



REGIONAL TRANSIT SYSTEM



TRANSIT DEVELOPMENT PLAN (TDP) FY2018/19 Annual Update

Plan Years: FY 2016/17 – 2025/26

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

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





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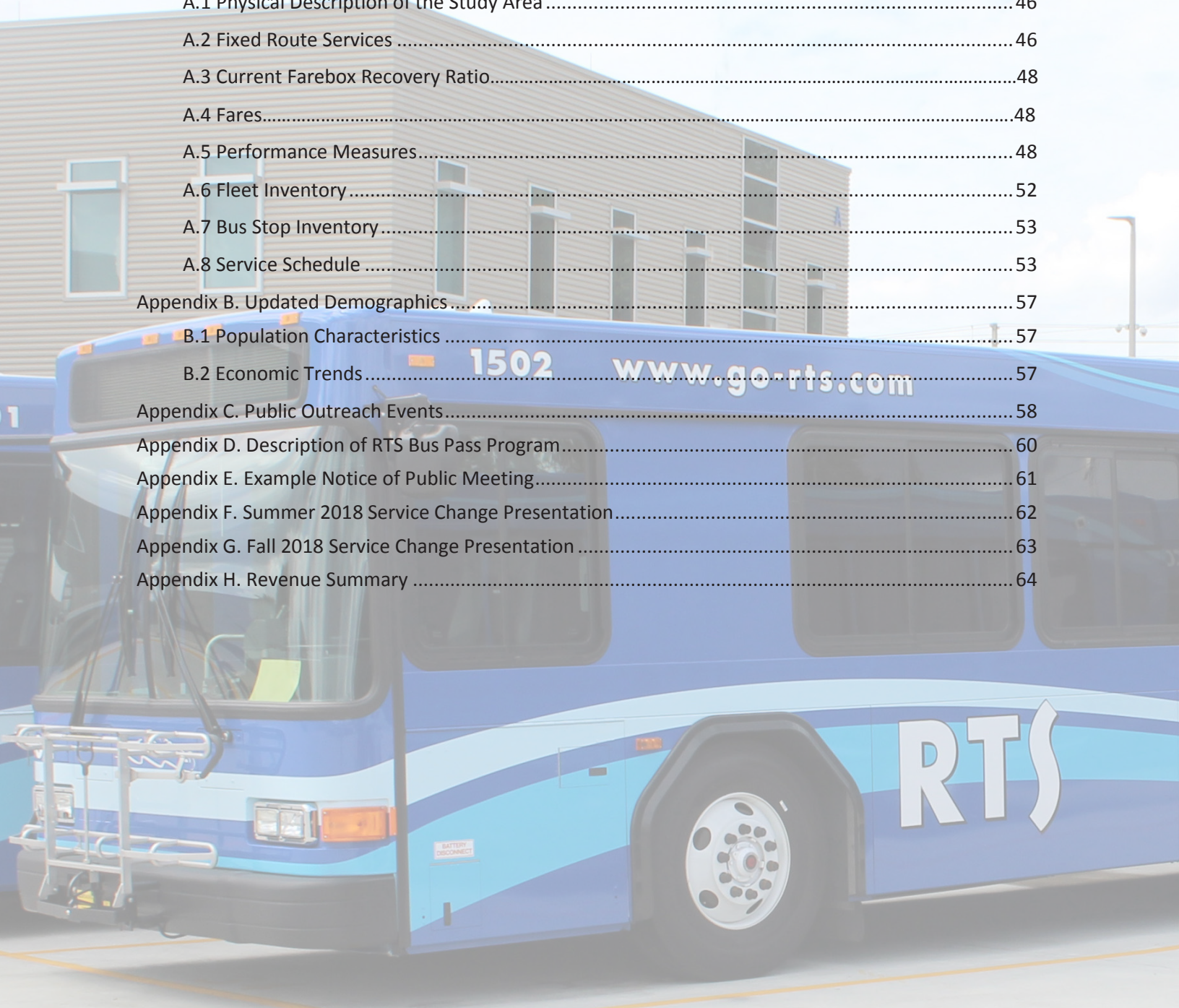
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LIST OF ACRONYMS & ABBREVIATIONS

| | |
|-------|--|
| AA: | Alternatives Analysis |
| ACS: | American Community Survey |
| ADA: | Americans with Disabilities Act |
| APC: | Automatic Passenger Counter |
| AVL: | Automatic Vehicle Location |
| BLS: | Bureau of Labor Statistics |
| BRT: | Bus Rapid Transit |
| CAB: | Citizen Advisory Board |
| CAD: | Computer Aided Dispatch |
| COA: | Comprehensive Operations Analysis |
| CTC: | Community Transportation Coordinator |
| CUTR: | Center for Urban Transportation Research |
| FAC: | Florida Administrative Code |
| FDOT: | Florida Department of Transportation |
| FRR: | Farebox Recovery Ratio |
| FTA: | Federal Transit Administration |
| FY: | Fiscal Year |
| GIS: | Geographic Information System |
| GOI: | Goals, Objectives, and Initiatives |
| GPS: | Global Positioning System |
| ID: | Identification |
| ITS: | Intelligent Transportation Systems |
| LRTP: | Long Range Transportation Plan |



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- MSA: Metropolitan Statistical Area
- MDT: Mobile Data Terminal
- MTPO: Metropolitan Transportation Planning Organization
- NIMS: National Incident Management System
- NTD: National Transit Database
- POP: Program of Projects
- RTS: Regional Transit System
- SDG: Service Development Grant
- SF: Santa Fe College
- SSP: System Safety Plan
- TBEST: Transit Boarding Estimation & Simulation Tool
- TCEA/TMPA: Transportation Concurrency Exception Area/Transportation Management Program Area
- TDP: Transit Development Plan
- TIP: Transportation Improvement Program
- TIS: Traveler Information System
- UF: University of Florida
- YTD: Year To Date





1 INTRODUCTION

The Florida Legislature enacted the State of Florida Public Transit Block Grant Program in 1990 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 2015/16 – 2024/25 TDP major update establishes the framework for new and enhanced services RTS will undertake over the next decade. This update is consistent with approved local government comprehensive plans and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area’s (MTPO) Long Range Transportation Plan (LRTP). State and federal funding that will be used to enact these changes is reflected in the MTPO’s Transportation Improvement Program (TIP).

This annual update is adopted in compliance with Florida Administrative Code (FAC) Rule 14-73.001 and serves as a progress report to document and evaluates the changes that have occurred to RTS since the previous update and serves as a progress report on the ten-year implementation program.

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 plan.
- Any revisions to the financial plan.
- A revised list of projects or services needed to meet stated goals and objectives.

This update begins with a snapshot of the RTS system and its services. It then evaluates the implementation of goals, objectives, and initiatives (GOIs) provided in the 2015/16 – 2024/25 TDP major update. Lastly, it notes necessary revisions to the financial plan in order to reflect current and anticipated future conditions. Failure of a local transportation sales tax has greatly impacted implementation of project priorities but RTS has still been able to accomplish a number of priorities.

TABLE 1 TDP CONTENT COMPARISON

| TDP Section | FY2017/18 TDP Update | FY2018/19 TDP Update |
|--|----------------------|----------------------|
| Introduction | Chapter 1 | Chapter 1 |
| RTS past years accomplishments | Chapter 2 | Chapter 2 |
| Goals, objectives and initiatives | Chapter 3 | Chapter 3 |
| Analysis of discrepancies | Chapter 4 | Chapter 4 |
| Revisions to the implementation program for the coming year | Chapter 5 | Chapter 5 |
| Revised implementation program – tenth year | Chapter 6 | Chapter 6 |
| Recommendation for the new tenth year | Chapter 7 | Chapter 7 |
| Revised financial plan | Chapter 8 | Chapter 8 |
| Revised list of projects and services to meet the goals and objectives | Chapter 9 | Chapter 9 |



EXECUTIVE SUMMARY

The completion of a transit development plan has enabled the Regional Transportation System (RTS) of Gainesville, Florida to consistently improve the fixed-route bus lines connecting the City of Gainesville, the University of Florida (UF), Santa Fe College (SF), and some unincorporated parts of Alachua County. The Florida Department of Transportation requires that a major update of the plan is produced every five years, with minor updates completed in each of the interim years. This document contains RTS's 2018/2019 Annual Update to the Transit Development Plan.

By closely examining population and economic trends in Alachua County, along with analyzing RTS's system wide statistics, RTS has been able to effectively determine transit needs and make the appropriate decisions. Besides analyzing data generated in-house, RTS has relied on feedback from the public mainly via public meetings to discuss possible route alterations, reductions, and the addition of new routes.

Although RTS continues to enhance the services offered, the 2017 – 2018 fiscal year witnessed a 2.9% decline in passenger trips, a 1.2% increase in revenue miles, a 3.8% increase in farebox recovery ratio (FRR), and passenger per revenue mile decreasing by 4.1%. Conversely, during the aforementioned fiscal year, operating revenue has decreased by 5.5%. As the city of Gainesville continues to develop, most notably the expansion of Shands Hospital and the addition of several shopping centers and apartment complexes, an increased demand for public transportation services and for additional revenue to pay for those services is expected.

This annual update focuses on evaluating the past year's accomplishments compared to the original implementation program, analyzing any discrepancies between the plan and its implementation for the past year, highlighting steps that will be taken to attain original goals and objectives, outlining additional recommendations for the plan, and adjusting the financial plan to reflect a revised list of projects or services.



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2 RTS PAST YEARS ACCOMPLISHMENTS

This section describes RTS accomplishments since adoption of the last TDP and is divided into the following four sections: Service Initiatives, Capital Projects, Planning Activities and Policy Alternatives.

2.1 Service Initiatives

For the budget period covering Spring 2018 and Summer 2018 none of RTS' funding partners increased funding support for service enhancements. Given the timing of budget adoptions and funding initiatives RTS abstained from making many service modifications and no changes for Spring 2018, and minor changes for Summer 2018.

2.1.1 Spring 2018

Relative to last spring there is no change in number of full service days, reduced service days, Saturdays/Sundays. The only change in days results from Holiday service. Out of the 54 total routes, none had changes.

2.1.1.1 Schedule modifications

There were no schedule modifications for Spring 2018.

2.1.1.2 Service Reductions

There were no service reductions for Spring 2018. However, on March 19th 2018, services were temporarily adjusted due to a significant staffing shortage in Transit Operator positions. The tables below show which routes were affected, and changes in the frequency of service.

| City | |
|----------|--------------------------|
| Route No | Frequency Change |
| 1 | 12 to 15 minutes |
| 9 | Reduced Hours |
| 10 | Reduced Hours |
| 12 | 15 to 30 minutes, PM |
| 19 | Discontinue ¹ |
| 20 | 12 to 15 minutes |
| 29 | Discontinue ² |
| 34 | 20 to 30 minutes |
| 35 | 10 to 13 minutes |
| 38 | 12 to 15 minutes |
| 40 | 30 to 65 minutes |

| Campus | |
|----------|------------------|
| Route No | Frequency Change |
| 117 | 16 to 32 minutes |
| 125 | 15 to 30 minutes |
| 126 | 10 to 20 minutes |

Later Gator

| Route No | Frequency Change |
|---------------|------------------|
| 300 (Wed) | Discontinue |
| 300 (Th -Sat) | 13 to 26 minutes |
| 301 (Th-Sat) | 20 to 30 minutes |
| 302 (Th-Sat) | 25 to 38 minutes |

¹ Route 19 had service coverage by Routes 9, 35, and 37

² Route 29 had service coverage by the Route 8



2.1.1.3 Alignment Changes

There were no alignment changes on any route for Spring 2018.

2.1.2 Summer 2018

Summer 2018 service levels were built upon budgets that had been established prior to the adoption of the most recent TDP major update. As a result, RTS primarily focused on implementing to the greatest extent possible alignment recommendations that did not rely on frequency enhancements. Appendix G provides a copy of the service change presentation presented at public meetings. Out of 54 total routes, services were not available on 14 (24%) routes, and there were no service changes on 15(27%) routes.

Table 2 Summer Service Funding

| Funding Share | City, State & Federal | Alachua County | University of Florida | Santa Fe College |
|---------------|-----------------------|----------------|-----------------------|------------------|
| Weekday | 39% | 6% | 53% | 2% |
| Saturday | 61% | 7% | 32% | 0% |
| Sunday | 0% | 0% | 100% | 0% |

2.1.1.4 No Service Routes and No Changes Routes

There was no service on 14 routes and no changes on 15 routes.

TABLE 3 SUMMER 2018 NO SERVICE ROUTES

| No Service |
|--|
| Route 19 (Reitz Union – SW 23rd Terrace) |
| Route 21 (Reitz Union-Cabana Beach) |
| Route 27 (Downtown Station – NE Walmart Supercenter) |
| Route 28 (The Hub – Forest Park) |
| Route 29 (Beaty Towers – Kiwanis Park) |
| Route 36 (SW 34th Street Post Office – Reitz Union) |
| Route 39 (Airport – Santa Fe) |
| Route 40 (The Hub – Hunters Crossing) |
| Route 62 (Oaks Mall – Lexington Crossing) |
| Route 76 (Santa Fe – Haile Market Square) |
| Route 77 (Santa Fe – Cabana Beach Apartments) |
| Route 118 (Park-N-Ride 1 [Cultural Plaza]) |
| Route 121 (Hub - Commuter Lot) |
| Route 303 (Later Gator D [Cottage Grove Apts. – Downtown Station]) |
| Route 305 (Later Gator F [Butler Plaza – Downtown Station]) |

TABLE 4 SUMMER 2018 NO CHANGE ROUTES

| No Changes |
|--|
| Route 2 (Shands – NE Walmart Supercenter) |
| Route 3 (Downtown Station – North Main Street Post Office) |
| Route 7 (Downtown Station – Eastwood Meadows) |
| Route 8 (UF Health – North Walmart Supercenter) |
| Route 10 (Downtown Station – Santa Fe) |
| Route 11 (Downtown Station – Eastwood Meadows) |
| Route 23 (Oaks Mall – Santa Fe via Fort Clarke Blvd.) |
| Route 26 (Downtown Station to Airport) |
| Route 34 (The Hub – Lexington Crossing) |
| Route 46 (Reitz Union – Downtown Station) |
| Route 75 (Oaks Mall – Butler Plaza Transfer Station) |
| Route 119 (Hub to Family Housing) |



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| |
|---|
| Route 120 (Hub – Fraternity Row) |
| Route 122 (UF North/South Circulator) |
| Route 711 (Downtown Station – Eastwood Meadows) |

2.1.1.5 Service Reductions

As is typical every summer, a number of routes that are funded by SF and UF suspend operation or operate at a reduced frequency and/or service span.

TABLE 5 DAILY SERVICE HOURS

| | Full Service | Reduced Service | Saturday | Sunday | Holidays |
|--------------------|--------------|-----------------|----------|--------|----------|
| Spring 2018 | 1,439 | 666 | 375 | 135 | 129 |
| Summer 2018 | 919 | 585 | 285 | 101 | 129 |
| Change | -36% | -12% | -24% | -25% | 0% |

Running time adjustments were applied to 18 routes:

TABLE 6 SUMMER 2018 RUNNING TIME ADJUSTMENTS (COMPARED TO SPRING 2018)

| Running time adjustments |
|---|
| Route 1 (Downtown Station – Butler Plaza Transfer Station)[weekdays] |
| Route 5 (Downtown Station – Oaks Mall) [weekdays] |
| Route 9 (Reitz Union – Hunters Run) |
| Route 12 (Reitz Union – Butler Plaza) |
| Route 13 (Beaty Towers to Cottage Grove Apartments) [weekdays] |
| Route 20 (Reitz Union - Oaks Mall) |
| Route 23 (Oaks Mall - Santa Fe College) |
| Route 33 (Butler Plaza Transfer Station – Midtown) |
| Route 34 (The Hub - Lexington Crossing) |
| Route 35 (Reitz Union - SW 35 Place) [weekdays] |
| Route 37 (Reitz Union – Butler Plaza Transfer Station) [weekdays] |
| Route 38 (The Hub - Gainesville Place) |
| Route 43 (UF Health – Santa Fe) |
| Route 46 (Reitz Union - Downtown Station) |
| Route 117 (Reitz Union – Park And Ride #2 SW 34 th Street) |
| Route 125 (Hub - Lakeside) |
| Route 126 (Sorority Row - Lakeside) |
| Route 127 (East Circulator [Turlington Hall - Sorority Row]) |
| Route 300 (Later Gator A [Downtown Station - Sorority and Fraternity Rows]) |
| Route 301 (Later Gator B [SW Gainesville – Downtown Station]) |
| Route 302 (Later Gator C [Oaks Mall – Downtown Station]) |

Decreased frequency (≥ 3 minutes for at least 5 consecutive trips) on 8 routes, compared to Spring 2018:

- Route 1: Sun: 60 → 30 minutes
- Route 5: 20/30 → 24/30 minutes on weekday
- Route 10: 17/35 → 35 minutes on weekday
- Route 34: 20/30 → 25/50 minutes
- Route 37: 13/30 → 52/60 minutes
- Route 38: 12/42 → 20/42 minutes
- Route 117: 20 → 32 minutes



- Route 126: 10/40 → 40 minutes

Decreased service span (≥ 30 minutes) on 16 routes, compared to Spring 2018:

- 5: ends at 10:51 PM instead of 2:23 AM on weekday, and ends on 7:22 PM instead of 2:19 AM
- 8: ends at 10:28 PM instead of 11:11 PM on weekday
- 9: 6:45 AM – 11:06 PM instead of 6:25 AM – 1:51 AM on weekday
- 12: 6:40 AM -11:06 PM instead of 6:20 AM - 3:04 AM on weekday, 9:15AM - 7:37 PM instead of 7:40 AM – 8:57 PM on Saturday
- 13: 6:36 AM -11:11 PM instead of 6:30 AM - 12:25 AM on weekday
- 20: ends at 10:58 PM instead of 1:54 AM on weekday, ends at 7:58 PM instead of 9:15 PM on Saturday
- 33: 6:50 AM – 11:12 PM instead of 6:50 AM – 2:17 AM on weekday, 9:17 AM – 7:47 PM instead of 7:50 AM – 8:47 PM on Saturdays.
- 34: 7:00 AM -10:36 PM instead of 6:45 AM - 1:00 AM on weekday
- 35: ends at 10:41 PM instead of 1:50 AM on weekday
- 38: 7:30 AM - 7:15 PM instead of 6:45 AM - 10:16 PM on weekday
- 43: ends at 7:09 PM instead of 10:29 PM
- 46: 7:45 AM – 5:42 PM instead of 7:10 AM - 5:51 PM on weekday
- 126: 5:45 PM - 10:45 PM instead of 6:55 AM - 2:35 AM on weekday
- 127: 7:20 AM - 5:30 PM instead of 7:00 AM - 7:19 PM
- 300: ends on 2:45 AM instead 3:20 AM
- 301: ends on 2:33 AM instead 3:13 AM

Service span (<30 minutes) on 5 routes, compared to Spring 2018:

- 1: starts at 6:10 AM instead of 5:45 AM on weekday
- 12: 10:00 AM - 6:07 PM instead of 9:51 AM - 6:19 PM on Sunday.
- 20: ends at 5:58 PM instead of 5:55 PM on Sunday.
- 23: starts at 7:40 AM instead of 7:27 AM
- 122: 7:30 AM – 4:59 PM instead of 7:37 AM - 5:05 PM

2.1.1.6 Alignment Changes

There were no alignment changes for Summer 2018, but there were two new service routes added to the system (see Appendix G).

- 33: Butler Plaza to Midtown
- 37: Butler Plaza to Reitz Union;
Weekends only, replaces lost weekend service on Route 9



2.2 Capital Projects

Section 7 of the 2015/16 – 2024/25 TDP major update identifies the five primary priorities the COA team identified for RTS over the next ten years; while not explicitly stated, the TDP added vehicle replacement as another one. Achievements of priorities (information technology improvements and infrastructure improvements) are capital-related and face tremendous funding challenges.

2.2.1 Information Technology Improvements

Table 16 of the most recent major update identified 13 Information Technology System (ITS) needs totaling almost \$5 million. Priority 1 is a Computer Aided Dispatch (CAD) solution while Priority 2 is an operations software solution. Based on available funding RTS has decided to break these priorities into smaller components. Priority 1 will be separated into a travel information system (TIS) and a CAD system while priority 2 will be separated into a transit scheduling system and a human resource scheduling system.

None of the ITS needs were included in either the baseline or surtax financial plan scenario. New TransLoc supporters were equipped by September 2016 to replace the old technology (based on expiring 2G technology) on RTS buses. RTS patrons have come to rely heavily on this information and therefore RTS negotiated with the TIS vendor to enter into a new agreement for service and installed updated automatic vehicle locator equipment. There are also discussions to integrate TransLoc with UTA software (that provide automatic passenger count data) to enhance the quality of transit planning services and report production.

It has also become increasingly apparent that the scheduling solution used by RTS (primarily Microsoft Excel spreadsheets) is too limiting given the size of RTS's service. For this reason, RTS solicited bids for a new solution (HASTUS¹ solution) that is now deployed for transit operation that is in production phase for bus scheduling services and bid work. The software will also assist RTS in enhancing planning activities.

As a reminder, Dispatch now has access to all cameras on traffic lights to assist operations with route deviations and accidents. The setup also allows RTS to serve as a back-up for the Traffic Management System (TMS) during emergency situations.

2.2.2 Building and Facilities Improvements

Construction of the transfer station at the new Butler Plaza development has been completed. The new facility provides sales of passes and enables bus riders to transfer between routes at a convenient location. This project closed the gap of populations served by providing the citizens on the west side of the city the ability to transfer to seven routes currently servicing Butler Plaza. This project required a long-term investment that has contributed to the quality of life by not only allowing citizens to transfer to other buses, but also providing a convenient place to speak with customer service and purchase passes. The transfer station opened August 7, 2017.

¹ HASTUS is a powerful modular solution for bus, metro (subway), tram (streetcar), and light rail scheduling and operations. It helps to reduce operating costs while potentially increasing the service offering



2.2.3 Infrastructure Improvements

The RTS Bus Stop Amenities Project improved bus stops by adding or enhancing amenities such as landing pads, shelters, and benches. This not only addressed passenger needs and complied with ADA regulations, but improved the comfort and aesthetics at many bus stops. In FY2017/18, RTS will complete ADA improvements for 61 bus stops and that includes 23 bus shelters.

From April 2017, RTS has replaced 1,168 bus stop signs with a new branding and improved design. The project is funded by FTA grant funds and was done by RTS staff at a significant cost savings, and provided signage that is more legible and informative throughout our community.

In September 2017, the FTA announced an RTS Low/No Emission grant award of \$1,000,000. The application was submitted June 2017. Combining the Low/No Emission grant with other funds, RTS will be able to acquire Gainesville's first electric buses, and also charging equipment that the buses require. This project is included in the planned RTS budgets and utilizes grants and funding other than City general funds.

2.3 Planning Activities

The FY2017/18 planning activities update includes:

- Giro Hastus was selected as the agency to provide the operations software services as part of ITS technology improvements. Hastus solution will be used for operations scheduling and planning analysis. The Transit Operations Department is using the software to develop bus schedules and driver bids.
- Operations Department is looking to improve its dispatcher efficiency and capabilities through **Computer-aided Dispatch software**. The features would include the ability to quickly look up driver schedules, verify bus location, schedule adherence status, breakdowns and emergencies, and collect vital data. Would also be able to send both canned and custom text messages to drivers.
- The installation of **in-bus units** that can provide turn by turn route directions to the drivers as well as inform them of their current schedule adherence. This device would also provide a single point of login/off for the driver. This feature would limit only assigned drivers to start the bus, destination signs and farebox information would automatically be entered.
- Implementation of a **Mobile Fare collection system**. This would provide a convenient way for passengers to use their smartphones to purchase bus passes instead of visiting the customer service window or using cash on the bus. System would also provide important data related to ridership.
- **Destination/Talking Bus programing** enhancements. Ability to wirelessly update destination signs and talking bus information.
- **Outside bus warning announcements and lights** when buses are making right turns. This feature will make an audible announcement and flash lights when a bus is making a right turn.



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- **Passenger electronic display signs** installed at transfer stations informing passengers of when the next bus will be arriving.
- Continue work on retrofitting eight (8) buses (44 completed) with the purchase of Mini-Hybrid Thermal Systems (MH8), an innovative advanced technology that provides the benefits of a hybrid bus, at a fraction of the cost. The MH8 system developed by EMP is a fully contained system that replaces the OEM supplied bus alternator and cooling system with a high output alternator and a cooling package of heat exchangers and 8 electronically controlled electric fans. The system includes temperature sensors for the Engine Charge Air and Engine Jacket Water flow paths in order to optimize cooling of those systems separately. These MH8 systems have been found to increase fuel efficiency by 5-7%. The expected useful life of this investment is 12 years.
- Funds were provided by City and County Commissioners to develop and implement an enhanced transit system, also known as Last Mile/First Mile, as a pilot project that lasts three years. The new service will add value to the RTS system by eliminating the cost of accessing bus stops by using vans to pick-up bus customers at their home. The vans will also be used to distribute customers to their homes after picking them up from the same bus stop(s) in the PM.
- Initiated in August 2017, the new Route #33 that provides service between Butler Plaza Transfer Station and Midtown. It connects with 12 other routes allowing passengers greater access to destinations within our community such as employment opportunities, shopping, healthcare, and entertainment.
- RTS is working with FDOT, the University of Florida and Transdev, a private transit operating and management agency, to deploy autonomous vehicles (ITS Project) in the street in Gainesville. The vehicles were road-tested last Spring, and based on the results, Transdev and Easy Mile (the vehicle provider) will finesse the software that operates the vehicles.
- The Agency also worked on a new express service to Santa Fe College. Known as Route 800X, this service will ferry customers from Butler Plaza to Santa Fe College using the I-75 Highway.
- The UF is coordinating with RTS as it defines the elements of its Transportation and Parking Strategic Plan. Current proposals under Transit Enhancements for Increased Efficiency and New Markets include creating hubs for buses and removing bus access in the area described as an auto free-zone.

Facilities Needs and Intelligent Transportation System (ITS) plans continue to be on-going efforts. Five locations for transit hubs continue to be on the list. The five others are in various stages of planning and still lack any clearly identified funding source.

TABLE 7 TRANSFER STATIONS

| Overarching Priorities | Status |
|----------------------------|--|
| UF | During the last year UF updated initiated discussion on implementing its campus master plan. As part of this process, RTS has made recommendations on possible transfer facility locations, as well as provided UF with schematic designs for the most desired location. The university is exploring other alternatives that include the creation of auto-free zone and the realignment of RTS buses on campus and the creation of Transit Hubs (2) on campus. |
| SF | Historically, RTS has proposed several locations and designs for a transfer station at SF. At this time, no funding is available for any of the identified locations or designs. |
| Five Points | In 2014, RTS applied for a Ladders of Opportunity grant to construct this facility. RTS was not awarded a grant. RTS has applied for a bus and bus facility grant for this project in 2017. |
| NW 13 th Street | The commercial facility that would be most preferable for a transfer station is currently being redeveloped. As part of the redevelopment process, RTS asked the landowner to consider the addition of a transit facility. At this time, |



| | |
|-----------|---|
| | the land owner has declined. |
| Oaks Mall | Historically, RTS has proposed several locations and designs for a transfer station at Oaks Mall. At this time, no funding is available for any of the identified locations or designs. |

3 GOALS, OBJECTIVES AND INITIATIVES (GOIS)

In the TDP, RTS establishes a variety of GOIs to help RTS achieve its mission over the next ten-year horizon. The GOIs in the most current TDP major update were developed based upon discussions with RTS staff, input through the public involvement process, and the results of the technical evaluations. Please note that during the annual update, RTS discovered numbering issues with the GOIs as presented in the 2015/16 – 2024/25 TDP major update. For example, initiative 2.5.2 is followed by initiative 2.5.4. All initiatives have been revised to start at 1 under each objective and go in sequential order. Table 8 shows the status of each initiative. Green cells in the center column note initiatives that have been completed while yellow cells indicate initiatives that are in the process of be completed.





Table 8 RTS Goals, Objectives and Initiatives

| Goal 1 | Provide excellent customer service. | FY2017/18 | Actions |
|--------------------------|---|-----------|--|
| Objective 1.1 | Increase marketing and public outreach efforts to educate citizens, the electorate, and visitors about the benefits, availability, and characteristics of existing and planned transit services. | | |
| <i>Initiative 1.1.1</i> | Develop a pocket-sized "RTS quick fact sheet" to be distributed at all events and to RTS transit operators, which details the history of RTS, how to use the system, when it is available, its benefits, sources for additional information, and funding sources. | | Marketing continues to update the 'fact sheet' for outreach programs and events. However, to reduce paper consumption and printing costs the quick sheet is not distributed to operators as they have the employee section of the website, an internal newsletter, and new video displays for obtaining this information. RTS also holds re-training sessions during summer months to keep staff informed. |
| <i>Initiative 1.1.2</i> | Attend 5 community events or organization meetings (such as UF football games, Spring Garden Festival, Alachua County Youth Fair, etc.) and 3 Chamber of Commerce meetings each year to share information about RTS's existing and planned services to integrate the public's ideas into future planning efforts and funding sources. | | RTS attended over ten community events/organization meetings since adoption of the last TDP, as well as, over six Chamber of Commerce events to share system information. |
| <i>Initiative 1.1.3</i> | Use Census and local datasets to identify community facilities in transit dependent areas where RTS public schedules can be distributed. | | RTS currently distributes schedules to one or more locations in each of the areas identified. RTS primarily learns of new locations through the development review process and community outreach events identified in Initiative 1.1.2. Effective information distribution remains an ongoing effort. |
| <i>Initiative 1.1.4</i> | Work in coordination with local organizations to participate in 2 job fairs per year to increase knowledge about the transit system and transit careers. | | RTS conducted a job fair in March 2016 and in June 2016 with partnership with CareerSource. |
| <i>Initiative 1.1.5</i> | Increase RTS branding on buses, publications/presentation materials, office collateral, bus stops, uniforms, and shelters by developing one standard logo and applying it to all material by 2015. | | RTS continues to update branding logo on collateral materials, shelters, bus stops, etc. Process will continue as older materials are used and new ones ordered. RTS is installing new bus stop signs. Branding will change if City branding changes. |
| <i>Initiative 1.1.6</i> | Promote transit services through mixed media, such as Facebook (no less than three weekly posts), YouTube (no less than 1 post per year), radio (1 ad per year), and local television (no less than 3 ads per year). | | RTS promoted services through a minimum of two weekly Facebook posts, one YouTube post, and numerous radio ads in FY 2015/16. RTS did not do any television ads due to cost for airtime. RTS did create videos for internal use, on local government access channel and new internal video screens. |
| <i>Initiative 1.1.7</i> | Maintain and regularly update the website with current service and schedule information. Clearly display trip planning services such as Google Trip Planner and TransLoc. | | All information regarding schedule and service changes are promptly updated on RTS's website. Transloc and Google Trip Planner are displayed on a conspicuous area of the website. RTS created a website link for alternative transportation: www.thinkoutsidethebus.org |
| Objective 1.2 | Follow federal, state, and local regulations regarding public involvement to properly solicit citizen feedback. | | |
| <i>Initiative 1.2.1</i> | Conduct public meetings on a per-semester basis to discuss enhancements in service and other major initiatives, such as the TDP, fare changes, and Program of Projects (POP). Develop standardized material for communicating changes. | | Public meetings are conducted for all schedule changes and announcements of public meetings are made to encourage participation. Material such as PowerPoint presentations are used to inform the attendees about the proposed changes. See Appendixes G & H. |
| <i>Initiative 1.2.2</i> | Conduct an on-board survey every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, user satisfaction, and validate APC information. Use survey findings to update TDP, as appropriate. | | An on-board survey was conducted in Fall 2013 as part of the COA. The results of the survey were incorporated into the TDP 2015/16 – 2024/25 major update. |
| <i>Initiative 1.2.3</i> | Create and place a customer comment card on RTS buses and website to acquire citizen feedback. Place another card in the operations building for driver feedback. Where contact information is given, provide a response within 1 week. | | Citizens and drivers are able to send comments via the RTS website and AVL vendor website/mobile application, as well as fill-out comment cards on the bus. Responses are often provided on the same day and no more than a week after being received. |
| Objective 1.3 | On a yearly basis, hold activities that improve staff morale. | | |
| <i>Initiative 1.3.1</i> | Develop and implement an employee recognition program that highlights an outstanding employee each quarter, as selected by his/her peers. | | RTS has an "Employee of the Year" program and has also created a bulletin board to share employee commendations but RTS is currently reviewing the "Employee of the Year" program for possible revisions to improve staff morale. |
| <i>Initiative 1.3.2</i> | Use the results of the City Employee Satisfaction Survey to make changes, as appropriate, that will improve employee morale. | | The City Employee Satisfaction Survey was not done in FY 2015/16. Despite this RTS still provides a number of avenues for employees to express their concerns and suggestions and responds to them as appropriate. |
| Objective 1.4 | Continue to improve RTS internal communications. | | |
| <i>Initiative 1.4.1</i> | Hold meetings of planning and operations divisions per semester, prior to the implementation of any service changes, to discuss mutual concerns, questions, plans, recommendations, etc. | | Multiple meetings were held between Planning and Operations to discuss all schedule changes. Planning also recently created a Planning Committee that meets bi-monthly and is composed of drivers and other senior Operations staff to coordinate changes and discuss route issues. |
| <i>Initiative 1.4.2</i> | Publish an internal RTS newsletter that includes staff profiles three times per year. | | RTS continues to produce an internal newsletter three times a year, as well as post information to the employee only section of website. |
| <i>Initiative 1.4.3</i> | Post internal updates and memoranda at key locations throughout RTS facilities. | | RTS continues to post updates and memos in key locations for staff and uses digital signs in 4 locations to display information. |
| Objective 1.5 | Develop metrics that track and address safety and customer complaint incidents in order to promote good customer service and public and staff safety. | | |
| <i>Initiative 1.5.1</i> | Reduce the number of accidents per 100,000 revenue hours. | | The FY2015/16 rate YTD was 6.0 accidents per 100,000 hours. Safe driving and customer service have been a particular focus area during this summer's driver training. |
| <i>Initiative 1.5.2</i> | Annually submit a list to Public Works of the top 20% of active stops (by ridership) at intersections to encourage installation of appropriate signage and signalization. | | Ongoing effort. This is typically done over the summer and is currently being worked on by planning interns. |
| <i>Initiative 1.5.3</i> | Continue operator and maintenance safety training program hours during summer. | | The summer training with emphasis on customer service and safety continues to be held every summer. Each driver receives 40 hours of training. |
| <i>Initiative 1.5.4</i> | Provide lighting at stops that have the heaviest activity before 6:30am or after 6:30pm. | | RTS installed solar lighting on 30 bus stops and constructed a new Butler plaza station with adequate lighting. RTS plans to install 10 more solar lighting stops in late 2017. |
| <i>Initiative 1.5.5</i> | Establish a dedicated driving range by 2015. | | For the first time, RTS was able to hold its annual Bus Rodeo on-site. A dedicated driving range has been created on the Old RTS site and will move it to the new facility if the old facility is disposed of. |
| <i>Initiative 1.5.6</i> | Ensure that 100% of new hires take mandatory National Incident Management System (NIMS) compliance courses within 90 days of hire. | | NIMS training is included with new operator training material and new administration staff and maintenance staff are trained individually. |
| <i>Initiative 1.5.7</i> | Discourage drunk driving by providing Gator Aider and Later Gator service commensurate with demand to areas identified by UF. | | Gator Aider service continues to be provided during the UF football season. Later Gator service continues to be provided Wednesday to Saturday. In fall 2016 Later Gator service was modified to address service change demands. |
| <i>Initiative 1.5.8</i> | Establish a method for monitoring compliance with the RTS Systems Safety Plan (SSP). | | Monitoring compliance with the SSP is part of the responsibilities of all managers and supervisors and is an ongoing, daily responsibility. |
| <i>Initiative 1.5.9</i> | Establish signage inside transit vehicles by 2015 that reminds passengers to practice safe riding habits (i.e., hold on when the bus is moving; tell the driver a bike is being retrieved, etc.) | | Safety signage has been designed and has been installed on buses and included in multiple languages. |
| <i>Initiative 1.5.10</i> | Reduce the number of complaints per 100,000 riders. | | FY2015/16 complaint rate was 1.62 per 100,000 riders. The FY2015/16 YTD rate was 1.66. Safe driving and customer service is a particular focus area during this summer's driver training. Implementation of technology and new staff has changed this area significantly. However, the number of valid complaints has increased by having staff actively investigating the nature of complaints. |



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| Initiative | Description | FY2017/18 | Actions |
|----------------------|--|------------------|---|
| Initiative 1.5.11 | Reduce customer service complaints per 10,000 riders on ADA trips. | | RTS has met the goal established by the Quality Assurance Program (3 complaints per 1,000 ADA passengers) for both fixed route and paratransit services. |
| Goal 2 | Be good stewards of public resources. | FY2017/18 | Actions |
| Objective 2.1 | Improve and expand revenue and transit partnerships. | | |
| Initiative 2.1.1 | Share information yearly with UF and SF regarding route performance, service concerns, and other opportunities for service revisions and/or improvements. | | RTS provides performance information to UF and SF on a monthly basis. |
| Initiative 2.1.2 | Use the development review process and public outreach activities to pursue and enhance additional business partnerships. | | RTS reviews all development plans submitted to the City. Through these reviews RTS recommends transit enhancements and participation in the employee pass program (where appropriate). |
| Initiative 2.1.3 | Increase revenue through greater participation in the Employee Bus Pass Program by 1 employer per year while maintaining a 95% retention rate among existing participants. | | All current participants were retained in FY2015/16. RTS revised this program based on actual usage, and revenue is estimated to increase over 10%. |
| Objective 2.2 | Increase and diversify revenue sources. | | |
| Initiative 2.2.1 | At a minimum, maintain advertising revenue's current share of budget while seeking to increase said revenue by 2% each year. | | Advertising revenue increased by 20% in FY2015/16. |
| Initiative 2.2.2 | Maintain a list by each section of the grants they will apply for in the fiscal year within a common database, including those tied to the enhancement or creation of fixed route service, paratransit service, facility and infrastructure expansion, and all other aspects of service delivery. | | RTS now uses FDOT's TransCIP regularly. New RTS grants specialist keeps control of grant revenue and expenses effectively. |
| Initiative 2.2.3 | Request financial support from the City of Gainesville, Alachua County, the MTPD, FDOT, and FTA on an annual basis. | | RTS has applied and received funds from all these entities. |
| Initiative 2.2.4 | Use the marketing efforts listed under Goal 1 to achieve a dedicated funding source for transit. | | Ongoing effort. |
| Initiative 2.2.5 | Develop a 5-year fare review and update cycle to ensure that fares on both campus and city routes provide on average of at least 25% of the total service cost without the need to implement dramatic fare increases, while meeting all Title VI considerations regarding fare equity. | | A fare review was conducted during FY 2013/14. No changes have been made since. |
| Objective 2.3 | Develop a performance monitoring program that addresses the design and performance of fixed-route and paratransit services, including their cost efficiency. | | |
| Initiative 2.3.1 | Design the performance monitoring program in a manner that recognizes the different types of service provided by RTS and the transit-dependent nature of some areas of our community, taking into consideration performance at the trip, route, segment, and stop levels for needed modifications to span of service, frequency, vehicle size, and weekday versus weekend service. | | In conjunction with FY2013 Title VI program update, RTS created a performance monitoring program to evaluate transit service on a triennial basis. |
| Initiative 2.3.2 | Meet the fixed-route and paratransit service standards established under the performance monitoring program to gauge service effectiveness and efficiency, including metrics for passengers per revenue hour, subsidy per passenger, operating cost per passenger/hour/trip, missed trips, full bus incidents, and cost recovery ratio. | | On a monthly basis, RTS evaluates each route based on a number of performance metrics, including passengers per hour and passengers per trip. An annual update is also conducted at the end of the fiscal year. Work on that effort is currently underway. |
| Initiative 2.3.3 | Meet the fixed-route design standards established under the performance monitoring program to gauge service effectiveness and efficiency, including route directness, proximity to activity centers/human services, deadhead location, route and stop spacing, surrounding land use and employment, and street and sidewalk characteristics. | | On a monthly basis, RTS evaluates each route based on a number of performance metrics, including passengers per hour and passengers per trip. In annual update is also conducted at the end of the fiscal year. Work on that effort is currently underway. |
| Initiative 2.3.4 | Maintain an overall average on-time performance (i.e., bus arrives at stop no more than 1 minute early or 5.5 minutes late) of 80% on all fixed-route services. | | Running times have been adjusted to improve on-time performance. |
| Initiative 2.3.5 | Increase transit ridership by 1 percent each year. | | Relative to the last fiscal year, ridership YTD is down. There may be multiple reasons for this decrease including a reduction in gas prices and decreased enrollment at SF. Great efforts are being made to make service adjustments to recapture the ridership loss. |
| Initiative 2.3.6 | Conduct a COA every 5 years to provide detailed information for major updates to the TDP. | | A COA was completed in August 2014 in conjunction with the last TDP major update. |
| Initiative 2.3.7 | Conduct an analysis by 2016 exploring alternative rostering strategies. | | This project is still in planning stages. |
| Initiative 2.3.8 | Develop cross-functional diagram identifying functions and responsible parties for the scheduling process. | | New scheduling software was purchased. |
| Objective 2.4 | Improve the quality and convenience of transit services provided to passengers in the Gainesville Metropolitan area. | | |
| Initiative 2.4.1 | Provide transit service for a minimum of 14 hours per day on 80% of fixed route services, excluding Later Gator and campus routes. | | In FY2017/18, 73% of city routes provided service for a minimum of 14 hours per day during weekday service, while 73% of routes do so during Saturday service, and 23% of routes do so during Sunday service. |
| Initiative 2.4.2 | Provide 20-minute peak hour frequencies within a ¼-mile of all high-density residential areas, as described in the City of Gainesville's UMU-1, UMU-2 zoning, RH-1, and RH-2 zoning. | | There are currently 3,547 parcels in the city with these designations, Of this total, 99.6% (3,534) are within 1/4 mile of routes with frequency of 20 minutes or less. |
| Initiative 2.4.3 | Plan park-and-ride facilities at key locations along major corridors. | | Butler Plaza transfer station park-and-ride lot started operations in January 2016. |
| Initiative 2.4.4 | Explore the feasibility of implementing deviated fixed-routes and demand response to reach areas in the community where fixed-route services are not feasible and/or are cost prohibitive. | | This topic is explored every time RTS expands service. As noted in the discussion on the appropriateness of smaller vehicles, almost all RTS routes at this time necessitate a larger vehicle and therefore in turn would not be suitable for strictly demand response services. New on-demand concept (first/last mile) has been explored but funding has not been identified. |
| Initiative 2.4.5 | Improve existing transit services and implement new transit services consistent with the 10-year transit needs identified in the most recent TDP update. | | RTS make revisions to routes' alignments and schedules on a semester basis to respond to customer feedback, staff suggestions, and changing conditions. |
| Objective 2.5 | Implement and expand Intelligent Transportation System (ITS) to better identify and serve areas of transit demand. | | |
| Initiative 2.5.1 | Develop an ITS plan by 2015 that follows a Systems Engineering approach to developing new ITS projects. | | A stand-alone plan has not been created but is partially addressed through procurement of new scheduling. |
| Initiative 2.5.2 | Implement a new fare collection system to improve revenue collection by 2015. | | New farebox equipment was installed in July 2014. |
| Initiative 2.5.3 | Maintain IT and security systems by installing equipment at Rosa Parks Downtown Station and the Operations and Maintenance facility. | | A security system consisting of over 200 cameras was installed at the new facility. Security system for Rosa Parks Downtown Station is currently in operation. New equipment was installed at Butler Plaza Station. |
| Initiative 2.5.4 | Implement FleetNet as the new maintenance software application by 2015. | | Maintenance has completed the transition to FleetNet as their software application. |
| Initiative 2.5.5 | Install APC on at least 50% of fleet by 2023. | | Currently, RTS has APC equipment in 50.4% of the fleet. All new buses are purchased with the equipment. |

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|-------------------------|---|------------------|--|
| <i>Initiative 2.5.6</i> | Research implementing an enterprise database solution to unify primary data components, including bus stop inventory, route inventory, APC data, amenity data, farebox data, etc. by 2015. | | This initiative is partially completed by the procurement of new scheduling software. There are talks to integrate the APC data with AVL data system to continue to accomplish this goal. |
| <i>Initiative 2.5.7</i> | Maintain and enhance a bus stop, route, and facilities inventory using Geographic Information Systems (GIS). | | Planning maintains multiple GIS geodatabases. |
| Objective 2.6 | Promote and coordinate transit services and improvements by coordinating and participating with local and regional planning efforts and City/County development review processes. | | |
| <i>Initiative 2.6.1</i> | Review all development plan submittals and provide written comments on projects that would impact existing or planned transit services or would allow for bus stop/station improvements. | | RTS regularly reviews and provides comments on proposed developments as part of the development review process. |
| <i>Initiative 2.6.2</i> | Support land use planning and regulations 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. | | RTS continues to coordinate with City and County Planning Departments on land development regulations to support transit. |
| <i>Initiative 2.6.3</i> | Ensure consistency with the long-term planning efforts of relevant local and state agencies, governments, and organizations, especially Alachua County and the City of Gainesville Comprehensive Plans. | | RTS reviews and provides comments on all Comprehensive Plan Elements as needed, as well as updates to the MTPO's LRTP and TIP. |
| <i>Initiative 2.6.4</i> | Coordinate with local and regional agencies to implement new services and amenities using mobility fees collected as part of the alternative concurrency management process. | | RTS works routinely with City and County staff to maintain current data and methodology for the calculation of transit impact fees. |
| <i>Initiative 2.6.5</i> | Prior to service changes, send notifications to Regional Planning Council, MTPO, City and County Planning Departments, and Public Works. | | Service changes are advertised on City and RTS websites, local newspapers, and other forums. |
| <i>Initiative 2.6.6</i> | Coordinate the RTS commuter assistance program with the Florida Works GREENRIDE web-based carpooling system and the University of Florida. | | RTS implemented a Vanpool program in partnership with FDOT and vanpool service provider |
| Goal 3 | Operate public transportation that improves the quality of life. | FY2017/18 | Actions |
| Objective 3.1 | Reduce environmental impacts by reducing energy demand and increasing recycling efforts. | | |
| <i>Initiative 3.1.1</i> | Maintain a list of recyclable materials in Maintenance, including yearly quantities of materials recycled and establish targeted reductions based on current quantities. | | RTS maintenance facility is more efficient than the old facility and total waste produced has been reduced. Separate recycle containers are used and installed in every building. |
| <i>Initiative 3.1.2</i> | Install energy monitoring panels in RTS buildings by 2015 and set target reductions by 2016 after establishing initial baseline. | | A Siemens Building Management system was included in the construction of the new RTS Facilities. |
| <i>Initiative 3.1.3</i> | Perform scheduled maintenance activities for all transit vehicles. | | All rolling stock and vehicles have prescribed progressive preventative maintenance mileage intervals that are monitored through the asset management software. The forecasts are created from fueling transactions and are uploaded daily. |
| <i>Initiative 3.1.4</i> | Continue participating in FDOT Bus Fuel Fleet Evaluation Tool committee. | | RTS continues to participate as committee meetings are scheduled. |
| <i>Initiative 3.1.5</i> | Use FDOT Bus Fuel Fleet Evaluation Tool as guide for new vehicle purchases. | | FDOT has an ongoing effort throughout the state to collect data quarterly in an effort to update the tool. RTS has kept updating the tool and used it as a guide when purchasing new vehicles. |
| <i>Initiative 3.1.6</i> | Maintain a fleet of fixed-route vehicles with an average age of less than 6 years to reduce maintenance costs. | | As of September 2017, the average age of RTS fleet is over 9.59 years. |
| <i>Initiative 3.1.7</i> | Maintain a fleet of ADA paratransit vans with an average age of less than 5 years or 100,000 miles. | | As of September 2016, the average age of RTS paratransit fleet is about 0.8 years. RTS bought 12 vehicles replacing 57% of the fleet. |
| <i>Initiative 3.1.8</i> | As support vehicles reach obsolescence, replace with hybrid vehicles (if financially feasible). | | Performance valuation has found the cost of hybrids to outweigh any longer term maintenance and fuel savings and at this time it is considered not financially sound to purchase hybrid vehicles. RTS has completed an alternative fuel study and concluded that compressed natural gas (CNG) is the most cost-effective fuel source. RTS is also applying for Low/No grants for electric buses. |
| Objective 3.2 | Improve the amenities in the Gainesville Metropolitan area. | | |
| <i>Initiative 3.2.1</i> | Create a metric to evaluate bicycle-based bus stop amenity needs (e.g., bike racks) to provide said amenities where bicycle usage is highest or provision of bicycle-based amenities would effectively expand the RTS service area. | | At this time, RTS uses pure counts of bicycle activity as the metric. RTS has reached out to the bicycle community on various occasions, however, to receive their suggestions on where bicycle amenities are needed. |
| <i>Initiative 3.2.2</i> | Provide wheelchair-based bus stop amenities (e.g., waiting pads) where wheelchair usage is highest. | | RTS has been funded and has created wheel-chair based bus stop amenities (building bus pads that connect the sidewalk to the curb) to enhance the quality of transit service. |
| <i>Initiative 3.2.3</i> | Annually submit a list to Public Works of the top 15% of stops (by ridership) that lack sidewalk connections for consideration when developing their work program. | | RTS submits this information on a yearly basis to both the city and the county. This analysis is conducted over the summer. |
| <i>Initiative 3.2.4</i> | Implement an equitable bus stop maintenance and improvement program to maintain the aesthetic quality of and financial investment in bus stop amenities and transit infrastructure across the community. | | RTS has entered into an agreement with a private contractor to clean bus stops. In addition, it has improved the amenities at several bus stops. |
| <i>Initiative 3.2.5</i> | Provide system maps at all stops with multiple routes. | | As of May 2017, 706 out of 1,191 active bus stops are utilized by multiple routes. Of these stops with multiple routes, 130 have kiosks that provide route information. RTS's bus schedule provides maps showing transferring routes at timepoints. |
| <i>Initiative 3.2.6</i> | Use ridership figures and customer suggestions received by phone, customer card, Facebook, etc., to enhance bus stops according to the design standards outlined in the Bus Stop Improvement Plan. | | Ridership figures and customer suggestions are considered when prioritizing bus stop enhancements. |
| Objective 3.3 | Provide equitable, balanced, and accessible transit services, including improved access and services to transit-dependent and ADA passengers. | | |
| <i>Initiative 3.3.1</i> | Provide access to RTS schedules for the visually-impaired. | | Upon request RTS will provide large print maps and schedules to visually impaired clients requesting route information. |
| <i>Initiative 3.3.2</i> | Update the ADA paratransit guide annually. | | The New ADA guide for 2017 is currently being updated. |
| <i>Initiative 3.3.3</i> | Continue to contract with the CTC for the provision of paratransit service under the ADA. | | RTS has a current contact with the CTC to provide paratransit service. |
| <i>Initiative 3.3.4</i> | Establish and use a system for making announcements via "talking bus" to disseminate information to visually-impaired, LEP, and low-literacy riders. | | RTS has talking buses and utilizes the program Natural Speak to update and maintain talking bus announcements to ensure accuracy and maintain currency. |



4 ANALYSIS OF DISCREPANCIES

This section will review the planned implementation as documented in the most recent TDP major update, or as revised in subsequent annual updates, and assess any discrepancies between the plan and the actual accomplishment. To identify any discrepancies between the planned service enhancements and what was implemented, the status of each alternative is noted. The status information is current as of June 2017.

4.1 Policy Alternatives

Table 9 shows an update on policy alternatives reviewed in FY2017/18

TABLE 9 POLICY ALTERNATIVES

| Overarching Priorities | Status |
|---------------------------------------|---|
| Evaluate fare policy. | Fare policy changes are usually discussed during budget season when potential service cuts are recommended. Since there were no discussions on service cuts, fare policy was not discussed. |
| Evaluate the use of smaller vehicles. | Since prior study concluded that the cost of operating a fleet of mixed size vehicles outweighed the benefits of doing so given how few routes could successfully utilize smaller vehicles without leaving passengers behind or resulting in severe overcrowding, RTS has scaled back and is only embarking on a City and County Commissioners-backed pilot project in east Gainesville. The agency is working collaboratively with UF and FDOT to deploy autonomous vehicle (from UF to Downtown). |

4.2 Service Priorities

The previous TDP major update listed several service priorities in implementation year 2015 - 2016. Some of the priorities for those years, like priority 11, had already been implemented in earlier years and are not reflected in Table 10 below. The remaining items are shown in the table with a status update along with all other service priorities that were completed since adoption of the last TDP regardless of implementation year or fall before implementation year 2014 and are yet to be completed.²

TABLE 10 TDP SPECIFIC SERVICE PRIORITIES

| Project Number | Implementation Year | Priority | Comments | Status |
|----------------|---------------------|--|---|--------------|
| 6 | 2013 | Implement Bus Rapid Transit (BRT) Feasibility Study Corridor Alternative #1. | The Alternatives Analysis (AA) concluded that BRT was currently infeasible. | Accomplished |
| 7 | 2013 | Park-and-ride lot at I-75 and Newberry Road. | The development associated with the provision of this lot has currently postponed further activity. | On Hold |
| 9 | 2014 | Park-and-ride lot west of I-75 and | A park-and-ride lot further east on Archer Road is | In Progress |

² These and similar sections for the previous TDP major update are only considering this year’s annual update in reference to the 2009 major update. Comparison of this year’s update to adjustments made in prior annual updates is not addressed. For example, priorities may have been executed prior to their implementation year in the major update but concurrent with their implementation year in revised annual updates. The tables also show priorities in earlier years that are still outstanding.



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| | | Archer Road (area between Tower Road and SW 63rd Street). | now being provided as part of the Celebration Pointe development to satisfy this project. | |
| 10 | 2015 | Route 6 and Route 11 increase frequency to 30 minutes. | Route 11 currently operates at 30-minute frequencies. RTS has applied for a 2016 FDOT Service Development Grant (SDG) application to improve route 6 frequencies to 30-minutes. | Unaccomplished |
| 12 | 2015 | Park-and-ride lot at Eastside Activity Center (43rd and Hawthorne Road). | RTS applied for an FTA Ladders of Opportunity grant for this center but was not awarded one. RTS is continuing to pursue funding for this project. | Unaccomplished |
| 13 | 2015 | Express bus route from the City of Alachua to the park-and-ride lot at NW 34th and US 441 (6 am-10 am and 4 pm-8 pm). | As part of the surtax initiative the County decided that funding was not available for this project in the immediate future. | Unaccomplished |
| 15 | 2015 | County-proposed Newberry Road Express Bus Service (CR 241 to UF) from the City of Newberry, stopping in Jonesville, to the park-and-ride lot west of I-75 and Newberry Road (6 am-10 am and 4 pm-8 pm). To be coordinated with County express service. | As part of the surtax initiative the County decided that funding was not available for this project in the immediate future. | Unaccomplished |

The specific items in Table 10 were intended to implement the overarching service priorities of the TDP shown in Table 11.

TABLE 11 TDP OVERARCHING SERVICE PRIORITIES

| Overarching Priorities | Status | Status |
|---|--|--------------|
| Continue operating existing fixed route service. | This along with continuing to provide complementary ADA paratransit service remains RTS's top priority and continues to be fulfilled. | Accomplished |
| Continue to operate complementary ADA paratransit service. | This along with continuing to provide existing fixed route service remains RTS's top priority and continues to be fulfilled. | Accomplished |
| Expand complementary paratransit service to complement new service. | As mandated by law, RTS will continue to do this. | Accomplished |
| Improve frequency on existing fixed bus routes. | See 2.1.1.3. | Accomplished |
| Extend evening hours. | Evening hours were extended on campus routes since adoption of the last TDP. | Accomplished |
| Implement additional Sunday service. | Additional Sunday service has not been implemented since adoption of the last TDP. Additional Sunday service on Route 75 is scheduled for FY17 | Accomplished |
| Implement new fixed-route bus service. | Route 40 was added on September 2015, FY 2016. Route 33 was added for 2017 Fall, FY 2017. | Accomplished |
| Implement Downtown / UF Circulator. | Previously completed. | Accomplished |
| Implement express routes. | Express Route 800 is from Haile Plantation to UF through Shands Hospital, and is scheduled to run in 2018 spring semester. | Accomplished |
| Implement BRT feasibility study corridors. | The AA concluded that BRT was currently infeasible. | Accomplished |
| Implement commuter assistance program. | RTS met with VRide in April 2015 to explore implementing a commuter assistance program. In July 2016 RTS executed an agreement with VRide. | Accomplished |



4.3 Capital Projects

The most recent TDP major update listed seven capital priorities in implementation years 2015 and 2016, as well as five other priorities that spanned the entire ten year time horizon. Some of the priorities for those years have already been implemented and are not reflected in Table 12. The updated table includes other service priorities since the adoption of the last TDP.

TABLE 12 TDP SPECIFIC CAPITAL PRIORITIES

| TRANSIT | DESCRIPTION / PHASE | PROJECT NUMBER | To Expend | Proposed 5-Year Schedule of Capital Improvements | | | | | Years 6-10 | Future CIP |
|--|---------------------|----------------|------------------|--|-------------------|-------------------|------------------|------------------|-------------------|------------|
| | | | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 - 28 | |
| Existing vehicle replacement | | 1 | 3,274,000 | 1,905,000 | 8,241,000 | 5,000,000 | 5,000,000 | 5,000,000 | 25,000,000 | |
| Buses for service expansion (Routes 6 and 16). Add approximately one bus per year. | | 2 | | | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 5,000,000 | |
| Transit Route 35 | | 3 | 440,000 | 440,000 | 440,000 | 440,000 | 440,000 | 440,000 | 2,200,000 | |
| Microtransit vans | | 4 | | | 150,000 | 150,000 | 150,000 | 150,000 | 750,000 | |
| Support vehicles | | 5 | | 45,000 | 45,000 | 114,000 | 114,000 | 114,000 | 570,000 | |
| Paratransit vans | | 6 | 139,000 | - | 144,000 | 817,000 | 817,000 | 817,000 | 4,085,000 | |
| Bus stop amenity improvements (e.g., bicycle racks, benches, landing pads, and shelters) | | 7 | 853,000 | 868,000 | 884,000 | 903,000 | 900,000 | 900,000 | 4,500,000 | |
| Eastside Transfer Station | | 8 | | 309,929 | 140,089 | 3,167,518 | | | | |
| Technology Improvements | | 9 | 465,000 | 474,000 | 3,392,000 | 3,392,000 | 484,000 | 494,000 | 2,470,000 | |
| | | | | | | | | | | |
| TOTAL EXPENDITURES | | | 5,171,000 | 4,041,929 | 14,436,089 | 14,983,518 | 8,905,000 | 8,915,000 | 44,575,000 | |

The specific items in Table 12 were intended to implement the overarching capital and infrastructure alternatives of the TDP shown in Table 13.

TABLE 13 TDP OVERARCHING CAPITAL PRIORITIES

| Overarching Priorities | Status |
|--|---|
| Rehabilitate and refurbish existing facilities. | Previously completed. Looking for options to dispose or use old facility. |
| Vehicle replacement and acquisition. | RTS has fallen short of the procurement levels set in the TDP but has been able to acquire new paratransit and fixed route buses since the adoption of the last TDP. |
| Establish park-and-ride lots. | No new park-and-ride lots or facilities have opened since the adoption of the last TDP. Butler Plaza RTS Transfer Station is completed and opened in spring 2016. |
| Add shelters, benches, and other transit infrastructure. | RTS has fallen short of the procurement levels set in the TDP but has been able to acquire and install new amenities since adoption of the last TDP, as well as make ADA improvements to a number of stops. |
| Install transit technologies. | RTS has not installed new transit technologies since adoption of the last TDP. RTS procured new scheduling software, and AVL equipment. RTS installed a video camera system at Rosa Parks Downtown Station. |
| Dedicate BRT Lanes | The AA concluded that BRT was currently infeasible. |
| Construct new regional transportation center. | This project has not moved forward due to lack of funding and the conclusion of |



| | |
|--|--|
| Construct new park-and-ride lot transfer facilities. | the AA. No new park-and-ride lots or facilities have opened since the adoption of the last TDP. Butler Plaza RTS Transfer Station is completed and opened in Spring 2016. |
|--|--|

5 REVISIONS TO THE IMPLEMENTATION PROGRAM FOR THE COMING YEAR

RTS adopted the following revisions to the implementation program in the coming fiscal year.

5.1 Service Priorities (Fall 2018)

A new route (Route 800) is planned to operate in Fall 2018, running from Butler Plaza Transfer Station to Santa Fe College. The new route is being solely funded by Santa Fe College. Outside of that there are no funding changes from the City and County. Appendix-I presents the service change proposal presentation that was given at a noticed public meeting on July 25. Therefore, all the changes listed below are dependent on the feedback received at the meeting and any changes it may necessitate.

5.1.1 No changes Routes

There are no changes on 41 routes for Fall 2018. Below is a list of the affected routes.

TABLE 14 FALL 2018 NO CHANGES ROUTES

| No Changes |
|--|
| Route 1 (Downtown Station – Butler Plaza Transfer Station) |
| Route 5 (Downtown Station – Oaks Mall) |
| Route 7 (Downtown Station – Eastwood Meadows) |
| Route 8 (UF Health – North Walmart Supercenter) |
| Route 9 (Reitz Union – Hunters Run) |
| Route 12 (Reitz Union – Butler Plaza Transfer Station) |
| Route 13 (Beaty Towers - Cottage Grove Apartments) |
| Route 15 (Downtown Station – NW 13th Street) |
| Route 16 (Beaty Towers – Sugar Hill) |
| Route 17 (Beaty Towers – Downtown Station) |
| Route 19 (Reitz Union – SW 23rd Terrace) |
| Route 20 (Reitz Union – Oaks Mall) |
| Route 23 (Oaks Mall - Santa Fe College) |
| Route 24 (Downtown Station – Job Corps) |
| Route 25 (UF Commuter Lot – Airport) |
| Route 26 (Downtown Station to Airport) |
| Route 29 (Beaty Towers – Kiwanis Park) |
| Route 33 (Butler Plaza Transfer Station – Midtown) |
| Route 34 (The Hub - Lexington Crossing) |
| Route 35 (Reitz Union – SW 35 th Place) |
| Route 36 (Reitz Union – Williston Plaza) |
| Route 39 (Santa Fe – Airport) |
| Route 46 (Reitz Union - Downtown Station) |
| Route 75 (Oaks Mall – Butler Plaza Transfer Station) |
| Route 76 (Santa Fe – Haile Market Square) |
| Route 77 (Santa Fe – Cabana Beach) |
| Route 118 (The Hub - Cultural Plaza) |
| Route 119 (Hub - Family Housing) |
| Route 120 (West Circulator [Hub - Fraternity Row]) |



| |
|--|
| Route 121 (The Hub – Commuter Lot) |
| Route 125 (The Hub – Lakeside) |
| Route 126 (Sorority Row – Lakeside) |
| Route 127 (East Circulator [Walker Hall - Sorority Row]) |
| Route 303 (Later Gator D [Cottage Grove Apts. – Downtown Station]) |
| Route 305 (Later Gator F [Butler Plaza – Downtown Station]) |
| Route 711 (Downtown Station – Eastwood Meadows) |

5.1.2 Alignment Changes

Alignment changes are being proposed for 3 routes. See Appendix H for route alignment figure.

TABLE 15 FALL 2018 ALIGNMENT CHANGES

| Route | Alignment Changes |
|-------|--|
| 19 | Will now start and end at The Hub instead of Reitz Union. Route will travel on Stadium Road to Gale Lemerand Drive, then Mowry Road to SW 23 rd Drive to Archer Road. The route will then travel the regular route to the traffic circle on SW 23 rd Street and SW 35 th Place. |
| 33 | From NW 14 th Street, route will now turn left on NW 5 th Avenue, then left on NW 17 th Street, which becomes Buckman Drive. Next the route will turn left on Union Road and travel the regular route to Butler Plaza Transfer Station. |
| 122 | Route will be extended to Cultural Plaza, and will have two buses. |

5.1.3 Service Enhancements

For Fall 2018, RTS adds a new route funded by Santa Fe College:

Route 800X: Running from Butler Plaza to Santa Fe, running from 7:30 AM – 5:25 PM.

5.1.4 Schedule modifications

Schedule modification is proposed for the service time of 15 routes (UF) in Fall 2018:

- Route 2: Weekday inbound Downtown Station times increase by seven minutes.
- Route 3: Schedule will be split to Connect to Eastside.
- Route 6: Inbound Downtown Station times increase by 13 minutes on Weekday, and 8 minutes on Saturdays.
- Route 10: Will have two buses instead of three.
- Route 11: Changes will be made to one bus to connect to Eastside.
- Route 21: Will have round trip time of 52 minutes; every 13 minutes on Campus.
- Route 27: Will have four hours of service.
- Route 28: Will have round trip time of 52 minutes.
- Route 37: Will have one extra bus; extra bus comes from Route 38.
- Route 38: Will have four buses all day.
- Route 40: Will have one bus all day.
- Route 43: No service after 7 PM.
- Route 62: Will be discontinued.
- Route 117: Will have one bus. Other bus will go to Route 122.
- Route 300: No service on Wednesdays, two buses on Thursdays, Fridays and Saturdays.



- Route 301: Will have two buses on Thursdays, Fridays and Saturdays.
- Route 302: Will have two buses on Thursdays, Fridays and Saturdays.

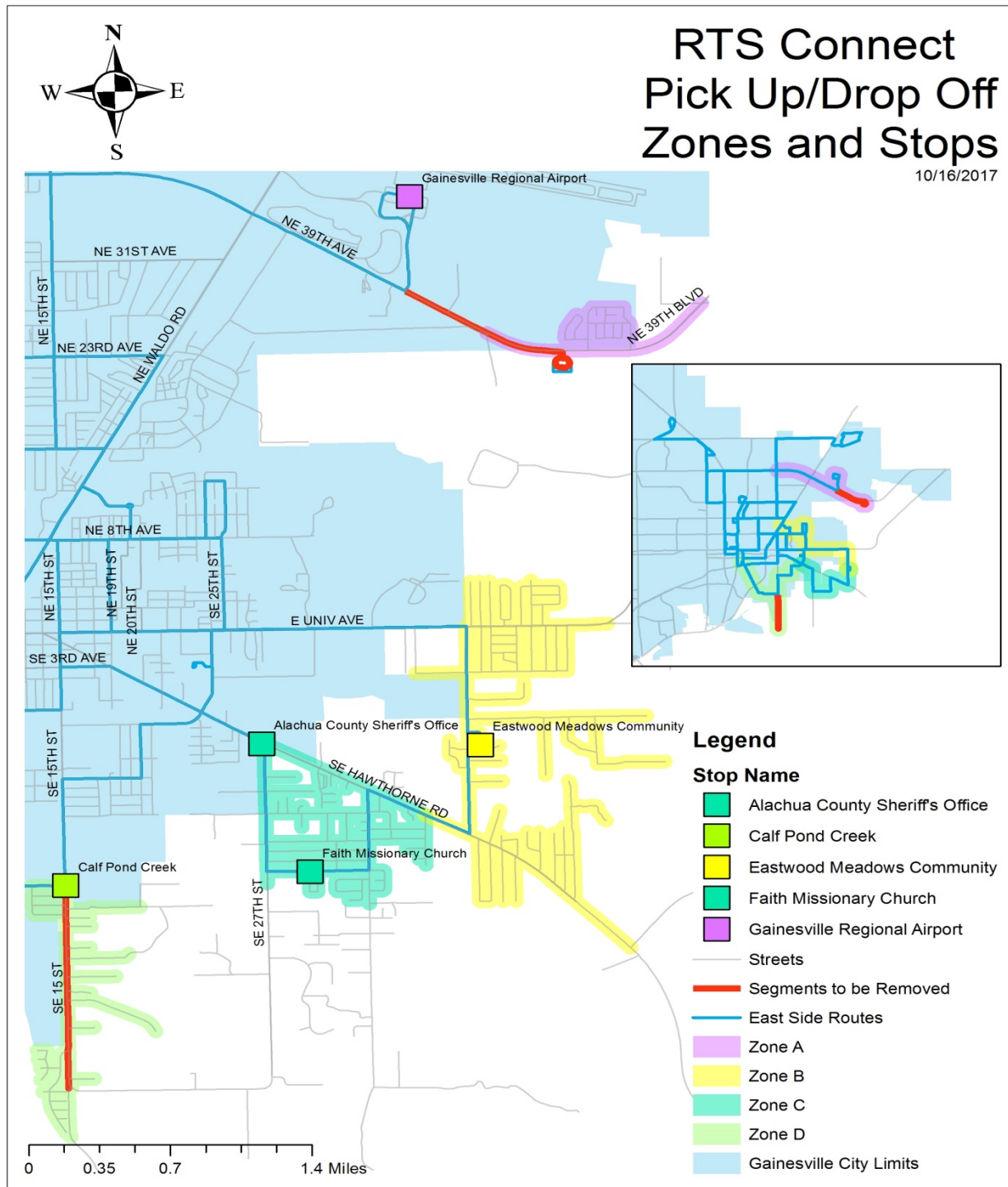
5.1.5 RTS Connect (First Mile/Last Mile)

Transit agencies in the United States are interested in adding value to transit services by enhancing services available to transit customers. One way they are achieving this goal is by reducing the cost of accessing transit stops and transit stations by providing transportation services from residences to transit stops and train stations. Consider that the Federal Transit Administration has suggested that by approaching transit services as door-to-door, not just stop-to-stop, transit agencies and their jurisdictions can improve safety and increase public transportation use. Therefore, a method of addressing the First Mile/Last Mile travel constraints that affect transit ridership forms the core of the RTS CONNECT Pilot Project. It is a way to unleash the latent transit demand in East Gainesville.

The pilot project will use transit vans that seats 12 passengers to pick-up customers from their residence (First Mile) and drop them off at designated bus stops in the AM (5:30 – 9:30) and during the PM (3:30 - 7:30) commute time, customers will be picked up from the same bus stops and distributed to their residences (Last Mile). The vans will serve as feeder lines to existing trunk lines. Individuals who participate in the program will not incur additional out of pocket cost, and do not need to download an app to obtain the transit service. As a mobility program, transit van operators are allowed and encouraged to drop off customers at other community locations without necessarily serving as an internal taxi service in the area. RTS believes that this unique character of the program would enable the transit agency to enhance the value of transit services in East Gainesville, increase transit demand, and open employment and other community opportunities to additional community members.

Four zones have been identified for the pilot program. These are located along NE 39th Blvd in the Lamplighter Community near the FDOT Facility (Zone A), residential areas east of SE 43rd Street (Zone B), areas south of SE Hawthorne bounded by SE 27th and 35th Streets (Zone C), and Zone D comprises of all areas south of the McPherson Recreation complex and past Robinson Heights to the south. The drop-off/pick-up locations associated with each zone has existing bus stops with shelters, benches and trash cans; otherwise, those amenities will be installed before drop-off and pick-up will be activated at the bus stop.

The First Phase of the Project will occur in Zone B using two (2) transit vans, and it is estimated to cost \$250,000. Pending funding availability, this could be implemented in Spring 2019. Subsequent program evaluation would allow implementation in the other zones, and eventually RTS may provide similar FM/LM services countywide.





5.1.6 Tri-County Express Service

Introduction

The Regional Transit System, RTS, is interested in creating a region-wide express service that will connect selected outlying cities in the region to Gainesville. This connection will open up employment opportunities and therefore, improve the quality of life in the different communities, but without promoting the use of the private automobile. Consider that the Florida Department of Transportation* has recognized that managing economic development by focusing on automobile travelers “is no longer feasible due to increased right-of-way costs, limited public and private funding and the shrinking returns associated with vehicle-oriented infrastructure improvements.” The service will focus on the most feasible option that will include at least three counties, with Gainesville as a focal point of the new system. Other relatively large cities (in the other counties) will also serve as the anchor for each affected county. The cities considered are Ocala (Marion), Williston (Levy), Trenton (Gilchrist), and Lake City (Columbia).

The Options

Each option involves three counties, and the service will run between a pair of cities, as indicated below. These options are shown in the maps in subsequent pages.

Option I

Gainesville (Alachua) to Ocala (Marion)
Gainesville (Alachua) to Williston (Levy)

Option II

Gainesville (Alachua) to Williston (Levy)
Gainesville (Alachua) to Trenton (Gilchrist)

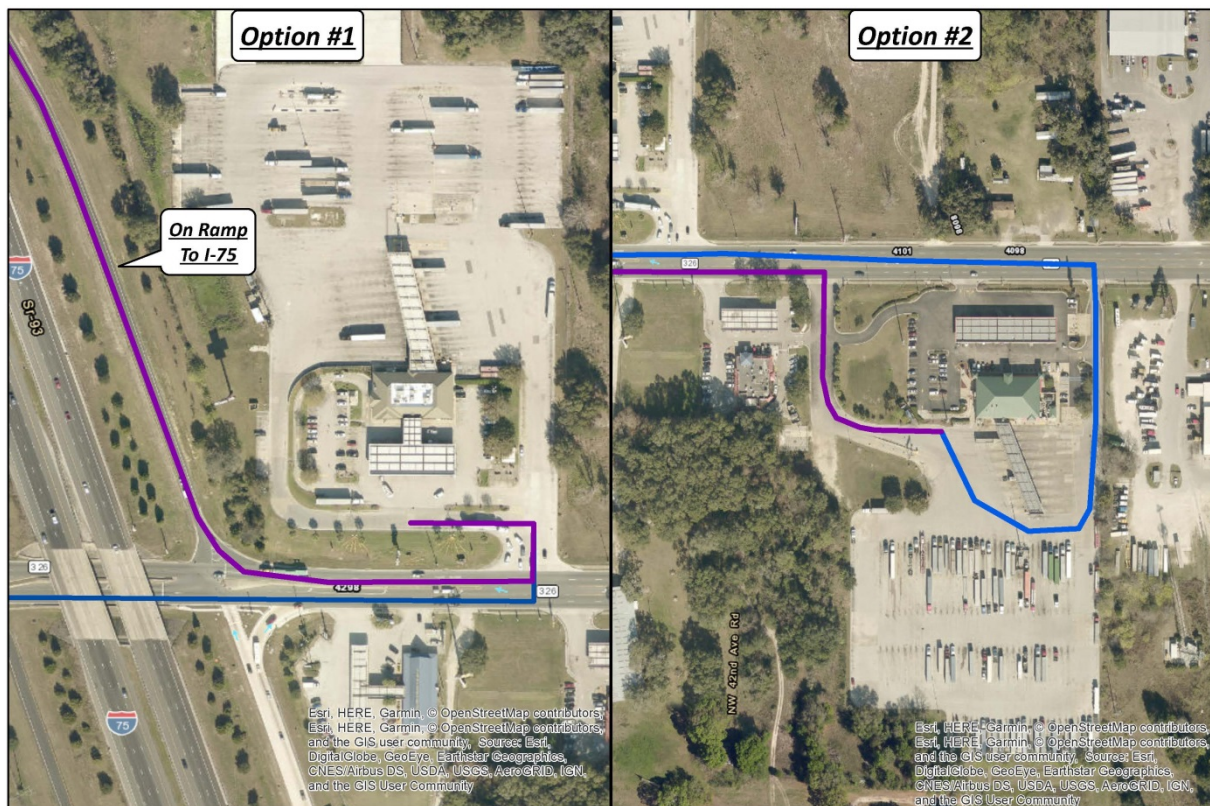
Option III

Gainesville (Alachua) to Lake City (Columbia)
Gainesville (Alachua) to Trenton ((Gilchrist)

Option IV

Gainesville (Alachua) to Ocala (Marion)
Gainesville (Alachua) to Trenton (Gilchrist)

*The University of Florida, Final Report to the Florida Department of Transportation Systems Planning Office, Gainesville, Florida October 31, 2012



— Outbound

— Inbound

World Transportation

Ocala Park And Ride Proposals

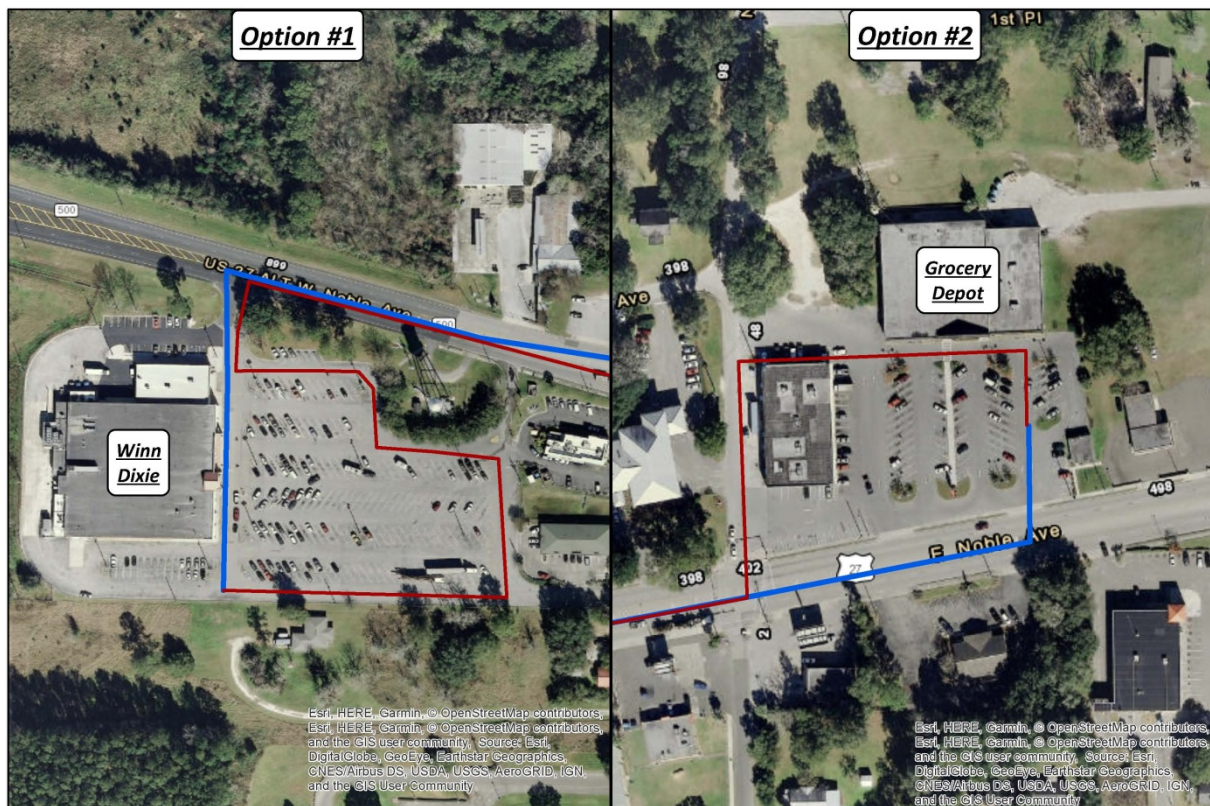


Gainesville.
Citizen centered
People empowered



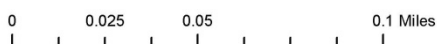
**Regional
Bus Express
Serving
Bronson
Lake City
Ocala &
Trenton**





Williston Park And Ride Proposals

- Inbound
- Outbound



Gainesville.
Citizen centered
People empowered



Regional Transit System



Trenton Park And Ride Proposals

- Outbound
- Inbound



Service characteristics

According to the US Census Bureau, a high proportion of residents (18-64 years) work outside Columbia, Gilchrist, Levy and Marion counties, when compared to Alachua County, where only 5.8% of the those in the labor forces work outside their county of residence. The data for other counties are shown below, together with the mean travel time to work.

| <u>Name of County</u> | <u>Works outside County</u> | <u>Mean travel time to work</u> |
|-----------------------|-----------------------------|---------------------------------|
| Alachua | 5.8% | 19.9 minutes |
| Columbia | 23.7% | 24.0 minutes |
| Gilchrist | 59.4% | 31.3 minutes |
| Levy | 51.7% | 30.0 minutes |
| Marion | 16.4% | 24.8 minutes |

Sources: Office of Economic and Demographic Research, Florida Legislature, Tallahassee, FL, March 2018; and edr.state.fl.us/Content/area-profiles/county/columbia.pdf (for each county)



The journey-to-work, therefore, takes longer in those counties, when compared to Alachua County. Said differently, it appears that those in the labor force in those counties are willing to travel to where the jobs are located, such as in Gainesville, Alachua County, no matter the distance.

What the data also suggests is that there are potentials to induce transit customers in those counties since they already travel outside their county of residence for work; and, an express bus service that competes with recorded trip times could serve as an incentive for county residents to take the bus.

Span of service

Service will focus on commuters during the weekday (M-F) in the AM and PM periods; meaning that service will be available 5:30 - 8:30 AM and 4:30 -7:30 PM, with trip origins outside of Alachua County during the morning commute. The selected service option will have its destination (AM trips) at the Butler Plaza Transfer Station in Gainesville. In the PM, the O-D points will be reversed with Gainesville serving as the trip origin.

Service Frequency and travel times

The following table shows the estimated travel times for each option. The travel time is based on driving exercise conducted by RTS staff between Butler Plaza TS and selected destinations.

Based on this information, in order to compete with the current mean driving time (as previously stated), it would be best to exclude Lake City (Columbia County) from further consideration.

| <u>Name of city</u> | <u>Estimated Travel time</u> | <u>Driving Distance</u> |
|---------------------|------------------------------|---------------------------|
| Trenton | 39 minutes | 29 miles (narrow roadway) |
| Lake City | 50 mins | 45 miles |
| Ocala | 32 mins | 29 miles |
| Williston | 33 mins | 20 miles |

The best option is to provide an express transit service between Gainesville and Ocala, on the one hand, and in the other hand, provide a complementary service between Gainesville and Williston, given the estimated travel times, 32 and 33 minutes, respectively. In addition staff field work has revealed that RTS could find a P & R location with 81 parking spots in Ocala, and a location with 342 parking stops (Winn Dixie shopping center) in Williston. Both locations have gas stations and other community amenities.

To attract bus customers, each leg of the express service will need two (2) vans and a reserve vehicle (for each leg of the trip) for a total of six (6) vans in order to provide the express service between each pair of cities.

Service cost

Based on the national average (5.1%) for US commuting transit habit, and percentage of the population in the labor force (47% Marion County, and 51% in Levy County), it is possible that RTS could provide between 755 and 1,400 trips in an average weekday.

Service will be provided for 3,300 hours/year, using four vans for a total of \$441,012.00.



Recommendation

The recommendation is to provide an express bus service between Williston and Gainesville's Butler Plaza Transfer Station, with the other leg of the Tri-County Express Bus Service serving the route between Ocala and Butler Plaza TS. Each service will last four (4) hours in the AM and four (4) hours in the PM commute time during the weekday.

5.1.7 Autonomous Vehicle Shuttle Pilot Project



- Autonomous Transit Shuttle Pilot Project
 - RTS, UF and Florida Department of Transportation (FDOT)
 - Autonomous Vehicle (AV) shuttle between UF and Downtown
 - Project has 100% FDOT funding
 - AV shuttle operating in regular traffic conditions
 - Test Connected Vehicle Technology as part of UF Testbed projects
- Vendor: Transdev Services, Inc.
- Vehicle Manufacturer: Easy Mile
- By April 23, 2018 Transdev and Easy Mile
 - Deployment specialists onsite
 - Onsite testing begins
- AV Demo week of May 7th or May 14th
- Project term: 3 years
- Monday through Friday
- 10 hours of service at 10 - 20 minute frequency



- Fares will not be collected during demonstration period
- Vehicle Capacity: 12 Passengers
- Charging and storage at City Parking Garage

Phase 3 and 4 Depot Park to UF

- Points of Interest**
 - RTS Garage for AV Storage
 - RTS Facility
 - 105 SW 3rd St Garage

- Demo Route + Phase 1**
 - 14-40 SW 2nd St, Gainesville, FL 32601, ...
 - 198 SW 2nd St, Gainesville, FL 32601, USA

- Phase 2 (V2I)**
 - 1026 SW 2nd Ave, Gainesville, FL 32601, ...
 - 1404 Union Rd, Gainesville, FL 32601, USA

- Phase 3 Route**
 - RTS Garage for AV Storage
 - 151 SW 2nd Ave, Gainesville, FL 32601, ...





Attachment A
April 5, 2018



Phased Project Plan

Gainesville Autonomous Transit Shuttle (GATorS)

Transdev is excited to begin work on the Gainesville Autonomous Transit Shuttle (GATorS). After completing assessments onsite and meeting with project stakeholders we have put together the following project phases to outline deployment goals for the first year of the program. This plan will allow for incremental progress in user education, data collection, and system utility while maintaining a safe operation and positive public perception of the service.

Timing and exact routes outlined below are subject to change pending mutual agreement of the client (RTS), stakeholders (University of Florida), and contractor (Transdev Serices, Inc.). Factors influencing route and service changes will include data collected from users and community stakeholders, headway performance in varying traffic conditions, vehicle software upgrades, construction and lane closures along the route, and new vehicle platform improvements.

The initial routes will eventually be extended to connect with routes from the following phases to form a circulator capable of brining users from Depot Park to the UF Campus. For reference, they are compiled here: <https://goo.gl/crWcCt>

Startup Period: ETD 3-6 Months Pre-Operations

Establish suitable charging and storage facility, conduct limited demonstration operations (TBD).

Phase 1: UF Campus Union Road Route (ETD Launch + 2 Months, as needed thereafter)

Pending approval from the University of Florida, Transdev has outlined a route through campus, running from the western edge of 2nd Avenue, then following the length of union road.

Pending the completion of the roadway connection to University Avenue along the Plaza of the Americas, service can be extended north. Passengers would have the option of taking the shuttle between Auditorium Park and Plaza of the Americas, providing a connection from Buckman Drive to University Road.

Phase 1a: UF Campus Stadium Road Extension (ETD 2-4 Months Post-Launch)

Service can also be extended the length of Stadium road, provided proper signage is displayed informing pedestrians of the shuttle route. Pending available right of way from Union road to Stadium road (As indicated on the map) Phase 1 and Phase 1a can be joined to form a unified route, either on-demand or with scheduled service.

Phase 2 : Depot Park Connector Service (ETD 4-6 Months Post-Launch)

After the completion of construction on SW 6th street, AV shuttle service can be run from the RTS garage to 2nd avenue, along the indicated route. Traffic conditions post-construction will dictate the final level of service and hours.

Phase 3: GATorS 2nd Avenue Connector Service (ETD 10-12 Months Post-Launch)

Once V2I and AV software/hardware upgrades allow for reliably safe crossing of signalized intersections, service will be extended past the signal on 6th avenue, and from 2nd avenue into the UF campus. This will allow for the complete loop to be serviced continuously, and will open the area to on-demand service and further expansion past the first year of operations.

Transdev North America, Inc.
720 E Butterfield Rd, Ste 300
Lombard, IL 60148

www.transdevna.com



Transit Development Plan FY 2018/19 ANNUAL UPDATE



Attachment A
April 5, 2018



Phased Project Plan

Budget

The revised budget to match these project phases is included below:

| | March/April (3 Days) | August-Sept. 2018 | Year 1 | Year 2 | Year 3 | Total |
|-------------------------------|----------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| | Demo | Startup | 1 | 2 | 3 | |
| Vehicle Costs | \$ 8,000 | \$ 48,000 | \$ 264,000 | \$ 378,000 | \$ 378,000 | \$ 1,076,000 |
| Insurance | \$ 250 | \$ 18,000 | \$ 12,600 | \$ 18,900 | \$ 18,900 | \$ 68,650 |
| Facility Costs | | \$ 35,258 | \$ 44,678 | \$ 71,016 | \$ 46,016 | \$ 196,968 |
| Infrastructure | \$ - | \$ 75,000 | \$ 35,000 | \$ 98,500 | \$ 97,000 | \$ 305,500 |
| Operations | \$ 495 | \$ 26,500 | \$ 103,111 | \$ 117,045 | \$ 79,518 | \$ 326,668 |
| Management | \$ 1,500 | \$ 20,000 | \$ 120,000 | \$ 123,600 | \$ 127,308 | \$ 392,408 |
| Total | \$ 10,245 | \$ 222,758 | \$ 579,389 | \$ 807,061 | \$ 746,742 | \$ 2,366,194 |
| Monthly Rate -> | | | \$ 48,282 | \$ 67,255 | \$ 62,228 | |
| Shared AV Support/Dispatching | \$ 512 | \$ 11,138 | \$ 28,969 | \$ 40,353 | \$ 37,337 | \$ 118,310 |
| Total Costs | \$ 10,757 | \$ 233,895 | \$ 608,358 | \$ 847,414 | \$ 784,079 | \$ 2,484,504 |

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6 REVISED IMPLEMENTATION PROGRAM – TENTH YEAR

6.1 Vehicle Replacement

In the 2015/16 – 2024/25 TDP major update the actual number of vehicles scheduled for replacement in 2015 was spread over several years to reduce the enormous capital deficit that would be shown in the first year otherwise. A similar strategy was followed for support vehicles. Table 16 shows a revised vehicle replacement schedule that shows the actual count that should be replaced in a specific year based on established useful life standards.³ Year 2017 includes both those vehicles that are already past their useful life but have yet to be replaced, as well as those scheduled to reach their useful life in FY2017/2018.

TABLE 16 VEHICLE REPLACEMENT SCHEDULE

| Year | Buses | Paratransit Vans | Support Vehicles |
|-------|-------|------------------|------------------|
| 2018 | 56 | 1 | 11 |
| 2019 | 9 | 2 | 1 |
| 2020 | 1 | 5 | 6 |
| 2021 | 6 | 12 | 10 |
| 2022 | 11 | 6 | 4 |
| 2023 | 3 | 0 | 3 |
| 2024 | 2 | 3 | 1 |
| 2025 | 4 | 3 | 5 |
| 2026 | 8 | 3 | 6 |
| 2027 | 3 | 3 | 6 |
| 2028 | 3 | 3 | 6 |
| 2029 | 2 | 3 | 6 |
| Total | 108 | 44 | 65 |

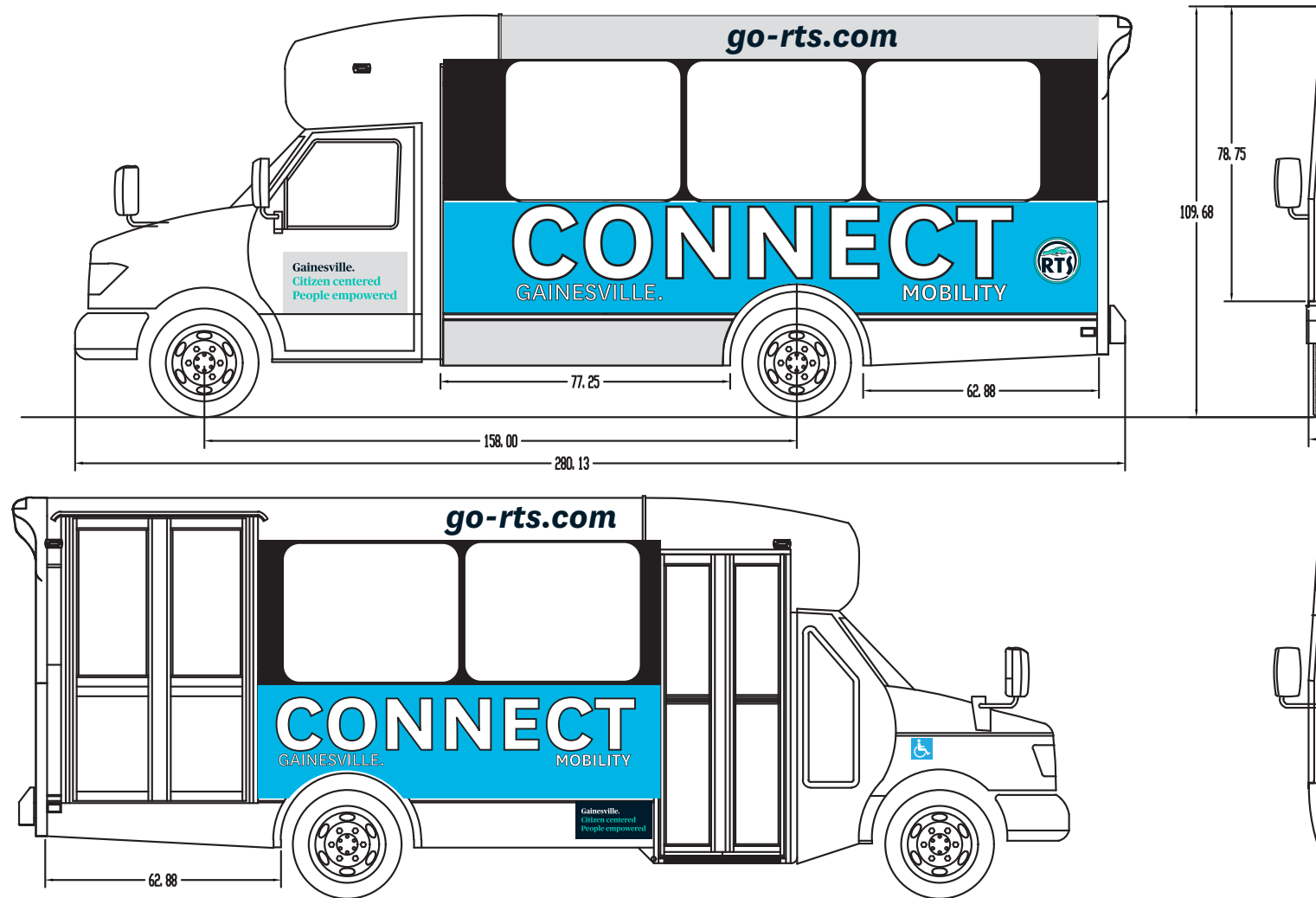
As will be discussed in Section 8 the number of vehicles scheduled for replacement results in a large deficit that cannot meaningfully be addressed given current funding streams. Therefore, much of the need shown in early years will simply have to be deferred. In FY2016/17, RTS replaced 8 buses, 2 vans and 5 support vehicles. In FY2017/18, RTS acquired ten new buses.

³ Useful life standards for each vehicle type remain unchanged as specified in the last major update.



7 RECOMMENDATION FOR THE NEW TENTH YEAR

There are no new recommendations for the new 10th year. RTS continues to implement new ideas during the second five years of the TDP.



NON-FLAT FLOOR

| | | | | | | | | |
|-----|------|-----|------------------|----|-------|--|---|--------------------------------------|
| | | | | | | CHAMPION® <small>REV GROUP</small> | MATERIAL: AS SHOWN TOLERANCES UNLESS OTHERWISE NOTED .XX = .50 .XXX = . X° = 1° | DRAWN P RUI CHK. |
| | | | | | | MODEL FORD CHALLENGER | F/P | |
| | | | | | | ECN # | DO NOT SCALE | SCALE: APP'D |
| REV | DATE | ECN | DESC. OF CHANGES | BY | APP'D | | | |



8 REVISED FINANCIAL PLAN

The following represents RTS's estimated capital and operating budgets for FY2017/18 - 2026/27 which follows the baseline plan presented in the TDP major update since the surtax did not pass. The baseline plan assumes that contributions from RTS's various funding partners will continue at or near current levels. As stated above, this is the same 10 year horizon presented in the major update given that the major update included a multi-year gap between the current year and base year. Financial plan assumptions have been revised, though, with the latest available data.

TABLE 17 FINANCIAL PLAN ASSUMPTIONS -- FISCAL YEARS 2017/18 - 2026/27

| Operation | Value | Notes/Source |
|---|-------------|--|
| Fixed-route operating cost per revenue hour | \$78.58 | FY 2017 FTA/NTD Report. |
| ADA paratransit operating cost per revenue hour | \$49.23 | FY 2017 FTA/NTD Report. |
| Number of weekdays (city/campus routes) | 253/209 | N/A |
| Number of Saturdays/Sundays | 52/52 | N/A |
| Holidays (without service) | 8 | N/A |
| Later Gator A service days | 153 | N/A |
| Later Gator B and C service days | 106 | N/A |
| Later Gator D and F service days | 33 | N/A |
| Fixed route operating hours | 301,612 | FY 2017 FTA/NTD Report. |
| ADA operating hours | 39,328 | FY 2017 FTA/NTD Report. |
| ADA cost per trip | \$34.55 | FY 2017 FTA/NTD Report. |
| ADA annual trip increase | 19,012 | Calculated average of geometric and average growth over the last five years. |
| Cost inflation rate | 1.6% | Two year average (2015 and 2016) from BLS. |
| Revenue inflation rate | 1.0% | Conservative assumption based on reduced funding relative to inflation (applied once every 3 years). City revenue was increased annually due to the city's role as provider of RTS services. |
| Operating/Capital revenue split | 96%/4% | Approximate distribution between operating and capital revenue. |
| Federal discretionary funding | \$4,000,000 | Two allocations of \$2 million each over 10 years. |
| Bus Cost (Diesel 40') | \$500,000 | Recent procurement cost escalated by 1 year. |
| Paratransit van | \$89,213 | Recent procurement cost escalated by 1 year. |
| Support vehicle cost | \$20,000 | Recent procurement cost escalated by 2 years. |
| Ratio of support vehicles to buses | 1 to 3 | 1 service vehicle for every 3 peak buses. |
| Ratio of ADA trips to vans | 2,341 | 1 ADA van for every 2,341 new trips. |
| Existing peak vehicle fleet size | 109 | FY 2017 FTA/NTD Report |
| Bus transfer center | \$4,026,739 | Based on Five Points Transfer Center estimated cost from AA. Assumes other proposed locations will have similar design. Escalated by 1 year. |
| Landing pad | \$6,900 | Based on recent actual RTS costs or vendor quotes. |
| Shelter | \$4,400 | Based on 3-year amenity contract with Tolar Manufacturing. |
| Bench | \$450 | Based on 3-year amenity contract with Tolar Manufacturing. |
| Trash can | \$1000 | Based on 3-year amenity contract with Tolar Manufacturing. |
| Bus bay | \$250,000 | Based on recent actual RTS costs or vendor quotes. |



8.1 RTS FY2016/17-2025/26 Costs and Revenues

The table below shows the 10-year baseline summary of costs and revenues under a scenario where no new, constant operating revenue sources are assumed. As expected, based on the financial assumptions in Table 17, an operating deficit is incurred from FY2017/18 onward since inflation is predicted to outpace increases in revenue. As then ADA costs include both existing, as well as expected cost increases due to historic growth rates.⁴ The capital portion of the table, however, has changed. Previously, a large capital deficit was shown under vehicle replacement and no other capital costs were shown. Given that a large share of these costs can be deferred and RTS has other capital costs as well that will be unmet during this period capital costs are simply set to match projected capital revenue and unmet needs are shown in separate tables.⁵

TABLE 18 TDP 10-YEAR COST AND REVENUE SUMMARY

| | FY17 Estimated | FY18 Estimated | FY19 Estimated | FY20 Estimated | FY21 Estimated | FY22 Estimated | FY23 Estimated | FY24 Estimated | FY25 Estimated | FY26 Estimated | Total |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Baseline Service Operating Costs | | | | | | | | | | | |
| Baseline Fixed Route Operating Cost | \$24,527,599 | \$24,944,568 | \$25,368,626 | \$25,799,893 | \$26,238,491 | \$26,684,545 | \$27,138,182 | \$27,599,532 | \$28,068,724 | \$28,545,892 | \$264,916,052 |
| Existing ADA Contracted and Other Services | \$1,772,368 | \$1,870,958 | \$1,972,388 | \$2,076,727 | \$2,184,043 | \$2,294,407 | \$2,407,892 | \$2,524,573 | \$2,644,526 | \$1,906,042 | \$21,653,924 |
| Total Maintain Existing Service (Costs) | \$26,299,967 | \$26,815,526 | \$27,341,015 | \$27,876,619 | \$28,422,533 | \$28,978,952 | \$29,546,075 | \$30,124,105 | \$30,713,249 | \$30,451,934 | \$286,569,976 |
| Baseline Operating Revenues | | | | | | | | | | | |
| Baseline Operating Revenue | \$22,101,173 | \$22,145,594 | \$22,241,379 | \$22,412,364 | \$22,458,131 | \$22,555,785 | \$22,729,399 | \$22,776,553 | \$22,876,123 | \$23,083,139 | \$225,379,640 |
| Net Operating Surplus/Deficit | -\$4,198,794 | -\$4,669,933 | -\$5,099,635 | -\$5,464,256 | -\$5,964,402 | -\$6,423,167 | -\$6,816,676 | -\$7,347,552 | -\$7,837,127 | -\$7,368,795 | -\$61,190,336 |
| Baseline Capital Costs | | | | | | | | | | | |
| Vehicle Replacement | \$3,107,522 | \$3,110,131 | \$4,973,852 | \$3,143,893 | \$3,146,581 | \$3,170,593 | \$5,020,788 | \$3,183,557 | \$3,207,865 | \$3,239,943 | \$35,304,725 |
| Baseline Capital Projects (ITS, Bus Stop, Hubs) | \$270,219 | \$270,446 | \$432,509 | \$273,382 | \$273,616 | \$275,704 | \$436,590 | \$276,831 | \$278,945 | \$281,734 | \$3,069,976 |
| Total Baseline Non-Operating Costs | \$3,377,742 | \$3,380,577 | \$5,406,361 | \$3,417,275 | \$3,420,196 | \$3,446,297 | \$5,457,378 | \$3,460,388 | \$3,486,809 | \$3,521,677 | \$38,374,701 |
| Baseline Capital Revenues | | | | | | | | | | | |
| Baseline Capital Revenue | \$3,377,742 | \$3,380,577 | \$5,406,361 | \$3,417,275 | \$3,420,196 | \$3,446,297 | \$5,457,378 | \$3,460,388 | \$3,486,809 | \$3,521,677 | \$38,374,701 |
| Net Capital Surplus/Deficit | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Aggregate Capital Surplus/Deficit | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Net Baseline Operating and Capital Revenue | -\$4,198,794 | -\$4,669,933 | -\$5,099,635 | -\$5,464,256 | -\$5,964,402 | -\$6,423,167 | -\$6,816,676 | -\$7,347,552 | -\$7,837,127 | -\$7,368,795 | -\$61,190,336 |

⁴ Regulatory requirements dictate that all ADA eligible trips be provided. Additionally, both contracted and non-contracted ADA trips have increased far quicker than non-ADA fixed route trips. That is why even though RTS is assuming no increase in fixed route operating hours ADA service is still being included. This service will increase and RTS will have to find funding for it. Conversely, fixed route service will only increase if requested and paid for fully by one of RTS' funding partners. This will be addressed annually based on the list of unfulfilled 2016/17 – 2025/26 TDP major update service enhancements.

⁵ The split between vehicle replacement and baseline capital projects is based on average revenue distribution reflected in the recent POP.



8.1.1 Capital Needs

Figure 1 (below) shows that RTS’ capital needs, not inclusive of vehicles, are over \$35 million. Over the next ten years RTS is expected to have only approximately \$4 million to address this need. Based on available funding and the expected cost of the transfer center RTS will likely have to rely on developer contributions or discretionary capital grants to see any of them completed. Therefore, it is expected that most of the \$4 million dollars will go towards bus stop (in FY2017/18, for example, 61 bus stops and 23 shelters were completed) or ITS and security improvements. Looking at the non-vehicle distribution of capital funding over the last three years, more than half of all projected funding has gone to ITS projects. It is likely that the funding, when available, will be split between bus stop and ITS improvements.⁶

FIGURE 1 PROGRAM OF PROJECTS

| GAINESVILLE RTS PROPOSED POP | |
|---|---------------------|
| RTS Project Description | Amount*^ |
| RTS Fixed Route Operations ¹ | \$1,800,000 |
| Paratransit Trips ² | \$ 400,000 |
| Paratransit Trips ² | \$ 25,000 |
| Paratransit Trips ² | \$25,000 |
| Total Operating | \$2,250,000 |
| ADA Wheelchair Securement Systems ³ | \$120,000 |
| Total 5310 Capital | \$120,000 |
| Bus Purchase (replacement) ⁴ | \$24,500,000 |
| Voice Annunciation & Destination Display Systems (replacement) ⁴ | \$1,834,162 |
| Total 5339 Capital | \$26,334,162 |
| Bus Purchase (replacement) ⁵ | \$500,000 |
| ADA Paratransit Vans ¹⁶ | \$163,275 |
| Miscellaneous Equipment ¹¹ | \$85,199 |
| 1% Bus & Facility Surveillance/Security ⁶ | \$7,672 |
| Communications Equipment ¹⁴ | \$11,000 |
| Total FFY13 5307 Capital | \$767,146 |
| Bus Purchases (Replacement) ⁵ | \$5,000,000 |
| 1% Bus & Facility Surveillance/Security ⁶ | \$37,662 |
| Preventative Maintenance ⁷ | \$800,000 |
| Transp Dev Plan Major Update ⁸ | \$150,000 |
| ADP Software Acquisition ⁹ | \$438,146 |
| ADP Hardware Acquisition ¹⁰ | \$366,130 |
| Miscellaneous Equipment ¹¹ | \$62,500 |
| Construction: security entrance system @ Admin Building ¹² | \$435,050 |

⁶Any grant awarded under this program will be included in the MPTO TIP and FDOT work program.



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| | |
|--|---------------------|
| Bus Stop Improvements ¹³ | \$75,000 |
| Communications Equipment ¹⁴ | \$25,000 |
| Support Vehicles ¹⁵ | \$40,000 |
| Technology Improvements | \$3,392,725 |
| Total 5307 Capital | \$10,822,213 |
| <hr/> | |
| Total Operating | \$2,250,000 |
| Total Capital | \$38,043,521 |
| Grand Total | \$40,293,521 |

* Actual available grant funds are contingent on a final federal transportation appropriations bill for the next federal fiscal year. This program shows the plan for the maximum requested amount. If less funding is available, the project amounts for some or all projects will be reduced.

^ The required Local match for Capital & Operating funds is 20% or 50% depending on funding source and may be funded through Florida Department of Transportation's Transportation Development Credits.

1. Will purchase service at an hourly rate of \$66.82
2. Will purchase ambulatory and wheelchair trips at the hourly rate as specified in RTS's current ADA Paratransit Service Agreement.
3. Capital request is for one replacement van (unit cost is \$70,000), and 5 restraint systems (unit cost is approximately \$10,000 including parts and installation).
4. Unit cost of 40' bus is \$500,000, 80 destination display system replacement is approx. \$877,900; voice annunciation system replacement is approx. \$956,335. Application submitted to FTA 08/2017, project selections still pending.
5. Unit cost of 40' bus is \$500,000.
6. Required by FTA. Will support security equipment installation at RTS facilities/assets.
7. Will cover the expenses that fall under the definition of "preventive maintenance" per 49 US Code Section 5307, including engines, transmissions, etc.
8. Major update is required every 5 years.
9. Includes AVL software, security video system upgrade & adding maintenance module to Hastus scheduling software.
10. Includes automated passenger counters (APCs), passenger information systems for some shelters, and upgrades for some PCs operating Hastus scheduling software
11. Will purchase various capital equipment needed for operations, including 50 replacement bike racks (replace 2-rack with 3-rack), desktop pc for Butler Plaza Transfer Station.
12. Construction project to renovate Admin. Building front entrance with secured entry system.
12. Will procure various bus stop amenities and equipment such as shelters and new signs.
13. Will procure various bus stop amenities and equipment such as shelters and new signs.
14. Continue finishing radio system upgrades.
15. Unit cost for support vehicle is approx. \$18,000-\$20,000.



16. Unit cost for van is approx. \$74,000-\$90,000 depending on equipment and intended use.

The capital costs of vehicles presented in Table 19 and based on the replacement schedule shown in Table 16. Over the 10-year planning period, based on each vehicle’s expected life, RTS will have over \$56 million in vehicle replacement or expansion needs with almost half of that cost existing today for vehicles that are already past their useful life. Expected revenue during this time totals less than half of this. Based on expected vehicle need and historic spending patterns most funding will likely involve bus and paratransit van purchases with 2-4 of each being purchased each year and support vehicles being purchased sporadically. In FY2017/18, RTS replaced 8 buses, 2 vans and 5 support vehicles.

TABLE 19 VEHICLE CAPITAL NEEDS

| Year | Cost |
|------|-----------------|
| 2018 | \$28,431,121.00 |
| 2019 | \$4,898,675.25 |
| 2020 | \$1,073,559.38 |
| 2021 | \$4,841,918.79 |
| 2022 | \$7,406,909.77 |
| 2023 | \$1,977,598.28 |
| 2024 | \$3,563,748.50 |
| 2025 | \$6,184,990.11 |
| 2026 | \$6,370,872.00 |
| 2027 | \$2,811,095.66 |
| 2028 | \$2,951,651.34 |

8.1.2 Operating Needs

RTS will continue to implement service as funds become available and continue making efforts to maintain current level of service as described on this document. For example in March 2018 due to a short fall in staffing the agency had to cut services, as described under Section 2.1.1.2 of this report.





9 REVISED LIST OF PROJECTS AND SERVICES TO MEET THE GOALS AND OBJECTIVES

RTS conducted an analysis of its GOIs (see Table 10 RTS Goals, Objectives and Initiatives) and found that the majority of the initiatives have been satisfied or are in progress of being satisfied. Table 20 lists the outstanding initiatives for which little action was taken and provides RTS’s plan for accomplishing them in FY2017/18.

TABLE 20 OUTSTANDING INITIATIVES

| Initiative | Action |
|------------|---|
| 1.5.5 | The disposition of the old maintenance facility is still undetermined. If it is retained and a driving range is pursued it will likely be established here so space at the new facility is not consumed by it. The outcome of the old maintenance facility property is being worked out between the affected government agencies. |
| 2.3.5 | RTS has proposed additional intercity express services, pending funding availability, and will initiate an express service to SF College in Fall 2018 |
| 2.4.2 | The agency is initiating a LM/FM Pilot Project in East Gainesville that could form the basis for future transit services for high density residential areas in the county. |
| 3.1.6 | RTS acquired ten new buses early in 2018 and continues to source funds to buy new equipment or acquire vehicles from the secondary market. |





APPENDIX A. SYSTEM BACKGROUND

A.1 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. Alachua County is approximately 969 square miles, the City of Gainesville is approximately 62 square miles, and the RTS service area occupies 82 square miles.

A.2 Fixed Route Services

RTS operates as a division of the City of Gainesville Public Works Department (see Figure 2) and has 303 full-time employees (see Figure 2). The system consists of fixed-route bus lines connecting the City of Gainesville, the University of Florida (UF), Santa Fe College (SF), and some unincorporated parts of Alachua County.

FIGURE 2 CITY OF GAINESVILLE FY2018 ORGANIZATIONAL CHART

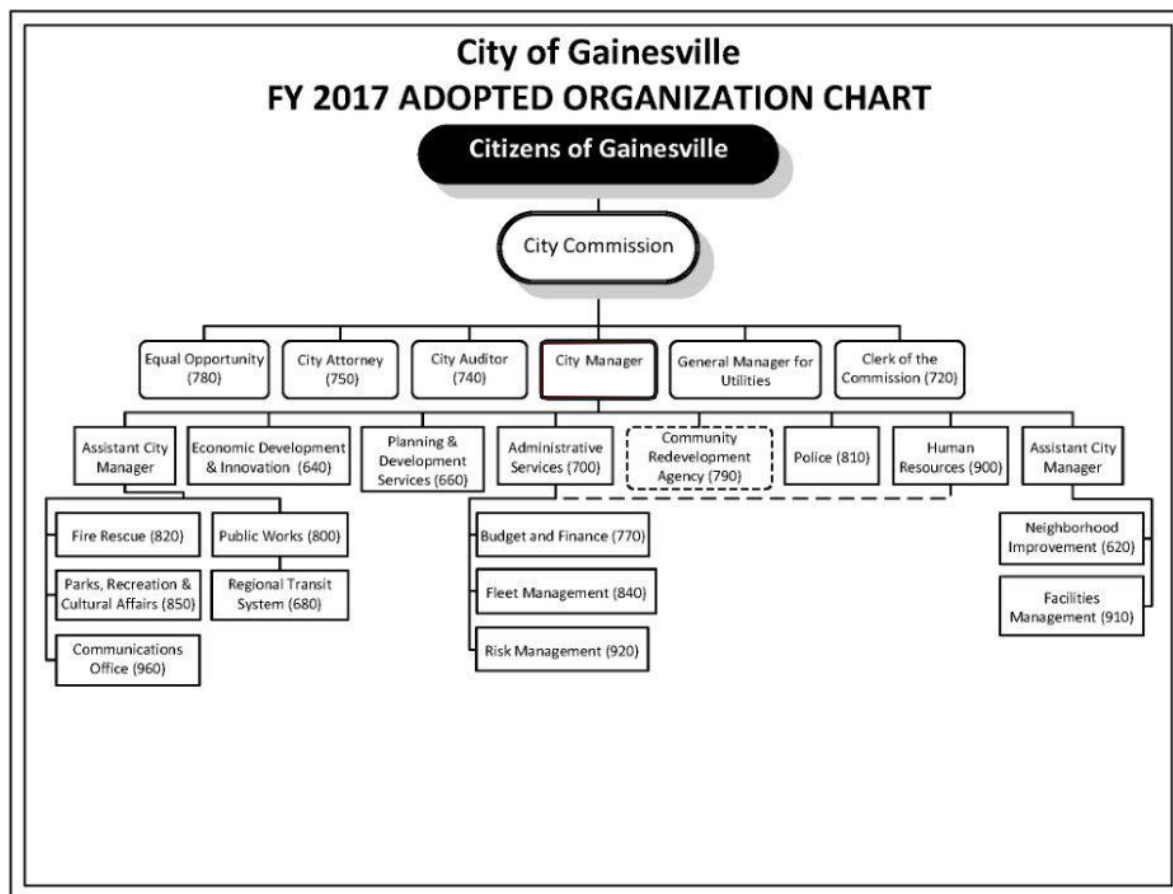
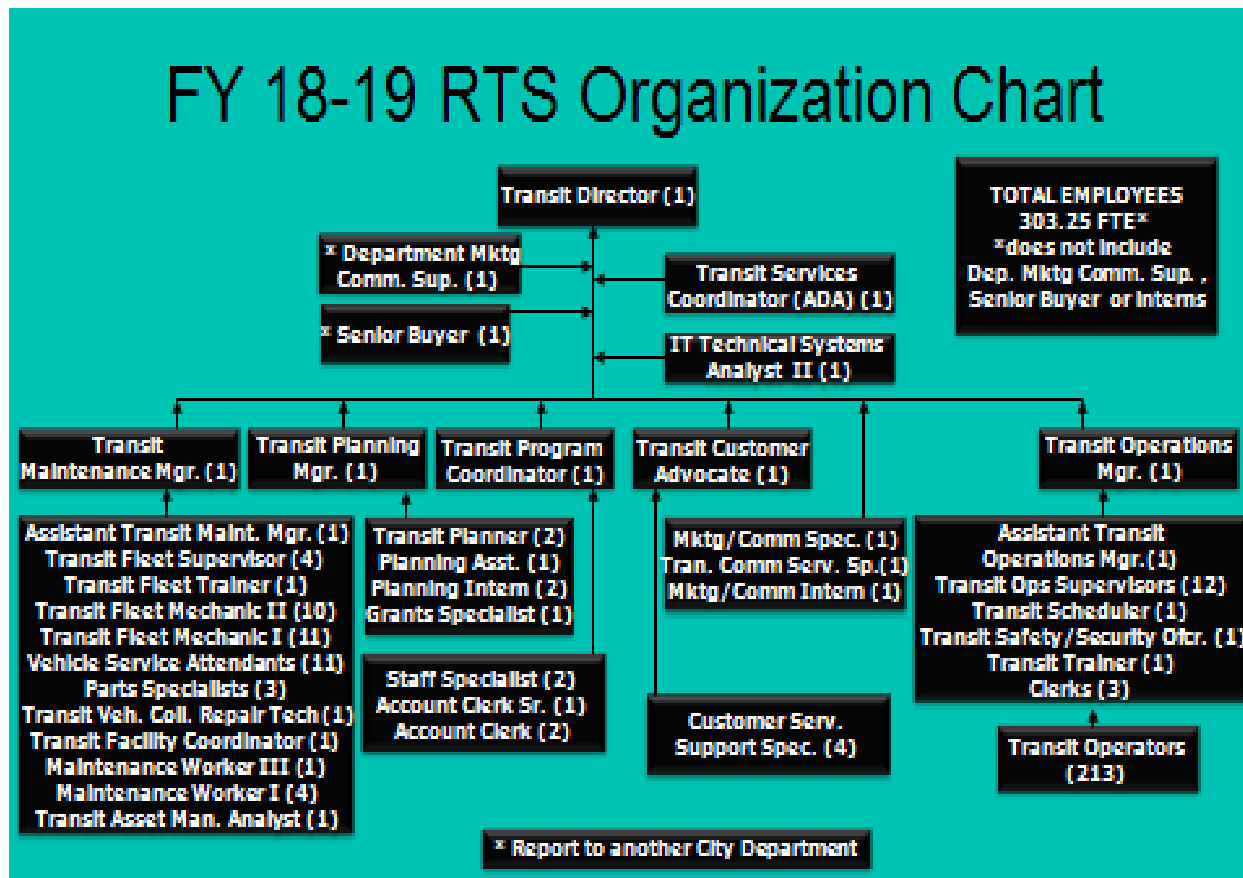




FIGURE 3 RTS FY2018 ORGANIZATIONAL CHART





A.3 Current Farebox Recovery Ratio

The farebox recovery ratio (FRR) was 64.1% percent in FY 2017. It was 60.3% in FY 2016. Agreements with UF, SF, and major area employers enable RTS to have one of the highest FRR in the state and nation. Moreover, given the high FRR RTS has no plans of raising fares despite no fare increases in over five years.

Monitor key performance

Strategies that will affect the Farebox Recovery Ratio increase the current FRR, RTS will continue to:

- Measure individual fixed-routes.
- Ensure that transit serves major activity centers.
- Negotiate level of service agreements with UF and SF.
- Encourage the transition of patrons from demand response to fixed-route service.
- Maintain and 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. Explore alternative vehicle sizes and service types, like point deviation.
- Coordinate with Alachua County and neighboring municipalities to expand the fixed-route service.
- Continue to revise the employee pass program usage in relation to regular fares.

A.4 Fares

The regular one-way bus fare is \$1.50. Half-fares are available to youth (Grade K-12), City College students, Medicaid and Medicare recipients, senior citizens (age 65 years and up), and veterans and active duty military (see Table 21 Current Fare Structure). Children shorter than the farebox can ride for free. Fares at RTS have not increased since October 2008. As part of this effort, RTS evaluated the need for fare changes. Despite having cheaper fares on average than its state and non-state peers a decision was made to not make any changes to fares given the high farebox recovery ratio (FRR).

TABLE 21 CURRENT FARE STRUCTURE

| Fare Category | Cash Fare (One Way Only) | All-Day Pass | Monthly Pass | Semester Pass |
|---|--------------------------|--------------|--------------|---------------|
| Adults | \$1.50 | \$3.00 | \$35.00 | - |
| Senior Citizens Age 65+ (Valid Identification (ID) required) | \$0.75 | \$3.00 | \$17.50 | - |
| Students Grade K-12 (No ID required) | \$0.75 | \$3.00 | \$17.50 | \$60.00 |
| City College Students (Valid ID required) | \$0.75 | \$3.00 | \$17.50 | \$60.00 |
| Medicaid & Medicare Recipients (Valid ID required) | \$0.75 | \$3.00 | \$17.50 | - |
| Veterans & Active Duty Military (Valid ID required) | \$0.75 | \$3.00 | \$17.50 | - |
| UF Students, Faculty, and Staff (Valid ID required) | Unlimited prepaid access | | | |
| SF Students, Faculty, and Staff (Valid ID required) | Unlimited prepaid access | | | |
| Employee Pass Program Participants (Valid ID required) | Unlimited prepaid access | | | |
| Americans with Disabilities Act (ADA)-certified Persons (Valid ID required) | Unlimited access | | | |



A.5 Performance Measures

Table 22 City Routes Performance Statistics through Table 24 Later Gator Routes Performance Statistics summarizes route-level performance statistics for FY 2017.⁷



⁷ Values include weekday and weekend activity.



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TABLE 22 CITY ROUTES PERFORMANCE STATISTICS ⁸

| Route | Route Description | Passengers | Revenue Hours | Revenue Miles | Passengers per Hour | Farebox Revenue (on bus) | Annual Operating Cost |
|-------|--|------------|---------------|---------------|---------------------|--------------------------|-----------------------|
| 1 | Downtown Station to Butler Plaza | 593,565 | 17,932 | 177,220 | 33.1 | \$45,254 | \$1,684,173 |
| 2 | Downtown Station to NE Walmart Supercenter | 72,109 | 3,899 | 55,900 | 18.5 | \$13,353 | \$366,194 |
| 3 | Downtown Station to N Main St Post Office | 33,181 | 1,966 | 29,233 | 16.9 | \$4,073 | \$184,646 |
| 5 | Downtown Station to Oaks Mall | 426,680 | 15,304 | 184,149 | 27.9 | \$46,306 | \$1,437,351 |
| 6 | Downtown Station to N Walmart Supercenter | 80,811 | 4,014 | 58,280 | 20.1 | \$13,299 | \$376,994 |
| 7 | Downtown Station to Eastwood Meadows | 71,839 | 3,351 | 42,875 | 21.4 | \$12,301 | \$314,725 |
| 8 | UF Health to North Walmart Supercenter | 279,848 | 12,504 | 154,354 | 22.4 | \$30,768 | \$1,174,375 |
| 9 | Reitz Union to Hunters Run | 504,664 | 14,083 | 146,914 | 35.8 | \$3,520 | \$1,322,675 |
| 10 | Downtown Station to Santa Fe | 105,187 | 6,040 | 92,042 | 17.4 | \$10,753 | \$567,276 |
| 11 | Downtown Station to Eastwood Meadows | 108,917 | 5,563 | 68,841 | 19.6 | \$19,557 | \$522,476 |
| 711 | Downtown Station to Eastwood Meadows | 34,483 | 1,821 | 27,431 | 18.9 | \$5,502 | \$171,028 |
| 12 | Reitz Union to Butler Plaza Transfer Station | 652,103 | 17,300 | 191,045 | 37.7 | \$9,290 | \$1,624,816 |
| 13 | Beaty Towers to Cottage Grove Apts. | 347,732 | 8,882 | 105,813 | 39.2 | \$16,172 | \$834,197 |
| 15 | Downtown Station to NW 13th St (@ NW 23rd Ave) | 250,626 | 8,346 | 113,701 | 30.0 | \$41,047 | \$783,856 |
| 16 | Beaty Towers to Sugar Hill | 106,431 | 4,593 | 48,098 | 23.2 | \$5,131 | \$431,374 |
| 17 | Beaty Towers to Downtown Station | 107,327 | 3,664 | 38,556 | 29.3 | \$8,936 | \$344,122 |
| 19 | Reitz Union to SW 23rd Terrace @ SW 35th Place | 10,345 | 371 | 4,025 | 27.9 | \$79 | \$34,844 |
| 20 | Reitz Union to Oaks Mall | 1,093,312 | 26,742 | 316,893 | 40.9 | \$40,646 | \$2,511,608 |
| 21 | Reitz Union to Cabana Beach | 53,309 | 1,376 | 17,612 | 38.7 | \$462 | \$129,233 |
| 23 | Oaks Mall to Santa Fe | 121,667 | 4,976 | 68,112 | 24.5 | \$6,991 | \$467,345 |
| 24 | Downtown Station to Job Corps | 20,269 | 1,931 | 38,839 | 10.5 | \$2,403 | \$181,359 |
| 25 | UF Commuter Lot to Airport | 64,481 | 3,643 | 51,996 | 17.7 | \$3,220 | \$342,150 |
| 26 | Downtown Station to Airport | 103,263 | 3,870 | 64,647 | 26.7 | \$10,769 | \$363,470 |
| 27 | Downtown Station to NE Walmart Supercenter | 14,071 | 1,235 | 15,575 | 11.4 | \$1,580 | \$115,991 |
| 28 | The Hub to Butler Plaza Transfer Station | 160,959 | 5,320 | 62,123 | 30.3 | \$650 | \$499,654 |
| 29 | Beaty Towers to Kiwanis Park | 55,366 | 1,666 | 18,266 | 33.2 | \$1,503 | \$156,470 |
| 33 | Butler Plaza Transfer Station to Midtown | 36,732 | 2,124 | 21,006 | 17.3 | \$367 | \$199,486 |
| 34 | The HUB to Lexington Crossing | 230,313 | 9,419 | 104,520 | 24.5 | \$3,202 | \$884,632 |
| 35 | Reitz Union to SW 35th Place | 672,518 | 17,181 | 210,482 | 39.1 | \$14,161 | \$1,613,639 |
| 36 | Reitz Union to Williston Plaza | 75,011 | 2,844 | 34,635 | 26.4 | \$740 | \$267,108 |
| 37 | Reitz Union to Butler Plaza Transfer Station | 124,907 | 2,935 | 40,854 | 42.6 | \$1,844 | \$275,655 |
| 38 | The Hub to Gainesville Place | 545,473 | 9,083 | 85,933 | 60.1 | \$1,321 | \$853,075 |
| 39 | Santa Fe to Airport | 19,966 | 1,563 | 34,361 | 12.8 | \$2,394 | \$146,796 |
| 40 | The HUB to Hunters Crossing | 32,646 | 2,543 | 33,970 | 12.8 | \$987 | \$238,838 |
| 43 | UF Health to Santa Fe | 189,645 | 10,104 | 140,396 | 18.8 | \$11,337 | \$948,967 |
| 46 | Reitz Union to Downtown Station | 135,195 | 3,369 | 29,458 | 40.1 | \$1,069 | \$316,416 |
| 62 | Oaks Mall to Lexington Crossing | 17,081 | 1,532 | 18,418 | 11.1 | \$1,819 | \$143,885 |
| 75 | Oaks Mall to Butler Plaza Transfer Station | 235,053 | 9,443 | 139,767 | 24.9 | \$64,181 | \$886,886 |
| 76 | Santa Fe to Haile Square Market | 25,795 | 1,538 | 25,562 | 16.8 | \$1,979 | \$144,448 |
| 77 | Santa Fe to Cabana Beach Apts. | 25,503 | 714 | 25,377 | 35.7 | \$513 | \$67,058 |

⁸ Data represents FY 2017 (from October 1, 2016 to September 30, 2017)



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TABLE 23 CAMPUS ROUTES PERFORMANCE STATISTICS⁹

| Route | Route Description | Passengers | Revenue Hours | Revenue Miles | Passengers per Hour | Farebox Revenue (on bus) | Annual Operating Cost |
|-------|----------------------------------|------------|---------------|---------------|---------------------|--------------------------|-----------------------|
| 117 | Park-N-Ride 2 (SW 34th Street) | 247,717 | 5,796 | 67,851 | 42.7 | \$577 | \$554,360 |
| 118 | Park-N-Ride 1 (Cultural Plaza) | 318,971 | 6,878 | 70,547 | 46.4 | \$8 | \$645,981 |
| 119 | Family Housing | 45,589 | 2,207 | 22,043 | 20.7 | \$14 | \$207,281 |
| 120 | West Circulator (Fraternity Row) | 178,708 | 4,619 | 36,299 | 38.7 | \$8 | \$433,816 |
| 121 | Commuter Lot | 25,490 | 3,376 | 17,978 | 7.6 | \$2 | \$317,073 |
| 122 | UF North/South Circulator | 39,330 | 2,086 | 20,633 | 18.9 | \$38 | \$195,917 |
| 125 | Lakeside | 293,734 | 6,331 | 90,932 | 46.4 | \$662 | \$594,607 |
| 126 | UF East/West Circulator | 94,087 | 3,852 | 63,176 | 24.4 | \$47 | \$361,779 |
| 127 | East Circulator (Sorority Row) | 234,366 | 4,040 | 24,595 | 58.0 | \$25 | \$379,436 |
| 128 | Lake Wauburg | 1,121 | 158 | 3,500 | 7.1 | \$39 | \$14,839 |

TABLE 24 LATER GATOR ROUTES PERFORMANCE STATISTICS¹⁰

| Route | Route Description | Passengers | Revenue Hours | Revenue Miles | Passengers per Hour | Farebox Revenue (on bus) | Annual Operating Cost |
|-------|--|------------|---------------|---------------|---------------------|--------------------------|-----------------------|
| 300 | Later Gator A (Fraternity Row to Downtown) | 31,504 | 2,582 | 37,166 | 12.2 | \$86 | \$242,501 |
| 301 | Later Gator B (SW Gainesville to Downtown) | 24,411 | 2,020 | 29,012 | 12.1 | \$262 | \$189,718 |
| 302 | Later Gator C (Downtown to Oaks Mall) | 34,703 | 2,134 | 27,655 | 16.3 | \$506 | \$200,425 |
| 303 | Later Gator D (Downtown to CareerSource) | 2,498 | 338 | 4,083 | 7.4 | \$34 | \$31,744 |
| 305 | Later Gator F (Downtown to Butler Plaza) | 4,465 | 381 | 4,356 | 11.7 | \$67 | \$35,783 |



⁹ Data represents FY 2017 (from October 1, 2016 to September 30, 2017)

¹⁰ Data represents FY 2017 (from October 1, 2016 to September 30, 2017)



A.6 Fleet Inventory

Table 25 Fixed-Route Vehicles provides a summary of the 131 transit vehicles owned by RTS for FY 2017/18¹¹. During peak service, RTS operates 111 buses on its fixed-routes. Of those 111 buses, 18 are utilized for UF campus routes. The fleet includes 66 buses equipped with Automatic Passenger Counters (APC). All buses have Automatic Vehicle Location (AVL) equipment. The entire fleet consists of diesel-fueled vehicles, including 5 hybrid-electric buses that are also diesel-fueled. Additionally, all buses contain video cameras, bicycle racks and talking bus capabilities. The average age of the FY2017/18 fleet is 9.59 years.

TABLE 25 FIXED-ROUTE VEHICLES

| Number of Vehicles | Year | Manufacturer | Length | Wheelchair Lift / Ramp | Seating Capacity | Standing Capacity | Automatic Vehicle Locator (AVL) | Automatic Passenger Count (APC) | Signal Priority Bus | Talking Bus | Diesel (D) or Hybrid (H) |
|--------------------|------|--------------|--------|------------------------|------------------|-------------------|---------------------------------|---------------------------------|---------------------|-------------|--------------------------|
| 10 | 2018 | GILLIG | 40 | Ramp | 36 | 45 | Yes | Yes | No | Yes | D |
| 7 | 2016 | GILLIG | 40 | Ramp | 36 | 44 | Yes | Yes | No | Yes | D |
| 2 | 2015 | GILLIG | 40 | Ramp | 36 | 44 | Yes | Yes | No | Yes | D |
| 3 | 2014 | GILLIG | 40 | Ramp | 36 | 45 | Yes | Yes | No | Yes | D |
| 3 | 2013 | GILLIG | 40 | Ramp | 36 | 31 | Yes | No | No | Yes | H |
| 2 | 2012 | GILLIG | 40 | Ramp | 36 | 30 | Yes | No | No | Yes | H |
| 6 | 2012 | GILLIG | 40 | Ramp | 36 | 43 | Yes | No | No | Yes | D |
| 1 | 2011 | GILLIG | 40 | Ramp | 36 | 43 | Yes | No | No | No | D |
| 1 | 2011 | GILLIG | 40 | Ramp | 36 | 43 | Yes | No | No | Yes | D |
| 4 | 2011 | GILLIG | 40 | Ramp | 36 | 44 | Yes | No | No | Yes | D |
| 1 | 2010 | GILLIG | 40 | Ramp | 36 | 45 | Yes | Yes | No | No | D |
| 16 | 2010 | GILLIG | 40 | Ramp | 36 | 45 | Yes | Yes | No | Yes | D |
| 4 | 2009 | GILLIG | 40 | Ramp | 36 | 45 | Yes | Yes | No | Yes | D |
| 12 | 2007 | GILLIG | 40 | Ramp | 36 | 45 | Yes | Yes | No | Yes | D |
| 5 | 2007 | GILLIG | 40 | Step | 43 | 27 | Yes | Yes | No | Yes | D |
| 1 | 2007 | GILLIG | 40 | Ramp | 40 | 38 | Yes | No | No | Yes | D |
| 4 | 2006 | GILLIG | 40 | Step | 43 | 27 | Yes | Yes | No | Yes | D |
| 7 | 2005 | GILLIG | 40 | Step | 43 | 27 | Yes | No | No | Yes | D |
| 3 | 2004 | GILLIG | 40 | Step | 43 | 19 | Yes | No | No | No | D |
| 3 | 2004 | GILLIG | 40 | Step | 43 | 27 | Yes | No | No | Yes | D |
| 6 | 2002 | GILLIG | 40 | Step | 43 | 19 | Yes | No | No | No | D |
| 3 | 2001 | GILLIG | 35 | Ramp | 32 | 53 | Yes | No | No | No | D |
| 9 | 2001 | GILLIG | 40 | Step | 43 | 21 | Yes | No | No | No | D |
| 2 | 2001 | GILLIG | 40 | Step | 43 | 21 | Yes | No | No | No | D |
| 5 | 2001 | GILLIG | 40 | Step | 43 | 27 | Yes | No | No | Yes | D |
| 3 | 2001 | GILLIG | 40 | Step | 43 | 27 | Yes | No | Yes | Yes | D |
| 1 | 2000 | GILLIG | 35 | Ramp | 32 | 53 | Yes | No | No | No | D |

The City’s complementary ADA service is provided by the Alachua County Community Transportation Coordinator (CTC), MV Transportation, through a contract with RTS. RTS owns and provides MV Transportation with 21 paratransit vehicles, and MV Transportation provides another 20 vans. As shown in Table 26 *Paratransit Vehicles* the average age of the paratransit fleet is less than 2 years.

¹¹ It is important to note that RTS purchased 10 new buses (not included in Table 25) to take the place of the nine buses from 1997 in 2017.



TABLE 26 PARATRANSIT VEHICLES

| Number of Vehicles | Year | Make | Description | Seats | Wheelchair Capacity |
|--------------------|------|-------|-------------|-------|---------------------|
| 2 | N/A | N/A | N/A | 8 | 2 |
| 2 | 2014 | Chevy | Champion | 8 | 2 |
| 5 | 2015 | Chevy | Champion | 8 | 2 |
| 11 | 2016 | Ford | Glaval Bus | 8 | 2 |
| 1 | 2017 | Ford | Glaval Bus | 8 | 2 |

A.7 Bus Stop Inventory

RTS maintains 1,193 active bus stops on its fixed-route system. Changes to existing RTS bus stops are determined by changing levels of ridership and the types of land use and streets surrounding the stop. RTS has been aggressively working to improve the ADA-compliance of all stops in the system. In FY2018, 61 bus stops and 23 shelters are being brought into ADA compliance as part of the Phase V and VI Bus Stop Improvement project, and RTS is expecting to bring more stops into compliance in FY2018/19. In total, 598 stops have benches, 405 have trash cans, 202 have shelters, 208 have kiosks, and 53 have bike racks.

A.8 Service Schedule

Transit service characteristics for Fall 2017 & Spring 2018 are presented in Table 27 City Routes Operating Characteristics through Table 30. The first three tables show operating characteristics for weekday routes while the last table shows operating characteristics for weekend routes.¹²



¹² The one exception to this is Table 29 which shows Later Gator service. These routes operate on unique days of the week. Route 300 operates Wednesday through Saturday while routes 301 and 302 operate Thursday through Saturday. Routes 303 and 305 only operate on Saturday.



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TABLE 27 CITY ROUTES OPERATING CHARACTERISTICS

| Route | Route Description | Average Directional Length (Miles) | Peak Buses | Average Cycle Time ¹³ | Average Headways ¹⁴ | Service Span ¹⁵ | # of One-Way Trips |
|-------|--|------------------------------------|------------|----------------------------------|--------------------------------|----------------------------|--------------------|
| 1 | Downtown Station to Butler Plaza | 5.00 | 5 | 74 | 19 | 5:43am - 10:55pm | 105 |
| 2 | Downtown Station to NE Walmart Supercenter | 6.53 | 2 | 52 | 60 | 5:33am - 7:52pm | 29 |
| 3 | Downtown Station to N Main St Post Office | 7.32 | 1 | 60 | 60 | 9:30am - 5:23pm | 16 |
| 5 | Downtown Station to Oaks Mall | 6.35 | 3 | 65 | 25 | 6:00am - 2:23am | 97 |
| 6 | Downtown Station to N Walmart Supercenter | 7.59 | 2 | 64 | 60 | 6:00am - 7:51pm | 28 |
| 7 | Downtown Station to Eastwood Meadows | 6.05 | 1 | 60 | 60 | 6:00am - 7:50pm | 28 |
| 8 | UF Health to North Walmart Supercenter | 9.05 | 3 | 84 | 34 | 5:47am - 11:11pm | 64 |
| 9 | Reitz Union to Hunters Run | 3.85 | 5 | 44 | 13 | 6:25am - 1:51am | 172 |
| 10 | Downtown Station to Santa Fe College | 8.40 | 3 | 61 | 33 | 7:00am - 7:30pm | 44 |
| 11 | Downtown Station to Eastwood Meadows | 6.20 | 2 | 60 | 38 | 5:30am - 7:50pm | 45 |
| 12 | Reitz Union to Butler Plaza | 4.37 | 4 | 54 | 17 | 6:20am - 3:04am | 145 |
| 13 | Beaty Towers to Cottage Grove Apartments | 2.90 | 3 | 30 | 13 | 6:30am - 0:25am | 160 |
| 15 | Downtown Station to NW 13th Street | 7.15 | 2 | 65 | 37 | 5:27am - 10:54pm | 55 |
| 16 | Beaty Towers to Sugar Hill | 3.2 | 1 | 34 | 34 | 6:36am - 0:29am | 66 |
| 17 | Beaty Towers to Downtown Station | 2.8 | 1 | 34 | 34 | 6:29am - 7:48pm | 47 |
| 19 | Reitz Union to SW 23rd Ter @ SW 35th Place | 2.90 | 1 | 32 | 32 | 8:10am - 10:33am | 9 |
| 20 | Reitz Union to Oaks Mall | 5.55 | 5 | 60 | 14 | 6:00am - 1:54am | 161 |
| 21 | Reitz Union to Cabana Beach | 4.45 | 4 | 48 | 13 | 6:59am - 8:22pm | 115 |
| 23 | Oaks Mall to Santa Fe | 4.20 | 2 | 39 | 23 | 7:27am - 10:15pm | 76 |
| 24 | Downtown Station to Job Corps | 8.00 | 1 | 60 | 60 | 6:30am - 6:22pm | 16 |
| 25 | Commuter Lot to Airport | 8.00 | 1 | 65 | 65 | 7:20am - 5:54pm | 20 |
| 26 | Downtown Station to Airport | 9.73 | 2 | 60 | 60 | 5:30am - 8:54pm | 31 |
| 27 | Downtown Station to Walmart Supercenter | 4.25 | 1 | 60 | 60 | 9:30am - 5:25pm | 16 |
| 28 | HUB to Butler Plaza Transfer Station | 3.95 | 4 | 48 | 14 | 7:41am - 5:44pm | 87 |
| 29 | Beaty Towers to Kiwanis Park | 3.65 | 1 | 41 | 40 | 7:21am - 6:02pm | 32 |
| 33 | Butler Plaza Transfer Station to Midtown | 4.80 | 4 | 60 | 18 | 6:50am - 2:17am | 122 |
| 34 | HUB to Lexington Crossing Apt | 5.10 | 3 | 58 | 24 | 6:45am - 1:00am | 88 |
| 35 | Reitz Union to SW 35th Place | 5.05 | 5 | 49 | 13 | 6:30am - 1:50am | 170 |
| 36 | Reitz Union to Williston Plaza | 6.20 | 2 | 60 | 33 | 6:50am - 6:15pm | 40 |
| 37 | Reitz Union to Butler Plaza Transfer Station | 5.15 | 3 | 55 | 34 | 7:05am - 6:50pm | 53 |
| 38 | HUB to Gainesville Place | 3.70 | 5 | 54 | 13 | 6:45am - 10:16pm | 144 |
| 39 | Santa Fe to GNV Airport | 11.70 | 1 | 60 | 60 | 7:23am - 5:25pm | 20 |

¹³ Cycle time and headways are in minutes.

¹⁴ Peak headways refer to highest frequency offered. Off-peak headways refer to the lowest frequency offered.

¹⁵ Refers to the starting times of the first and last trips.



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| Route | Route Description | Average Directional Length (Miles) | Peak Buses | Average Cycle Time ¹³ | Average Headways ¹⁴ | Service Span ¹⁵ | # of One-Way Trips |
|-------|---------------------------------|------------------------------------|------------|----------------------------------|--------------------------------|----------------------------|--------------------|
| 40 | HUB to Hunters Crossing | 6.80 | 2 | 62 | 43 | 6:54am - 6:41pm | 32 |
| 43 | UF Health to Santa Fe College | 11.00 | 3 | 90 | 34 | 6:03am - 10:29pm | 56 |
| 46 | Reitz Union to Downtown Station | 1.80 | 2 | 30 | 17 | 7:10am - 5:51pm | 72 |
| 62 | Oaks Mall to Lexington Crossing | 6.00 | 1 | 60 | 60 | 7:00am - 4:51pm | 20 |
| 75 | Oaks Mall to Butler Plaza | 14.70 | 3 | 121 | 50 | 6:10am - 8:08pm | 34 |
| 76 | Santa Fe to Haile Market Square | 8.30 | 1 | 60 | 60 | 7:25am - 5:23pm | 20 |
| 77 | Santa Fe to Cabana Beach Apt | 7.65 | 1 | 50 | 50 | 7:30am - 3:46pm | 20 |

TABLE 28 CAMPUS ROUTES OPERATING CHARACTERISTICS

| Route | Route Description | Average Directional Length (Miles) | Peak Buses | Average Cycle Time | Average Headways | Service Span | # of One-Way Trips Weekday |
|-------|--|------------------------------------|------------|--------------------|------------------|--------------------------------------|----------------------------|
| 117 | Reitz Union to Park-N-Ride 2 (SW 34th St.) | 2.50 | 2 | 32 | 17 | 7:05am - 7:18pm | 86 |
| 118 | HUB to Cultural Plaza | 2.25 | 4 | 28 | 9 | 5:00am - 7:03pm | 192 |
| 119 | HUB to Family Housing | 2.41 | 1 | 30 | 30 | 7:00am - 5:24pm | 42 |
| 120 | HUB to Fraternity Row | 1.10 | 2 | 18 | 10 | 7:00am - 7:05pm | 145 |
| 121 | HUB to Commuter Lot | 1.20 | 2 | 20 | 11 | 7:00am - 6:28pm | 128 |
| 122 | UF North/South Circulator | 3.50 | 1 | 45 | 45 | 7:37am - 5:22pm | 26 |
| 125 | HUB to Lakeside | 2.30 | 2 | 30 | 15 | 7:15am - 5:40pm | 80 |
| 126 | Sorority Row to Lakeside | 3.15 | 4 | 40 | 19 | 6:55pm - 2:55am | 104 |
| 127 | East Circulator | 2.50 | 2 | 22 | 12 | 7:00am - 7:28pm | 120 |
| 800 | Haile Plantation to Rawlings Hall | 4.35 | 2 | 60 | 30 | 6:30am - 9:30am / 4:10pm - 6:38pm | 19 |

TABLE 29 LATER GATOR OPERATING CHARACTERISTICS

| Route | Route Description | Average Directional Length (Miles) | Peak Buses | Average Cycle Time | Average Headways | Service Span | # of One-Way Trips Weekday |
|-------------------|--|------------------------------------|------------|--------------------|------------------|-----------------|----------------------------|
| 300 ¹⁶ | Later Gator A (Downtown to Fraternity Row) | 4.75 | 3 | 52 | 26 | 8:30pm - 3:20am | 31 |
| 301 | Later Gator B (Downtown to SW Gainesville) | 7.00 | 3 | 60 | 20 | 8:50pm - 3:13am | 37 |
| 302 | Later Gator C (Downtown to Oaks Mall) | 7.95 | 3 | 75 | 25 | 8:30pm - 3:14am | 31 |

¹⁶ Average refers to service provided Thursday through Saturday.



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TABLE 30 WEEKEND ROUTES OPERATING CHARACTERISTICS

| Route | Route Description | Average Directional Length (Miles) | Peak Buses (Sat/Sun) | Average Cycle Time (Sat/Sun) | Average Saturday Headway | Average Sunday Headway | Service Span (Saturday) | Service Span (Sunday) | # of One-Way Trips (Sat/Sun) |
|-------------------|--|------------------------------------|----------------------|------------------------------|--------------------------|------------------------|-------------------------|-----------------------|------------------------------|
| 1 | Downtown Station - Butler Plaza Transfer Station | 5.00 | 3/2 | 65/60 | 24 | 30 | 6:00am - 6:58pm | 10:00am - 5:55pm | 62/30 |
| 2 | Downtown Station - NE Walmart Supercenter | 6.54 | 1/0 | 60/0 | 60 | n/a | 7:00am - 5:47pm | n/a | 22/0 |
| 5 | Downtown Station - Oaks Mall | 6.35 | 2/1 | 60/60 | 30 | 60 | 7:00am - 2:19am | 10:00am - 5:52pm | 74/16 |
| 6 | Downtown Station - N Walmart Supercenter | 7.59 | 1/0 | 120/0 | 120 | n/a | 8:00am - 4:51pm | n/a | 10/0 |
| 8 | UF Health - North Walmart Supercenter | 9.05 | 1/1 | 80/80 | 80 | 80 | 7:20am - 7:10pm | 10:00am - 5:50pm | 18/12 |
| 10 | Downtown Station - Santa Fe College | 8.40 | 1/0 | 109/0 | 120 | n/a | 7:00am - 5:55pm | n/a | 12/0 |
| 711 | Downtown Station-Eastwood Meadows | 7.07 | 1/1 | 60/60 | 60 | 60 | 6:00am - 7:19pm | 10:00am - 5:49pm | 27/16 |
| 12 | Reitz Union - Butler Plaza Transfer Station | 4.40 | 2/1 | 46/47 | 27 | 46 | 7:40am - 8:57pm | 9:51am - 6:19pm | 56/22 |
| 13 | Beaty Towers - Cottage Grove Apartments | 2.75 | 1/1 | 60/60 | 60 | 60 | 7:06am - 6:15pm | 10:06am - 5:59pm | 23/16 |
| 15 | Downtown Station - NW 13 Street/NW 23 Avenue | 7.10 | 2/1 | 60/60 | 60 | 60 | 7:00am - 5:52pm | 10:00am - 5:52pm | 22/16 |
| 16 | Beaty Towers - Sugar Hill | 1.35 | 1/1 | 60/60 | 60 | 60 | 7:15am - 6:29pm | 10:15am - 5:45pm | 23/16 |
| 20 | Reitz Union - Oaks Mall | 5.85 | 3/2 | 60/30 | 22 | 30 | 7:00am - 9:15pm | 10:00am - 5:55pm | 74/30 |
| 25 | UF Commuter Lot - GNV Airport | 8.00 | 1/1 | 70/70 | 70 | 70 | 7:27am - 4:47pm | 9:47am - 4:47pm | 16/12 |
| 33 | Butler Plaza Transfer Station - Midtown | 4.80 | 2/1 | 60/60 | 37 | 60 | 7:50am-8:47pm | 9:47am-5:47pm | 41/16 |
| 35 | Reitz Union - SW 35 Place | 5.05 | 1/1 | 44/44 | 44 | 44 | 7:05am - 7:35pm | 10:01am - 6:07pm | 34/22 |
| 37 | Reitz Union-Butler Plaza Transfer Station | 4.40 | 1/1 | 47/48 | 47 | 48 | 8:56am - 5:57pm | 10:24am - 5:57pm | 23/19 |
| 75 | Oaks Mall - Butler Plaza Transfer Station | 14.70 | 1/1 | 120/120 | 120 | 120 | 5:30am - 7:20pm | 9:30am-5:17pm | 14/8 |
| 126 | Sorority Row - Lakeside | 3.15 | 2/2 | 40/40 | 40 | 40 | 10:55am - 0:53am | 10:55am - 0:53am | 58/58 |
| 128 ¹⁷ | Lake Wauburg | 10.95 | 1/0 | 60/0 | 60 | n/a | 9:30am - 5:25pm | n/a | 16/0 |
| 300 | Later Gator A (Downtown to Sorority Row) | 4.75 | 4/0 | 52/0 | 14 | n/a | 8:30pm - 3:20am | n/a | 57/0 |
| 301 | Later Gator B (Downtown to SW Gainesville) | 7.00 | 3/0 | 60/0 | 20 | n/a | 8:50pm - 3:13am | n/a | 37/0 |
| 302 | Later Gator C (Downtown to Oaks Mall) | 7.95 | 3/0 | 75/0 | 25 | n/a | 8:30pm - 3:14am | n/a | 31/0 |
| 303 | Later Gator D (Downtown - Cottage Grove Apts) | 5.80 | 2/0 | 60/0 | 30 | n/a | 8:30pm - 2:52am | n/a | 24/0 |
| 305 | Later Gator F (Downtown - Butler Plaza) | 5.50 | 2/0 | 60/0 | 30 | n/a | 8:30pm - 3:18am | n/a | 27/0 |

¹⁷ This route only operates in spring and summer.



APPENDIX B. DEMOGRAPHICS

This section of the report describes recent population for Alachua County occurring since the 2016 Minor TDP Update was prepared. For some data contained in the current annual update, no updated data is available and/or conditions have not changed significantly over the past year.

B.1 Population Characteristics

The population of Alachua County grew from 263,496 in 2016 to 266,944 in 2017, an annual increase of 1.29%. At the same time, the population of the City of Gainesville increased from 131,591 in 2016 to 132,249 in 2017, an annual increase of .49%. The data for 2016 and 2017 comes from the American Fact Finder (estimate as of July 1).

TABLE 31 POPULATION FOR ALACHUA COUNTY, FL AND GAINESVILLE, FL

| | Population | | | | | Persons per Square Mile (2017 estimate) |
|-------------------------|-------------------------|--------------------------|----------|---------|-------------------------|---|
| | 2010 (April 1st Census) | 2017 (July 1st Estimate) | % Change | #Change | Annual Average % Change | |
| Alachua County, Florida | 247,336 | 266,944 | 7.3% | 19,608 | 1.1% | 297 |
| Gainesville, Florida | 124,354 | 132,249 | 6.0% | 7,895 | 1.0% | 2,111 |

Source: US Census, Bureau State & County Quick Facts for 2010 and 2017; Office of Economic and Demographic Research

B.2 Economic Trends

According to the Bureau of Labor Statistics (BLS) reports (Not Seasonally Adjusted), the average unemployment rate for 2017 at the County level has decreased by 0.9 percent to 3.7 percent (compared with 2016). Unemployment at the state level has also improved from 4.9 percent (2016) to 4.2 percent (2017). Unemployment at the City Metropolitan Statistical Area decrease from 4.3 percent (2016) to 3.7 percent (2017).



APPENDIX C. PUBLIC OUTREACH EVENTS

Below is a list of the public outreach events that RTS has participated in (or will participate in) since adoption of the last TDP. This list does not reflect RTS's participation in biweekly City of Gainesville City Commission meetings, bimonthly MTPO meetings, or routine meetings with developers and other entities involved in the local transportation process.

July 2017

- July 27 – ADA 37th Anniversary Assistive Technology Expo

August 2017

- August 14 – UF Graduate Student Orientation
- August 21-22 – UF ASK ME 2017

September 2017

- September 15 – ALCO EOSL State Convention RTS Partners Presentation
- September 23 – Touch - A – Truck
- September 27 – Gainesville Job Fair Career Source

October 2017

- October 24 – City Government Day

November 2017

- November 1 – UF Sustainable Transportation Event
- November 9 – Santa Fe College “Run with Da Cops”
- November 16 – AV-CV Demo, RTS Tour

December 2017

- December 2 – Gainesville Longest Table

January 2018

- January 31 – Gainesville Area Chamber of Commerce 2018 Annual Meeting

February 2018

- None



March 2018

- March 6 – City College Spring Career Fair
- March 8 – Talbot Vehicle Day
- March 19 – Transit Driver Appreciation Day

April 2018

- April 11 – Citizens Academy Public Works 2018 “Connecting Our Community”
- April 12 – City of Gainesville Employee Rally
- April 25 - Public Works Departmental Open House
- April 26 – Chamber of Commerce Business to Business Expo

May 2018

- May 1 – SWAG Employability Conference & Job Fair
- May 2 – UF Small Business Opportunity Fair
- May 25 – Lake Forest Elementary Vehicle Day

June 2018

- June 27 – Gainesville Business Matchmaker

July 2018 (projected)

- July 11 – Greater Duval Neighborhood Association Summer Sling
- July 24 – Sunshine Day Preschool Vehicle Day

August 2018 (projected)

- None

September 2018 (projected)

- September 11 – City of Gainesville Job and Trade Fair
- September 22 – Touch-A-Truck



APPENDIX D. DESCRIPTION OF RTS BUS PASS PROGRAM

Employee Bus Pass Program

The Employee Bus Pass Program was created to mitigate traffic and parking problems in the community and offers employees of participating local organizations unlimited prepaid access to all fixed route bus service. Any employer with 100 employees or more is eligible to participate in the program and upon entering a contract the employer purchases for \$7.50 each an annual pass for all of its employees during the first year and then adjusted based on usage after. The costs range from \$7.50 to \$37.50 per employee.

As of June 2016, a total of 8 organizations with almost 30,000 employees are enrolled.

Discount Community Pass

The RTS Discount Community Pass Program is designed to provide qualifying 501(c)(3) non-profit organizations quality of life services to Gainesville residents. Participants must have a valid City of Gainesville address, and be current on all City payments. Buy-one-get-one full fare semester monthly or daily passes are available, up to a \$1,000 limit per organization. The passes cannot be refunded or exchanged. RTS mails applications to non-profits. The yearly total program funding is \$10,000.





APPENDIX E. EXAMPLE NOTICE OF PUBLIC MEETING

The below image shows the newspaper notice for the Summer 2018 service change meeting, including a summary of changes. Notices are published in both the Gainesville Sun and Gainesville Guardian.

NOTICE OF PUBLIC MEETING
PROPOSED TRANSIT SERVICE CHANGES
Summer Schedule
Effective 05/07/2018 – 08/19/2018

The Regional Transit System (RTS) proposes changes[^] to the following routes relative to the Spring 2018 schedule:

- **No Service:** 19, 21, 27, 28, 29, 36, 39, 40, 62, 76, 77, 118, 121, 126 (weekends), 303, and 305.
- **Decreased Frequency***
1 (weekends), 5 (weekdays), 9 (weekdays), 10, 12 (weekdays), 13 (weekdays), 20, 23, 33, 34, 35, 37 (weekdays), 38, 46, 117, 125, 126 (weekdays), and 127.
- **Decreased Service Hours† (≥ 30 mins.):**
5 (weekdays and Saturdays), 8 (weekdays), 9 (weekdays), 12 (weekdays and Saturdays), 13 (weekdays), 16 (weekdays), 17, 20 (weekdays and Saturdays), 33, 34, 35 (weekdays), 37, 38, 43, 46, 117, 119, 120, 126 (weekdays), and 127.
- **Minor Changes in Frequency‡:** 1 (weekdays).

RTS proposes **no changes** to the following routes: 2, 3, 6, 7, 11, 15 (weekdays and Sundays), 24, 25, 26, (weekdays), 35 (weekends), 75 and 128.

[^]Unless noted by a parenthesis the classification applies to all days on which the route operates.

^{*}Frequency changes of more than 3 minutes for at least 5 consecutive trips.

[†]Service span changes of at least 30 minutes.

[‡]Frequency changes of more than 0 but less than 3 minutes for at least 5 consecutive trips.

If you have questions or concerns about the proposed changes, attend the following public meeting or visit the RTS website and complete a comment form:

Si tiene preguntas o inquietudes acerca de los cambios propuestos, asista a la siguiente sesión pública o visite el sitio web de RTS y complete un formulario de comentarios:

如果你对所提议的路线调整有任何疑问，请出席以下会议或访问RTS网站并填写意见表:

www.go-rts.com

04/25/2018 - 5:30 p.m.
 RTS Administration Office
 34 SE 13th Road
 Gainesville, FL 32601

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons with disabilities who require assistance to attend the hearing should notify RTS (352) 334-2650 or phone the TDD line at (352) 334-2069 at least 2 business days in advance of the meeting.

Las personas que requieran servicios de traducción (sin costo ninguno) deben ponerse en contacto (352) 393-7833 o OchiaiK1@cityofgainesville.org por lo menos 7 días antes de la reunión.

需要翻译服务 (免费) 的人请在七天前联系 352-393-7866或发邮件至OchiaiK1@cityofgainesville.org.

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APPENDIX F. SUMMER 2018 SERVICE CHANGE PRESENTATION

The below slides show the public presentation given for the Summer 2018 service change meeting.

RTS Citizens Advisory Board

Proposed Summer 2018 Service Changes

April 25, 2018

Summer 2018 Proposals

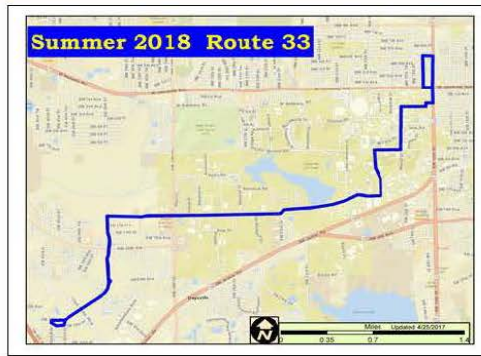
- Service date: May 7 thru August 19
- Proposed changes: Summer 2017 vs Summer 2018
- Categories: No changes (33 routes); Usual No Services (14 routes);

Summer 2018 Service Change Proposals

- New Service Routes (2 Routes):

Route 33 – Butler Plaza to Midtown

Route 37 – Butler Plaza to Reitz Union (Weekends only, replaces lost weekend service Rte 9)



Summer 2018 – Calendar

- Reduced Service (M thru F) – City and Campus:
 - Mon May 7 – Sat May 12
 - Sat June 23 – Sun July 1
 - Sat Aug 11 – Sun Aug 19
- Later Gator: Thu July 5 – Fri Aug 10 (Thu – Sat, only)

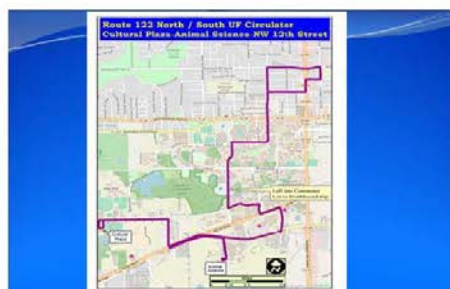
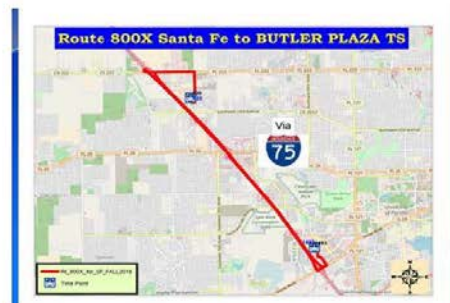
Summer 2018 – Calendar

- Holiday Service (14 Routes): Mon May 28, and Wed July 4
- Saturday and Sunday Services – Same for Summer, Fall & Spring



APPENDIX G. FALL 2018 SERVICE CHANGE PRESENTATION

The below slides show the public presentation given for the Fall 2018 service change meeting.





APPENDIX H. REVENUE SUMMARY

Table 32 shows RTS' ten year projected revenue summary.¹⁸

TABLE 32 RTS TEN YEAR REVENUE SUMMARY

| Revenue Forecasts | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | Ten-Year Total |
|--|----------------------|----------------------|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Local, State, and Federal Revenues | | | | | | | | | | | |
| FTA Operating | \$ 2,100,002 | \$ 2,121,002 | \$ 2,121,002 | \$ 2,121,002 | \$ 2,142,212 | \$ 2,142,212 | \$ 2,142,212 | \$ 2,163,634 | \$ 2,185,271 | \$ 2,207,123 | \$ 21,445,672 |
| FTA Capital | \$ 2,235,789 | \$ 2,258,147 | \$ 2,258,147 | \$ 2,258,147 | \$ 2,280,728 | \$ 2,280,728 | \$ 2,280,728 | \$ 2,303,536 | \$ 2,326,571 | \$ 2,349,837 | \$ 22,832,358 |
| Federal Discretionary | \$ - | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 |
| FDOT Subtotal | \$ 2,110,581 | \$ 2,131,687 | \$ 2,131,687 | \$ 2,131,687 | \$ 2,153,004 | \$ 2,153,004 | \$ 2,153,004 | \$ 2,174,534 | \$2,174,534 | \$2,174,534 | \$ 21,488,254 |
| <i>FDOT Block Grant</i> | \$ 1,596,112 | \$ 1,612,073 | \$ 1,612,073 | \$ 1,612,073 | \$ 1,628,194 | \$ 1,628,194 | \$ 1,628,194 | \$ 1,644,476 | \$ 1,644,476 | \$ 1,644,476 | \$ 16,250,340 |
| <i>FDOT Section 5311, 5316, 5317</i> | \$ 304,467 | \$ 307,512 | \$ 307,512 | \$ 307,512 | \$ 310,587 | \$ 310,587 | \$ 310,587 | \$ 313,693 | \$ 313,693 | \$ 313,693 | \$ 3,099,840 |
| <i>FDOT Service Development Grant</i> | \$ 210,002 | \$ 212,102 | \$ 212,102 | \$ 212,102 | \$ 214,223 | \$ 214,223 | \$ 214,223 | \$ 216,365 | \$ 216,365 | \$ 216,365 | \$ 2,138,073 |
| County | \$ 937,690 | \$ 947,067 | \$ 947,067 | \$ 947,067 | \$ 956,538 | \$ 956,538 | \$ 956,538 | \$ 966,103 | \$975,764 | \$1,046,151 | \$ 9,636,521 |
| City | \$ 2,847,082 | \$ 2,875,553 | \$ 2,904,309 | \$ 2,933,352 | \$ 2,962,685 | \$ 2,992,312 | \$ 3,022,235 | \$ 3,052,458 | \$3,082,982 | \$3,305,374 | \$ 29,978,342 |
| Sub-Total | \$10,231,144 | \$12,333,456 | \$10,362,211 | \$10,391,254 | \$10,495,167 | \$12,524,794 | \$10,554,717 | \$10,660,264 | \$10,745,121 | \$11,083,019 | \$ 109,381,147 |
| Fares, Passes, and Local Agreements | | | | | | | | | | | |
| UF Net Contribution Subtotal | \$ 12,245,397 | \$ 12,243,414 | \$ 12,365,018 | \$ 12,362,968 | \$ 12,360,882 | \$ 12,483,617 | \$ 12,481,460 | \$ 12,479,267 | \$ 12,603,141 | \$ 13,655,368 | \$ 1,119,042,061 |
| UF Baseline Service | \$ 12,362,027 | \$ 12,362,027 | \$ 12,485,647 | \$ 12,485,647 | \$ 12,485,647 | \$ 12,610,504 | \$ 12,610,504 | \$ 12,610,504 | \$12,736,609 | \$13,655,368 | \$ 126,404,482 |
| SF | \$ 1,007,164 | \$ 1,007,164 | \$ 1,017,236 | \$ 1,017,236 | \$ 1,017,236 | \$ 1,027,408 | \$ 1,027,408 | \$ 1,027,408 | \$ 1,037,682 | \$ 1,112,536 | \$ 10,298,478 |
| Fares and Passes | \$ 1,250,001 | \$ 1,262,501 | \$ 1,275,126 | \$ 1,287,878 | \$ 1,300,756 | \$ 1,313,764 | \$ 1,326,902 | \$ 1,340,171 | \$ 1,353,572 | \$ 1,451,213 | \$ 13,161,885 |
| Other* | \$ 675,834 | \$ 682,593 | \$ 689,418 | \$ 696,313 | \$ 703,276 | \$ 710,309 | \$ 717,412 | \$ 724,586 | \$ 731,832 | \$ 784,623 | \$ 7,116,193 |
| Sub-Total | \$15,178,397 | \$15,195,672 | \$15,346,799 | \$15,364,394 | \$15,382,150 | \$15,535,098 | \$15,553,182 | \$15,571,431 | \$15,726,227 | \$17,003,739 | \$ 155,857,088 |
| Total Existing Revenue | \$ 25,409,541 | \$ 27,529,128 | \$ 25,709,010 | \$ 25,755,648 | \$ 25,877,317 | \$ 28,059,892 | \$ 26,107,899 | \$ 26,231,695 | \$ 26,471,348 | \$ 28,086,758 | \$ 265,238,236 |
| Revenue to Split | \$ 19,079,799 | \$ 19,136,905 | \$ 19,318,803 | \$ 19,367,492 | \$ 19,426,138 | \$ 19,610,834 | \$ 19,660,998 | \$ 19,721,228 | \$ 19,918,441 | \$ 21,355,264 | \$ 196,595,901 |
| <i>Total Capital Revenue</i> | <i>\$ 3,380,577</i> | <i>\$ 5,406,361</i> | <i>\$ 3,417,275.08</i> | <i>\$ 3,420,196</i> | <i>\$ 3,446,297</i> | <i>\$ 5,457,378</i> | <i>\$ 3,460,388</i> | <i>\$ 3,486,809</i> | <i>\$ 3,521,677</i> | <i>\$ 3,631,153</i> | <i>\$ 38,628,112</i> |
| <i>Total Operating Revenue</i> | <i>\$ 22,145,594</i> | <i>\$ 22,241,379</i> | <i>\$ 22,412,364</i> | <i>\$ 22,458,131</i> | <i>\$ 22,555,785</i> | <i>\$ 22,729,399</i> | <i>\$ 22,776,553</i> | <i>\$ 22,876,123</i> | <i>\$23,083,139</i> | <i>\$24,455,606</i> | <i>\$ 227,734,073</i> |

¹⁸ "Other" refers to advertising, developer contributions, interest bearing accounts, and other ancillary revenue streams.