TRANSPORTATION NEEDS

City of Gainesville Needs List
Auto / Bike / Ped / Transit

RIDE & STRIDE
Gainesville's Multimodal Transportation Initiative

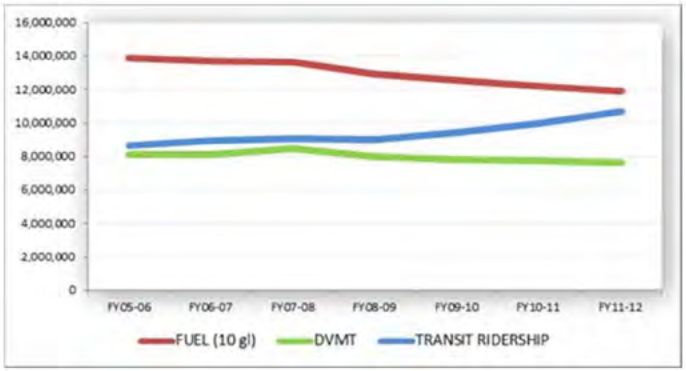
Public Works Department / Regional Transit System
September 19, 2013

Balanced Approach

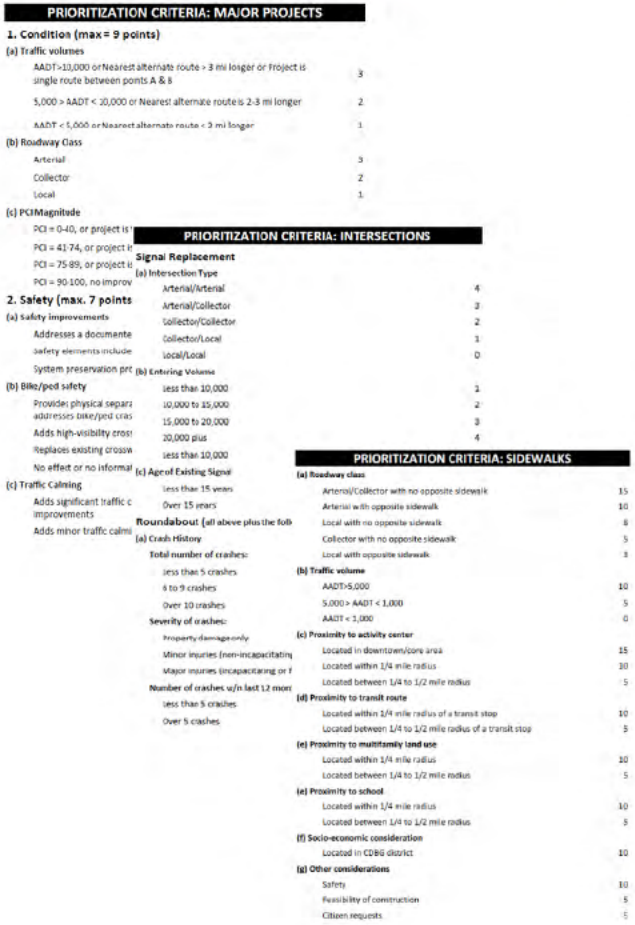
- Balanced approach to provide for the needs of all users – auto/bike/ped/transit
- Transportation Improvement Plan (TIP) identifies transportation needs and prioritization criteria; serves as basis for transportation infrastructure investments
- GIS system used to automate the application of the TIP criteria for sidewalks
- MicroPaver used to assess pavement condition
- Transit Development Plan guides transit investments
- LRTP guides regional decisions

Balanced Approach

- Transit:
  - Over **10.7 million riders in 2012**; record daily ridership early Fall 13 with **65,667 riders**
  - Partnerships with UF and Santa Fe College
- Walk Friendly Community – Bronze Level
- Bicycle Friendly Community – Silver Level



Project Prioritization



PRIORITIZATION CRITERIA: MAJOR PROJECTS

1. Condition (max = 9 points)

(a) Traffic volumes

AADT>10,000 or Nearest alternate route > 3 mi longer or Project is single route between points A & B	3
5,000 > AADT < 10,000 or Nearest alternate route is 2-3 mi longer	2
AADT < 5,000 or Nearest alternate route < 2 mi longer	1

(b) Roadway Class

Arterial	3
Collector	2
Local	1

(c) PCI Magnitude

PCI = 0-40, or project is
PCI = 41-74, or project i
PCI = 75-89, or project is
PCI = 90-100, no improv

2. Safety (max. 7 points

(a) Safety improvements

Addresses a documente
Safety elements include
System preservation pro

(b) Bike/ped safety

Provides physical separa
addresses bike/ped cras
Adds high-visibility cross
Replaces existing crossw
No effect or no informat

(c) Traffic Calming

Adds significant traffic c
improvements
Adds minor traffic calmi

PRIORITIZATION CRITERIA: INTERSECTIONS

Signal Replacement

(a) Intersection Type

Arterial/Arterial	4
Arterial/Collector	3
Collector/Collector	2
Collector/Local	1
Local/Local	0

(b) Entering Volume

less than 10,000	1
10,000 to 15,000	2
15,000 to 20,000	3
20,000 plus	4
less than 10,000	

(c) Age of Existing Signal

less than 15 years	
Over 15 years	

Roundabout (all above plus the follo

(a) Crash History

Total number of crashes:

less than 5 crashes	
6 to 9 crashes	
Over 10 crashes	

Severity of crashes:

Property damage only	
Minor injuries (non-incapacitating	
Major injuries (incapacitating or f	

Number of crashes w/n last 12 mont

less than 5 crashes	
Over 5 crashes	

PRIORITIZATION CRITERIA: SIDEWALKS

(a) Roadway class

Arterial/Collector with no opposite sidewalk	15
Arterial with opposite sidewalk	10
Local with no opposite sidewalk	8
Collector with no opposite sidewalk	5
Local with opposite sidewalk	3

(b) Traffic volume

AADT>5,000	10
5,000 > AADT < 1,000	5
AADT < 1,000	0

(c) Proximity to activity center

Located in downtown/core area	15
Located within 1/4 mile radius	10
Located between 1/4 to 1/2 mile radius	5

(d) Proximity to transit route

Located within 1/4 mile radius of a transit stop	10
Located between 1/4 to 1/2 mile radius of a transit stop	5

(e) Proximity to multifamily land use

Located within 1/4 mile radius	10
Located between 1/4 to 1/2 mile radius	5

(e) Proximity to school

Located within 1/4 mile radius	10
Located between 1/4 to 1/2 mile radius	5

(f) Socio-economic consideration

Located in CDBG district	10

(g) Other considerations

Safety	10
Feasibility of construction	5
Citizen requests	5

Roadways: road class; volumes; safety; connectivity; socio-economic considerations; consistency with other plans/investments

Intersections: age of structures; traffic volumes; intersection type; safety

Sidewalks: road class; traffic volumes; location; access; socio-economic considerations; safety; feasibility of construction

Trails: grid connectivity; location; feasibility

Transit: productivity; demand; service equity; public input

Unfunded Needs - ROADWAYS

- Preservation of Existing System $26,778,500*
  Pavement Management & Traffic Signal Replacement
- Enhancement of Existing System $42,516,000
  Reconstruction & Capacity
- Enhancement to Bike & Ped Facilities $11,964,000
  ADA; Sidewalks; Safety; Trails
- New Corridors $41,300,000
  System expansion to alleviate congestion
- MTPO Priorities $33,500,000

$156,058,500

Notes: * Excludes costs of shared County/City traffic signal replacement (County's share is $3,067,500)

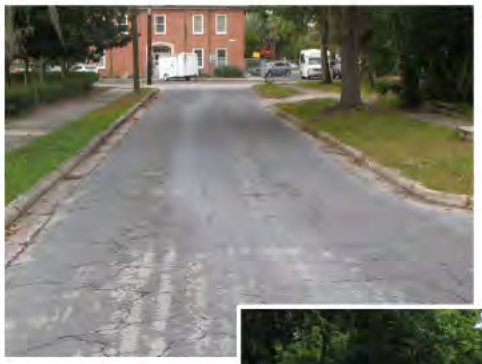
Unfunded Needs –TRANSIT (City only)

• Fleet Replacement Replacement of existing fleet	$71,959,329
• Enhancement of Existing Routes Capital and operating costs	$20,536,209
• Bus Stop Improvements Meet ADA standards and enhance quality	$4,291,130
• Infrastructure & Software Multimodal hub and software upgrades	$5,038,740
• Bus Rapid Transit (BRT) – Phase 1 Capital and operating costs	$42,131,081
	$143,956,489

Unfunded Needs –TRANSIT (Shared)

Needs	Cost Share		
	Gainesville	County	Municipalities
•Fleet Replacement Replacement of existing fleet	-	$9,201,461	-
•Enhancement of Existing Routes Capital and operating costs	$36,307,327	$16,824,939	-
•Add New Routes Capital and operating costs	$21,872,064	$12,236,198	-
•Add Express Service Express service to Alachua, Archer and Newberry	-	-	$10,579,619
•Bus Stop Improvements Meet ADA standards and enhance quality	-	$491,354	-
•Enhancement of Paratransit Routes Capital costs	$1,825,428	$782,326	-
•Bus Rapid Transit (BRT) Capital and operating costs	$35,641,739	$14,118,878	-
TOTAL	**$89,795,195**	**$52,855,666**	**$10,579,619**

Preservation of Existing System



Focus on traffic operation improvements by replacing obsolete signal structures and resurfacing roadways to improve overall pavement condition.

City Cost: $26,778,500

County Cost: $3,067,500
Total Cost: $29,846,000

Preservation of Existing System

	Location	Type	Estimated Cost	Committed	Source	Needs
1	Pavement Management	Resurfacing	$28,755,000	$ 4,500,000	CIP FY11-15	$23,846,000
2	Traffic Signal Replacement *	Intersection	$ 2,932,500			$ 2,932,500

Notes: * Reflects cost of intersections 100% owned by the City plus $1,432,500 needed to replace shared City/County traffic signals. The total County share is $3,067,500.

Enhancement of Existing System

Typical projects include reconstruction to create complete streets that improve pavement condition, mobility, safety and capacity; projects are consistent with other local strategies including economic development efforts.

Total Cost: $42,516,000

Enhancement – Existing System

	Location	Type	Estimated Cost	Committed	Source	Needs
1	W 6th St: NW 8th Ave to SW 16th Ave	Reconstruction	$ 6,516,000	$1,500,000	CIP FY12	$5,016,000
2	SW 62nd Blvd: SW 20th Ave to Newberry Rd	Reconstruction w/increased capacity	$23,800,000			$23,800,000
3	NW 8 Avenue Bridge Replacement	Reconstruction	$ 2,600,000			$ 2,600,000
4	Bus Bays: N Main St by Gainesville Shopping Center	Increased Capacity	$ 500,000			$ 500,000
5	NW 31st Ave: Glen Springs Rd to NW 19th St	Reconstruction	$ 2,800,000			$ 2,800,000
6	SE 3rd/4th Ave: Hawthorne Rd to Williston Rd	Reconstruction	$ 1,500,000			$ 1,500,000
7	SE 7th Ave/8th Ave: Williston Rd to Hawthorne Rd	Reconstruction	$ 2,700,000			$ 2,700,000
8	NE 21st Ter: E University Ave to NE 3rd Ave	Reconstruction	$ 375,000			$ 375,000
9	NE 2nd St: NE 10th Avenue to NE 16th Avenue	Reconstruction	$ 2,200,000	$1,395,000	CIP FY13/15	$ 805,000
10	Roundabout: SW 40th Blvd & SW 42nd St	Intersection	$ 500,000			$ 500,000

Enhancement – Existing System

	Location	Type	Estimated Cost	Committed	Source	Needs
11	Roundabout: NW 24th Blvd & NW 45th Ave	Intersection	$ 600,000			$ 600,000
12	Roundabout: SE 3rd Ave & SE 15th St	Intersection	$ 500,000			$ 500,000
13	Roundabout: SE 2nd Ave & SE 3rd St	Intersection	$ 300,000			$ 300,000
14	Roundabout: SE 2nd Ave & SE 9th St	Intersection	$ 300,000			$ 300,000
15	Roundabout: SE 2nd Ave & SE 7th St	Intersection	$ 220,000			$ 220,000

Enhancement to Bike/Ped Facilities

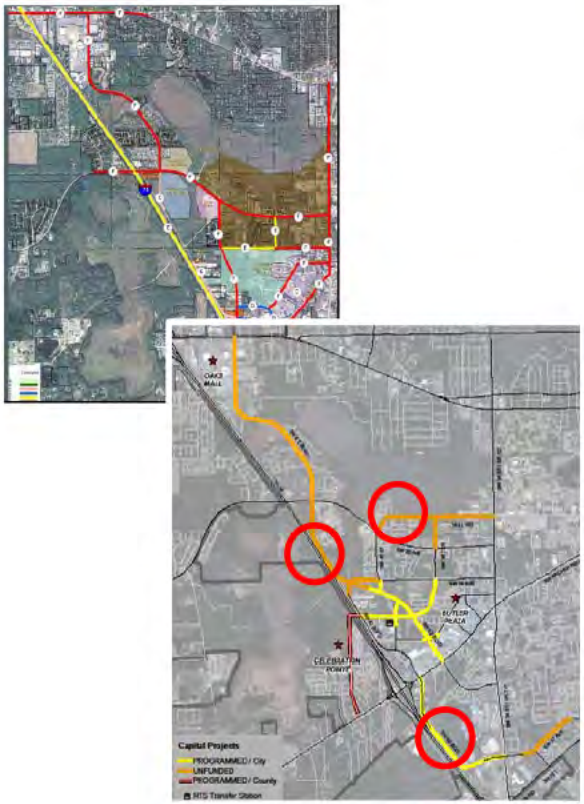
Goal is to improve safety of cyclists and pedestrians, enhancing the network to improve mobility and access, and enhancing intermodal connectivity. Projects include ADA improvements, new sidewalks, midblock crossings, safety improvements along corridors with high incidence of crashes involving cyclists and pedestrians.

Total Cost: $11,964,000

Enhancements to Bicycle/Pedestrian Network

	Location	Type	Estimated Cost	Committed Source		Needs
1	ADA access improvements	Safety	$2,500,000			$2,500,000
2	Sidewalks	Multimodal/Safety	$2,522,000			$2,334,000
3	Bicycle/Pedestrian Safety modifications	Safety	$2,100,000			$2,100,000
4	Norton Trail: NW 39th Ave to NW 45th Ave	Multimodal	$ 150,000			$ 150,000
5	W Sixth St trail: NW 16th Ave to NW 23rd Ave	Multimodal	$4,500,000			$4,500,000
6	Waldo Rd trail: NE 47th Ave to northern city limits	Multimodal	$ 380,000			$ 380,000

New Corridors



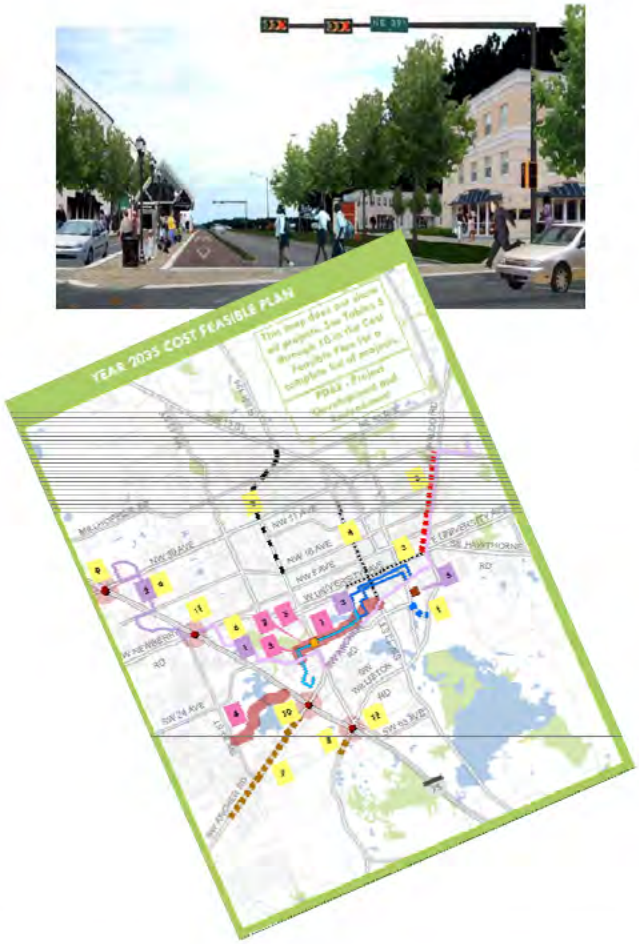
New corridors expand the roadway network, adding capacity and alleviating congestion. The projects are proposed as complete streets, addressing the needs of all users. Projects are consistent with goals outlined in the City's Comprehensive Plan.

Total Cost: $41,300,000

Enhancements - New Corridors

	Location	Type	Estimated Cost	Committed	Source	Needs
1	SW 62nd Blvd: SW 24th Ave to SW 20th Ave	New Capacity	$33,600,000			$33,600,000
2	SW 40th Blvd: SW 47th Ave to Archer Rd	New Capacity	$ 4,150,000	$1,250,000	TCEA/ CIP FY14	$ 2,900,000
3	Hull Rd Extension: SW 38th Ter to SW 43rd St	New Capacity	$ 4,800,000			$ 4,800,000

MTPO Priorities



Projects identified as cost feasible priorities in the 2035 Long Range Transportation Plan – Livable Community Reinvestment Plan. Focus is on modifications to major corridors to serve the needs of all users/modes, strengthening the area's economic vitality and livability.

Total Cost: $33,500,000

MTPO Priorities

	Location	Type	Estimated Cost	Committed	Source	Needs
1	SE 16th Ave: Main St to Williston Rd	Add lanes	$15,000,000			$15,000,000
2	NW 34th St: NW 16th Ave to US 441	Corridor Enhancement	$ 6,000,000			$ 6,000,000
3	University Ave: Gale Lemerand Dr to Waldo Rd	Corridor Enhancement	$ 4,750,000			$ 4,750,000
4	W 13th St: Archer Rd to NW 33rd Ave	Corridor Enhancement	$ 4,750,000			$ 4,750,000
5	Waldo Rd: E University Ave to NE 39th Ave	Corridor Enhancement	$ 3,000,000			$ 3,000,000

Transit Priorities: Maintain Existing Service

Replacement of buses to maintain fleet in good operating condition and maintain adequate service levels minimizing disruptions

Total: 143 buses
40 support vehicles

City Cost: $71,959,329
County Cost: $9,201,461
Total Cost: $81,160,790

Maintain Existing Service

	Description	Beginning Year	Total 2015-2030			
			Units	Cost	City Cost	County Cost
1	Buses for Existing Service	2015	143	$ 79,719,872	$ 70,950,686	$ 8,769,186
2	Support Vehicles	2015	40	$ 1,440,918	$ 1,008,643	$ 432,276

Enhance Existing Routes

Enhance existing routes by improving frequency and extending hours of service

City-only routes: $20,536,209

- Shared City/County routes:
  - City share: $36,307,327
  - County share: $16,824,939
  - Total Cost: $73,668,475

Note: includes capital and operating costs

Enhance Existing Service – City Only

Description	Year	Cost	City Cost	County Cost	Comments
Route 6	2015	$3,344,363	$3,344,363	$ -	*Increase Frequency:8 hours for 30 minute headways in weekday peak; weekdays all year.*
Route 6	2020	$5,253,869	$5,253,869	$ -	*Increase Frequency and Service Hours: 18 hours to provide 20 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 6	2022	$504,967	$504,967	$ -	*Increase Saturday Frequency: 11 hours for 60 minute headways on Saturdays all year.*
Route 15	2015	$3,344,363	$3,344,363	$ -	*Increase Frequency:8 hours for 30 minute headways in weekday peak; weekdays all year.*
Route 25	2023	$2,139,654	$2,139,654	$ -	*Increase Frequency:8 hours for 30 minute headways in weekday peak; weekdays all year.*
Route 27	2023	$1,949,064	$1,949,064	$ -	*Increase Frequency and Service Hours: 18 hours to provide ~25 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 62	2023	$1,949,064	$1,949,064	$ -	*Increase Frequency:8 hours for 30 minute headways in weekday peak; regular weekdays all year.*

Enhance Existing Service - Shared

Description	Year	Cost	City Cost	County Cost	Comments
Route 2	2020	$5,253,869	$4,781,021	$472,848	*Increase Frequency and Service Hours: 18 hours to provide 20 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 7	2016	$3,206,463	$1,827,684	$1,378,779	*Increase Frequency:8 hours for 30 minute headways in weekday peak; weekdays all year.*
Route 7	2020	$5,253,869	$2,994,706	$2,259,164	*Increase Frequency and Service Hours: 18 hours to provide 20 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 10	2020	$5,253,869	$3,677,709	$1,576,161	*Increase Frequency and Service Hours: 18 hours to provide ~25 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 11	2020	$6,044,175	$5,258,433	$785,743	*Increase Frequency and Service Hours: 18 hours to provide 20 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 24	2020	$5,253,869	$4,833,560	$420,310	*Increase Saturday Frequency: 11 hours for 60 minute headways on Saturdays all year.*

Enhance Existing Service - Shared

Description	Year	Cost	City Cost	County Cost	Comments
Route 39	2022	$1,562,014	$1,109,030	$452,984	*Increase Frequency:8 hours for 30 minute headways in weekday peak; fall and spring semester regular weekdays only.*
Route 43	2020	$5,765,903	$4,036,132	$1,729,771	*Increase Frequency and Service Hours: 18 hours to provide 20 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 75	2016	$1,497,452	$269,541	$1,227,911	*Increase Frequency & Hours of Service:13 hours on Saturday for 52 minute headways and 8 hours on Sunday for 105 minute headways; Saturdays and Sundays.*
Route 75	2020	$5,765,903	$1,037,863	$4,728,041	*Increase Frequency and Service Hours: 18 hours to provide 20 minute headways in weekday peak and extend PM operating hours; weekdays all year.*
Route 76	2023	$1,949,064	$701,663	$1,247,401	*Increase Frequency:8 hours for 30 minute headways in weekday peak; regular weekdays all year.*

New Routes – All Shared

Add 7 new routes to expand service area. All extend into unincorporated area.

Total Cost: $34,108,263

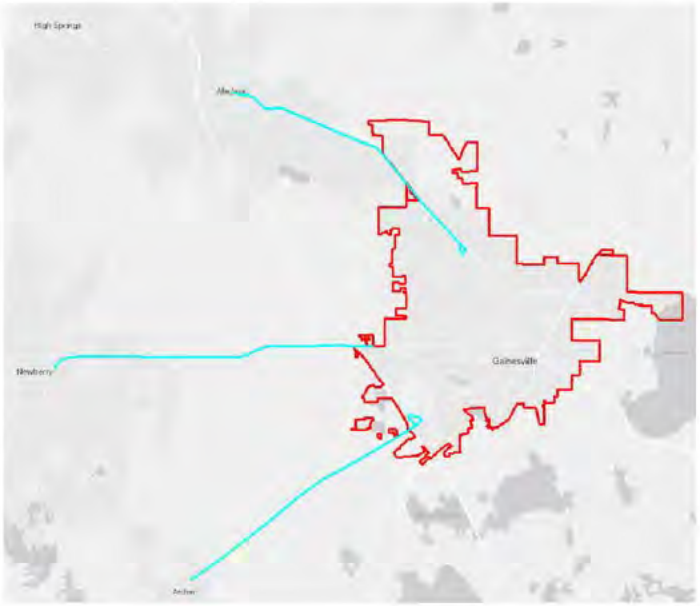
- Shared City/County routes:
  - City share: $21,872,064
  - County share: $12,236,198

Note: includes capital and operating costs, and support vehicles

Add New Routes - Shared

Description	Year	Cost	City Cost	County Cost	Comments
Route 26	2019	$5,282,162	$1,109,254	$4,172,908	*Add New Service: 13 hours for 30 minute headways during weekdays between Town of Tioga and Oaks Mall; fall and spring semester regular weekdays only.*
Route 44	2018	$5,560,689	$5,449,476	$111,214	*Add New Service: 13 hours for 45 minute headways during weekdays between Shands Hospital and Hunters Crossing; fall and spring semester regular weekdays only.*
Route 45	2019	$5,282,162	$4,701,124	$581,038	*Add New Service: 13 hours for 30 minute headways during weekdays between the Hub and Magnolia Park; fall and spring semester regular weekdays only.*
Route 47	2019	$5,781,707	$4,278,463	$1,503,244	*Add New Service: 13 hours for 30 minute headways during weekdays between Oaks Mall and Turkey Creek; fall and spring semester regular weekdays only.*
Route 77	2015	$821,850	$419,143	$402,706	*Add New Service: 4 hours morning peak for 45 minute headways between Butler Plaza and Santa Fe College via I-75; fall and spring semester regular weekdays only.*
Route 88	2016	$6,097,529	$5,914,604	$182,926	*Add New Service: 13 hours for 40 minute headways during weekdays between Oaks Mall and Wal-Mart on Waldo Road; fall and spring semester regular weekdays only.*
Route 91	2019	$5,282,162	$0	$5,282,162	*Add New Service: 13 hours for 45 minute headways during weekdays between Santa Fe College and Mentone; fall and spring semester regular weekdays only.*

Express Service - Others



Add 3 express routes to surrounding communities (Alachua, Newberry, Archer).

Total Cost: $10,579,619

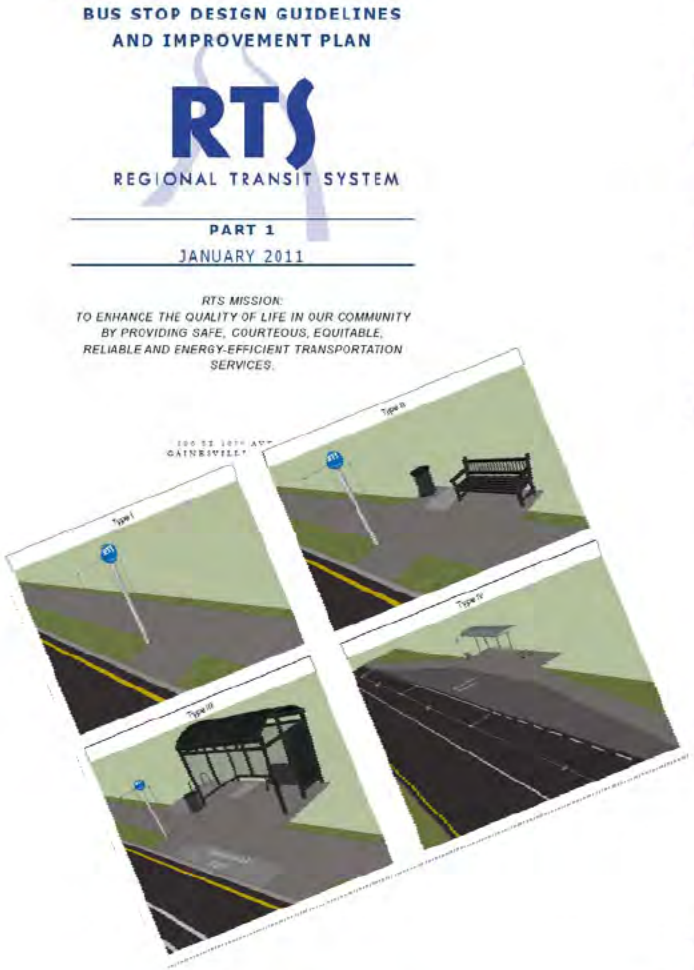
- Cost should be provided by the specific municipality if they choose to support the service

Note: includes capital and operating costs

Express Service - Others

Description	Year	Cost	Comments
City of Alachua	2015	$ 3,526,540	***Add New Service: Weekday service; 20-minute frequencies for 6 hours; weekdays all year.***
City of Newberry /Jonesville	2015	$ 3,526,540	***Add New Service: Weekday service; 20-minute frequencies for 6 hours; weekdays all year.***
City of Archer /Haile Plantation	2015	$ 3,526,540	***Add New Service: Weekday service; 20-minute frequencies for 6 hours; weekdays all year.***

Bus Stop Improvements



Modifications are required to meet ADA standards and to improve the quality of stops. Type and quality of amenities improve efficiency, affect ridership and user perception of the system[1].

City Cost:	$4,291,130
- County Cost:	$491,354
- Total Cost:	$4,782,484

Source: TCRP Report 46, *The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership*

Bus Stop Improvements – City Only

Description	Units	Cost	Comments
Landing Pads	941	$1,556,954	*Americans with Disabilities Act (ADA) Standards require all bus stops to have a boarding and alighting (B&A) area that has a firm, stable, and slip-resistant surface to accommodate boarding and alighting at the stop. For a bus stop designated by only a sign on a post and no other amenities and where complementary ADA paratransit service is provided, the B&A area is still required, but it may not have to be a concrete pad. Regardless, for the safety and convenience of its passengers all stops without a ADA-compliant, concrete landing pad were treated as needing one regardless of amenity presence.*
Benches	227	$ 135,198	*RTS standards require ADA-compliant benches for all stops with 15 or more daily boardings.*
Trashcans	118	$ 57,525	*RTS standards require trashcans for all stops with 15 or more daily boardings.*
Bush Shelters	129	$ 2,532,887	*RTS standards require shelters for all stops with 36 or more daily boardings.*
Bicycle Racks	16	$ 8,566	*Top 16 bus stops by bicycle occurrences.*

Transit Priorities: Paratransit

Add and replace vehicles to maintain average fleet age.

Total Cost:	$2,607,754
- City share:	$1,825,428
- County share:	$782,326

Transit Priorities: Paratransit

Description	Units	Cost	City Cost	County Cost	Comments
ADA Vans	30	$2,607,754	$1,825,428	$782,326	*Vehicles needed to maintain average fleet age of <=7 years and current percentage of 18% of ADA vans to non-articulated buses.*
New	8	$616,180	$431,326	$184,854	
Replacement	22	$1,991,574	$1,394,102	$597,472	

Transit Priorities: Bus Rapid Transit

Local preferred alternative under evaluation. Route extends from Santa Fe to the Airport. Implementation will be phased.

City-only: $42,131,081

(Phase 1 = Oaks Mall to 5-Points)

Shared City/County:

City share:	$35,641,739
County share:	$14,118,878

(Phase 2= Santa Fe to 5-Points)

Total Cost: $91,891,698

Note: includes capital and operating costs; total route length is 12.4 miles

Transit Priorities: Bus Rapid Transit

Description	Cost	City Cost	County Cost	Comments
AA Locally Preferred Alternative	**$91,891,698**	**$77,772,820**	**$14,118,878**	***Service beginning 2020. Phase I Oaks Mall to Five Points (2020). Phase II SantaFe Village to Five Points (2025).***
Buses (9)	**$11,732,100**	**$10,418,035**	**$1,314,066**	***Based on peak 10-minute frequencies, 12.4 mile pattern, and spare ratio of 15%***
Infrastructure	**$49,525,963**	**$43,067,418**	**$6,458,545**	***Based on the average capital cost per mile of actual or estimated costs for 6 nationwide BRT projects.***
Operations	**$30,633,635**	**$24,287,367**	**$6,346,268**	***Daily, all year, Weekday 10 minute frequency for 10 hours and 15 minute frequency for 8 hours; Saturday 20 minute frequency for 15 hours, Sunday 30 minute frequency for 12 hours***

Transit Priorities: Infrastructure & Upgrades

Creation of a multimodal hub to serve as transfer station and integrate with other service providers

Total Cost: $3,936,260 (City)

Upgrade scheduling software and radio system to increase service efficiency

Total Cost: $1,102,480 (City)

Transit Priorities: Infrastructure & Upgrades

Description	Year	Cost	Comments
Multimodal Regional Transportation Center	**2021**	**$3,936,260**	***Facility will serve as a major hub for RTS University of Florida campus routes and other RTS routes in the vicinity. Facility will also be utilized by private providers such as Greyhound and Amtrak.***
Scheduling Software	**2024**	**$706,486**	***Replace current scheduling process that primarily relies on Microsoft Excel with holistic software capable of fully maximizing route interconnectedness and time savings. Software will aid implementation of demand response services and possible inclusion of paratransit services.***
Digital Radio System Upgrade	**2015**	**$395,993**	***Digital radio system creates the opportunity to streamline all data collection processes into a single location including real-time passenger information and automatic vehicle location.***

Recommended Funding List – 8 Yr

• Pavement Management	$12,000,000
• Signal Replacement 8th/6th St	$ 375,000
• SW 6 Street	$ 5,016,000
• W 62 Blvd (existing section)	$23,800,000
• NW 8 Avenue Bridge	$ 2,600,000
• Bus Bay Main Street	$ 500,000
• ADA Access Improvements	$ 2,500,000
• Sidewalks	$ 1,200,000
• Bicycle/Pedestrian Safety	$ 2,100,000
• SW 40 Blvd – SW 47th to SR 24	$ 2,900,000
TOTAL	$52,991,000

Recommended Funding List – 8 Yr

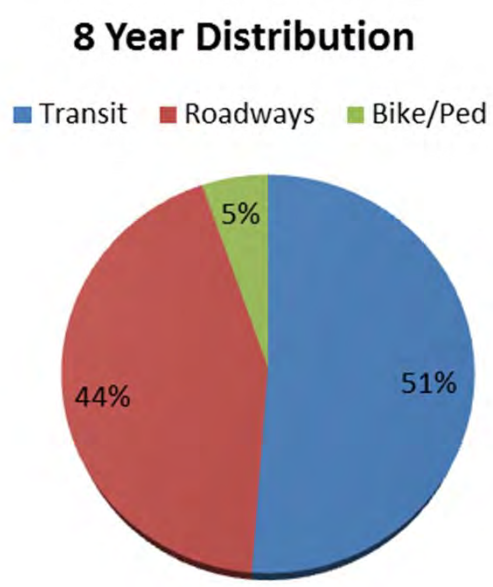
• Service Improvements:	
• Routes 2, 11, 24, 27	$ 4,600,000
• Routes 6, 10, 15, 43	$ 5,600,000
• New Routes 44, 45, 47, 77, 88	$ 6,200,000
• Maintain Existing Service (Buses)	$ 14,500,000
• Bus Stop Improvements	$ 2,300,000
• Paratransit Vehicles	$ 500,000
• Digital Radio System Upgrade	$ 400,000
• MRT Center (Design)	$ 500,000
• Bus Rapid Transit (Phase 1)	$ 21,000,000
TOTAL	$ 55,600,000

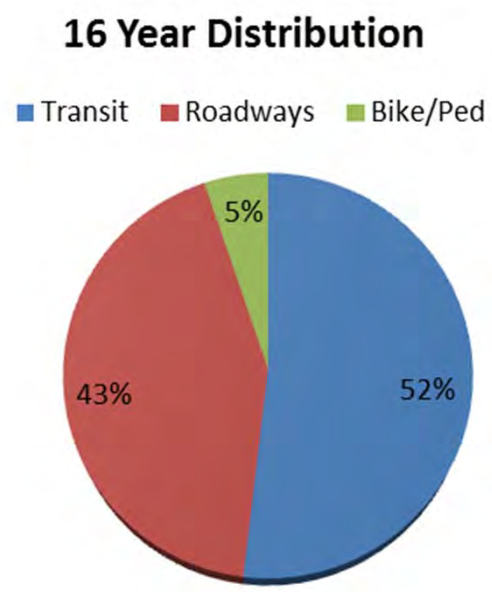
Additional Funding List – 16 Yr

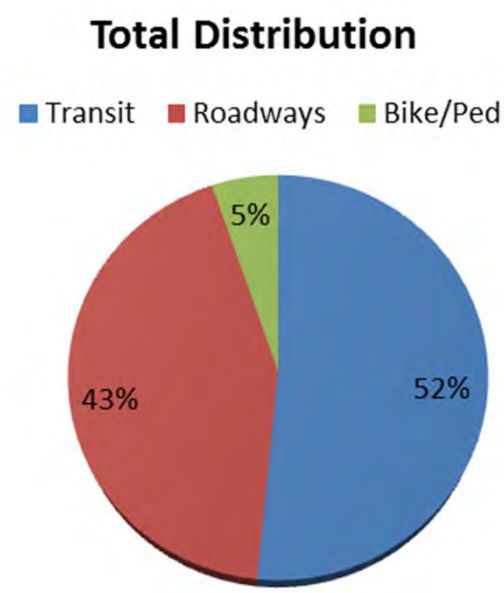
• Pavement Management	$11,846,000
• Signal Replacements	$ 1,125,000
• Sidewalks	$ 1,134,000
• W 6th Street Trail – 16th Ave to 23rd Ave	$ 4,500,000
• SW 62 Blvd – SW 24 Ave to 20th Ave	$33,600,000
TOTAL	$52,205,000

Recommended Funding List – 16 Yr

• Service Improvements:	
• Routes 2, 11, 24, 27	$ 4,600,000
• Routes 6, 10, 15, 43, 46	$ 6,200,000
• New Routes 44, 45, 47, 77, 88	$ 6,200,000
• Maintain Existing Service (Buses)	$ 15,000,000
• Bus Stop Improvements	$ 1,500,000
• Paratransit Vehicles	$ 1,500,000
• MRT Center (Construction)	$ 4,000,000
• Scheduling Software	$ 750,000
• Bus Rapid Transit (Phase 2)	$ 16,500,000
TOTAL	$ 56,250,000


8 Year Distribution
Transit
Roadways
Bike/Ped
5%
44%
51%


16 Year Distribution
Transit
Roadways
Bike/Ped
5%
43%
52%


Total Distribution
Transit
Roadways
Bike/Ped
5%
43%
52%

QUESTIONS?