



REGIONAL TRANSIT SYSTEM

Enhancing the Quality of Life and Transportation In the Gainesville, FL Community

TRANSIT DEVELOPMENT PLAN **TDP ANNUAL PROGRESS REPORT**

2020



OUR MISSION

To enhance the quality of life in our community by providing safe, courteous, equitable, reliable and energy-efficient transportation services.

OUR VISION

To be the transportation mode of choice for the Gainesville Metropolitan area.



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Executive Summary

Regional Transit System (RTS) submitted a major (5-Year) update to the 10-Year Transit Development Plan, TDP in 2019. This is the first Annual Progress Report, APR, following the submittal. The 10-Year Implementation Plan in the TDP grouped RTS projects and service improvements into two groups – Phase 1 and Phase 2. The grouping provided the opportunity for the agency to respond to evolving community needs (as expressed in the City’s annual budget), and to stakeholder priorities; therefore, this maiden APR has rearranged the projects and service improvements into ten fiscal years to allow for proper reporting in the annual progress report, as required by FDOT.

The TDP addressed the funding challenges facing RTS, especially for capital projects. The APR highlights this recurring concern because this is a transit agency that receives a majority of its operating funds from the University of Florida. Other operating monies come from other stakeholders that are also interested in supporting operation so much so that in a typical year the agency’s budget is lopsided in favor of service operation. The result is that the agency has been slow in meeting pressing capital improvements that are necessary to make it the preferred mode of choice in the Gainesville metropolitan area.

That notwithstanding, RTS managed to make some achievements in service improvements and worked on a single capital project - it was able to realign/modify and create new routes to enhance service provision and initiated technology improvements - otherwise, the progress report summary is characterized by numerous “No activity” or “No action” comments. Again, the absence of defined projects and funding for respective fiscal years are the major contributors.

The APR has delineated all RTS capital and operating projects into their respective years for the next 10 implementing years. The delineation does nothing to address the funding challenge. However, the clarification is useful in focusing community and stakeholder attention to ensure more meaningful progress in future years. After all RTS was able to implement a significant number of its projects in the preceding five years, and it is anticipated that it will, with the clarification added to this progress report, including plugging existing gaps, match or exceed that achievement in order to support and enhance transit use within its service area, Such an achievement will go a long way to reduce air pollution and infrastructure needs, including the construction of additional parking structures.

Introduction

The City of Gainesville City Commission currently provides a city transportation system program through the Gainesville Regional Transit System (RTS) consisting of fixed-route bus and demand-response paratransit services. RTS provides fixed-route service to the greater Gainesville area.

The Transit Development Plan (TDP) annual update was initiated by the City of Gainesville to update RTS' TDP for the 10-year period from FY2020 through 2029. The 5-year major update of the TDP represented the transit agency's vision for public transportation in its service area during that time period and, at the same time, functions as the strategic guide for public transportation in the community. This Annual Progress Report, APR, is required by FDOT as an annual check on the annual progress that a transit agency has made toward implementing the recommendations in the prior TDP major update. The APR, as a result, has added a tenth year to the TDP implementation plan.

The APR emphasizes the following:

- Past year's accomplishments compared to the original implementation program.
- Analysis of discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives.
- Any revisions to the implementation program in the past year.
- Added recommendations for the plan.
- Any revisions to the financial plan, and
- A revised list of projects or services needed to meet stated goals and objectives.

System Background

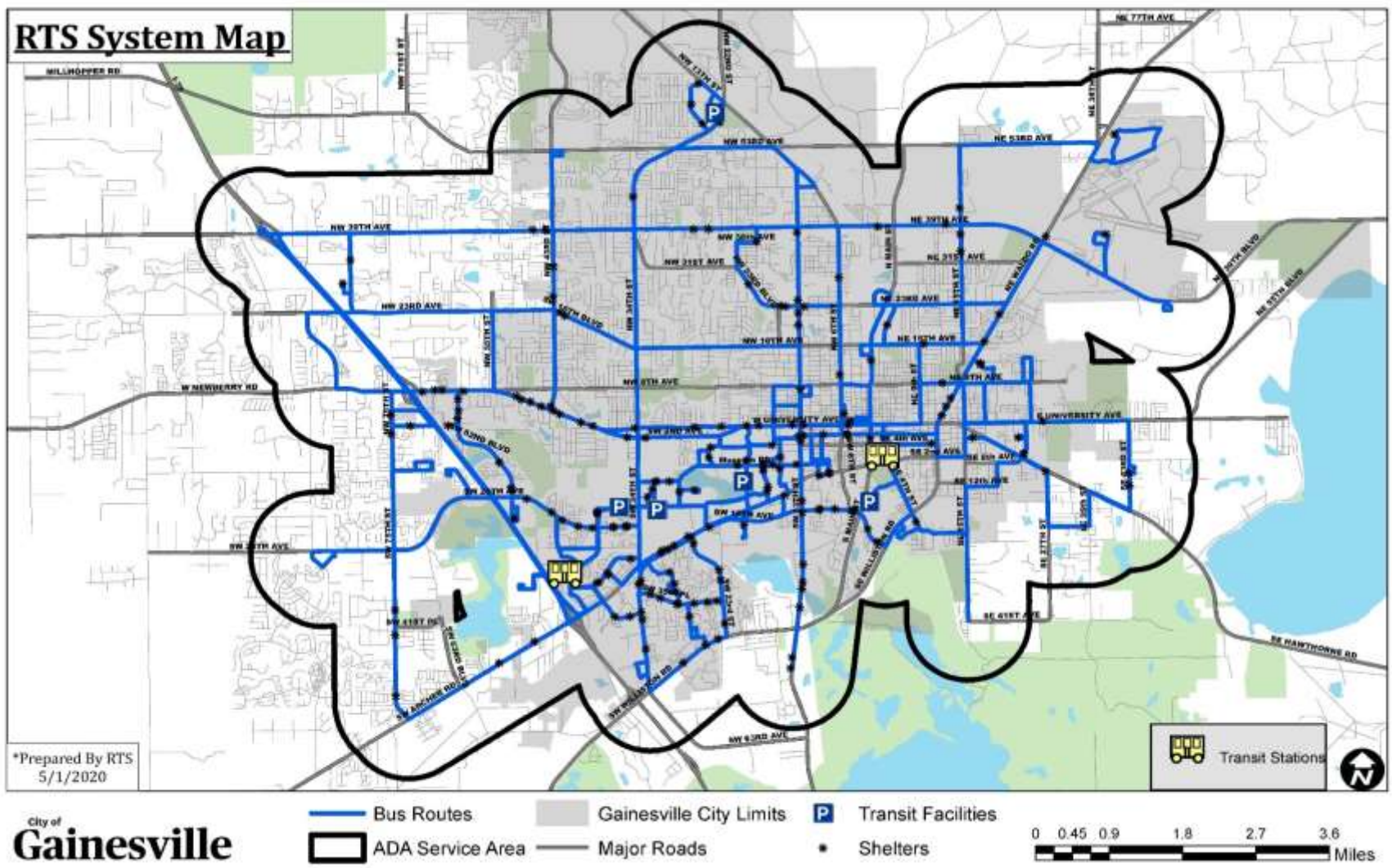
Service Area Description

The City of Gainesville is located in Alachua County in north central Florida and is the county seat. It is bordered on the north by Columbia, Union, and Bradford Counties, on the east by Putnam County, on the west by Gilchrist County, and on the south by Levy and Marion Counties. Alachua County is approximately 969 square miles, and the City of Gainesville is approximately 63 square miles.

RTS operates as a division of the City of Gainesville Department of Transportation and Mobility. The system consists of fixed-route bus routes connecting the City of Gainesville, the University of Florida (UF), Santa Fe College (SF), and some unincorporated parts of Alachua County. RTS has a service area of 82 square miles, servicing a population of 163,990. There are 58 bus routes, consisting of 42 City, 11 Campus, and 5 Later Gator, Map 1. RTS' fleet size is 132 buses, with an average age of 10.2 years. RTS contracts with MV Transportation for its ADA service, and has a fleet of 20 vans.

Map 1 shows the RTS system and ADA service area.

Map 1: RTS System Map



A. Last Year's Accomplishments Compared to the Original Implementation Program

RTS program implementation was hampered by one perennial factor – lack of (dedicated) funding – and one universal problem – the COVID-19 pandemic. However, the agency was relatively more successful in implementing operating projects than capital projects. Operating projects are relatively easier to implement than capital projects and has also had a relatively better funding support. In the past year RTS realigned Route 10, extended Route 33 and initiated the Duckpond Express that connects the University of Florida to the community (see maps in Appendix A), and created a new Route 42. It initiated technology projects to enhance bus operation. The project will update the annunciation system as part of the Clever Device CAD/AVL. This project will also install video information displays at Transfer Stations with audible announcements. RTS also initiated the upgrade of its mobile pay system and acquired three (3) new electric buses, and received a grant for a Low or No Emission fourth bus.

Because the original TDP did not segregate projects by implementation year, Tables 1-5 show the comprehensive 10-Year Program list in the TDP with a note on the status of each project.

Table 1. Service Improvements

Route	TDP Service Plan	Result/Notes
6	Double Frequency – Weekday Only	No activity
6 (cont.)	Later Service – Until 10 pm	No activity
10	Realign	Completed; Went Into Effect Aug. 19, 2019 (see Appendix A)
15	Double Frequency After 6 pm	No activity
15 (cont.)	Later Service – Until Midnight	No activity
21	Double Frequency	No activity
33	Realign and Extend	Completed; Went Into Effect Aug. 19, 2019 (see Appendix A)
43	Improve Frequency From Every 30 Minutes to Every 20 Minutes	No activity
43 (cont.)	Later Service – Until 10 pm	No activity
75	Provide Consistent 30 Minute Frequency	No activity
75 (cont.)	Later Service – Until 11 pm	No activity
600	Extend Service Span to Match Route 7	No activity
601	Extend Service Span to Match Route 7	No activity
121	Eliminate	Route Remains in Service
28,34,36	Realign Routes Per COA and TDP	No activity
Multiple	Realign Routes 25A,29,33,36,38,46,120,122,125,127 Per UF TAPS Transportation and Parking Strategic Plan	No activity

Table 2. New Services

<u>TDP Service Plan</u>	<u>Result/Notes</u>
Bus Rapid Transit Lite	Future year
Duckpond/UF Express	Service scheduled to start Fall 2020 (See Appendix A)
Haile/UF Express	Service Went into Effect Aug. 19, 2019. (See Appendix A)
Tower/UF Express	No activity
Mobility On Demand (MOD) Service	Zones prioritized

Table 3. Capital and Infrastructure Improvements

<u>TDP Service Plan</u>	<u>Result/Notes</u>
Vehicle Replacement	No activity
Queue Jumps	No activity
Eastside Transfer Station	No activity
Bus Stop Infrastructure	No activity
ADA Improvements	No activity
Recurring Facilities Upgrades	On-going
Microtransit Service Development	On-going

Table 4. Technology Improvements

<u>TDP Service Plan</u>	<u>Result/Notes</u>
Transit Signal Priority	No activity
Technology Projects	Upgrade to an updated annunciation system as part of the Clever Device CAD/AVL. Project scheduled to begin Fall 2020. Includes installation of video information displays at Transfer Stations with audible announcements. Tentative completion date Spring 2022; Implement mobile pay system with tentative start Fall 2020.
Technology Projects - Recurring	Ongoing. All new bus purchases to include Automatic Passenger Counters

Table 5. Policy Improvements

<u>TDP Service Plan</u>	<u>Result/Notes</u>
Fare Policy Study	No action
Improved Access to Mobility	No action
Regional Priority Corridor Improvements	No action

<u>Result/Notes</u>	
Autonomous Vehicle	Agency collaborated with University of Florida and Transdev to initiate the test of Autonomous Vehicles in Downtown Gainesville. Project is on hold due to Covid-19 pandemic and will be reinstated when regular transit service is in place, with restrictions, as specified by NHTSA. (See Figure 1, Appendix A)
Route 42	Initiated route Fall 2020. Proposed bus route that provides service from UF to newly constructed apartment complex located on SW 24 th Avenue in Gainesville.

TDP Goals, Objectives and Policies - Achievements

The Department of Transportation and Mobility has integrated transit, parking, transportation planning, traffic signals, bicycles and pedestrian activities to better serve the mobility needs of residents and taxpayers, as outlined in the goals and objectives portion of the TDP. The goals and objectives demonstrate RTS’ commitment to its vision - To be the transportation mode of choice for the Gainesville metropolitan area. The following pages show accomplishments in the past year. Subsequent Annual Progress Reports will continue to review the goals and objectives and update subsequent achievements to meet RTS’ vision and mission.



Goal 1	Provide an Equitable, Accessible, Dynamic, Safe, Customer Responsive, Publicly Engaged, and Performance Driven Transit System	FY 2019/20 Implementation Assessment
Objective 1.1	Increase public outreach and marketing efforts to educate citizens, the electorate, and visitors about the benefits, availability, and characteristics of existing and planned transit services.	
Initiative 1.1.1	Continue to attend community events or organization meetings (such as UF football games, Spring Garden Festival, Alachua County Youth Fair, etc.) and Chamber of Commerce meetings to share information about RTS's existing and planned services to integrate the public's ideas into future planning efforts and funding sources.	The department has hired a Marketing Assistant to provide more opportunities for the Agency to participate in these events. Staff attended 25 organization meetings to share information and answer questions before COVID-19 arrived and disrupted community activities.
Initiative 1.1.2	Work in coordination with local organizations to participate in job fairs to increase knowledge about the transit system and transit careers	The Marketing Department averaged a job fair each month.
Initiative 1.1.3	Promote transit services through mixed media, such as Facebook (no less than three weekly posts), Twitter, and Instagram (no less than one weekly post).	Mixed media is used to share information on detours, upcoming RTS events, schedule changes and provide information on app use and updates for transit services.
Initiative 1.1.4	Maintain and regularly update the website with current service and schedule information. Clearly display trip planning services such as Google Trip Planner and TransLoc.	RTS conducts three (3) services changes in the year – Summer, Winter, and Fall. The website has information on Summer, Winter and Fall service updates and on Trip Planning.
Initiative 1.1.5	Use mixed media including Facebook, Twitter, and the RTS website to update the public on current service and schedule changes when they occur.	On-going. See 1.1.4 above.
Initiative 1.1.6	Continue to use Census, ACS, and other socioeconomic and demographic datasets to identify transit dependent communities and facilities in transit dependent areas where targeted outreach, education, and public input can be conducted.	On-going.
Objective 1.2	Follow federal, State, and local regulations and other best practices regarding public involvement to properly solicit citizen feedback on all RTS services, plans, and projects.	
Initiative 1.2.1	Conduct public meetings on a per-semester basis to discuss enhancements in service and other major initiatives, such as the Transit Development Plan (TDP), fare changes, and Program of Projects. Develop standardized material for communicating changes.	The Agency did not adjust fares or engage in the preparation of TDP in the past year.
Initiative 1.2.2	Conduct an on-board survey every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, user satisfaction, and validate Automatic Passenger Count (APC) information. Use survey findings to update TDP, as appropriate.	Major TDP completed.
Initiative 1.2.3	Create and place a customer comment card on RTS buses and website to acquire citizen feedback. Place another card in the operations building for driver feedback. Where contact information is given, provide a response within 1 week.	Completed and then on-going
Initiative 1.2.4	Engage annually with minority, low-income, disabled, and other vulnerable and protected populations and with organizations which provide services to protected and vulnerable populations to discuss transportation needs and improvements.	The agency completed and submitted a Title VI Report to the FTA. The report clarified how the Agency is constantly working with these groups and actions to take to consider their needs. Recently, the Agency implemented a LM/FM service in predominantly minority community in east Gainesville. Customers use app to book a ride. The service is available M-F in AM and PM service periods.
Objective 1.3	Provide an open and communicative internal agency culture which ensures staff safety, security, and recognizes the outstanding work of RTS' employees.	
Initiative 1.3.1	Develop and implement an employee recognition program that highlights an outstanding employee each quarter, as selected by his/her peers.	This effort has been completed and is on-going. With collaboration between Operations, Customer Service and Marketing, staff vote and management selects employee of the month and quarter based on peer votes. The winning employee gets a special parking spot for the month with his/her name on the parking sign.
Initiative 1.3.2	Hold meetings of Planning and Operations per semester and prior to the implementation of any service changes to discuss mutual concerns, questions, plans, recommendations, etc.	On-going
Initiative 1.3.3	Publish an internal RTS newsletter that includes staff profiles three times per year.	Newsletter Transit Times is published six (6) times/year.
Initiative 1.3.4	Continue to post internal updates and memoranda at key locations throughout RTS facilities and online through RTS' website.	On-going
Initiative 1.3.5	Continue to evaluate driver safety and security concerns, complaints, and incidents. Develop a database for tracking and categorizing driver safety and security concerns and incidents. Address recurring driver safety and security concerns, complaints, and incidents in a proactive manner with best practice safety and security measures.	RTS has purchased a Safety and Customer Service Management Software called Track-It. It has robust Customer Complaint and Safety Information sections to track all incidents and accidents. With unique numbering system, complaints are tracked and recorded by category and addressed accordingly. For example, in the last year there were issues with service animals and operators were coached. The software is certainly helpful in tracking results of valid complaints.
Objective 1.4	Develop metrics that track and address safety and customer complaint incidents in order to promote good customer service and public safety.	
Initiative 1.4.1	Track and reduce the number of accidents per 100,000 revenue miles. Establish a baseline and set a target goal to be achieved by 2030.	The Agency uses Track-It to record and track accidents and subsequently takes corrective actions. RTS' estimated preventable accidents per 100,000 revenue miles is no greater than 1 (one). Based on about 4 million revenue miles completed by the Agency, the agency's target is not to exceed 40 accidents per year.

<i>Initiative 1.4.2</i>	Track and reduce the number of complaints per 100,000 riders. Establish a baseline and set a target goal to be achieved by 2030.	Historical data shows that only 50% of complaints received at RTS is valid. For example, in December 2019, there were 433,505 riders and RTS received 27 valid complaints, upon review and evaluation. This is less than 1% of total RTS ridership; therefore, the goal is to have zero complaints, but given RTS data and record, the target is to stay at less than 1% of total ridership.
<i>Initiative 1.4.3</i>	Track and reduce customer service complaints per 1,000 riders on fixed route trips. Establish a baseline and set a target goal to be achieved by 2030.	On-going. RTS will continue to track, analyze and address customer concerns in order to meet or exceed agency's target goal of less than 1% of valid complaints per 1,000 riders.
<i>Initiative 1.4.4</i>	Continue to annually submit a list to Traffic Operations Division of the top 20% of active stops (by ridership) at intersections to encourage installation of appropriate signage and signalization.	RTS collaborates with the Traffic Operations Division, and the Division's response is dependent upon available resources.
<i>Initiative 1.4.5</i>	Continue operator and maintenance safety training program hours during summer.	On-going
<i>Initiative 1.4.6</i>	Ensure that 100% of new hires take mandatory National Incident Management System (NIMS) compliance courses within 90 days of hire.	All drivers receive National Incident Management System (NIMS) training upon hire and participate in subsequent 10-week training class. Upon completion, their certificates are placed in employee training folder.
<i>Initiative 1.4.7</i>	Discourage drunk driving by providing Gator Aider and Later Gator service commensurate with demand to and from areas identified by UF.	RTS has developed a working relationship with UF and the agency provides Later Gator service to UF students, as preferred by the university. Combined with services provided for sporting events, these services aim at ensuring that DUIs remain low.
<i>Initiative 1.4.8</i>	Monitor performance and compliance against the RTS Systems Safety Plan (SSP) on a monthly basis, track trends, and adjust operations, practices, and policies as needed to improve safety performance.	RTS has adopted the new FTA safety plan, Public Transportation Agency Safety Plan, PTASP. As a result, RTS has implemented a Safety Management Plan and uses Track-It to track and record incidents and accidents and run reports on preventable and non-preventable accidents. The system allows the agency to label or identify incidents or accidents that are reported to the NTD as Major or Minor.
<i>Initiative 1.4.9</i>	Use digital messaging in vehicle to remind passengers to practice safe riding habits (i.e., hold on when the bus is moving, tell the driver a bike is being retrieved, etc.)	RTS uses the Voice Annunciation System for safety/security messages.
Objective 1.5	Provide equitable, balanced, and accessible transit services, including improved access and services to Title VI, transit-dependent, and ADA passengers.	
<i>Initiative 1.5.1</i>	Provide convenient access to RTS schedules for the visually impaired.	Upon request RTS will print schedule with large fonts for customers with low vision. For customers who are blind the agency produces schedules on CD, upon request.
<i>Initiative 1.5.2</i>	Update the ADA paratransit guide annually.	The paratransit guide is reviewed quarterly because RTS changes services every quarter. The guide is also updated at least annually.
<i>Initiative 1.5.3</i>	Continue to make audible announcements to disseminate information to visually impaired, LEP, and low-literacy riders on RTS vehicles and at major transfer centers.	RTS is upgrading to an updated annunciation system as part of CAD/AVL project. Project will install video information displays at Transfer Stations with audible announcements. Tentatively scheduled to be completed Fall 2021.
<i>Initiative 1.5.4</i>	Continue to explore opportunities to partner with Transportation Network Companies (TNCs) and assess the feasibility of using TNCs to provide a portion paratransit trips where and when it improves service quality, is more cost-effective than RTS directly operated solutions, and meets the needs of the client and trip. Assure extended partnerships with TNCs comply with ADA, Title VI, Section 14-90, and other relevant regulations.	RTS relies on federal and state grants for paratransit services. Because major TNCs may not meet federal guidelines and regulations, RTS currently does not use or consider using them for paratransit services. However, the City of Gainesville has contracted with Uber to provide a maximum of six (6) trips per month for seniors residing within the City.
<i>Initiative 1.5.5</i>	Examine the feasibility of providing deviated fixed-route or mobility-on- demand services in areas where demand is not sufficient for fixed-route service but demonstrates demand for localized mobility, First-Mile/Last-Mile (FMLM) connections, demand for paratransit service, and demand by transportation disadvantaged populations.	RTS has prioritized the seven (7) MOD Zones and is awaiting funding to implement service. The service is expected to provide trips within and between zones and connect the community user to Transfer Stations.
<i>Initiative 1.5.6</i>	Ensure that all bus-stops are ADA accessible and prioritize wheelchair-based bus stop amenities and improvements (e.g., waiting pads) where wheelchair usage is highest.	In May, the agency took delivery of additional 22 shelters, 24 solar light units, 46 benches, 46 trash cans for use in enhancing bus stop safety, comfort and convenience.
<i>Initiative 1.5.7</i>	Annually submit a list to Public Works of the top 20% of stops (by ridership) that lack sidewalk connections for consideration when developing their work program. Submit a making the case argument for improving ADA accessibility at these high priority locations.	On-going.
<i>Initiative 1.5.8</i>	Manage an equitable bus stop maintenance and improvement program to maintain the aesthetic quality of and financial investment in bus stop amenities and transit infrastructure across the community. Provide standards for customer amenities (pad, shelter, bench, etc.) at bus stops based on ridership, routes serving the stop, sidewalk and bike access, adjacent land use, and Title VI protected population characteristics.	RTS uses volunteer employees' labor during reduced service times to enhance the maintenance of bus stops.
<i>Initiative 1.5.9</i>	Provide a system map at all stops with multiple routes, where possible.	On-going
<i>Initiative 1.5.10</i>	Continue to update the Title VI and LEP Plan every 3 years per FTA Requirements.	On-going
Objective 1.6	Improve the quality and convenience of transit services provided to passengers in the Gainesville Metropolitan area.	
<i>Initiative 1.6.1</i>	Provide transit service for a minimum of 14 hours per day on 80% of fixed route services, excluding Later Gator and campus routes.	No action due to lack of funding

<i>Initiative 1.6.2</i>	Provide a minimum of 20-minute peak hour frequencies as a standard for all areas within a ½-mile of all high-density residential areas, as described in the City of Gainesville’s UMU-1, UMU-2 zoning, H-1, and RH-2 zoning. Measure and monitor compliance through GIS mapping of aggregate peak route frequencies for routes traversing these zones.	No action due to lack of funding
<i>Initiative 1.6.3</i>	Use park-and-ride facilities at key locations along major corridors to support Alachua County mobility plan without hindering ability to increase densities.	RTS implemented new express services from state-constructed P & R locations to Lake City and to Trenton but services were discontinued because of low ridership.
<i>Initiative 1.6.4</i>	Continue to explore the use of flexible and mobility-on-demand services such as deviated fixed-routes, point deviation, and general public demand response to reach areas in the community where fixed-route services are not feasible and/or are cost prohibitive.	See 1.5.5 above
<i>Initiative 1.6.5</i>	Explore opportunities to leverage advances in mobility-on-demand services to provide localized mobility, FMLM connections to fixed route, and service increasing demand for ADA paratransit services.	RTS has implemented a LM/FM service between downtown and east Gainesville. Additional services will be implemented as funding becomes available.
<i>Initiative 1.6.6</i>	Identify opportunities to coordinate with Transportation Network Companies (TNCs) and Bicycle/Scooter Sharing Companies to provide supporting and FMLM options and services around RTS services and stops.	No action
<i>Initiative 1.6.7</i>	Improve existing transit services and implement new transit services consistent with the 10-year transit needs identified in the most recent TDP update.	Funding continues to be a hindrance.
<i>Initiative 1.6.8</i>	Identify opportunities to provide premium transit services including BRT characteristics such as: bus lanes, queue jumps, TSP, and enhanced stations in areas where there is enough demand, density, and right-of-way for such infrastructure.	No action
<i>Initiative 1.6.9</i>	Identify locations and feasibility of implementing a Mobility Hub strategy for projects where multi-modal transportation options are available near major bus transfer locations. Locations are expected to be identified via a pending study.	The Department of Transportation and Mobility has completed a Mobility Hub Identification draft report. Report identifies potential locations for Mobility Hubs.
Objective 1.7	Implement and expand Intelligent Transportation System (ITS) to better identify and serve areas of transit demand.	
<i>Initiative 1.7.1</i>	Continue development of ITS Plan and adoption of technology to support service planning, operations analysis, operations management, service delivery, customer information, fare payment, and leverages Mobility as a Service (MaaS) and open architecture.	RTS has applied for funding for Mobility as a Service (MaaS) platform.
<i>Initiative 1.7.2</i>	Monitor new fare collection system (fare boxes) toward improved revenue collection and riders fare type data. Complete acquisition and deployment of other fare media options such as mobile pay.	Implementation of mobile pay system is tentatively scheduled to Fall 2020.
<i>Initiative 1.7.3</i>	Monitor use of APCs and enhance data collection and analysis from APCs to improve operations performance (e.g.: on-time performance) and understanding of ridership activity. Target full fleet deployment of APCs within fiscal capacity.	All new bus purchases include APCs
<i>Initiative 1.7.4</i>	Continue to maintain and enhance a bus stop, route, and facilities inventory using Geographic Information Systems (GIS) and other technologies.	On-going
<i>Initiative 1.7.5</i>	Study and plan for how RTS will respond to and/or incorporate connected/autonomous vehicles.	RTS, in collaboration with UF and an Autonomous Vehicle provider initiated a test project in early 2020. Test is on-hold due to COVID19. It will resume when RTS returns to normal service.
<i>Initiative 1.7.6</i>	Continue to explore opportunities to improve travel times, headways, and on- time performance through the implementation of transit signal priority technology along heavily trafficked corridors.	New CAD/AVL system will assist in this area.
Goal 2	Be Good Stewards of Public Resources.	Implementation Assessment
Objective 2.1	Promote sustainability, public health, and reduce environmental impacts through sustainable and environmentally friendly infrastructure, amenities, technology, partnerships, policies, and business practices.	
<i>Initiative 2.1.1</i>	Examine opportunities to develop a system-wide Sustainability Plan and subsequent performance measures with the goal of achieving entry-level status in the APTA Sustainability Commitment Program.	Work has not been initiated. RTS acquired three (3) electric buses and plans to add more to its fleet, pending funding availability.
<i>Initiative 2.1.2</i>	Continue to maintain a list of recyclable materials in Maintenance, including yearly quantities of materials recycled and establish targeted reductions based on current quantities.	On-going. In the past year the Agency recycled 5,037 gallons of oil.
<i>Initiative 2.1.3</i>	Ensure compliance with city adopted Transit Asset Management Plan (TAMP), as required by FTA.	Agency purchased three (3) electric buses.
<i>Initiative 2.1.4</i>	As support vehicles reach obsolescence, replace with hybrid vehicles (if financially feasible).	No action taken as support vehicles have not reached and/or exceeded their useful life.
<i>Initiative 2.1.5</i>	Examine the feasibility of transitioning the fixed-route fleet to all-electric or electric-hybrid vehicles and the required infrastructure to support such a transition.	Agency had evaluated the cost of making its fleet electric and electric hybrid, including finding adequate locations, building and maintaining charging stations, and the cost of electricity. The discussion is now focused on constructing charging station.
<i>Initiative 2.1.6</i>	Promote and encourage the use of bicycles and other forms of micro-mobility to access RTS services. Create a metric to evaluate bicycle and other micro-mobility-based bus stop amenity needs (e.g., bike racks and bike share) and provide said amenities where usage is highest.	RTS has produced and shared videos on bikes-on-buses; interacted with the community through a Gainesville Fire Rescue organized and led events; and, shared and promoted micro transit service at community events.

<i>Initiative</i> 2.1.7	Encourage greater use of bike share as means of accessing transit.	RTS contributed to monitor and promote of City's former bike share program. Presently, city is transitioning to and negotiating a contract for an electric scooter program.
Objective 2.2	Continue to create relationships, partnerships, and coordinate with key local, regional, state, and national partners and stakeholders to promote and coordinate transit and multi-modal mobility services and improvements.	
<i>Initiative</i> 2.2.1	Continue to support Alachua County's Mobility Plan, UF Transportation and Parking Strategic Plan and land use planning and regulations that facilitate pedestrian, bicycle, micro-mobility and transit ridership such as small street blocks, connectivity, placement of parking to the side or rear of buildings, wide sidewalks, protected and buffered bicycle facilities, and shared-use pathways.	On-going. Alachua County Planning staff continues to coordinate with the agency on updates to the county's transportation plan. RTS is given opportunity to review capital projects and provide input.
<i>Initiative</i> 2.2.2	Continue the development review process and provide feedback on City of Gainesville and Alachua County development projects and plans to support the Mobility Plan. Prioritize comments and feedback on development projects along or near major transportation corridors and opportunities for transit amenity improvements.	This is a continuing activity.
<i>Initiative</i> 2.2.3	Ensure consistency with the long-term planning efforts of relevant local and state agencies, governments, and organizations, especially Alachua County and the City of Gainesville Comprehensive Plans.	RTS relies on these plans to promote transit and derives revenues from implementing laws and ordinances of the two local governments. For example, as city annexes part of the county, it provides an opportunity to extend and/or enhance transit in the newly annexed areas. The enabling legislation provides additional funding to provide transit services.
<i>Initiative</i> 2.2.4	Continue to partner with educational institutions including Alachua County Public Schools to create a culture of transit ridership and explore workforce training opportunities.	There is an on-going discussion to provide fare-free transit services for community residents who are 65 years and older and those younger than 17 years of age.
<i>Initiative</i> 2.2.5	Share information yearly with the University of Florida and Santa Fe College regarding route performance, service concerns, and other opportunities for service revisions and/or improvements.	This function is performed every semester as part of RTS 3x/year service change.
<i>Initiative</i> 2.2.6	Explore opportunities to coordinate and collaborate with Transportation Network Companies (TNCs) to provide supporting and FMLM options and services that support RTS and its customers where and when it is productive and cost-effective.	There were no initiatives for this during this review period.
<i>Initiative</i> 2.2.7	Explore opportunities to coordinate and collaborate with bicycle and scooter sharing companies and provide safe FM/LM options and services around major RTS bus stations and stops.	Transportation and Mobility department is working on a City Ordinance to implement a micro-mobility program.
<i>Initiative</i> 2.2.8	Coordinate with the City, County, UF, SF College and FDOT to prioritize and implement improvements to multimodal, sidewalk, and transit facilities when the City, County, and FDOT are designing roadway improvements (resurfacing and other improvements).	There is continuous coordination and collaboration with RTS on capital projects. Examples include 13 th Street project, Archer Rd and 23 rd Street and various other road projects on UF Campus.
Objective 2.3	Increase and diversify revenue sources.	
<i>Initiative</i> 2.3.1	Maintain advertising revenue's current share of budget while seeking to increase said revenue by 2% each year.	As of March 2019, the advertising revenue totaled \$362,310 compared to \$239,410 by March 2020. The revenue loss is attributed to service cuts due to COVID-19. To put things in perspective in FY17 total sales was \$422,257, in FY18, it was \$495,824 (17.42% increase) and in FY19, the value was \$572,587(15.50% increase); suggesting that the Agency was on its way to continue to increase revenues in FY20 until the pandemic hit and advertising dollars were even returned to advertisers and contracts were not signed.
<i>Initiative</i> 2.3.2	Request and maximize financial support from the City of Gainesville, Alachua County, UF, SF College, the MTPO, FDOT, and FTA on an annual basis.	This is part of the annual budget process. The MTPO usually supports grant applications submitted by RTS.
<i>Initiative</i> 2.3.3	Monitor fare revenue and ridership to assure Title VI equity compliance.	On-going.
<i>Initiative</i> 2.3.4	Continue existing partnership for revenue/cost sharing (UF, Santa Fe, etc.) and add partnership with major employers and institutions.	On-going.
<i>Initiative</i> 2.3.5	Target grant programs through State, Federal, and other sources to identify and secure funding for existing services (capital and operating) and for emerging and innovative transportation research (e.g.: MOD sandbox, IMI Grant Program, etc.)	On-going.
Objective 2.4	Develop a performance monitoring program that recognizes mobility demand, service design, service delivery, and performance metrics within the service area.	
<i>Initiative</i> 2.4.1	Monitor and measure mobility demand (general public and ADA) within the service area to recognize on-going changes in demand and to understand changes in transportation need overall and by service type.	RTS ADA coordinator monitors service demand and works with contractor on an on-going basis to accordingly modify service.
<i>Initiative</i> 2.4.2	Monitor and measure service performance metrics by service type (fixed route, paratransit, MOD, etc.) monthly using key operations performance metrics (e.g.: revenue hours, revenue miles, ridership, riders per revenue hour, cost per trip, etc.) to understand how well demand is being met and how well services are being supplied.	FTA requires the collation and submittal of these metrics as part of monthly transit data submittal for the NTD.
<i>Initiative</i> 2.4.3	On a quarterly basis examine holistically the trends in mobility need and how services are meeting these needs. Identify opportunities to improve service delivery and strategies to more holistically service demand more efficiently and cost-effectively.	There is a Department of Transportation and Mobility Quarterly meeting to review and address issues. Also the quarterly service change is an opportunity to (re)evaluate service quality, needs and opportunities, and to take adequate measures to accommodate community needs in the service area.

<i>Initiative 2.4.4</i>	Maintain an overall average on-time performance (i.e., bus arrives at stop no more than 1 minute early or 5 minutes late) of 85% on all fixed-route services and 95% on- time for paratransit services with pick-ups arriving within 15 minutes of schedule pick-up time.	This is a major project that requires driver training and use of technology to improve bus operation. Implementation of CAD/AVL system will assist towards the achievement of this goal.
<i>Initiative 2.4.5</i>	Maintain or Increase transit ridership annually; coordinate with UF Transportation Plan to leverage use of transit to access campus.	On-going
<i>Initiative 2.4.6</i>	Conduct a COA every 5 years to inform major updates to the TDP and identify means to improve operations.	This is a future project.
Objective 2.5	Maintain the transportation system in a state of good repair.	
<i>Initiative 2.5.1</i>	Evaluate rolling stock and equipment and comply with city-adopted metrics and current RTSTAMP.	Compliance is contingent upon resources, but on-going.
<i>Initiative 2.5.2</i>	Increase the average number of revenue miles between failures by 2% per year to meet peer average of 10,000 revenue miles between failures by 2030.	In 2018-2019, the revenue mile between failures was 7,889. In 2019-2020, the rate was 10,601 miles, and if this trend continues the Agency will continue to exceed its 2030 target.
<i>Initiative 2.5.3</i>	Maintain an up to date Transit Asset Management Plan (TAMP) to ensure all capital assets remain within state of goodrepair.	On-going. This is a requirement by the FTA. However, maintaining SOGR requires funding, for example, to replace equipment that has reached their useful life.
<i>Initiative 2.5.4</i>	Follow industry guidelines for preventive maintenance and practices on vehicles and capital facilities to assure extended lifecycle of RTS assets.	On-going. For example, instead of allowing parts to expire on a vehicle and halt bus operation, parts are replaced before they cause problem, based on past performance history.



B. Plan Implementation, Discrepancies, and Looking Forward

The TDP identified RTS goals and objectives, and capital and operating projects for implementation. The agency relatively was more successful in implementing the initiatives identified in the Goals and Objectives section than in implementing capital and operating projects. As discussed in the preceding section several goals and objectives were accomplished because they have been embedded in the annual activities of the agency and constitutes parts of routine work efforts for providing transit services. Furthermore, because most of them are generally associated with regular (funded) staff activities, they were certainly more readily accomplishable.

As the TDP correctly stated, RTS and the City will need to identify funding sources for specific projects (capital and operating) over the 10 year period to advance the program priorities identified in the TDP (p.10-10). Therein lies the core of the discrepancy between what the plan contained and what was implemented. The existing operating funds support existing service levels, but not necessarily what the TDP believes are the service levels that would make the RTS the preferred transportation mode of choice in the Gainesville metropolitan area.

The agency was able to implement a good number of initiatives in the Goals and Objectives section because they fall within current budgetary (operational) capabilities. RTS was able to implement new services, including Microtransit Services because UF, the City and County designated funding for those improvements. What this suggests is that absent such (targeted funding) initiatives, the agency may continue to have larger discrepancy between planned and implemented projects during each APR reporting cycle. Said differently, outside of defined priorities that would attract funding, it will continue to be a challenge for RTS to adhere to and accomplish projects as neatly as they are discussed and laid out in the TDP (Implementation Plan). It means that Service Improvements, Technology, Major Capital and New Services will continue to lag in their rate of completion.

Looking forward, RTS will continue to work with the City and County and UF to identify additional funding sources to allow it to implement projects, as they are outlined in the TDP, and prioritized in Section D of this report.

C. Revision to Implementation Program for FY2020-21

RTS receives funding from various sources to support capital projects and operating services. The revision for the coming year is a function of what these funding agencies are interested in doing or have identified as immediate priority, and are willing to provide the necessary funding. Table 6 shows the prioritization of activities in the implementation plan for the coming year. As a matter of fact these changes may undergo additional modification(s) during the course of the year as new priorities are identified and/or funding provided to better serve the needs of the community, without jeopardizing the integrity of the system.

A new Microtransit service will be funded by the UF to connect the university to the community. This is part of the on-going university-community collaboration to enhance the quality of life in Gainesville. The service will use vans to provide a limited stop express service between Duckpond and the

University of Florida. This is an all-day Loop Service. There is also a new Route 42 that connects the university with several high density developments in north/northeast area of Butler Plaza commercial district.

RTS used FTA funds to purchase bus stop amenities. These included trash cans, solar lights, bus shelters and bus benches. As part of the recurring facilities update, these will be installed as part of the continuing effort to improve ridership.

RTS will design and place glass separators for drivers to increase driver safety and safeguard driver health, as part of agency efforts to keeps drivers and customers safe, Table 6, in the era of COVID-19.

There are also technology projects, as described in the table.

Table 6: Program for FY2020-2021

Project	Description	Due By Date
Route 151	This is a new service that connects Duckpond to the University of Florida. It is a project that was identified in the University's Transportation and Parking Plan that will connect town and gown. The Parking Plan revealed that a substantial number of UF faculty and staff reside in the Duckpond District and to reduce their carbon footprint, the Plan recommended the creation of a route that connects the two communities. It will also reduce the demand for parking on campus.	October 2020
Bus Stop Amenities, a recurring facilities update	The agency had previously constructed bus pads but it did not have sufficient shelters and/or benches for some locations. This project will place shelters, benches, and trash containers at those locations. It will also replace damaged solar lights and place new units at qualifying locations to enhance customer safety. See Initiative 1.5.6. (Goals and Objectives)	August 2021

Safety Shields for Drivers	This project was not being considered before COVID-19. Project will install glass doors for drivers to address safety, and now health, for drivers.	December 2020
Route 42	The 6.59 mile roundtrip route will connect the University of Florida to new communities near the Butler Plaza commercial district.	Fall 2020
CAD/AVL System	As part of the ITS, Intelligent Transportation System, migration work effort, project will upgrade bus operating technology to allow better information distribution and sharing with customers, and serve as an additional tool to help drivers to manage operation information.	July 2021

D. Revised 10-Year Implementation Program

The previous section describes projects slated to be completed in the coming year. These projects reflect the priorities identified by the agency, in collaboration with local funding entities, and/or stakeholders. The table below shows the 10-Year Implementation Plan. Notice that projects have been “pigeon-holed” or designated to be implemented in specific years but, given the funding challenges at RTS, projects may eventually be funded in a year(s) different from the distribution shown in Table 7, as priorities change over time. Should such changes occur, the affected projects or improvements will be discussed in the APR in the following reporting year. Notice for example, that “Recurring (capital and non-construction) facilities upgrades” may appear for implementation in 2024 (and 2028) but this is actually an on-going work effort that should be included in every implementation year. In any case, none of the projects in the 10-Year Implementation Program are funded; therefore, it is suggested that attempts should not be made to compare Table 7 with information shared in Tables 8-9 (Financial Plan).

The implementation years shown in the table below serves as a useful tool to organize the discussion for year-to-year funding and program report for agency projects.

Table 7: 10-Year Implementation Program

Improvement	Implementation Year/Service Capital Improvements	Comments
Create a new route, enhance bus stops and work on technology projects	2021	As described in revised implementation plan for the coming year.
Increase service span and add service to existing Microtransit Service	2022	Expand span (600 series to match Route 7) and add more Microtransit LM/FM service within and between identified MOD Zones and to Transfer Stations to augment growing demand for demand response services.
Technology Improvements	2023	TSP/Queue Jump, Wi-Fi and other technology projects to enhance service operation.
Bus Stop Infrastructure and Disability Enhancements. Replace Route 121.	2024	Recurring facilities upgrades, ADA improvements. Replace Route 121.
Increase frequency on existing routes	2025	Double frequency on Route 6 – weekday, Route 15 – evening.
Increase frequency on existing routes (cont'd)	2026	Double frequency Route 21, increase frequency 30 to 20 minutes Route 43, and 30 minutes Route 75 from 40-60.
Increase span of service	2027	Continue Route 6 until 10 PM, Route 15 until midnight, Route 43 until 10 PM, and Route 75 until 11 PM.
Improve facilities, and realign routes	2028	Continue recurring facilities capital upgrades, ADA improvements and bus stop enhancements. Realign Routes 25A, 29, 38, 120, 122, 127, 10, 28, 33, 34, 36, and 75 per UF TAPS, and RTS TDP and COA.
Transfer Station	2029	Design Eastside Transfer Station

BRT Lite and Eastside TS	2030	Build Eastside Transfer Station. Start planning for BRT Lite Service.
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E. Recommendations for the New Tenth Year of Updated Plan

RTS submitted a Major Update to the TDP in September 2019. In that plan project implementation was not organized by year, rather projects were grouped into two phases namely, 2020—2024, and 2025-2029.

In this Progress Report, RTS has projected (in the previous section) when all projects enumerated in the TDP report would be implemented. As a result of the layout in the 2020-2029 TDP Report, there is no opportunity to provide a recommendation for the new tenth year of the updated plan because this is the first time that projects are arranged by specific year of implementation. Projects have been pushed into the tenth year, as the APR prioritized when projects could be implemented in this progress report. So, when RTS submits the next progress report, the agency will have data and information to respond to the requirements of this section.



F. Financial Plan

The financial plan retains the existing operating costs, revenues and unfunded needs of the agency, as was discussed in the original TDP document, Table 8. The reason is that funds for operation have tended to be relatively stable, but not necessarily sufficient to meet RTS needs. The annual progress report will continue to rely on those revenue and cost estimates for future reports. However, in the absence of “stable” funding for capital projects those projects will tend to be subjected to annual prioritization by stakeholders/supporters. In the financial plan, therefore, estimates for capital projects have experienced minor annual redistribution. The changes are shown in Tables 9. As a reminder none of these projects are funded by current or projected future capital budgets. The financial plan has also added a new 10th Year to the TDP.

Furthermore, the Financial Plan includes information on the gap between available funding and projected capital needs. Budgetary constraints may disallow the City to plug the gap each fiscal year but, in order to meet its Goals, Vision and Policies, RTS needs to implement a majority of these projects, as part of this plan.



Table 8: RTS Projected 10-Year Operating Costs, Revenues, & Unfunded Needs

Operating Cost/Revenue	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-Year Total
Operating Costs											
Maintain Existing Fixed-Route	\$25,211,957	\$25,604,507	\$26,003,170	\$26,408,039	\$26,819,212	\$27,236,787	\$27,660,864	\$28,091,544	\$28,528,929	\$28,973,124	\$270,538,133
Maintain Existing Service - Paratransit	\$2,055,009	\$2,087,006	\$2,119,500	\$2,152,501	\$2,186,015	\$2,220,052	\$2,254,618	\$2,289,722	\$2,325,373	\$2,361,579	\$22,051,375
Improvements to Existing Routes	\$2,682,429	\$2,724,194	\$2,766,610	\$2,809,686	\$2,781,445	\$2,824,752	\$2,868,733	\$2,913,399	\$2,958,761	\$3,004,829	\$28,334,838
New Services	\$507,555	\$817,639	\$1,137,256	\$1,466,628	\$5,382,111	\$5,465,911	\$5,551,015	\$5,637,444	\$5,725,219	\$5,814,361	\$37,505,139
Complementary ADA Paratransit for New Services	\$0	\$0	\$0	\$0	\$178,181	\$180,955	\$183,772	\$186,634	\$189,540	\$192,491	\$1,111,573
Total Operating Cost	\$30,456,951	\$31,233,347	\$32,026,536	\$32,836,854	\$37,346,964	\$37,928,456	\$38,519,002	\$39,118,743	\$39,727,822	\$40,346,384	\$359,541,059
Operating Revenues											
Federal 5307	\$1,856,488	\$1,885,394	\$1,914,749	\$1,944,562	\$1,974,839	\$2,005,587	\$2,036,814	\$2,068,527	\$2,100,734	\$2,133,442	\$19,921,136
Federal 5310	\$25,785	\$26,186	\$26,594	\$27,008	\$27,428	\$27,855	\$28,289	\$28,730	\$29,177	\$29,631	\$276,683
FDOT Grants (5310, 5311, 5316, 5317)	\$1,333,175	\$1,353,933	\$1,375,014	\$1,396,422	\$1,418,165	\$1,440,246	\$1,462,670	\$1,485,444	\$1,508,572	\$1,532,060	\$14,305,701
FDOT Block Grant Funds	\$1,887,621	\$1,917,011	\$1,946,859	\$1,977,171	\$2,007,956	\$2,039,220	\$2,070,970	\$2,103,215	\$2,135,963	\$2,169,220	\$20,255,206
Existing Paratransit Fare Revenue	\$170,657	\$173,314	\$176,012	\$178,753	\$181,536	\$184,362	\$187,233	\$190,148	\$193,109	\$196,116	\$1,831,240
Alachua County Contribution	\$900,522	\$914,543	\$928,782	\$943,243	\$957,930	\$972,845	\$987,992	\$1,003,375	\$1,018,997	\$1,034,863	\$9,663,092
City of Gainesville Contribution	\$3,130,356	\$3,179,096	\$3,228,594	\$3,278,863	\$3,329,915	\$3,381,762	\$3,434,416	\$3,487,890	\$3,542,196	\$3,597,348	\$33,590,436
University of Florida Contribution	\$14,374,155	\$14,597,961	\$14,825,251	\$15,056,080	\$15,290,503	\$15,528,576	\$15,770,356	\$16,015,901	\$16,265,268	\$16,518,518	\$154,242,569
Santa Fe College Contribution	\$1,082,840	\$1,099,700	\$1,116,822	\$1,134,211	\$1,151,871	\$1,169,806	\$1,188,019	\$1,206,517	\$1,225,302	\$1,244,380	\$11,619,468
Fare Revenue from Existing Services	\$1,067,994	\$1,084,623	\$1,101,511	\$1,118,661	\$1,136,079	\$1,153,768	\$1,171,732	\$1,189,976	\$1,208,503	\$1,227,319	\$11,460,166
Other Local Revenues	\$1,944,928	\$1,975,211	\$2,005,965	\$2,037,198	\$2,068,917	\$2,101,130	\$2,133,845	\$2,167,069	\$2,200,810	\$2,235,077	\$20,870,150
Total Operating Revenue	\$27,774,521	\$28,206,971	\$28,646,153	\$29,092,174	\$29,545,139	\$30,005,157	\$30,472,337	\$30,946,791	\$31,428,633	\$31,917,975	\$298,035,851
Annual Revenues Minus Costs	(\$2,682,429)	(\$3,026,376)	(\$3,380,383)	(\$3,744,681)	(\$7,801,825)	(\$7,923,300)	(\$8,046,665)	(\$8,171,952)	(\$8,299,189)	(\$8,428,409)	(\$61,505,208)
Rollover from Previous Year	(\$2,641,305)	(\$5,323,734)	(\$8,350,110)	(\$11,730,494)	(\$15,475,174)	(\$23,277,000)	(\$31,200,299)	(\$39,246,965)	(\$47,418,917)	(\$55,718,106)	(\$61,505,208)
Operating Surplus/Shortfall (Cumulative)	(\$5,323,734)	(\$8,350,110)	(\$11,730,494)	(\$15,475,174)	(\$23,277,000)	(\$31,200,299)	(\$39,246,965)	(\$47,418,917)	(\$55,718,106)	(\$64,146,515)	(\$61,505,208)

Table 9: RTS Projected 10-Year Capital Costs, Revenues, & Unfunded Needs

Capital Costs/Revenue	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-Year Total
Capital Costs											
Vehicles	\$8,347,216	\$8,448,207	\$9,443,119	\$11,647,848	\$14,472,974	\$8,142,497	\$8,553,188	\$8,873,171	\$9,856,651	\$10,070,425	\$97,855,296
Replacement Fixed Route Buses	\$5,253,125	\$5,384,453	\$5,519,064	\$5,657,041	\$5,798,467	\$5,943,429	\$6,092,014	\$6,244,315	\$6,400,423	\$6,560,434	\$58,852,765
Replacement Vans – Paratransit	\$178,606	\$457,679	\$1,125,889	\$96,170	\$591,444	\$0	\$207,128	\$530,767	\$1,305,686	\$1,305,686	\$5,799,055
Replacement of Support Vehicles	\$189,113	\$193,840	\$546,387	\$203,653	\$208,745	\$213,963	\$219,313	\$224,795	\$230,415	\$236,175	\$2,466,399
Preventative Maintenance	\$1,575,938	\$1,615,336	\$1,655,719	\$1,697,112	\$1,739,540	\$1,783,029	\$1,827,604	\$1,873,294	\$1,920,127	\$1,968,130	\$17,655,829
New and Expanded Services	\$703,919	\$613,828	\$408,411	\$3,513,023	\$5,937,630	\$5,937,630	\$5,937,630	\$5,937,630	\$0	\$0	\$28,989,701
New and Expanded Paratransit	\$446,516	\$183,071	\$187,648	\$480,848	\$197,148	\$202,077	\$207,128	\$0	\$0	\$0	\$1,904,436
Other Capital/Infrastructure	\$2,242,844	\$2,494,000	\$3,730,100	\$3,730,100	\$3,730,100	\$3,730,100	\$3,730,100	\$1,300,200	\$1,953,915	\$5,317,715	\$29,959,074
TSP/Queue Jump Treatments	\$0	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
East Side Transfer Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$156,200	\$3,520,000	\$3,676,200
Bus Stop Infrastructure	\$0	\$0	\$586,100	\$586,100	\$586,100	\$586,100	\$586,100	\$586,100	\$586,100	\$586,100	\$4,688,800
ADA Improvements	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$4,000,000
Technology Projects	\$2,092,844	\$0	\$1,292,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,385,500
Recurring Facilities Upgrades	\$150,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$217,615	\$217,615	\$1,485,230
Technology Projects - Recurring	\$0	\$494,000	\$494,000	\$494,000	\$494,000	\$494,000	\$494,000	\$494,000	\$494,000	\$494,000	\$4,446,000
Total Costs	\$10,590,060	\$10,942,207	\$16,965,875	\$15,377,948	\$18,203,074	\$11,872,597	\$12,283,288	\$10,173,371	\$11,810,566	\$15,388,140	\$127,814,370
Capital Revenues											
FL-90-X889 (5307)	\$83,300	\$84,549	\$85,818	\$87,105	\$88,411	\$89,738	\$91,084	\$92,450	\$93,837	\$95,245	\$891,537
FL-2017-008 (STP FLEX)	\$86,452	\$87,749	\$89,065	\$90,401	\$91,757	\$93,134	\$94,531	\$95,949	\$97,388	\$98,849	\$925,275
FL-2018-041-00 (5339)	\$973,563	\$988,166	\$1,002,989	\$1,018,033	\$1,033,304	\$1,048,803	\$1,064,535	\$1,080,504	\$1,096,711	\$1,113,162	\$10,419,770
FL-2018-073-00 (5339)	\$247,456	\$251,168	\$254,935	\$258,759	\$262,641	\$266,580	\$270,579	\$274,638	\$278,757	\$282,938	\$2,648,451
FL-2018-094-00 (5339)	\$4,160,062	\$4,222,463	\$4,285,800	\$4,350,087	\$4,415,338	\$4,481,568	\$4,548,792	\$4,617,024	\$4,686,279	\$4,756,573	\$44,523,986
FDOT Capital Grants	\$773,470	\$785,072	\$796,848	\$808,801	\$820,933	\$833,247	\$845,746	\$858,432	\$871,309	\$884,379	\$8,278,237
Local Capital Match	\$599,111	\$608,098	\$617,219	\$626,477	\$635,874	\$645,413	\$655,094	\$664,920	\$674,894	\$685,017	\$6,412,117
Total Capital Revenues	\$8,964,970	\$9,099,444	\$9,235,936	\$9,374,475	\$9,515,092	\$9,657,818	\$9,802,686	\$9,949,726	\$10,098,972	\$10,250,457	\$95,949,576
Annual Revenues Minus Costs	(\$1,625,090)	(\$1,842,763)	(\$13,028,591)	(\$6,003,473)	(\$8,687,982)	(\$2,214,779)	(\$2,480,603)	(\$223,645)	(\$1,711,594)	(\$5,137,684)	(\$31,864,794)
Rollover from Previous Year Complete	(\$7,241,990)	(\$8,867,080)	(\$10,709,843)	(\$23,738,434)	(\$29,741,907)	(\$38,429,889)	(\$40,644,668)	(\$43,125,271)	(\$43,648,916)	(\$45,060,510)	
Capital Surplus/Shortfall (Cumulative)	(\$8,867,080)	(\$10,709,843)	(\$23,738,434)	(\$29,741,907)	(\$38,429,889)	(\$40,644,668)	(\$43,125,271)	(\$43,648,916)	(\$45,060,510)	(\$48,890,231)	(\$48,890,231)

G. Revised List of Projects and Services to Meet Goals and Objectives

Because of the vagaries of funding the Regional Transit System, RTS, as was highlighted in the TDP, the agency did not complete any serious number of projects listed in the original TDP. As has been noted in this document, RTS has limited resources and the funding gap puts it in an awkward position when it comes to the fulfillment of its goals, objectives, policies and projects.

The TDP suggested the need for RTS, the City of Gainesville and Alachua County to collaborate to develop alternate funding sources to plug the funding gap. A report is being developed to support the conversation.

The following are the categories of projects and services necessary to be implemented to allow the agency to meet its stated goals and objectives.

Project categories

Increase Service Frequencies – Projects included in this category (see Table 10) would allow buses to arrive more frequently at bus stops. Studies have shown that increasing bus frequency increases ridership because it reduces wait time for customers – the shorter the wait time between buses the greater the attractiveness of the route and, the greater the ridership. Even more effective, for example, is implementing a headway scheduling service improvement system that allows customers to know that buses arrive, say, every 15 minutes because it reduces customer stress, and further encourages ridership. Some RTS routes, such as Route 6, have headways of 60 minutes during the weekday. Adding more buses to routes will attract more riders but it costs money.

The number of peak vehicles at RTS has barely budged between 2017 and 2020 – from 109 to 116 or 2.1% annually. The limited growth in fleet size has hampered the ability of the agency to increase service frequency. Besides, increasing frequency means increased cost for personnel.

Increase service span – RTS has logged community complaints about buses stopping service “too early.” These complaints include those who attended the bi-monthly RTS Citizen Advisory Meeting, CAB, to share their concerns. Ending a service too early excludes community members who work in establishments with late closing times. Forcing these individuals, who are typically not well-paid, to take Uber cuts into their meagre salaries. But, the agency cannot just extend service span – the additional service hours have to be paid for.

Some community members believe that RTS can just increase the span of service without realizing that the agency does not have funding to “just increase the span of service.” In the absence of that knowledge, some community members in some geographic areas of the city believe that they are being neglected because it appears that in other parts (University of Florida neighborhoods) RTS readily fulfills similar requests. The fact of the matter is that UF pays for those services for their students when they request it. Providing alternate funding sources will assist the agency to respond to such community-wide requests.

MOD – The TDP identified seven (7) Mobility on Demand, MOD Zones. These zones are located in areas where there are no transit service or very few routes, aka transit deserts. They are mostly in areas

located in northeast and northwest Gainesville areas. These zones are geographically-scaled to allow the deployment of about two (2) 12-seater vans to provide transit service on demand. Customers will use transit apps to schedule a ride within and between zones and to the nearest Transfer Station.

In the current absence of such service, community members may have forgone trips or relied on Transportation Network Companies for mobility. Of course if RTS fails to develop such new transit service in these zones, then community members will continue to be denied cost-effective alternative to complete trips to the doctor or to take advantage of other community services, or if they take the trip, they will be forced to pay the full cost by using personal automobile, if available, or rely on TNC services, which creates external dis-benefits such as contributing to pollution and congestion. Meanwhile, RTS has prioritized these zones in anticipation of any new (targeted) funds for service implementation.

Route modifications – The University of Florida has completed a Transportation and Parking Strategic Plan that includes recommendation for an auto-free zone in the heart of campus. With the potential exclusion of mass transit bus vehicles from campus core, RTS has to modify existing bus routes around the proposed zone. It is anticipated that this would occur concurrently with the implementation of the auto-free zone to maintain the integrity of transit services for UF students, faculty, visitors and employees.

Outside of campus-bound routes, the TDP recommends the realignment of routes, based on previously published RTS COA Report. All the affected routes are listed in Table 10.

Paratransit expansion – RTS is a pass-through agency for the state-sponsored paratransit service. As Florida and the Alachua County experience an increase in the number of the elderly and disabled citizens, who may rely on paratransit service, the plan anticipates and recommends the expansion of the service to meet their travel needs. This goes a long way to promote independent living option for these community members.

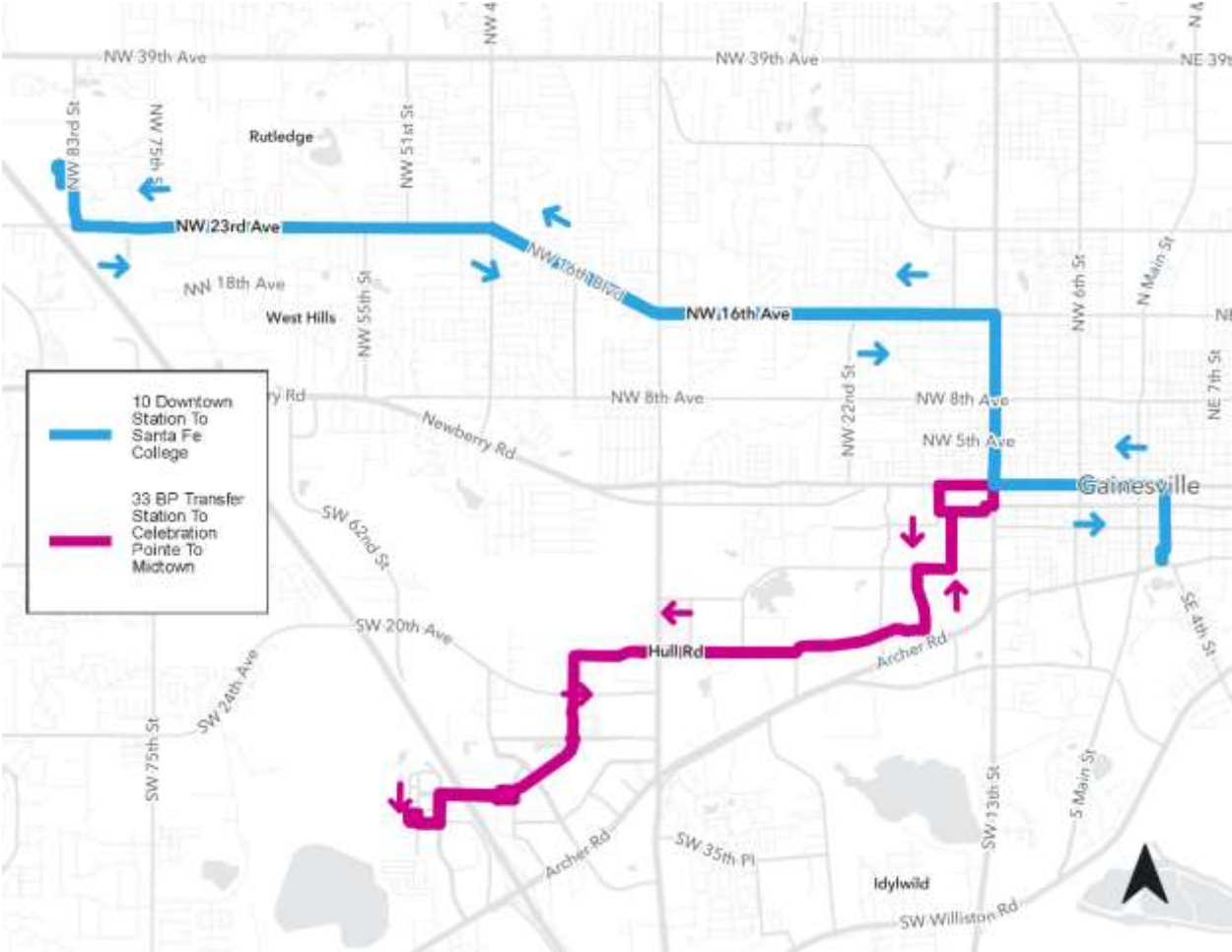
Capital projects – RTS' 2011 Vision, Funding and Governance Study estimated that RTS needed \$524,600,000 (in 2010 dollars) for capital improvements to reach its vision and service goals. To demonstrate the discrepancy between capital needs and capital expenditure, the agency budgeted a total of about \$21,000,000 towards capital projects between 2011 and 2019, or about 5.24% of its capital needs. In other words, the capital projects listed in the table below serves as a reminder that without dedicated funds for transit services, the agency will continue to fall short of what it takes to be the transportation mode of choice in the Gainesville metropolitan (service) area.

Table 10: Recurring List of Projects to Meet Goals

Service Improvements	Description
<u>Increase frequencies:</u> Route 6 Route 15 Route 21 Route 43 Route 75	Double frequency on Route 6 - Weekday Double frequency on Route 15 - Evening Double frequency on Route 21 Increase frequency 30 to 20 min - Route 43 30 minute frequency - Route 75
<u>Increase service span:</u> Route 600/601 - Microtransit Route 6 Route 15 Route 43 Route 75	Expand span on Microtransit to match Route 7 Later service Route 6 - until 10PM Later service Route 15 - until Midnight Later service Route 43 - until 10PM Later service Route 75 - until 11PM
<u>New Mobility on Demand Service (MOD)</u>	Add MOD zones (seven) to overlay fixed route network and provide on-demand local mobility and first/last-mile connections; serves the general public; augments growing paratransit demand.
<u>Route Modifications</u> Replace Route 121 Realign routes per UF TAPS Realign routes per TDP and COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, and 75.
<u>Paratransit Service Expansion</u>	ADA paratransit service to cover additional service and demand.
Capital Projects	
Eastside Transfer Station	The TS will consolidate and boost transit demand in east Gainesville.
Bus Stop Infrastructure	62% of RTS bus stops are ADA compliant
ADA Improvements	Only 62% of RTS bus stops are ADA-compliant; 451 stops remaining.
Technology Projects	Use technology to enhance transit services.
Recurring Facilities Upgrades	Capital (and non-construction) projects contribute to meet SOGR requirements
TSP/Queue Jump Treatments	Use technology to improve bus operation
BRT-Lite Service	BRT light service along Newberry, Archer, West University with TSP and Queue Jump treatments.

Appendix A Maps and Information

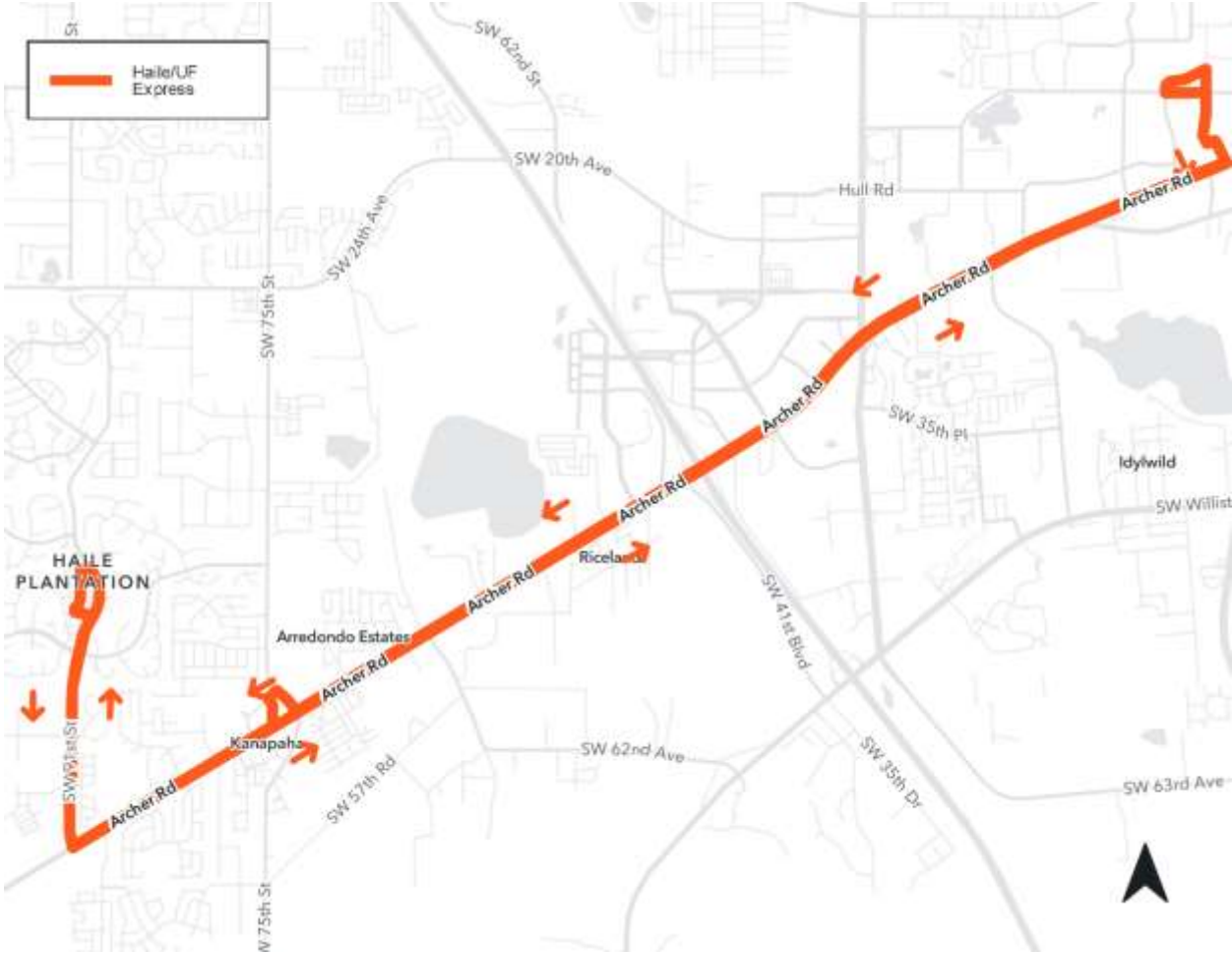
Map 2: Service Improvements - Routes 10 And 33



Map 3: New Services – Duckpond/UF Express Proposal



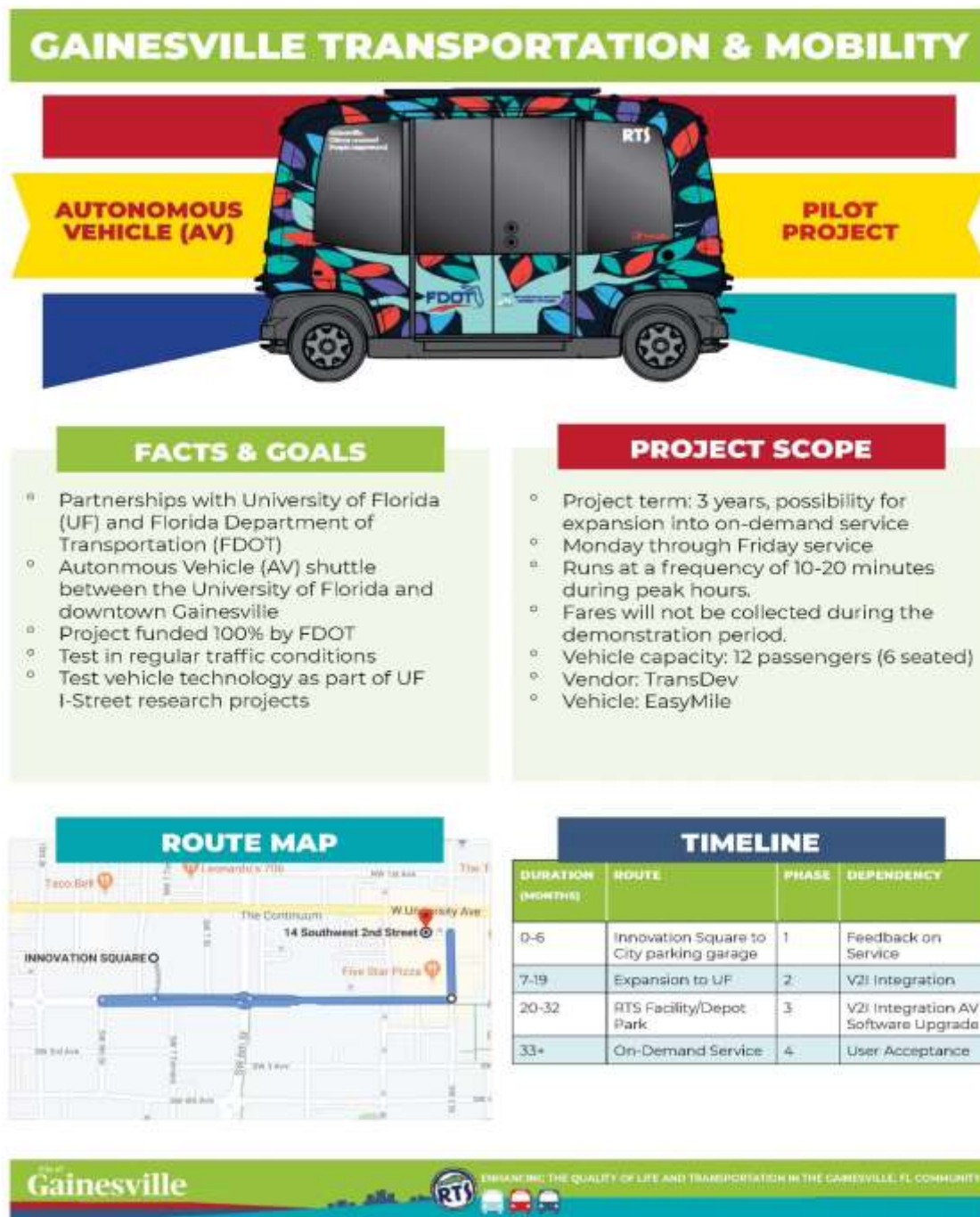
Map 4: New Services - Haile/UF Express



Map 5: Route 42 Proposal



Figure 1: Autonomous Vehicle



REGIONAL TRANSIT SYSTEM

Enhancing the Quality of Life and Transportation In the Gainesville, FL Community

TRANSIT DEVELOPMENT PLAN ANNUAL PROGRESS REPORT 2020