

GAINESVILLE REGIONAL TRANSIT SYSTEM (RTS)

2015/16 – 2024/25 TRANSIT DEVELOPMENT PLAN (TDP) Annual Update

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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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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

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:	Transit Improvement Plan
TIS:	Travel 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 City of Gainesville Regional Transit System (RTS) submitted its last major update in August 2014.

The 2015/16 – 2024/25 TDP major update establishes the framework for new and enhanced services RTS will undertake over the next decade. The 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 in the immediate future is also 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 evaluate how effectively RTS has implemented and adhered to its 10-year plan.

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

- Past year's accomplishments compared to the original implementation program.
- Analysis of discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives.
- Any revisions to the implementation program in the past year.
- Added recommendations for the 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.

1.1 System Background

1.1.1 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 970 square miles, the City of Gainesville is approximately 62 square miles, and the RTS service area occupies 82 square miles.

1.1.2 Population Trends

The population of Alachua County grew from 217,955 in 2000 to 249,848 in 2013, an annual increase of 1.1 percent. At the same time, the population of the City of Gainesville increased from 95,447 in 2000 to 125,845 in 2013, an annual increase of 2.3 percent. The data for 2000 was compiled using the U.S. Decennial Census while 2013 values come from the American Community Survey (ACS) 5-year estimates.

1.1.3 Economic Trends

Relative to April 2014, the Bureau of Labor Statistics (BLS) reports that unemployment at the County level has decreased by 0.3 percent to 4.3 percent. Unemployment at the state level has also improved from 6.3 percent to 5.6 percent. Unemployment at the City-level is slightly higher than at the County-level at 4.4 percent but is still better than state-wide unemployment rate and has also improved from last year at this time.

1.1.4 Fixed Route Services

RTS operates as a division of the City of Gainesville Public Works Department (see Figure 1) and has almost 300 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 1 CITY OF GAINESVILLE FY2015 ORGANIZATIONAL CHART

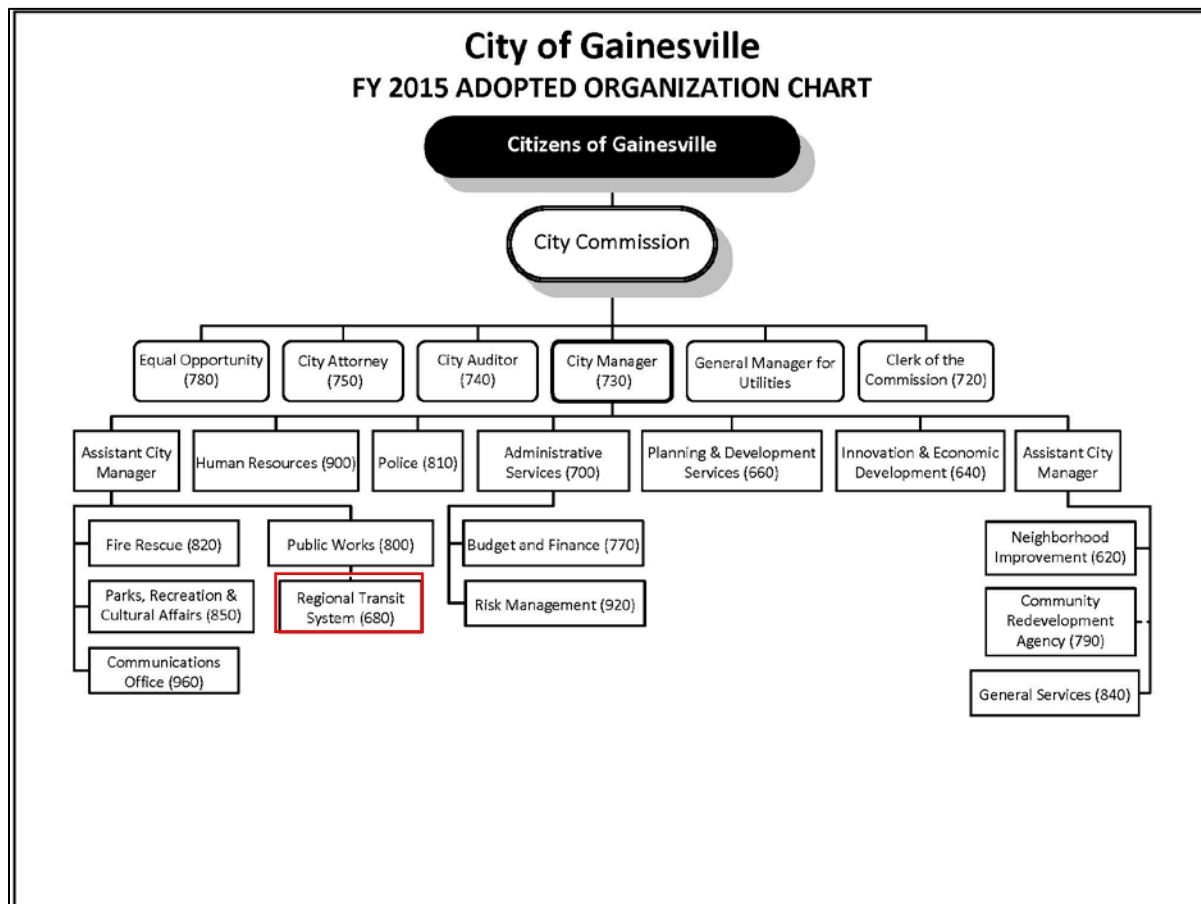
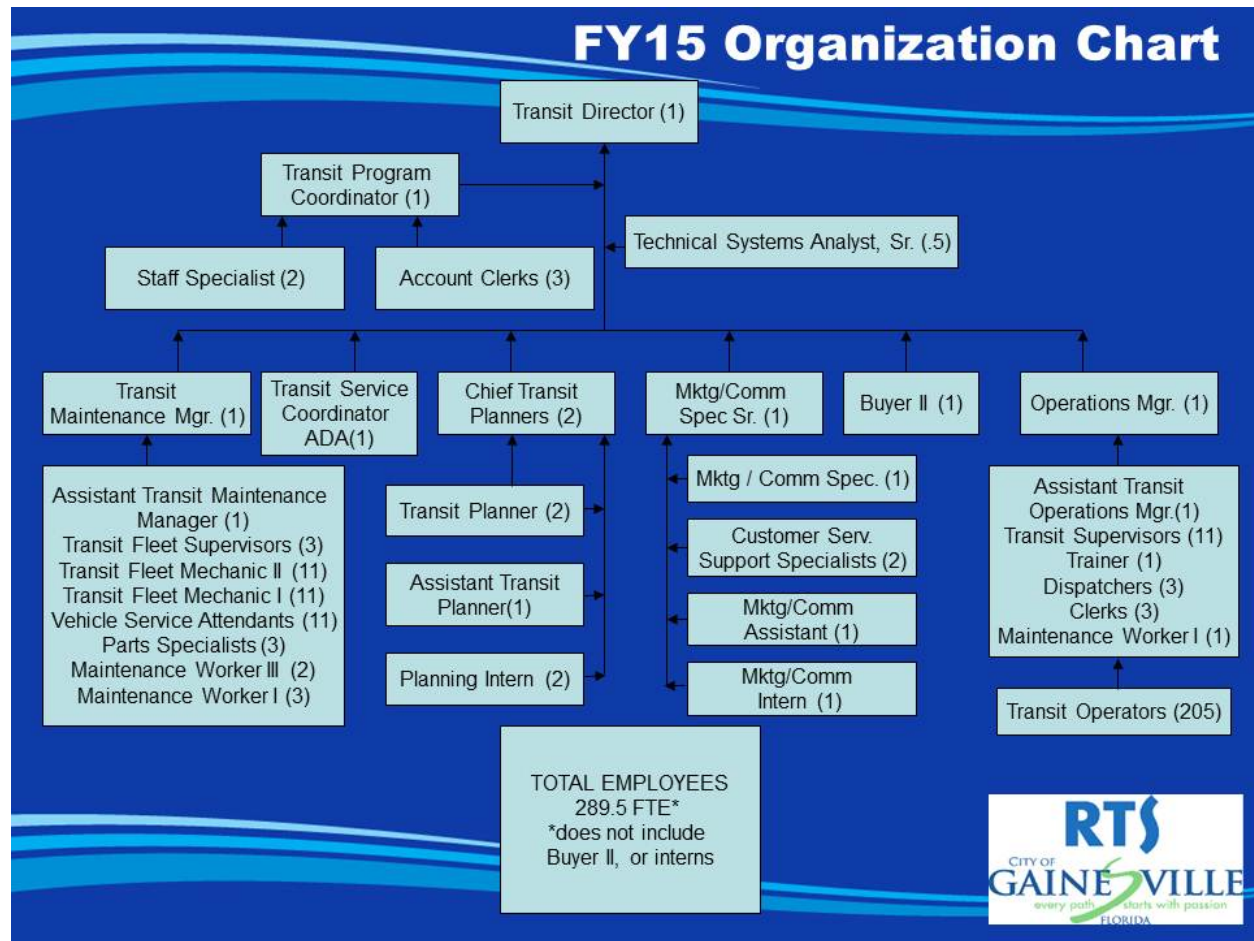


FIGURE 2 RTS FY2015 ORGANIZATIONAL CHART



1.1.4.1 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 1 Current Fare). Children shorter than the farebox ride RTS for free. Fares at RTS have not increased since October 2008. In July 2014, RTS added new fareboxes. As part of this effort, RTS evaluated the need for fare structure changes and fare increases. Despite on average having cheaper fares 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) (see Appendix 4).

TABLE 1 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	Unlimited prepaid access with valid ID			
SF Students, Faculty, and Staff	Unlimited prepaid access with valid ID			
Employee Pass Program Participants	Unlimited prepaid access with valid ID			
Americans with Disabilities Act (ADA)-certified Persons	Unlimited access with valid ID			

1.1.4.2 Performance Measures

Table 2 City Routes Performance Statistics through Table 4 summarizes route-level performance statistics for FY 2013/2014.¹ Table 5 provides a comparison of FY 2012/2013 and FY 2013/2014 system-wide performance statistics as reported to the National Transit Database (NTD). System-wide performance is slightly down for the most recently completed fiscal year.

¹ Values are inclusive of both weekday and weekend activity.

TABLE 2 CITY ROUTES PERFORMANCE STATISTICS

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Passengers per Hour	Farebox Revenue (on bus)	Annual Operating Cost
1	Downtown to Butler Plaza via Archer Road	695,574	141,062	14,936	46.6	\$48,446	\$940,676
2	Downtown to Walmart Supercenter	119,017	78,769	5,130	23.2	\$20,394	\$323,066
5	Downtown to Oaks Mall via University Avenue	510,084	169,647	13,845	36.8	\$50,443	\$871,933
6	Downtown to Gainesville Mall via 6th Street	110,677	40,683	3,799	29.1	\$12,240	\$239,276
7	Downtown to Eastwood Meadows	97,745	42,496	3,492	28.0	\$14,812	\$219,933
8	Shands to Northwood Village via NW 13th Street	339,621	160,904	12,162	27.9	\$39,765	\$765,933
9	Reitz Union to Hunters Run	662,457	183,858	17,376	38.1	\$8,827	\$1,094,327
10	Downtown to Santa Fe via NW 16th Avenue	150,725	90,114	6,167	24.4	\$13,335	\$388,378
11	Downtown to Eastwood Meadows via University Avenue	194,121	91,428	7,269	26.7	\$31,067	\$457,798
12	Reitz Union to Butler Plaza	824,110	189,931	18,310	45.0	\$17,746	\$1,153,142
13	Shands to Florida Works via SW 13th Street	406,937	109,034	9,205	44.2	\$20,184	\$579,710
15	Downtown to NW13th St Walmart	326,383	118,408	8,289	39.4	\$45,345	\$522,037
16	Shands to Sugar Hill via SW 16th Avenue	170,832	64,889	6,039	28.3	\$8,577	\$380,317
17	Shands to Downtown	179,988	53,573	5,580	32.3	\$10,731	\$351,426
20	Reitz Union to Oaks Mall via SW 20th Avenue	1,176,507	249,281	22,657	51.9	\$60,202	\$1,426,929
21	Reitz Union to Cabana Beach	384,985	100,436	9,376	41.1	\$6,297	\$590,470
23	Oaks Mall to Santa Fe	161,622	60,207	5,126	31.5	\$8,025	\$322,864
24	Downtown to Job Corps via SR 24 (Waldo Rd.)	109,387	83,245	4,565	24.0	\$12,556	\$287,473
25	Reitz Union to Airport	66,763	55,276	3,917	17.1	\$4,223	\$246,678
27	Downtown to SF Blount Center	7,692	10,453	830	9.3	\$1,278	\$52,300
28	HUB to SW 20th Avenue	126,922	49,742	4,633	27.4	\$456	\$291,780
34	HUB to Lexington Crossing	309,607	104,762	9,625	32.2	\$5,409	\$606,203
35	Reitz Union to SW 35th Place	631,168	193,280	16,522	38.2	\$19,836	\$1,040,571
36	HUB-Reitz Union to Williston Plaza	123,703	47,739	3,984	31.1	\$2,039	\$250,934
38	HUB-Reitz Union to Gainesville Place	483,332	69,410	7,930	61.0	\$1,602	\$499,401
39	Santa Fe to Airport	19,284	30,471	1,266	15.2	\$2,100	\$79,706
41	Beaty Towers to Pine Ridge Walmart	57,382	43,977	2,632	21.8	\$4,206	\$165,756
43	Downtown to Santa Fe via 43rd Street	215,058	139,782	9,906	21.7	\$16,644	\$623,892
46	UF-Downtown Circulator	121,135	25,009	3,474	34.9	\$1,191	\$218,823
62	Oaks Mall to Lexington Crossing	19,326	15,872	1,262	15.3	\$2,270	\$79,481
75	Oaks Mall to Butler Plaza via 75th Street	297,602	151,619	9,043	32.9	\$78,330	\$569,526
76	Santa Fe to Haile Square Market	40,893	26,196	1,580	25.9	\$2,617	\$99,499
77	Santa Fe to Cabana Beach Apartment	12,057	8,413	404	29.9	\$162	\$25,425

TABLE 3 CAMPUS ROUTES PERFORMANCE STATISTICS

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Passengers per Hour	Farebox Revenue (on bus)	Annual Operating Cost
117	Reitz Union to Park-N-Ride 2 (SW 34th Street)	138,507	40,821	4,488	30.9	\$42	\$282,671
118	HUB to Park-N-Ride 1 (Harn Museum)	308,259	67,245	6,938	44.4	\$13	\$436,938
119	HUB to Family Housing	68,506	22,015	2,291	29.9	\$4	\$144,262
120	West Circulator (Fraternity Row)	271,974	36,279	4,942	55.0	\$11	\$311,234
121	HUB to Commuter Lot	76,497	30,443	4,761	16.1	\$70	\$299,836
122	UF North/South Circulator	46,581	22,155	2,181	21.4	\$19	\$137,347
125	HUB to Lakeside	277,704	49,957	6,027	46.1	\$15	\$379,558
126	UF East/West Circulator	82,173	36,755	3,791	21.7	\$20	\$238,779
127	East Circulator (Sorority Row)	192,638	27,611	4,238	45.5	\$36	\$266,896
128	Lake Wauburg	1,124	8,301	135	8.4	\$35	\$8,476

TABLE 4 LATER GATOR ROUTES PERFORMANCE STATISTICS

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Passengers per Hour	Farebox Revenue (on bus)	Annual Operating Cost
300	Later Gator A (Downtown to Fraternity Row)	73,051	33,553	2,810	26.0	\$168	\$176,965
301	Later Gator B (Downtown to SW Gainesville)	43,881	31,800	2,219	19.8	\$218	\$139,771
302	Later Gator C (Downtown to Oaks Mall)	67,466	29,094	2,246	30.0	\$656	\$141,431
303	Later Gator D (Downtown to CareerSource)	4,417	4,025	383	11.5	\$54	\$24,145
305	Later Gator F (Downtown to Butler Plaza)	8,959	4,780	424	21.1	\$206	\$26,686

TABLE 5 COMPARISON OF FY2012/2013 AND 2013/2014 PERFORMANCE INDICATORS

Performance Indicators	2013	2014	Percentage Change
Service Area Population	164,753	160,000	-3%
Passenger Trips	10,832,674	10,814,433	0%
Revenue Miles	3,317,239	3,428,040	3%
Passenger Trips Per Revenue Mile	3.3	3.2	-3%
Revenue Hours	290,802	298,200	3%
Passenger Trips Per Revenue Hour	37.3	36.3	-3%
Total Operating Expense	\$21,416,671	\$22,633,015	6%
Operating Revenue	\$14,332,868	\$14,732,556	3%
Vehicle Operated in Maximum Service	103	104	1%
Base Fare	\$1.50	\$1.50	0%

1.1.4.3 Fleet Inventory

Table 6 provides a summary of the 126 transit vehicles owned by RTS in 2014.² During peak service, RTS operates 104 buses on its fixed-routes; this will potentially increase to 108 in fall 2015. Of those 104 buses, 18 are utilized for UF campus routes. As of June 2015, 49 RTS buses are equipped with Automatic Passenger Counters (APC) and 116 contain Automatic Vehicle Location (AVL) equipment; RTS is currently seeking to procure AVL equipment on another nine buses. The entire fleet consists of bio-diesel-fueled vehicles, including 5 hybrid-electric buses that are also bio-diesel-fueled. Additionally, all buses contain video cameras and bicycle racks, and 93 have talking bus capabilities. The average age of the FY2014 fleet was 9 years, which has not changed since the last TDP update.

² The 2014 model buses did not arrive until the end of calendar year 2014. RTS in the last several months has also acquired two 2015 buses and nine refurbished buses from Lynx that are from 2002 and 2004. These eleven buses are not reported here as they have yet to complete any revenue service.

TABLE 6 FIXED-ROUTE VEHICLES³

Number of Vehicles	Manufacturer	Year	Length	Wheelchair Lift / Ramp	Seating Capacity	Standing Capacity	Automatic Vehicle Locator (AVL)	Talking Bus	Video Camera	Bio-Diesel (B) or Hybrid (H)
3	Gillig	2014	40	Ramp	36	45	No	Yes	Yes	B
3	Gillig	2013	40	Ramp	36	31	Yes	Yes	Yes	H
2	Gillig	2012	40	Ramp	36	30	Yes	Yes	Yes	H
6	Gillig	2012	40	Ramp	36	43	Yes	Yes	Yes	B
1	Gillig	2011	40	Ramp	36	43	Yes	Yes	Yes	B
1	Gillig	2011	40	Ramp	36	43	Yes	No	Yes	B
4	Gillig	2011	40	Ramp	36	44	Yes	Yes	Yes	B
16	Gillig	2010	40	Ramp	36	45	Yes	Yes	Yes	B
1	Gillig	2010	40	Ramp	36	45	Yes	No	Yes	B
4	Gillig	2009	40	Ramp	36	45	Yes	Yes	Yes	B
12	Gillig	2007	40	Ramp	36	45	Yes	Yes	Yes	B
5	Gillig	2007	40	Step	43	27	Yes	Yes	Yes	B
4	Gillig	2006	40	Step	43	27	Yes	Yes	Yes	B
10	Gillig	2005	40	Step	43	27	Yes	Yes	Yes	B
9	Gillig	2001	35	Ramp	32	53	Yes	No	Yes	B
11	Gillig	2001	40	Step	43	21	Yes	No	Yes	B
8	Gillig	2001	40	Step	43	27	Yes	Yes	Yes	B
15	Nova	2001	40	Step	44	26	Yes	Yes	Yes	B
1	Gillig	2000	35	Ramp	32	53	Yes	No	Yes	B
1	Gillig	2000	40	Ramp	40	38	Yes	No	Yes	B
9	Gillig	1997	40	Step	43	19	No	No	Yes	B

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 24 paratransit vehicles. As shown in Table 7 Paratransit Vehicles the average age of the paratransit fleet is less than 4 years which is a small decrease from the last TDP update.

TABLE 7 PARATRANSIT VEHICLES⁴

Number of Vehicles	Year	Make	Description	Lift Type	Seats	Wheelchair Capacity
5	2015	Chevrolet	Champion Crusader	Step	8	2
2	2014	Chevy	Champion Crusader	Step	8	2
2	2011	Ford	Goshen E450	Platform	8	2
5	2011	Chevrolet	CG33503	Platform	8	2
4	2011	Chevrolet	Champion Crusader	Platform	8	2
1	2010	Chevrolet	Champion Crusader	Platform	8	2
2	2009	Chevrolet	Champion Crusader	Platform	8	2
2	2007	Chevrolet	Champion Crusader	Platform	8	2
1	2006	Chevrolet	Champion Crusader	Platform	8	2

³ Rows shaded in grey indicate buses that have exceeded their useful life standard.

⁴ Rows shaded in grey indicate buses that have exceeded their useful life standard.

1.1.4.4 Bus Stop Inventory

RTS maintains 1,128 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 FY2014, 35 stops were brought into ADA compliance and RTS is expecting to bring a similar number of stops into compliance in FY2015.⁵ In FY2014, RTS was also able to add six bus shelters to stops. In total, 559 stops have benches, 394 have trash cans, 176 have shelters, 199 have kiosks, and 39 have bike racks.

1.1.4.5 Service Schedule

Transit service characteristics for fall 2014 and spring 2015 are presented in Table 8 through Table 11. The first three tables show operating characteristics for weekday routes while the last table shows operating characteristics for weekend routes.⁶

⁵ All references to FY2015 are based on year to date (YTD) figures (current as of 6/2015)

⁶ The one exception is Table 10 show Later Gator service. These routes operate on unique days of the weeks. Route 300 operates Wednesday through Saturday while routes 301 and 302 operate Thursday through Saturday. Routes 303 and 305 only operate on Saturday.

TABLE 8 CITY ROUTES OPERATING CHARACTERISTICS

Route	Route Description	Route Length (Miles)	Peak Buses	Primary Cycle Time	Peak Headways ⁷	Off-Peak Headways	Evening Headways	Service Span	# of One-Way Trips
1	Downtown to Butler Plaza via Archer Road	10.1	4	60	15/18	15/60	n/a	5:57am - 10:55pm	107
2	Downtown to Walmart Supercenter	15.0	2	60	60	60	n/a	5:29am - 7:55pm	45
5	Downtown to Oaks Mall via University Avenue	12.8	3	60	20/24	30	30	6:07am - 2:25am	101
6	Downtown to Gainesville Mall via 6th Street	10.9	1	60	60	60	n/a	5:37am - 7:55pm	29
7	Downtown to Eastwood Meadows	12.2	1	60	60	60	n/a	6:00am - 7:55pm	28
8	Shands to Northwood Village via NW 13th Street	17.9	3	90	30	30/40	n/a	5:47am - 11:15pm	64
9	Reitz Union to Hunters Run	7.6	5	45	9	9/20	40	6:27am - 2:15am	200
10	Downtown to Santa Fe via NW 16th Avenue	17.1	3	70	35	35/50	n/a	7:05am - 7:28pm	44
11	Downtown to Eastwood Meadows via University Avenue	13.8	2	60	60	60	n/a	5:27am - 10:55pm	51
12	Reitz Union to Butler Plaza	8.7	5	50	10/12	22/23	22/23	6:27am - 3:03am	178
13	Shands to Florida Works via SW 13th Street	6.2	3	30	10	30	30	6:28am - 12:24am	158
15	Downtown to NW13th St Walmart	14.3	2	60	30/35	60	n/a	5:27am - 10:55pm	55
16	Shands to Sugar Hill via SW 16th Avenue	6.3	2	36	24	45/60	60	6:30am - 12:43am	76
17	Shands to Downtown	6.0	1	36	24	45/60	60	6:42am - 1:00am	76
20	Reitz Union to Oaks Mall via SW 20th Avenue	11.2	6	60	10	10/15/30	30	6:00am - 2:00pm	186
21	Reitz Union to Cabana Beach	8.9	5	50	10	20/30	n/a	6:30am - 8:25pm	142
23	Oaks Mall to Santa Fe	8.3	2	45	20	30	n/a	7:15am - 10:12pm	76
24	Downtown to Job Corps via SR 24 (Waldo Rd.)	18.9	2	60	60	60	n/a	5:27am - 7:55pm	45
25	Reitz Union to Airport	17.3	1	65	65	65	n/a	7:15am - 6:50pm	22
27	Downtown to SF Blount Center	11.9	1	60	60	n/a	n/a	7:05am - 3:00pm	16
28	HUB to SW 20th Avenue	9.4	3	48	16	n/a	n/a	7:44am - 5:48pm	72
34	HUB to Lexington Crossing	10.4	3	60	20	25/50	50	6:45am - 1:23am	91
35	Reitz Union to SW 35th Place	9.7	5	50	10	22/23	45	6:35am - 1:41am	168
36	HUB-Reitz Union to Williston Plaza	9.1	2	60	30	n/a	n/a	6:55am - 6:20pm	40
38	HUB-Reitz Union to Gainesville Place	6.6	5	52	13	50	n/a	6:55am - 9:17pm	115
39	Santa Fe to Airport	22.1	1	60	60	n/a	n/a	7:27am - 3:26pm	16
41	Beaty Towers to Pine Ridge Walmart	16.4	2	65	32/33/35/65	n/a	n/a	7:05am - 6:03pm	30
43	Downtown to Santa Fe via 43rd Street	20.6	3	90	30	30	n/a	6:05am - 10:39pm	56
46	UF-Downtown Circulator	4.1	2	30	15/30	n/a	n/a	7:10am - 5:52pm	72
62	Oaks Mall to Lexington Crossing	12.3	1	60	60	n/a	n/a	7:35am - 3:30pm	16
75	Oaks Mall to Butler Plaza via 75th Street	28.2	3	105	35/52/53	35/40	n/a	6:00am - 8:16pm	38
76	Santa Fe to Haile Square Market	16.4	1	60	60	n/a	n/a	7:28am - 5:25pm	20
77	Santa Fe to Cabana Beach Apartment	15.1	1	45	45	n/a	n/a	7:30am - 11:10am	10

⁷ Peak headways refer to the periods of 7:00am to 11:00am and 2:00pm to 6:00pm. Evening headways refer to the period after 11:00pm. Off-peak headways refer to all other times.

TABLE 9 CAMPUS ROUTES OPERATING CHARACTERISTICS

Route	Route Description	Route Length (Miles)	Peak Buses	Primary Cycle Time	Peak Headways	Off-Peak Headways	Evening Headways	Service Span	# of One-Way Trips Weekday
117	Reitz Union to Park-N-Ride 2 (SW 34th Street)	7.6	3	45	15	45	n/a	7:00am-6:45pm	87
118	HUB to Park-N-Ride 1 (Harn Museum)	4.8	4	28	7	28	n/a	7:00am-7:00pm	181
119	HUB to Family Housing	4.8	1	30	30	n/a	n/a	7:00am-5:11pm	42
120	West Circulator (Fraternity Row)	2.3	2	18	9/18	18	n/a	7:00am-7:00pm	145
121	HUB to Commuter Lot	3.2	2	30	15/30	30	n/a	7:00am-6:34pm	87
122	UF North/South Circulator	7.4	1	45	45	n/a	n/a	7:20am-5:05pm	27
125	HUB to Lakeside	4.6	3	30	10	n/a	n/a	7:30am-5:20pm	121
126	UF East/West Circulator	7.1	2	44	n/a	11	11	5:40pm-12:05am	76
127	East Circulator (Sorority Row)	2.2	2	22	11	22	n/a	7:00am-7:06pm	120

TABLE 10 LATER GATOR OPERATING CHARACTERISTICS

Route	Route Description	Route Length (Miles)	Peak Buses	Cycle Time	Peak Headways	Off-Peak Headways	Evening Headways	Service Span	# of One-Way Trips Weekday
300	Later Gator A (Downtown to Fraternity Row)	5.9	3	30	n/a	20	20	8:30pm-3:17am	74
301	Later Gator B (Downtown to SW Gainesville)	14.0	3	60	n/a	25	25	8:30pm-3:15am	37
302	Later Gator C (Downtown to Oaks Mall)	15.8	3	75	n/a	30	30	8:45pm-3:20am	31
303	Later Gator D (Downtown to CareerSource)	11.8	2	60	n/a	30	30	8:30pm-3:13am	24
305	Later Gator F (Downtown to Butler Plaza)	21.9	2	60	n/a	30	30	8:30pm-2:30am	27

TABLE 11 WEEKEND ROUTES OPERATING CHARACTERISTICS

Route	Route Description	Route Length (Miles)	Peak Buses (Sat/Sun)	Cycle Time	Saturday Headway	Sunday Headway	Service Span (Saturday)	Service Span (Sunday)	# of One-Way Trips Sat/Sun
1	Downtown to Butler Plaza via Archer Road	10.1	2/2	60	30/60	30	7:00am-6:25pm	10:00am-5:55pm	42/30
2	Downtown to Walmart Supercenter	15.0	1/0	60	60	n/a	7:00am-5:55pm	n/a	22/0
5	Downtown to Oaks Mall via University Avenue	12.8	2/1	60	30/60	60	7:00am-2:25am	10:00am-5:55pm	74/16
6	Downtown to Gainesville Mall via 6th Street	10.9	1/0	60	120	n/a	8:00am-4:55pm	n/a	10/0
8	Shands to Northwood Village via NW 13th Street	17.9	1/1	90	80	80	7:00am-6:55pm	10:00am-5:55pm	18/12
9	Reitz Union to Hunters Run	7.6	1/1	45	40	40	9:07am-7:26pm	10:10am-6:06pm	31/24
10	Downtown to Santa Fe via NW 16th Avenue	17.1	1/0	70	120	n/a	7:03am-5:45pm	n/a	12/0
11	Downtown to Eastwood Meadows via University Avenue	13.8	1/1	60	70	70	6:50am-5:52pm	9:42am-5:52pm	19/14
12	Reitz Union to Butler Plaza	8.7	2/1	50	22/23/45	45	7:20am-8:23pm	9:58am-6:08pm	56/22
13	Shands to Florida Works via SW 13th Street	6.2	1/1	30	60	60	6:45am-6:15pm	10:03am-5:45pm	24/16
15	Downtown to NW13th St Walmart	14.3	1/1	60	60	60	7:00am-5:55pm	10:00am-5:55pm	22/16
16	Shands to Sugar Hill via SW 16th Avenue	6.3	1/1	33	60	60	7:15am-6:31pm	10:15am-5:45pm	23/16
20	Reitz Union to Oaks Mall via SW 20th Avenue	11.2	3/2	60	20/60	30	7:00am-8:40pm	10:00am-6:00pm	70/30
25	UF Cultural Plaza to GNV Airport	17.3	1/1	70	75	75	7:15am-6:07pm	10:02am-6:07pm	18/13
35	Reitz Union to SW 35th Place	9.7	1/1	50	45	45	7:10am-5:58pm	10:10am- 5:58pm	29/21
75	Oaks Mall to Butler Plaza via 75th Street	28.2	1/0	105	105	n/a	6:40 am-6:51pm	n/a	14/0
126	UF East/West Circulator	7.1	2/2	45	22/23/45	22/23/45	10:55am-11:16pm	10:55am-11:16pm	46/46
128	Lake Wauburg	27.7	1/0	60	60	n/a	9:30am-4:30pm	n/a	16/0

2 RTS ACCOMPLISHMENTS AND IMPLEMENTATION DISCREPANCIES

This section describes RTS accomplishments since adoption of the last TDP and is divided into the following five sections: service priorities, capital projects, planning activities, policy alternatives, and GOIs.

It is important to note that the last service year (FY2014/15) marked the transition period between the 2010/11-2019/20 TDP major update and 2015/16 – 2024/25 TDP major update. The service proposals adopted in the most recent TDP were not finalized, however, until after the City Commission had already approved service changes for fall 2014 and spring 2015. Moreover, and as will be discussed in later sections, the base year for the most recent major update was fall 2015 since the majority of the adopted TDP recommendations were predicated on a surtax initiative that was not considered on the ballot until November 2014.⁸ Therefore, the following sections (outside of the GOI evaluation) highlight RTS accomplishments relative to prior TDP major update, as well as the actual changes made since adoption of the last TDP. Progress made in accomplish the most recent major update is presented in Section 3.

2.1 Service Priorities

2.1.1 2010-2019 TDP Major Update

The prior TDP major update listed eight service priorities in implementation years 2014 and 2015. Some of the priorities for those years, like priority 11, had already been implemented in earlier years and are not reflected in Table 12. 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.⁹

⁸ It was assumed that if the surtax passed funding from it would not be available until at the earliest April 2015 with subsequent priority setting and budget allocation done in July 2015 for FY2015/16.

⁹ These and similar sections for the 2010-2019 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.

TABLE 12 TDP SPECIFIC SERVICE PRIORITIES

Project Number	Implementation Year	Priority	Comments
6	2013	Implement Bus Rapid Transit (BRT) Feasibility Study Corridor Alternative #1.	The Alternatives Analysis (AA) concluded that BRT was currently infeasible.
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.
8	2014	Park-and-ride lot at Butler Plaza Area.	The parking ride lot is scheduled open in October 2015.
9	2014	Park-and-ride lot west of I-75 and Archer Road (area between Tower Road and SW 63rd Street).	A parking-and-ride lot further east on Archer Road is 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.
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.
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.
14	2015	County-proposed Archer Road Express Bus Service (75th Street to US 441).	As part of the surtax initiative the County decided that funding was not available for this project in the immediate future.
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.
16	2016	Routes 2 and Route 24 increase fixed-route frequency to 30 minutes.	Both routes now operate at 30-minute frequencies.

The specific items in Table 12 were intended to implement the overarching service priorities of the TDP shown in Table 13.

TABLE 13 TDP OVERARCHING SERVICE PRIORITIES

Overarching Priorities	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.
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.
Expand complementary paratransit service to complement new service.	As mandated by law, RTS will continue to do this.
Improve frequency on existing fixed bus routes.	See 2.1.2.4.
Extend evening hours.	Evening hours were not extended since adoption of the last TDP.
Implement additional Sunday service.	Additional Sunday service has not been implemented since adoption of the last TDP.
Implement new fixed-route bus service.	New routes have not been added since adoption of the last TDP.
Implement Downtown / UF Circulator.	Previously completed.
Implement express routes.	As part of the surtax initiative the County decided that funding was not available for this project in the immediate future.
Implement BRT feasibility study corridors.	The AA concluded that BRT was currently infeasible.
Implement commuter assistance program.	RTS met with VRide in April 2015 to explore implementing a commuter assistance program. RTS determined that the cost of such an endeavor would exceed the revenue generated from it.

2.1.2 Fall 2014 and Spring 2015

Given the extensive nature of the changes being considered in the TDP major update, as well as the timing of budget adoptions and funding initiatives RTS abstained from making many service modifications for fall 2014 and spring 2015. Additionally, for the budget period covering fall 2014, spring 2015, and summer 2015 none of RTS' funding partners increased funding support for service enhancements; see Appendix 5 for the service change presentation presented to the City Commission.¹⁰

2.1.2.1 Routes without Changes

Over 60% of all routes maintained the same service levels as they did in spring 2014. Any changes made to these routes only involved running time modifications to improve on-time performance or the shifting of service times (≤ 1 hour) to better satisfy trip demand.

2.1.2.2 Alignment Changes

Alignment changes were made to six¹¹ routes to improve the location where drivers layover or increase service coverage at night or on the weekends.

2.1.2.3 Service Reductions

Service reductions were made to 15¹² routes based on observed ridership levels in fall 2013 and spring 2014. These reductions generally involved removing trips that averaged ≤ 3 passengers. The savings from these service reductions were transferred to a contingency account and used to offset potential budget increases for FY2015/2016. In most cases, the service reduction did not result in an absence of service but rather a reduction in frequency during off-peak times.

2.1.2.4 Service Enhancements

Cycle time adjusts resulted in frequency improvements of ≤ 5 minutes for five routes.

2.2 Capital Projects

2.2.1 2010-2019 TDP Major Update

The 2010/11-2019/20 TDP major update listed seven capital priorities in implementation years 2014 and 2015, as well as five other priorities that spanned the entire ten year time horizon. Some of the priorities for those years, like priority 22, have already been implemented and are not reflected in Table 14. 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.

¹⁰ This does not include FTA or FDOT since they are not directly involved with service planning.

¹¹ Routes with alignment modifications include 11, 13, 16, 17, 43, and 117.

¹² Routes with service reductions include 13, 16, 17, 34, 35, 36, 117, 118, 120, 121, 125, 126, 127, 300, and 301.

TABLE 14 TDP SPECIFIC CAPITAL PRIORITIES

Project Number	Implementation Year	Priority	Comments
2	2010-2019	Purchase of rolling stock – 15 new buses for replacement of aged fleet; purchase of 10 new buses each year from 2011 through 2019 for replacement of aged fleet and expansion of service (105 total).	In FY2013/14 RTS was able to acquire three new buses. In FY2014/15 RTS was able to acquire two new buses. Also in FY2014/15 RTS was also able to purchase nine refurbished buses from Lynx.
3	2010-2019	Purchase of office furniture, fixtures, and equipment and shop each year from 2010 through 2019.	This item remains a part of the budget for every division, however, most needs were met when RTS moved into the new maintenance facility.
4	2010-2019	Purchase of paratransit vans – 5 per year from 2010 through 2019 (50 total).	In FY2013/14 RTS acquired two new paratransit vans. In FY2014/15 RTS acquired five new paratransit vans.
5	2010-2019	Purchase of support vehicles – 4 per year from 2010 through 2019 (40 total).	RTS did not acquire any support vehicles in FY2013/14 or FY2014/15.
6	2010-2019	Purchase and install benches (5) and shelters (5) each year and install bus stops each year as necessary.	In FY2014/15 RTS added 6 shelters at bus stops throughout its service area. In FY2015/16 RTS plans to install approximately 25 benches and shelters at bus stops throughout its service area.
8	2011	RTS Maintenance Facility – Construction Phase I.	Construction was completed for all phases in November 2014.
11	2012	Radio system upgrade from 800mhz analog to a digital radio system.	This project continues to be researched. RTS is currently considering modifications to their radio system in conjunction with the purchase of new AVL software.
15	2013	Dedicated lane for BRT Alternative #1, including technology for signal priority, advance traveler information systems, vehicles, and stations.	The AA concluded that BRT was currently infeasible.
16	2014	RTS Maintenance Facility – Construction Phase II.	Construction was completed for all phases in November 2014.
17	2014	Regional Transportation Center – planning, design, engineering and construction of a multimodal regional transportation.	This project has not moved forward due to lack of funding and the conclusion of the AA.
18	2015	Newberry Road Intermodal Center – construct transit transfer facility with park-and-ride lot west of Interstate 75.	The development associated with the provision of this lot has currently postponed further activity.
19	2015	Butler Plaza area Intermodal Center – construct transit transfer facility with park-and-ride lot.	The parking ride lot is scheduled open in October 2015.
20	2015	Archer Road Intermodal Center – construct transit transfer facility with park-and-ride lot west of Interstate 75 (75th Street and Tower Road Area).	A parking-and-ride lot further east on Archer Road is now being provided as part of the Celebration Pointe development to satisfy this project.
21	2015	Eastside Intermodal Center – construct transit transfer facility with park-and-ride lot	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.

The specific items in Table 14 were intended to implement the overarching capital and infrastructure alternatives of the TDP shown in Table 15.

TABLE 15 TDP OVERARCHING CAPITAL PRIORITIES

Overarching Priorities	Status
Construct a new RTS maintenance facility.	Construction was completed for all phases in November 2014.
Rehabilitate and refurbish existing facilities.	Previously completed.
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. Two are scheduled to be open in the next several years.
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 is currently in the process of procuring new scheduling software, AVL software, and a video camera system for 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 the AA.
Construct new park-and-ride lot transfer facilities.	No new park-and-ride lots or facilities have opened since the adoption of the last TDP. Two are scheduled to be open in the next several years.

2.2.2 Fall 2014 and Spring 2015

Table 14 captures all capital projects since adoption of the last TDP.

2.3 Planning Activities

The 2010/11-2019/2020 TDP major update identified six planning activities. Four of the six activities were completed concurrent with the 2015/16 – 2024/25 TDP major update. These include:

- BRT – study concluded that BRT was currently infeasible which shaped the service recommendations presented in the most recent major update.
- Comprehensive Operational Analysis (COA) – served as basis of 2015/16 – 2024/25 TDP major update service recommendations.
- Major TDP Update
- Major investment study – addressed with the BRT AA and Streetcar Conceptual Study. Both studies concluded that major mode capital investments were currently infeasible.

The other two planning activities (Facilities Need Plan and Intelligent Transportation Systems Plan (ITS)) are on-going efforts. As part of the 2015/16 – 2024/25 TDP major update, the list of needed transfer hubs was revised to reflect route alignment and service modification recommendations. One of the six facilities recommended (Butler Plaza) is scheduled to open in October 2015. The five others are in various stages of planning

TABLE 16 TRANSFER CENTERS

Overarching Priorities	Status
UF	During the last year UF updated 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. At this time, no funding is available for any of the identified locations.
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 but continues to look for funding opportunities to move forward.
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

The other outstanding planning study, ITS Plan, is being addressed through upcoming procurements of new scheduling and AVL software. The bid documents outline a 10-year ITS framework that will allow RTS to modernize its technological infrastructure. More specifically, the procurements will immediately address items 1 and 2 in Table 5-1 of the 2015/16 – 2024/25 TDP major update and create a foundation for future procurement of items 5, 6, and 9.

2.4 Policy Alternatives

Two policy alternatives were also listed in the 2010/11-2019/20 TDP major update and their status is presented in Table 17.

TABLE 17 POLICY ALTERNATIVES

Overarching Priorities	Status
Evaluate fare policy.	The most recent TDP major update compared RTS fares against all other Florida transit agencies, as well as a number of out-of-state peer agencies. For most fare categories, RTS' fare was lower relative to both in-state and out-of-state agencies. At this time, however, given RTS' current FRR there has been no discussion by the City Commission to increase fares or change RTS's fare structure.
Evaluate the use of smaller vehicles.	Prior to the last TDP update, RTS used APC data collected over multiple years to examine route level vehicle loads to determine the extent to which smaller vehicles could be implemented. The study found that outside of a few routes peak loads necessitated vehicles with at least 20 or more seats. The 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.

2.5 Goals, Objectives and Initiatives

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 18 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 18 RTS GOALS, OBJECTIVES AND INITIATIVES

Goal 1	Provide excellent customer service.	FY2014/15	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.		
Initiative 1.1.1	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.
Initiative 1.1.2	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; see Appendix 1.
Initiative 1.1.3	Use Census and local datasets to identify community facilities in transit dependent areas where RTS public schedules can be distributed.		A service coverage analysis was conducted in FY2014/15 to better identify transit dependent areas. 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.
Initiative 1.1.4	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 attended one job fair in FY2014/15 and provided information for one additional one to City of Gainesville Human Resources who attended in RTS's place.
Initiative 1.1.5	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.
Initiative 1.1.6	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 2014/15. 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.
Initiative 1.1.7	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.
Objective 1.2	Follow federal, state, and local regulations regarding public involvement to properly solicit citizen feedback.		
Initiative 1.2.1	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; see Appendix 3. Material such as PowerPoint presentations are used to inform the attendees about the proposed changes; see Appendix 5.
Initiative 1.2.2	Conduct an on-board survey every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, user satisfaction, and validate 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.
Initiative 1.2.3	Create and place a customer comment card on RTS buses and website to acquire citizen feedback. Place another card in the operations building for driver feedback. Where contact information is given, provide a response within 1 week.		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.		
Initiative 1.3.1	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.
Initiative 1.3.2	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 2014/15. 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.		
Initiative 1.4.1	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 will meet bi-monthly and is composed of drivers and other senior Operations staff to coordinate changes and discuss route issues.
Initiative 1.4.2	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.
Initiative 1.4.3	Post internal updates and memoranda at key locations throughout RTS facilities.		RTS continues to post updates and memos in key locations for staff.
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.		
Initiative 1.5.1	Reduce the number of accidents per 100,000 revenue hours.		FY2013/14 accident rate was 26.5 accidents per 100,000 hours. The FY2014/15 rate YTD is 27.0 accidents per 100,000 hours. RTS recently reviewed the location of all rear-end accidents to see if there were any particularly problematic locations. There have been no repeat rear-end accident locations. Safe driving and customer service have been a particular focus area during this summer's driving training.
Initiative 1.5.2	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.		This is typically done over the summer and is currently being worked on by an intern.
Initiative 1.5.3	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.
Initiative 1.5.4	Provide lighting at stops that have the heaviest activity before 6:30am or after 6:30pm.		Based on fall 2014 ridership, there are 6 bus stops that have over 100 boardings or alightings before 6:30am and after 6:30pm. Among those stops, only stop 1306 has no lighting fixture. This stop is at Butler Plaza. When the new Butler Plaza transfer station opens in October 2015 it will have lighting and subsequently resolve this issue. In general, 30% of all stops with over 100 boardings and alightings per day lack some form of lighting.
Initiative 1.5.5	Establish a dedicated driving range by 2015.		For the first time, RTS was able to hold its annual rodeo on-site. Despite this, a dedicated driving range has not been created and remains a work in progress.
Initiative 1.5.6	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.
Initiative 1.5.7	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 serves continues to be provided Wednesday to Saturday. In fall 2014 extra Later Gator service was added for safety reasons.
Initiative 1.5.8	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.
Initiative 1.5.9	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.
Initiative 1.5.10	Reduce the number of complaints per 100,000 riders.		The number of complaints per 100,000 riders has increased YTD relative to the last complete fiscal year. RTS believes the increase can be partially attributed to higher than usually cancelled service hours in fall 2014 due to driver shortages as well as all the alignment changes RTS made in summer 2015. RTS will continue to monitor and address possible causes of the increase. Safe driving and customer service have been a particular focus area during

			this summer's driving training. 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.
Initiative 1.5.11	Reduce customer service complaints per 10,000 riders on ADA trips.		
Goal 2	Be good stewards of public resources.	FY2014/15	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 FY2014/15. One additional employer was added in FY2014/15.
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 15% in FY2014/15.
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.		Currently, this is still a disparate activity for each RTS division. As use of FDOT's TransCIP increases RTS may choose to utilize this exclusively.
Initiative 2.2.3	Request financial support from the City of Gainesville, Alachua County, the MTPO, 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.		RTS marketing produced material for the local transportation surtax initiative. The initiative was headed by the County. The surtax failed to pass. In support of the initiative RTS attended 8 public outreach/education events and 12 internal meetings.
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.
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.
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. In 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.		RTS has not met this performance goal YTD. As noted below, because of this, it is a major priority for fall 2015 service. The running times of almost all routes 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.		The analysis is still in the planning stages.
Initiative 2.3.8	Develop cross-functional diagram identifying functions and responsible parties for the scheduling process.		This initiative has not been completed but is partially being addressed through the acquisition of new scheduling software.
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 FY2013/14, 67% of city routes provided service for a minimum of 14 hours per day during weekday service, while 19% of routes do so during Saturday service, and no routes (0 out of 12) do so during Sunday service. These figures while falling short of the aspirational initiative exceed the performance levels of FY2012/13.
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 3,995 acres in the city with these designations, Of this total, 81% 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 will open in October 2015.
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.
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.		As stated above, a stand-alone plan has not been created but will be partially addressed through procurement of new scheduling and AVL software.
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. A security system is currently being procured for Rosa Parks Downtown 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, 36% of the bus fleet has APC equipment installed. All new buses are purchased with the equipment.
Initiative 2.5.6	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 will be addressed through the procurement of new scheduling and AVL software.

<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 FloridaWorks GREENRIDE web-based carpooling system and the University of Florida.		RTS recently reviewed implementing a computer assistance program and found the costs to likely exceed the revenue generated.
Goal 3	Operate public transportation that improves the quality of life.	FY2014/15	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 does not have a set quota for amount of material recycled but does maintain a list of all material that can be recycled and does so whenever possible. It is important to note that the new RTS maintenance facility is more efficient than the old facility and total waste produced will be reduced.
<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. Complete occupation of the facility did not occur until February of 2015. A one year period of data collection is necessary before a baseline can be established.
<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 June 2015, the average age of RTS fleet is over 9 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 June 2015, the average age of paratransit vans is under 4 years.
<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 will reassess the situation in the future.
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.		At this time, RTS prioritizes accessibility improvements based on total ridership but in the future may alter this metric to add additional weight to those stops with high wheelchair usage.
<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 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.		Every summer RTS stops are cleaned and evaluated for improvements, and when problems are reported at other times of year, they are addressed. However, no formal maintenance and improvement plan had been created at this time.
<i>Initiative 3.2.5</i>	Provide system maps at all stops with multiple routes.		As of May 2015, 570 out of 1,132 active bus stops are utilized by multiple routes. Of these stops with multiple routes, 199 (35%) have kiosks that provide route information.
<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 2015 is currently being edited for accuracy and will be sent to the printer shortly for publishing in June 2015.
<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.

3 REVISIONS TO THE IMPLEMENTATION PROGRAM FOR THE COMING YEAR

The 2015/16 – 2024/25 TDP major update provided two different service scenarios: a baseline scenario and an alternative improvement scenario built upon the recommendations of the COA. The baseline scenario reflected recent funding trends where revenue levels have remained largely unchanged. The alternative scenario was predicated on the passage of a 1-cent local option sales tax that was on the ballot in November 2014. The surtax did not pass. Therefore, implementation of the COA recommendations will be dependent on sporadic funding increases from its strategic partners and RTS will for the foreseeable future be following the baseline financial plan scenario.

3.1 Service Priorities

3.1.1 Summer 2015

Summer 2015 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 6 provides a copy of the service change presentation presented at public meetings.

3.1.1.1 *Name Changes*

Several routes underwent name changes. These routes serve low density, transit dependent neighborhoods. To increase coverage RTS had made them branching routes or operated a different pattern depending on the time of day and would refer to each pattern as “A” or “B.” This confused patrons and drivers and so each pattern was given a distinct route number. For example, the route 2 with patterns A and B simply became the routes 2 and 3. This A and B naming distinction had only been operational for a short while during the development of the TDP so it was not explicitly addressed.

3.1.1.2 *Alignment Changes*

Eight routes underwent alignment changes.

TABLE 19 SUMMER 2015 ALIGNMENT ADJUSTMENTS

Route	Alignment Changes
2	The route 2 previously included a branching pattern that was referred to as 2A and 2B. The TDP did not note this distinction. The route 2B was renamed the route 3 and largely operates the route 2 alignment proposed in package number 32 of Table 7-5 of the major update. The origin and destination of the route 3, however, was left the same as the original route 2B since the COA terminus would have created a gap in service coverage. The route 2A simply became the route 2 and follows approximately a large portion of the recommended alignment modification for this route but is not completed changed for service coverage reasons.
3	See above.
6	The alignment change as presented in the TDP was contingent on alignment changes to the route 41. Following the adoption of the TDP, UF decided to suspend funding on the route 41 and redirect resources elsewhere. Therefore, while the new route 6 alignment has the same origin and destination as what is proposed in package number 1 of Table 7-5 in the major update it does not reflect the full alignment recommendation.
26	The route 24 previously included a branching pattern referred to as 24A and 24B. The TDP did not note this distinction. The 24A was renamed the route 26 and its alignment was largely updated to reflect the alignment proposed in package number 32 of Table 7-5 in the major update.
35	The new alignment of the route reflects the alignment proposed in package number 15 of Table 7-5 in the major update.
46	The new alignment of the route reflects the alignment proposed in package number 33 of Table 7-5 in the major update.
126	Package number 16 of Table 7-5 in the major update called for the elimination of the route 126. UF did not like that suggestion. The modified alignment adopts some of the TDP suggestions for the alignment of the routes that were supposed to replace the route 126 but the route remains largely the same.
711	The route 711 serves as a nighttime and weekend circulator to cover the area served by the routes 11 and 7 during weekdays. Package number 1 of Table 7-5 in the major update called for eliminating the route 7 and operating the route 711 (referred to just as the route 11) all day. Due to the route funding process both the City and County decided to continue to operate the 7 and 11 as distinct routes during the day and just operate the proposed 11 pattern (referred to as the 711) during the night and on weekends.

3.1.1.3 Arrival/Departure Adjustments

As mentioned in initiative 2.3.4 RTS did not achieve its on-time performance goals. For this reason, the running and cycle times for a number of routes were adjusted using the latest AVL and APC data. In total, adjustments were made to nine routes to improve their on-time performance, respond to citizen requests for schedule adjustments, or accommodate new interlined patterns.

3.1.1.4 Service Enhancements

Relative to spring 2015, two routes saw improved frequencies. The change in alignment from the route 11C to the 711 allowed the cycle to be reduced by 10 minutes. The other improvement was seen on the route 35. Hours from the route 9 were shifted to the route 35 since the route 35's new alignment allowed it to be the dominant route in the area.

3.1.1.5 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. This reduction was applied to 23 routes with weekday summer hours of service 33% less than in fall and spring.

3.1.2 Fall 2015 and Spring 2016

Service levels for fall 2015 and spring 2016 are not yet finalized due to timing differences in the budget process. The FY for SF and UF begins in July so service levels have been set for those two entities. The FY for the City and County, however, does not start until October so budget discussions do not occur until mid-July.

For the next fiscal year, Alachua County will be proposing that funding levels remain constant. Conversely, the City will be exploring a number of the enhancements listed in the major update that are

ties to improving service in the City's transit-dependent eastside. Table 20 shows the package numbers from Table 7-5 in the major update that is under consideration for funding. The operating cost of the enhancements total almost \$1 million. In recent years, budget increases typically do not exceed \$200,000 so only a subset of the recommendations will likely be adopted. Additionally, while not discussed in the TDP, the City will also be considering adding service to 8 of the holidays on which RTS currently does not operate based on public feedback. The cost of this latter enhancement is estimated to be over \$100,000 and RTS is seeking a SDG to support the initiative.

TABLE 20 TDP ENHANCEMENTS UNDER CONSIDERATION FOR CITY OF GAINESVILLE FUNDING

Package Number	Route
1	15
4	6
5	15
6	11, 15
8	2
9	11, 15
13	15
31	11, 15
32	27
37	6
43	6
45	24
47	2
49	2
55	6
56	6

SF has also indicated that they will not be increasing funding for transit in the next fiscal year. Due to SDG in prior years, however, SF will use surplus reserve funds to fully implement package number 60 in Table 7-7 and partially implement package number 42 of Table 7-5 both of the major update. This will allow the routes involved (62 and 39) to have a more reliable service span and end at approximately 5:00PM rather than 3:00PM.

UF did increase their budget with RTS by approximately \$200,000. This budget increase primarily enhances route 1 but will also fully implement package numbers 14 in Table 7-5 and package number 592 of Table 7-5 both of the major update.

3.1.2.1 Fall 2014 Changes

Appendix 7 presents the service change proposal presentation that will be given at a noticed public meeting on July 17. Therefore, all the changes listed below are dependent on the feedback received at the meeting and any changes it necessitates.

3.1.2.1.1 NO CHANGES OR NAME CHANGES

As mentioned above, in summer 2015 RTS began assigning unique route numbers to routes that previously branched and had alphanumeric distinguishers. The one outstanding version in the system that was not changed over the summer because it did not operate was the route 38T (for tripper) which will now simply be the route 22.

Five other routes have no changes planned because they were just changed during summer 2015, changes are on hold until other system-wide modifications are made, or there are no operational characteristics that need modification.

3.1.2.1.2 ALIGNMENT CHANGES

Alignment changes are being proposed for six routes.

TABLE 21 FALL 2015 ALIGNMENT CHANGES

Route	Alignment Changes
9	Over the last year, RTS has received a number of requests to add service to the Hub. RTS has not been able to respond to this request historically because of scheduling and congestion issues at the Hub. Schedules have been adjusted so that route's serving the Hub now drive through this location rather than take layover. This has allowed the route 9 to be added. This change was not included in the TDP.
20	Ridership YTD is approximately 95% of last year's ridership. A large share of the decrease has been on the routes 20 and 21. This route has also suffered from bus bunching. To respond to these issues the route 20 and 21 are combined and the 20 now also covers the areas served by the 21. This change was not included in the TDP.
27	The alignment of the route has been modified to respond to changes to the summer 2015 modification of the route 6 and incorporates a portion of the proposed modifications outlined for the route in package number 32 of Table 7-5 in the major update.
28	This alignment change is proposed to respond to the adjustments being made to the route 20. This change was not included in the TDP.
36	Package number 14 of Table 7-5 in the major update recommended an alignment modification for this route. UF liked the proposed alignment but wanted to establish it as a separate route. The route 36 was therefore modified to reflect the establishment of the new route and reduce service duplication. This change was not included in the TDP.
62	This is a minor alignment change to reflect the new road network within Butler Plaza.

3.1.2.1.3 NEW ROUTES

TABLE 22 FALL 2015 NEW ROUTES

Route	New Routes
19	The purpose of this route is to support apartment complexes that often experience full buses because they are at the end of the line before reaching UF. While a different number and slightly different alignment this reflects package number 38 of Table 7-5 in the major update.
29	This reinstates a route that ceased operation in 2012 when the route 41 was implemented. In the absence of the route 41 this route was added back to cover the core ridership areas that the route 41 previously covered. This change was not included in the TDP.
37	This route reflects the alignment proposed in package number 14 of Table 7-5 in the major update for route 36.
40	This route reflects package number 59 of Table 7-7 in the major update.
129	In fall 2014, UF added two buses to its nighttime circulator route after a series of assaults occurred near campus. Currently all four buses circulate in the same direction. Based on driver direction two of the buses will operate in opposing directions to better serve travel patterns.

3.1.2.1.4 RUNNING TIME ADJUSTMENTS

In fall 2014 and spring 2015 RTS tested a new methodology for setting run times in order to improve on-time performance. For those six routes that were modified on-time performance increased on average by 14%. This was viewed as a success. Therefore, all routes except the five that are mentioned as not having any changes are receiving running time adjustments using the same methodology.

3.1.2.1.5 SERVICE REDUCTIONS

Four routes are experiencing service reductions. As mentioned above, the routes 41 and 21 are being eliminated; see 3.1.1.2 and 3.1.2.1.2 for a discussion on why those changes are being proposed. Two

routes are proposed for frequency reductions (≥ 3 minutes) and another route is proposed for a span of service reduction (≥ 30 minutes).

As mentioned in summer 2015 the alignment of the route 35 was changed to make it the primary student route in southwest Gainesville. For this reason, in the afternoon one bus on the route 9 is shifting to the route 35. The route 35 in the afternoon circulates in a more direct manner from campus to the major apartment complexes and covers higher ridership areas. Similarly, on weekends, hours are being shifted from the route 9 to the 35 to increase its hours of service since it covers a larger area than the route 9.

Package number 7 of Table 7-7 in the major update calls for enhancing peak frequency on the route 5. Currently, the routes 16 and 17 are interlined with three buses. Ridership on these routes has decreased by 11% as students move to areas with newer apartment complexes. To address this decrease in ridership in conjunction with the need for another bus on the route 5 one of the 3 buses on the 16/17 is being shifted to the route 5.

3.1.2.1.6 SERVICE ENHANCEMENTS

Enhancements are proposed for the service span (≥ 30 minutes) of five routes and the frequency (≥ 3 minutes) of four routes.

TABLE 23 FALL 2015 SERVICE ENHANCEMENTS

Route	Enhancement	Comments
1	Frequency	As will be discussed below, in spring the Butler Plaza Transfer Station will open. This station is located approximately 15 minutes from the current terminus of the route 1. As the City's primary east-west trunk route, UF funded an additional bus on weekdays and Saturdays in order to preserve (and as a by-product) improve frequencies. The final location and design of the transfer station was not known at the time of the last major update so this was not included in the TDP.
5	Frequency	This results from shift in hours between the routes 16, 17, and 5. See 3.1.2.1.5 for a complete discussion.
20	Frequency and Span	This results from a shift in hours between the routes 20 and 21. See 3.1.2.1.2 for a complete discussion.
28	Frequency and Span	This results from changes in the routes 20 and 21. One bus that formerly operated on the 20 will not operate on the 28 in the morning. The 28 overlaps with the route 20 in the area where the route 20 sometimes suffers from full buses.
35	Span	This results from a shift of hours between the routes 9 and 35. See 3.1.2.1.5 for a complete discussion.
39	Span	This partially implements package number 60 of Table 7-7 of the major update. This will allow the route to end at approximately 5:00PM rather than 3:00PM.
62	Span	This partially implements package number 42 of Table 7-5 of the major update. This will allow the route to end at approximately 5:00PM rather than 3:00PM.

3.1.2.1.7 MINOR CHANGES

Two RTS routes (3 and 27) formerly operated only in the morning and afternoon peak. Based on customer suggestions and observed ridership patterns, these routes will now operate as straight shifts rather than splits. Total service hours are not changing.

3.1.2.2 Spring 2016

In spring 2016, the new Butler Plaza Transfer Station will open. It will have six bays and far superior accommodations for drivers and passengers than the current Butler Plaza bus stops. For this reason, RTS will likely change the alignment of six routes so all bays can be immediately occupied. The proposed list of routes has not been finalized and will be presented to the public for feedback.

The only other changes that may be implemented in spring 2016 are those related to the eastside enhancements listed in Table 20 that the City will be considering as part of next fiscal's budget, as well as any adjustments that need to be made in response to summer and fall 2015 changes.

3.2 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. Achievement towards three of these priorities was discussed above (improved frequency on existing routes, implement new local service, and improvements to weekend service). The remaining priorities are capital-related and face tremendous funding challenges.

3.2.1 Information Technology Improvements

Table 5-1 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. However, since the adoption of the major update RTS has been informed by its current TIS vendor that the technology on RTS buses used to convey real-time information is based on expiring 2G technology that will become inoperable by the end of 2016. RTS patrons have come to rely heavily on this information and therefore RTS is currently drafting a bid document to be released in late fall to acquire a new TIS solution. This item is reflected in the revised financial plan shown in Table 27.

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 is also currently drafting a bid document to be released in late fall to acquire a new solution. Funding for both the scheduling solution and the TIS will come from funding previously allocated to bus and bus stop amenity procurements. This item is reflected in the revised financial plan shown in Table 27.

It should also be noted that as part of the move to the new facility, 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.

3.2.2 Infrastructure Improvements

3.2.2.1 Transfer Stations and Facilities

The construction of the new RTS Administration and Maintenance Facility was completed in November 2014 with staff fully occupying the building by February 2015.

To support rerouting suggestions and improve accessibility and frequencies, five new transfer stations were recommended in the TDP. One of the five is scheduled to open in spring 2016. The other four still lack any clearly identified funding source. See Table 16 for the status of each station.

3.2.2.2 Bus Stop Accessibility and Amenity Improvements

The TDP identified five different types of bus stop improvements (landing pads, shelters, benches, trash cans, and bus bays). In FY2013/14, RTS installed 35 landing pads and 6 bus shelters. So far in FY2014/15 RTS has installed five landing pads and two shelters. In late FY2014/15 or early FY2015/16, RTS hopes to go out to bid for the installation of 31 more landing pads and 26 shelters.

3.2.3 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 24 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.¹³ Year 2015 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 FY2015/2016.¹⁴

TABLE 24 VEHICLE REPLACEMENT SCHEDULE

Year	Buses	Paratransit Vans	Support Vehicles
2015	60	6	10
2016	6	11	6
2017	7	0	0
2018	4	0	3
2019	17	2	7
2020	0	11	6
2021	4	11	3
2022	17	0	0
2023	6	0	10
2024	8	2	6
Total	129	43	51

The 9 refurbished buses acquired from Lynx are by age already past their useful life and are reflected above. As will be discussed in Section 6 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. Fortunately, construction of the maintenance facility completed almost \$7 million under budget. RTS is currently seeking approval to utilize the leftover funding to purchase 13 new buses and 4 new paratransit vans.

¹³ Useful life standards for each vehicle type remain unchanged as specified in the last major update.

¹⁴ It is important to note that the time horizon remains unchanged since the last major update since it projected two years out given that the surtax funding would not be available for another year after adoption of the TDP.

4 RIDERSHIP PROJECTIONS

Ridership projections from the 2015/16 – 2024/25 TDP major update were not revised for this annual update. RTS staff is scheduled to attend Transit Boarding Estimation and Simulation Tool (TBEST) training on July 15th and 16th in Chipley, Florida and hopes this will lay the foundation for projections to be revised more regularly. Table 25 Average Daily Ridership and Growth Rates shows the ridership prediction under the baseline model. Needs Plan ridership figures are not presented since the surtax did not pass.

TABLE 25 AVERAGE DAILY RIDERSHIP AND GROWTH RATES

Service	Average Daily Ridership (2013)	Average Daily Ridership (2024)	Absolute Change	Average Growth Rate
Weekday	66,696	73,432	6,736	10.1%
Saturday	12,377	16,397	4,020	32.5%
Sunday	4,214	6,563	2,349	55.7%

5 NEW TENTH YEAR SERVICE AND CAPITAL IMPROVEMENTS

As mentioned above, the planning horizon for the 2015/16 – 2024/25 TDP major update was set as FY2015/2016 rather than FY2014/2015 since surtax funding would not be available until FY2015/2016. Therefore, the tenth year of the TDP remains unchanged and stays as FY2024/2025.¹⁵ For this reason, as well as the fact that both operating and capital needs far exceed revenues (see for example Table 28 or Table 29) over the next ten years no new projects are proposed. As revenue projections change, documented projects are implemented, or conditions necessitate changes to projects lists RTS will add additional projects or adjust the current list of projects. Specifically, based on annual increases to RTS' operating budget over the last 5 years it is likely that by FY2018/19 RTS will have made some progress in implementing the operating projects outlined in the TDP major update and can add new projects.

¹⁵ For clarification purposes, the most recent major TDP update was submitted in September 2014. For the City of Gainesville this is part of FY2013/2014. If RTS had projected to the next FY that would have been FY2014/2015. However, given the timing of surtax and other budget development procedures RTS projected two years out and is now (October 2015) entering the first year of the most recent TDP major update.

6 FINANCIAL PLAN

The following represents RTS's estimated capital and operating budgets for FY2015/16-2024/25 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.¹⁶

TABLE 26: FINANCIAL PLAN ASSUMPTIONS -- FISCAL YEARS 2015 - 2024

Operation	Value	Notes/Source
Fixed-route operating cost per revenue hour	\$75.50	Escalated by 2 years from FY2013/14 NTD data.
ADA paratransit operating cost per revenue hour	\$47.02	Escalated by 2 years from FY2013/14 NTD data.
Number of weekdays (city/campus routes)	252/217	N/A
Number of Saturdays/Sundays	52/52	N/A
Holidays (without service)	9	N/A
Later Gator A service days	145	N/A
Later Gator B and C service days	104	N/A
Later Gator D and F service days	37	N/A
Fixed route operating hours	321,807	Based upon FY2014/15 hours through May 2015 with June 2015 to September 2015 estimated from FY2013/2014 hours inflated by YTD percent increase in annual hours. Hours include UF and SF enhancements for FY2015/16.
ADA operating hours	41,131	Based upon FY2014/15 hours through May 2015 with June 2015 to September 2015 estimated from FY2013/2014 hours inflated by YTD percent increase in annual hours.
ADA cost per trip	\$34.52	Escalated by 2 years from FY2013/14 NTD data.
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 (2013 and 2014) 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')	\$450,851	Recent procurement cost escalated by 1 year.
Paratransit van	\$68,266	Recent procurement cost escalated by 1 year.
Support vehicle cost	\$17,401	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	104	N/A
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	\$6,887	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	\$805	Based on 3-year amenity contract with Tolar Manufacturing.
Bus bay	\$250,000	Based on recent actual RTS costs or vendor quotes.

¹⁶ For example, at the time of the last TDP the most recent NTD operating cost figures were from FY2012/13. In May 2015, RTS received approval for its FY2013/14 figures. These figures have been escalated by two years to represent FY2015/2016.

6.1 RTS FY2015/16-2024/25 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 26 an operating deficit is incurred from FY2016/17 onward since inflation is predicted to outpace increases in revenue. This information was presented similarly in Table 7-9 of the most recent major update. As then ADA costs include both existing, as well as expected cost increases due to historic growth rates.¹⁷ 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.¹⁸

TABLE 27 TDP 10-YEAR COST AND REVENUE SUMMARY

	FY15 Estimated	FY16 Estimated	FY17 Estimated	FY18 Estimated	FY19 Estimated	FY20 Estimated	FY21 Estimated	FY22 Estimated	FY23 Estimated	FY24 Estimated	Total
Service Operating Costs											
Fixed Route Operating Costs	\$24,296,429	\$24,685,171	\$25,080,134	\$25,481,416	\$25,889,119	\$26,303,345	\$26,724,198	\$27,151,785	\$27,586,214	\$28,027,593	\$261,225,405
Existing and new ADA Contracted Services	\$1,917,777	\$2,015,140	\$2,115,127	\$2,217,798	\$2,323,213	\$2,431,433	\$2,542,522	\$2,656,544	\$2,773,563	\$2,893,646	\$23,886,762
Total Maintain Existing Service (Costs)	\$26,214,205	\$26,700,311	\$27,195,261	\$27,699,214	\$28,212,332	\$28,734,778	\$29,266,721	\$29,808,329	\$30,359,777	\$30,921,240	\$285,112,167
Operating Revenues											
Operating Revenue	\$26,214,206	\$26,409,703	\$26,465,108	\$26,587,713	\$26,786,278	\$26,843,363	\$26,968,329	\$27,170,028	\$27,228,842	\$27,356,229	\$268,029,798
Net Operating Surplus/Deficit	\$0	-\$290,608	-\$730,153	-\$1,111,501	-\$1,426,054	-\$1,891,416	-\$2,298,391	-\$2,638,301	-\$3,130,934	-\$3,565,011	-\$17,082,369
Capital Costs											
Vehicle Replacement	\$2,327,023	\$4,635,302	\$2,798,555	\$2,818,199	\$2,829,860	\$4,673,212	\$2,853,119	\$2,864,964	\$2,868,417	\$2,888,592	\$31,557,243
Other Capital Projects	\$698,870	\$403,070	\$243,353	\$245,061	\$246,075	\$406,366	\$248,097	\$249,127	\$249,428	\$251,182	\$3,240,628
Total Non-Operating Costs	\$3,025,893	\$5,038,371	\$3,041,908	\$3,063,260	\$3,075,934	\$5,079,578	\$3,101,216	\$3,114,091	\$3,117,845	\$3,139,774	\$34,797,871
Capital Revenues											
Capital Revenue	\$3,025,893	\$5,038,371	\$3,041,908	\$3,063,260	\$3,075,934	\$5,079,578	\$3,101,216	\$3,114,091	\$3,117,845	\$3,139,774	\$34,797,871
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 Operating and Capital Revenue	\$0	-\$290,608	-\$730,153	-\$1,111,501	-\$1,426,054	-\$1,891,416	-\$2,298,391	-\$2,638,301	-\$3,130,934	-\$3,565,011	-\$17,082,369

¹⁷ 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 2015/16 – 2024/25 TDP major update service enhancements.

¹⁸ The split between vehicle replacement and baseline capital projects is based on average revenue distribution reflected recent POP.

6.1.1 Capital Needs

Table 28 shows that RTS' capital needs not inclusive of vehicles are over \$33 million. Over the next ten years RTS is expected to have only approximately \$3 million to address this need. Based on available funding and the expected cost of each 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 \$3 million dollars will go towards bus stop or ITS improvements. Looking at the non-vehicle distribution of capital funding over the last three years as presented in the POP more than half of all projected funding has gone to ITS projects. This is skewed, however, by funding allotments in this year's POP for scheduling and TIS software. It is likely that the funding will be split between bus stop and ITS improvements.¹⁹

TABLE 28 OTHER CAPITAL PROJECTS

Item	Quantity	Cost ²⁰
Bus Stops		\$9,274,056
Landing pad	883	\$6,081,221
Trash can	127	\$102,235
Shelter	124	\$545,600
Bench	100	\$45,000
Bus bay	10	\$2,500,000
Transfer Centers	5	\$20,133,695
ITS²¹		\$4,347,040
APC units	88	\$308,000
Operations software ²²	1	\$751,910
Wi-Fi (terminals)	2	\$20,000
Wi-Fi (buses)	104	\$208,000
Transit Signal Priority	6	\$170,000
CAD	1	\$1,901,130
Surveillance system	1	\$200,000
Digital signage (terminals)	2	\$440,000
Radio Replacement	1	\$80,000
Credit Card Ticketing	3	\$168,000
Software tools, servers, and database licenses	N/A	\$100,000

The capital costs of vehicles are presented in Table 29 and are built on the replacement schedule shown in Table 24.²³ Over the 10-year planning period, based on each vehicles expected life, RTS will have

¹⁹ Within each of these categories the primary focus will be landing pads and shelters for bus stop improvements and continued expansion of the operations software and CAD/AVL systems under ITS projects.

²⁰ Unit costs for transfer centers and bus stop amenities have been revised to the latest figures. ITS cost estimates remain unchanged; the one exception is Wi-Fi on buses which has been revised based on recent vendor correspondence. All costs are shown in FY2015/2016 dollars.

²¹ There was \$700,000 in operating costs associated with ITS projects. This cost is not reflected here.

²² The cost under "Other capital cost" for FY2015/16 in Table 25 reflects the funding shown in the POP for scheduling software and TIS. This cost is removed from the cost presented in the TDP major update for operations software and CAD/AVL software.

almost \$67 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 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.

TABLE 29 VEHICLE CAPITAL NEEDS

Year	Cost
2015	\$27,702,933
2016	\$3,690,393
2017	\$3,334,779
2018	\$2,023,668
2019	\$8,548,480
2020	\$1,004,820
2021	\$2,959,492
2022	\$8,701,211
2023	\$3,294,783
2024	\$4,478,112

6.1.2 Operating Needs

Given the failure of the surtax only a few of the projects identified in Tables 7-5 and 7-7 of the TDP major update were implemented. In total, the TDP major update presented 69 service package modifications with each package involving one or more routes. RTS was able to fully implement four of the packages (7, 14, 59, and 60).²⁴ Another seven (1, 15, 16, 32, 33, 38, and 42) of the packages were partially implemented. Of those that were partially implemented only two involved an increase in service while the others were just alignment changes. Therefore, there is still over \$3 million in reoccurring operating improvements that RTS will seek to implement in future years.

²³ Cost figures also include the 8 new vans RTS will have to acquire to accommodate the predicted increase in paratransit service.

²⁴ It is important to note that half of these packages were only made possible by taking hours away from underperforming routes.

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

RTS conducted an analysis of its GOIs (see Table 18 RTS Goals, Objectives and Initiatives) and found that the majority of the initiatives have been satisfied or are in progress of being satisfied. Table 30 lists the outstanding initiatives for which little action was taken and provides RTS's plan for accomplishing them in FY2015/16.

TABLE 30 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 should be known over the course of the next year.
2.2.2	RTS is requesting that the City Commission consider as part of next year's budget the addition of a grants specialist. If this position is provided it will make fulfillment of this initiative much easier as grant entry and tracking will become the primary responsibility of a single individual.
2.3.7	The scheduling software RTS will be procuring will allow it to explore alternative rostering strategies and satisfy this initiative.
2.3.8	The acquisition of new scheduling software will completely change the dynamics of the scheduling process between Operations and Planning. Currently, because of the technology involved there is a great deal of redundancy. It will be eliminated with the new technology. Once the software is acquired and its functionality is fully known, operations and planning will meet to codify and document roles and responsibilities.
3.1.1 and 3.1.2	RTS has still been in its new facility for less than six months. After more time has passed, RTS will be able to set energy reduction targets and recycled material quotas.

Appendix 1. Public Outreach Events

Below is a list of the public outreach events that RTS has participated 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.

August 2014

- August 25 and 26 – UF Ask Me (new student orientation)

September 2014

- September 3 – Chamber of Commerce After Hours services showcase
- September 9 – City of Gainesville Job and Trade Fair
- September 24 – Citizens Advisory Board (CAB) meeting

October 2014

- October 8 – Transportation Surtax Town Hall Meeting

November 2014

- November 18 – UF Department of Urban and Regional Planning class presentation
- November 19 – CAB meeting

December 2014

- RTS did not participate in any events.

January 2015

- January 28 – CAB meeting

February 2015

- February 5 – Chamber of Commerce JVC Broadcasting ribbon cutting ceremony
- February 9 – Bus driver career day at Howard W. Bishop Middle School
- February 10 – UF Institute of Transportation Engineers facility tour
- February 12 – Four Seasons (senior group) trip planning presentation
- February 17 – Chamber of Commerce Before Hours services showcase

March 2015

- March 11 – Chamber of Commerce After Hours services showcase
- March 18 – Florida Transit Safety Network facilities tour

-
-
- March 23 – CAB meeting
 - March 23 – Program of Projects (POP) public meeting
 - March 23 – Summer changes public meeting

April 2015

- April 15 - Chamber of Commerce After Hours services showcase
- April 22 – City of Gainesville Citizens Academy facility and bus tour
- April 24 – Bus driver career day at William S. Talbot Elementary School

May 2015

- May 16 – Sweet Dreams Touch A Truck service vehicle exploration for children
- May 22 – Bus driver career day at Charles W. Duval Elementary School
- May 27 – CAB meeting
- May 28 – Bus driver career day at C.W. Norton Elementary School

June 2015

- RTS did not participate in any events.

July 2015

- July 2 – Veterans Job Fair
- July 22 – CAB meeting

August 2015 (projected)

- August 17 – UF Student Orientation

September 2015 (projected)

- September 1 – City of Gainesville Job and Trade Fair
- September 23 – CAB meeting

Appendix 2. 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.

As of June 2015, a total of 13 organizations with over 30,000 employees are enrolled. In FY2013/2014 almost 500,000 trips were taken using the pass.

Community Bus Pass Program

The RTS Community Bus Pass Program is designed to provide bus passes (daily and monthly) to non-profit organizations and schools in support of services that serve a public purpose and improve the quality of life for Gainesville residents. This program is made possible through an FDOT SDG. As of June 2015, a total of nine organizations are enrolled. Example organizations include Children's Home Society of Florida, Meridian Behavioral Healthcare, Inc., and PACE Center for Girls.

Appendix 3. Example Notice of Public Meeting

The below image shows the newspaper notice for the fall 2014 and spring 2015 service change meeting, including a summary of changes. Notices are published in both the Gainesville Sun and Gainesville Guardian.

www.gainesville.com

SUNDAY, JULY 6, 2014 | THE GAINESVILLE SUN | 7B

Pianist's music helps bring joy to hospital patients

The Daytona Beach News-Journal
ORMOND BEACH — Marvin Sherzer didn't touch the piano keys for more than four decades. Today, the 67-year-old certified music practitioner provides soothing sounds to patients recovering at Florida Hospital Oceanside after taking a 48-year hiatus from the instrument. Therapeutic music is played at the patient's bedside to relieve pain and anxiety. "We bring a human touch to a patient who is alone," Sherzer said. "He's in a strange environment. He's overly concerned about his health. Without any pharmaceutical or any invasive procedures, we can bring him

distraction, comfort and enrichment." The son of a musician who worked for Disney, Sherzer traded the piano for the pitching mound when he was a teenager growing up in Philadelphia. He played two years in the minor leagues and then went on to have a career in the insurance business. During that time, he never thought of the piano — an instrument his father loved and he had learned as a child. Then his dad entered hospice in 2008. A musician played the harp during his father's dying days, and it soothed him. When his mother died a year later, Sherzer started taking lessons.

Remembering the positive effect music had on his father in hospice, Sherzer studied to become a certified music practitioner. His role is more than entertainer. He plays music at the patient's bedside specifically tailored to the condition. Music has the power to relax and distract, Sherzer said. "What other modality can put a baby to sleep — like Brahms' Lullaby — and inspire men during times of war?" he said. On Thursday, Sherzer rolled his keyboard into a patient's room on a cart. A thick binder filled with sheet music accompanied him. Sherzer works four days a week at Florida Hospital

Oceanside, which serves patients recovering from strokes and traumatic injuries. Dan Mongosa, 50, rested in a bed — still exhausted from a strenuous day of physical therapy. On June 2, Mongosa suffered a stroke that paralyzed his left side. He is expected to make a full recovery, but it will require a long period of therapy. "You going to warm up with Chopin or Mozart?" Mongosa asked. Sherzer started with Bach. Then he moved to Beethoven's "Für Elise." He finished with "The Blue Danube," a waltz written by Austrian composer

Johann Strauss II. A typical session lasts about 30 minutes. Mongosa said the music made him forget he was in a hospital. Instead, the classical songs reminded him of watching figure skating on TV during the Winter Olympics with his wife. "It puts you in a peaceful place," said Mongosa, an Edgewater resident who works for Daytona Beach-based Teledyne Oil and Gas. Sherzer is happy with his new job. While working in the insurance business, customers never seemed happy to see him. The biggest compliment Sherzer says he receives: A patient in pain falls asleep.

PASSAGE Family Church
12th Founders Celebration
Ladies Fulfilling the Call of God...
No Limits, No Boundaries & No Excuses
Wednesday, July 9, 2014 @ 7pm
Sunday, July 13, 2014 @ 8am
Sunday, July 13, 2014 @ 11am
Cars.gainesville.com
Find the perfect car for you

NOTICE OF PUBLIC MEETING
PROPOSED TRANSIT SERVICE CHANGES
Fall Schedule - Effective 8/18/2014
The Regional Transit System (RTS) proposes changes to the following routes:
- Increase Frequency or Hours of Service: 8, 23, 117, 118, and 127
- Decrease Frequency or Hours of Service: 13, 16, 17, 34, 35, 36, 117, 118, 120, 121, 125, 126, 127, 300, and 301
- Modify Pattern: 11, 13, 16, 17, 43, and 117
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Have you been diagnosed with post-traumatic stress disorder (PTSD)?
Are you still suffering frequent and severe symptoms?
If you or someone you know is currently suffering from PTSD, you may be interested in taking part in a clinical research study looking at a potential new treatment.
To be able to take part in this study, you must:
- be 18-65 years of age (inclusive)
- have been diagnosed with PTSD and still have frequent and severe symptoms
- have been experiencing PTSD symptoms for at least 3 months.

Appendix 4. Annual Farebox Recovery Ratio

Current Farebox Recovery Ratio

The farebox recovery ratio (FRR) for RTS, the public transportation provider for the Gainesville area, was 65 percent in FY2014. This is a 2 percent increase over the FY2013 FRR. 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.

Strategies that will affect the Farebox Recovery Ratio

To maintain or even increase the current FRR, RTS will continue to:

- Monitor key performance measures for 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.

Appendix 5. Fall 2014 and Spring 2015 Service Change Presentation

The below slides show the public presentation given for the fall 2014 and spring 2015 service change meeting.

Proposed Service Changes*
Fall 2014 / Spring 2015

August 18, 2014 - January 4, 2015

RTS
Riverside Transit System

*Refer to schedule book for specific times

Calendar

- * No Service:
 - * September 1, 2014
 - * November 10, 2014
 - * November 27, 2014
 - * December 25, 2014
 - * January 1, 2015
 - * January 19, 2015
- * Reduced Service:
 - * October 17, 2014
 - * November 24 - 26, 2014
 - * December 15 - 23, 2014
 - * December 26 - 31, 2014
 - * January 2 - 4, 2015
 - * February 28 - March 8, 2015
- * Sunday Service:
 - * November 28, 2014
 - * December 24, 2014

No Changes

Routes				
10	28	41	76	302
20	38	46	122	303
21	39	75	126	305

Minor Schedule Changes

- * Previously buses departed Rosa Parks 3 minutes after the hour
- * Buses will now depart at :00 rather than :03

Routes	
1	7
2	11
5	15
6	24

Minor Schedule Changes, cont.

- * **Route 11B**
 - * First and last trip will begin an hour later
- * **Route 13**
 - * One bus will start and end 30 minutes later

Minor Schedule Changes, cont.

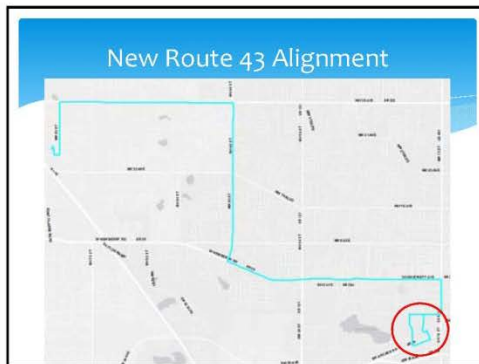
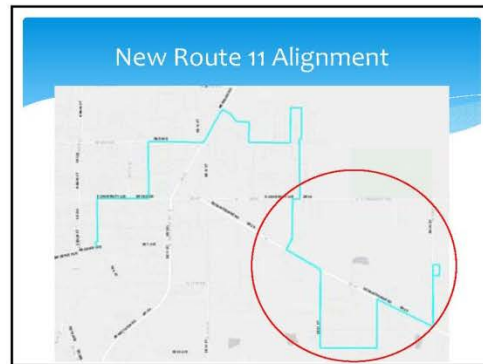
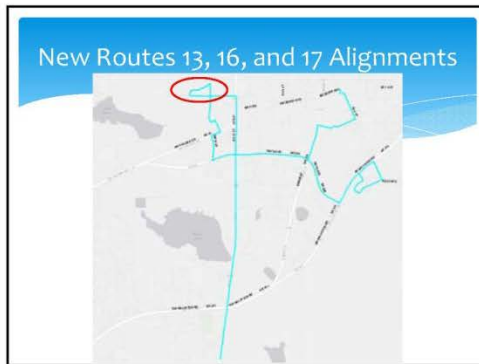
- * **Routes 9, 25 (weekends) 27, 62, 77, and 119**
 - * Span and frequency are the same as Spring 2014 but time between timepoints has changed

Alignment Changes

- * **Route 11**
 - * Weekdays: After 8:00PM route will reach Eastwood Meadows via Hawthorne Road following the Route 7 pattern
 - * Weekends: Will run deviated evening pattern described above
- * **Route 13**
 - * Weekdays: After 8:00PM northern terminus will be Reitz Union
- * **Route 16**
 - * Weekdays: After 8:00PM northern terminus will be Reitz Union
- * **Route 17**
 - * After 8:00PM northern terminus will be Reitz Union

Alignment Changes

- * **Route 43**
 - * Southern terminus will be Shands Hospital on Archer Road
- * **Route 117**
 - * Western terminus will be Forest Park accessed via Hull Road extension and SW 20th Avenue



Service Improvements

- * **Route 8**
 - * Weekdays: After 8PM frequency will be 40 minutes
- * **Routes 23, 117, 118, and 127**
 - * Frequency improvements of <= 3 minutes

Service Reductions

- * **Routes 13, 16, 17, 34, 35, 117, 120, 126, and 127**
 - * Weekdays: Service will end <= 1.5 hours earlier based on observed trip loads

Average Weekday Ridership by Trip
Route 17 Outbound

Service Reductions, cont.

- * **Route 36**
 - * Will operate with 2 rather than 3 buses in the morning
- * **Routes 117, 118, 120, 121, and 125**
 - * Service will start at the same time but second, third, and/or fourth bus will not go into service until after 7:30 AM
- * **Route 125**
 - * Only two buses will operate after 5:00PM
- * **Route 300**
 - * Wednesdays: Frequency will be 15 minutes rather than 10 minutes
 - * Only one bus will operate until 9:00 PM
- * **Route 301**
 - * Service will start to operate at 9:00 PM rather than 8:30 PM

Contact Information

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Appendix 6. Summer 2015 Service Change Presentation

The below slides show the public presentation given for the summer 2015 service change meeting.

Proposed Service Changes*
Summer 2015
 May 4, 2015 – August 16, 2015

*Refer to schedule book for specific times
 Prepared by Matthew Miller

Summer Service Hours

Daily Service Hours			
	Weekday	Saturday	Sunday
Fall/Spring	1,340	328	119
Summer	893	259	88
Percent Reduction	33%	21%	26%

Summer Service Funding

Funding Share				
	City	County	UF	SF
Weekday	46%	6%	46%	2%
Saturday	63%	7%	30%	0%
Sunday	0%	0%	100%	0%

Calendar

- * No Service:
 - * May 25, 2015
 - * July 3, 2015
- * Reduced Service:
 - * May 4 – 10, 2015
 - * June 20 – 28, 2015
 - * August 8 – 16, 2015
- * Later Gator Service:
 - * Will not begin operating until June 29

Proposed Service Changes

- I. Relative to spring 2015 schedule
 - a) No changes
 - b) No service
 - c) Name changes
 - d) Alignment changes
 - e) Arrival/departure adjustments
 - f) Improved frequencies
 - g) Decreased frequencies (1>trip) and/or hours of service (>30 minutes)

Summer Changes

- * No changes

Routes				
7	15 (weekdays)	75	119	128

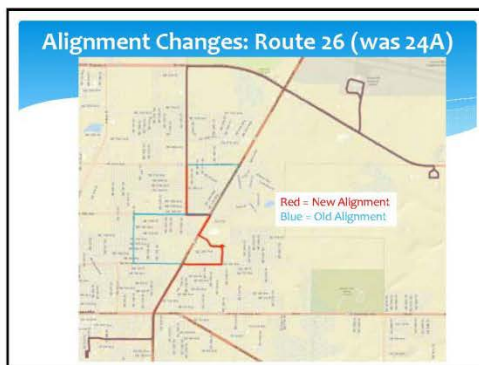
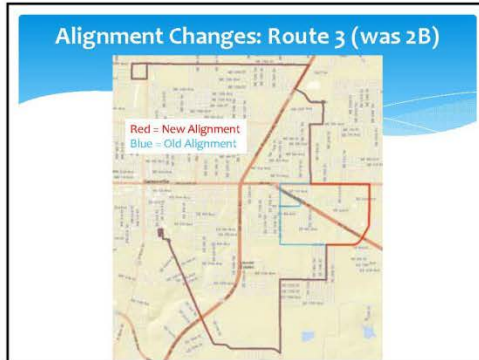
- * No service

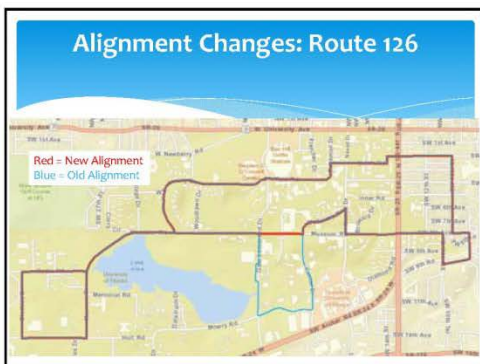
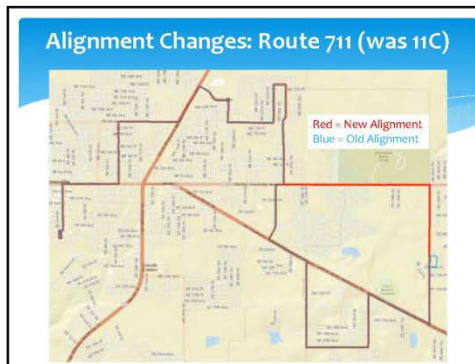
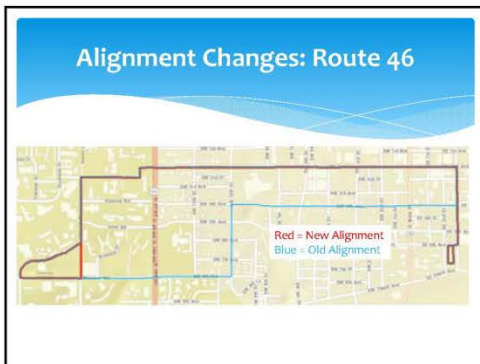
Routes				
9 (Sunday)	21	27	28	
36/36T	38T	39	41	
62	76	77	118	
121	126 (weekends)	303	305	

Name Changes

- * Route 2A renamed Route 2
- * Route 2B renamed Route 3
- * Route 24A renamed Route 26
- * Route 24B renamed Route 24
- * Route 11C renamed Route 711

Alignment Changes: Route 2 (was 2A)





Summer Changes

- Arrival/departure adjustments
 - Adjustments made to improve on-time performance, respond to citizen requests, or accommodate new interlined patterns
 - Adjustments typically <10 minutes

Routes		
2 (weekdays and Saturdays)	6 (weekdays and Saturdays)	8 (weekdays and Saturdays)
10 (Saturdays)	13 (weekends)	15 (Saturday)
16 (weekends)	43	711

- Improve Frequencies

Routes	
35 (Sundays)	711 (weekends)

Decreased Frequencies (> 1 trip) and/or Service Hours (>30 Minutes)

Routes				
1 (weekdays and Sun.)	5 (weekday and Sat.)	9 (weekdays)	10 (weekdays)	11
12 (weekdays and Sat.)	13 (weekdays)	16 (weekdays)	17	20
23	25 (weekends)	34	35	38
43	46	117	120	125
126	127	300		

Appendix 7. Fall 2015 Service Change Presentation

The below slides show the public presentation given for the fall 2015 service change meeting.

FALL 2015 PROPOSED SERVICE CHANGES*

August 17, 2015 – January 3, 2016



*Revised to include book for specific line of
Prepared by: Matthew M. King

Fall Service Hours

Daily Service Hours			
	Weekday	Saturday	Sunday
Fall 2014	1,356	332	119
Fall 2015	1,388	340	118
Change	2.4%	2.4%	-0.8%

Fall Service Funding

Funding Share ¹				
	City	County	UF ²	SF ³
Weekday	28%	4%	63%	5%
Saturday	40%	5%	55%	0%
Sunday	0%	0%	100%	0%

1. Includes state and federal funding
2. UF = University of Florida
3. SF = State of Florida

Calendar

- ❖ **No Service:**
 - September 7, 2015
 - November 11, 2015
 - November 26, 2015
 - December 25, 2015
 - January 1, 2016
- ❖ **Reduced Service**
 - November 6, 2015
 - December 12 - 23, 2015
 - December 26 - 31, 2015
- ❖ **Holiday Service (Sunday Service):**
 - November 27, 2015
 - December 24, 2015

Note: Expanded holiday service if the city being considered for all holidays except Christmas Day and Thanksgiving Day.

Proposed Service Changes

- I. No changes
- II. Name changes
- III. Alignment changes
- IV. New routes
- V. Running time adjustments
- VI. Service reductions
- VII. Service enhancements
- VIII. Minor changes

No Changes

- ❖ Route 2 – summer schedule/alignment
- ❖ Route 46 – spring schedule/summer alignment
- ❖ Route 75 – summer schedule/alignment
- ❖ Route 125 – spring schedule/alignment
- ❖ Route 711 – summer schedule/alignment

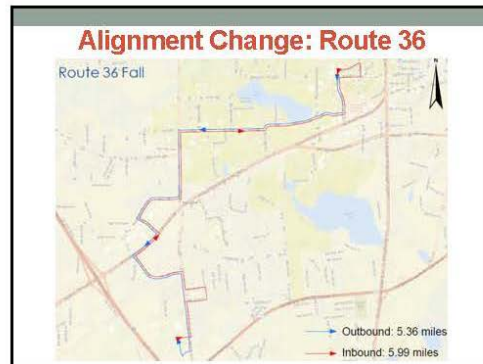
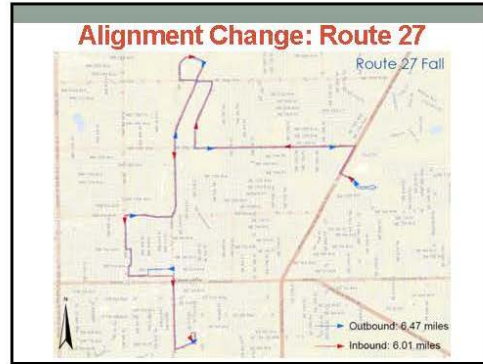
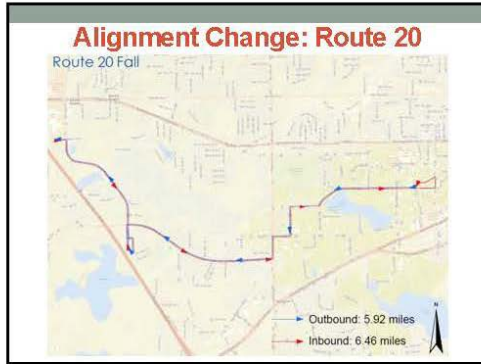
Name Changes

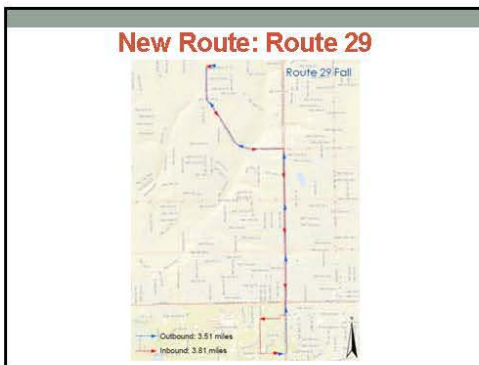
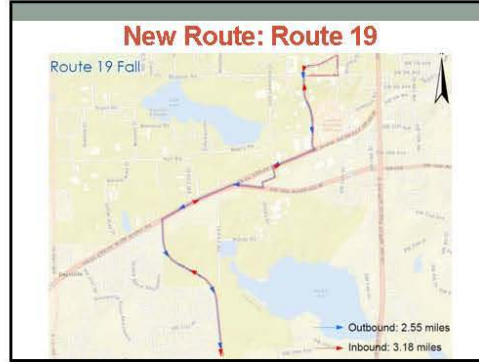
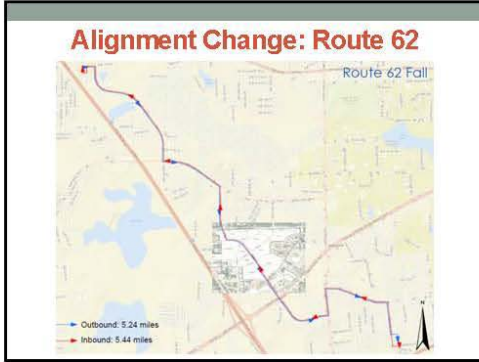
- ❖ Route 38T *renamed* Route 22

Alignment Change: Route 9

Route 9 Fall

Outbound: 3.38 miles
Inbound: 4.66 miles







Running Time Adjustments

- ❖ Comprehensive, system-wide adjustment to route running times
 - Improve on-time performance and service reliability
 - Typically <10 minutes
- ❖ Tested methodology last fall/spring on six routes
 - Average increase in on-time performance was 14%
- ❖ All routes except those listed as "no change" will be adjusted.
 - Applies to weekdays and weekends

Service Reductions

- ❖ Eliminated routes
 - Route 21 (Cabana Beach – Reltz Union)
 - Route 41 (Beaty Towers – Pine Ridge Walmart)
- ❖ Decreased frequency (>=3 minutes)
 - Route 9 (Hunters Run – Reltz Union) [Weekdays and Weekends]
 - Route 16/17 (Beaty Towers – Rosa Parks/Sugar Hill) [Weekdays]
- ❖ Decreased service span (>=30 minutes)
 - Route 9 (Hunters Run – Reltz Union) [Weekends]

Service Enhancements

- ✦ Increased service span (>=30 minutes)
 - Route 20 (Oaks Mall – Reitz Union) [Saturday]
 - Route 28 (Hub – Forest Park)
 - Route 35 (SW 35th Place – Reitz Union) [Saturday]
 - Route 39 (SF – Airport)
 - Route 62 (Oaks Mall – Lexington Crossing)
- ✦ Increased frequency (>=3 minutes)
 - Route 1 (Rosa Parks – Butler Plaza) [Weekdays and Saturdays]
 - Route 5 (Rosa Parks – Oaks Mall) [Weekdays PM peak]
 - Route 20 (Oaks Mall – Reitz Union) [Weekdays]
 - Route 28 (Hub – Forest Park) [AM peak]

Minor Changes

- ✦ No change in service hours
 - Route 3 (Rosa Parks – N Main Street Post Office)
 - Will operate continuously between 9:30AM – 5:30PM
 - Previously operated as separate morning and afternoon pieces
 - Route 27 (Rosa Parks – NE Walmart)
 - Will operate between 9:30AM – 5:30PM
 - Previously operated 7:00AM – 3:00PM
 - Route 126 (UF Nighttime Circulator)
 - Previously operated with four buses
 - Two buses shifted to form route 129 which circulates in opposing direction

Appendix 8. Revenue Summary

Table 31 shows RTS' ten year revenue summary.²⁵

TABLE 31 RTS TEN YEAR REVENUE SUMMARY

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Ten-Year Total
Local, State, and Federal Revenues											
FTA Operating	\$ 2,625,843	\$ 2,625,843	\$ 2,625,843	\$ 2,652,101	\$ 2,652,101	\$ 2,652,101	\$ 2,678,622	\$ 2,678,622	\$ 2,678,622	\$ 2,705,408	\$ 26,575,107
FTA Capital	\$ 1,708,639	\$ 1,708,639	\$ 1,708,639	\$ 1,725,726	\$ 1,725,726	\$ 1,725,726	\$ 1,742,983	\$ 1,742,983	\$ 1,742,983	\$ 1,760,413	\$ 17,292,456
Federal Discretionary	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
FDOT Subtotal	\$ 2,951,391	\$ 2,951,391	\$ 2,951,391	\$ 2,980,905	\$ 2,980,905	\$ 2,980,905	\$ 3,010,714	\$ 3,010,714	\$ 3,010,714	\$ 3,040,821	\$ 29,869,851
<i>FDOT Block Grant</i>	\$ 1,908,901	\$ 1,908,901	\$ 1,908,901	\$ 1,927,990	\$ 1,927,990	\$ 1,927,990	\$ 1,947,270	\$ 1,947,270	\$ 1,947,270	\$ 1,966,743	\$ 19,319,226
<i>FDOT Section 5310, 5311, 5339</i>	\$ 610,032	\$ 610,032	\$ 610,032	\$ 616,132	\$ 616,132	\$ 616,132	\$ 622,294	\$ 622,294	\$ 622,294	\$ 628,517	\$ 6,173,890
<i>FDOT Service Development Grant</i>	\$ 432,458	\$ 432,458	\$ 432,458	\$ 436,783	\$ 436,783	\$ 436,783	\$ 441,150	\$ 441,150	\$ 441,150	\$ 445,562	\$ 4,376,735
County	\$ 1,156,682	\$ 1,156,682	\$ 1,156,682	\$ 1,168,249	\$ 1,168,249	\$ 1,168,249	\$ 1,179,931	\$ 1,179,931	\$ 1,179,931	\$ 1,191,731	\$ 11,706,317
City	\$ 3,586,983	\$ 3,622,852	\$ 3,659,081	\$ 3,695,672	\$ 3,732,629	\$ 3,769,955	\$ 3,807,654	\$ 3,845,731	\$ 3,884,188	\$ 3,923,030	\$ 37,527,775
Sub-Total	\$12,029,538	\$14,065,408	\$12,101,636	\$12,222,652	\$12,259,609	\$14,296,935	\$12,419,905	\$12,457,981	\$12,496,439	\$12,621,403	\$ 126,971,506
Fares, Passes, and Local Agreements											
UF	\$ 13,804,763	\$ 13,942,811	\$ 13,942,811	\$ 13,942,811	\$ 14,082,239	\$ 14,082,239	\$ 14,082,239	\$ 14,223,062	\$ 14,223,062	\$ 14,223,062	\$ 140,549,099
SF	\$ 1,156,934	\$ 1,168,503	\$ 1,168,503	\$ 1,168,503	\$ 1,180,188	\$ 1,180,188	\$ 1,180,188	\$ 1,191,990	\$ 1,191,990	\$ 1,191,990	\$ 11,778,981
Fares and Passes	\$ 1,449,644	\$ 1,464,141	\$ 1,478,782	\$ 1,493,570	\$ 1,508,506	\$ 1,523,591	\$ 1,538,827	\$ 1,554,215	\$ 1,569,757	\$ 1,585,455	\$ 15,166,488
Other	\$ 799,219	\$ 807,211	\$ 815,283	\$ 823,436	\$ 831,670	\$ 839,987	\$ 848,387	\$ 856,870	\$ 865,439	\$ 874,094	\$ 8,361,594
Sub-Total	\$17,210,561	\$17,382,666	\$17,405,380	\$17,428,320	\$17,602,604	\$17,626,005	\$17,649,641	\$17,826,138	\$17,850,248	\$17,874,600	\$175,856,163
Total Existing Revenue	\$ 29,240,098	\$ 31,448,074	\$ 29,507,016	\$ 29,650,973	\$ 29,862,213	\$ 31,922,941	\$ 30,069,546	\$ 30,284,119	\$ 30,346,687	\$ 30,496,003	\$ 302,827,670
Revenue to Split	\$ 21,954,225	\$ 22,162,201	\$ 22,221,143	\$ 22,292,241	\$ 22,503,481	\$ 22,564,209	\$ 22,637,227	\$ 22,851,800	\$ 22,914,368	\$ 22,989,361	\$ 225,090,255
<i>Total Capital Revenue</i>	\$ 3,025,893	\$ 5,038,371	\$ 3,041,908	\$ 3,063,260	\$ 3,075,934	\$ 5,079,578	\$ 3,101,216	\$ 3,114,091	\$ 3,117,845	\$ 3,139,774	\$ 34,797,871
<i>Total Operating Revenue</i>	\$ 26,214,206	\$ 26,409,703	\$ 26,465,108	\$ 26,587,713	\$ 26,786,278	\$ 26,843,363	\$ 26,968,329	\$ 27,170,028	\$ 27,228,842	\$ 27,356,229	\$ 268,029,798

²⁵ "Other" refers to advertising, developer contributions, interest bearing accounts, and other ancillary revenue streams.