



The Florida Senate

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Committee on Transportation

FLORIDA TRANSIT SYSTEMS OVERVIEW AND FUNDING

Statement of the Issue

There are 30 fixed-route transit systems distributed across the state's urbanized areas. Each system is controlled by a local government or a regional association of local governments. While these transit systems play an important role in ensuring the mobility of many Floridians, none are financially self-supporting.

Transit systems include buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, and people movers. Para-transit services for seniors and for persons with disabilities, as well as vanpool and taxi services operated under contract to a public agency are also considered transit systems. Transit services in Florida consist of two major programs, the fixed-route and demand responsive services. This report focuses on Florida's fixed-route transit systems.

Discussion

National Overview

Mass transportation was predominantly provided by the private sector up until the 1950s and 1960s. However, this began to change in the 1950's due to the mass production of affordable automobiles and heavy investment by the federal government in highway systems. Private providers of transit could not maintain competitive transit systems and many went bankrupt. In 1958, Congress removed any control state governments had previously exercised over the railroads abandonment of various local passenger services, immediately resulting in the closing of several important commuter rail services and in railroads planning to close even more passenger services.

In 1964, the Urban Mass Transportation Act established a program of federal capital assistance for public transit, providing \$375 million in capital assistance over three years. This was the beginning of the program of financial assistance for public transportation managed and run today by the Federal Transit Administration (FTA) within the United States Department of Transportation (USDOT).

While federal assistance for transit has continued to increase, the assistance has grown more specialized. Federal investments have been focused on economic development, job access, increasing transportation person trip capacity, environmental, or quality of life improvements. Federal support for transit includes revenue from motor fuel taxes and general fund appropriations. The amount of federal motor fuel taxes dedicated for transit has totaled 2.86 cents per gallon since 1997.

From 2005 to 2009, the federal share of total capital funding for public transportation ranged from 39 percent in 2005 to 42 percent in 2009. During those same years, the federal share of total funding was consistently in the range of 16 to 19 percent. Other sources of funding included passenger fares, and local and state funding. The percentages are displayed in Table 1 below.

	2005	2006	2007	2008	2009
Total (All Sources)	\$44,091	\$47,053	\$49,851	\$55,420	\$57,147
Operating (All Sources)	\$31,708	\$33,713	\$35,541	\$37,975	\$38,918
Capital (All Sources)	\$12,383	\$13,340	\$14,310	\$17,445	\$18,229
Percent Capital	28%	28%	29%	31%	32%
Federal Share Total	16%	18%	17%	17%	19%
Federal Share Capital	39%	44%	41%	40%	42%

Source: American Public Transportation (APTA) 2011

Nationally, public transportation ridership has increased 11 percent over the past 9 years. In 2009, a total of 10.4 billion passenger trips were provided by the nation's 719 public transportation operators in urban areas. A detailed breakdown of current transit usage by mode is shown in Table 2.

Mode	Trips (Millions)	Percentage of All Transit Trips
Bus	5,452	52.5%
Heavy Rail*	3,490	33.6%
Commuter Rail*	468	4.5%
Light Rail*	465	4.5%
Demand Responsive*	190	1.8%
Trolleybus*	104	1.0%
Other	212	2.0%
Total	10,381	100%

Source: American Public Transportation (APTA) 2011

***Heavy Rail** is a transit mode that is an electric railway with the capacity for a heavy volume of traffic. It is characterized by:

- High speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails
- Separate rights-of-way (ROW) from which all other vehicular and foot traffic are excluded
- Sophisticated signaling, and
- High platform loading.

***Commuter Rail** is a transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas (UZAs), or between urbanized areas and outlying areas.

***Light Rail** is a transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail (HR). It is characterized by:

- Passenger rail cars operating singly (or in short, usually two car, trains) on fixed rails in shared or exclusive right-of-way (ROW)
- Low or high platform loading, and
- Vehicle power drawn from an overhead electric line via a trolley or a pantograph.

***Demand Response Service** is a shared-use transit service operating in response to calls from passengers or their agents to the transit operator, who schedules a vehicle to pick up the passengers to transport them to their destinations.

***Trolleybuses** are a transit mode comprised of electric rubber-tired passenger vehicles, manually steered and operating singly on city streets. Vehicles are propelled by a motor drawing current through overhead wires via trolleys, from a central power source not onboard the vehicle.

Florida Overview

Florida's transit experience has followed the national trend. Currently, there are 30 fixed-route transit systems operating in Florida. Four of these systems operate some form of fixed guideway mode (South Florida Regional Transportation Authority, Miami-Dade Transit Agency, Jacksonville Transportation Authority and the Hillsborough Area Regional Transit Authority). In 2009, Florida's transit agencies ranged in size from a 2-vehicle system in Martin County to a 1,023 vehicle system operating in Miami-Dade County. Table 3 shows the share of Florida's fixed-route transit funding from federal, state and local sources.

	2005	2006	2007	2008	2009
Total (All Sources)	\$1,079	\$1,151	\$1,451	\$1,758	\$1,540
Federal Revenue	\$544	\$618	\$612	\$782	\$730
Federal Percentage	50.4%	53.7%	42.2%	44.5%	47.4%
State Revenue	\$196	\$134	\$288	\$244	\$219
State Percentage	18.2%	11.6%	19.8%	13.9%	14.2%
Local Revenue	\$339	\$399	\$551	\$732	\$591
Local Percentage	31.4%	34.7%	38.0%	41.6%	38.4%

Source: FDOT Program and Resource Plan, Years 2005-2009

In Florida, fixed-route transit ridership has increased 9.89 percent between 2005 and 2009, outpacing Florida’s 7.04% rate of population growth. In 2009, approximately 249 million passenger trips were provided by the fixed-route transit operators. A detailed breakdown of current transit usage in Florida by mode is shown in Table 4.

Mode	Trips (Thousands)	% of All Trips
Bus	216,098	86.9%
Heavy Rail	18,244	7.3%
Commuter Rail	4,223	1.7%
Light Rail	506	0.2%
Automated Guideway	8,550	3.4%
Vanpool	1,155	0.5%
Total	248,776	100.0%

Source: 2010 Transit Handbook and National Transit Database (NTD)

Federal Transit Administration

The FTA is one of the ten modal administrations within the USDOT. The federal government, through FTA, provides policy guidance and financial assistance to develop new transit systems and improve, maintain, and operate existing transit systems. The FTA oversees grants to state and local transit providers. These grantees are responsible for managing their programs in accordance with federal requirements and the FTA is responsible for ensuring the grantees follow federal mandates, statutes and administrative requirements. The FTA provided federal assistance to Florida’s transit systems in the amount of \$243,444,282 in FY 2007, \$265,838,702 in FY 2008 and \$298,069,656 in FY 2009¹. Federal financial assistance programs which provide the majority of the federal transit investment in Florida are as follows:

- *Urbanized Area Formula Program* is governed by 49 USC 5307 and provides funding to urbanized areas and governors for transit capital and operating assistance in urbanized areas (operating assistance in urbanized areas between 50,000 and 200,000 population) and for transportation related planning.
- *Formula Grant for Other than Urbanized Areas* is governed by 49 USC 5311 and provides funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. This program is administered by the Florida Department of Transportation (FDOT).
- *Formula Grants for Special Needs for Elderly Individuals and Individuals with Disabilities Program* is governed by 49 USC 5310 and provides funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the

¹ At the time of publication, 2009 data was the most recently available validated data.

transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. This program is administered by FDOT.

- *Bus and Bus Related Facilities Program* is governed by 49 USC 5309 and provides capital assistance to eligible recipients on a discretionary basis.

Florida's Transit Office

Florida's Transit Office is part of FDOT and is responsible for identifying, supporting, advancing, and managing cost effective, efficient and safe transportation systems and alternatives to maximize the passenger carrying capacity of surface transportation facilities. The Transit Office consists of three sections (Transit Planning, Grants Administration, and Transit Operations) each of which has specific areas of responsibility:

The *Transit Planning Section* is responsible for developing the state's transit plan. The Transit 2020 Plan identifies three key issue areas in Florida:

- **Transit Service**—The level of transit service for most Floridians is inadequate (with some notable exceptions) and will worsen given current growth trends. Existing levels of transit service make it unattractive as an alternative travel mode for most Floridians except for those who do not have other means of travel. Existing transit services can be fairly characterized as marginal due to limited service hours, infrequent service, and lack of service to many employment centers, commerce, education and recreation, particularly in the suburbs.
- **Transit Funding**—Sustain and expand investment in public transportation from all existing and potential public and private funding sources. Existing transit funding levels from all sources are inadequate. Existing funding streams may not be sufficient to maintain current service and are not sufficient to provide expanded capital, maintenance, and operating programs required to improve overall service quantity and quality.
- **Transit Planning/Policy**—Develop a multi-modal transportation planning process addressing the wide range of policy issues involved in making sound, long-range transportation investment decisions, including technological innovation and the environmental and economic benefits of transit.

The *Transit Operations Section* reviews and implements safety programs, provides technical assistance in the design and procurement of buses for not-for-profit and governmental entities, and training program for mechanics, fleet supervisors and operational transit staff.

The *Grants Administration Section* is responsible for administering some federal and all state transit grants and ensures grant monies are spent in accordance with federal and state laws.

State Funding of Public Transportation

The State Transportation Trust Fund (STTF) which is primarily derived from fuel taxes, motor vehicle/rental car sales taxes/surcharges, and motor vehicle title and registration fees, serves as the source of state funding for public transportation. Section 206.46(3), F.S., requires, in each fiscal year, a minimum of 15 percent of all state revenues deposited into the STTF to be committed annually by FDOT for public transportation projects (aviation, transit, rail, intermodal and seaports). For fiscal year 2011/12, FDOT has committed \$699.6 million for public transportation with \$215.2 million of that total programmed for transit. For the period 2011/12 to 2015/16, FDOT has committed or will commit (on average) 18.7 % of all state revenues deposited into the STTF for public transportation. Over the same time period, 5.7% of the revenues are scheduled for transit projects.

A brief summary of Florida's transit funding programs administered by the Transit Office are:

Fixed-Guideway Transportation Funding is governed by s. 215.615, F.S., and authorizes the issuance of revenue bonds for the financing or refinancing of fixed capital expenditures for fixed-guideway transportation systems (transit on stationary rail or other guideway). The Division of Bond Finance may issue such bonds for up to 50

percent of project costs with funds from sources other than the revenues from FDOT used for remaining costs. FDOT's share of debt services is payable from, and limited to, a maximum of two percent of all state revenues deposited in the STTF. These debt service payments are part of the 15 percent of transportation revenues committed to public transportation as set forth in s. 206.46(3), F.S.

Public Transit Block Grant Program is governed by s. 341.052, F.S., and finances public transit providers eligible to receive funding from FTA's 5307 and 5311 programs and to Community Transportation Coordinators (based upon a 85/15 percent basis). The state participation is limited to 50 percent of the non-federal share of capital projects. Program funds may also be used to pay up to 50 percent of eligible operating costs or an amount equal to the total revenue, excluding farebox, charter, and advertising revenue, and federal funds received by the provider for operating costs (whichever is less).

Transit Corridor Program is governed by s. 341.051(5)(d), F.S., and provides funding to Community Transportation Coordinators or transit agencies to support new services within specific corridors when the services are designed and expected to help reduce or alleviate congestion or other mobility issues within the corridor. The department may fund up to 50 percent of the non-federal share of the costs of such projects which are local in scope. The department may fund up to 100 percent of transit corridor projects that are statewide in scope.

Public Transit Service Development Program is governed by s. 341.051(5)(e), F.S., and provides initial funding for special projects involving new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other techniques for increasing service to the riding public. The program is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit services. The department may fund up to 50 percent of the non-federal share of the costs of such projects which are local in scope. The department may fund up to 100 percent of transit service development projects that are statewide in scope.

Commuter Assistance Program is governed by s. 341.051(5)(a), F.S., and finances projects which encourage public/private partnerships serving individuals for carpools, vanpools, bus pools, express bus service, subscription transit service, group taxi services, heavy and light rail, and other systems designed to increase vehicle occupancy. The Park and Ride Lot Program complements this program. The department may fund up to 50 percent of the non-federal share of the costs of such projects which are local in scope. The department may fund up to 100 percent of transit capital, intercity bus service, or commuter assistance projects that are statewide in scope.

New Starts Transit Program was created by the 2005 Legislature (SB 360) and provides financial assistance to local governments in developing and constructing fixed guideway and bus rapid transit projects to accommodate and manage urban growth and development. A second purpose of the program is to leverage state funds to generate local transportation revenues and secure FTA New Starts Program funding for Florida projects. The department may fund up to 50 percent of the non-federal share of the costs of such projects.

Intermodal Development Program is governed by s. 341.053, F.S., and provides funding for major capital investments in fixed-guideway transportation systems; access to seaports, airports and other transportation terminals; and construction of intermodal or multimodal terminals.

Transportation Regional Incentive Program is governed by s. 339.2819, F.S., and provides funding for regionally significant transportation facilities which are linked to growth management including transit projects. FDOT will pay for 50 percent of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects.

County Incentive Grant Program is governed by s. 339.2817, F.S., and provides funding to counties to improve a transportation facility (including transit) that is located on the State Highway System or that relieves traffic congestion on the State Highway System.

Florida's Local Transit Systems

The fixed-route transit systems in Florida include:

Bay Area Transportation (Bay Town Trolley) operates the Bay Town Trolley and serves Bay County with deviated fixed route motorbus services in the Panama City Urbanized area. In addition, demand response services are provided (Bay Area Transportation). The Bay County Transportation Planning Organization (TPO) governs both services, contracting with Santa Ynez Valley Transportation Services, LLC for the operation of the Bay Town Trolley and Tri County Community Council for paratransit and operation of Bay Area Transportation.

Broward County Transit (BCT) is an agency of Broward County government part of the Broward County Community Services Department and provides fixed route motorbus service throughout Broward County, directly and via contracts. Connections with Palm Tran (in Palm Beach County), Miami-Dade Transit, and Tri-Rail (commuter rail service) are also provided. In addition BCT also partners with many municipalities within the county to provide Community Bus Service and offers contracted paratransit service.

Collier Area Transit (CAT) began operations in February 2001 and is governed by the Collier County Board of County Commissioners. The County contracts with Tectrans to operate transit services. CAT provides fixed route service in Collier County. Demand response services are provided by Collier Area Paratransit.

Escambia County Area Transit (ECAT) is a department of the county government. A five-member elected Board of County Commissioners governs the department. In addition to providing fixed route motorbus service, ECAT contracts with Pensacola Bay Transportation to provide demand response transportation services.

Gainesville Regional Transit System (RTS) is a department of the City of Gainesville. An elected seven-member Commission governs RTS. The Commission receives input from an advisory board comprised of citizens from the community. RTS serves the City of Gainesville and parts of Alachua County via fixed route motorbus service. Also, RTS provides demand response services throughout the City of Gainesville urbanized area up to three-quarters of a mile beyond its fixed route network through MV Transit.

Hernando Express Bus (Trans-Hernando Express, THE Bus) is service contracted by the County Trans-Hernando, a division of Mid Florida Community Services, Inc., to operate THE Bus, Hernando County's fixed route transportation service. Trans-Hernando reports to the MPO and a five-member board of County Commissioners. The transit system provides fixed route service to the cities of Brooksville and Spring Hill, with a shuttle connecting the two areas. Trans-Hernando Paratransit provides demand response service throughout Hernando County. MidFlorida Community Services, Inc., also provides paratransit service.

Hillsborough Area Regional Transit Authority (HART) serves the transit needs for Hillsborough County, through the operation of motor bus service, as well as a light rail (streetcar) connecting downtown with the Ybor City Historic District. Paratransit Service is provided for the City of Tampa, the City of Temple Terrace, and unincorporated Hillsborough County. Contracted van pool services are also provided. The authority is governed by a twelve-member Board of Directors appointed by the governing bodies of its members and the Governor of the State of Florida. HART also contracts to provide vanpool service.

Indian River Transit (Go Line) is the Indian River public transit system with bus service on 11 fixed routes throughout the county. GoLine is a free service, but passengers are encouraged to make a donation to help support the bus system. Additionally, the **Senior Resource Association** operates Community Coach, a point deviation serving the rural and urbanized portions of Indian River County with motorbus services, demand response, van, wheelchair and stretcher transportation service in Indian County as part of a quasi-government status under the five-member Board of County Commissioners. It is governed by a volunteer Board of Directors.

Jacksonville Transportation Authority (JTA) is an independent authority governed by a seven-member, appointed Board of Directors. The JTA provides services within Duval County and northern Clay County (Orange Park). JTA's transportation services include fixed route motorbus, automated guideway (Skyway Express), paratransit and demand response.

Key West Department of Transportation (KWDOT) is a department of the City of Key West. The Director of Transportation manages KWDOT and reports directly to the City Manager. In turn, the City Manager reports to the seven-member City Commission. The transit system provides fixed route motorbus service to the City of Key West and to Stock Island. Guidance/Care Center, Inc. provides demand response services which are available throughout Monroe County. Shuttle service from a park and ride facility to the downtown historic areas of Key West is provided for tourists.

Lake County Public Transportation (LakeXpress) is a newer Florida transit agency under the Lake County Board of County Commissioners. The County contracts with MV Transportation to operate the service. Services provided include fixed route LakeXpress and the Lake County Connections for demand response service. LakeXpress was started in May 2007 and the County had served as the Community Transportation Coordinator since 2001. The Lake County Department of Economic Development and Community Services provides paratransit service.

Lakeland Area Mass Transit District (Citrus Connection) is an independent district governed by a five-member Board of Directors. The District serves the greater Lakeland area via fixed route motorbus services (Citrus Connection) and demand response services. Polk County Transit Services provides paratransit services.

Lee County Transit (Lee Tran) is an independent division of the Lee County Government governed by the five-member Lee County Board of County Commissioners. Lee Tran provides public transportation services to Lee County via fixed route motorbus services and contracted with Good Wheels, Inc. for demand response services. In addition, Lee Tran contractually provides vanpool service.

Central Florida Regional Transit Authority (LYNX) is an independent authority governed by a Board of Directors. LYNX provides service to Orange County (including Orlando, Winter Park, Maitland, and others), Seminole County (including Altamonte Springs, Casselberry, and Sanford), and Osceola County (including Kissimmee and St. Cloud). LYNX provides fixed route motorbus service, paratransit service, transportation disadvantaged coordination, a five county regional ridesharing assistance program, and vanpool service.

Manatee County Area Transit (MCAT) is a division within the Community Services Department of Manatee County. The Board of County Commissioners governs the division. MCAT provides service to the urbanized parts of Manatee County via fixed route motorbus services, demand response services.

The Council on Aging of Martin County, Inc. (Community Coach) is the public transportation service for Martin County as designated by the Martin County Board of County Commissioners. Community Coach provides a curb-to-curb, advance reservation, shared ride transportation service and also operates deviated fixed route services in Indiantown and Stuart. Paratransit services are provided by Medical Transportation Management.

Miami-Dade Transit (MDT) is the largest transit agency in Florida, operating throughout Miami-Dade County and has three routes extending into southern Broward County and northern Monroe County. MDT is governed by Miami-Dade County. MDT provides county-wide services throughout Miami-Dade County and municipal services to those who live in the unincorporated areas of the county. MDT is responsible for the management, construction, and operation of its services and facilities including Metrobus, Metrorail (a 22-station heavy rail), and Metromover (an automated people mover system that serves the downtown Miami, Brickell and Omni areas). Paratransit is available through MDT's Special Transportation Service. Vanpool service is provided by Miami Lakes VPSI, Inc.

Okaloosa County Transit (The Wave) is operated through contract with the Okaloosa County Board of County Commissioners. The Wave, a fixed route bus system providing service in Fort Walton Beach and Crestview began operating in 2001. In addition, demand response services are provided (Okaloosa County Transit).

The Palm Beach County Transportation Agency (Palm Tran) is a not-for-profit corporation owned by Palm Beach County and is governed by the seven-member Board of County Commissioners. Palm Tran operates fixed route motorbus services throughout Palm Beach County and feeder bus services to the Tri-County Commuter Rail

system. In addition, Palm Tran provides purchased demand response services through the Palm Beach County Paratransit division the Palm Tran Connection and route deviation service through the LINK.

Pasco County Public Transportation (PCPT) is a division of Pasco County. The division is governed by the five-member Pasco County Commission. PCPT provides fixed route motorbus services in the urbanized area of west Pasco County and the municipalities in east Pasco County. Demand response (advance reservation) service is available throughout Pasco County through Pasco County Public Transportation.

Pinellas Suncoast Transit Authority (PSTA) is the public transit provider for Pinellas County. In addition, two express routes travel between Pinellas County and Tampa. PSTA is an independent authority governed by an eleven-member Board of Directors comprising elected officials and private citizen appointees. Demand response service is provided through the Pinellas County MPO.

Polk County Transit Services Division (InterCity Transit)/Winter Haven Area Transit (WHAT) Polk County Transit Services provides administrative support to WHAT and operates two fixed route services as well as demand response and paratransit services for Polk County. It also coordinates with the nine-member WHAT policy board and contracts with Citrus Connection (in Lakeland) to jointly provide the fixed route motorbus system in the City of Winter Haven.

Sarasota County Area Transit (SCAT) is a member of the Sarasota County government and is governed by the five-member Board of County Commissioners. SCAT serves the urbanized portion of Sarasota County (including the cities of Longboat Key, Sarasota, Venice, Englewood, and North Port) via fixed route motorbus service and the Sarasota County Transportation Authority provides demand response service.

South Florida Regional Transportation Authority (Tri-Rail/SFRTA) is an independent authority established by the Florida Legislature. RTA is governed by a nine-member appointed Board of Directors. The SFRTA operates and manages TRI-Rail, the commuter rail system for Broward, Dade, and Palm Beach Counties. Although the TRI-Rail remains SFRTA's primary focal point, SFRTA also operates motorbus services throughout Broward, Miami-Dade and Palm Beach counties as an integrated mode.

Space Coast Area Transit (Space Coast) is a department of Brevard County which is governed by the five-member Brevard County Commission. Space Coast provides transit service throughout Brevard County via fixed route motorbus services, demand response services and vanpool services.

St. Johns County Council on Aging, Inc. (Sunshine Bus) the Sunshine Bus Company is a newer Florida transit agency operated under contract by St. Johns County Council on Aging, Inc. Services provided include fixed route motorbus and demand response operations. The St. Johns County Council on Aging is governed by the St. John's County Commission and is incorporated as a non-profit quasi-governmental agency.

St. Lucie Council on Aging, Inc. (Treasure Coast Connector) operates Community Transit, a demand response system and the Treasure Coast Connector, which provides a regional fixed route transit system connecting in St. Lucie and Martin Counties. In addition, the St. Lucie County Board of County Commissioners provides demand response services through Community Transit.

StarMetro is a department of the City of Tallahassee government and is governed by a Board of Directors comprised of four elected commissioners and one elected mayor. StarMetro serves the City of Tallahassee by providing fixed route motorbus service and demand response service to its community. Evening, weekend, and holiday demand response services are provided via contract.

SunTran is governed by the Ocala/Marion County MPO and provides fixed route motorbus service on five routes in Ocala and Silver Springs Shores. Contracted demand response services are also provided by Marion Transit Services.

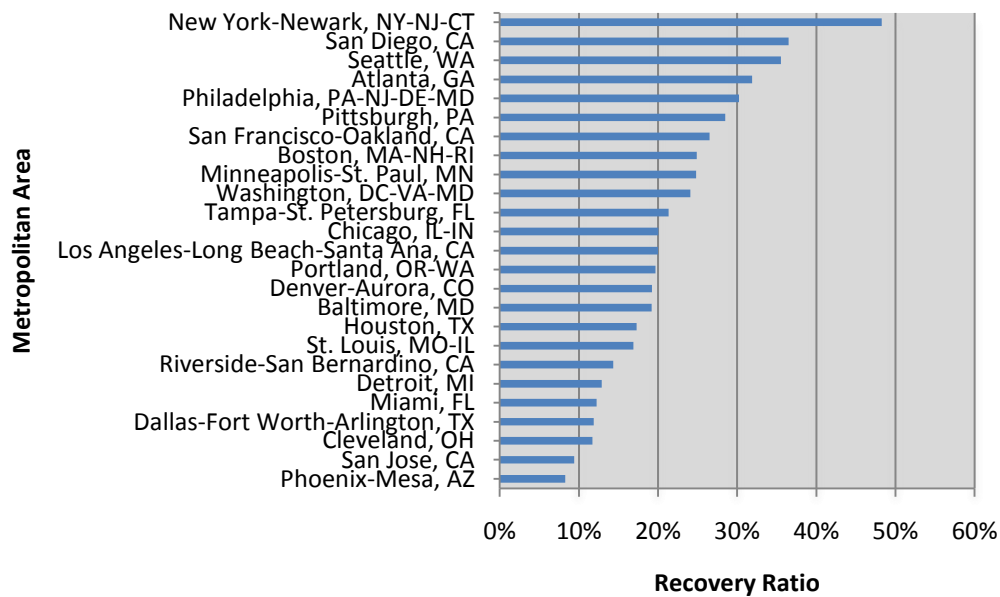
Volusia County Transit (VOTRAN) is governed by a Board of Directors comprised of seven County Council members. VOTRAN provides public transportation services throughout Volusia County via fixed route motorbus services, paratransit services and vanpool services.

Table 5 (page 10) shows a snapshot of Florida’s fixed-route transit systems resources and performance for 2008 and 2009 (the most recent years for which validated information is available).

Farebox Recovery

The farebox recovery ratio (also called fare recovery ratio) of a passenger transportation system is the proportion of the amount of revenue generated through fares by its paying customers expressed as a fraction of the cost of its total operating expenses. Florida’s average farebox recovery rate of 21.8 percent is close to national averages. In many instances, farebox recovery is not the goal of the local government operating and funding a transit system. For example, many of Florida’s fixed-route transit systems offer either free or reduced fare services for students, disabled, Medicaid and senior citizens. These free or reduced fares provide significant savings to many disabled or Medicaid persons who otherwise use door to door services. The figure below shows the farebox recovery ratios for the 25 largest urbanized areas in the United States.

Farebox Recovery Rate for Certain Urbanized Areas



Source: FTA NTD tables for urbanized areas, 2009

Table 5 - Florida Transit System Summary - Fiscal Years 2008 & 2009

System	Total Revenue Vehicles		Annual Passenger Trips		Operating Expense		Operating Revenue		Farebox Recovery Ratio		Average Fare	
	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009
	Bay Town Trolley	14	19	420,797	670,573	\$1,212,108	\$1,841,988	\$270,591	\$356,842	21.92%	17.76%	\$0.63
Broward County Transit	307	362	38,716,430	38,960,217	\$99,227,537	\$100,807,838	\$31,757,936	\$24,949,603	23.91%	23.34%	\$0.61	\$0.60
Collier Area Transit	23	23	1,166,358	1,109,710	\$5,362,710	\$5,048,082	\$999,954	\$988,710	17.63%	19.11%	\$0.81	\$0.87
Escambia County Area Transit	44	39	1,123,486	1,131,853	\$7,025,035	\$6,805,860	\$1,283,844	\$1,176,008	16.51%	16.09%	\$1.03	\$0.97
Gainesville Regional Transit System	107	105	9,004,928	8,939,980	\$16,396,047	\$16,578,691	\$9,260,104	\$10,157,183	54.10%	58.65%	\$0.99	\$1.09
Hernando Co. (TransHernando Express)	10	10	154,369	129,197	\$1,294,135	\$1,463,297	\$76,411	\$94,507	5.56%	5.58%	\$0.47	\$0.63
Hillsborough Area Regional Transit	244	238	13,630,592	13,714,254	\$53,176,720	\$61,598,943	\$14,107,078	\$13,184,576	22.84%	19.83%	\$0.89	\$0.89
Jacksonville Transportation Authority	201	192	10,793,351	10,703,555	\$72,420,685	\$59,699,687	\$20,911,798	\$10,285,482	12.12%	14.37%	\$0.81	\$0.80
Key West Transit*	17	17	497,857	379,679	\$3,203,741	\$2,432,927	\$2,485,457	\$2,112,547	24.00%	25.40%	n/a	n/a
Lake County Public Transp.	8	10	105,253	156,972	\$1,678,358	\$1,784,224	\$177,783	\$214,202	4.02%	5.02%	\$0.64	\$0.57
Lakeland Area Mass Transit District	41	41	1,602,322	1,450,988	\$7,076,186	\$7,064,440	\$1,095,228	\$1,307,128	14.33%	16.67%	\$0.63	\$0.81
Lee County Transit	65	68	3,093,216	3,064,820	\$16,565,452	\$14,946,864	\$3,129,124	\$2,953,633	10.92%	14.87%	\$0.58	\$0.73
LYNX Transit	359	375	26,626,576	23,930,156	\$88,447,201	\$85,317,886	\$25,043,262	\$23,663,272	23.66%	24.02%	\$0.79	\$0.86
Manatee County Area Transit	31	31	1,485,797	1,403,104	\$6,377,405	\$6,650,649	\$936,621	\$989,450	9.46%	9.89%	\$0.41	\$0.47
Council on Aging of Martin County, Inc.	2	3	23,518	11,361	\$56,729	\$202,053	\$6,766	\$5,031	11.93%	2.43%	\$0.29	\$0.43
Miami-Dade Transit	1,287	1,241	113,771,264	102,573,888	\$444,719,807	\$437,906,325	\$99,436,868	\$103,032,863	19.22%	21.69%	\$0.75	\$0.93
Okaloosa County Transit (The WAVE)	17	17	211,330	172,122	\$1,134,692	\$1,099,672	\$88,086	\$118,605	5.90%	9.38%	\$0.32	\$0.60
Palm Beach Co. Transportation Agency	165	160	9,844,864	10,045,345	\$48,137,026	\$47,915,349	\$8,918,218	\$8,116,040	16.20%	14.24%	\$0.79	\$0.68
Pasco County Public Transportation	30	29	1,052,630	926,076	\$4,244,249	\$4,087,859	\$588,091	\$655,968	13.86%	16.05%	\$0.56	\$0.71
Pinellas Suncoast Transit Authority	210	210	12,613,937	11,953,082	\$50,514,693	\$51,392,031	\$12,757,270	\$12,153,794	22.40%	22.41%	\$0.90	\$0.96
Polk County Transit Svcs. Div. & WHAT	26	26	641,008	466,008	\$2,321,116	\$2,469,600	\$346,429	\$249,112	14.93%	10.09%	\$0.54	\$0.53
Sarasota County Area Transit	57	61	2,300,820	2,551,650	\$12,625,139	\$12,151,351	\$1,064,906	\$1,121,584	8.21%	7.71%	\$0.45	\$0.37
Senior Resource Association (Indian River)	18	18	381,907	594,128	\$1,048,883	\$1,153,897	\$14,627	\$8,191	n/a	n/a	\$0.00	\$0.00
South Florida Regional Trans. Authority	67	67	4,258,742	4,711,486	\$57,102,418	\$57,222,454	\$10,371,487	\$10,563,006	15.24%	17.03%	\$2.04	\$2.07
Space Coast Area Transit	98	94	1,360,825	1,551,030	\$6,100,305	\$6,235,398	\$1,084,984	\$1,033,557	16.05%	15.59%	\$0.72	\$0.63
St. Johns County (Sunshine Bus)	9	11	152,349	137,928	\$617,623	\$535,923	\$74,834	\$76,705	12.12%	14.31%	\$0.49	\$0.56
St. Lucie County Council on Aging, Inc.	10	14	104,946	118,637	\$978,870	\$1,194,717	\$67,810	\$72,134	6.53%	5.72%	\$0.61	\$0.58
StarMetro (Tallahassee)	66	66	4,212,710	4,409,041	\$11,634,373	\$10,500,430	\$3,902,215	\$3,853,094	32.59%	36.13%	\$0.90	\$0.86
SunTran (Ocala/Marion MPO)**	6	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Volusia County dba VOTRAN	82	82	3,405,721	3,184,205	\$11,760,014	\$11,375,322	\$2,677,257	\$2,612,709	20.20%	19.92%	\$0.70	\$0.71

Source: National Transit Database (NTD) 2009

*Key West is not an urban agency and is therefore not required to report NTD. The information provided is directly from the agency.

**SunTran receives a waiver from NTD reporting