192 & SR 55	OSCEOLA SQUARE MALL
6:30	6:40	6:48	6:50	6:59	7:14	6:30	6:31	6:39	6:53	7:01	7:13
6:30	6:40	6:48	6:50	6:59	7:14	6:30	6:31	6:39	6:53	7:01	7:13
7:00	7:10	7:18	7:20	7:29	7:44	7:00	7:01	7:09	7:23	7:31	7:43
7:30	7:40	7:48	7:50	7:59	8:14	7:30	7:31	7:39	7:53	8:01	8:13
8:00	8:10	8:18	8:20	8:29	8:44	8:00	8:01	8:09	8:23	8:31	8:43
8:30	8:40	8:48	8:50	8:59	9:14	8:30	8:31	8:39	8:53	9:01	9:13
9:00	9:10	9:18	9:20	9:29	9:44	9:00	9:01	9:09	9:23	9:31	9:43
9:30	9:40	9:48	9:50	9:59	10:14	9:30	9:31	9:39	9:53	10:01	10:13
10:00	10:10	10:18	10:20	10:29	10:44	10:00	10:01	10:09	10:23	10:31	10:43
10:30	10:40	10:48	10:50	10:59	11:14	10:30	10:31	10:39	10:53	11:01	11:13
11:00	11:10	11:18	11:20	11:29	11:44	11:00	11:01	11:09	11:23	11:31	11:43
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8:30	8:40	8:48	8:50	9:00	9:14	9:25	9:31	9:39	9:53	10:01	10:13

P.M. Times are shown in bold

Additional stops are located approximately every 1/2 mile along route to U.S. 192.



# Types of Public Transportation



## Fixed Route Service Lake Express

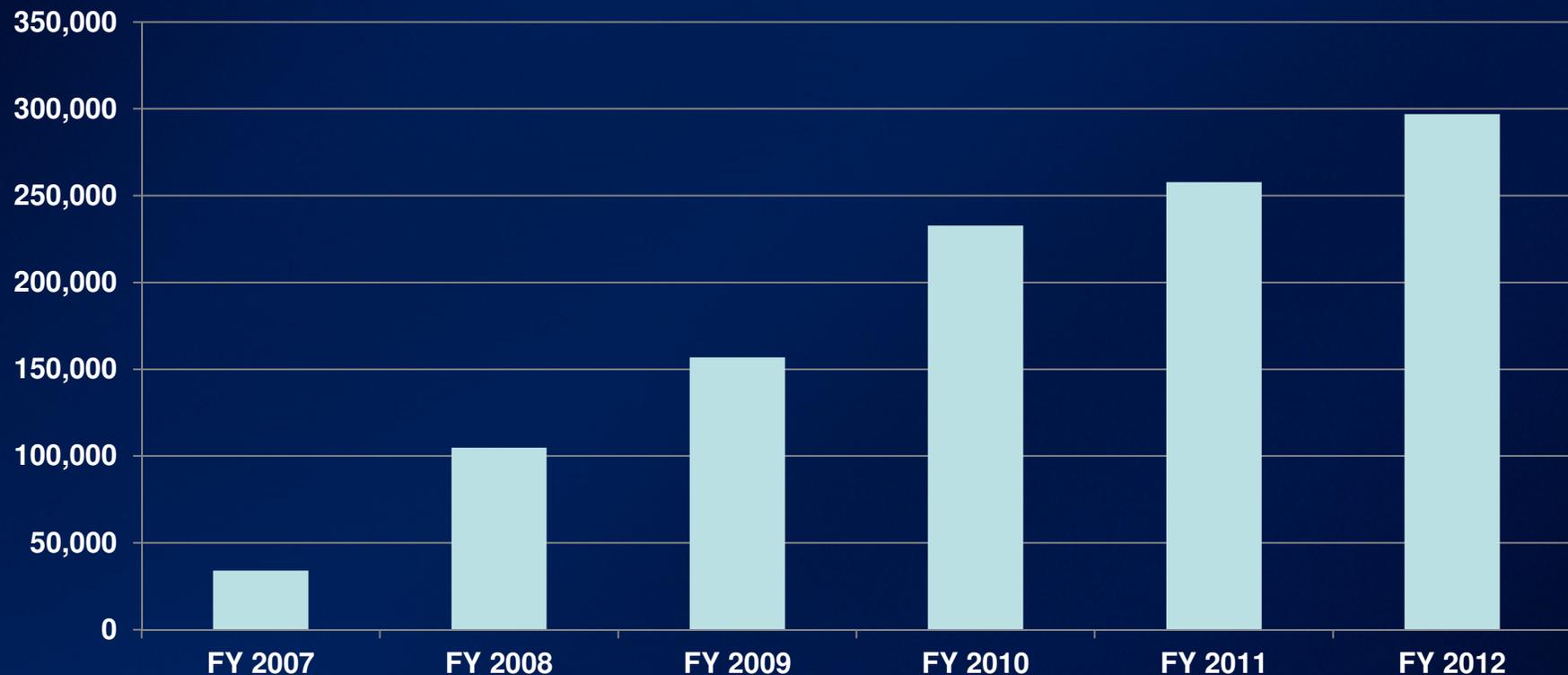
Fixed Route: Passengers go to the bus

- Each bus runs the same hourly route all day
- Only available in North Lake County
- The most productive
- The least expensive per trip and overall
- 7 Routes
- 296,969 Trips in FY 2012

# Types of Public Transportation and Ridership Trends



## LakeXpress Trips Per Year



\* Estimated.

Note: There was no Fixed Route prior to Fiscal Year 2007.

# Types of Public Transportation and Ridership Trends



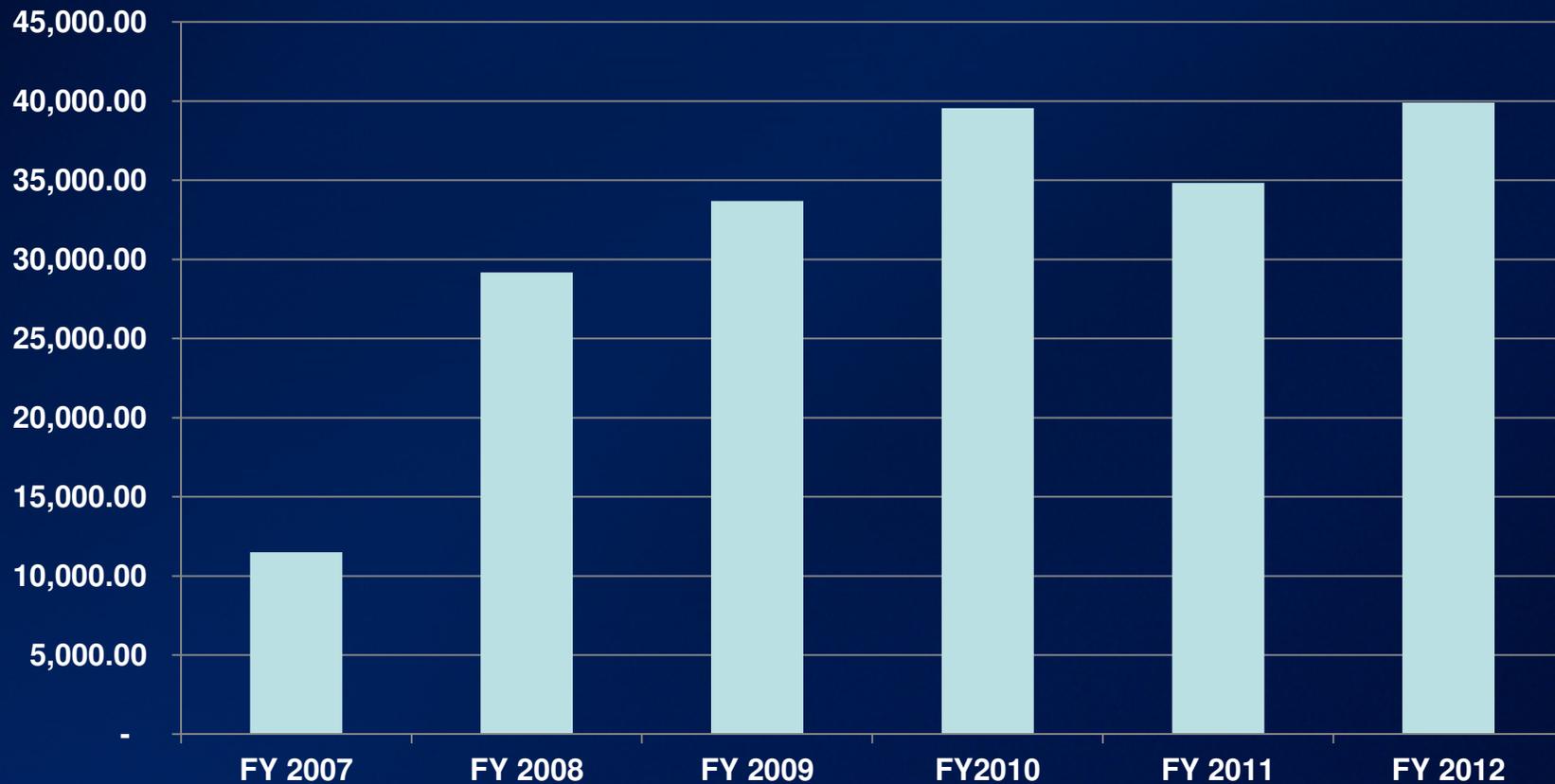
## Contractual Agreement between Lake County and Lynx

- Link 204 – Clermont Park and Ride to Downtown Orlando
- Link 55 – US 27/US 192 to Attractions Areas

# Types of Public Transportation and Ridership Trends



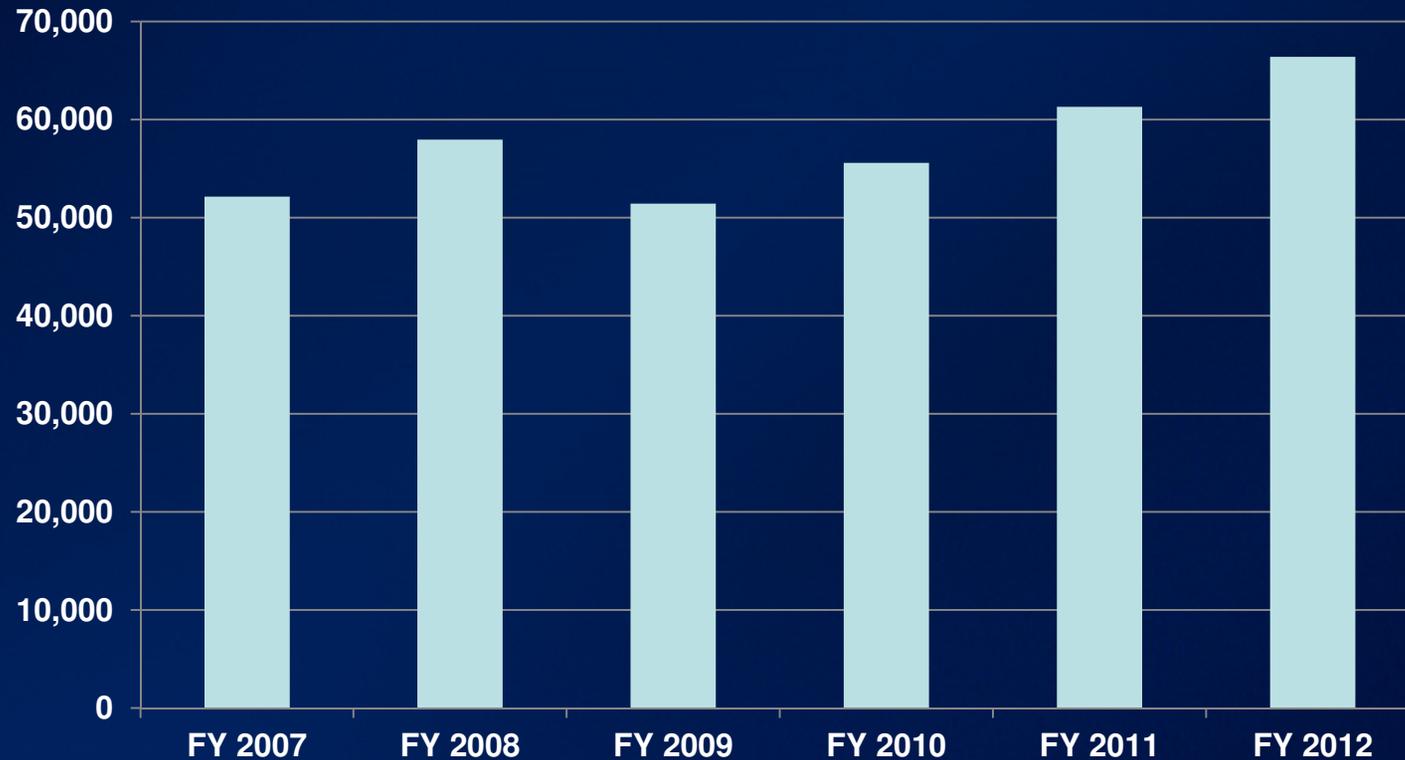
## Lynx Link 204 Trips Per Year



# Types of Public Transportation and Ridership Trends



## Lynx Link 55 Trips Per Year



# Paratransit Service



# Types of Public Transportation and Ridership Trends



## Paratransit Service Lake County Connection

Paratransit: The bus goes to the passenger

- Buses run different routes based on passenger needs
- Available Countywide
- The rider must be eligible for the service
- The most expensive per trip and overall
- 46 Routes
- 148,039 Trips in FY 2012

# Lake County's Role in Providing Public Transportation



- County is not required to provide service or funding for paratransit trips (ADA trips required as long as County provides fixed route service).
- No statutory requirement that the County has to be the Community Transportation Coordinator (CTC).
- In order to receive Federal funding, the County must be the designated recipient.
- Historically, BCC has chosen to be the CTC and the designated recipient and to fund these trips at varying levels.

# Lake County's Role in Providing Public Transportation



- CTC Designation process
  - Current MOA expires June 2013
  - In order to re-designate, BCC must send letter of intent, resolution and signed agreements to MPO by January 11, 2013
  - MPO Board reviews and forwards to TDCB for approval
  - MPO sends to Commission for Transportation Disadvantaged (CTD)
  - CTC designation becomes effective July 1, 2013

# Paratransit Service



## Eligibility Criteria & Process for Determining Eligibility

- Chapter 427, Florida Statutes
- Transportation Disadvantaged Service Plan (BCC, 2004)
- ADA Paratransit Operating Policies (BCC, 2008)



# Paratransit Service



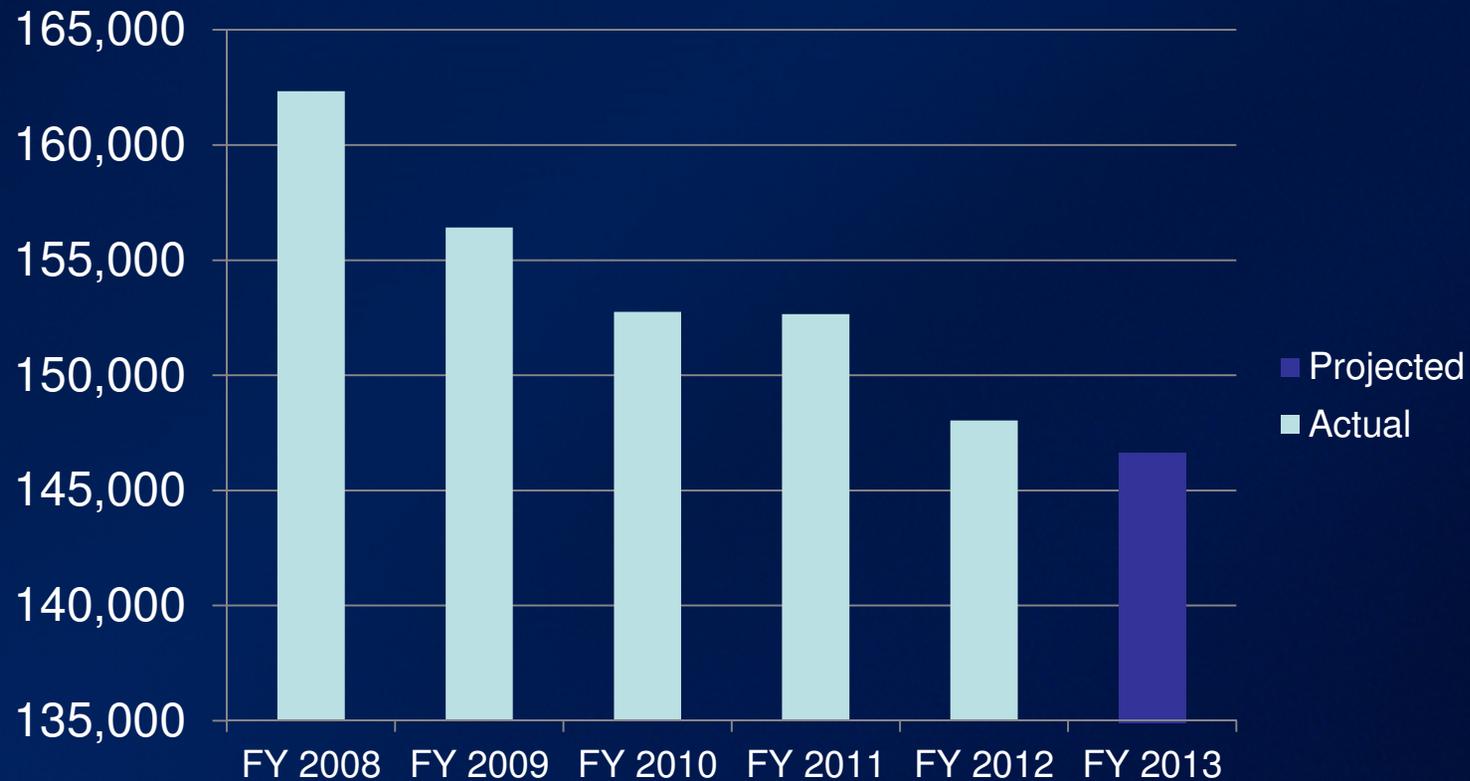
## Prioritization of County Funded Paratransit Trips

- Medical
- Nutritional
- ~~Employment-2012~~
- ~~Training/Education 2012~~
- ~~Life Sustaining (shopping, banking/SS, visits to hospitals/nursing home, recreational) -2007~~

# Types of Public Transportation and Ridership Trends



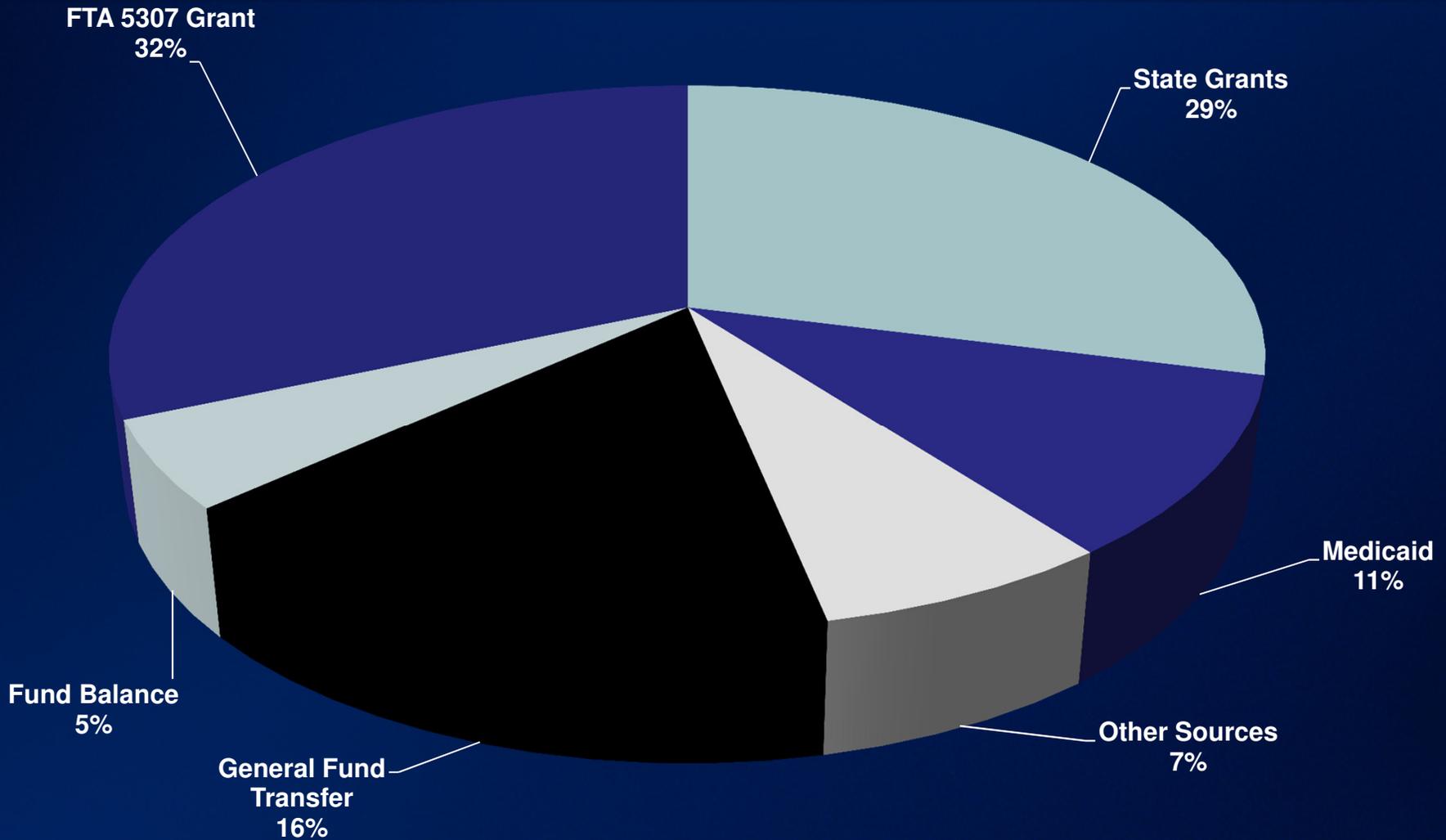
## Paratransit Passenger Trips Paid by Lake County Per Year



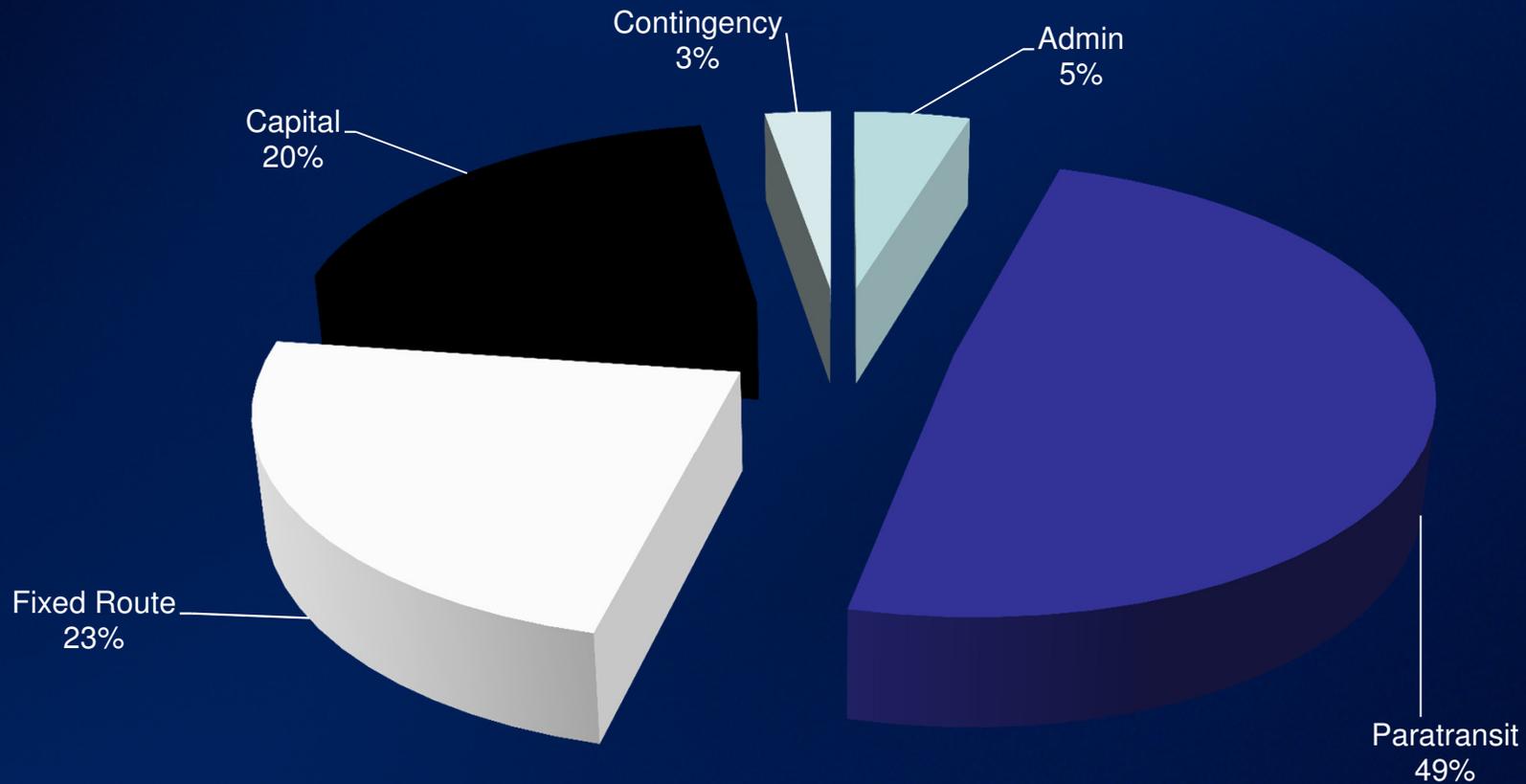
# Transit Funding – FY 2013



# Total Transit System Revenues = \$8,534,602



# Total Transit System Expenses = \$8,534,602

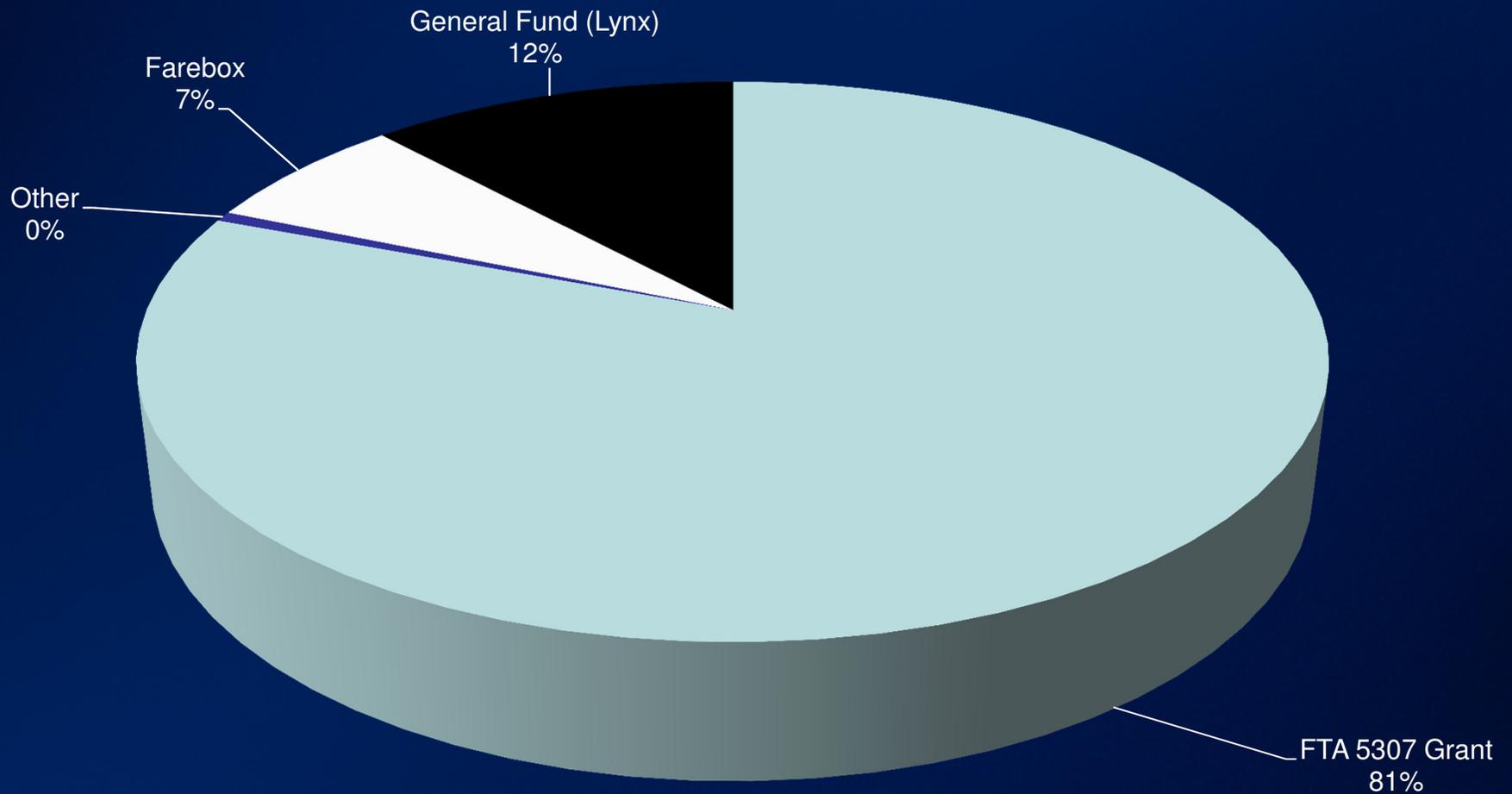


# Capital = \$1,717,888

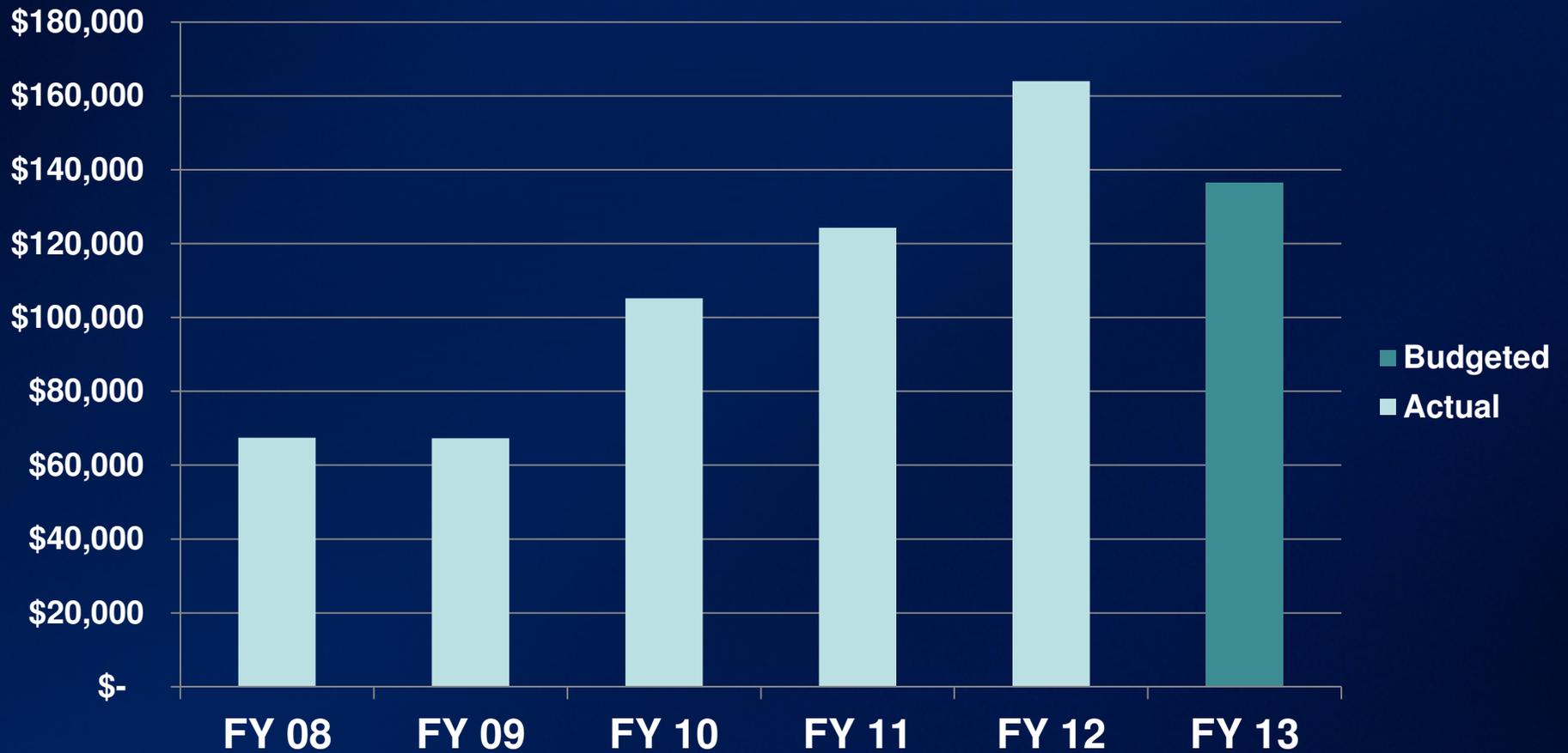


Description	Fixed Route	Paratransit
Shelters	\$186,944	
Bus Stops	\$275,355	
Facility Improvements	\$231,966	
Security Cameras	\$78,345	
Mobile Lifting Station	\$40,000	
Bus Wash	\$35,000	
Paratransit Vans		\$652,891
Vehicle Locator System		\$217,387
<b>TOTAL CAPITAL</b>	<b>\$847,610</b>	<b>\$870,278</b>

# Fixed Route Operating Revenues = \$2,007,855



# Fixed Route Farebox



# Farebox Recovery Rates for Fixed Route



- National Average 35.0%
- Florida Average 21.0%
- LakeXpress 7.6%

Fixed Route Fares make up 6.8% of revenues

# Farebox Recovery Rate Florida Averages



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## Florida average just over 21%

- LYNX 23.8%
- Votran 18.9%
- Hart 19.1%
- Collier Area Transit 19.1%
- **LakeXpress 7.59%**
- JTA (Jacksonville) 15.4%
- LeeTran 14.7%
- Miami-Dade 23.5%
- PTSA (Pinellas) 10.6%
- SCAT (Sarasota) 7.7%

# Farebox Recovery Rate for Bus Service National Averages

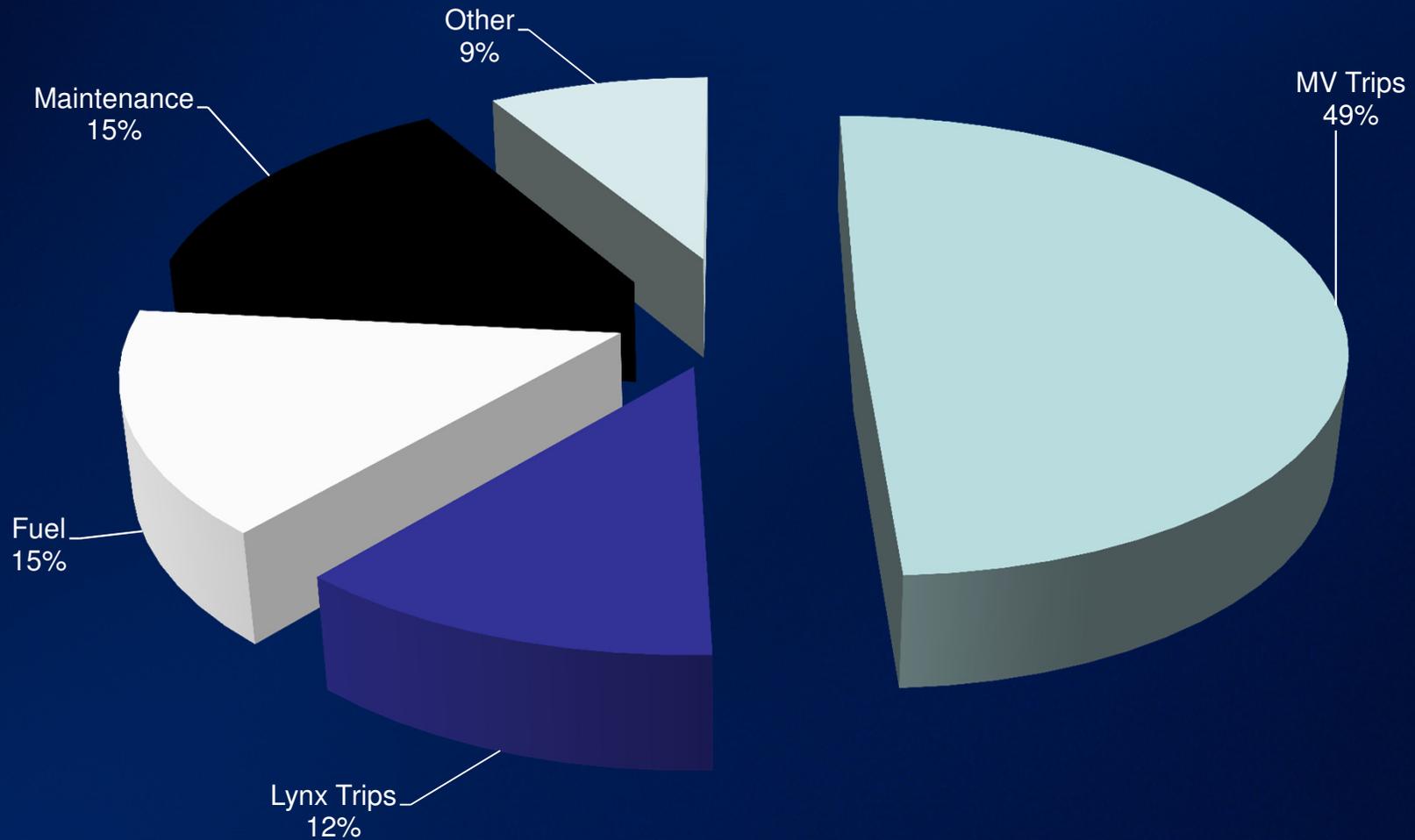


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**National Average is about 35%**

<b>Location</b>	<b>Population</b>	<b>Trips</b>	<b>Recovery Rate</b>
Phoenix-Mesa, AZ	2,907,049	9,863,450	13.0%
Denver-Aurora, CO	1,984,889	26,667,821	36.0%
Washington, DC-VA-MD	3,933,920	133,773,567	21.6%
Atlanta, GA	3,499,840	83,346,491	30.1%
Chicago, IL-IN	8,307,904	202,569,039	49.9%
Lansing, MI	300,032	10,884,997	26.7%
Winston-Salem, NC	299,290	2,957,172	18.5%

# Fixed Route Expenses = \$2,007,855

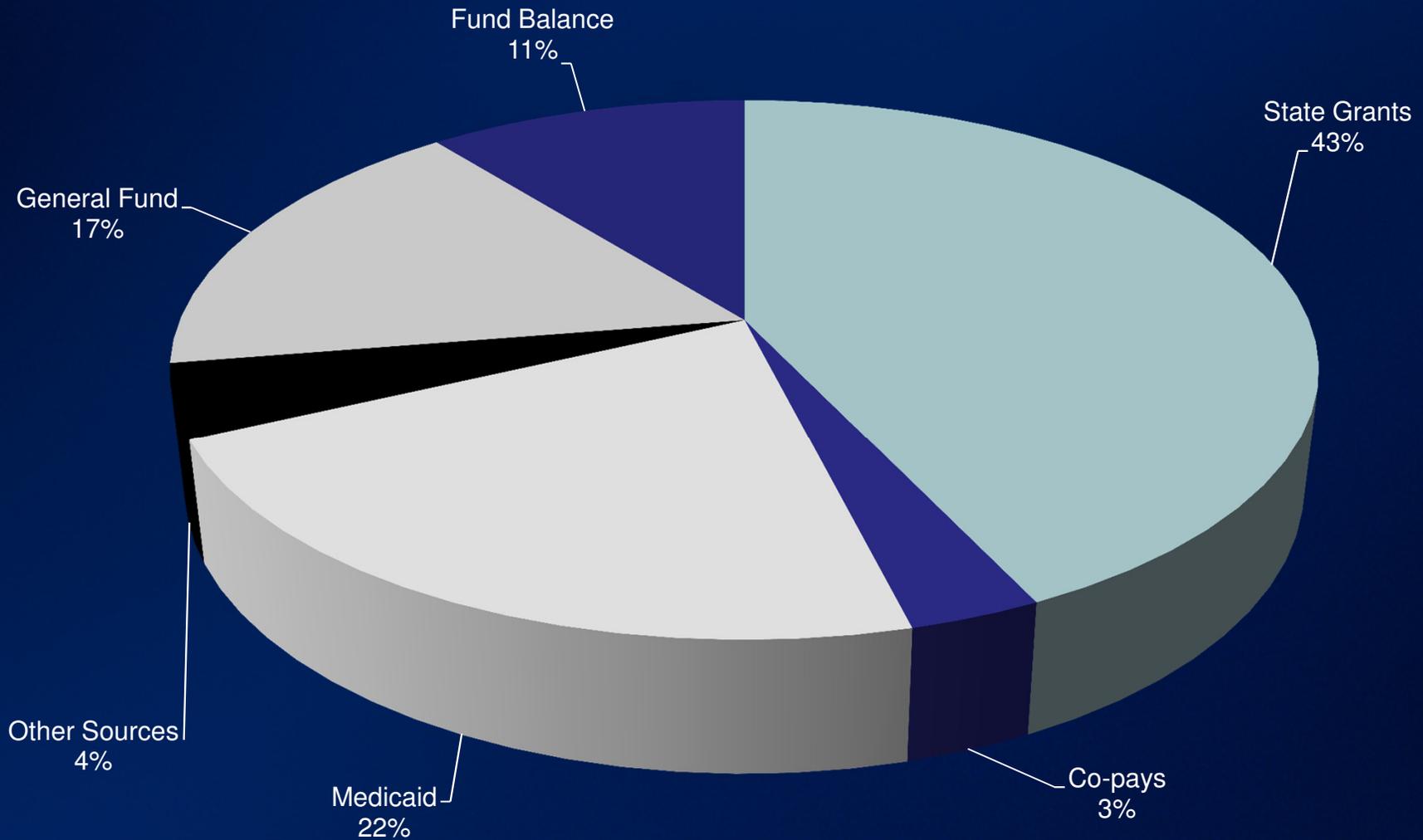


# Fixed Route Grants

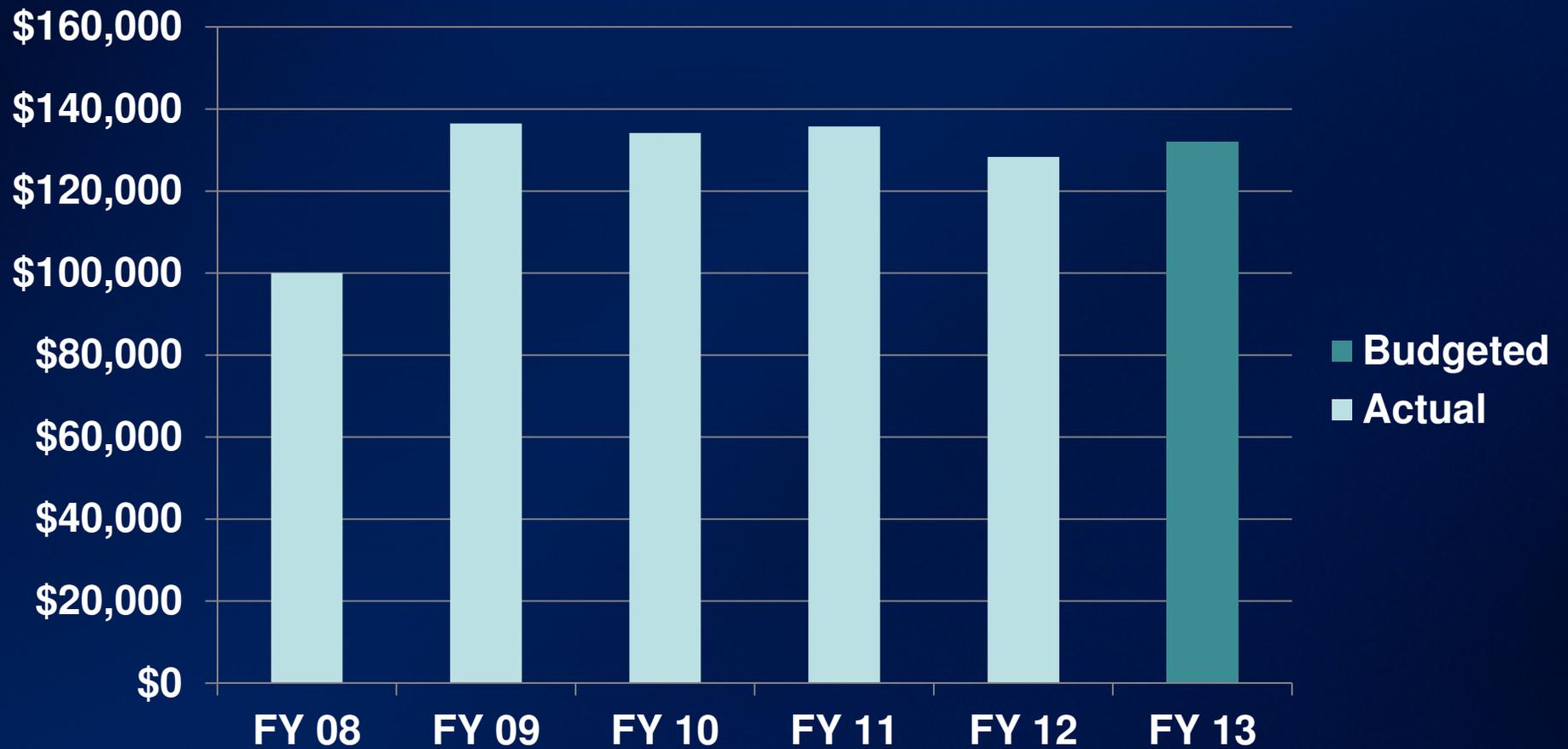


- Federal Transit Administration 5307 Grant - \$2,687,341
- Utilized for Capital and Operating
- Matches
  - Soft match (No cash matches required)
  - Capital – Toll Revenue Credits
  - Operating – Human Services Contracts, such as Medicaid, Mid-Florida, etc. used as a Local Share
- No General Fund Subsidy required

# Paratransit Operating Revenues = \$4,174,576



# Paratransit Co-pays



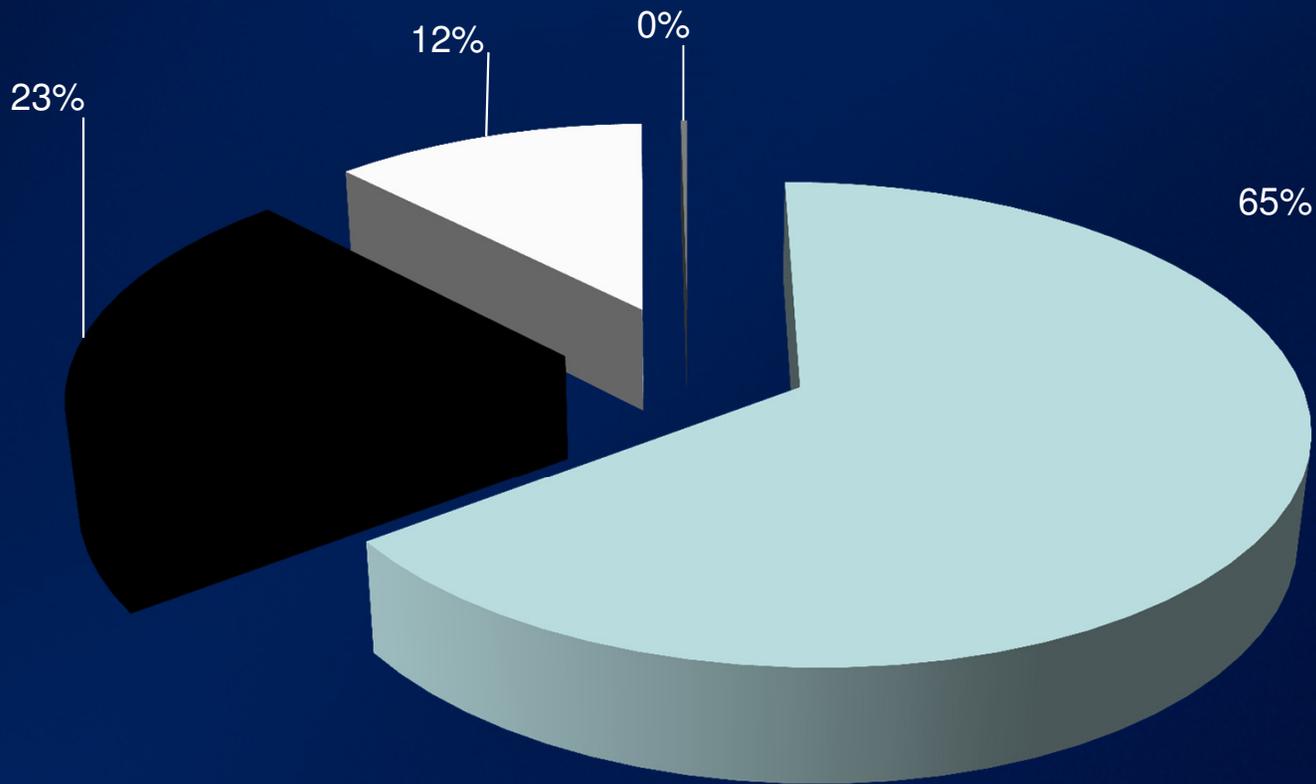
# Paratransit Fee Schedule



- Paratransit copays collected in FY 2012 were \$128,336.
  - \$1.00 Within Lake County (Medicaid clients)
  - \$2.00 Within Lake County (TD Clients)
  - \$5.00 Orlando (with the exception of Medicaid clients)
  - \$10.00 Gainesville (with the exception of Medicaid clients)
  - Copays have not changed since October 2007
  - Copays make up 3.1% of revenues

\*Medicaid clients pay \$1.00 regardless of the trip destination

# Paratransit Operating Expenses = \$4,174,576



# Paratransit Grants and Other Sources



• FTA 5307 Grant	\$217,387
• Public Transit Block Grant	\$760,943
• FDOT 5311 Operating Grant	\$557,321
• Commission for Transportation Disadvantaged	\$565,945
• Medicaid	\$916,228
• FDOT 5310 Capital Grant	\$521,902
• Med Waiver (Agency for Persons with Disabilities)	\$136,000
• Mid-Florida Community Services	\$180,000

# Paratransit Grants and Other Sources



- **FTA 5307 Grant - \$217,387**
  - Capital used for Paratransit
  - Available only because Lake County has Fixed Route Services
- **Public Transit Block Grant - \$760,943**
  - 50/50 Cash Match
  - Utilized to offset operating expense
  - Available only because Lake County has Fixed Route Service
- **FDOT 5311 Grant - \$557,321**
  - 50/50 Cash Match
  - Used to provide trips to clients that meet eligibility requirements
  - Can be utilized for capital (Lake County purchases trips)

# Paratransit Grants and Other Sources



- Commission for Transportation Disadvantaged (CTD) Grant - \$565,945
  - 90/10 Cash Match
  - Used to provide trips to elderly, disabled, at-risk children, and economically disadvantaged clients
- Medicaid - \$916,228
  - No match required
  - Used to provide trips to Medicaid clients
- FDOT 5310 Capital Grant - \$521,902
  - 90/10 Cash Match
  - Utilized to purchase capital (Paratransit vehicles)

# Paratransit Grants and Other Sources



- Medicaid Waiver (Agency for Persons with Disabilities) - \$136,000
  - Used to provide trips to transport clients to Sunrise Arc
  - Agency for Persons with Disabilities pays a portion; based on mileage
  - Program subsidized by Lake County
- Mid-Florida Community Service - \$180,000
  - Used to provide trips to transport clients to Meal Sites
  - Mid-Florida Community pays a portion of the funding
  - Program subsidized by Lake County

# Transit Service Analysis



- Services are interconnected.
- A portion of the funding for Paratransit is available only because Lake County has a fixed route service (Ex: Public Transit Block Grant, FTA 5307).
- LYNX Service (South Lake County routes) is funded by General Fund (\$239,110).
- Fixed Route Service (North Lake County) funded by FTA 5307 Grant.

# Transit Service Analysis



- Relationship between Fixed Route and Paratransit Service
  - If there is no LakeXpress (Fixed Route Service), the General Fund transfer would be approximately \$2,386,011 (additional \$979,730) for FY 2013 to operate Paratransit Service.
    - Cost to repay grants estimated \$3.2M
  - If there were no Paratransit service, a General Fund Transfer (\$760,000) would be needed as a match for federal grants for FY 2013 to operate Fixed Route service
    - Any reduction in PT trips will have a negative impact on the LakeXpress service (requiring funding and service reductions)

# Programmatic Challenges



- CTC Designation.
- Current Transportation contract expires September, 2013.
- Impact to TD funding from Medicaid reform.
- Requests to restore educational and employment paratransit trips.
- Request by TDCB to adopt sliding fee scale for ineligible TD riders ( estimated fiscal impact \$89,757).
- Demand for fixed route service in South Lake – need to negotiate with LYNX to access federal funding for that area.
- Need for service reductions in response to declining revenues.

# Transit Contract Re-bid Schedule



- Current contract expires September 2013.
- Proposed RFP will include performance standards.
- RFP will be published January/February 2013.
- Contract will be awarded June 2013.
- New contract will take effect October 2013

# FY 2013/14 Budget Considerations



- Terminate LYNX Route 55
  - US 17/92 to Four Corners Wal-mart
  - Limited Lake County riders
  - Savings FY 12/13 \$29,500
  - Savings FY 13/14 \$70,000
- Terminate LYNX Route 204
  - Clermont Park and Ride to Downtown Orlando
  - 39,000 trips in FY 11/12
  - Savings FY 12/13 \$70,159
  - Savings FY 13/14 \$169,000
  - Vanpools could provide alternative transportation mode
- Eliminate or reduce Transportation Disadvantaged Trips
  - Medical
  - Nutritional
  - Vocational Rehabilitation (trips sponsored by a Agency for Persons with Disabilities)



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Thank you