



City of Gainesville Regional Transit System (RTS) Transit Development Plan 2011 Annual Update

November 2010

REVISED: DECEMBER 15, 2010



GAINESVILLE REGIONAL TRANSIT SYSTEM

2010-2019 TRANSIT DEVELOPMENT PLAN

Annual Update

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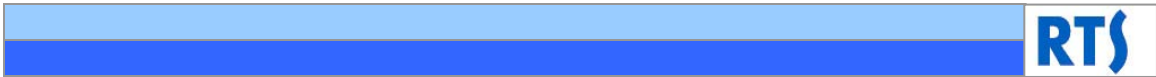
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Section 1: Introduction

The State of Florida Public Transit Block Grant Program was enacted in 1990 by the Florida Legislature to provide a stable source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major updates are required every five years and must be submitted to the State of Florida Department of Transportation (FDOT) by September 1st of the year they are due. The last major update was prepared in 2009.

The FY 2010 - 2019 TDP Major Update established the framework for new and enhanced services for the City of Gainesville Regional Transit System (RTS). The TDP is the guide for determining which types of projects need to be undertaken by RTS, as well as their priority in the public transportation component of the Transportation Improvement Program (TIP). The plan must also be consistent with the approved local government comprehensive plans and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's (MTPO) Long Range Transportation Plan. RTS is responsible for ensuring the adherence to, and completion of, the TDP.

To maintain compliance with Florida Administrative Code Rule 14-73.001 RTS is required to conduct an Annual Update to the TDP. According to FDOT, the Annual Update shall take the form of a progress report, include specified elements to be identified below, and ensure the continued relevance of the TDP to help maintain the momentum developed during the TDP major update process. The main intent of the Annual Update is to document and evaluate the effectiveness in which the transit agency has implemented the 10-year plan

This Annual Update emphasizes the following criteria as per Florida Statute 341.052 (Chapter 14-73):

- 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 new tenth year of the upcoming plan
- Any revisions to the financial plan

- A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

The TDP serves as a strong resource and guidance tool for coordination between RTS and other local and private entities. The Annual Update process ensures that RTS is not only aware of its own capabilities each year, but also prepares it for the pursuit of excellence in a dynamic environment, that is subject to market volatility.

This update will begin with a snapshot of the RTS system and its services; in order for a clear understanding of the system's activities to be provided to any individual or organization. In the following sections, the implementation of goals, objectives, and initiatives provided in the FY 2010-2019 TDP will be evaluated, as well as justification for any unmet goals. Furthermore, updated plans for FY 2011 will be provided, as well as plans for the new tenth year, FY 2020. Changes in the national, state and local environments have impacted timelines of some of the goals, objectives and initiatives. Despite the changes, RTS has still been able to economize its resources and achieve most of the directives it set for its system.

System Background

Physical Description of the Study Area

The City of Gainesville is located in Alachua County in north central Florida and 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. According to the MTPo 2035 Socioeconomic Report's 2007 base year conditions, the City of Gainesville is approximately 60 square miles and Alachua County is approximately 785 square miles; with the RTS service area occupying 76 square miles.

Population Trends

The population of Alachua County grew from 217,955 in 2000 to 245,187 in 2009, an increase of 12.5 percent. The data for 2000 through 2009 were compiled using the 2000 Census and data from the MTPo 2035 Socioeconomic Report. Linear interpolation was the method used to forecast the future projections.

The population of the City of Gainesville is expected to increase from 95,447 in 2000 to 115,731 in 2009, an increase of 21 percent. The data for 2000, 2007, and 2009 were compiled using the 2000 Census and data from the MTPo 2035 Socioeconomic Report.

Economic Trends

According to Enterprise Florida, Incorporated, Alachua County's unemployment rate for 2009 was 7.1%, tied for the second lowest in the state, out of 67 counties. The Gainesville metropolitan statistical area has an unemployment rate of 7.2%, the lowest of the nine MSAs identified in Florida. However, these rates are still significantly higher than recent years. In 2008, the Alachua County and Gainesville MSA unemployment rates were both 4.3%. In 2007, the Alachua County and Gainesville MSA unemployment rates were 2.9% and 3.0%, respectively.

Despite the negative trend, RTS has continued to increase ridership. One may assume that the increased number of unemployed individuals in the region will rely more heavily on transit to assist them in their day to day travel. More appropriately however, the overall economic climate of the state of Florida may be leading more students to the use of public transportation. Since RTS caters heavily to the student population at the University of Florida (UF), the increase in ridership can be attributed to the possibility that fewer students are willing to pay for parking decals, or are going without personal automobiles all together.

Fixed Route Services

RTS operates as a division of the City of Gainesville Public Works department. The system consists of fixed-route bus lines connecting the City of Gainesville, the UF campus, and some unincorporated parts of the County.

Fares

The regular one-way bus fare is \$1.50. Half-fares are available to youth (under 17 years) and to seniors and persons with disabilities (See Table 1-1). Children shorter than the farebox ride RTS for free. Fares at RTS have not increased since October 2008.

Table 1-1: Current Fare - Fiscal Year 2010

Fare Category	Regular	Discount*	ADA-Certified*
One-Way Trip	\$1.50	\$0.75	Free
All Day Pass	\$3.00		
Monthly Student Pass	\$17.50		
Monthly Pass - Full Fare	\$35.00	\$17.50	

Performance Measures

Performance indicators are used to present the data that are reported directly in the National Transit Database (NTD) reports and relate to overall system performance. Raw numbers for FY 2010 are possessed by RTS, but have not been sent in to the NTD as formalization, thus their exclusion from this update.

Tables 1-2 through 1-5 summarizes route-level performance statistics for FY 2008. The total operating costs for the fixed-route system during FY 2009 were \$16,578,691, while farebox revenues for that same fiscal year were \$9,723,296 (See Table 1-6) - the most notable change is an increase of 9.62% of the operating revenue.

Table 1-2: Summary of Performance Statistics (City Routes - Fiscal Year 2008/2009)

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost
1	Downtown Station to Butler Plaza	453,359	95475.8	9780.87	\$35,656.87	\$626,464.72
2	Downtown Station to Health Department	69,495	47628	3382.56	\$18,976.93	\$216,652.97
5	Downtown Station to Oaks Mall	371,833	107121	12732.61	\$43,559.39	\$815,523.67
6	Downtown Station to Gainesville Mall	86,470	37060	3380.64	\$15,069.52	\$216,529.99
7	Downtown Station to Eastwood Meadows	91,196	41152	3382.76	\$24,032.27	\$216,665.78
8	Shands Hospital to Northwood Village	285,566	129497.4	9953.75	\$40,638.07	\$637,537.69
9	McCarty Hall to Lexington Crossing	695,082	172760.2	15753.35	\$9,331.56	\$1,009,002.07
10	Downtown Station to Santa Fe College	75,398	42768	3056.94	\$16,549.69	\$195,797.01
11	Downtown Station to Eastwood Meadows	100,555	40143.6	3382.56	\$24,308.47	\$216,652.97
12	McCarty Hall to Campus Club	674,918	161277.3	14597.03	\$12,524.98	\$934,939.77
13	Shands Hospital to Florida Works	374,574	93240	7743.12	\$17,425.98	\$495,946.84
15	Downtown Station to Gainesville Mall	246,878	115263.5	8022.88	\$53,780.20	\$513,865.46
16	Shands Hospital to Sugar Hill	284,254	66890.9	6730.38	\$9,581.29	\$431,080.84
17	Downtown Station to Shands Hospital	228,042	51790.5	6178.55	\$8,731.49	\$395,736.13
20	McCarty Hall to Oaks Mall	876,773	211366.1	18359.35	\$44,539.77	\$1,175,916.37
21	McCarty Hall to Cabana Beach	309,253	78033.02	7127.86	\$5,828.69	\$456,539.43
22	McCarty Hall to Marchwood (Started in August 2009)	14,137	4263.9	2385.72	\$182.54	\$152,805.37
24	Downtown Station to Job Corps	90,441	59177.4	1307.48	\$18,738.12	\$83,744.09
29	Shands Hospital to Cobblestone (Peak Hour Service – reinstated in August 2009)	4,692	2293.2	147	\$293.92	\$9,415.35
34	The hub to Lexington Crossing	409,897	116043.6	9876.15	\$8,280.08	\$632,567.41
35	McCarty Hall to Homestead Apartments	576,917	170196.8	13174.73	\$13,476.42	\$843,841.46
36	McCarty Hall to Homestead Apartments	104,208	36655.1	3160.39	\$1,139.52	\$202,422.98
43	Downtown Station to Santa Fe College	163,205	78341.7	6024.78	\$22,238.56	\$385,887.16
75	Oaks Mall to Butler Plaza	222,384	156575.85	9322.22	\$90,407.35	\$597,088.19

Table 1-3: Summary of Performance Statistics (Campus Routes - Fiscal Year 2008/2009)

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost
117	Park-N-Ride 2 (SW 34th St.)	132,661	34418.2	3420.86	\$15.32	\$219,106.08
118	Park-N-Ride 1 (Cultural Plaza)	469,291	73427	8225.13	\$46.23	\$526,819.58
119	Family Housing	86,543	20932.3	2215.74	\$0.00	\$141,918.15
120	West Circulator (Frat Row)	329,063	33541.9	4776.24	\$9.53	\$305,918.17
121	Commuter Lot	256,347	54994.8	6821.13	\$14.71	\$436,893.38
122	UF North/South Circulator	31,313	18294.7	2074.59	\$2.35	\$132,877.49
125	Lakeside	223,257	38443.9	4416.08	\$2.52	\$282,849.92
126	UF East/West Circulator (includes Sunday)	63,776	31194.9	3270.45	\$51.98	\$209,472.32
127	East Circulator (Sorority Row)	236,952	5847	684.97	\$21.80	\$43,872.33

Table 1-4: Summary of Performance Statistics (Later Gator Routes - Fiscal Year 2008/2009)

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost
300	Later Gator A	39,165	35261	2506.27	\$535.00	\$160,526.59
301	Later Gator B	24,931	25017.3	1852.22	\$1,068.00	\$118,634.69
302	Later Gator C	29,505	23690.7	1865.18	\$1,230.98	\$119,464.78
305	Later Gator F (Discontinued May 2009)	11,083	16381.75	1412.18	\$279.20	\$90,450.13

Table 1-5: Summary of Performance Statistics (Weekend Routes – Fiscal Year 2008/2009)

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost
400	Downtown Station to Oaks Mall	32,202	21990.4	1702.64	\$7,422.25	\$109,054.09
401	Downtown Station to Oaks Mall	40,949	24091.85	1585.41	\$7,931.33	\$101,545.51
402	Downtown Station to Campus Club	36,077	10034.4	880.08	\$4,010.70	\$56,369.12
403	Downtown Station to Lexington Crossing	15,485	12357.1	881.08	\$1,561.38	\$56,433.17
404	Shands Hospital to Florida Works	8,559	5997.2	453.47	\$1,210.23	\$29,044.75
405	Shands Hospital to Sugar Hill	12,499	5481	446.91	\$1,024.65	\$28,624.59
406	Downtown Station to Waldo Road	21,071	12446	881.08	\$5,029.64	\$56,433.17
407	Downtown Station to Gainesville Mall	6,103	4375	345	\$1,239.74	\$22,097.25
408	Shands Hospital to Northwood Village	12,102	16761.4	931.72	\$3,659.00	\$59,676.67
409	Downtown Station to Gainesville Mall	---	8785.7	535.08	\$1,558.98	\$34,271.87
410	Downtown Station to Santa Fe College	---	10780	535.08	\$1,599.12	\$34,271.87

Table 1-6: Fiscal Year 2008 & 2009 Performance Indicators

Performance Indicators	2008	2009	Percentage Change
Service Area Population	149,173	151,294	1.42%
Passenger Trips	9,004,928	8,939,980	-0.72%
Revenue Miles	2,846,734	2,821,703	-0.88%
Passenger Trips Per Revenue Mile	3.16	3.17	0.16%
Revenue Hours	247,834	248,819	0.40%
Passenger Trips Per Revenue Hour	36.33	35.93	-1.11%
Total Operating Expense	\$16,396,047	\$16,578,691	1.11%
Operating Revenue	\$8,870,168	\$9,723,296	9.62%
Vehicle Operated in Maximum Service	88	88	0.00%
Base Fare	\$1.50	\$1.50	0.00%

Fleet Inventory

Table 1-7 provides a summary of the transit vehicles owned by RTS. As shown in the table, the entire City-owned fleet consists of a total of 105 vehicles. RTS operates 88 diesel buses on its fixed-route system within a service area of approximately 76 square miles. Of those, 19 are utilized for the UF campus and the whole fleet consists of bio-diesel-fueled vehicles. The RTS fleet contains 78 vehicles with an automatic vehicle location system, 75 with video cameras, and 75 with talking bus capabilities. The average age of the fleet is 6.8 years, which is down from 2008 based on recent vehicle purchases made by RTS.

Table 1-7: Fixed-Route Vehicles - Fiscal Year 2010

Number of Vehicles	Manufacturer	Year	Length	Wheelchair Lift / Ramp	Seating Capacity	Standing Capacity	Automatic Vehicle Locator	Talking Bus	Video Camera	Bio-Diesel
17	Gillig	2010	40	Ramp	36	45	Yes	Yes	Yes	Yes
4	Gillig	2009	40	Ramp	36	45	Yes	Yes	Yes	Yes
5	Gillig	2007	40	Ramp	43	27	Yes	Yes	Yes	Yes
12	Gillig	2007	40	Ramp	36	45	Yes	Yes	Yes	Yes
4	Gillig	2006	40	Step	43	27	Yes	Yes	Yes	Yes
10	Gillig	2005	40	Step	43	27	Yes	Yes	Yes	Yes
8	Gillig	2001	40	Step	43	27	Yes	Yes	Yes	Yes
11	Gillig	2001	40	Step	43	21	Yes	No	No	Yes
7	Nova	2001	40	Step	44	26	Yes	Yes	Yes	Yes
8	Nova	2001	40	Step	44	26	No	Yes	Yes	Yes
9	Gillig	1997	40	Step	43	19	No	No	No	Yes
8	Gillig	1997	35	Step	37	38	No	No	No	Yes
2	Gillig	1996	40	Step	43	22	No	No	No	Yes
3	Gillig	1995	40	Step	42	24	No	No	No	Yes

*Shaded rows are vehicles exceeding useful life expectancy

The City's complementary ADA service is provided by the Alachua County Community Transportation Coordinator (CTC); MV Transportation, through a contract with RTS, is the provider. As shown in Table 1-8, the complementary ADA service is operated utilizing 20 vehicles with platform lifts. The average age of the paratransit fleet is 3.7 years.

Table 1-8: Alachua County Paratransit Vehicles - Fiscal Year 2010

Number of Vehicles	Year	Make	Description	Lift Type	Seats	Wheelchair Capacity
4	2009	Chevy	RICON 21' Cutaway	Platform	8	2
5	2007	Champion	3500 21' Cutaway	Platform	8	2
4	2006	Champion	E350 21' Cutaway	Platform	8	2
5	2005	Champion	E450 22' Cutaway	Platform	12	2
2	2005	Champion	E350 21' Cutaway	Platform	8	2

Service Schedule

The basic characteristics of the existing transit system are summarized in Tables 1-9 through 1-11.

Table 1-9: Summary of Transit Service operating Characteristics (City Routes – Fall 2010)

City Routes - Weekdays								
Route	Route Description	Peak Buses	Cycle Time	Peak Headways (7:00am-11:00am/2:00pm-6:00pm)	Off-Peak Headways (6:00pm-11:00pm)	Evening Headways (11:00pm-2:00am)	Service Span	# of One-Way Trips Weekday
1	Downtown Station to Butler Plaza	3	60	20/30	20	n/a	6:03am-10:58pm	83
1L	Downtown Station to Butler Plaza - Limited Stops	1	50	50	n/a	n/a	7:30am-5:55pm	20
2	Downtown Station to Health Department	2	120	60	60	n/a	6:03am-7:58pm	28
5	Downtown Station to Oaks Mall	3	60	20/30	30	30	6:03am-2:28am	101
6	Downtown Station to Gainesville Mall	1	60	60	60	n/a	6:03am-7:58pm	28
7	Downtown Station to Eastwood Meadows	1	60	60	60	n/a	6:03am-7:58pm	28
8	Shands Hospital to Northwood Village	3	90	30	30/90	n/a	6:03am-10:58pm	59
9	McCarty Hall to Hunters Run	5	45	9	9/20	20	6:27am-2:07am	209
10	Downtown Station to Santa Fe College	2	120	60	n/a	n/a	6:03am-6:03pm	22
11	Downtown Station to Eastwood Meadows	1	60	60	60	n/a	6:03am-10:58pm	34
12	McCarty Hall to Butler Plaza	5	45	9	9/20	20	6:20am-2:58am	205
13	Shands Hospital to Florida Works	3	30	10/15	30	30	6:28am-1:59am	154
15	Downtown Station to Gainesville Mall	2	60	30	60	n/a	6:03am-10:58pm	58
16	Shands Hospital to Sugar hill	3	72	24	24/30	30	6:30am-2:14am	91
17	Downtown Station to Shands Hospital	3	72	24	30	30	6:42am-1:58am	89
20	McCarty Hall to Oaks Mall	6	60	10	15	15/30	6:00am-2:00am	186
21	McCarty Hall to Cabana Beach	5	50	10	20	n/a	6:30am-6:25pm	133
22	McCarty Hall to Marchwood	2	50	25	25	n/a	6:50am-6:26pm	38
23	Oaks Mall to Santa Fe College	1	50	50	n/a	n/a	7:20am-4:25pm	22
24	Downtown Station to Job Corps	1	60	60	60	n/a	6:03am-7:58pm	28
25	McCarty Hall to GNV Airport	1	60	60	60	n/a	7:03am-7:03pm	18
29	Shands Hospital to Cobblestone Apartments	1	30	30	n/a	n/a	7:22am-5:35pm	28
34	The Hub to Lexington Crossing	3	60	20	25	50	6:45am-2:08am	98
35	McCarty Hall to Homestead Apartments	5	45	9/11	11/22	22	6:30am-2:04am	187
36	McCarty Hall to Williston Plaza	2	50	25	n/a	n/a	6:57am-6:10pm	54
38	The Hub to Gainesville Place	2	40	22/40	45	n/a	7:00am-7:12pm	29
43	Downtown Station to Santa Fe College	3	45	35	35	n/a	6:05am-7:13pm	43
75	Oaks Mall to Butler Plaza	3	105	35	35	n/a	6:00am-8:16pm	38

Services Implemented before the TDP Schedule
 New Service not Incorporated in the TDP
 Fixed-route Changes not in the TDP

Table 1-10: Summary of Transit Service Operating Characteristics (Campus and Later Gator Routes – Fall 2010)

Route	Route Description	Peak Buses	Cycle Time	Peak Headways (7:00am-11:00am/2:00pm-6:00pm)	Off-Peak Headways (6:00pm-11:00pm)	Evening Headways (11:00pm-2:00am)	Service Span	# of One-Way Trips Weekday
Campus Routes (Weekdays Only Except for E/W Circulator)								
117	Park-and-Ride 2 (34th Street)	2	30	15/30	30	n/a	7:00am-7:00pm	90
118	Park-and-Ride 1 (Cultural Plaza)	4	32	8/30	30	n/a	7:00am-7:28pm	166
119	Family Housing	1	30	30	n/a	n/a	7:00am-5:28pm	42
120	West Circulator (Frat Row)	2	18	30	n/a	n/a	7:00am-5:26pm	166
121	Commuter Lot	3	21	7/21	21	n/a	7:00am-7:33pm	190
122	UF North/South Circulator	1	30	30	n/a	n/a	7:30am-5:29pm	40
125	Lakeside	2	30	15	n/a	n/a	7:00am-5:40pm	84
126	UF East/West Circulator	2	45	22/45	45	45	5:40pm-1:53am	36
127	East Circulator (Sorority Row)	2	20	10/20	20	n/a	7:05am-7:30pm	136
Later Gator Routes (Thursday - Saturday)								
300	Later Gator A	3	30	n/a	10	10	8:30pm-2:57am	74
301	Later Gator B	3	60	n/a	20	20	8:30pm-3:25am	38
302	Later Gator C	3	75	n/a	25	25	8:30pm-3:40am	30

Table 1-11: Summary of Transit Service Operating Characteristics (Weekend Routes – Fall 2010)

Weekend Routes (Saturday & Sunday)								
Route	Route Description	Peak Buses	Cycle Time	Saturday Headway	Sunday Headway	Service Span (Saturday)	Service Span (Sunday)	# of One-Way Trips Sat/Sun
15	Downtown Station to Gainesville Mall	1	60	60	n/a	7:03am-5:58pm	n/a	22
20	McCarty Hall to Oaks Mall	2	60	30	n/a	7:00am-8:30pm	n/a	48
75	Oaks Mall to butler Plaza	1	90	90	n/a	6:40am-6:39pm	n/a	16
126	UF East/West Circulator	2	45	45	45	10:55am-1:53am	10:55am-12:23am	96
400	Downtown Station to Oaks Mall	2	60	30	60	7:03am-2:28pm	10:03am-4:58pm	100
401	Downtown Station to Oaks Mall	1	60	n/a	60	n/a	10:03am-4:58pm	14
402	Downtown Station to Gateway at Gainesville	2	60	30	60	7:03am-6:28pm	10:03am-4:58pm	56
403	Downtown Station to Lexington Crossing	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	36
404	Shands Hospital to Florida Works	1	60	60	60	6:45am-6:15pm	10:45am-4:54pm	38
405	Shands Hospital to Sugar Hill	1	60	60	60	7:15am-6:26pm	10:15am-4:45pm	38
406	Downtown Station to Waldo Road	2	60	30	60	7:03am-5:28pm	10:03am-4:58pm	56
407	Downtown Station to Gainesville Mall	1	60	n/a	60	n/a	10:03am-4:57pm	14
408	Shands Hospital to Northwood Village	1	60	60	60	6:30am-6:27pm	10:00am-4:57pm	38
410	Downtown Station to Santa Fe College	1	60	60	n/a	7:03am-5:58pm	n/a	22

- Services Implemented before the TDP Schedule
- New Service not Incorporated in the TDP
- Fixed-route Changes not in the TDP



Section 2: RTS Accomplishments and Implementation Discrepancies

RTS identified and prioritized in its scope of transit service and transit capital needs in the TDP for FY 2010-19. This section provides an update on which components of the FY 2010-19 TDP were implemented, revised or not implemented in FY 2010. Many of the new service and capital project initiatives envisioned for FY 2011 came to realization.

FY 2010 Accomplishments

This section will describe the accomplishments of RTS in the FY 2010. The accomplishment section is divided into the following three subcategories: Priority Projects; Alternatives and Implementation Strategies; and Goals, Objectives and Initiatives.

Priority Projects

The following priority projects can be found in Section 10 of the TDP Major Update. This section summarizes the potential transit priorities developed as part of the 10-year planning horizon of this TDP update using public, Review Committee, and RTS staff input; results of various demand analyses; and policy guidance provided by City staff, administration, and elected officials.

Service Priorities

RTS presented an implementation program for new services and service enhancements in its TDP. In fiscal year 2010, RTS implemented a majority of the proposed service enhancements for the implementation year 2011 and even some changes proposed in 2012. Since FY 2010 had no service priority projects, Table 2-1 represents the future priority projects completed or underway during this timeframe. Projects delineated as a “Work in Progress” are currently underway and have a finite end. Whereas “Ongoing” projects are also currently underway, but have execution schedules that stretch across several fiscal years. A complete table of service priorities can be found in the TDP Major Update (section 10, table 10-1).

Table 2-1: TDP Service Priorities – Fiscal Year 2010

Project Number	Implementation Year	Priorities	Status	FY 2010 Accomplishments
1	2011	Route 43 – Increase fixed-route frequency to 30 minutes		Frequency increased to 35 minutes
		Route 10 – Increase fixed-route frequency to 40 minutes		Frequency increased to 60 minutes
2	2011	Route 23 – New fixed-route service from the Oaks Mall to Santa Fe College		Implemented August 16, 2010
3	2011	Route 25 – New fixed-route service UF to airport area		Implemented August 16, 2010
5	2012	Route 1 – Extend fixed-route hours to 11:00pm		Extended to 10:58pm
		Route 8 – Extend fixed-route hours to 11:00pm		Extended to 11:00pm
		Route 11 – Extend fixed-route hours to 11:00pm		Extended to 10:58pm

	Complete
	Work In Progress
○	Ongoing

Capital Priorities

RTS presented an implementation program for new capital projects in the TDP as well. Table 2-2 represents FY 2010-2019 TDP Capital Priorities that are completed or in the process of being completed in FY 2010. A complete table of capital improvement priorities can be found in the TDP Major Update (Section 10, Table 10-1B).

Table 2-2: TDP Capital Improvement Priorities – Fiscal Year 2010

Project Number	Implementation Year	Priorities	Status	FY 2010 Accomplishments
1	2010	RTS Maintenance Facility – planning, land acquisition, and engineering		In January 2010, property purchased for \$847,000
2	2010 - 2019	Purchase of rolling stock – 15 new buses for replacement of aged fleet; purchase of 10 new buses each year from 2011 through 2019 for replacement of aged fleet and expansion of service (105 total)	○	In July 2010, 17 new buses were purchased with ARRA funds
3	2010 - 2019	Purchase of office furniture, fixtures, and equipment (FFE) and shop FFE each year from 2010 through 2019	○	
4	2010 - 2019	Purchase of paratransit vans – 5 per year from 2010 through 2019 (50 total)	○	
5	2010 - 2019	Purchase of support vehicles – 4 per year from 2010 through 2019 (40 total)	○	In FY 2010, 3 support vehicles were purchased
6	2010 - 2019	Purchase and install benches (5) and shelters (5) each year and install bus stops each year as necessary	○	In FY 2010, 6 shelters, 6 benches, and 40 bus stops installed
7	2010	Install Automatic Passenger Counters on 10% of all buses		In September 2010, contract was finalized and 20 buses will have APC's installed
14	2013	Rehabilitate and refurbish existing training room		In FY 2010, training room was rehabilitated and refurbished

	Complete
	Work In Progress
○	Ongoing

Alternatives and Implementation Strategies

The following service alternatives and implementation strategies were provided for the TDP and represent the outcome of coordination with RTS staff, the Review Committee, public involvement activities, and transit demand analysis. These alternatives and activities afford the most viable service to be provided to existing and potential transit users. A full description of

each alternative and implementation strategy can be found in Section 11 of the TDP Major Update.

Service Activities

Table 2-3 illustrates the service activities needed to continue improving service. Descriptions of each service activity can be found on pages 11-1 through 11-3 in the TDP Major Update.

Table 2-3: Service Activities

Service Activities	FY10	Comments
Continue Operating Existing Fixed Bus Routes		
Continue to Operate Complementary ADA Paratransit Service		
Expand Complementary ADA Paratransit Service to Complement New Service		
Improve Frequency of Service on Existing Fixed Bus Routes		See Table 2-1
Extend Evening Hours		See Table 2-4
Implement Additional Sunday Service		
Implement New Fixed-Route Bus Service		See Table 2-5
Implement Downtown / UF Circulator		
Implement Express Routes		
Implement BRT Feasibility Study Corridors		
Implement Commuter Assistance Program		

Addressed

Table 2-4: Route Extended Hours – Fiscal Year 2010

Route	Extended Hours
1	Extend weekday service from 8pm to 11pm
8	Extend weekday service from 8pm to 11pm
11	Extend weekday service from 8pm to 11pm
400	Saturday Service until 2am

Table 2-5: New Fixed-Routes – Fiscal Year 2010

Route	New Routes	Comments
23	Oaks Mall to Santa Fe College.	5311 Funds
25	University of Florida to Airport via Downtown and Waldo Road.	FDOT Service Development

Capital and Infrastructure Alternatives

The following capital and infrastructure alternatives were developed for the TDP’s 10-year planning horizon to account for and encourage growth within the system (See Table 2-6). Descriptions of each capital and infrastructure alternative can be found on pages 11-3 through 11-4 in the TDP Major Update.

Table 2-6: Capital and Infrastructure Alternatives

Capital and Infrastructure Alternatives	FY10	Comments
Construct a New RTS Maintenance Facility		The planning and land acquisition complete
Rehabilitate and Refurbish Existing Facilities		Training room rehabilitated and refurbished
Vehicle Replacement and Acquisition		Purchased 17 buses with ARRA funds
Establish Park-and-Ride Lots		
Add Shelters, Shaded Benches, and Other Transit Infrastructure		Installed 6 shelters and 6 benches
Install Transit Technologies		APC contract completed
Dedicate BRT Lanes		
Construct New Regional Transportation Center		
Construct New Park-and-Ride Lot Transfer Facilities		

Addressed

Planning Activities

During the 10-year planning horizon RTS will undertake several planning initiatives to provide a basis for service changes, capital projects, and the future direction of the agency (See Table 2-7). Funds have been added to the financial plan for these planning efforts, which may include, but are not limited to, the following:

Table 2-7: Planning Activities

Planning Activities	FY10	Comments
Bus Rapid Transit		
Comprehensive Operations Analysis (COA)		
Intelligent Transportation Systems Plan (ITS)		
Major TDP Update		
Facilities Needs Plan		Bus Stop Design Guidelines and Improvement Plan
Major Investment Study		

Addressed

Descriptions of planning activities can be found on pages 11-4 through 11-5 in the TDP Major Update.

Policy Alternatives

The TDP also evaluated the current policies put forth by RTS (See Table 2-8). Descriptions of each policy alternative can be found on page 11-5 in the TDP Major Update.

Table 2-8: Policy Alternatives

Policy Alternatives	FY10	Comments
Evaluate Fare Policy		
Evaluate the Use of Smaller Vehicles		

Addressed

Goals, Objectives and Initiatives

In the TDP, RTS has put forth a variety of goals, objectives and initiatives that are to be accomplished by RTS within the next ten-year horizon. These goals, objectives and initiatives can be found in Section 9 of the TDP Major Update, they are designed to facilitate RTS in attaining its transit mission, which is:

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

The mission, goals, objectives, and initiatives were developed based on discussions with RTS staff, the RTS Strategic Plan, input through the public involvement process, and the results of the technical evaluations. Table 2-9 illustrates the stages in which RTS is at for each goal, objective and initiative.

Table 2-9: RTS Goals, Objectives and Initiatives

Goal 1	Provide equitable and balanced transportation choices that meet the needs of the populations within the Gainesville area.	FY10	Actions
Objective 1.1	Increase quality and level of transit services in East Gainesville.		
<i>Initiative 1.1.1</i>	Expand the frequency of service to 30 minutes or better on all existing East Gainesville routes by 2016 and future routes by 2019.	○	
<i>Initiative 1.1.2</i>	Improve and maintain the transit infrastructure within East Gainesville.	○	
<i>Initiative 1.1.3</i>	Update technologies on fixed-route buses serving East Gainesville by 2019.	○	
Objective 1.2	Expand and maintain transportation infrastructure to enhance transportation choices and improve capacity for future transit expansions and improvements.		
<i>Initiative 1.2.1</i>	Enhance bus stops according to the Bus Stop Improvement Plan by strategic placement of 10 landing pads per year and 5 shelters per year.	○	
<i>Initiative 1.2.2</i>	Encourage multimodal practices by considering bicycle and pedestrian needs when expanding the transit system.	○	
<i>Initiative 1.2.3</i>	Preserve the existing transit infrastructure throughout the RTS service area.	○	Organized Summer Crews to repair, clean and inventory all transit facilities
Objective 1.3	Enhance transit services within the Gainesville area.		
<i>Initiative 1.3.1</i>	Increase transit ridership by 1 percent each year.	○	Transit ridership increased by 4.4% FY 2010
<i>Initiative 1.3.2</i>	Expand service hours by 4,000 hours each year.	○	
<i>Initiative 1.3.3</i>	Increase the frequency of peak weekday service to 40 minutes or better on all existing routes and future routes by 2019.	○	Increased the frequency on Route 43
<i>Initiative 1.3.4</i>	Promote ridership featured in the RTS Arts and Entertainment Guide.	○	
<i>Initiative 1.3.5</i>	Plan park-and-ride facilities at key locations along major corridors.		
<i>Initiative 1.3.6</i>	Implement BRT service within the Gainesville area and evaluate the feasibility of other premium transit services, such as streetcar.	○	
<i>Initiative 1.3.7</i>	Conduct environmental assessments along the preferred BRT corridors that are identified through the BRT Feasibility Study.		Waiting for additional funding
<i>Initiative 1.3.8</i>	Coordinate with Alachua County and the MTPO to implement a comprehensive BRT system that includes the corridors identified in Alachua County's Mobility Plan.	○	
Objective 1.4	Implement and expand Intelligent Transportation System (ITS) improvements.		
<i>Initiative 1.4.1</i>	Implement a phased update of the fare collection system to improve revenue collection by purchasing 5 to 10 new fare boxes per year.	○	Received an FTA grant to replace 42 fareboxes
<i>Initiative 1.4.2</i>	Maintain IT and security systems by installing web cams at the UF campus, Rosa Parks Downtown Station, and Operations and Maintenance facility.		
<i>Initiative 1.4.3</i>	Implement Fleet Net for dispatch, payroll, and timekeeping by September 2010.		
<i>Initiative 1.4.4</i>	Add Global Positioning System (GPS) units to all new buses.		
<i>Initiative 1.4.5</i>	Implement Google Transit by December 2009.		
<i>Initiative 1.4.6</i>	Expand the Gator Locator system to include City routes by 2015.		Completed in August 2010
<i>Initiative 1.4.7</i>	Install Automatic Passenger Counters (APC) on 5 buses per year.	○	
<i>Initiative 1.4.8</i>	Install Talking Bus announcements on all new buses.		
<i>Initiative 1.4.9</i>	Implement video surveillance on board vehicles and at facilities to improve safety and security.		
<i>Initiative 1.4.10</i>	Develop evaluation criteria for potential and proposed ITS projects.		
Objective 1.5	Enhance RTS facilities to meet existing and future transit demands.		
<i>Initiative 1.5.1</i>	Continue efforts to identify funding sources to enhance the RTS maintenance and operations facilities in order to increase the capacity needed for future service expansions.	○	SGR Grant Awarded
<i>Initiative 1.5.2</i>	Continue efforts to acquire land for future expansion needs either by expanding the current facility or relocating the facility to increase capacity.		Land purchased in January 2010
<i>Initiative 1.5.3</i>	Continue to maintain all RTS facilities (Administration, Operations, Maintenance, and Rosa Parks Downtown Station).	○	
<i>Initiative 1.5.4</i>	Move to the administrative modular building by October 2009.		
Objective 1.6	Enhance mobility for Americans with Disabilities Act (ADA) passengers.		
<i>Initiative 1.6.1</i>	Increase ADA accessibility by adding 10 new landing pads per year.	○	Installed 17 landing pads in FY 2010
<i>Initiative 1.6.2</i>	Provide access to RTS schedules for the visually impaired.	○	
<i>Initiative 1.6.3</i>	Update the ADA paratransit guide annually.	○	
<i>Initiative 1.6.4</i>	Install mobile data terminals (MDTs) on ADA paratransit vans by 2015.	○	
<i>Initiative 1.6.5</i>	Continue to contract with the Community Transportation Coordinator (CTC) for the provision of paratransit service under the ADA.	○	

- Complete
- Work In Progress
- Ongoing

Goal 1	Provide equitable and balanced transportation choices that meet the needs of the populations within the Gainesville area.	FY10	Actions
Objective 1.7	Improve and maintain the RTS fleet		
<i>Initiative 1.7.1</i>	Operate a fleet of fixed-route vehicles with an average age of less than 6 years by 2019.	○	Current fleet age has been decreased to 7 years old
<i>Initiative 1.7.2</i>	Purchase 5-10 new buses per year to improve fleet age.	○	
<i>Initiative 1.7.3</i>	Replace 4-5 ADA paratransit vans per year.	○	Current fleet age is 3.65 for 20 vehicles
<i>Initiative 1.7.4</i>	Install tracking on support vehicles by 2015.	○	
<i>Initiative 1.7.5</i>	Install computers in supervisors' vehicles by 2015.	○	Completed on 1 vehicle
<i>Initiative 1.7.6</i>	Purchase 1 new support vehicle per year.	○	
<i>Initiative 1.7.7</i>	Purchase 8 new buses with ARRA funds by FY 2011.	○	With ARRA funds, purchased 17 vehicles
<i>Initiative 1.7.8</i>	Perform scheduled maintenance activities for all transit vehicles.	○	
Objective 1.8	By 2019, identify and implement innovative approaches for commuter services in the Gainesville area, e.g., vanpools, Emergency Ride Home, etc.		
<i>Initiative 1.8.1</i>	Coordinate the RTS commuter assistance program with the FloridaWorks GREENRIDE web-based carpooling system and UF.	○	Link to FloridaWorks GREENRIDE on website
Goal 2	Protect and sustain the natural environment and address future energy needs and reduce energy demand.	FY10	Actions
Objective 2.1	Reduce energy demand at facilities.		
<i>Initiative 2.1.1</i>	Increase recycling efforts throughout RTS.	○	
<i>Initiative 2.2.1</i>	Increase efficiency by purchasing new buses.	○	Purchased 17 new buses
<i>Initiative 2.2.3</i>	Explore alternative energy sources.	○	Converted entire bus fleet to B-20
<i>Initiative 2.2.4</i>	When acquiring new buses for service expansions, consider the purchase of smaller vehicles to match the capacity requirements of the new service.	○	
<i>Initiative 2.2.5</i>	When acquiring new buses for replacement or service expansion, consider alternative fuels prior to the purchase of any new buses.	○	
<i>Initiative 2.2.6</i>	Purchase 1 hybrid support vehicle per year.	○	
<i>Initiative 2.2.7</i>	Reduce fuel consumption by 1 percent each year.	○	Reduced fuel consumption by 5.4%
Objective 2.3	Reduce Gainesville residents' total vehicle miles traveled.		
<i>Initiative 2.3.1</i>	Increase transit's share of the total trips travelled in the Gainesville metro area.	○	Increased ridership
Objective 2.4	Reduce carbon emissions and fossil fuels.		
<i>Initiative 2.4.1</i>	Participate in local air quality improvement efforts in support of Florida HB 697 and EPA efforts.	○	Participated in One Less Car Challenge and Carbon Footprint Study with CUTR
<i>Initiative 2.4.2</i>	Continue participating in FDOT (Bus Fuel Fleet Evaluation Tool) committee and alternate fuel program (updated annually).	○	
Goal 3	Improve the quality of life in our neighborhoods for the benefit of all residents and enhance the community appearance.	FY10	Actions
Objective 3.1	Enhance RTS amenities.		
<i>Initiative 3.1.1</i>	Increase bike racks at bus stops by 5 bike racks per year.	○	Installed 3 bike racks
<i>Initiative 3.1.2</i>	Continue to update all bus stops with the new RTS bus stop signage.	○	
<i>Initiative 3.1.3</i>	Pursue funding for improvements of new and existing bus stops.	○	
<i>Initiative 3.1.4</i>	Develop an amenities inventory within a geographic information system.	○	
Objective 3.2	Coordinate route planning with comprehensive plan use and density allocations so that development and redevelopment along transit routes can increase the accessibility of goods, services, and jobs from residents' homes.		
<i>Initiative 3.2.1</i>	Ensure that RTS comments on all major development regarding the provision of adequate transit access.	○	Part of Development Review Process
<i>Initiative 3.2.2</i>	Conduct a training session with the City of Gainesville site review staff to educate about the importance of transit.	○	Part of Development Review Process
Objective 3.3	Coordinate activities with regional entities and neighboring communities.		
<i>Initiative 3.3.1</i>	Conduct quarterly assessments of outreach efforts to surrounding communities.	○	
<i>Initiative 3.3.2</i>	Establish an RTS booth at the Alachua County Fair to ensure that information is distributed to a broader spectrum of visitors and residents.	○	

- Complete
- Work In Progress
- Ongoing

Goal 4	Increase the visibility of RTS services through marketing, education, improvement of existing services, and the development of new services.	FY10	Actions
Objective 4.1	Increase marketing and public outreach efforts to educate citizens and visitors about the benefits, availability, and characteristics of existing and planned transit services.		
<i>Initiative 4.1.1</i>	Distribute bus schedules and system information in public places throughout the county for residents and visitors.	○	
<i>Initiative 4.1.2</i>	Maintain and regularly update the RTS website with current service and schedule information.	○	Website was redesigned in FY 2010
<i>Initiative 4.1.3</i>	Increase RTS branding on buses, bus stops, uniforms, and shelters.	○	New RTS stickers were placed on all shelters
Objective 4.2	Develop an ongoing public involvement process to solicit citizen feedback through surveys, discussion groups, interviews, and public workshops.		
<i>Initiative 4.2.1</i>	Maintain an ongoing public involvement process through surveys, discussion groups, interviews, public workshops, and participation in public events.	○	
<i>Initiative 4.2.2</i>	Conduct an on-board survey at least every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.	○	
Objective 4.3	Pursue marketing opportunities through community organizations.		
<i>Initiative 4.3.1</i>	Work with community business leaders to integrate their transportation ideas into future planning efforts.	○	
<i>Initiative 4.3.2</i>	Attend one community organization meeting each year to educate the public about the RTS existing and planned transit system.	○	
<i>Initiative 4.3.3</i>	Distribute transit service information to at least 25 percent of businesses within ¼-mile of existing transit routes by 2016.	○	
Objective 4.4	Coordinate BRT implementation with RTS marketing efforts to create a highly visible, easily recognized, premium RTS brand.		
<i>Initiative 4.4.1</i>	Use buses with a modern appearance on BRT routes.		
<i>Initiative 4.4.2</i>	Provide attractive, welcoming, easily identifiable stations along BRT routes.		
<i>Initiative 4.4.3</i>	Consider unique naming or branding of BRT routes to distinguish BRT as a premium RTS service.		
Goal 5	Monitor service quality and maintain minimum standards	FY10	Actions
Objective 5.1	Develop a performance monitoring program that addresses performance standards for fixed-route, paratransit, and commuter transit service.		
<i>Initiative 5.1.1</i>	Meet the fixed-route and paratransit performance measures established in the performance monitoring program.	○	
<i>Initiative 5.1.2</i>	Maintain an on-time performance of 90 percent on all fixed-route services by 2012.	○	
<i>Initiative 5.1.3</i>	Conduct a COA by 2013 and every subsequent 5 years for detailed information on services.	○	
Goal 6	Coordinate public transportation services with planning efforts.	FY10	Actions
Objective 6.1	Promote transit improvements by integrating into the development review process.		
<i>Initiative 6.1.1</i>	Regularly attend development review meetings to express the importance of transportation and transit considerations.	○	Staff shortages made this difficult to complete
<i>Initiative 6.1.2</i>	Encourage transit supportive strategies during the development review process.	○	
<i>Initiative 6.1.3</i>	Standardize a process for RTS to submit comments on proposed City of Gainesville land use actions.	○	
Objective 6.2	Support land use planning and regulations that encourage transit-supportive development.		
<i>Initiative 6.2.1</i>	Support Transit Oriented Development patterns with land use regulations for development and redevelopment within activity centers and adopted transportation hubs.	○	
<i>Initiative 6.2.2</i>	Prioritize placement of premium transit routes, such as BRT or streetcar, along corridors and to activity centers that planning efforts have identified as appropriate for mixed-use development at sufficient densities to support transit.	○	Premium Transit Service Report
<i>Initiative 6.2.3</i>	Support land use regulations that require design features that facilitate pedestrian mobility and transit ridership such as small street blocks, connectivity, placement of parking to the side or rear of buildings, and wide sidewalks.	○	
<i>Initiative 6.2.4</i>	Support comprehensive plan future land use allocations that provide for mixed-use development and redevelopment or development and redevelopment at densities sufficient to support transit only in those areas that pedestrians can access from a corridor that RTS could serve with a premium transit service such as BRT or streetcar.	○	
<i>Initiative 6.2.5</i>	Consider bus stop accessibility in the identification and prioritization of sidewalk and bicycle facility improvements.	○	
Objective 6.3	Increase coordination with other planning agencies.		
<i>Initiative 6.3.1</i>	Coordinate planning efforts with the City of Gainesville, Alachua County, adjacent cities, and the MTPO.	○	
<i>Initiative 6.3.2</i>	Coordinate transit planning into the long-term planning efforts of relevant local and state agencies, governments, and organizations.	○	Long Range Transportation Plan Update
<i>Initiative 6.3.3</i>	Coordinate planning efforts with local human services agencies.	○	
<i>Initiative 6.3.4</i>	Coordinate new services with the City of Gainesville and Alachua County to meet the requirements for each TCEA zone.	○	
<i>Initiative 6.3.5</i>	Coordinate with the City of Gainesville, adjacent cities, and Alachua County to implement new services using mobility fees collected as part of the alternative concurrency management process.	○	
<i>Initiative 6.3.6</i>	Ensure consistency with Alachua County and the City of Gainesville Comprehensive Plans.	○	

- Complete
- Work In Progress
- Ongoing

Goal 7	Maximize the use of all funding sources and services, public and private, to increase RTS revenue and meet the need for general public transit service.	FY10	Actions
Objective 7.1	Expand existing revenue sources.		
<i>Initiative 7.1.1</i>	Increase advertising revenue by 2 percent each year.	○	
<i>Initiative 7.1.2</i>	Increase revenue from other partnerships by 2 percent each year.	○	
<i>Initiative 7.1.3</i>	Coordinate with public, quasi-public, and non-profit entities in order to maximize all potential funding opportunities for public transportation in the Gainesville area.	○	
<i>Initiative 7.1.4</i>	Educate the general public and local decision-makers on the importance of public transportation and the need for local financial support.	○	
<i>Initiative 7.1.5</i>	Submit grant applications / requests for funding available through federal, state, and local sources.	○	
<i>Initiative 7.1.6</i>	Request financial support from the City of Gainesville, Alachua County, the MTPO, FDOT, and FTA on an annual basis.	○	
Goal 8	Improve and pursue partnerships and intergovernmental relationships.	FY10	Actions
Objective 8.1	Improve and expand transit partnerships.		
<i>Initiative 8.1.1</i>	Maintain focus on UF partnership.	○	
<i>Initiative 8.1.2</i>	Pursue and enhance additional public and private business partnerships.	○	
<i>Initiative 8.1.3</i>	Increase participation in the employee bus pass program by 1 employer each year.	○	
<i>Initiative 8.1.4</i>	Develop transit information packets for distribution by the Chamber of Commerce and / or the Visitor & Convention Bureau.	○	
Objective 8.2	Increase public outreach and accessibility of RTS services to the public.		
<i>Initiative 8.2.1</i>	Increase networking by attending 3 Chamber of Commerce meetings per year.	○	
<i>Initiative 8.2.2</i>	Increase participation in public outreach events by attending 5 events per year.	○	
<i>Initiative 8.2.3</i>	Increase public outreach and accessibility of RTS services by conducting 5 public meetings per year.	○	See Appendix A for list of Public Meetings
<i>Initiative 8.2.4</i>	Upgrade the RTS website to include a trip planner and provide greater information to potential and existing customers.		
<i>Initiative 8.2.5</i>	Participate in local job fairs to increase knowledge about the transit system.	○	
Objective 8.3	Pursue coordination activities with regional entities and neighboring communities.		
<i>Initiative 8.3.1</i>	Meet at least annually with staff from neighboring communities to identify innovative regional approaches to a coordinated transportation system.	○	
<i>Initiative 8.3.2</i>	Conduct a Comprehensive Operational Analysis to determine the feasibility of extending services and operating regionally.		
Goal 9	Increase transit ridership and improve cost efficiency	FY10	Actions
Objective 9.1	Increase the number of fixed-route passenger trips by 10 percent from FY 2010 to FY 2019.		
<i>Initiative 9.2.1</i>	Improve existing transit services and implement new transit services, consistent with the 10-year transit needs identified in the 2009 TDP (2010-2019).	○	
Objective 9.2	Achieve and maintain an annual operating cost per one-way passenger trip to within the Consumer Price Index (CPI) or less.		
<i>Initiative 9.2.2</i>	Increase passengers per hour each year by 1 percent.	○	
<i>Initiative 9.2.3</i>	Increase passengers per mile each year by 1 percent.	○	
<i>Initiative 9.2.4</i>	Develop a fare review and update schedule to ensure that fares on both campus and City routes provide at least 25 percent of the total service cost without the need to implement dramatic fare increases.		
<i>Initiative 9.2.5</i>	Expand more cost-efficient fixed-route services, so that higher cost paratransit services can be restricted to the legal requirement of ¼ of a mile from a fixed-route.		
Goal 10	Improve and enhance customer satisfaction.	FY10	Actions
Objective 10.1	Continue efforts to obtain customer feedback.		
<i>Initiative 10.1.1</i>	Improve customer satisfaction by reducing the number of complaints by 1 percent to 3 percent each year.	○	
<i>Initiative 10.1.2</i>	Reduce service interruptions by 3 percent per year.	○	
<i>Initiative 10.1.3</i>	Increase customer service compliments by 1 percent per year.	○	
<i>Initiative 10.1.4</i>	Reduce customer service complaints on ADA trips.	○	
<i>Initiative 10.1.5</i>	Increase customer service compliments on ADA trips.	○	
<i>Initiative 10.1.6</i>	Review the feasibility of utilizing the weekday route numbers on the weekend routes to avoid customer confusion.		
<i>Initiative 10.1.7</i>	Conduct customer surveys once a year.	○	
<i>Initiative 10.1.8</i>	Provide continuous accessible avenues for receiving client feedback, complaints, suggestions, and / or comments to improve service.	○	

	Complete
	Work In Progress
	Ongoing

Goal 11	Increase public safety and protect the safety of RTS riders.	FY10	Actions
Objective 11.1	Reduce preventable accidents and service interruptions by 3 percent each year.		
<i>Initiative 11.1.1</i>	Expand operator safety training program.	○	
<i>Initiative 11.1.2</i>	Establish a dedicated driving range.		
<i>Initiative 11.1.3</i>	Review and improve potential safety locations identified in the RTS Operator Survey conducted March 2009.	○	
<i>Initiative 11.1.4</i>	Maintain National Incident Management System (NIMS) compliance.	○	
<i>Initiative 11.1.5</i>	Increase Later Gator ridership to discourage drunk driving.		
<i>Initiative 11.1.6</i>	Increase Gator Aider ridership to discourage drunk driving and decrease game day traffic.	Removed	This service was taken over by a private charter company
<i>Initiative 11.1.7</i>	Continue to monitor operations, maintenance requirements, management, and oversight for compliance with local, state, and federal guidelines.	○	
Goal 12	Increase RTS staff skills and knowledge	FY10	Actions
Objective 12.1	Provide opportunities for additional training to advance operator and administrative staff skills and knowledge.		
<i>Initiative 12.1.1</i>	Provide training to all supervisors to enhance supervisory skills and level of mentoring.	○	
<i>Initiative 12.1.2</i>	Provide opportunities for RTS staff to attend transit training and conferences.	○	
<i>Initiative 12.1.3</i>	Develop employee growth plans for all staff.	○	
<i>Initiative 12.1.4</i>	Track RTS staff training and progress toward meeting the established goals for each position.	○	
Objective 12.2	Develop standard interviewing procedures.		
<i>Initiative 12.2.1</i>	Develop a skill testing battery for each RTS position to be administered during the interview process, including fleet mechanics.	○	
<i>Initiative 12.2.2</i>	Develop standard interview questions for each position.	○	
Objective 12.3	Increase employee retention by 2 percent each year.		
<i>Initiative 12.3.1</i>	Promote dispatchers to supervisors, as appropriate.	○	
<i>Initiative 12.3.2</i>	Update position descriptions.	○	
<i>Initiative 12.3.3</i>	Revise Operations employee handbook to be consistent with value statements.	○	
<i>Initiative 12.3.4</i>	Develop an employee recognition program.		
<i>Initiative 12.3.5</i>	Highlight an outstanding employee each quarter.	○	
Objective 12.4	Improve RTS internal communications.		
<i>Initiative 12.4.1</i>	Publish an internal RTS newsletter 3 times per year.	○	
<i>Initiative 12.4.2</i>	Post internal updates and memoranda at key locations throughout RTS facilities.	○	

	Complete
	Work In Progress
	Ongoing

FY 2010 Implementation Discrepancies

Services Implemented before TDP Schedule

Route 10 – Downtown Station to Santa Fe College

The frequency of route 10 was increased from 80 minutes to 60 minutes in FY 2010. While this improvement was originally scheduled for FY 2011, this improvement was made possible by interlining route 10 and route 2. Bus Stops were removed from both routes and an ineffective segment of route 2 was removed to give both routes 60 minute service. The frequency on route 10 was only increased to 60 minutes and not the full 40 minutes, as outlined in the TDP, because the interlining made the increase possible without additional funds or resources.

Route 43 – Downtown Station to Santa Fe College

RTS proposed to enhance the frequency on route 43 from every 60 minutes to 30 minutes in FY 2011; however a no-cost solution to increasing the frequency to every 35 minutes became possible late in FY 2010 by eliminating an unproductive segment of the route and shifting service from routes 16 and 17, which were recently interlined. The changes to route 43 have helped increase passenger trips by over 16,000 in FY 2010 and productivity increased by four percent.

Route 23 – Oaks Mall to Santa Fe College

Through funds acquired from an FTA Section 5311 Grant this route was able to be funded a year earlier than originally planned. The route 23 began in mid-August 2010. With only one (1) bus operating every 50 minutes, from 7 AM to 4:30 PM, it has managed to achieve over 250 passenger trips per day.

Route 25 – University of Florida to GNV Airport

The University of Florida and the Florida Department of Transportation were able to each provide 50 percent of the funds needed to implement this route a year ahead of schedule. The route is currently underperforming and its continued funding is dependent on its future performance.

Routes 20, 400, 402 and 406

In October 2008, due to a diesel fuel price increase, RTS had to make the decision to reduce services on the weekend. With prices returning to normal levels and the fare increase in 2008, RTS was able to increase service on these Saturday routes this fiscal year.

New Services not Incorporated in the TDP

Route 1L – Downtown Station to Butler Plaza

Using currently acquired Automatic People Counter (APC) data RTS was able to identify the stops along route 1 with the most activity. Route 1L, which is an express form of Route 1 with limited stops, was implemented in order to help alleviate some of the full bus conditions experienced by other routes serving the corridor.

Fixed-route Changes not in the TDP

Route 2 – Downtown Station to Health Department

An unproductive segment of this route was identified and then removed in order to implement interlining with route 10 and improve performance for both routes.

Route 12 – Downtown Station to Butler Plaza

The route was realigned to areas with more demand, including direct access to a major shopping center, Butler Plaza, where the route now connects with routes 1 and 75.

Route 36 – McCarty Hall to Williston Shopping Plaza

The route was realigned to areas with more demand and to an area with no service previously, Williston Shopping Plaza.

Route 38 – The Hub to Gainesville Place

This route began in January 2010 and was realigned to better serve new apartment complexes along Archer Road (SR-24).

Route 300 – Downtown Station to Museum Road

This route was unproductive on Monday and Tuesday. The University of Florida decided to reallocate funds to other routes to offset student tuition increases for transportation access.

Route 409 – Downtown to Gainesville Mall

At seven (7) persons per hour, this route was deemed unproductive because of its low ridership figures, and thus terminated. This change was proposed at a public hearing and no objections were made. The funds were relocated to route 11 in order to extend service on this route until 11pm. The reallocation of service to route 11 was a welcome improvement in East Gainesville, and now provides evening access to a new Super Wal-Mart.

Minor Alignments Changes

Minor alignment changes, generally due to construction, can be found in Table 2-11.

Table 2-10: Alignment Changes – Fiscal Year 2010

Route	Alignment Changes
6	Realign route due to new one-way access on NW 1st Ave. at Main St.
17	Realign from Main St. to SE 10th Ave.



Section 3: Revisions to the Implementation Program for the Coming Year

Service Revisions

The following services are being proposed for the coming year and were not included in the major update primarily due to funding limitations. Most of the changes listed in Table 3-1 are a result of University of Florida student interest.

Table 3-1: Service Enhancements – Fiscal Year 2010/2011

Route	Enhancement
21	Add Service until 8pm
23	Add an Additional Bus and Extend Service for Additional 14 Hours
28	New Fixed-Route Student Village to The Hub
38	Add an Additional Bus
46	New Fixed-Route Circular Between UF and Downtown
122	Modify Alignment of Route
Later Gator D (303)	New Late Night Route Between Downtown Station and Florida Works
Later Gator F (305)	New Late Night Route Between Downtown Station and Butler Plaza

In a public meeting in July 2010 the following service hour cuts were approved and became effective October 2010. These service hour cuts in Table 2-11 were made because of the City of Gainesville Budget decrements due to the general fund decrease.

Table 3-2: Service Hour Adjustments – Fiscal Year 2010/2011

Route	Adjustments
All	No bus service on day after Thanksgiving - Friday November 26, 2010
All	No bus service on day before Christmas - Friday December 24, 2010

TBEST Revisions

While using the Transit Boarding Estimation and Simulation Tool (TBEST) in the development of the RTS's TDP Major Update, future ridership levels were found to be considerably higher than deemed possible. It was suggested by FDOT that RTS submit its TBEST model to the FDOT Central Office and the TBEST software developer for review and possible explanation of

the high ridership forecasts. Rodney Bunner, Senior Developer at GeoDecisions, assembled the necessary data files to re-validate and re-run the model and found there were two reasons why the forecasts were high:

1. There was a minor problem in the software’s growth rate calculations that caused some stop-level SE data assignment to not perform correctly. This was minor and made very little difference in the forecast. The TBEST software has been updated with a fix for this problem.
2. The method of estimating weekend and night ridership is highly dependent on service span. To address this problem, a revised method of fitting service span into the night and weekend models was developed for Gainesville.

The above changes were implemented in the TBEST code; the model was re-validated and re-run for the 2009 and 2019 models (See Tables 3-3 through 3-6). The new output was reviewed by RTS, judged to be reasonable and as part of the TDP, approved by FDOT District 2.

Presently, RTS does not have access to a working version of TBEST because of software compatibility issues that began in July 2010 and is unable to provide updated forecasts. RTS is waiting for the release of a new version of TBEST that is compatible with Windows 7 and ArcGIS 10; as well as a TBEST training session on the new software scheduled for January 2011. As soon as the training is complete RTS will be able to rerun the TBEST models and produce future ridership numbers through 2019. RTS will provide updated ridership forecasts to FDOT in its 2011 TDP Annual Update.

Table 3-3: System-Wide Ridership Comparisons

Year	Original TBEST Ridership	Revised TBEST Ridership*	Actual Reported Ridership
2009		9,852,083	9,015,643
2010	14,179,498		9,415,672
2011	15,352,821		
2012	15,977,884		
2013	16,375,682		
2014	16,866,766		
2015	18,744,865		
2016	20,142,858		
2017	20,868,220		
2018	24,812,248		
2019	23,313,302	15,191,751	

*revised TBEST forecasts currently unavailable for interim years

Table 3-4: Revised TBEST Weekday Ridership Projections

Route	2009 Ridership	2019 Ridership	% Ridership Change: 2009 - 2019
1	1,711.5	1,844.9	7.8%
2	259.3	324.6	25.2%
5	1,490.2	1,753.0	17.6%
6	316.6	416.5	31.6%
7	310.1	366.7	18.3%
8	1,220.0	1,311.0	7.5%
9	2,921.1	2,996.9	2.6%
10	270.6	422.1	56.0%
11	384.5	447.7	16.4%
12	2,787.7	3,810.1	36.7%
13	1,571.5	1,735.9	10.5%
15	823.2	985.2	19.7%
16	1,220.8	1,314.4	7.7%
17	947.4	994.7	5.0%
20	3,291.4	3,706.0	12.6%
21	1,670.0	1,889.3	13.1%
22	570.4	642.8	12.7%
23	-----	965.5	-----
24	358.7	435.7	21.5%
25	-----	23.4	-----
26	-----	426.7	-----
29	527.1	567.1	7.6%
34	1,765.0	1,972.8	11.8%
35	2,339.1	2,369.1	1.3%
36	540.6	585.2	8.3%
37	-----	554.5	-----
39	-----	1,045.5	-----
43	609.1	923.2	51.6%
44	-----	1,859.9	-----
45	-----	1,123.9	-----
46	-----	5,274.5	-----
47	-----	824.1	-----
62	-----	1,052.2	-----
75	749.8	1,073.1	43.1%
88	-----	298.9	-----
91	-----	315.6	-----
117	770.6	797.1	3.4%
118	2,459.2	2,559.9	4.1%
119	384.9	416.1	8.1%
120	1,526.5	1,512.6	-0.9%
121	1,112.0	1,058.0	-4.9%
122	153.8	159.3	3.6%
125	1,010.9	1,076.9	6.5%
126	270.9	238.9	-11.8%
127	1,299.7	1,329.9	2.3%
300	174.2	132.0	-24.2%
301	238.1	197.4	-17.1%
302	299.5	262.7	-12.3%
305	-----	-----	-----
701	-----	600.9	-----
710	-----	488.5	-----
711	-----	1,971.7	-----
Total	38,356	59,455	55.0%

Table 3-5: Revised TBEST Saturday Ridership Projections

Route	2009 Ridership	2019 Ridership	% Ridership Change: 2009 - 2019
15	515.9	507.8	-1.6%
20	613.0	629.4	2.7%
75	322.8	345.9	7.2%
126	305.4	302.2	-1.0%
300	285.0	281.3	-1.3%
301	265.1	257.9	-2.7%
302	293.3	292.7	-0.2%
305	-----	-----	-----
400	506.8	415.6	-18.0%
401	-----	-----	-----
402	453.4	477.6	5.3%
403	174.6	165.5	-5.2%
404	99.4	102.6	3.2%
405	147.0	146.0	-0.7%
406	388.2	367.0	-5.5%
408	142.1	142.5	0.3%
409	108.3	101.5	-6.3%
410	127.8	123.3	-3.5%
Total	4,748	4,659	-1.9%

Table 3-6: Revised TBEST Sunday Ridership Projections

Route	2009 Ridership	2019 Ridership	% Ridership Change: 2009 - 2019
75	-----	267.1	-----
126	329.0	331.6	0.8%
400	142.6	140.8	-1.3%
401	144.9	149.7	3.3%
402	160.5	205.3	27.9%
403	103.3	104.2	0.9%
404	53.3	54.2	1.7%
405	100.0	100.9	0.9%
406	106.5	98.3	-7.7%
407	111.9	121.2	8.3%
408	75.0	78.3	4.4%
410	-----	115.3	-----
Total	1,327	1,767	33.1%



Section 4: New Tenth Year Service and Capital Improvements

This section presents RTS’s updated tenth year plan, which is now FY 2019/2020.

As stated in the *FDOT Guidance for Producing a Transit Development Plan* “It is recognized that this 10th year action plan will not have the benefit of the comprehensive study carried out in the original TDP development. Thus, this 10th year plan as well as those in the subsequent four years may well be modified at the next major TDP update.” Depending on funding sources and availability, projects to have been implemented in prior years may be pushed back to FY 2020.

Shortly after the adoption of the 2009 TDP Major Update, the Alachua County Mobility Plan was approved by local authorities to strengthen the connection between land use and transportation. As a result four additional Express Bus Routes were approved. These new services would have been included in the major update had the timing worked out. RTS feels that even though these modifications do not pertain to the new first or tenth years provided in this annual update, the significance of their contribution to the overall transit network are worth noting. Furthermore, the services are expected to begin in FY 2015, after having their finances determined in the FY 2014 major update.

Table 4-1: Alachua County Mobility Plan Recommended Enhancements – Fiscal Year 2020

Route	Enhancement
802	New Express Route from Haile Plantation to the University of Florida, with 30 minute frequency
803	New Express Route from Eastside Activity Center to the University of Florida, with 30 minute frequency
805	New Express Route from City of Hawthorne to Eastside Activity Center, with 30 minute frequency
806	New Express Route from City of Waldo to Downtown Station to the University of Florida, with 30 minute frequency

New Service and Service-related Improvements

FY 2020 marks both a new decade and a new horizon for unique transit services to be available for the residents of the Gainesville metropolitan area. In May 2010, RTS developed a Rapid Transit System Plan, to focus on developing premium transit to enhance livability in the Gainesville area, in May 2010. Acceptance of the plan by City Commission occurred on June 7, 2010 at a City Commission Strategic Plan Workshop. RTS decided to act on the proposed service enhancements by implementing a portion in the new tenth year, FY 2020.

Table 4-2: Rapid Transit System Plan Enhancements – Fiscal Year 2020

Route	Enhancement
2	Increase frequency from 30 to 20 minutes
6	Increase frequency from 30 to 20 minutes
7	Increase frequency from 30 to 20 minutes
10	Increase frequency from 40 to 20 minutes
11	Increase frequency from 30 to 20 minutes
24	Increase frequency from 30 to 20 minutes
43	Increase frequency from 30 to 20 minutes
75	Increase frequency from 35 to 20 minutes
All Routes Above	Extend service for these eight routes from 8 pm to Midnight, with 60 minute frequency

At this time determining absolute courses of action is difficult for FY2020. As a result, RTS cannot indicate the exact alignment of the Bus Rapid Transit route that is to be implemented in FY2020. Depending on the future political and economic climates, as well as success rates of other project enhancements, the most suitable route will be chosen to begin operation.

Table 4-3: Bus Rapid Transit Enhancements – Fiscal Year 2020

Route	Enhancement
Green	New BRT Route Eastside Activity Center to Oaks Mall, with 10/15 minute frequency
	or
Red	New BRT Route Northwood Village to Williston Road / 13 th St., with 10/15 minute frequency

RTS understands the importance of tasking multiple projects at various stages of completion, simultaneously. With several new service types operating by FY 2020 and construction of the new facility nearing completion, new services and studies will need to be conducted during that time to prepare for the next stage in enhancing transit services for the Gainesville metropolitan area.

In order to meet the demands of operating a diversified transit system, RTS acknowledges the importance of embracing emerging technologies. Intelligent transportation system technology, namely Transit Signal Priority, has been singled out, and approved on a limited implementation basis by the City of Gainesville. The time horizon for said implementation of transit signal priority is unknown at this time. Its inclusion in the FY 2020 plan is predicated by RTS’s admission that if the opportunity arises, and funds become available, the program will be implemented in an earlier fiscal year.

Table 4-4: New Studies and Technologies – Fiscal Year 2020

	Enhancement
Streetcar	Alternative Analysis to determine viability and alignment between Downtown Station and University of Florida
Transit Signal Priority	Implement on a limited basis to increase on-time performance and system reliability



Section 5: Revised Financial Plan

Following is RTS’s estimated capital and operating budgets for FY 2011-20. For the forecasts in the tables below the following assumptions were used:

Table 5-1: Financial Assumptions – Fiscal Years 2011- 2020

Assumption	Cost For 2010	Notes/Source
Fixed-Route Operating Cost per Revenue Hour	\$65.81	NTD
Fixed-Route Operating Cost per Revenue Mile	\$5.72	NTD
ADA Paratransit Operating Cost per Revenue Hour	\$29.87	NTD
ADA Paratransit Operating Cost per Revenue Mile	\$2.81	NTD
Van Pool Operating Cost per Revenue Hour	N/A	Indicate Source/s
Van Pool Operating Cost per Revenue Mile	N/A	Indicate Source/s
Other Mode Operating Cost per Revenue Hour	N/A	Indicate Source/s
Other Mode Operating Cost per Revenue Mile	N/A	Indicate Source/s
Operating Costs Inflation Rate	2.5%	CPI 10-Year Average
Capital Cost Inflation Rate	2.5%	CPI 10-Year Average

BCT FY 2011-20 Operating Budget

RTS’ estimated summary operating budget for FY 2011-20 is shown in Tables 5-2, and complete tables can be found in Appendix B. RTS’ main sources of annual operating revenue include:

- FTA 5307 Funds
- Alachua County Gas Tax
- State of Florida Public Transit Block Grants
- RTS Operational Revenue (Charges for Services)
- University of Florida Transportation Fee
- Local General Revenue

Table 5-2: Operating Budget – Fiscal Years 2011- 2020

OPERATING BUDGET	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Maintain Existing Fixed Route Service	\$18,909,495	\$19,382,232	\$19,866,788	\$20,363,458	\$20,872,544	\$21,394,358	\$21,929,217	\$22,477,447	\$23,039,384	\$23,615,368
Maintain Existing ADA Paratransit Service	\$1,000,000	\$1,025,000	\$1,050,625	\$1,076,891	\$1,103,813	\$1,131,408	\$1,159,693	\$1,188,686	\$1,218,403	\$1,248,863
Fixed Route/Fixed Guideway Improvements	\$1,835,452	\$1,959,426	\$4,741,112	\$5,007,140	\$6,576,585	\$7,840,936	\$10,548,006	\$11,398,546	\$15,326,890	\$23,039,901
Other Existing Service Improvements	\$650,000	\$312,618	\$195,223	\$347,604	\$350,044	\$202,545	\$605,108	\$357,736	\$271,178	\$943,214
Total	\$22,394,947	\$22,679,276	\$25,853,748	\$26,795,093	\$28,902,986	\$30,569,247	\$34,242,024	\$35,422,415	\$39,855,855	\$48,847,346

BCT FY 2011-20 Capital Budget

RTS’ estimated summary capital budget for FY 2011-20 is shown in Tables 5-3, and complete tables can be found in Appendix B. For FY 2011, RTS expects a majority of its transit capital revenue to arrive from the FTA and minor portions from the University of Florida, FDOT, and local sources.

Table 5-3: Capital Needs – Fiscal Years 2011- 2020

CAPITAL NEEDS	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Fixed-Route/Fixed Guideway										
Replacement Buses - New and Existing Service	\$2,460,000	\$4,202,500	\$4,307,563	\$4,415,252	\$4,525,633	\$4,638,774	\$4,754,743	\$4,873,612	\$4,995,452	\$5,120,338
Spare Buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRT Vehicles - New Service	\$0	\$0	\$0	\$4,415,252	\$0	\$0	\$0	\$4,873,612	\$0	\$0
Spare BRT Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,460,000	\$4,202,500	\$4,307,563	\$8,830,503	\$4,525,633	\$4,638,774	\$4,754,743	\$9,747,223	\$4,995,452	\$5,120,338
Other Revenue Vehicles										
ADA vans (new and replacement)	\$320,313	\$328,320	\$336,528	\$344,942	\$353,565	\$362,404	\$371,464	\$380,751	\$390,270	\$400,026
Vans for New Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Spare Vans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320,313	\$328,320	\$336,528	\$344,942	\$353,565	\$362,404	\$371,464	\$380,751	\$390,270	\$400,026
Support Vehicles										
Replacement Cars - New and Maintain Existing Service	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	\$121,840	\$124,886	\$128,008
Replacement Vans/Trucks - Maintain Existing Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cars for New Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vans/Trucks for New Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	\$121,840	\$124,886	\$128,008
Infrastructure Improvement/ Maintenance Programs										
Benches w/ Trash Can and Waiting Pads	\$10,763	\$11,032	\$11,307	\$11,590	\$11,880	\$12,177	\$12,481	\$12,793	\$13,113	\$13,441
Bus Shelters w/ Amenities	\$128,125	\$131,328	\$134,611	\$137,977	\$141,426	\$144,962	\$148,586	\$152,300	\$156,108	\$160,011
Bike Racks w/ Pads (s)	\$3,075	\$3,152	\$3,231	\$3,311	\$3,394	\$3,479	\$3,566	\$3,655	\$3,747	\$3,840
Maintenance Facility Expansion	\$0	\$13,608,943	\$0	\$0	\$0	\$26,325,041	\$0	\$0	\$24,805,541	\$0
Maintenance Facility Rehabilitation	\$468,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations Facility Rehabilitation	\$243,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure for BRT Blue Line	\$0	\$0	\$32,306,719	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Multimodal Regional Transportation Center	\$0	\$0	\$0	\$0	\$3,394,225	\$0	\$0	\$0	\$0	\$0
Newberry Road Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$463,877	\$0	\$0	\$0	\$0
Butler Plaza Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$1,159,693	\$0	\$0	\$0	\$0
Archer Road Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$463,877	\$0	\$0	\$0	\$0
Eastside Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$463,877	\$0	\$0	\$0	\$0
US 441 Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$579,847	\$0	\$0	\$0	\$0
Spring Hills Area Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$0	\$475,474	\$0	\$0	\$0
Airport Area Intermodal Center	\$0	\$0	\$0	\$0	\$0	\$0	\$475,474	\$0	\$0	\$0
Corridor Infrastructure for BRT Orange Line	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,241,670	\$0	\$0
Corridor Infrastructure for BRT Green Line	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,562,283
Subtotal	\$854,327	\$13,754,454	\$32,455,868	\$152,878	\$3,550,925	\$29,616,830	\$1,115,582	\$29,410,418	\$24,978,508	\$34,739,574
Security-Related Programs										
Video Surveillance Equipment (Mobile and Facility)	\$205,000	\$210,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$205,000	\$210,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Information Technology Related Programs										
Farebox Upgrade/Replacement	\$199,875	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Automatic Passenger Counters	\$129,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Digital Radio System Upgrade	\$0	\$0	\$376,912	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$329,025	\$0	\$376,912	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Miscellaneous Items										
Office Furniture and Equipment	\$41,000	\$42,025	\$43,076	\$44,153	\$45,256	\$46,388	\$47,547	\$48,736	\$49,955	\$51,203
Subtotal	\$41,000	\$42,025	\$43,076	\$44,153	\$45,256	\$46,388	\$47,547	\$48,736	\$49,955	\$51,203
Total	\$5,952,165	\$18,642,487	\$37,627,635	\$9,482,857	\$8,588,520	\$34,780,365	\$6,408,205	\$39,708,969	\$30,539,071	\$40,439,151



Section 6: Revised List of Projects and Services to Meet the Goals and Objectives

RTS conducted an analysis of the Goals and Objectives proposed in the TDP Major Update (See Table 2-9) and found that the majority of the initiatives put forth for the FY 2010 were completed or a work in progress.

Revised List of Services

In FY 2010/2011 Gator Aider service will be discontinued by RTS since another private charter company has taken over this service (what was the rule that mandated this?). In order to meet the following initiative:

Initiative 11.1.6: Increase Gator Aider ridership to discourage drunk driving and decrease game day traffic.

Due to charter service regulations, a private provider was awarded the Gator Aider service contract. Consequently, RTS has increased game day Saturday service which will hopefully discourage drunk driving and decrease game day traffic. Allowing RTS, without the use of the Gator Aider service, to achieve this initiative.

Appendix A: Public Meetings Schedule

January

January 19, 2010 – RTS staff participated in a wayfinding and signage workshop to improve the southwestern entrance to the University of Florida main campus and the Shands Teaching Hospital. RTS has a substantial amount of bus service in the area and potential changes to bus stop placement or visibility was RTS' main concern with the process.

February

February 10, 2010 – In accordance with city planning and development regulations, RTS held a public neighborhood workshop to present and discuss the location and concept for the new RTS maintenance facility.

February 16, 2010 – RTS staff participated in a Long Range Transportation Plan public workshop hosted by MTPO staff and consultants. A considerable amount of the workshop focused on transit service development including bus rapid transit.

February 19, 2010 – RTS staff participated in the University of Florida (UF) Transportation Advisory Board meeting. RTS provided status reports on current service and presented information on upcoming spring semester service.

February 22, 2010 – RTS staff attended the Eastside Community Redevelopment Area (CRA) Expansion Study kick-off meeting to learn about the potential of the CRA expansion to contribute to funding bus stop improvements in a low-income neighborhood in the eastern part of the Gainesville community.

February 23, 2010 – RTS held an advertised public hearing to receive input and comments regarding the proposed Program of Projects for Fiscal Year 2009-2010.

March

March 3-4, 2010 – RTS staff and project consultants attended the MTPO Technical Advisory Committee, Citizens Advisory Committee and Plan East Gainesville subcommittee meetings to present and discuss the findings of the Bus Rapid Transit Feasibility Study.

March 4, 2010 - RTS staff and Bus Rapid Transit Feasibility Study project consultants attended the Gainesville City Commission meeting to present and discuss the project findings and next steps

March 15, 2010 - RTS staff and hired consultants attended the Metropolitan Transportation Planning Organization (MTPO) meeting to present and discuss the findings of the Bus Rapid Transit Feasibility Study.

March 17, 2010 – RTS presented and participated in discussions at two University of Florida Campus Master Plan public workshops focused on future transportation needs on and off campus. The UF Campus Master Plan update is being conducted in conjunction with the MTPPO's Long Range Transportation Plan 2035 update.

March 24, 2010 – RTS held a Citizens Advisory Board (CAB) meeting to present updates on various transit projects, ridership performance and upcoming summer service changes. The CAB did not have a quorum.

May

May 26, 2010 – RTS held a Citizens Advisory Board (CAB) hearing to provide an update on various RTS projects but the (CAB) could not attain a meeting quorum

June

June 17, 2010 – RTS held a public hearing at City Hall to present proposed service changes and receive public input regarding the proposed changes to take effect on August 16, 2010 in conjunction with the beginning of the fall semester schedule for the University of Florida (UF) and Santa Fe College (SFC). In addition to many service enhancements, new demonstration routes 23 (Oaks Mall to Santa Fe College) and route 25 (UF to Gainesville Airport) were discussed.

July

July 20, 2010 – RTS website offers language translation thanks to a Google™ language translation tool.

July 22, 2010 – The RTS ADA Coordinator attended the annual ADA Expo at the Sidney Lanier Center. RTS set up a table, answered questions and distributed information including the RTS ADA Guide and other RTS media.

September

September 22, 2010 – RTS presented on the TDP Annual Update.

December

December 7-8, 2009 – RTS held two open house bus rapid transit workshops, and set up tables at various locations in the community to present potential service alignments and discuss public opinions about the purpose and need for BRT.

December 19, 2009 – RTS held a regularly scheduled CAB meeting. Agenda included an update on the BRT study, ridership, maintenance facility, and other RTS projects.

Table B-2: RTS Service Plan - Fixed-Route Improvements

Service Type/Mode	Description	Headway (minutes)				Revenue Hours				Revenue Miles				Annual Days of Service				Annual Hours	Annual Miles	Annual Operating Cost 2010
		Weekday	Weekday Reduced	Saturday	Sunday	Weekday	Weekday Reduced	Saturday	Sunday	Weekday	Weekday Reduced	Saturday	Sunday	Weekday	Weekday Reduced	Saturday	Sunday			
Fixed Route/Fixed Guideway Improvements																				
Route 10	Increase Frequency Route 10	40	40	0	0	8	8	0	0	96	96	0	0	223	30	52	52	2,024	21,408	\$136,529
Route 46	Add New Service	30	0	0	0	9	0	0	0	102	0	0	0	223	30	52	52	1,896	22,746	\$127,861
Route 21	Increase Hours of Service	10/20	10/20	0	0	4	0	0	0	48	0	0	0	223	30	52	52	892	10,704	\$60,170
Route 38	Increase Frequency	15	0	0	0	8	0	0	0	96	0	0	0	223	30	52	52	1,784	21,408	\$120,340
Route 28	Add New Service	30	0	0	0	17	0	0	0	202	0	0	0	223	30	52	52	3,746	44,957	\$252,714
Route 303	Add New Service	30	0	30	0	18	0	18	0	216	0	216	0	116	35	52	52	3,024	36,288	\$203,985
Route 305	Add New Service	0	0	30	0	0	0	18	0	0	0	216	0	116	35	52	52	936	11,232	\$63,138
Route 23	Increase Frequency	25	50	0	0	14	5	0	0	168	60	0	0	223	30	52	52	3,272	37,464	\$220,714
Route 62	Add New Service	30	0	0	0	28	0	0	0	336	0	0	0	223	30	52	52	6,244	74,928	\$421,191
BRT Preferred Service Alignment - Blue Line	Add New Service	10	20	20	20	130	130	78	65	1950	1950	1170	975	223	30	52	52	40,326	546,390	\$2,720,200
Route 6 and 11	Increase Frequency	30	30	0	0	26	26	0	0	312	312	0	0	223	30	52	52	6,578	69,576	\$443,721
US 441 Express Bus Service (City of Alachua)	Add New Service	30	30	0	0	17	17	0	0	204	204	0	0	223	30	52	52	4,301	45,492	\$290,125
Archer Road Express Bus Service	Add New Service	30	30	0	0	17	17	0	0	204	204	0	0	223	30	52	52	4,301	45,492	\$290,125
Newberry Road Express Bus Service	Add New Service	30	30	0	0	17	17	0	0	204	204	0	0	223	30	52	52	4,301	45,492	\$290,125
Route 2 and 24	Increase Frequency	30	30	0	0	26	26	0	0	312	312	0	0	223	30	52	52	6,578	69,576	\$443,721
Route 15, 75, 402, 403, 404, 405, 406, and 410	Increase Hours of Service on Saturday	0	0	20/30	0	0	0	17	0	0	0	201	0	223	30	52	52	871	10,452	\$450,000
Route 75	Increase Frequency	35	35	0	0	8	0	0	0	90	0	0	0	223	30	52	52	1,673	20,070	\$112,819
Route 75	Increase Hours of Service	35/45	35/45	0	0	2	0	0	0	24	0	0	0	223	30	52	52	446	5,352	\$30,085
Route 75 - New Sunday Service	Add New Service	0	0	0	90	0	0	0	8	0	0	96	0	223	30	52	52	416	4,992	\$28,061
Route 75	Increase Weekend Frequency	45	0	0	0	0	0	13	0	0	0	156	0	223	30	52	52	676	8,112	\$45,600
BRT Preferred Service Alignment - Orange Line	Add New Service	10	20	20	20	90	60	54	45	1350	900	810	675	223	30	52	52	27,018	378,270	\$1,822,506
Route 39	Add New Service	30	0	0	0	28	0	0	0	336	0	0	0	223	30	52	52	6,244	74,928	\$421,191
Route 44	Add New Service	45	0	0	0	20	0	0	0	234	0	0	0	223	30	52	52	4,349	52,182	\$293,329
Route 37	Add New Service	30	0	0	0	34	0	0	0	408	0	0	0	223	30	52	52	7,582	90,984	\$511,446
Route 45	Add New Service	30	0	0	0	34	0	0	0	408	0	0	0	223	30	52	52	7,582	90,984	\$511,446
Route 88	Add New Service	40	0	0	0	34	0	0	0	408	0	0	0	223	30	52	52	7,582	90,984	\$511,446
Route 91	Add New Service	45	0	0	0	34	0	0	0	408	0	0	0	223	30	52	52	7,582	90,984	\$511,446
Route 26	Add New Service	30	0	0	0	34	0	0	0	408	0	0	0	223	30	52	52	7,582	90,984	\$511,446
Route 47	Add New Service	30	0	0	0	34	0	0	0	408	0	0	0	223	30	52	52	7,582	90,984	\$511,446
Route 802, 803, 805, 806	Add New Service	30	30	0	0	68	68	0	0	816	816	0	0	223	30	52	52	17,204	181,968	\$1,160,500
Route 2, 6, 7, 10, 11, 24, 43, 75	Increase Frequency	20	30	0	0	102	0	0	0	1224	0	0	0	223	30	52	52	22,746	272,952	\$1,534,337
Route 2, 6, 7, 10, 11, 24, 43, 75	Increase Hours of Service	60	60	0	0	48	48	0	0	576	576	0	0	223	30	52	52	12,144	128,448	\$819,177
BRT Preferred Service Alignment - Green Line	Add New Service	10	20	20	20	90	60	54	45	1350	900	810	675	223	30	52	52	27,018	378,270	\$1,822,506
Other Service Improvements																				
ADA Paratransit Service	ADA Service for New/Expanded Service																	0	0	\$0
Miscellaneous	Transit Studies																	0	0	\$0

Table B-3: RTS Implementation Plan - Existing Routes

Service Type/Mode	Description	Implementation Year	Annual Operating Cost 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Maintain Existing Fixed Route/Fixed Guideway													
Route #1	Maintain Existing Fixed Route Service	2010	\$716,779	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #2	Maintain Existing Fixed Route Service	2010	\$235,004	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #5	Maintain Existing Fixed Route Service	2010	\$798,731	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #6	Maintain Existing Fixed Route Service	2010	\$237,561	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #7	Maintain Existing Fixed Route Service	2010	\$237,561	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #8	Maintain Existing Fixed Route Service	2010	\$706,540	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #9	Maintain Existing Fixed Route Service	2010	\$1,125,019	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #10	Maintain Existing Fixed Route Service	2010	\$206,159	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #11	Maintain Existing Fixed Route Service	2010	\$289,963	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #12	Maintain Existing Fixed Route Service	2010	\$1,050,008	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #13	Maintain Existing Fixed Route Service	2010	\$556,897	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #15	Maintain Existing Fixed Route Service	2010	\$530,492	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #16	Maintain Existing Fixed Route Service	2010	\$415,682	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #17	Maintain Existing Fixed Route Service	2010	\$418,566	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #20	Maintain Existing Fixed Route Service	2010	\$1,488,501	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #21	Maintain Existing Fixed Route Service	2010	\$589,667	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #22	Maintain Existing Fixed Route Service	2010	\$176,333	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #23	Maintain Existing Fixed Route Service	2010	\$154,961	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #24	Maintain Existing Fixed Route Service	2010	\$237,561	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #25	Maintain Existing Fixed Route Service	2010	\$136,529	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #29	Maintain Existing Fixed Route Service	2010	\$79,327	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #34	Maintain Existing Fixed Route Service	2010	\$756,315	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #35	Maintain Existing Fixed Route Service	2010	\$949,365	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #36	Maintain Existing Fixed Route Service	2010	\$302,119	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #38	Maintain Existing Fixed Route Service	2010	\$288,860	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #43	Maintain Existing Fixed Route Service	2010	\$613,261	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #75	Maintain Existing Fixed Route Service	2010	\$654,381	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #117	Maintain Existing Fixed Route Service	2010	\$254,981	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #118	Maintain Existing Fixed Route Service	2010	\$488,882	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #119	Maintain Existing Fixed Route Service	2010	\$157,495	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #120	Maintain Existing Fixed Route Service	2010	\$342,368	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #121	Maintain Existing Fixed Route Service	2010	\$496,253	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #122	Maintain Existing Fixed Route Service	2010	\$150,124	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #125	Maintain Existing Fixed Route Service	2010	\$313,486	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #126	Maintain Existing Fixed Route Service	2010	\$338,550	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #127	Maintain Existing Fixed Route Service	2010	\$296,338	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #300	Maintain Existing Fixed Route Service	2010	\$198,049	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #301	Maintain Existing Fixed Route Service	2010	\$146,793	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #302	Maintain Existing Fixed Route Service	2010	\$146,089	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #400	Maintain Existing Fixed Route Service	2010	\$153,496	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #401	Maintain Existing Fixed Route Service	2010	\$24,273	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #402	Maintain Existing Fixed Route Service	2010	\$97,373	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #403	Maintain Existing Fixed Route Service	2010	\$62,577	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #404	Maintain Existing Fixed Route Service	2010	\$32,306	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #405	Maintain Existing Fixed Route Service	2010	\$31,744	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #406	Maintain Existing Fixed Route Service	2010	\$97,373	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #407	Maintain Existing Fixed Route Service	2010	\$24,203	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #408	Maintain Existing Fixed Route Service	2010	\$66,295	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route #410	Maintain Existing Fixed Route Service	2010	\$38,304	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Maintain Other Existing Services													
ADA Paratransit Service	Maintain Existing ADA Paratransit Service	2010	\$1,000,000	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Table B-4: RTS Implementation Plan - Fixed-Route Improvements

Service Type/Mode	Description	Implementation Year	Annual Operating Cost 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fixed Route/Fixed Guideway Improvements													
Route 10	Increase Frequency Route 10	2011	\$136,529	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 46	Add New Service	2011	\$127,861	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 21	Increase Hours of Service	2011	\$60,170	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 38	Increase Frequency	2011	\$120,340	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 28	Add New Service	2011	\$252,714	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 303	Add New Service	2011	\$203,985	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 305	Add New Service	2011	\$63,138	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 23	Increase Frequency	2011	\$220,714	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 62	Add New Service	2012	\$421,191	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
BRT Preferred Service Alignment - Blue Line	Add New Service	2013	\$2,720,200	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 6 and 11	Increase Frequency	2015	\$443,721	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
US 441 Express Bus Service (City of Alachua)	Add New Service	2015	\$290,125	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Archer Road Express Bus Service	Add New Service	2015	\$290,125	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Newberry Road Express Bus Service	Add New Service	2015	\$290,125	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Route 2 and 24	Increase Frequency	2016	\$443,721	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Route 15, 75, 402, 403, 404, 405, 406, and 410	Increase Hours of Service on Saturday	2016	\$450,000	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Route 75	Increase Frequency	2016	\$112,819	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Route 75	Increase Hours of Service	2016	\$30,085	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Route 75 - New Sunday Service	Add New Service	2016	\$28,061	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Route 75	Increase Weekend Frequency	2016	\$45,600	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
BRT Preferred Service Alignment - Orange Line	Add New Service	2017	\$1,822,506	No	No	No	No	No	No	Yes	Yes	Yes	Yes
Route 39	Add New Service	2018	\$421,191	No	No	No	No	No	No	No	Yes	Yes	Yes
Route 44	Add New Service	2018	\$293,329	No	No	No	No	No	No	No	Yes	Yes	Yes
Route 37	Add New Service	2019	\$511,446	No	No	No	No	No	No	No	No	Yes	Yes
Route 45	Add New Service	2019	\$511,446	No	No	No	No	No	No	No	No	Yes	Yes
Route 88	Add New Service	2019	\$511,446	No	No	No	No	No	No	No	No	Yes	Yes
Route 91	Add New Service	2019	\$511,446	No	No	No	No	No	No	No	No	Yes	Yes
Route 26	Add New Service	2019	\$511,446	No	No	No	No	No	No	No	No	Yes	Yes
Route 47	Add New Service	2019	\$511,446	No	No	No	No	No	No	No	No	Yes	Yes
Route 802, 803, 805, 806	Add New Service	2020	\$1,160,500	No	No	No	No	No	No	No	No	No	Yes
Route 2, 6, 7, 10, 11, 24, 43, 75	Increase Frequency	2020	\$1,534,337	No	No	No	No	No	No	No	No	No	Yes
Route 2, 6, 7, 10, 11, 24, 43, 75	Increase Hours of Service	2020	\$819,177	No	No	No	No	No	No	No	No	No	Yes
BRT Preferred Service Alignment - Green Line	Add New Service	2020	\$1,822,506	No	No	No	No	No	No	No	No	No	Yes
Other Existing Service Improvements													
ADA Paratransit Service	ADA Service for New/Expanded Service	2011	\$0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Miscellaneous	Transit Studies	2010	\$0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Table B-5: RTS Annual Operating Costs for Transit Improvement - Existing Routes

Service Type/Mode	Description	Annual Operating Cost 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Maintain Existing Fixed Route/Fixed Guideway		\$18,909,495	\$18,909,495	\$19,382,232	\$19,866,788	\$20,363,458	\$20,872,544	\$21,394,358	\$21,929,217	\$22,477,447	\$23,039,384	\$23,615,368	\$211,850,292
Route #1	Maintain Existing Fixed Route Service	\$716,779	\$716,779	\$734,699	\$753,066	\$771,893	\$791,190	\$810,970	\$831,244	\$852,026	\$873,326	\$895,159	\$8,030,354
Route #2	Maintain Existing Fixed Route Service	\$235,004	\$235,004	\$240,879	\$246,901	\$253,074	\$259,400	\$265,885	\$272,533	\$279,346	\$286,330	\$293,488	\$2,632,839
Route #5	Maintain Existing Fixed Route Service	\$798,731	\$798,731	\$818,699	\$839,167	\$860,146	\$881,649	\$903,691	\$926,283	\$949,440	\$973,176	\$997,505	\$8,948,487
Route #6	Maintain Existing Fixed Route Service	\$237,561	\$237,561	\$243,500	\$249,588	\$255,827	\$262,223	\$268,779	\$275,498	\$282,386	\$289,445	\$296,681	\$2,661,489
Route #7	Maintain Existing Fixed Route Service	\$237,561	\$237,561	\$243,500	\$249,588	\$255,827	\$262,223	\$268,779	\$275,498	\$282,386	\$289,445	\$296,681	\$2,661,489
Route #8	Maintain Existing Fixed Route Service	\$706,540	\$706,540	\$724,203	\$742,308	\$760,866	\$779,888	\$799,385	\$819,370	\$839,854	\$860,850	\$882,371	\$7,915,635
Route #9	Maintain Existing Fixed Route Service	\$1,125,019	\$1,125,019	\$1,153,144	\$1,181,973	\$1,211,522	\$1,241,810	\$1,272,855	\$1,304,677	\$1,337,294	\$1,370,726	\$1,404,994	\$12,604,014
Route #10	Maintain Existing Fixed Route Service	\$206,159	\$206,159	\$211,313	\$216,596	\$222,011	\$227,561	\$233,250	\$239,082	\$245,059	\$251,185	\$257,465	\$2,309,683
Route #11	Maintain Existing Fixed Route Service	\$289,963	\$289,963	\$297,212	\$304,643	\$312,259	\$320,065	\$328,067	\$336,268	\$344,675	\$353,292	\$362,124	\$3,248,568
Route #12	Maintain Existing Fixed Route Service	\$1,050,008	\$1,050,008	\$1,076,259	\$1,103,165	\$1,130,744	\$1,159,013	\$1,187,988	\$1,217,688	\$1,248,130	\$1,279,333	\$1,311,317	\$11,763,645
Route #13	Maintain Existing Fixed Route Service	\$556,897	\$556,897	\$570,819	\$585,090	\$599,717	\$614,710	\$630,078	\$645,830	\$661,976	\$678,525	\$695,488	\$6,239,130
Route #15	Maintain Existing Fixed Route Service	\$530,492	\$530,492	\$543,755	\$557,349	\$571,282	\$585,564	\$600,203	\$615,209	\$630,589	\$646,353	\$662,512	\$5,943,309
Route #16	Maintain Existing Fixed Route Service	\$415,682	\$415,682	\$426,074	\$436,726	\$447,644	\$458,835	\$470,306	\$482,064	\$494,115	\$506,468	\$519,130	\$4,657,046
Route #17	Maintain Existing Fixed Route Service	\$418,566	\$418,566	\$429,030	\$439,756	\$450,750	\$462,018	\$473,569	\$485,408	\$497,543	\$509,982	\$522,731	\$4,689,354
Route #20	Maintain Existing Fixed Route Service	\$1,488,501	\$1,488,501	\$1,525,714	\$1,563,857	\$1,602,953	\$1,643,027	\$1,684,103	\$1,726,205	\$1,769,360	\$1,813,594	\$1,858,934	\$16,676,248
Route #21	Maintain Existing Fixed Route Service	\$589,667	\$589,667	\$604,408	\$619,519	\$635,007	\$650,882	\$667,154	\$683,833	\$700,929	\$718,452	\$736,413	\$6,606,262
Route #22	Maintain Existing Fixed Route Service	\$176,333	\$176,333	\$180,742	\$185,260	\$189,892	\$194,639	\$199,505	\$204,493	\$209,605	\$214,845	\$220,216	\$1,975,531
Route #23	Maintain Existing Fixed Route Service	\$154,961	\$154,961	\$158,835	\$162,806	\$166,876	\$171,048	\$175,324	\$179,707	\$184,200	\$188,805	\$193,525	\$1,736,086
Route #24	Maintain Existing Fixed Route Service	\$237,561	\$237,561	\$243,500	\$249,588	\$255,827	\$262,223	\$268,779	\$275,498	\$282,386	\$289,445	\$296,681	\$2,661,489
Route #25	Maintain Existing Fixed Route Service	\$136,529	\$136,529	\$139,943	\$143,441	\$147,027	\$150,703	\$154,471	\$158,332	\$162,291	\$166,348	\$170,507	\$1,529,591
Route #29	Maintain Existing Fixed Route Service	\$79,327	\$79,327	\$81,311	\$83,343	\$85,427	\$87,563	\$89,752	\$91,995	\$94,295	\$96,653	\$99,069	\$888,735
Route #34	Maintain Existing Fixed Route Service	\$756,315	\$756,315	\$775,223	\$794,603	\$814,469	\$834,830	\$855,701	\$877,094	\$899,021	\$921,496	\$944,534	\$8,473,286
Route #35	Maintain Existing Fixed Route Service	\$949,365	\$949,365	\$973,099	\$997,427	\$1,022,362	\$1,047,922	\$1,074,120	\$1,100,973	\$1,128,497	\$1,156,709	\$1,185,627	\$10,636,101
Route #36	Maintain Existing Fixed Route Service	\$302,119	\$302,119	\$309,672	\$317,413	\$325,349	\$333,482	\$341,819	\$350,365	\$359,124	\$368,102	\$377,305	\$3,384,750
Route #38	Maintain Existing Fixed Route Service	\$288,860	\$288,860	\$296,081	\$303,483	\$311,070	\$318,847	\$326,818	\$334,989	\$343,363	\$351,947	\$360,746	\$3,236,204
Route #43	Maintain Existing Fixed Route Service	\$613,261	\$613,261	\$628,592	\$644,307	\$660,415	\$676,925	\$693,848	\$711,194	\$728,974	\$747,199	\$765,878	\$6,870,593
Route #75	Maintain Existing Fixed Route Service	\$654,381	\$654,381	\$670,740	\$687,509	\$704,696	\$722,314	\$740,372	\$758,881	\$777,853	\$797,299	\$817,232	\$7,331,277
Route #117	Maintain Existing Fixed Route Service	\$254,981	\$254,981	\$261,355	\$267,889	\$274,586	\$281,451	\$288,487	\$295,700	\$303,092	\$310,669	\$318,436	\$2,856,648
Route #118	Maintain Existing Fixed Route Service	\$488,882	\$488,882	\$501,104	\$513,632	\$526,472	\$539,634	\$553,125	\$566,953	\$581,127	\$595,655	\$610,547	\$5,477,131
Route #119	Maintain Existing Fixed Route Service	\$157,495	\$157,495	\$161,433	\$165,468	\$169,605	\$173,845	\$178,191	\$182,646	\$187,212	\$191,893	\$196,690	\$1,764,479
Route #120	Maintain Existing Fixed Route Service	\$342,368	\$342,368	\$350,927	\$359,700	\$368,693	\$377,910	\$387,358	\$397,042	\$406,968	\$417,142	\$427,570	\$3,835,677
Route #121	Maintain Existing Fixed Route Service	\$496,253	\$496,253	\$508,659	\$521,376	\$534,410	\$547,770	\$561,464	\$575,501	\$589,889	\$604,636	\$619,752	\$5,559,709
Route #122	Maintain Existing Fixed Route Service	\$150,124	\$150,124	\$153,877	\$157,724	\$161,668	\$165,709	\$169,852	\$174,098	\$178,451	\$182,912	\$187,485	\$1,681,900
Route #125	Maintain Existing Fixed Route Service	\$313,486	\$313,486	\$321,323	\$329,356	\$337,590	\$346,030	\$354,681	\$363,548	\$372,636	\$381,952	\$391,501	\$3,512,105
Route #126	Maintain Existing Fixed Route Service	\$338,550	\$338,550	\$347,014	\$355,689	\$364,581	\$373,696	\$383,038	\$392,614	\$402,429	\$412,490	\$422,802	\$3,792,903
Route #127	Maintain Existing Fixed Route Service	\$296,338	\$296,338	\$303,746	\$311,340	\$319,123	\$327,101	\$335,279	\$343,661	\$352,252	\$361,059	\$370,085	\$3,319,984
Route #300	Maintain Existing Fixed Route Service	\$198,049	\$198,049	\$203,000	\$208,075	\$213,277	\$218,609	\$224,074	\$229,676	\$235,418	\$241,303	\$247,336	\$2,218,814
Route #301	Maintain Existing Fixed Route Service	\$146,793	\$146,793	\$150,463	\$154,225	\$158,080	\$162,032	\$166,083	\$170,235	\$174,491	\$178,854	\$183,325	\$1,644,583
Route #302	Maintain Existing Fixed Route Service	\$146,089	\$146,089	\$149,741	\$153,485	\$157,322	\$161,255	\$165,287	\$169,419	\$173,654	\$177,995	\$182,445	\$1,636,693
Route #400	Maintain Existing Fixed Route Service	\$153,496	\$153,496	\$157,333	\$161,266	\$165,298	\$169,431	\$173,666	\$178,008	\$182,458	\$187,020	\$191,695	\$1,719,672
Route #401	Maintain Existing Fixed Route Service	\$24,273	\$24,273	\$24,880	\$25,502	\$26,139	\$26,793	\$27,463	\$28,149	\$28,853	\$29,574	\$30,314	\$271,941
Route #402	Maintain Existing Fixed Route Service	\$97,373	\$97,373	\$99,807	\$102,303	\$104,860	\$107,482	\$110,169	\$112,923	\$115,746	\$118,640	\$121,606	\$1,090,907
Route #403	Maintain Existing Fixed Route Service	\$62,577	\$62,577	\$64,141	\$65,745	\$67,388	\$69,073	\$70,800	\$72,570	\$74,384	\$76,244	\$78,150	\$701,073
Route #404	Maintain Existing Fixed Route Service	\$32,306	\$32,306	\$33,113	\$33,941	\$34,790	\$35,659	\$36,551	\$37,465	\$38,401	\$39,361	\$40,345	\$361,933
Route #405	Maintain Existing Fixed Route Service	\$31,744	\$31,744	\$32,538	\$33,352	\$34,185	\$35,040	\$35,916	\$36,814	\$37,734	\$38,678	\$39,644	\$355,645
Route #406	Maintain Existing Fixed Route Service	\$97,373	\$97,373	\$99,807	\$102,303	\$104,860	\$107,482	\$110,169	\$112,923	\$115,746	\$118,640	\$121,606	\$1,090,907
Route #407	Maintain Existing Fixed Route Service	\$24,203	\$24,203	\$24,808	\$25,428	\$26,064	\$26,716	\$27,383	\$28,068	\$28,770	\$29,489	\$30,226	\$271,155
Route #408	Maintain Existing Fixed Route Service	\$66,295	\$66,295	\$67,952	\$69,651	\$71,392	\$73,177	\$75,007	\$76,882	\$78,804	\$80,774	\$82,793	\$742,728
Route #410	Maintain Existing Fixed Route Service	\$38,304	\$38,304	\$39,261	\$40,243	\$41,249	\$42,280	\$43,337	\$44,421	\$45,531	\$46,669	\$47,836	\$429,132
Maintain Other Existing Services		\$1,000,000	\$1,000,000	\$1,025,000	\$1,050,625	\$1,076,891	\$1,103,813	\$1,131,408	\$1,159,693	\$1,188,686	\$1,218,403	\$1,248,863	\$11,203,382
ADA Paratransit Service	Maintain Existing ADA Paratransit Service	\$1,000,000	\$1,000,000	\$1,025,000	\$1,050,625	\$1,076,891	\$1,103,813	\$1,131,408	\$1,159,693	\$1,188,686	\$1,218,403	\$1,248,863	\$11,203,382

Table B-6: RTS Annual Operating Costs for Transit Improvement - Fixed-Route Improvements

Service Type/Mode	Description	Annual Operating Cost 2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Fixed Route/Fixed Guideway Improvements		\$17,693,444	\$1,835,452	\$1,959,426	\$4,741,112	\$5,007,140	\$6,576,585	\$7,840,936	\$10,548,006	\$11,398,546	\$15,326,890	\$23,039,901	\$88,273,995
Route 10	Increase Frequency Route 10	\$136,529	\$136,529	\$139,943	\$143,441	\$147,027	\$150,703	\$154,471	\$158,332	\$162,291	\$166,348	\$170,507	\$1,529,591
Route 46	Add New Service	\$127,861	\$127,861	\$131,058	\$134,334	\$137,693	\$141,135	\$144,663	\$148,280	\$151,987	\$155,787	\$159,681	\$1,432,480
Route 21	Increase Hours of Service	\$60,170	\$60,170	\$61,674	\$63,216	\$64,797	\$66,417	\$68,077	\$69,779	\$71,523	\$73,311	\$75,144	\$674,108
Route 38	Increase Frequency	\$120,340	\$120,340	\$123,349	\$126,432	\$129,593	\$132,833	\$136,154	\$139,558	\$143,047	\$146,623	\$150,288	\$1,348,217
Route 28	Add New Service	\$252,714	\$252,714	\$259,032	\$265,508	\$272,146	\$278,949	\$285,923	\$293,071	\$300,398	\$307,908	\$315,606	\$2,831,255
Route 303	Add New Service	\$203,985	\$203,985	\$209,084	\$214,311	\$219,669	\$225,161	\$230,790	\$236,560	\$242,474	\$248,536	\$254,749	\$2,285,318
Route 305	Add New Service	\$63,138	\$63,138	\$64,717	\$66,334	\$67,993	\$69,693	\$71,435	\$73,221	\$75,051	\$76,928	\$78,851	\$707,360
Route 23	Increase Frequency	\$220,714	\$220,714	\$226,231	\$231,887	\$237,684	\$243,626	\$249,717	\$255,960	\$262,359	\$268,918	\$275,641	\$2,472,738
Route 62	Add New Service	\$421,191	\$0	\$431,720	\$442,513	\$453,576	\$464,916	\$476,538	\$488,452	\$500,663	\$513,180	\$526,009	\$4,297,568
BRT Preferred Service Alignment - Blue Line	Add New Service	\$2,720,200	\$0	\$0	\$2,857,911	\$2,929,358	\$3,002,592	\$3,077,657	\$3,154,599	\$3,233,463	\$3,314,300	\$3,397,158	\$24,967,038
Route 6 and 11	Increase Frequency	\$443,721	\$0	\$0	\$0	\$0	\$489,785	\$502,029	\$514,580	\$527,444	\$540,631	\$554,146	\$3,128,615
US 441 Express Bus Service (City of Alachua)	Add New Service	\$290,125	\$0	\$0	\$0	\$0	\$320,244	\$328,250	\$336,456	\$344,867	\$353,489	\$362,326	\$2,045,633
Archer Road Express Bus Service	Add New Service	\$290,125	\$0	\$0	\$0	\$0	\$320,244	\$328,250	\$336,456	\$344,867	\$353,489	\$362,326	\$2,045,633
Newberry Road Express Bus Service	Add New Service	\$290,125	\$0	\$0	\$0	\$0	\$320,244	\$328,250	\$336,456	\$344,867	\$353,489	\$362,326	\$2,045,633
Route 2 and 24	Increase Frequency	\$443,721	\$0	\$0	\$0	\$0	\$0	\$502,029	\$514,580	\$527,444	\$540,631	\$554,146	\$2,638,830
Route 15, 75, 402, 403, 404, 405, 406, and 410	Increase Hours of Service on Saturday	\$450,000	\$0	\$0	\$0	\$0	\$0	\$509,134	\$521,862	\$534,909	\$548,281	\$561,988	\$2,676,174
Route 75	Increase Frequency	\$112,819	\$0	\$0	\$0	\$0	\$0	\$127,644	\$130,835	\$134,106	\$137,459	\$140,895	\$670,940
Route 75	Increase Hours of Service	\$30,085	\$0	\$0	\$0	\$0	\$0	\$34,038	\$34,889	\$35,762	\$36,656	\$37,572	\$178,917
Route 75 - New Sunday Service	Add New Service	\$28,061	\$0	\$0	\$0	\$0	\$0	\$31,749	\$32,543	\$33,356	\$34,190	\$35,045	\$166,883
Route 75	Increase Weekend Frequency	\$45,600	\$0	\$0	\$0	\$0	\$0	\$51,592	\$52,882	\$54,204	\$55,559	\$56,948	\$271,184
BRT Preferred Service Alignment - Orange Line	Add New Service	\$1,822,506	\$0	\$0	\$0	\$0	\$0	\$0	\$2,113,548	\$2,166,387	\$2,220,547	\$2,276,060	\$8,776,542
Route 39	Add New Service	\$421,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,663	\$513,180	\$526,009	\$1,539,852
Route 44	Add New Service	\$293,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$348,676	\$357,393	\$366,328	\$1,072,397
Route 37	Add New Service	\$511,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623,147	\$638,726	\$1,261,873
Route 45	Add New Service	\$511,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623,147	\$638,726	\$1,261,873
Route 88	Add New Service	\$511,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623,147	\$638,726	\$1,261,873
Route 91	Add New Service	\$511,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623,147	\$638,726	\$1,261,873
Route 26	Add New Service	\$511,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623,147	\$638,726	\$1,261,873
Route 47	Add New Service	\$511,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623,147	\$638,726	\$1,261,873
Route 802, 803, 805, 806	Add New Service	\$1,160,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,306	\$1,449,306
Route 2, 6, 7, 10, 11, 24, 43, 75	Increase Frequency	\$1,534,337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,916,177	\$1,916,177
Route 2, 6, 7, 10, 11, 24, 43, 75	Increase Hours of Service	\$819,177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,023,039	\$1,023,039
BRT Preferred Service Alignment - Green Line	Add New Service	\$1,822,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,276,060	\$2,276,060
Other Existing Service Improvements		\$0	\$650,000	\$312,618	\$195,223	\$347,604	\$350,044	\$202,545	\$605,108	\$357,736	\$271,178	\$943,214	\$4,235,270
ADA Paratransit Service	ADA Service for New/Expanded Service	\$0	\$0	\$62,618	\$95,223	\$97,604	\$100,044	\$102,545	\$105,108	\$107,736	\$171,178	\$443,214	\$1,285,270
Miscellaneous	Transit Studies	\$0	\$650,000	\$250,000	\$100,000	\$250,000	\$250,000	\$100,000	\$500,000	\$250,000	\$100,000	\$500,000	\$2,950,000
Projected Annual Operating Costs - Existing Service		\$18,909,495	\$18,909,495	\$19,382,232	\$19,866,788	\$20,363,458	\$20,872,544	\$21,394,358	\$21,929,217	\$22,477,447	\$23,039,384	\$23,615,368	\$211,850,292
Projected Annual Operating Costs - Additional New Service		\$17,693,444	\$1,835,452	\$1,959,426	\$4,741,112	\$5,007,140	\$6,576,585	\$7,840,936	\$10,548,006	\$11,398,546	\$15,326,890	\$23,039,901	\$88,273,995
Projected Annual Operating Costs		\$36,602,939	\$20,744,947	\$21,341,659	\$24,607,900	\$25,370,598	\$27,449,129	\$29,235,294	\$32,477,223	\$33,875,994	\$38,366,274	\$46,655,269	\$300,124,287

Table B-7: Capital Needs and Costs for Fixed-Route/ADA Paratransit Services

Capital Needs	Unit Cost	10-Year Need		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020										
Vehicle Requirements																							
Fixed-Route/Fixed Guideway																							
Replacement Buses - New and Existing Service	\$400,000	100	10	\$4,100,000	\$4,202,500	\$4,307,563	\$4,415,252	\$4,525,633	\$4,638,774	\$4,754,743	\$4,873,612	\$4,995,452	\$5,120,338										
Spare Buses	\$400,000	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
BRT Vehicles - New Service	\$1,000,000	12	0	\$0	\$0	\$0	\$4,415,252	\$0	\$0	\$4,754,743	\$0	\$0	\$5,120,338										
Spare BRT Vehicles	\$1,000,000	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Total		112	10	\$4,100,000	\$4,202,500	\$4,307,563	\$8,830,503	\$4,525,633	\$4,638,774	\$9,509,486	\$4,873,612	\$4,995,452	\$10,240,676										
Other Revenue Vehicles																							
ADA vans (new and replacement)	\$62,500	50	5	\$320,313	\$328,320	\$336,528	\$344,942	\$353,565	\$362,404	\$371,464	\$380,751	\$390,270	\$400,026										
Vans for New Service	\$0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Spare Vans	\$0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Total		50	5	\$320,313	\$328,320	\$336,528	\$344,942	\$353,565	\$362,404	\$371,464	\$380,751	\$390,270	\$400,026										
Support Vehicles																							
Replacement Cars - New and Maintain Existing Service	\$25,000	40	4	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	\$121,840	\$124,886	\$128,008										
Replacement Vans/Trucks - Maintain Existing Service	\$0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Cars for New Service	\$0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Vans/Trucks for New Service	\$0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Total		40	4	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	\$121,840	\$124,886	\$128,008										
Other Transit Infrastructure																							
Office Furniture and Equipment	\$40,000	10	1	\$41,000	\$42,025	\$43,076	\$44,153	\$45,256	\$46,388	\$47,547	\$48,736	\$49,955	\$51,203										
Benches with trash can and waiting pads	\$2,100	50	5	\$10,763	\$11,032	\$11,307	\$11,590	\$11,880	\$12,177	\$12,481	\$12,793	\$13,113	\$13,441										
Bus Shelters with Amenities	\$25,000	50	5	\$128,125	\$131,328	\$134,611	\$137,977	\$141,426	\$144,962	\$148,586	\$152,300	\$156,108	\$160,011										
Bicycle Racks with Pads (2)	\$600	50	5	\$3,075	\$3,152	\$3,231	\$3,311	\$3,394	\$3,479	\$3,566	\$3,655	\$3,747	\$3,840										
Video Surveillance Equipment (Mobile and Facility)	\$400,000	1	0.5	\$205,000	\$210,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Farebox Upgrade/Replacement	\$13,000	15	15	\$199,875	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Automatic Passenger Counters	\$6,300	20	20	\$129,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Maintenance Facility Expansion	\$56,750,000	1	0	\$0	\$13,608,943	\$0	\$0	\$0	\$26,325,041	\$0	\$0	\$24,805,541	\$0										
Maintenance Facility Rehabilitation	\$456,990	1	1	\$468,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Digital Radio System Upgrade	\$350,000	1	0	\$0	\$0	\$376,912	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Operations Facility Rehabilitation	\$238,000	1	1	\$243,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Corridor Infrastructure for BRT Blue Line	\$30,000,000	1	0	\$0	\$0	\$32,306,719	\$0	\$0	\$0	\$0	\$0	\$0	\$0										
Multimodal Regional Transportation Center	\$3,000,000	1	0	\$0	\$0	\$0	\$0	\$3,394,225	\$0	\$0	\$0	\$0	\$0										
Newberry Road Intermodal Center	\$400,000	1	0	\$0	\$0	\$0	\$0	\$0	\$463,877	\$0	\$0	\$0	\$0										
Butler Plaza Intermodal Center	\$1,000,000	1	0	\$0	\$0	\$0	\$0	\$0	\$1,159,693	\$0	\$0	\$0	\$0										
Archer Road Intermodal Center	\$400,000	1	0	\$0	\$0	\$0	\$0	\$0	\$463,877	\$0	\$0	\$0	\$0										
Eastside Intermodal Center	\$400,000	1	0	\$0	\$0	\$0	\$0	\$0	\$463,877	\$0	\$0	\$0	\$0										
US 441 Intermodal Center	\$500,000	1	0	\$0	\$0	\$0	\$0	\$0	\$579,847	\$0	\$0	\$0	\$0										
Spring Hills Area Intermodal Center	\$400,000	1	0	\$0	\$0	\$0	\$0	\$0	\$0	\$475,474	\$0	\$0	\$0										
Airport Area Intermodal Center	\$400,000	1	0	\$0	\$0	\$0	\$0	\$0	\$0	\$475,474	\$0	\$0	\$0										
Corridor Infrastructure for BRT Orange Line	\$24,000,000	1	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,241,670	\$0	\$0										
Corridor Infrastructure for BRT Green Line	\$27,000,000	1	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,562,283										
Total				\$1,429,352	\$14,006,604	\$32,875,855	\$197,031	\$3,596,181	\$29,663,218	\$1,163,129	\$29,459,154	\$25,028,463	\$34,790,778										
Total Vehicle Cost - Maintain Existing				\$4,522,813	\$4,635,883	\$4,751,780	\$4,870,574	\$4,992,339	\$5,117,147	\$5,245,076	\$5,376,203	\$5,510,608	\$5,648,373										
Total Other Transit Infrastructure Cost				\$1,429,352	\$14,006,604	\$32,875,855	\$197,031	\$3,596,181	\$29,663,218	\$1,163,129	\$29,459,154	\$25,028,463	\$34,790,778										
Total Cost - Maintain Existing Veh/Other Infra.				\$5,952,165	\$18,642,487	\$37,627,635	\$5,067,605	\$8,588,520	\$34,780,365	\$6,408,205	\$34,835,357	\$30,539,071	\$40,439,151										
Total Vehicle Cost - New Service				\$0	\$0	\$0	\$4,415,252	\$0	\$0	\$4,754,743	\$0	\$0	\$5,120,338										
Total Capital Cost				\$5,952,165	\$18,642,487	\$37,627,635	\$9,482,857	\$8,588,520	\$34,780,365	\$11,162,948	\$34,835,357	\$30,539,071	\$45,559,489										

Table B-8: 10-Year TDP Cost Summary

Alternatives	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Maintain Existing Service	\$ 24,861,660	\$ 38,024,719	\$ 57,494,424	\$ 25,431,063	\$ 29,461,064	\$ 56,174,723	\$ 28,337,422	\$ 57,312,805	\$ 53,578,454	\$ 64,054,519	\$ 434,730,852
Route 10	\$ 536,529	\$ 139,943	\$ 143,441	\$ 147,027	\$ 150,703	\$ 154,471	\$ 158,332	\$ 162,291	\$ 166,348	\$ 170,507	\$ 1,929,591
Route 46	\$ 127,861	\$ 131,058	\$ 134,334	\$ 137,693	\$ 141,135	\$ 144,663	\$ 148,280	\$ 151,987	\$ 155,787	\$ 159,681	\$ 1,432,480
Route 21	\$ 60,170	\$ 61,674	\$ 63,216	\$ 64,797	\$ 66,417	\$ 68,077	\$ 69,779	\$ 71,523	\$ 73,311	\$ 75,144	\$ 674,108
Route 38	\$ 120,340	\$ 123,349	\$ 126,432	\$ 129,593	\$ 132,833	\$ 136,154	\$ 139,558	\$ 143,047	\$ 146,623	\$ 150,288	\$ 1,348,217
Route 28	\$ 252,714	\$ 259,032	\$ 265,508	\$ 272,146	\$ 278,949	\$ 285,923	\$ 293,071	\$ 300,398	\$ 307,908	\$ 315,606	\$ 2,831,255
Route 303	\$ 203,985	\$ 209,084	\$ 214,311	\$ 219,669	\$ 225,161	\$ 230,790	\$ 236,560	\$ 242,474	\$ 248,536	\$ 254,749	\$ 2,285,318
Route 305	\$ 63,138	\$ 64,717	\$ 66,334	\$ 67,993	\$ 69,693	\$ 71,435	\$ 73,221	\$ 75,051	\$ 76,928	\$ 78,851	\$ 707,360
Route 23	\$ 220,714	\$ 226,231	\$ 231,887	\$ 237,684	\$ 243,626	\$ 249,717	\$ 255,960	\$ 262,359	\$ 268,918	\$ 275,641	\$ 2,472,738
Route 62	\$ -	\$ 831,720	\$ 442,513	\$ 453,576	\$ 464,916	\$ 476,538	\$ 488,452	\$ 500,663	\$ 513,180	\$ 526,009	\$ 4,697,568
BRT Preferred Service Alignment - Blue Line	\$ -	\$ -	\$ 2,857,911	\$ 2,929,358	\$ 3,002,592	\$ 3,077,657	\$ 3,154,599	\$ 3,233,463	\$ 3,314,300	\$ 3,397,158	\$ 24,967,038
Route 6 and 11	\$ -	\$ -	\$ -	\$ -	\$ 489,785	\$ 502,029	\$ 514,580	\$ 527,444	\$ 540,631	\$ 554,146	\$ 3,128,615
US 441 Express Bus Service (City of Alachua)	\$ -	\$ -	\$ -	\$ -	\$ 1,677,933	\$ 328,250	\$ 336,456	\$ 344,867	\$ 353,489	\$ 362,326	\$ 3,403,322
Archer Road Express Bus Service	\$ -	\$ -	\$ -	\$ -	\$ 1,677,933	\$ 328,250	\$ 336,456	\$ 344,867	\$ 353,489	\$ 362,326	\$ 3,403,322
Newberry Road Express Bus Service	\$ -	\$ -	\$ -	\$ -	\$ 1,677,933	\$ 328,250	\$ 336,456	\$ 344,867	\$ 353,489	\$ 362,326	\$ 3,403,322
Route 2 and 24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,429,784	\$ 514,580	\$ 527,444	\$ 540,631	\$ 554,146	\$ 3,566,585
Route 15, 75, 402, 403, 404, 405, 406, and 410	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 509,134	\$ 521,862	\$ 534,909	\$ 548,281	\$ 561,988	\$ 2,676,174
Route 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,644	\$ 130,835	\$ 134,106	\$ 137,459	\$ 140,895	\$ 670,940
Route 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,038	\$ 34,889	\$ 35,762	\$ 36,656	\$ 37,572	\$ 178,917
Route 75 - New Sunday Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,749	\$ 32,543	\$ 33,356	\$ 34,190	\$ 35,045	\$ 166,883
Route 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,592	\$ 52,882	\$ 54,204	\$ 55,559	\$ 56,948	\$ 271,184
BRT Preferred Service Alignment - Orange Line	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,113,548	\$ 2,166,387	\$ 2,220,547	\$ 2,276,060	\$ 8,776,542
Route 39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,475,385	\$ 513,180	\$ 526,009	\$ 2,514,574
Route 44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,323,398	\$ 357,393	\$ 366,328	\$ 2,047,119
Route 37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622,237	\$ 638,726	\$ 2,260,963
Route 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622,237	\$ 638,726	\$ 2,260,963
Route 88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622,237	\$ 638,726	\$ 2,260,963
Route 91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622,237	\$ 638,726	\$ 2,260,963
Route 26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622,237	\$ 638,726	\$ 2,260,963
Route 47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,622,237	\$ 638,726	\$ 2,260,963
Route 802, 803, 805, 806	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,593,711	\$ 7,593,711
Route 2, 6, 7, 10, 11, 24, 43, 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,012,447	\$ 6,012,447
Route 2, 6, 7, 10, 11, 24, 43, 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,023,039	\$ 1,023,039
BRT Preferred Service Alignment - Green Line	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,516,736	\$ 12,516,736
Total Expenses	\$ 26,447,112	\$40,071,528	\$62,040,313	\$30,090,599	\$39,760,672	\$64,740,869	\$38,280,320	\$70,303,059	\$74,628,706	\$106,632,558	\$552,995,735

Table B-9: 10-Year TDP Revenue Summary

Revenue Sources	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307	\$ 3,270,000	\$ 3,341,750	\$ 3,415,094	\$ 3,490,067	\$ 3,566,707	\$ 3,645,050	\$ 3,725,135	\$ 3,807,002	\$ 3,890,690	\$ 3,976,241	\$ 36,127,737
FTA 5308	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ 2,394,550	\$ 16,442,884	\$ 3,075,526	\$ 3,152,414	\$ 3,231,225	\$ 3,312,005	\$ 3,394,805	\$ 3,479,675	\$ 3,566,667	\$ 3,655,834	\$ 45,705,586
FTA 5311	\$ 450,000	\$ 459,750	\$ 469,714	\$ 479,896	\$ 490,302	\$ 500,935	\$ 511,803	\$ 522,909	\$ 534,258	\$ 545,857	\$ 4,965,424
STP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,420,000	\$ 1,455,500	\$ 1,491,888	\$ 1,529,185	\$ 5,896,572
CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Enhancement Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
JARC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Federal 2	\$ -	\$ -	\$ 16,557,194	\$ -	\$ -	\$ -	\$ -	\$ 14,620,835	\$ -	\$ 17,281,142	\$ 48,459,170
ARRA Stimulus Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Block Grant	\$ 1,470,646	\$ 1,532,559	\$ 1,563,210	\$ 1,594,474	\$ 1,626,364	\$ 1,658,891	\$ 1,692,069	\$ 1,725,910	\$ 1,760,429	\$ 1,795,637	\$ 16,420,190
FDOT Urban Corridor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FDOT Intermodal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,565,586	\$ 475,474	\$ -	\$ -	\$ -	\$ 2,041,060
FDOT WAGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FDOT Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FDOT Service Development	\$ 434,746	\$ 215,860	\$ 221,257	\$ -	\$ -	\$ -	\$ -	\$ 424,670	\$ 1,058,433	\$ 1,084,894	\$ 3,439,860
FDOT Urban Transit Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TD Commission	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other State 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other State 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other State 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gas Tax	\$ 1,845,980	\$ 1,846,631	\$ 1,883,564	\$ 1,921,235	\$ 1,959,660	\$ 1,998,853	\$ 2,038,830	\$ 2,079,606	\$ 2,121,199	\$ 2,163,623	\$ 19,859,179
Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Property Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local General Revenue	\$ 1,453,136	\$ 1,478,100	\$ 1,507,662	\$ 1,537,815	\$ 1,568,572	\$ 1,820,464	\$ 1,857,976	\$ 1,896,266	\$ 6,739,746	\$ 3,827,548	\$ 23,687,284
Private	\$ -	\$ -	\$ -	\$ -	\$ 5,033,798	\$ 984,750	\$ 1,009,368	\$ 1,034,602	\$ 1,060,468	\$ 8,680,690	\$ 17,803,676
Other Local 1	\$ 400,000	\$ 615,860	\$ 221,257	\$ 453,576	\$ 954,700	\$ 2,941,988	\$ 2,064,589	\$ 19,111,152	\$ 21,896,629	\$ 21,291,970	\$ 69,951,721
Other Local 2	\$ -	\$ -	\$ 19,415,104	\$ 2,929,358	\$ 3,002,592	\$ 3,077,657	\$ 5,268,147	\$ 20,020,685	\$ 5,534,847	\$ 42,506,582	\$ 101,754,972
Other Local 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University of Florida (Transportation Fee)	\$ 11,132,091	\$ 11,457,108	\$ 11,690,495	\$ 11,928,655	\$ 12,171,694	\$ 15,841,948	\$ 12,672,772	\$ 12,931,029	\$ 16,419,292	\$ 16,768,847	\$ 133,013,932
Santa Fe College (Transportation Fee)	\$ 357,243	\$ 366,174	\$ 375,328	\$ 384,712	\$ 394,329	\$ 404,188	\$ 414,292	\$ 424,650	\$ 435,266	\$ 446,148	\$ 4,002,330
Total Revenue	\$23,208,392	\$40,315,442	\$62,986,675	\$30,496,643	\$36,658,228	\$40,445,136	\$39,273,323	\$86,298,517	\$69,310,531	\$128,392,362	\$533,128,692
Total Cost	\$26,226,398	\$39,845,296	\$61,808,426	\$29,852,915	\$39,517,045	\$64,491,151	\$38,024,360	\$70,040,700	\$74,359,788	\$106,356,917	\$550,522,997
Total Unfunded Needs	-\$3,018,006	\$470,146	\$1,178,249	\$643,728	-\$2,858,818	-\$24,046,016	\$1,248,963	\$16,257,817	-\$5,049,257	\$22,035,445	-\$17,394,305

Appendix C: Annual Farebox Recover Ratio Report

GAINESVILLE REGIONAL TRANSIT SYSTEM (RTS)

2010 ANNUAL FAREBOX RECOVERY RATIO REPORT

PREPARED FOR:

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 2
*JACKSONVILLE URBAN OFFICE
2198 EDISON AVENUE
JACKSONVILLE, FLORIDA 32204-2730
ph (904) 360-5650, fax (904) 360-5649*

NOVEMBER 2010

GAINESVILLE REGIONAL TRANSIT SYSTEM
*P.O. BOX 490, STATION 5
GAINESVILLE, FL 32602
ph (352) 393-7838, fax (352) 334-3681*

CURRENT FAREBOX RECOVERY RATIO

The farebox recovery ratio (FRR) for RTS, the public transportation provider for the Gainesville area, was 58.6 percent in FY 2009. Farebox recovery increased from 54.1 percent in 2008 to 58.6 percent in 2009, an increase of 8 percent. The background with regards to the farebox recovery ratio includes the following.

PRIOR YEAR FARE STUDIES AND CHANGES

In FY 2009, the regular fare was increased by 50 cents to \$1.50 and the discounted fare from \$0.50 to \$0.75. While RTS recognized that some initial ridership reduction typically occurs with fare increases, this was felt to be temporary, and total fare receipts would increase with the change in fares. RTS also collects pre-paid fares through agreements with the University of Florida (UF), Shands, the Veterans Administration, Alachua County, and Gainesville Regional Utilities. The UF and RTS agreement allows students to pre-pay for unlimited access to RTS services. As a result of this agreement, RTS's farebox recovery ratio is significantly higher than its peer systems. The City of Gainesville staff also receives pre-paid unlimited bus service through the RTS Employee Pass Program.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

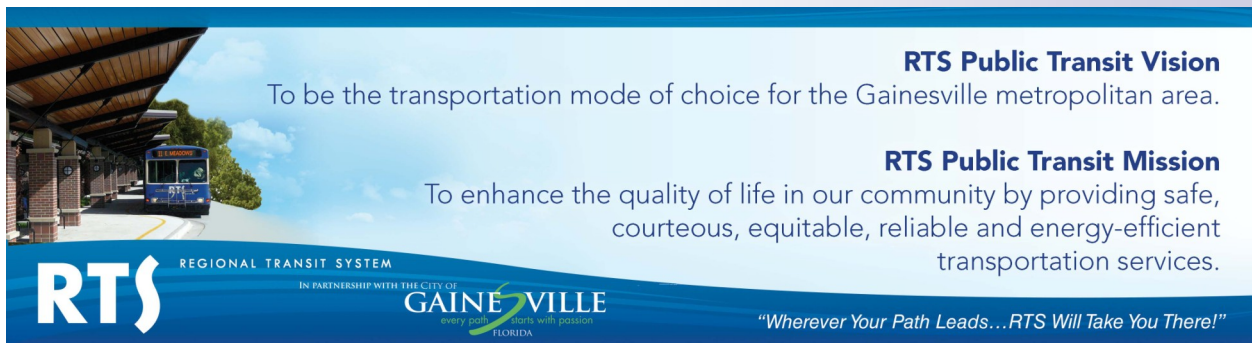
This report identifies strategies that will be used to maintain or increase the farebox recovery ratio, including the following:

- Monitor key performance measures for individual fixed-routes.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Continue negotiating the level of transit service with the University of Florida.
- Increase ridership by encouraging the transition of transportation disadvantaged and ADA patrons to fixed-route service.
- Increase ridership through enhanced marketing and community relations activities.
- Minimize costs required to operate and administer transportation services.
- Determine the most cost-effective service type on all major corridors given demand, routings, and coverage areas.
- Coordinate with Alachua County and neighboring municipalities to expand the fixed-route service.

RTS FARE STRUCTURE (FY 2010)

Customer Type	Fare Type	Current Fare
Adult - Regular Fare	Cash Fare	\$1.50
	All-Day Pass	\$3.00
	Monthly Pass	\$35.00
	Student Semester Pass	\$60.00
Discount Fare	Cash Fare (Half Fare)	\$0.75
	Monthly Pass (Half Fare)	\$17.50

City of Gainesville Regional Transit System



RTS Public Transit Vision
To be the transportation mode of choice for the Gainesville metropolitan area.

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

RTS REGIONAL TRANSIT SYSTEM
IN PARTNERSHIP WITH THE CITY OF
GAINESVILLE
every path starts with passion
FLORIDA

"Wherever Your Path Leads...RTS Will Take You There!"

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