

**APPENDIX A**

**POPULATION AND HOUSING DATA,  
EMPLOYMENT AND COMMUTE DATA**



**APPENDIX A - POPULATION AND HOUSEHOLD DATA**

Census Tract Number	Block Group Number	Population	Land Area (Square Miles)	Density (Persons/Square Mile)	Population Under Age 18	Population Over Age 60	Total Households	Households Under \$10,000 Income	% Households Under \$10,000 of total HHs	Households No Vehicles Available	% Households No Vehicles Available	Population Between Age 18-25
		Figure I-3 Page 9	Figure I-4 Page 16	Figure I-5 Page 17	Figure I-6 Page 19	Figure I-7 Page 21	Figure I-8 Page 23					
1.00	1	52	0.07	696	0	0	32	6	18.75%	0	0.00%	11
1.00	2	80	0.08	1,047	6	13	24	4	16.67%	11	45.83%	24
1.00	3	50	0.08	617	0	0	40	24	60.00%	0	0.00%	27
1.00	4	218	0.07	3,062	0	100	190	133	70.00%	96	50.53%	21
		<b>400</b>	<b>0.30</b>	<b>1,319</b>	<b>6</b>	<b>113</b>	<b>286</b>	<b>167</b>	<b>58.39%</b>	<b>107</b>	<b>37.41%</b>	<b>83</b>
2.00	1	356	0.10	3,578	78	124	154	100	64.94%	102	66.23%	21
2.00	2	406	0.09	4,327	85	119	197	97	49.24%	38	19.29%	42
2.00	3	556	0.10	5,638	218	30	235	86	36.60%	69	29.36%	38
2.00	4	635	0.15	4,266	39	26	292	118	40.41%	51	17.47%	327
2.00	5	929	0.03	27,424	9	0	412	272	66.02%	73	17.72%	705
2.00	6	1,150	0.17	6,907	16	31	477	235	49.27%	78	16.35%	824
2.00	7	340	0.09	3,772	85	77	128	50	39.06%	46	35.94%	28
2.00	8	132	0.07	1,947	18	9	58	11	18.97%	20	34.48%	57
		<b>4,504</b>	<b>0.80</b>	<b>5,636</b>	<b>548</b>	<b>416</b>	<b>1,953</b>	<b>969</b>	<b>49.62%</b>	<b>477</b>	<b>24.42%</b>	<b>2,042</b>
3.00	1	1,131	0.30	3,724	326	72	532	116	21.80%	103	19.36%	162
3.00	2	917	0.26	3,512	190	164	377	16	4.24%	8	2.12%	124
3.00	3	421	0.24	1,767	38	81	211	49	23.22%	21	9.95%	29
3.00	4	673	0.67	1,002	117	109	303	35	11.55%	12	3.96%	85
3.00	5	1,226	0.48	2,580	223	270	680	256	37.65%	188	27.65%	187
3.00	6	563	0.24	2,391	60	202	319	172	53.92%	98	30.72%	56
3.00	7	1,085	0.25	4,404	176	144	499	65	13.03%	54	10.82%	238
		<b>6,016</b>	<b>2.43</b>	<b>2,474</b>	<b>1,130</b>	<b>1,042</b>	<b>2,921</b>	<b>709</b>	<b>24.27%</b>	<b>484</b>	<b>16.57%</b>	<b>881</b>
4.00	1	1,099	0.77	1,419	425	136	386	93	24.09%	82	21.24%	49
4.00	2	1,317	0.35	3,796	300	274	538	105	19.52%	18	3.35%	47
4.00	3	1,057	0.40	2,651	239	231	442	117	26.47%	66	14.93%	104
4.00	4	1,953	0.82	2,368	606	270	727	51	7.02%	43	5.91%	92
		<b>5,426</b>	<b>2.34</b>	<b>2,314</b>	<b>1,570</b>	<b>911</b>	<b>2,093</b>	<b>366</b>	<b>17.49%</b>	<b>209</b>	<b>9.99%</b>	<b>292</b>
5.00	1	560	0.22	2,509	126	88	269	61	22.68%	9	3.35%	27
5.00	2	161	0.04	3,890	29	31	78	0	0.00%	0	0.00%	39
5.00	3	145	0.04	3,421	60	31	59	6	10.17%	0	0.00%	0
5.00	4	848	0.25	3,335	154	253	375	45	12.00%	15	4.00%	66
5.00	5	713	0.15	4,744	87	65	415	86	20.72%	31	7.47%	102
5.00	6	407	0.13	3,050	33	0	223	107	47.98%	33	14.80%	207
5.00	7	459	0.11	4,197	142	29	209	87	41.63%	65	31.10%	46
5.00	8	959	0.27	3,606	181	147	449	135	30.07%	56	12.47%	158
5.00	9	75	0.02	3,228	8	27	27	9	33.33%	0	0.00%	0
		<b>4,327</b>	<b>1.24</b>	<b>3,480</b>	<b>820</b>	<b>671</b>	<b>2,104</b>	<b>536</b>	<b>25.48%</b>	<b>209</b>	<b>9.93%</b>	<b>645</b>



Census Tract Number	Block Group Number	Population	Land Area (Square Miles)	Density (Persons/Square Mile)	Figure I-3 Page 9	Figure I-4 Page 16	Figure I-5 Page 17	Total Households	Households Under \$10,000 Income	Figure I-6 Page 19	Households No Vehicles Available	Figure I-7 Page 21	Figure I-8 Page 23
					Population Under Age 18	Population Over Age 60		% Households Under \$10,000 of total HHs	% Households Under \$10,000 Available	% Households No Vehicles Available	Population Between Age 18-25		
14.00	1	563	0.13	4,271	151	79	222	40	18.02%	11	4.95%	56	
14.00	2	1,113	4.32	258	370	151	379	60	15.83%	16	4.22%	59	
14.00	9	1,464	5.16	284	274	135	327	23	7.03%	21	6.42%	230	
15.00		3,140	9.61	327	795	365	928	123	13.25%	48	5.17%	345	
15.00	1	1,631	0.54	3,014	232	120	859	339	39.46%	137	15.95%	652	
15.00	2	4,842	1.96	2,475	436	198	2,536	1,062	41.88%	154	6.07%	2,411	
15.00	3	817	0.46	1,770	55	0	430	206	47.91%	18	4.19%	485	
15.00	4	7,947	2.14	3,714	568	350	4,032	1,891	46.90%	178	4.41%	4,215	
15.00	5	189	0.08	2,512	38	33	74	0	0.00%	0	0.00%	10	
15.00	6	630	2.87	220	49	84	308	50	16.23%	22	7.14%	95	
16.00		16,056	8.04	1,996	1,378	785	8,239	3,548	43.06%	509	6.18%	7,868	
16.00	1	1,241	0.44	2,838	276	219	476	59	12.39%	11	2.31%	170	
16.00	2	3,808	2.25	1,694	293	373	1,841	585	31.78%	56	3.04%	1,750	
16.00	3	96	0.20	473	11	0	56	0	0.00%	5	8.93%	24	
16.00	4	737	0.30	2,487	63	231	306	22	7.19%	9	2.94%	95	
17.00		5,882	3.18	1,847	643	823	2,679	666	24.86%	81	3.02%	2,039	
17.00	1	2,184	1.24	1,758	557	313	856	84	9.81%	37	4.32%	200	
17.00	2	2,290	0.73	3,116	592	364	921	65	7.06%	54	5.86%	88	
17.00	3	1,743	0.75	2,315	399	370	592	20	3.38%	0	0.00%	49	
17.00	4	1,250	1.45	862	296	231	432	41	9.49%	9	2.08%	76	
17.00	5	1,301	1.80	722	306	271	540	107	19.81%	92	17.04%	150	
18.01		8,768	5.98	1,465	2,150	1,549	3,341	317	9.49%	192	5.75%	563	
18.01	1	1,648	15.56	106	589	210	562	189	33.63%	129	22.95%	102	
18.01	2	1,106	9.65	115	287	199	405	46	11.36%	14	3.46%	75	
18.01	3	698	0.76	923	208	129	268	53	19.78%	36	13.43%	0	
18.01	4	2,312	32.04	72	827	243	906	204	22.52%	52	5.74%	111	
18.01	5	1,392	35.55	39	395	293	484	49	10.12%	29	5.99%	92	
18.01	6	1,605	3.47	463	416	245	604	114	18.87%	23	3.81%	120	
18.01	7	1,448	4.24	341	389	417	524	76	14.50%	61	11.64%	66	
18.01	8	1,225	29.48	42	247	227	594	148	24.92%	50	8.42%	94	
18.01	9	2,429	70.38	35	690	255	876	85	9.70%	80	9.13%	206	
18.01		13,863	201.13	69	4,048	2,218	5,223	964	18.46%	474	9.08%	866	
18.03	1	1,381	0.36	3,785	363	85	487	0	0.00%	5	1.03%	102	
18.03	2	3,538	2.84	1,245	849	930	1,520	159	10.46%	30	1.97%	232	
18.04		4,919	3.21	1,534	1,212	1,015	2,007	159	7.92%	35	1.74%	334	
18.04	1	2,043	14.91	137	543	170	782	36	4.60%	14	1.79%	102	
18.04	4	63	0.10	610	22	15	21	0	0.00%	0	0.00%	0	
18.04	5	2,118	5.54	383	618	147	788	91	11.55%	13	1.65%	187	
18.04		4,224	20.55	206	1,183	332	1,591	127	7.98%	27	1.70%	289	



Census Tract Number	Block Group Number	Population	Land Area (Square Miles)	Density (Persons/Square Mile)	Population Under Age 18	Population Over Age 60	Total Households	Households Under \$10,000 Income	% Households Under \$10,000 of total HHs	Households No Vehicles Available	% Households No Vehicles Available	Population Between Age 18-25
				Figure I-3 Page 9	Figure I-4 Page 16	Figure I-5 Page 17			Figure I-6 Page 19	Figure I-7 Page 21		Figure I-8 Page 23
19.01	1	1,794	32.42	55	578	299	628	125	19.90%	40	6.37%	70
19.01	2	1,279	49.76	26	407	216	479	118	24.63%	47	9.81%	38
19.01	3	676	19.42	35	144	165	315	70	22.22%	16	5.08%	35
19.01	4	1,170	21.72	54	270	202	454	46	10.13%	18	3.96%	68
19.01	5	569	31.53	18	128	77	218	29	13.30%	23	10.55%	19
19.01	8	1,136	15.57	73	321	117	444	66	14.86%	34	7.66%	201
		<b>6,624</b>	<b>170.41</b>	<b>39</b>	<b>1,848</b>	<b>1,076</b>	<b>2,538</b>	<b>454</b>	<b>17.89%</b>	<b>178</b>	<b>7.01%</b>	<b>431</b>
19.02	1	1,323	3.14	421	450	166	610	184	30.16%	92	15.08%	106
20.00	1	941	23.00	41	241	230	390	78	20.00%	34	8.72%	46
20.00	2	1,420	48.51	29	419	309	509	132	25.93%	82	16.11%	89
20.00	3	854	40.39	21	210	262	324	83	25.62%	33	10.19%	11
20.00	4	1,047	47.34	22	296	157	377	163	43.24%	45	11.94%	90
20.00	5	1,309	6.18	212	373	267	477	105	22.01%	69	14.47%	85
		<b>5,571</b>	<b>165.43</b>	<b>34</b>	<b>1,539</b>	<b>1,225</b>	<b>2,077</b>	<b>561</b>	<b>27.01%</b>	<b>263</b>	<b>12.66%</b>	<b>321</b>
21.00	1	1,201	76.34	16	313	255	434	77	17.74%	19	4.38%	30
21.00	2	1,394	36.19	39	215	306	634	95	14.98%	27	4.26%	75
		<b>2,595</b>	<b>112.53</b>	<b>23</b>	<b>528</b>	<b>561</b>	<b>1,068</b>	<b>172</b>	<b>16.10%</b>	<b>46</b>	<b>4.31%</b>	<b>105</b>
22.01	1	1,243	13.13	95	274	205	523	94	17.97%	58	11.09%	60
22.01	2	1,772	23.67	75	467	196	653	45	6.89%	19	2.91%	152
22.01	3	1,700	27.04	63	533	247	621	145	23.35%	68	10.95%	141
22.01	4	915	2.89	317	276	143	323	46	14.24%	25	7.74%	63
22.01	5	2,089	55.93	37	734	215	722	120	16.62%	43	5.96%	73
22.01	6	1,652	12.16	136	525	339	599	134	22.37%	68	11.35%	99
22.01	7	1,404	16.36	86	369	190	528	123	23.30%	15	2.84%	73
22.01	8	2,205	35.43	62	573	285	890	118	13.26%	17	1.91%	141
		<b>12,980</b>	<b>186.61</b>	<b>70</b>	<b>3,751</b>	<b>1,820</b>	<b>4,859</b>	<b>825</b>	<b>16.98%</b>	<b>313</b>	<b>6.44%</b>	<b>802</b>
22.03	1	2,961	3.73	794	670	233	1,335	316	23.67%	116	8.69%	366
22.03	2	1,884	8.44	223	497	342	765	212	27.71%	36	4.71%	240
22.03		<b>4,845</b>	<b>12.17</b>	<b>398</b>	<b>1,167</b>	<b>575</b>	<b>2,100</b>	<b>528</b>	<b>25.14%</b>	<b>152</b>	<b>7.24%</b>	<b>606</b>
22.04	2	2,671	12.54	213	676	454	978	39	3.99%	12	1.23%	123
22.05	3	2,151	3.07	701	723	249	671	0	0.00%	0	0.00%	81
22.05	4	4,456	12.74	350	1,226	391	1,621	19	1.17%	17	1.05%	175
22.05	5	5,858	1.28	4,571	1,363	241	2,769	850	30.70%	291	10.51%	1,508
		<b>12,465</b>	<b>17.09</b>	<b>729</b>	<b>3,332</b>	<b>881</b>	<b>5,061</b>	<b>869</b>	<b>17.17%</b>	<b>308</b>	<b>6.09%</b>	<b>1,764</b>





**APPENDIX A - WORKER AND COMMUTE DATA**

Census Tract Number	Block Group Number	Population	Total Workers	Workers Commuting Central City	% Workers Commuting Central City	Workers >30 Minute Commute	% Workers > 30 Minute Commute	Workers Using Carpools	% Workers Using Carpools	Workers Using Public Trans	% Workers Using Public Trans.
1.00	1	52	42	42	100.00%	8	19.05%	4	9.52%	0	0.00%
1.00	2	80	48	36	75.00%	0	0.00%	12	25.00%	0	0.00%
1.00	3	50	41	31	75.61%	0	0.00%	0	0.00%	0	0.00%
1.00	4	218	92	86	93.48%	8	8.70%	0	0.00%	5	5.43%
		<b>400</b>	<b>223</b>	<b>195</b>	<b>87.44%</b>	<b>16</b>	<b>7.17%</b>	<b>16</b>	<b>7.17%</b>	<b>5</b>	<b>2.24%</b>
2.00	1	356	98	80	81.63%	0	0.00%	0	0.00%	0	0.00%
2.00	2	406	139	139	100.00%	0	0.00%	16	11.51%	0	0.00%
2.00	3	556	227	196	86.34%	64	28.19%	29	12.78%	9	3.96%
2.00	4	635	357	323	90.48%	11	3.08%	55	15.41%	0	0.00%
2.00	5	929	334	288	86.23%	39	11.68%	20	5.99%	24	7.19%
2.00	6	1,150	550	486	88.36%	71	12.91%	69	12.55%	0	0.00%
2.00	7	340	101	80	79.21%	17	16.83%	34	33.66%	10	9.90%
2.00	8	132	70	70	100.00%	2	2.86%	0	0.00%	7	10.00%
		<b>4,504</b>	<b>1,876</b>	<b>1,662</b>	<b>88.59%</b>	<b>204</b>	<b>10.87%</b>	<b>223</b>	<b>11.89%</b>	<b>50</b>	<b>2.67%</b>
3.00	1	1,131	508	380	74.80%	133	26.18%	93	18.31%	47	9.25%
3.00	2	917	452	408	90.27%	28	6.19%	114	25.22%	0	0.00%
3.00	3	421	270	213	78.89%	48	17.78%	40	14.81%	0	0.00%
3.00	4	673	383	344	89.82%	32	8.36%	67	17.49%	0	0.00%
3.00	5	1,226	566	428	75.62%	36	5.79%	30	5.30%	31	5.48%
3.00	6	563	265	205	77.36%	49	18.49%	34	12.83%	23	8.68%
3.00	7	1,085	679	589	86.75%	81	11.93%	86	12.67%	7	1.03%
		<b>6,016</b>	<b>3,123</b>	<b>2,567</b>	<b>82.20%</b>	<b>407</b>	<b>13.03%</b>	<b>464</b>	<b>14.86%</b>	<b>108</b>	<b>3.46%</b>
4.00	1	1,099	414	332	80.19%	73	17.63%	79	19.08%	0	0.00%
4.00	2	1,317	654	554	84.71%	60	9.17%	81	12.39%	27	4.13%
4.00	3	1,057	496	464	93.55%	63	12.70%	55	11.09%	21	4.23%
4.00	4	1,953	941	751	79.81%	190	20.19%	116	12.33%	14	1.49%
		<b>5,426</b>	<b>2,505</b>	<b>2,101</b>	<b>83.87%</b>	<b>386</b>	<b>15.41%</b>	<b>331</b>	<b>13.21%</b>	<b>62</b>	<b>2.48%</b>
5.00	1	560	319	254	79.62%	52	16.30%	0	0.00%	0	0.00%
5.00	2	161	108	67	62.04%	24	22.22%	37	34.26%	0	0.00%
5.00	3	145	54	31	57.41%	16	29.63%	16	29.63%	0	0.00%
5.00	4	848	448	382	85.27%	9	2.01%	23	5.13%	5	1.12%
5.00	5	713	441	394	89.34%	36	8.16%	20	4.54%	0	0.00%
5.00	6	407	253	244	96.44%	37	14.62%	8	3.16%	0	0.00%
5.00	7	459	206	176	85.44%	20	9.71%	28	13.59%	37	17.96%
5.00	8	959	508	410	80.71%	32	6.30%	127	25.00%	13	2.56%
5.00	9	75	43	33	76.74%	0	0.00%	0	0.00%	0	0.00%
		<b>4,327</b>	<b>2,380</b>	<b>1,991</b>	<b>83.66%</b>	<b>226</b>	<b>9.50%</b>	<b>259</b>	<b>10.88%</b>	<b>63</b>	<b>2.65%</b>

Figure I-11  
Page 28

Figure I-12  
Page 30

Figure I-13  
Page 32

Figure I-14  
Page 33



Census Tract Number	Block Group Number	Population	Total Workers	Workers Commuting Central City	% Workers Commuting Central City	Workers >30 Minute Commute	% Workers >30 Minute Commute	Workers Using Carpools	% Workers Using Carpools	Workers Using Public Trans	% Workers Using Public Trans.
					Figure I-11 Page 28		Figure I-12 Page 30		Figure I-13 Page 32		Figure I-14 Page 33
6.00	1	1,173	340	290	85.29%	53	15.59%	85	25.00%	16	4.71%
6.00	2	209	50	38	76.00%	7	14.00%	0	0.00%	7	14.00%
6.00	3	734	213	175	82.16%	54	25.35%	47	22.07%	38	17.84%
6.00	4	1,188	475	366	77.05%	138	29.05%	74	15.58%	32	6.74%
6.00	5	774	263	198	75.29%	60	22.81%	55	20.91%	16	6.08%
		<b>4,078</b>	<b>1,341</b>	<b>1,067</b>	<b>79.57%</b>	<b>312</b>	<b>23.27%</b>	<b>261</b>	<b>19.46%</b>	<b>109</b>	<b>8.13%</b>
7.00	1	815	209	185	88.52%	14	6.70%	53	25.36%	48	22.97%
7.00	2	610	281	235	83.63%	61	21.71%	50	17.79%	13	4.63%
7.00	3	2,810	1,014	831	81.95%	227	22.39%	274	27.02%	89	8.78%
7.00	4	2,075	853	651	76.32%	158	18.52%	185	21.69%	36	4.22%
7.00	5	59	39	19	48.72%	20	51.28%	0	0.00%	0	0.00%
7.00	6	1,223	363	307	84.57%	62	17.08%	72	19.83%	35	9.64%
7.00	7	237	97	63	64.95%	37	38.14%	10	10.31%	0	0.00%
		<b>7,829</b>	<b>2,856</b>	<b>2,291</b>	<b>80.22%</b>	<b>579</b>	<b>20.27%</b>	<b>644</b>	<b>22.55%</b>	<b>221</b>	<b>7.74%</b>
8.00	1	3,531	1,741	1,403	80.59%	144	8.27%	244	14.01%	13	0.75%
8.00	2	2,698	1,072	884	82.46%	61	5.69%	132	12.31%	76	7.09%
8.00	3	1,608	727	610	83.91%	105	14.44%	79	10.87%	0	0.00%
		<b>7,837</b>	<b>3,540</b>	<b>2,897</b>	<b>81.84%</b>	<b>310</b>	<b>8.76%</b>	<b>455</b>	<b>12.85%</b>	<b>89</b>	<b>2.51%</b>
9.00	1	6,687	1,628	1,562	95.95%	39	2.40%	85	5.22%	6	0.37%
9.00	2	3,280	1,101	1,004	91.19%	42	3.81%	111	10.08%	171	15.53%
9.00	3	275	59	39	66.10%	0	0.00%	0	0.00%	0	0.00%
		<b>10,242</b>	<b>2,788</b>	<b>2,605</b>	<b>93.44%</b>	<b>81</b>	<b>2.91%</b>	<b>196</b>	<b>7.03%</b>	<b>177</b>	<b>6.35%</b>
10.00	1	825	401	357	89.03%	29	7.23%	51	12.72%	0	0.00%
10.00	2	463	280	248	88.57%	25	8.93%	8	2.86%	0	0.00%
10.00	3	1,480	702	623	88.75%	34	4.84%	46	6.55%	15	2.14%
10.00	4	897	522	422	80.84%	77	14.75%	69	13.22%	6	1.15%
10.00	5	868	490	417	85.10%	85	17.35%	112	22.86%	0	0.00%
10.00	6	1,365	712	614	86.24%	44	6.18%	75	10.53%	11	1.54%
		<b>5,898</b>	<b>3,107</b>	<b>2,681</b>	<b>86.29%</b>	<b>294</b>	<b>9.46%</b>	<b>361</b>	<b>11.62%</b>	<b>32</b>	<b>1.03%</b>
11.00	1	3,260	1,535	1,223	79.67%	136	8.86%	215	14.01%	0	0.00%
11.00	2	3,815	1,857	1,490	80.24%	179	9.64%	213	11.47%	9	0.48%
		<b>7,075</b>	<b>3,392</b>	<b>2,713</b>	<b>79.98%</b>	<b>315</b>	<b>9.29%</b>	<b>428</b>	<b>12.62%</b>	<b>9</b>	<b>0.27%</b>
12.00	1	1,872	933	656	70.31%	141	15.11%	150	16.08%	17	1.82%
12.00	2	5,667	2,992	2,181	72.89%	382	12.77%	321	10.73%	60	2.01%
12.00	3	2,956	1,624	1,312	80.79%	179	11.02%	286	17.61%	39	2.40%
		<b>10,495</b>	<b>5,549</b>	<b>4,149</b>	<b>74.77%</b>	<b>702</b>	<b>12.65%</b>	<b>757</b>	<b>13.64%</b>	<b>116</b>	<b>2.09%</b>
13.00	1	666	21	21	100.00%	0	0.00%	0	0.00%	0	0.00%
13.00	9	877	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%
		<b>1,543</b>	<b>21</b>	<b>21</b>	<b>100.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>



Census Tract Number	Block Group Number	Population	Total Workers	Workers Commuting Central City	% Workers Commuting Central City	Workers >30 Minute Commute	% Workers > 30 Minute Commute	Workers Using Carpools	% Workers Using Carpools	Workers Using Public Trans	% Workers Using Public Trans.
					Figure I-11 Page 28		Figure I-12 Page 30		Figure I-13 Page 32		Figure I-14 Page 33
14.00	1	563	311	256	82.32%	55	17.68%	24	7.72%	0	0.00%
14.00	2	1,113	421	348	82.66%	21	4.99%	125	29.69%	0	0.00%
14.00	9	1,464	495	369	74.55%	81	16.36%	112	22.63%	5	1.01%
		<b>3,140</b>	<b>1,227</b>	<b>973</b>	<b>79.30%</b>	<b>157</b>	<b>12.80%</b>	<b>261</b>	<b>21.27%</b>	<b>5</b>	<b>0.41%</b>
15.00	1	1,631	875	595	68.00%	76	8.69%	170	19.43%	46	5.26%
15.00	2	4,842	2,643	1,796	67.95%	242	9.16%	252	9.53%	47	1.78%
15.00	3	817	371	303	81.67%	19	5.12%	8	2.16%	10	2.70%
15.00	4	7,947	3,756	2,842	75.67%	351	9.35%	482	12.83%	88	2.34%
15.00	5	189	104	63	60.58%	9	8.65%	12	11.54%	0	0.00%
15.00	6	630	403	336	83.37%	49	12.16%	38	9.43%	0	0.00%
		<b>16,056</b>	<b>8,152</b>	<b>5,935</b>	<b>72.80%</b>	<b>746</b>	<b>9.15%</b>	<b>962</b>	<b>11.80%</b>	<b>191</b>	<b>2.34%</b>
16.00	1	1,241	636	491	77.20%	41	6.45%	30	4.72%	0	0.00%
16.00	2	3,808	1,685	1,192	70.74%	225	13.35%	117	6.94%	39	2.31%
16.00	3	96	69	69	100.00%	0	0.00%	19	27.54%	0	0.00%
16.00	4	737	348	229	65.80%	0	0.00%	44	12.64%	0	0.00%
		<b>5,882</b>	<b>2,738</b>	<b>1,981</b>	<b>72.35%</b>	<b>266</b>	<b>9.72%</b>	<b>210</b>	<b>7.67%</b>	<b>39</b>	<b>1.42%</b>
17.00	1	2,184	1,147	790	68.88%	144	12.55%	66	5.75%	11	0.96%
17.00	2	2,290	1,235	1,008	81.62%	91	7.37%	156	12.63%	14	1.13%
17.00	3	1,743	933	738	79.10%	92	9.86%	106	11.36%	11	1.18%
17.00	4	1,250	632	524	82.91%	52	8.23%	101	15.98%	0	0.00%
17.00	5	1,301	523	331	63.29%	89	17.02%	71	13.58%	0	0.00%
		<b>8,768</b>	<b>4,470</b>	<b>3,391</b>	<b>75.86%</b>	<b>468</b>	<b>10.47%</b>	<b>500</b>	<b>11.19%</b>	<b>36</b>	<b>0.81%</b>
18.01	1	1,648	625	340	54.40%	213	34.08%	104	16.64%	0	0.00%
18.01	2	1,106	576	301	52.26%	171	29.69%	67	11.63%	0	0.00%
18.01	3	698	260	164	63.08%	116	44.62%	66	25.38%	0	0.00%
18.01	4	2,312	1,150	691	60.09%	513	44.61%	175	15.22%	11	0.96%
18.01	5	1,392	580	301	51.90%	392	67.59%	42	7.24%	0	0.00%
18.01	6	1,605	763	288	37.75%	348	45.61%	167	21.89%	0	0.00%
18.01	7	1,448	515	149	28.93%	234	45.44%	64	12.43%	0	0.00%
18.01	8	1,225	607	378	62.27%	217	35.75%	99	16.31%	0	0.00%
18.01	9	2,429	1,270	413	32.52%	520	40.94%	214	16.85%	0	0.00%
		<b>13,863</b>	<b>6,346</b>	<b>3,025</b>	<b>47.67%</b>	<b>2,724</b>	<b>42.92%</b>	<b>998</b>	<b>15.73%</b>	<b>11</b>	<b>0.17%</b>
18.03	1	1,381	787	632	80.30%	141	17.92%	58	7.37%	12	1.52%
18.03	2	3,538	1,552	1,151	74.16%	204	13.14%	171	11.02%	0	0.00%
		<b>4,919</b>	<b>2,339</b>	<b>1,783</b>	<b>76.23%</b>	<b>345</b>	<b>14.75%</b>	<b>229</b>	<b>9.79%</b>	<b>12</b>	<b>0.51%</b>
18.04	1	2,043	1,116	804	72.04%	237	21.24%	139	12.46%	0	0.00%
18.04	4	63	37	22	59.46%	13	35.14%	8	21.62%	0	0.00%
18.04	5	2,118	1,091	713	65.35%	168	15.40%	94	8.62%	0	0.00%
		<b>4,224</b>	<b>2,244</b>	<b>1,539</b>	<b>68.58%</b>	<b>418</b>	<b>18.63%</b>	<b>241</b>	<b>10.74%</b>	<b>0</b>	<b>0.00%</b>



Census Tract Number	Block Group Number	Population	Total Workers	Workers Commuting Central City	% Workers Commuting Central City	Workers >30 Minute Commute	% Workers > 30 Minute Commute	Workers Using Carpools	% Workers Using Carpools	Workers Using Public Trans	% Workers Using Public Trans.
					Figure I-11 Page 28		Figure I-12 Page 30		Figure I-13 Page 32		Figure I-14 Page 33
19.01	1	1,794	764	587	76.83%	410	53.66%	89	11.65%	0	0.00%
19.01	2	1,279	549	322	58.65%	201	36.61%	109	19.85%	0	0.00%
19.01	3	676	363	175	48.21%	192	52.89%	91	25.07%	0	0.00%
19.01	4	1,170	592	417	70.44%	377	63.68%	143	24.16%	0	0.00%
19.01	5	569	299	212	70.90%	111	37.12%	32	10.70%	0	0.00%
19.01	8	1,136	554	442	79.78%	76	13.72%	33	5.96%	0	0.00%
		<b>6,624</b>	<b>3,121</b>	<b>2,155</b>	<b>69.05%</b>	<b>1,367</b>	<b>43.80%</b>	<b>497</b>	<b>15.92%</b>	<b>0</b>	<b>0.00%</b>
19.02	1	1,323	575	438	76.17%	128	22.26%	118	20.52%	10	1.74%
20.00	1	941	412	243	58.98%	249	60.44%	84	20.39%	0	0.00%
20.00	2	1,420	509	316	62.08%	302	59.33%	145	28.49%	0	0.00%
20.00	3	854	369	190	51.49%	232	62.87%	96	26.02%	0	0.00%
20.00	4	1,047	392	259	66.07%	154	39.29%	104	26.53%	0	0.00%
20.00	5	1,309	496	246	49.60%	257	51.81%	108	21.77%	0	0.00%
		<b>5,571</b>	<b>2,178</b>	<b>1,254</b>	<b>57.58%</b>	<b>1,194</b>	<b>54.82%</b>	<b>537</b>	<b>24.66%</b>	<b>0</b>	<b>0.00%</b>
21.00	1	1,201	547	322	58.87%	152	27.79%	79	14.44%	0	0.00%
21.00	2	1,394	741	469	63.29%	241	32.52%	144	19.43%	0	0.00%
		<b>2,595</b>	<b>1,288</b>	<b>791</b>	<b>61.41%</b>	<b>393</b>	<b>30.51%</b>	<b>223</b>	<b>17.31%</b>	<b>0</b>	<b>0.00%</b>
22.01	1	1,243	560	361	64.46%	150	26.79%	80	14.29%	15	2.68%
22.01	2	1,772	880	488	55.45%	365	41.48%	112	12.73%	11	1.25%
22.01	3	1,700	763	336	44.04%	350	45.87%	136	17.82%	3	0.39%
22.01	4	915	406	200	49.26%	233	57.39%	84	20.69%	0	0.00%
22.01	5	2,089	978	458	46.83%	494	50.51%	197	20.14%	17	1.74%
22.01	6	1,652	684	367	53.65%	300	43.86%	112	16.37%	0	0.00%
22.01	7	1,404	580	350	60.34%	317	54.66%	88	15.17%	0	0.00%
22.01	8	2,205	1,261	840	66.61%	383	30.37%	143	11.34%	0	0.00%
		<b>12,980</b>	<b>6,112</b>	<b>3,400</b>	<b>55.63%</b>	<b>2,592</b>	<b>42.41%</b>	<b>952</b>	<b>15.58%</b>	<b>46</b>	<b>0.75%</b>
22.03	1	2,961	1,635	1,185	72.48%	376	23.00%	380	23.24%	46	2.81%
22.03	2	1,884	857	579	64.55%	155	17.28%	165	18.39%	39	4.35%
22.03		<b>4,845</b>	<b>2,532</b>	<b>1,764</b>	<b>69.67%</b>	<b>531</b>	<b>20.97%</b>	<b>545</b>	<b>21.52%</b>	<b>85</b>	<b>3.36%</b>
22.04	2	2,671	1,317	718	54.52%	210	15.95%	73	5.54%	0	0.00%
22.05	3	2,151	1,091	682	62.51%	150	13.75%	75	6.87%	0	0.00%
22.05	4	4,456	2,514	1,528	60.78%	365	14.52%	344	13.68%	0	0.00%
22.05	5	5,858	2,952	2,214	75.00%	537	18.19%	360	12.20%	69	2.34%
		<b>12,465</b>	<b>6,557</b>	<b>4,424</b>	<b>67.47%</b>	<b>1,052</b>	<b>16.04%</b>	<b>779</b>	<b>11.88%</b>	<b>69</b>	<b>1.05%</b>





**APPENDIX B**

**RTS ON-BOARD SURVEY INSTRUMENT**

---



Dear RTS Customer: RTS would like information about your trip and your opinion about RTS to help improve transit service. PLEASE complete the following survey; it should take you no more than 10 minutes. Check (✓) the correct box, write out, or circle your answers. Even if you do not complete the survey, please return it to the bus driver, surveyor, or survey return box as you exit the bus. THANK YOU FOR YOUR COOPERATION.

- Have you completed this survey previously this week?
  - 1. Yes (STOP, please return survey to bus driver)
  - 2. No (please continue completing the survey)
- You got on this bus at? \_\_\_\_\_ You got off this bus at? \_\_\_\_\_  
 (nearest street intersection/place to the bus stop) (nearest street intersection/place to the bus stop)
- What RTS route are you currently riding on? (Please ✓ only ONE)
  - 1. Cedar Ridge - Shands
  - 2. Kennedy Homes - Gainesville Mall
  - 3. Gainesville High - Job Services
  - 4. Oaks Mall - Shands
  - 5. Oaks Mall - University
  - 6. DT - UF - SFCC
  - 7. DT - Family Services
  - 8. Pine Ridge - Sugar Hill
  - 9. Reitz Union - Butler Plaza
  - 10. SFCC via NW 18th Ave
  - 11. Eastwood Meadows via Univ
  - 12. UF Campus - Park-n-Ride
  - 13. UF Campus - Commuter Lot
  - 14. UF Campus - Fraternity Row
  - 15. UF Campus - Family Housing
- How did you get to the bus stop for this trip? (please ✓ only ONE)
  - 1. Walked 1 block
  - 2. Walked 2 blocks
  - 3. Walked 3 blocks
  - 4. Walked 4 blocks or more
  - 5. Was dropped off
  - 6. Drove and parked
  - 7. Other
- Where did you come from before you got on the bus for this trip?
  - 1. Home
  - 2. Work
  - 3. Elementary/High School
  - 4. UF Campus
  - 5. SFCC Campus
  - 6. Shopping/Errands
  - 7. Visiting/Recreation
  - 8. Doctor/Dentist
  - 9. Other
- Do you have to take more than one bus route to complete your trip?
  - 1. Yes
  - 2. No
- IF YES → Transferring from bus route \_\_\_\_\_ to bus route number \_\_\_\_\_
- Where are you going on your trip? (please ✓ only your FINAL destination)
  - 1. Home
  - 2. Work
  - 3. Elementary/High School
  - 4. UF Campus
  - 5. SFCC Campus
  - 6. Shopping/Errands
  - 7. Visiting/Recreation
  - 8. Doctor/Dentist
  - 9. Other
- Do you have a valid driver's license?
  - 1. Yes
  - 2. No
- How will you get to your final destination? (please ✓ only ONE)
  - 1. Walk 1 block
  - 2. Walk 2 blocks
  - 3. Walk 3 blocks
  - 4. Walk 4 blocks or more
  - 5. Get picked up/dropped off
  - 6. Drive and park
  - 7. Other
- What type of fare did you pay when you boarded this bus?
  - 1. Adult Full Fare (\$1.00)
  - 2. Senior Citizen (\$ .50)
  - 3. Disabled (\$ .50)
  - 4. Student - all levels (\$ .50)
  - 5. Monthly Pass (\$30.00)
  - 6. Monthly Pass (\$15.00)
  - 7. Student Semester Pass (\$35.00)
  - 8. All Day Pass (\$2.00/day)
- On average, how many days a week do you ride the bus? (please ✓ only ONE)
  - 1. less than 1 day
  - 2. 1 day
  - 3. 2 days
  - 4. 3 days
  - 5. 4 days
  - 6. 5 days
  - 7. 6 days
- What is the most important reason you ride the bus? (please ✓ only ONE)
  - 1. I don't drive
  - 2. Car is not available
  - 3. Bus is more economical
  - 4. Bus is more convenient
  - 5. Parking at UF too difficult
  - 6. Other
- How would you make this trip if not by bus? (please ✓ only ONE)
  - 1. Drive
  - 2. Ride with someone
  - 3. Wouldn't make trip
  - 4. Bicycle
  - 5. Walk
  - 6. Taxi
- How long have you been using RTS bus service?
  - 1. Less than 6 months
  - 2. 6 months to 1 year
  - 3. 1 to 2 years
  - 4. More than 2 years
- Please tell us the one thing that you like most about riding the bus. \_\_\_\_\_
- Please tell us the one thing that you like least about riding the bus. \_\_\_\_\_
- Your age is...
  - 1. under 18
  - 2. 18 to 24
  - 3. 25 to 34
  - 4. 35 to 44
  - 5. 45 to 54
  - 6. 55 to 64
  - 7. 65 to 74
  - 8. Over 74
- What is your gender?
  - 1. Male
  - 2. Female
- What is your ethnic heritage? (please ✓ only ONE)
  - 1. White
  - 2. Black
  - 3. Hispanic
  - 4. Asian
  - 5. Other
- What was the range of your total household income for 1996?
  - 1. Less than \$5,000
  - 2. \$5,000 to \$9,999
  - 3. \$10,000 to \$14,999
  - 4. \$15,000 to \$19,999
  - 5. \$20,000 to \$24,999
  - 6. \$25,000 to \$29,999
  - 7. \$30,000 to \$39,999
  - 8. \$40,000 to \$49,999
  - 9. \$50,000 or more
- How many working cars, vans, and/or light trucks are available in your household?
  - 1. 0 vehicles
  - 2. 1 vehicle
  - 3. 2 vehicles
  - 4. 3 vehicles
  - 5. 4 vehicles
  - 6. 5 or more vehicles
- How many months out of the year do you reside in Gainesville/Alachua County?
  - 1. 12 months (full-time resident)
  - 2. 10-11 months
  - 3. 6-9 months
  - 4. 3-5 months
  - 5. 0-2 months
  - 6. Tourist/Visitor
- What is the zipcode of your residence? \_\_\_\_\_
- What is the zipcode of your work? \_\_\_\_\_



26. **T** **R** **T** **S** **c** **e** **t** **t** **e** **r** **e** **p** **r** **e** **s** **e** **n** **t** **t** **h** **e** **g** **r** **a** **d** **i** **n** **g**:

Work Start Time \_\_\_\_\_ Work End Time \_\_\_\_\_  
 Class Start Time \_\_\_\_\_ Class End Time \_\_\_\_\_

27. How satisfied are you with each of the following?

Very Satisfied 😊      Neutral 😐      Very Unsatisfied ☹️

Please Circle the number that best reflects your opinion

- |    |   |   |   |   |   |   |
|----|---|---|---|---|---|---|
| a. | Your overall satisfaction with RTS  | 5 | 4 | 3 | 2 | 1 |
| b. | Frequency of service (how often buses run)                                    | 5 | 4 | 3 | 2 | 1 |
| c. | Your ability to get where you want to go using the bus                        | 5 | 4 | 3 | 2 | 1 |
| d. | The number of times you have to transfer buses to get to where you want to go | 5 | 4 | 3 | 2 | 1 |
| e. | How easy it is to transfer between buses                                      | 5 | 4 | 3 | 2 | 1 |
| f. | How regularly buses arrive on time  | 5 | 4 | 3 | 2 | 1 |
| g. | The time it takes to make a trip by bus                                       | 5 | 4 | 3 | 2 | 1 |
| h. | Value of bus fare (service you get for what you pay)                          | 5 | 4 | 3 | 2 | 1 |
| i. | How easy it is to obtain bus route and schedule information                   | 5 | 4 | 3 | 2 | 1 |
| j. | How easy it is to use bus route and schedule information                      | 5 | 4 | 3 | 2 | 1 |
| k. | The time of day the earliest buses run on weekdays                            | 5 | 4 | 3 | 2 | 1 |
| l. | The time of day the latest buses run on weekdays                              | 5 | 4 | 3 | 2 | 1 |
| m. | The time of day the earliest buses run on weekend days                        | 5 | 4 | 3 | 2 | 1 |
| n. | The time of day the latest buses run on weekend days                          | 5 | 4 | 3 | 2 | 1 |
| o. | How clean the buses and bus stops are   | 5 | 4 | 3 | 2 | 1 |
| p. | Safety at the bus stop  | 5 | 4 | 3 | 2 | 1 |
| q. | Safety while riding the bus   | 5 | 4 | 3 | 2 | 1 |
| r. | Safety after getting off the bus  | 5 | 4 | 3 | 2 | 1 |
| s. | Temperature inside the buses  | 5 | 4 | 3 | 2 | 1 |
| t. | Availability of seats on the buses  | 5 | 4 | 3 | 2 | 1 |
| u. | The bus driver's ability to drive the bus                                     | 5 | 4 | 3 | 2 | 1 |
| v. | The bus driver's courtesy   | 5 | 4 | 3 | 2 | 1 |

THANK YOU FOR COMPLETING THE SURVEY.  
 PLEASE RETURN THE COMPLETED SURVEY TO THE BUS DRIVER, SURVEYOR, OR SURVEY RETURN BOX.

28. Using letters "a" through "v" in Question 26, please list the three service characteristics that would most help YOU if RTS were to improve them: \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_.



**APPENDIX C**

**RTS BUS OPERATOR SURVEY INSTRUMENT**

---





## RTS BUS OPERATOR SURVEY

To all RTS bus operators: RTS is in the process of developing a Five Year Transit Development Plan to establish a course for improving and expanding services through the year 2002. We need your help!! Please take a few minutes to complete this survey and give YOUR input into the development of this plan.

1. The following is a list of possible complaints passengers may voice to bus operators about RTS service. Please mark the five (5) complaints that you hear most frequently (1 being the most frequent).

- |   |  |
|---|--|
| <input type="checkbox"/> fare is too high<br><input type="checkbox"/> infrequent service<br><input type="checkbox"/> bus does not go where I want<br><input type="checkbox"/> bus is late<br><input type="checkbox"/> bus leaves stop too early<br><input type="checkbox"/> bus did not show/passed me up<br><input type="checkbox"/> bus is not clean<br><input type="checkbox"/> bus is not comfortable | <input type="checkbox"/> passengers cannot get route/schedule information<br><input type="checkbox"/> bus schedules too difficult to understand<br><input type="checkbox"/> eating or drinking on bus<br><input type="checkbox"/> smoking on bus<br><input type="checkbox"/> route or destination not clear<br><input type="checkbox"/> no bus shelters/benches<br><input type="checkbox"/> need evening service<br><input type="checkbox"/> need Sunday Service |
|---|--|

Other (specify) \_\_\_\_\_  
 \_\_\_\_\_

2. What is your opinion of these complaints? Are they valid?

---



---

3. The following is a list of possible improvements to the transit system. Please rank all the improvements that you think would be helpful (1 is most helpful, then 2, etc.)

- |  |   |
|--|---|
| <input type="checkbox"/> operate new, smaller vehicles<br><input type="checkbox"/> provide better route and schedule information<br><input type="checkbox"/> maintain buses more frequently<br><input type="checkbox"/> give more time in schedules<br><input type="checkbox"/> Other (Please specify) _____ | <input type="checkbox"/> lower the fares<br><input type="checkbox"/> put up shelters at bus stops<br><input type="checkbox"/> operate Sunday service<br><input type="checkbox"/> more buses on routes |
|--|---|

4. Do you know of any safety problems on any routes? Please describe

---



---



---

5. Are there any schedules or parts of schedules which are difficult to maintain?  yes  no

If yes, which routes? \_\_\_\_\_

6. Are there any routes which should be modified in any way? If so, how?

---



---



---

7. In your opinion, is night service necessary?  yes  no

8. In your opinion, is Sunday service necessary?  yes  no

9. Do you have any other comments that you would like to share about RTS, its services and its customers?

---



---



---



**APPENDIX D**

**COMMUNITY LEADER INTERVIEW QUESTIONS**

---



2. What are the weaknesses?
3. What is the image of RTS in Gainesville?
4. What specific areas do you think RTS needs to focus on in the next few years to improve its services?
5. What do you think are appropriate goals for the transit system in this community?
6. What role does the private sector play in supporting community goals for transit?
7. Is the transit system easy to use?
8. What do you think of the transit fare structure? Is transit priced correctly? Should be reduced? Should be increased?

#### C. **FUTURE DIRECTION**

1. When Gainesville received its #1 city designation from *Money Magazine* in 1995, the transit system probably didn't push us over the top. And yet, Gainesville is one of the most livable cities and has leaders who actively promote making it more livable. How could RTS fulfill its part of this goal?
2. What if RTS was a "jewel" of the Gainesville community? What would it be like?
3. Who do you think RTS primarily serves? Who should it serve? Should RTS be reaching new markets for transit service or focus on existing markets?
4. What role should the MTPO play in improving and supporting transit?
5. What does RTS need to do to improve its image in Gainesville?
6. What improvements are needed in the transit system to attract more riders and meet community goals?
7. Is there a need for new services, such as express bus service, carpool matching, and vanpools for large employers?
8. Any final comments?



**APPENDIX E**

**LIST OF DEFINITIONS FOR  
SELECTED PERFORMANCE INDICATORS AND MEASURES**





## PERFORMANCE INDICATORS

**County/Service Area Population** - For 1991, county population is used to approximate the service area population for each of the Florida transit systems and is taken from the *Florida Statistical Abstract* for each year. This measure provides a suitable approximation of overall market size for comparison of relative spending and service levels among communities in the absence of actual service area population. However, in 1992, FTA began requiring transit systems to provide service area population in their NTD (Section 15) reports. As a result, this is the measure that is now utilized in this study.

**Passenger Trips** - Annual number of passenger boardings on the transit vehicles. A trip is counted each time a passenger boards a transit vehicle. Thus, if a passenger has to transfer between buses to reach a destination, he or she is counted as making two passenger trips.

**Passenger Miles** - Number of annual passenger trips multiplied by the system's average trip length (in miles). This number provides a measure of the total number of passenger miles of transportation consumed.

**Vehicle Miles** - Total distance traveled annually by revenue service vehicles, including both revenue miles and deadhead miles.

**Revenue Miles** - Number of annual miles of vehicle operation while in active service (available to pick up revenue passengers). This number is smaller than vehicle miles because of the exclusion of deadhead miles such as vehicle miles from the garage to the start of service, vehicle miles from the end of service to the garage, driver training, and other miscellaneous miles that are not considered to be in direct revenue service.

**Vehicle Hours** - Total hours of operation by revenue service vehicles including hours consumed in passenger service and deadhead travel.

**Revenue Hours** - Total hours of operation by revenue service vehicles in active revenue service.

**Route Miles** - Number of directional route miles as reported in NTD data; defined as the mileage that service operates in each direction over routes traveled by public transportation vehicles in revenue service.

**Total Operating Expense** - Reported total spending on operations, including administration, maintenance, and operation of service vehicles.

**Total Operating Expenses (1996 \$)** - Total operating expenses inflated to 1996 dollars for purposes of determining the real change in spending for operating expenses.



**Total Maintenance Expense** - Sum of all expenses categorized as maintenance expenses; a subset of total operating expense.

**Total Maintenance Expense (1996 \$)** - Total maintenance expenses inflated to 1996 dollars for purposes of determining the real change in spending for maintenance purposes.

**Total Local Revenue** - All revenues originating at the local level (excluding state and federal assistance).

**Operating Revenue** - Includes passenger fares, special transit fares, school bus service revenues, freight tariffs, charter service revenues, auxiliary transportation revenues, subsidy from other sectors of operations, and non-transportation revenues.

**Passenger Fare Revenue** - Revenue generated annually from passenger fares.

**Total Employees** - Total number of payroll employees of the transit agency. It is useful to note that the increasing tendency to contract out for services may result in some significant differences in this measure between otherwise similar properties. It is important to understand which services are contracted before drawing conclusions based on employee levels. All employees classified as capital were excluded from this report.

**Transportation Operating Employees** - All employees classified as operating employees: vehicle drivers, supervisory personnel, direct personnel.

**Maintenance Employees** - All employees classified as maintenance employees who are directly or indirectly responsible for vehicle maintenance.

**Administrative Employees** - All personnel positions classified as administrative in nature. This report includes all general administration, ticketing/fare collection, and system security employees as classified by FTA in Form 404 of the NTD report.

**Vehicles Available for Maximum Service** - Number of vehicles owned by the transit authority that are available for use in bus service.

**Vehicles Operated in Maximum Service** - The largest number of vehicles required for providing service during peak hours (typically the rush period).

**Total Gallons of Fuel Consumed** - Total gallons of fuel consumed by the vehicle fleet.



## **EFFECTIVENESS MEASURES**

**Vehicle Miles Per Capita** - Total number of annual vehicle miles divided by the service area's population. This can be characterized as the number of miles of service provided for each man, woman, and child in the service area and is a measure of the extensiveness of service provided in the service area.

**Passenger Trips Per Capita** - Average number of transit boardings per person per year. This number is larger in areas where public transportation is emphasized and in areas where there are more transit dependents, and is a measure of the extent to which the public utilizes transit in a given service area.

**Passenger Trips Per Revenue Mile** - The ratio of passenger trips to revenue miles of service; a key indicator of service effectiveness that is influenced by the levels of demand and the supply of service provided.

**Passenger Trips Per Revenue Hour** - The ratio of passenger trips to revenue hours of operation; reports on the effectiveness of the service since hours are a better representation of the resources consumed in providing service.

**Average Age of Fleet** - Traditionally, a standard transit coach is considered to have a useful life of 12 years. However, longer service lives are not uncommon. The vehicle age and the reliability record of the equipment, the number of miles and hours on the equipment, the sophistication and features (i.e., wheelchair lifts, electronic destination signs, etc.), and operating environment (weather, roadway grades, and passenger abuse) all affect the maintenance needs and depreciation of the bus fleet.

**Revenue Miles Between Incidents** - Number of revenue miles divided by the number of incidents; reports the average interval, in miles, between incidents.

**Revenue Miles Between Revenue Service Interruptions** - Number of revenue miles divided by revenue service interruptions; an indicator of the average frequency of delays because of a problem with the equipment.

## **EFFICIENCY MEASURES**

**Operating Expense Per Capita** - Annual operating budget divided by the county/service area population; a measure of the resource commitment to transit by the community.

**Operating Expense Per Passenger Trip** - Operating expenditures divided by the total annual ridership; a measure of the efficiency of transporting riders; one of the key indicators of comparative performance of transit properties since it reflects both the efficiency with which service is delivered and the market demands for the service.

**Operating Expense Per Passenger Mile** - Reflection of operating expense divided by the



number of passenger miles; takes into account the impact of trip length on performance since some operators provide lengthy trips while others provide short trips.

**Operating Expense Per Revenue Mile** - Operating expense divided by the annual revenue miles of service; a measure of the efficiency with which service is delivered and is another key comparative indicator.

**Farebox Recovery** - Ratio of passenger fare revenues to total operating expenses; an indicator of the share of revenues provided by the passengers.

**Revenue Miles Per Vehicle Mile** - Reflects how much of the total vehicle operation is in passenger service. Higher ratios are favorable, but garage location, training needs, and other considerations may influence the ratio.

**Vehicle Miles Per Peak Vehicle** - Vehicle miles divided by the number of peak vehicles. It is an indicator of how intensively the equipment is used and is influenced by the bus travel speeds as well as by the levels of service in the off-peak time periods. A more uniform demand for service over the day would result in a higher number.

**Revenue Hours Per Employee** - Reflects overall labor productivity.

**Passenger Trips Per Employee** - Another measure of overall labor productivity.

**Vehicle Miles Per Gallon** - Vehicle miles of service divided by the total gallons consumed; measures energy efficiency and utilization.

**Average Fare** - Passenger fare revenues divided by the total number of passenger trips.





**APPENDIX F**

**COMPLETE TREND DATA TABLES,  
RTS: FY 1991 - FY 1996**



**TABLE F-1**  
**Regional Transit System (Gainesville)**  
**Performance Indicators**

PERFORMANCE INDICATORS	1991	1992	1993	1994	1995	1996	% Change 1991-1996	% Change 1995-1996
Service Area Population (000)	183.77	182.94	184.00	184.00	184.00	184.00	0.12%	0.00%
Service Area Size (square miles)	n/a	900.00	900.00	900.00	900.00	900.00	n/a	0.00%
Passenger Trips (000)	2,569.58	2,569.58	2,370.20	2,370.20	2,047.47	2,110.21	-17.88%	3.06%
Passenger Miles (000)	7,660.04	7,660.04	7,169.22	7,169.22	6,080.98	6,267.32	-18.18%	3.06%
Vehicle Miles (000)	1,289.62	1,239.10	1,424.90	1,424.90	1,414.60	1,348.18	4.54%	-4.70%
Revenue Miles (000)	1,275.37	1,223.49	1,409.58	1,409.58	1,399.50	1,333.89	4.59%	-4.69%
Vehicle Hours (000)	91.17	87.40	74.32	74.32	73.77	108.49	18.99%	47.06%
Revenue Hours (000)	85.19	82.67	69.87	69.87	69.37	104.69	22.89%	50.92%
Route Miles	266.60	266.90	266.90	266.90	266.90	266.90	n/a	n/a
Total Operating Expense (000)	\$3,011.81	\$3,081.97	\$3,212.73	\$3,521.43	\$4,089.01	\$3,663.42	21.64%	-10.41%
Total Operating Expense (000 of 1996 \$)	\$3,439.49	\$3,427.15	\$3,476.18	\$3,718.63	\$4,203.51	\$3,663.42	6.51%	-12.85%
Total Maintenance Expense (000)	\$492.29	\$477.26	\$490.11	\$536.73	\$471.47	\$753.03	52.97%	59.72%
Total Maintenance Expense (000 of 1996 \$)	\$562.19	\$530.71	\$530.30	\$566.79	\$484.67	\$753.03	33.95%	55.37%
Total Capital Expense (000)	\$535.64	\$29.44	\$134.69	\$129.57	\$2,921.68	\$1,322.84	146.96%	-54.72%
Total Local Revenue (000)	\$3,011.81	\$3,102.51	\$2,886.91	\$3,728.55	\$3,427.04	\$3,371.15	11.93%	-1.63%
Operating Revenue (000)	\$1,292.79	\$1,386.18	\$1,405.95	\$1,935.20	\$1,482.17	\$1,620.81	25.37%	9.35%
Passenger Fare Revenue (000)	\$1,225.82	\$1,339.90	\$1,339.86	\$1,365.49	\$1,444.35	\$1,588.31	29.57%	9.97%
Total Employees	71.00	67.20	66.00	68.80	73.80	72.80	2.54%	-1.36%
Transportation Operating Employees	51.00	50.80	50.50	51.00	54.80	53.80	5.49%	-1.82%
Maintenance Employees	15.50	12.10	11.50	11.10	11.80	11.80	-23.87%	0.00%
Administrative Employees	4.50	4.30	4.00	6.70	7.20	7.20	60.00%	0.00%
Vehicles Available for Maximum Service	43.00	43.00	43.00	43.00	47.00	47.00	9.30%	0.00%
Vehicles Operated in Maximum Service	32.00	32.00	30.00	30.00	31.00	33.00	3.13%	6.45%
Spare Ratio	34.38%	34.38%	43.33%	43.33%	51.61%	42.42%	23.42%	-17.80%
Total Gallons Consumed (000)	289.24	309.47	291.44	273.48	341.25	353.62	22.26%	3.63%



TABLE F-2  
Regional Transit System (Gainesville)  
Effectiveness Measures

EFFECTIVENESS MEASURES	1991	1992	1993	1994	1995	1996	% Change 1991-1996	% Change 1995-1996
<b>SERVICE SUPPLY</b>								
Vehicle Miles Per Capita	7.02	6.77	7.74	7.74	7.69	7.33	4.41%	-4.70%
<b>SERVICE CONSUMPTION</b>								
Passenger Trips Per Capita	13.98	14.05	12.88	12.88	11.13	11.47	-17.98%	3.06%
Passenger Trips Per Revenue Mile	2.01	2.10	1.68	1.68	1.46	1.58	-21.48%	8.13%
Passenger Trips Per Revenue Hour	30.16	31.08	33.92	33.92	29.52	20.16	-33.17%	-31.71%
<b>QUALITY OF SERVICE</b>								
Average Speed (R.M./R.H.)	14.97	14.80	20.17	20.17	20.18	12.74	-14.89%	-36.85%
Average Age of Fleet (in years)	3.19	4.19	5.10	6.10	6.23	5.98	87.46%	-4.01%
Number of Incidents	56.00	30.00	28.00	30.00	55.00	58.00	3.57%	5.45%
Revenue Service Interruptions	747.00	845.00	759.00	594.00	571.00	343.00	-54.08%	-39.93%
Revenue Miles Between Incidents (000)	22.77	40.78	50.34	46.99	25.45	23.00	0.98%	-9.62%
Revenue Miles Between Interruptions (000)	1.71	1.45	1.86	2.37	2.45	3.89	127.78%	58.67%
<b>AVAILABILITY</b>								
Revenue Miles Per Route Mile (000)	4.78	4.58	5.28	5.28	5.24	n/a	n/a	n/a



**APPENDIX G**  
**COMPLETE PEER REVIEW DATA TABLES,**  
**RTS: FY 1996**

---





**TABLE G-1**  
**System Total Performance Indicators - FY 1996**  
**10-49 Motorbus Vehicle Category**

PERFORMANCE INDICATORS	Tallahassee Total	Volusia Total	Winston-Salem Total	Columbia Total	Gainesville Total	Lubbock Total
Service Area Population (000)	138.86	407.20	162.60	183.50	184.00	183.33
Service Area Size (square miles)	93.80	1,207.00	99.80	115.00	900.00	59.00
Passenger Trips (000)	3,682.54	3,664.83	2,975.28	1,648.93	2,110.21	3,443.69
Passenger Miles (000)	11,047.63	14,873.78	6,318.88	4,479.12	6,267.32	14,719.13
Vehicle Miles (000)	1,697.61	2,505.61	1,451.88	1,730.40	1,348.18	1,229.03
Revenue Miles (000)	1,589.16	2,299.41	1,244.26	1,727.99	1,333.89	1,213.01
Vehicle Hours (000)	143.60	153.42	115.68	141.57	108.49	88.55
Revenue Hours (000)	137.30	140.81	112.03	129.26	104.69	85.79
Route Miles	199.30	427.40	195.00	176.60	266.90	155.20
Total Operating Expense (000)	\$6,629.95	\$6,036.77	\$4,673.76	\$4,476.88	\$3,663.42	\$2,916.55
Total Maintenance Expense (000)	\$1,442.29	\$816.98	\$1,283.53	\$1,779.69	\$753.03	\$637.75
Total Capital Expense (000)	\$307.12	\$726.86	\$3,983.49	\$353.42	\$1,322.84	\$3,136.51
Total Local Revenue (000)	\$6,237.20	\$5,554.54	\$4,222.13	\$4,842.16	\$3,371.15	\$1,845.10
Operating Revenue (000)	\$2,023.20	\$1,759.48	\$1,675.35	\$4,842.16	\$1,620.81	\$1,237.84
Passenger Fare Revenue (000)	\$2,001.35	\$1,230.00	\$1,569.20	\$1,501.22	\$1,588.31	\$1,227.84
Total Employees	135.30	125.10	83.60	99.90	72.80	90.10
Transportation Operating Employees	92.00	107.70	60.50	70.20	53.80	74.40
Maintenance Employees	29.40	13.90	18.40	22.30	11.80	12.60
Administrative Employees	13.90	3.50	4.70	7.40	7.20	3.10
Vehicles Available for Maximum Service	55.00	53.00	57.00	60.00	47.00	38.00
Vehicles Operated in Maximum Service	44.00	42.00	41.00	34.00	33.00	32.00
Spare Ratio	25.00%	26.19%	39.02%	76.47%	42.42%	18.75%
Total Gallons Consumed (000)	471.20	700.94	526.53	454.67	353.62	341.05



**TABLE G-1 (continued)**  
**System Total Performance Indicators - FY 1996**  
**10-49 Motorbus Vehicle Category**

PERFORMANCE INDICATORS	Lexington		Roanoke Total	Escambia Total	Sarasota Total	Lee County Total
	Excl. MBP	Incl. MBP				
Service Area Population (000)	214.10	214.10	96.00	276.56	242.23	376.70
Service Area Size (square miles)	74.00	74.00	43.00	42.00	96.20	189.00
Passenger Trips (000)	574.64	584.55	1,787.05	1,541.54	1,856.01	1,335.66
Passenger Miles (000)	1,810.44	1,873.94	6,165.32	7,462.14	9,274.24	7,305.92
Vehicle Miles (000)	830.99	937.67	1,299.49	1,086.22	1,535.24	1,655.02
Revenue Miles (000)	785.88	882.15	1,219.55	1,032.69	1,421.47	1,543.57
Vehicle Hours (000)	75.84	84.47	97.93	79.55	100.15	92.00
Revenue Hours (000)	71.92	80.30	93.26	74.61	93.95	86.94
Route Miles	151.00	230.00	190.00	244.70	352.30	392.50
Total Operating Expense (000)	\$3,430.32	\$3,683.69	\$3,412.77	\$3,453.56	\$3,585.95	\$3,710.94
Total Maintenance Expense (000)	\$799.08	\$831.37	\$593.22	\$806.22	\$465.53	\$627.88
Total Capital Expense (000)	\$501.73	n/a	(\$36.74)	\$2,921.74	\$1,039.78	\$662.52
Total Local Revenue (000)	\$2,717.12	n/a	\$2,089.70	\$2,346.52	\$3,122.86	\$2,932.68
Operating Revenue (000)	\$831.95	n/a	\$1,450.91	\$854.12	\$420.17	\$1,053.51
Passenger Fare Revenue (000)	\$579.30	\$604.57	\$1,233.53	\$737.85	\$365.11	\$763.80
Total Employees	61.30	67.10	80.80	63.60	76.30	73.80
Transportation Operating Employees	43.80	48.10	56.70	46.80	59.70	54.90
Maintenance Employees	11.20	12.00	12.20	12.10	11.30	12.40
Administrative Employees	6.30	7.00	11.90	4.70	5.30	6.50
Vehicles Available for Maximum Service	39.00	44.00	38.00	33.00	40.00	35.00
Vehicles Operated in Maximum Service	31.00	34.00	29.00	26.00	25.00	25.00
Spare Ratio	25.81%	29.41%	31.03%	26.92%	60.00%	40.00%
Total Gallons Consumed (000)	251.96	276.61	329.44	246.81	374.40	332.51



**TABLE G-1 (continued)**  
**System Total Performance Indicators - FY 1996**  
**10-49 Motorbus Vehicle Category**

PERFORMANCE INDICATORS	Durham Total	New Orleans Total	Lakeland Total	Columbus Total	Brevard Total	Peer Group Mean
Service Area Population (000)	136.61	124.22	110.00	180.00	437.74	215.85
Service Area Size (square miles)	73.80	44.00	77.00	160.00	427.00	231.29
Passenger Trips (000)	2,972.52	2,099.78	1,164.76	1,404.39	194.26	2,029.12
Passenger Miles (000)	9,613.68	10,169.53	4,274.58	5,959.23	1,517.19	7,582.60
Vehicle Miles (000)	1,355.45	1,061.35	972.05	953.28	579.32	1,337.36
Revenue Miles (000)	1,306.53	969.02	971.50	942.88	523.04	1,263.76
Vehicle Hours (000)	99.54	65.97	65.89	72.82	26.63	96.02
Revenue Hours (000)	97.03	63.51	65.27	69.97	24.04	91.17
Route Miles	198.10	127.80	162.50	170.00	444.00	245.77
Total Operating Expense (000)	\$4,353.39	\$4,007.40	\$2,315.54	\$2,635.05	\$1,207.73	\$3,797.71
Total Maintenance Expense (000)	\$926.73	\$1,248.28	\$526.26	\$770.91	\$283.51	\$862.07
Total Capital Expense (000)	\$347.33	\$234.94	\$257.75	\$357.73	\$476.20	\$1,037.08
Total Local Revenue (000)	\$3,803.61	\$4,014.01	\$1,743.90	\$2,232.37	n/a	\$3,405.00
Operating Revenue (000)	\$1,254.30	\$4,014.01	\$948.59	\$709.21	n/a	\$1,646.37
Passenger Fare Revenue (000)	\$1,081.95	\$1,769.47	\$493.66	\$696.98	\$79.84	\$1,059.04
Total Employees	77.10	60.00	55.40	66.00	19.70	77.91
Transportation Operating Employees	59.50	44.00	42.00	45.00	17.60	58.31
Maintenance Employees	12.20	13.00	8.70	17.00	0.00	13.71
Administrative Employees	5.40	3.00	4.70	4.00	2.10	5.90
Vehicles Available for Maximum Service	32.00	27.00	24.00	36.00	27.00	40.38
Vehicles Operated in Maximum Service	24.00	23.00	20.00	16.00	14.00	28.88
Spare Ratio	33.33%	17.39%	20.00%	125.00%	92.86%	43.99%
Total Gallons Consumed (000)	420.83	282.93	284.35	239.49	n/a	375.69



**TABLE G-2**  
**System Total Effectiveness Measures - FY 1996**  
**10-49 Motorbus Vehicle Category**

<b>EFFECTIVENESS MEASURES</b>	<b>Tallahassee Total</b>	<b>Volusia Total</b>	<b>Winston-Salem Total</b>	<b>Columbia Total</b>	<b>Gainesville Total</b>	<b>Lubbock Total</b>
<b>SERVICE SUPPLY</b>						
Vehicle Miles Per Capita	12.23	6.15	8.93	9.43	7.33	6.70
<b>SERVICE CONSUMPTION</b>						
Passenger Trips Per Capita	26.52	9.00	18.30	8.99	11.47	18.78
Passenger Trips Per Revenue Mile	2.32	1.59	2.39	0.95	1.58	2.84
Passenger Trips Per Revenue Hour	26.82	26.03	26.56	12.76	20.16	40.14
<b>QUALITY OF SERVICE</b>						
Average Speed (R.M./R.H.)	11.57	16.33	11.11	13.37	12.74	14.14
Average Age of Fleet (in years)	6.67	8.79	10.88	19.30	5.98	13.89
Number of Incidents	29.00	17.00	5.00	58.00	58.00	2.00
Revenue Service Interruptions	208.00	542.00	702.00	234.00	343.00	149.00
Revenue Miles Between Incidents (000)	54.80	135.26	248.85	29.79	23.00	606.51
Revenue Miles Between Interruptions (000)	7.64	4.24	1.77	7.38	3.89	8.14
<b>AVAILABILITY</b>						
Revenue Miles Per Route Mile (000)	7.97	5.38	6.38	9.78	5.00	7.82





TABLE G-2 (continued)  
 System Total Effectiveness Measures - FY 1996  
 10-49 Motorbus Vehicle Category

EFFECTIVENESS MEASURES	Lexington		Roanoke Total	Escambia Total	Sarasota Total	Lee County Total
	Excl. MBP	Incl. MBP				
SERVICE SUPPLY						
Vehicle Miles Per Capita	3.88	4.38	13.54	3.93	6.34	4.39
SERVICE CONSUMPTION						
Passenger Trips Per Capita	2.68	2.73	18.62	5.57	7.66	3.55
Passenger Trips Per Revenue Mile	0.73	0.66	1.47	1.49	1.31	0.87
Passenger Trips Per Revenue Hour	7.99	7.28	19.16	20.66	19.75	15.36
QUALITY OF SERVICE						
Average Speed (R.M./R.H.)	10.93	10.99	13.08	13.84	15.13	17.75
Average Age of Fleet (in years)	10.90	10.81	4.37	14.18	12.03	7.11
Number of Incidents	3.00	3.00	40.00	25.00	20.00	19.00
Revenue Service Interruptions	604.00	654.00	123.00	28.00	667.00	209.00
Revenue Miles Between Incidents (000)	261.96	294.05	30.49	41.31	71.07	81.24
Revenue Miles Between Interruptions (000)	1.30	1.35	9.92	36.88	2.13	7.39
AVAILABILITY						
Revenue Miles Per Route Mile (000)	5.20	3.84	6.42	4.22	4.03	3.93



TABLE G-2 (continued)  
System Total Effectiveness Measures - FY 1996  
10-49 Motorbus Vehicle Category

EFFECTIVENESS MEASURES	Durham Total	New Orleans Total	Lakeland Total	Columbus Total	Brevard Total	Peer Group Mean
<b>SERVICE SUPPLY</b>						
Vehicle Miles Per Capita	9.92	8.54	8.84	5.30	1.32	7.33
<b>SERVICE CONSUMPTION</b>						
Passenger Trips Per Capita	21.76	16.90	10.59	7.60	0.44	11.79
Passenger Trips Per Revenue Mile	2.28	2.17	1.20	1.49	0.37	1.56
Passenger Trips Per Revenue Hour	30.63	33.06	17.85	20.07	8.08	21.52
<b>QUALITY OF SERVICE</b>						
Average Speed (R.M./R.H.)	13.46	15.26	14.89	13.48	21.76	14.31
Average Age of Fleet (in years)	4.00	12.81	6.62	11.84	6.24	9.72
Number of Incidents	20.00	25.00	7.00	13.00	10.00	21.94
Revenue Service Interruptions	39.00	162.00	227.00	377.00	41.00	294.06
Revenue Miles Between Incidents (000)	65.33	38.76	138.79	72.53	52.30	124.00
Revenue Miles Between Interruptions (000)	33.50	5.98	4.28	2.50	12.76	9.36
<b>AVAILABILITY</b>						
Revenue Miles Per Route Mile (000)	6.60	7.58	5.98	5.55	1.18	5.73



**TABLE G-3 (continued)**  
**System Total Efficiency Measures - FY 1996**  
**10-49 Motorbus Vehicle Category**

EFFICIENCY MEASURES	Lexington		Roanoke Total	Escambia Total	Sarasota Total	Lee County Total
	Excl. MBP	Incl. MBP				
<b>COST EFFICIENCY</b>						
Operating Expense Per Capita	\$16.02	\$17.21	\$35.55	\$12.49	\$14.80	\$9.85
Operating Expense Per Peak Vehicle (000)	\$110.66	\$108.34	\$117.68	\$132.83	\$143.44	\$148.44
Operating Expense Per Passenger Trip	\$5.97	\$6.30	\$1.91	\$2.24	\$1.93	\$2.78
Operating Expense Per Passenger Mile	\$1.89	\$1.97	\$0.55	\$0.46	\$0.39	\$0.51
Operating Expense Per Revenue Mile	\$4.36	\$4.18	\$2.80	\$3.34	\$2.52	\$2.40
Operating Expense Per Revenue Hour	\$47.70	\$45.87	\$36.59	\$46.29	\$38.17	\$42.68
Maintenance Expense Per Revenue Mile	\$1.02	\$0.94	\$0.49	\$0.78	\$0.33	\$0.41
Maintenance Expense Per Operating Expense	23.29%	22.57%	17.38%	23.34%	12.98%	16.92%
<b>OPERATING RATIOS</b>						
Farebox Recovery	16.89%	16.41%	36.14%	21.36%	10.18%	20.58%
Local Revenue Per Operating Expense	79.21%	n/a	61.23%	67.94%	87.09%	79.03%
Operating Revenue Per Operating Expense	24.25%	n/a	42.51%	24.73%	11.72%	28.39%
<b>VEHICLE UTILIZATION</b>						
Vehicle Miles Per Peak Vehicle (000)	26.81	27.58	44.81	41.78	61.41	66.20
Vehicle Hours Per Peak Vehicle (000)	2.45	2.48	3.38	3.06	4.01	3.68
Revenue Miles Per Vehicle Mile	0.95	0.94	0.94	0.95	0.93	0.93
Revenue Miles Per Total Vehicles (000)	20.15	20.05	32.09	31.29	35.54	44.10
Revenue Hours Per Total Vehicles (000)	1.84	1.83	2.45	2.26	2.35	2.48
<b>LABOR PRODUCTIVITY</b>						
Revenue Hours Per Employee (000)	1.17	1.20	1.15	1.17	1.23	1.18
Passenger Trips Per Employee (000)	9.37	8.71	22.12	24.24	24.33	18.10
<b>ENERGY UTILIZATION</b>						
Vehicle Miles Per Gallon	3.30	3.39	3.94	4.40	4.10	4.98
<b>FARE</b>						
Average Fare	\$1.01	\$1.03	\$0.69	\$0.48	\$0.20	\$0.57



TABLE G-3 (continued)  
System Total Efficiency Measures - FY 1996  
10-49 Motorbus Vehicle Category

EFFICIENCY MEASURES	Durham Total	New Orleans Total	Lakeland Total	Columbus Total	Brevard Total	Peer Group Mean
<b>COST EFFICIENCY</b>						
Operating Expense Per Capita	\$31.87	\$32.26	\$21.05	\$14.64	\$2.76	\$21.50
Operating Expense Per Peak Vehicle (000)	\$181.39	\$174.23	\$115.78	\$164.69	\$86.27	\$132.21
Operating Expense Per Passenger Trip	\$1.46	\$1.91	\$1.99	\$1.88	\$6.22	\$2.43
Operating Expense Per Passenger Mile	\$0.45	\$0.39	\$0.54	\$0.44	\$0.80	\$0.63
Operating Expense Per Revenue Mile	\$3.33	\$4.14	\$2.38	\$2.79	\$2.31	\$3.03
Operating Expense Per Revenue Hour	\$44.87	\$63.10	\$35.48	\$37.66	\$50.23	\$42.34
Maintenance Expense Per Revenue Mile	\$0.71	\$1.29	\$0.54	\$0.82	\$0.54	\$0.70
Maintenance Expense Per Operating Expense	21.29%	31.15%	22.73%	29.26%	23.47%	22.88%
<b>OPERATING RATIOS</b>						
Farebox Recovery	24.85%	44.16%	21.32%	26.45%	6.61%	26.95%
Local Revenue Per Operating Expense	87.37%	100.16%	75.31%	84.72%	n/a	84.13%
Operating Revenue Per Operating Expense	28.81%	100.16%	40.97%	26.91%	n/a	41.25%
<b>VEHICLE UTILIZATION</b>						
Vehicle Miles Per Peak Vehicle (000)	56.48	46.15	48.60	59.58	41.38	47.36
Vehicle Hours Per Peak Vehicle (000)	4.15	2.87	3.29	4.55	1.90	3.33
Revenue Miles Per Vehicle Mile	0.96	0.91	1.00	0.99	0.90	0.95
Revenue Miles Per Total Vehicles (000)	40.83	35.89	40.48	26.19	19.37	31.82
Revenue Hours Per Total Vehicles (000)	3.03	2.35	2.72	1.94	0.89	2.25
<b>LABOR PRODUCTIVITY</b>						
Revenue Hours Per Employee (000)	1.26	1.06	1.18	1.06	1.22	1.18
Passenger Trips Per Employee (000)	38.55	35.00	21.02	21.28	9.86	24.94
<b>ENERGY UTILIZATION</b>						
Vehicle Miles Per Gallon	3.22	3.75	3.42	3.98	n/a	3.76
<b>FARE</b>						
Average Fare	\$0.36	\$0.84	\$0.42	\$0.50	\$0.41	\$0.56





**APPENDIX H**

**ALACHUA COUNTY BLOCK GROUPS  
CHARACTERIZED BY TRADITIONAL TRANSIT MARKETS**



**Table H-1  
Alachua County Block Groups Characterized by Traditional Transit Markets**

Block Group	% Elderly (> 60)	Score	% Youth (< 18)	% Youth (log-Inverse)*	Score	% Low-Inc HHs (< \$10K/year)	Score	% Zero-Vehicle HHs	Score	Composite Score	
2.001	34.8%	15.0	21.9%	-1.517	2.1	64.9%	11.9	66.2%	13.8	42.6	
1.004	45.9%	15.0	0.0%	n/a	0.0	70.0%	11.9	50.5%	13.6	40.5	
2.005	0.0%	1.0	1.0%	-0.497	21.7	68.0%	11.9	17.7%	3.4	38.0	primary
2.006	2.7%	1.0	1.4%	-0.539	21.7	49.3%	4.5	16.4%	3.4	30.6	
3.006	35.9%	15.0	10.7%	-1.028	3.0	53.9%	4.5	30.7%	7.5	30.0	
8.003	17.8%	1.4	1.4%	-0.542	21.7	50.0%	4.5	1.4%	1.0	28.6	
10.003	0.0%	1.0	4.1%	-0.718	3.0	59.1%	11.9	29.0%	7.5	23.4	
7.001	26.6%	4.7	28.2%	-1.820	1.0	39.6%	2.5	47.3%	13.6	21.8	
5.009	36.0%	15.0	10.7%	-1.029	3.0	33.3%	2.5	0.0%	1.0	21.5	
6.003	15.9%	1.4	35.7%	-2.235	1.0	51.4%	4.5	60.4%	13.6	20.5	secondary
6.005	5.3%	1.0	41.9%	-2.644	1.0	51.5%	4.5	37.3%	13.6	20.1	
1.002	16.3%	1.4	7.5%	-0.889	3.0	16.7%	1.0	45.8%	13.6	19.0	
9.001	0.0%	1.0	3.5%	-0.686	3.0	62.7%	11.9	4.1%	1.0	16.9	
7.002	25.2%	4.7	24.8%	-1.649	1.0	24.5%	2.5	24.9%	7.5	15.7	
2.002	29.3%	4.7	20.9%	-1.473	2.1	49.2%	4.5	19.3%	3.4	14.7	
5.007	8.3%	1.0	30.9%	-1.963	1.0	41.6%	4.5	31.1%	7.5	14.0	
1.003	0.0%	1.0	0.0%	n/a	0.0	60.0%	11.9	0.0%	1.0	13.9	
6.002	32.1%	4.7	42.6%	-2.697	1.0	51.3%	4.5	22.4%	3.4	13.6	
3.005	22.0%	1.4	18.2%	-1.351	2.1	37.6%	2.5	27.6%	7.5	13.5	
2.007	22.6%	1.4	25.0%	-1.661	1.0	39.1%	2.5	35.9%	7.5	12.4	
2.003	5.4%	1.0	39.2%	-2.459	1.0	36.6%	2.5	29.4%	7.5	12.0	
6.004	13.5%	1.0	33.8%	-2.120	1.0	38.6%	2.5	25.7%	7.5	12.0	
7.003	10.8%	1.0	34.7%	-2.177	1.0	31.1%	2.5	25.6%	7.5	12.0	
7.006	10.6%	1.0	46.8%	-3.030	1.0	27.8%	2.5	34.2%	7.5	12.0	tertiary
5.006	0.0%	1.0	8.1%	-0.917	3.0	48.0%	4.5	14.8%	3.4	11.9	
8.001	5.4%	1.0	3.5%	-0.686	3.0	49.8%	4.5	12.3%	3.4	11.9	
2.008	6.8%	1.0	13.6%	-1.156	2.1	19.0%	1.0	34.5%	7.5	11.6	
7.007	31.6%	4.7	28.7%	-1.844	1.0	28.9%	2.5	20.6%	3.4	11.6	
20.004	15.0%	1.4	26.3%	-1.823	1.0	43.2%	4.5	11.9%	3.4	10.3	
18.017	28.8%	4.7	26.9%	-1.752	1.0	14.5%	1.0	11.6%	3.4	10.1	
2.004	4.1%	1.0	6.1%	-0.825	3.0	40.4%	2.5	17.5%	3.4	9.9	
16.004	31.3%	4.7	8.5%	-0.936	3.0	7.2%	1.0	2.9%	1.0	9.7	
8.002	3.7%	1.0	10.2%	-1.008	3.0	49.0%	4.5	1.4%	1.0	9.5	
15.002	4.1%	1.0	9.0%	-0.956	3.0	41.9%	4.5	6.1%	1.0	9.5	
15.003	0.0%	1.0	6.7%	-0.853	3.0	47.9%	4.5	4.2%	1.0	9.5	
15.004	4.4%	1.0	7.1%	-0.873	3.0	46.9%	4.5	4.4%	1.0	9.5	
4.003	21.9%	1.4	22.6%	-1.549	2.1	26.5%	2.5	14.9%	3.4	9.4	
5.008	15.3%	1.4	18.9%	-1.381	2.1	30.1%	2.5	12.5%	3.4	9.4	
20.003	30.7%	4.7	24.6%	-1.641	1.0	25.6%	2.5	10.2%	1.0	9.2	

\* The log-inverse was applied to the percentage of youths in each block group to conform the youth characteristic to a normal distribution

**Composite Score Statistics:**

Average Composite Score: 9.07  
 Standard Deviation: 7.39  
 Average Composite Score + One Standard Deviation: 16.46  
 Average Composite Score + Two Standard Deviations: 23.85



**APPENDIX I**

**DETAILED FIVE YEAR SERVICE IMPROVEMENT PLAN**

---



# SERVICE ADJUSTMENT ESTIMATES

## YEAR ONE

Route	Headways (Weekdays)		Headways (Sat./Hol.)		Service Span (Curr.)		Service Span (Enh.)		Ridership Estimates		Drivers (FT)					
	Pk Cur.	Off Pk Cur	Pk Enh.	Off Pk Cur	Weekdays	Sat./Hol.	Weekdays	Sat./Hol.	Pass./hr	# Pas. (Curr.)	# Pas. (Enh)	Curr.	Enh.			
1	30	60	60	60	5:45 am - 9:	6:45 am - 6:	5:45 am - 9:	6:45 am - 6:	22.7	150,195	187,820	3	4			
2	30	30	30	30	6:00 am - 7:	6:30 am - 7:	6:00 am - 7:	6:30 am - 7:	15.0	63,690	63,690	2	2			
4	30	30	30	30	6:00 am - 8:	7:00 am - 6:	6:00 am - 8:	7:00 am - 6:	20.0	86,430	132,330	2	3			
5	30	30	60	60	6:00 am - 8:	7:00 am - 6:	6:00 am - 8:	7:00 am - 6:	18.0	139,752	153,522	3	4			
6	60	60	-	-	No Service	No Service	6:00 am - 7:	No Service	15.2	104,652	104,652	3	3			
7	60	60	60	60	6:00 am - 7:	6:30 am - 6:	6:00 am - 7:	6:30 am - 6:	15.0	63,300	63,300	2	2			
8	30	30	60	60	6:15 am - 7:	7:45 am - 7:	6:15 am - 7:	7:45 am - 7:	22.0	132,110	137,720	3	3			
9	10	20	40	40	6:45 am - 8:	7:05 am - 7:	6:45 am - 8:	7:05 am - 7:	37.0	428,793	460,243	5	5			
10	60	60	60	60	7:00 am - 8:	7:00 am - 6:	7:00 am - 8:	7:00 am - 6:	16.3	63,762	63,762	2	2			
11	60	60	60	60	6:30 am - 8:	7:00 am - 6:	6:30 am - 8:	7:00 am - 6:	14.5	60,436	60,436	2	2			
12	10	20	40	40	6:45 am - 8:	7:00 am - 7:	6:45 am - 8:	7:00 am - 7:	16.6	196,090	208,789	5	5			
13	15	30	60	60	6:30 am - 7:	6:30 am - 6:	6:30 am - 7:	6:30 am - 6:	15.0	164,273	168,098	5	5			
15	60	60	60	60	6:28 am - 6:	6:28 am - 6:	6:28 am - 6:	6:28 am - 6:	15.0	56,220	63,742	2	2			
16	15	30	30	30	6:45 am - 8:	6:58 am - 8:	6:45 am - 8:	6:58 am - 8:	15.0	85,860	85,860	2	2			
20	15	30	60	60	6:15 am - 9:	7:15 am - 10:	6:15 am - 9:	7:15 am - 10:	25.2	295,256	304,895	5	5			
39	60	60	60	60	7:00 am - 6:5	7:00 am - 5:5	7:00 am - 6:5	7:00 am - 5:5	15.0	20,295	20,295	2	2			
24	60	60	60	60	6:00 am - 7:	6:00 am - 6:	6:00 am - 7:	6:00 am - 6:	15.0	63,300	63,300	2	2			
75	30	60	60	60	5:15 am - 8:	7:15 am - 7:	5:15 am - 8:	7:15 am - 7:	20.0	132,330	168,030	3	4			
PNR	10	10	-	-	No Service	No Service	7:00 am - 6:	No Service	62.5	549,844	549,844	4	4			
FH	30	30	-	-	7:00 am - 7:	No service	7:00 am - 7:	No service	33.3	84,915	84,915	1	1			
FR	10	10	-	-	7:00 am - 5:	No service	7:00 am - 5:	No service	58.0	463,420	463,420	3	3			
CL	10	10	-	-	7:00 am - 7:	No service	7:00 am - 7:	No service	32.7	450,279	450,279	6	6			
UF Express	15	15	-	-	7-9 am - 4-6	No Service	7-9 am - 4-6	No Service	15.0	63,113	63,113	2	2			
PNR 2	-	10	-	-	7:00 am - 6:	No Service	7:00 am - 6:	No Service	30.0	-	263,925	-	4			
Totals	---	---	---	---	---	---	---	---	23.5	3,918,333	4,385,999	69	77			
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">Passenger Est.</td> <td style="width:50%;">Drivers (FT)</td> </tr> <tr> <td style="text-align: right;">467,666</td> <td style="text-align: right;">8</td> </tr> </table>													Passenger Est.	Drivers (FT)	467,666	8
Passenger Est.	Drivers (FT)															
467,666	8															





# SERVICE ADJUSTMENT ESTIMATES

## YEAR TWO

Route	Rev. Miles		Rev. Hours		Oper. Cost		Vehicle Requirement (Weekdays)		Vehicle Requirement (Sat/Hol.)	
	Current	Enhanced	Current	Enhanced	Current	Enhanced	Pk Cur.	Off Pk Cur.	Pk Cur.	Off Pk Cur.
1	78,406	98,047	6,617	8,274	\$ 200,033	\$ 250,144	2	1	1	1
2	70,484	70,484	4,246	4,246	\$ 153,578	\$ 153,578	1	1	1	1
4	35,968	54,917	4,322	6,617	\$ 111,473	\$ 170,673	1	1	1	1
5	81,134	89,128	7,764	8,529	\$ 221,138	\$ 242,927	2	2	2	2
6	86,751	86,751	6,885	6,885	\$ 214,605	\$ 214,605	2	2	No Service	No Service
7	64,988	64,988	4,220	4,220	\$ 146,307	\$ 146,307	1	1	1	1
8	97,882	114,508	6,005	7,025	\$ 214,949	\$ 251,460	2	1	1	1
9	137,330	175,605	11,589	14,819	\$ 350,364	\$ 448,015	4	2	1	1
10	67,499	67,499	3,913	3,913	\$ 144,713	\$ 144,713	1	1	1	1
11	41,888	41,888	4,168	4,168	\$ 116,631	\$ 116,631	1	1	1	1
12	129,349	163,786	11,813	14,958	\$ 343,837	\$ 435,380	4	2	1	1
13	96,373	121,057	10,952	13,757	\$ 289,339	\$ 363,447	4	2	1	1
15	68,226	77,355	3,748	4,249	\$ 143,076	\$ 162,220	1	1	1	1
16	84,143	112,257	5,724	7,637	\$ 193,443	\$ 256,076	2	1	1	1
20	134,740	210,985	11,717	18,347	\$ 349,093	\$ 546,634	4	2	1	1
39	10,824	10,824	1,353	1,353	\$ 34,393	\$ 34,393	1	1	1	1
24	65,410	65,410	4,220	4,220	\$ 146,835	\$ 146,835	1	1	1	1
75	49,624	63,011	6,617	8,402	\$ 164,056	\$ 208,315	2	1	1	1
PNR	73,899	73,899	8,798	8,798	\$ 228,031	\$ 228,031	3	3	No Service	No Service
FH	22,695	22,695	2,550	2,550	\$ 67,690	\$ 67,690	1	1	No Service	No Service
FR	55,131	55,131	7,990	7,990	\$ 192,120	\$ 192,120	2	2	No Service	No Service
CL	82,620	82,620	13,770	13,770	\$ 315,608	\$ 315,608	3	3	No Service	No Service
UF Expre	58,905	58,905	4,208	4,208	\$ 138,511	\$ 138,511	3	3	No Service	No Service
PNR 2	-	96,773	-	8,798	\$ -	\$ 256,623	-	-	No Service	No Service
<b>Totals</b>	<b>1,694,167</b>	<b>2,078,522</b>	<b>153,185</b>	<b>187,729</b>	<b>\$ 4,479,824</b>	<b>\$ 5,492,936</b>	<b>48</b>	<b>36</b>	<b>17</b>	<b>17</b>

  

Enhancement Benefits Year Two compared to Current Service (As Fall 1998)			
Rev. Miles	Rev. Hours	Oper. Cost	Vehicle Requirement (Sat/Hol.)
384,355	34,544	\$ 1,013,112	Peak 1
			Off Peak 14

Notes:  
Service is assumed to be the same during all year



# SERVICE ADJUSTMENT ESTIMATES YEAR TWO

Route	Headways (Weekdays)		Headways (Sat./Hol.)		Service Span (Curr.)		Service Span (Enh.)		Pass/Hr	Ridership Estimates		Drivers (FT)		
	Pk Cur.	Off Pk Cur.	Pk Enh.	Off Pk Cur.	Weekdays	Sat./Hol.	Weekdays	Sat./Hol.		# Pas. (Curr.)	# Pas. (Enh.)	Curr.	Enh.	
1	30	60	60	60	6:45 am - 9:10 pm	6:45 am - 6:40 pm	5:45 am - 9:40 pm	6:45 am - 6:40 pm	22.7	150,195	187,820	3	4	
2	30	30	30	30	6:00 am - 7:58 pm	6:30 am - 7:28 pm	6:00 am - 7:58 pm	6:30 am - 7:28 pm	15.0	63,690	63,690	2	2	
4	30	30	30	30	6:00 am - 8:28 pm	7:00 am - 6:58 pm	6:00 am - 9:58 pm	7:00 am - 6:58 pm	20.0	86,430	132,330	2	3	
5	30	30	60	60	6:00 am - 8:27 pm	7:00 am - 6:57 pm	6:00 am - 9:57 pm	7:00 am - 6:57 pm	18.0	139,752	153,522	3	4	
6	60	60	-	-	6:00 am - 7:57 pm	No Service	6:00 am - 7:57 pm	No Service	15.2	104,652	104,652	3	3	
7	60	60	60	60	6:00 am - 7:55pm	6:30 am - 6:55 pm	6:00 am - 7:55pm	6:30 am - 6:55 pm	15.0	63,300	63,300	2	2	
8	30	60	60	60	6:15 am - 7:13 pm	7:45 am - 7:13 pm	6:15 am - 9:13 pm	7:45 am - 7:13 pm	22.0	132,110	154,550	3	3	
9	10	20	40	40	6:45 am - 8:18 pm	7:05 am - 7:23 pm	6:45 am - 9:58 pm	7:05 am - 7:23 pm	37.0	428,793	548,303	5	6	
10	60	60	60	60	7:00 am - 7:59pm	7:00 am - 6:25 pm	7:00 am - 7:59pm	7:00 am - 6:25 pm	16.3	63,782	63,782	2	2	
11	60	60	60	60	6:30 am - 8:30 pm	7:00 am - 6:30 pm	6:30 am - 8:30 pm	7:00 am - 6:30 pm	14.5	60,436	60,436	2	2	
12	10	20	40	40	6:45 am - 8:40 pm	7:00 am - 7:40 pm	6:45 am - 9:54 pm	7:00 am - 7:40 pm	16.6	196,090	248,297	5	6	
13	15	30	60	60	6:30 am - 7:58 pm	6:30 am - 6:28 pm	6:30 am - 8:58 pm	6:30 am - 6:28 pm	15.0	164,273	206,348	5	6	
15	60	60	60	60	6:28 am - 6:58 pm	6:28 am - 6:27 pm	6:28 am - 7:58 pm	6:28 am - 6:27 pm	15.0	56,220	63,742	2	2	
16	15	30	30	30	6:45 am - 8:43 pm	6:58 am - 6:58 pm	6:45 am - 8:43 pm	6:58 am - 6:58 pm	15.0	85,860	114,548	2	3	
20	15	30	60	60	6:15 am - 9:13 pm	7:15 am - 7:13 pm	6:15 am - 10:13 pm	7:15 am - 7:13 pm	25.2	295,256	462,332	5	8	
39	60	60	60	60	7:00 am - 6:56 pm	7:00 am - 5:56 pm	7:00 am - 6:56 pm	7:00 am - 5:56 pm	15.0	20,295	20,295	2	2	
24	60	60	60	60	6:00 am - 7:55 pm	6:00 am - 6:26 pm	6:00 am - 7:55 pm	6:00 am - 6:26 pm	15.0	63,300	63,300	2	2	
75	30	60	60	60	5:15 am - 8:43 pm	7:15 am - 7:13 pm	5:15 am - 9:43 pm	7:15 am - 7:13 pm	20.0	132,330	169,030	3	4	
PNR	10	10	10	-	7:00 am - 6:40 pm	No Service	7:00 am - 6:40 pm	No Service	62.5	549,844	549,844	4	4	
FH	30	30	-	-	7:00 am - 7:30 pm	No service	7:00 am - 7:30 pm	No service	33.3	84,915	84,915	1	1	
FRR	10	10	10	-	7:00 am - 5:30 pm	No service	7:00 am - 5:30 pm	No service	56.0	463,420	463,420	3	3	
CL	10	10	10	-	7:00 am - 7:30 pm	No service	7:00 am - 7:30 pm	No service	32.7	450,279	450,279	6	6	
UF Expr	15	15	-	-	7:9 am - 4:6:30 pm	No Service	7:9 am - 4:6:30 pm	No Service	15.0	63,113	63,113	2	2	
PNR 2	-	-	-	-	7:00 am - 6:40 pm	No Service	7:00 am - 6:40 pm	No Service	30.0	-	263,925	-	4	
Totals	-	-	-	-	-	-	-	-	233.5	3,918,333	4,754,771	69	84	
Passenger Est.													836,438	15



# SERVICE ADJUSTMENT ESTIMATES YEAR THREE

Route	Rev. Miles		Rev. Hours		Oper. Cost		Vehicle Requirement (Weekdays)				Vehicle Requirement (Sat./Hol.)			
	Current	Enhanced	Current	Enhanced	Current	Enhanced	Pk Cur.	Pk Enh.	Off Pk Cur.	Off Pk Enh.	Pk Cur.	Pk Enh.	Off Pk Cur.	Off Pk Enh.
1	78,406	153,949	6,617	12,992	\$ 200,033	\$ 392,766	2	4	1	2	1	1	1	1
2	70,484	72,600	4,246	4,374	\$ 153,578	\$ 158,189	1	1	1	1	1	1	1	1
4	35,868	55,975	4,322	6,744	\$ 111,473	\$ 173,961	1	1	1	2	1	1	1	1
5	81,134	129,099	7,764	12,354	\$ 221,138	\$ 351,873	2	4	2	2	1	1	1	1
6	86,751	93,177	6,885	7,395	\$ 214,605	\$ 230,502	2	2	2	2	No Service	No Service	No Service	No Service
7	64,988	68,915	4,220	4,475	\$ 146,307	\$ 155,148	1	1	1	1	1	1	1	1
8	97,882	122,821	6,005	7,535	\$ 214,949	\$ 269,715	2	2	1	2	1	1	1	1
9	137,330	179,634	11,589	15,159	\$ 350,364	\$ 458,294	4	4	2	2	1	1	1	1
10	67,499	71,898	3,913	4,168	\$ 144,713	\$ 154,143	1	2	1	1	1	1	1	1
11	41,888	44,451	4,168	4,423	\$ 116,631	\$ 123,767	1	2	1	1	1	1	1	1
12	129,349	167,509	11,813	15,298	\$ 343,837	\$ 445,277	4	4	2	2	1	1	1	1
13	96,373	123,301	10,952	14,012	\$ 289,339	\$ 370,184	4	4	2	2	1	1	1	1
15	68,226	81,919	3,748	4,500	\$ 143,076	\$ 171,793	1	1	1	1	1	1	1	1
16	84,143	116,005	5,724	7,892	\$ 193,443	\$ 266,693	2	2	1	1	1	1	1	1
20	134,740	216,850	11,717	18,857	\$ 349,093	\$ 561,829	4	4	2	2	1	1	1	1
39	10,824	11,528	1,353	1,441	\$ 34,393	\$ 36,630	1	1	1	1	1	1	1	1
24	65,410	69,363	4,220	4,475	\$ 146,835	\$ 155,708	1	1	1	1	1	1	1	1
75	49,624	97,436	6,617	12,992	\$ 164,056	\$ 322,124	2	4	1	2	1	1	1	1
PNR	73,899	-	73,899	8,798	\$ 228,031	\$ 228,031	3	3	3	3	No Service	No Service	No Service	No Service
FH	22,695	22,695	2,550	2,550	\$ 67,690	\$ 67,690	1	1	1	1	No Service	No Service	No Service	No Service
FR	55,131	55,131	7,990	7,990	\$ 192,120	\$ 192,120	2	2	2	2	No Service	No Service	No Service	No Service
CL	82,620	82,620	13,770	13,770	\$ 315,608	\$ 315,608	3	3	3	3	No Service	No Service	No Service	No Service
UF Expre	58,905	58,905	4,208	4,208	\$ 138,511	\$ 138,511	3	3	3	3	No Service	No Service	No Service	No Service
PNR 2	-	96,773	-	8,798	\$ -	\$ 256,623	-	3	-	3	-	No Service	-	No Service
Halle-UF	-	89,250	-	3,570	\$ -	\$ 166,612	-	2	-	2	-	No Service	-	No Service
<b>Totals</b>	<b>1,694,167</b>	<b>2,355,704</b>	<b>153,185</b>	<b>208,765</b>	<b>\$ 4,479,824</b>	<b>\$ 6,163,792</b>	<b>48</b>	<b>61</b>	<b>36</b>	<b>45</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>
<b>Enhancement Benefits Year Three compared to Current Service (As Fall 1998)</b>														
	<b>Rev. Miles</b>		<b>Rev. Hours</b>		<b>Oper. Cost</b>		<b>Vehicle Requirement (Weekdays)</b>		<b>Vehicle Requirement (Sat./Hol.)</b>					
	661,537		55,580		\$ 1,683,968		Peak 13		Peak 9					
Notes:														
Service is assumed to be the same during all year														



# SERVICE ADJUSTMENT ESTIMATES

## YEAR THREE

Route	Headways (Weekdays)			Headways (Sat/Hol.)			Service Span (Curr.)			Service Span (Enh.)			Pass.Hr	Ridership Estimates		Drivers (FT)	
	Pk Cur.	Off Pk Cur.	PK Enh.	Off Pk Cur.	PK Enh.	Sat/Hol.	Weekdays	Sat/Hol.	Weekdays	Sat/Hol.	# Pas. (Curr.)	# Pas. (Enh)		Curr.	Enh.		
1	30	60	80	60	60	60	5:45 am - 9:10 pm	6:45 am - 6:40 pm	5:45 am - 10:40 pm	6:45 am - 6:40 pm	150,195	294,907	3	6			
2	30	30	30	30	30	30	6:00 am - 7:28 pm	6:30 am - 7:28 pm	6:00 am - 9:58 pm	6:30 am - 7:28 pm	63,690	65,603	2	2			
4	30	30	30	30	30	30	6:00 am - 6:58 pm	7:00 am - 6:58 pm	6:00 am - 10:58 pm	7:00 am - 6:58 pm	86,430	134,880	2	3			
5	30	30	60	60	60	60	6:00 am - 6:27 pm	7:00 am - 6:57 pm	6:00 am - 10:57 pm	7:00 am - 6:57 pm	139,752	222,372	3	5			
6	60	60	80	-	-	-	6:00 am - 7:57 pm	No Service	6:00 am - 8:57 pm	No Service	104,652	112,404	3	3			
7	60	60	60	60	60	60	6:00 am - 7:35pm	6:30 am - 6:35 pm	6:00 am - 8:55pm	6:30 am - 6:55 pm	63,300	87,125	2	2			
8	30	30	60	60	60	60	6:15 am - 7:13 pm	7:45 am - 7:13 pm	6:15 am - 10:13 pm	7:45 am - 7:13 pm	132,110	165,770	3	3			
9	10	20	40	40	40	40	6:45 am - 6:18 pm	7:05 am - 7:23 pm	6:45 am - 10:58 pm	7:05 am - 7:23 pm	428,793	560,893	5	7			
10	60	60	60	60	60	60	7:00 am - 7:59pm	7:00 am - 6:25 pm	7:00 am - 8:59pm	7:00 am - 6:25 pm	63,782	67,938	2	2			
11	60	60	60	60	60	60	6:30 am - 6:30 pm	7:00 am - 6:30 pm	6:30 am - 9:30 pm	7:00 am - 6:30 pm	60,436	64,134	2	2			
12	10	20	40	40	40	40	6:45 am - 6:40 pm	7:00 am - 7:40 pm	6:45 am - 10:54 pm	7:00 am - 7:40 pm	196,090	253,941	5	7			
13	15	30	60	60	60	60	6:30 am - 7:58 pm	6:30 am - 6:28 pm	6:30 am - 9:58 pm	6:30 am - 6:28 pm	184,273	210,173	5	6			
15	60	60	60	60	60	60	6:28 am - 6:58 pm	6:28 am - 6:27 pm	6:28 am - 8:58 pm	6:28 am - 6:27 pm	56,220	67,503	2	2			
16	15	30	30	30	30	30	6:45 am - 6:43 pm	6:58 am - 6:58 pm	6:45 am - 9:43 pm	6:58 am - 6:58 pm	85,860	118,373	2	3			
20	15	30	60	60	60	60	6:15 am - 9:13 pm	7:15 am - 7:13 pm	6:15 am - 11:13 pm	7:15 am - 7:13 pm	295,256	475,184	5	8			
39	60	60	60	60	60	60	7:00 am - 6:56 pm	7:00 am - 5:56 pm	7:00 am - 7:56 pm	7:00 am - 5:56 pm	20,295	21,615	2	2			
24	60	60	60	60	60	60	6:00 am - 7:55 pm	6:00 am - 6:26 pm	6:00 am - 8:55 pm	6:00 am - 6:26 pm	63,300	87,125	2	2			
75	30	30	60	60	60	60	5:15 am - 6:43 pm	7:15 am - 7:13 pm	5:15 am - 10:43 pm	7:15 am - 7:13 pm	132,330	259,830	3	6			
PNR	10	10	10	-	-	-	7:00 am - 6:40 pm	No Service	7:00 am - 6:40 pm	No Service	62.5	549,844	4	4			
FH	30	30	30	-	-	-	7:00 am - 7:30 pm	No Service	7:00 am - 7:30 pm	No Service	33.3	84,915	1	1			
FR	10	10	10	-	-	-	7:00 am - 5:30 pm	No Service	7:00 am - 5:30 pm	No Service	58.0	483,420	3	3			
CL	10	10	10	-	-	-	7:00 am - 7:30 pm	No Service	7:00 am - 7:30 pm	No Service	32.7	450,279	6	6			
UF Expr	15	15	15	-	-	-	7:9 am - 4:30 pm	No Service	7:9 am - 4:30 pm	No Service	15.0	83,113	2	2			
PNR 2	-	10	10	-	-	-	7:00 am - 6:40 pm	No Service	7:00 am - 6:40 pm	No Service	30.0	283,925	-	4			
Haile-UF	-	30	30	-	-	-	7:9 am - 4:30 pm	No Service	7:9 am - 4:30 pm	No Service	15.0	53,550	2	2			
<b>Totals</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>---</b>					<b>23.2</b>	<b>3,918,333</b>	<b>71</b>	<b>93</b>			

Notes:  
 Service is assumed to be the same during all year  
 New Headways (Peak Hours): 1, 5, 75  
 New route Tower Road/Hiale Plantation to campus with 30 min. headway (7:9 a.m. and 4:6:30 p.m.)





# SERVICE ADJUSTMENT ESTIMATES YEAR FOUR

Route	Rev. Miles		Rev. Hours		Oper. Cost		Vehicle Requirement (Weekdays)			Vehicle Requirement (Sat./Hol.)					
	Current	Enhanced	Current	Enhanced	Current	Enhanced	Pk Cur.	Pk Enh.	Off Pk Cur.	Off Pk Enh.	Pk Cur.	Pk Enh.	Off Pk Cur.	Off Pk Enh.	
1	78,406	153,949	6,617	12,982	\$ 200,033	\$ 392,766	2	4	1	2	1	1	1	1	
2	70,484	72,600	4,246	4,374	\$ 153,578	\$ 158,189	1	1	1	1	1	1	1	1	
4	35,868	55,975	4,322	6,744	\$ 111,473	\$ 173,961	1	1	1	2	1	1	1	1	
5	81,134	129,099	7,764	12,354	\$ 221,138	\$ 351,873	2	4	2	2	1	1	1	1	
6	86,751	151,011	6,885	11,985	\$ 214,605	\$ 373,572	2	4	2	2	No Service	No Service	No Service	No Service	
7	64,988	104,258	4,220	6,770	\$ 146,307	\$ 234,716	1	2	1	1	1	1	1	1	
8	97,882	122,821	6,005	7,535	\$ 214,949	\$ 269,715	2	2	1	2	1	1	1	1	
9	137,330	179,634	11,589	15,159	\$ 350,364	\$ 458,294	4	4	2	2	1	1	1	1	
10	67,499	111,487	3,913	6,463	\$ 144,713	\$ 239,018	1	2	1	1	1	1	1	1	
11	41,888	67,516	4,168	6,718	\$ 116,631	\$ 187,986	1	2	1	1	1	1	1	1	
12	129,349	167,509	11,813	15,298	\$ 343,837	\$ 445,277	4	4	2	2	1	1	1	1	
13	96,373	123,001	10,952	14,012	\$ 289,339	\$ 370,184	4	4	2	2	1	1	1	1	
15	68,226	123,000	3,748	6,757	\$ 143,076	\$ 257,942	1	2	1	1	1	1	1	1	
16	84,143	116,005	5,724	7,892	\$ 193,443	\$ 266,693	2	2	1	1	1	1	1	1	
20	134,740	216,850	11,717	18,857	\$ 349,093	\$ 561,829	4	4	2	2	1	1	1	1	
39	10,824	17,864	1,353	2,233	\$ 34,393	\$ 56,763	1	2	1	1	1	1	1	1	
24	65,410	104,935	4,220	6,770	\$ 146,835	\$ 235,562	1	2	1	1	1	1	1	1	
75	49,624	97,436	6,617	12,992	\$ 164,056	\$ 322,124	2	4	1	2	1	1	1	1	
PNR	73,899	73,899	8,798	8,798	\$ 228,031	\$ 228,031	3	3	3	3	No Service	No Service	No Service	No Service	
FH	22,695	22,695	2,550	2,550	\$ 67,690	\$ 67,690	1	1	1	1	No Service	No Service	No Service	No Service	
FR	55,131	55,131	7,990	7,990	\$ 192,120	\$ 192,120	2	2	2	2	No Service	No Service	No Service	No Service	
CL	82,620	82,620	13,770	13,770	\$ 315,608	\$ 315,608	3	3	3	3	No Service	No Service	No Service	No Service	
UF Expre	58,905	58,905	4,208	4,208	\$ 138,511	\$ 138,511	3	3	3	3	No Service	No Service	No Service	No Service	
PNR 2	-	96,773	-	8,798	\$ -	\$ 256,623	-	3	-	3	-	No Service	-	No Service	
Halle-UF	-	89,250	-	3,570	\$ -	\$ 166,612	-	2	-	2	-	No Service	-	No Service	
New R1	-	61,200	-	6,120	\$ -	\$ 170,870	-	2	-	1	-	No Service	-	No Service	
<b>Totals</b>	<b>1,694,167</b>	<b>2,655,723</b>	<b>153,185</b>	<b>231,704</b>	<b>\$ 4,479,824</b>	<b>\$ 6,892,532</b>	<b>48</b>	<b>69</b>	<b>36</b>	<b>46</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	
<b>Enhancement Benefits Year Four compared to Current Service (As Fall 1998)</b>															
							Vehicle Requirement (Weekdays)			Vehicle Requirement (Sat./Hol.)					
Rev. Miles		Rev. Hours		Oper. Cost		Peak		Off Peak		Peak		Off Peak			
961,556		78,519		\$ 2,412,708		21		10		-		-			

