



# Transit Development Plan & Comprehensive Operations Analysis

Gainesville City Commission Meeting

August 21, 2014

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## Presentation Outline

- TDP processes and information
- RTS Goals & Objectives
- COA Technical Analysis
- TDP Programming, Implementation, and Financial Plan
- Adopt TDP Major Update



## Combined/Phased Transit Planning Efforts

- **Comprehensive Operations Analysis (COA)** Aug. 2013 – May 2014 - Primary Focus:
  - Efficiency / Effectiveness Analysis of Current Transit System
  - Detailed Route-By-Route Analysis
- **Transit Development Plan (TDP)** Jan. 2014 – Sept. 2014 - Primary Focus:
  - State-Required 10-Year Plan
  - Long-Term Vision and Goals
  - 10-year Implementation & Financial Plan



## What is a COA?

A COA Study consists of four general parts:

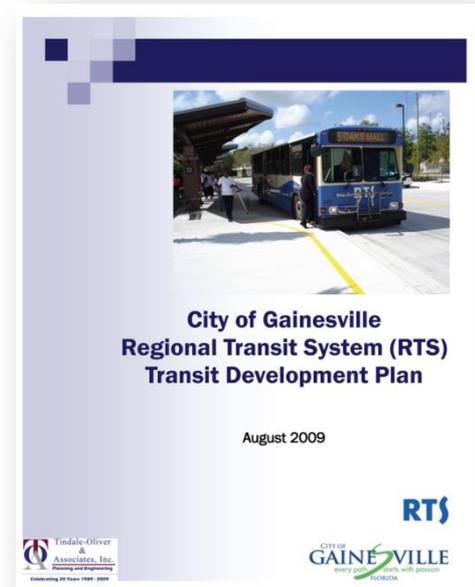
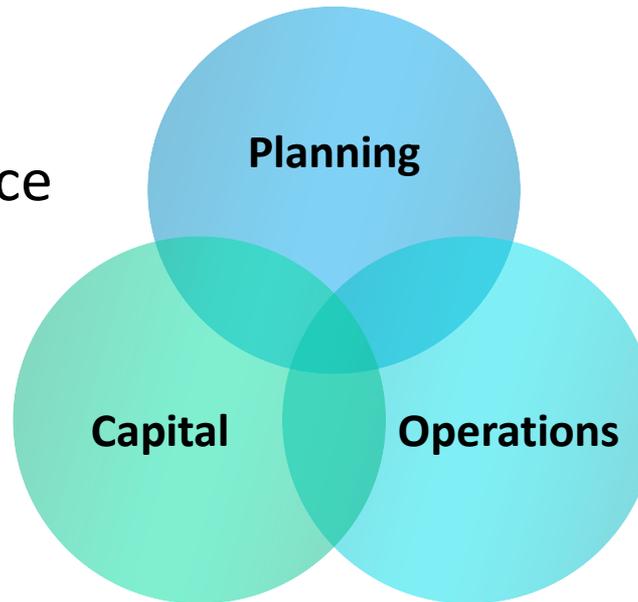
- ▶ Performance and Effectiveness Assessment of Existing Transit Services
- ▶ Identification of Existing and Future Community Transit Service Needs
- ▶ Development of Future Transit Service Plans to Address Existing Deficiencies and Future Needs
- ▶ Estimation of Future Operating and Capital Costs to Implement and Maintain Recommended Future Transit Services and Facilities





# What Is a TDP?

- ▶ FDOT Requirement
- ▶ Major Updates are Required Every 5 Years
- ▶ Consistency with Local Plans
- ▶ Transit Agency Guidance Document
  - Planning
  - Capital
  - Operations





## Conditions Analysis

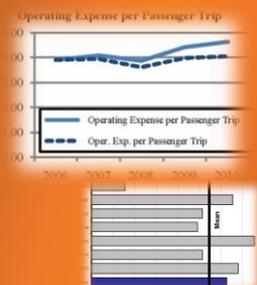
## Evaluation of Services

## Needs Assessment

## Goals & Objectives

## Public Outreach

## Resource Assessment



**Efficient & Accessible Regional Intermodal Transportation Network**

Goal 1: Increase community awareness and support to improve and fund public transit meeting the multi-modal mobility needs of the community.

Goal 2: Enhance our efficient, safe, clean, attractive, and interconnected multi-modal transportation systems.

Goal 3: Develop and enhance sustainable transportation facilities at the Port and Airport to meet the demands of travelers, businesses and the community.



## Final Plan: Phasing & Finances

2021 Operating Expenses, Revenue and Shortfall - Vision Plan		Needed Improvement	Total Cost
		Expand/Maintain Existing Service	\$ 96,043,487
		New MetroRapid Service	\$ 17,469,804
		New Express Service	\$ 3,269,833
		New Local Service	\$ 9,738,326
		New Flex Service	\$ 6,380,882
		New Paratransit Service	\$ 3,521,543
		<b>Total Operating Cost</b>	<b>\$ 136,423,876</b>
		<b>Total Operating Revenues*</b>	<b>\$ 73,173,859</b>
		<b>Shortfall</b>	<b>\$ (63,250,017)</b>

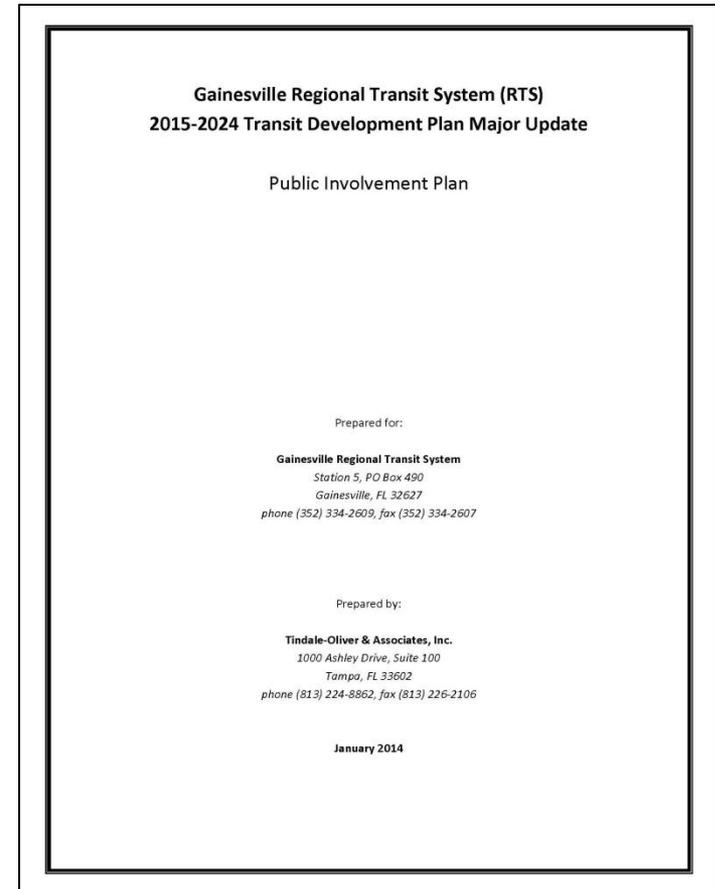


# Public Outreach



# Public Involvement Plan (PIP)

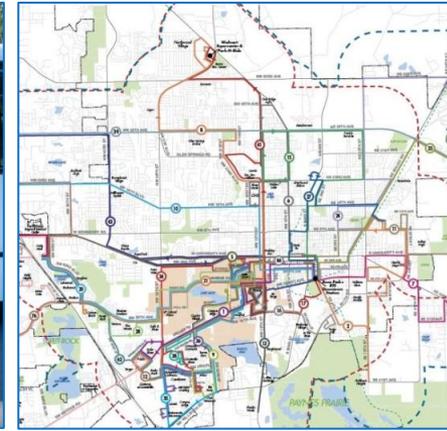
- ▶ On-Board Survey (6,800)
- ▶ Stakeholder Interviews (10+)
  - Representing Alachua County Commission, Gainesville City Commission, Gainesville City Manager, UF and SF Administration, and LCB members
- ▶ Non-User Discussion Group (9)
- ▶ Career Source Survey (30+)
- ▶ 2 Public Meetings and Bus Stop Discussions (100+)
  - Rosa Parks, Oaks Mall, Butler Plaza



## Public Outreach Takeaways

- ▶ Most Prominent Transit Service Needs
  - Improve service frequency
  - Extend service hours
  - Operate more routes on weekends
  - Extend weekend service hours
  - Add more transit shelters and benches
  - Serve new areas (e.g., NW 43<sup>rd</sup> Street)



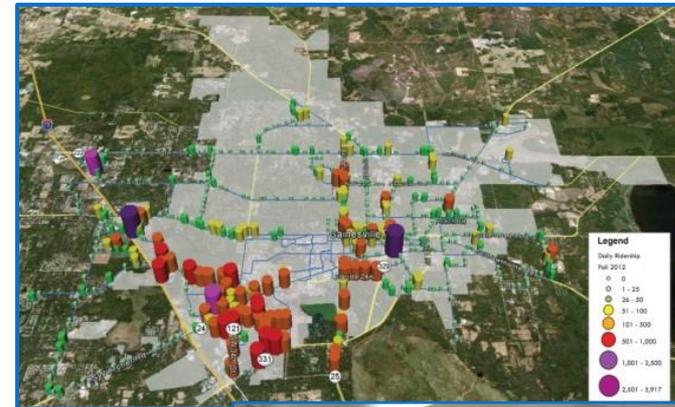


# Existing Conditions and Situation Appraisal

# COA / TDP

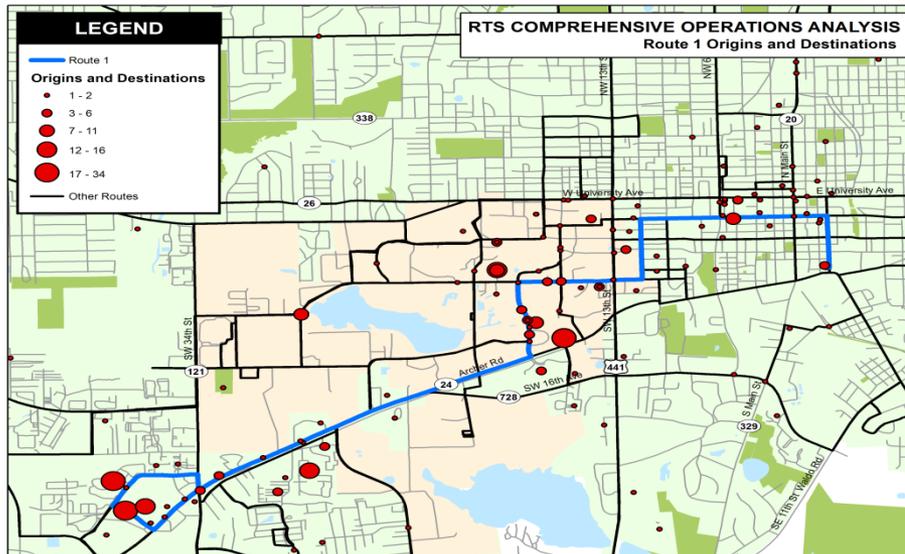
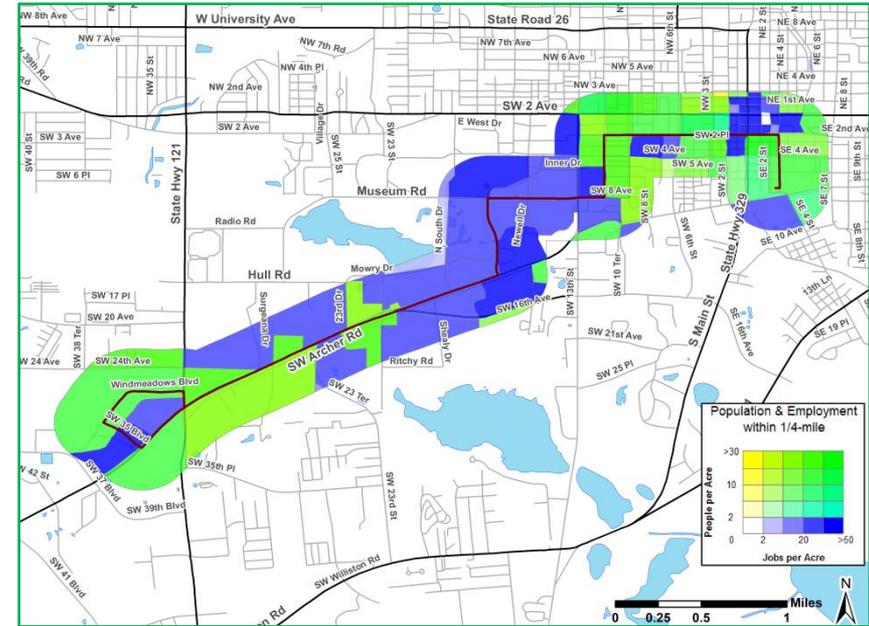
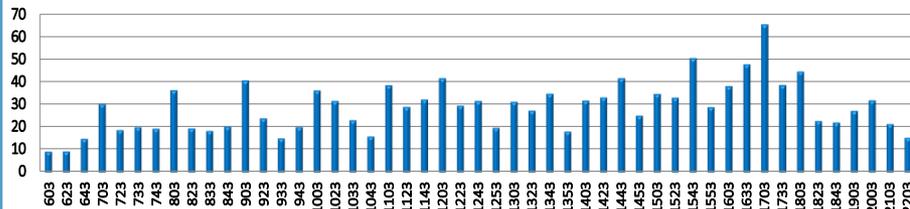
## Data Collection & Analysis

- ▶ Review of Previous Planning Studies
- ▶ Field Observations
- ▶ Rider and Bus Operator Interviews
- ▶ Route Profiles
- ▶ On-Board Passenger Survey
- ▶ Latent Demand Analysis
- ▶ Peer and Trend Analysis
- ▶ US Census Data Analysis

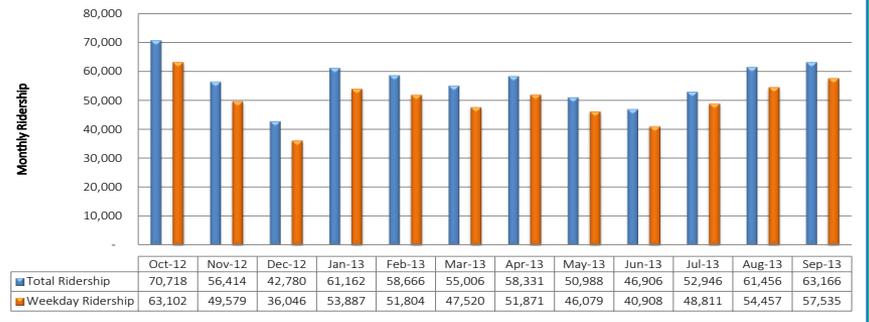


# COA Study Route Level Analysis

Average Weekday Ridership by Trip  
Route 1 Outbound



Route 1 - Butler Plaza to Downtown Station via Archer Road



## Situation Appraisal Findings

- ▶ Average Age of Fleet Increasing
  - Leads to Increased Operating and Maintenance Costs
- ▶ Farebox Recovery is Very Strong
  - Highest in Florida and Among the Peer Group
  - Helped by Agreements with UF and SF
- ▶ Ridership Increasing Consistently
  - More Demand for Stop Infrastructure, Frequency, Later Service Hours
  - Anticipated Growth in ADA Ridership
- ▶ Routes Are Productive



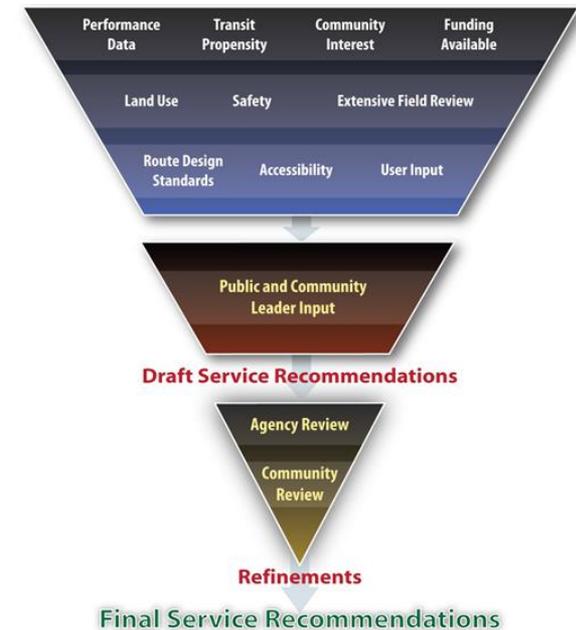




# Proposed Alternatives

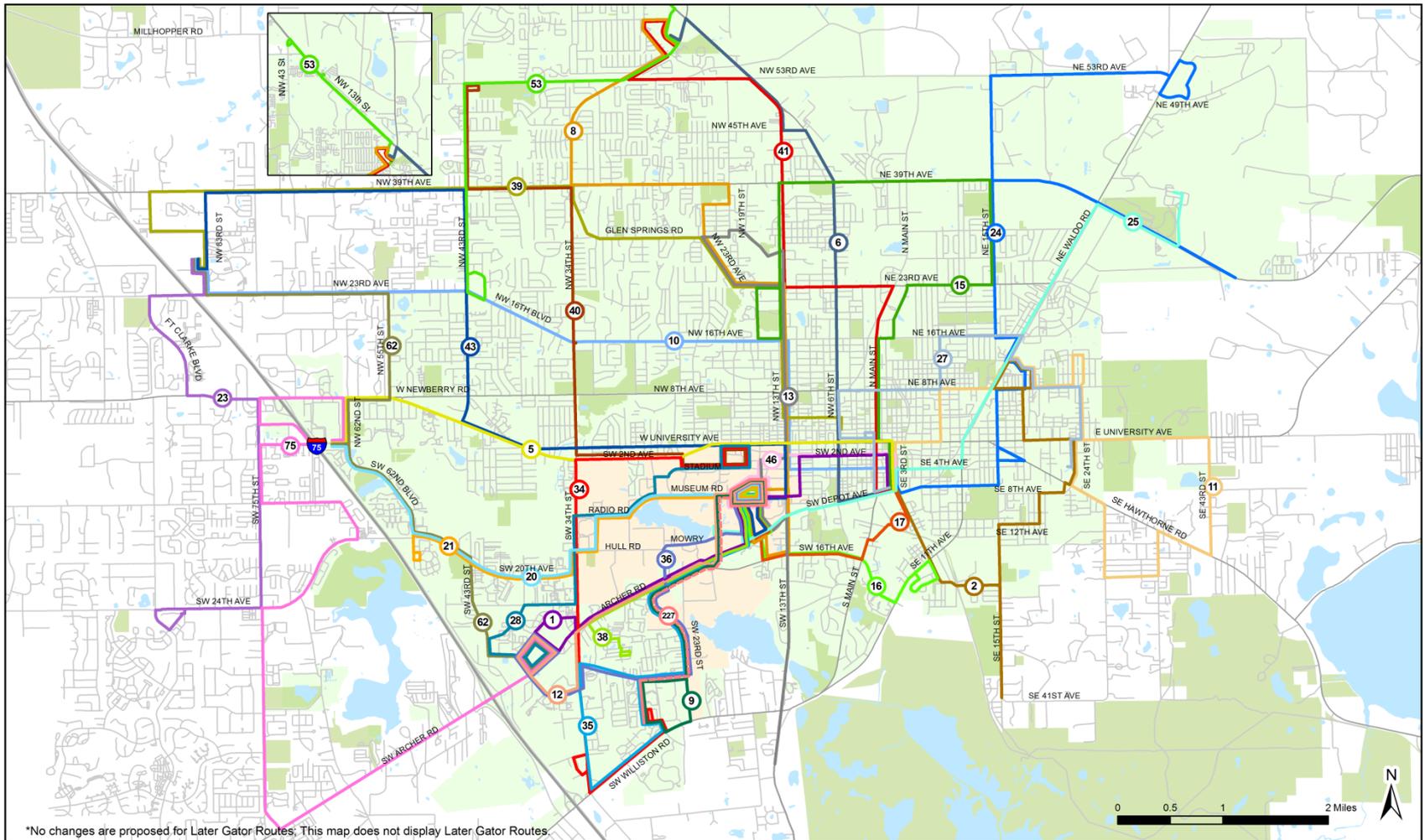
# COA Study Findings and Final Recommendations

- ▶ Improve System-Wide Connectivity
  - Alignment Changes
  - New Routes
- ▶ Increased Service Capacity
- ▶ Planned/Future Transit Center Locations
- ▶ Increase in Peak and Fleet Bus Requirements
- ▶ Increase Weekend Service Levels and Service Area





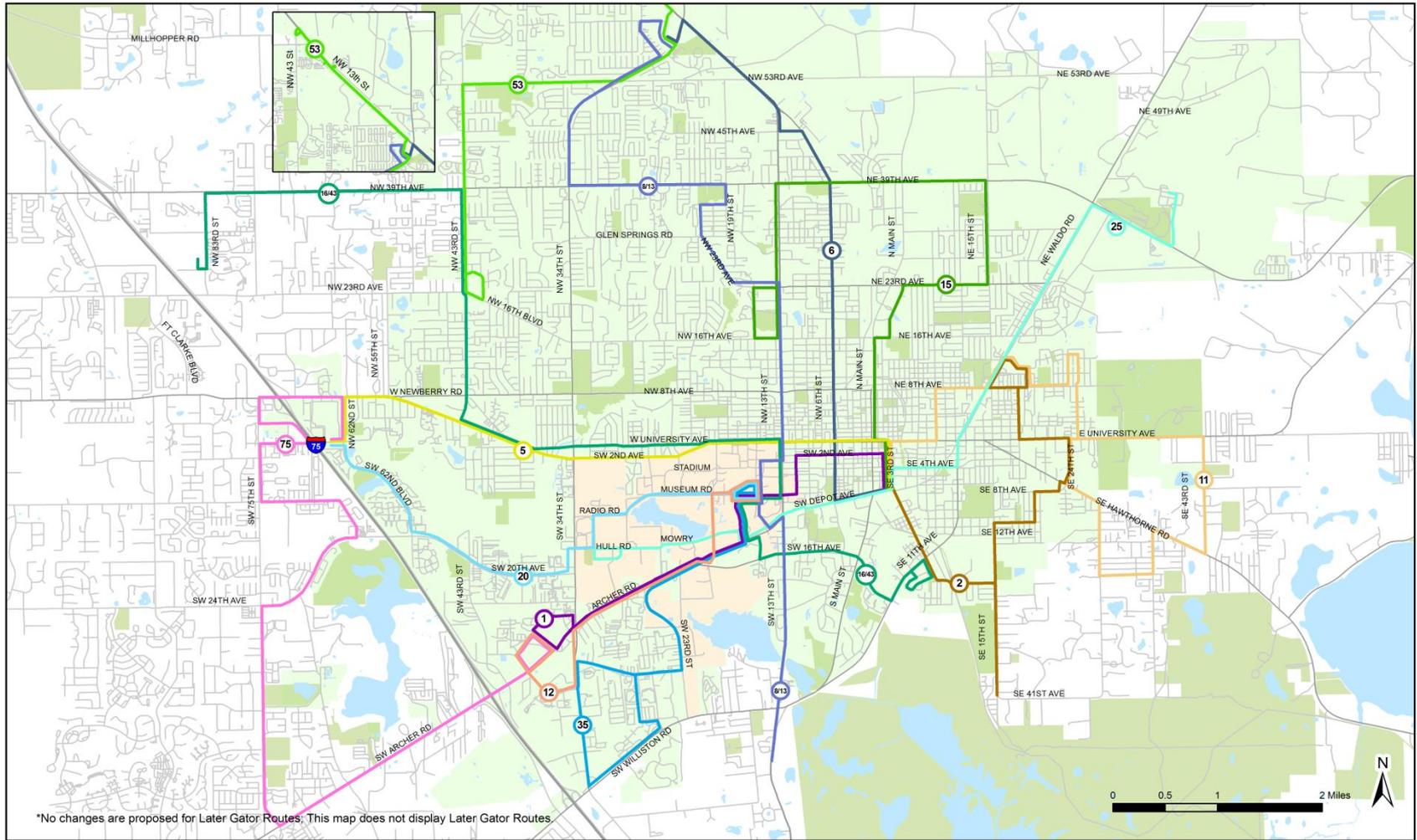
COA Study – Proposed Service Plan System Map (Weekday)



\*No changes are proposed for Later Gator Routes; This map does not display Later Gator Routes.



# COA Study – Proposed Service Plan System Map (Weekend)



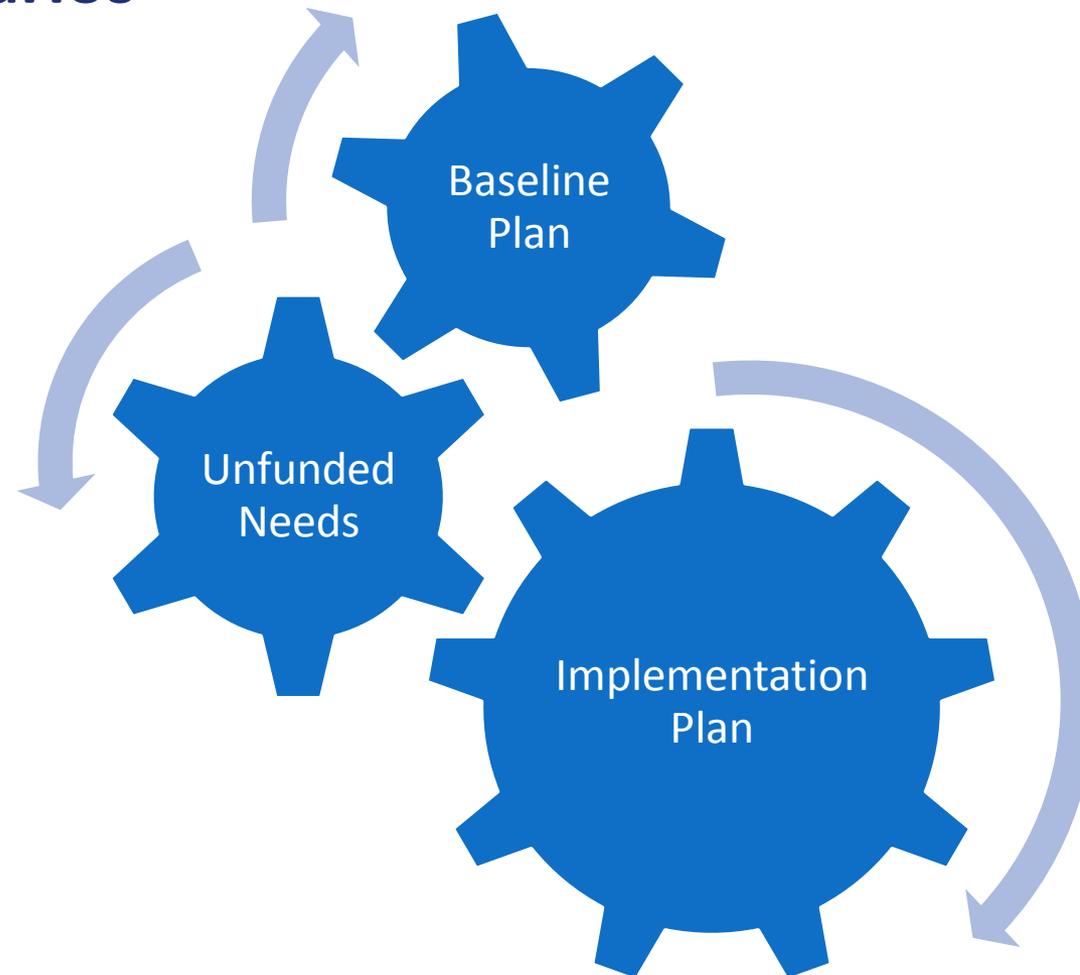
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# Transit Development Plan Implementation and Financial Plan

## TDP Financial Plan Scenarios

- ▶ Baseline (Continue Existing)
- ▶ Implementation (Sales Tax)
- ▶ Unfunded Needs





## Baseline Plan

### Operations

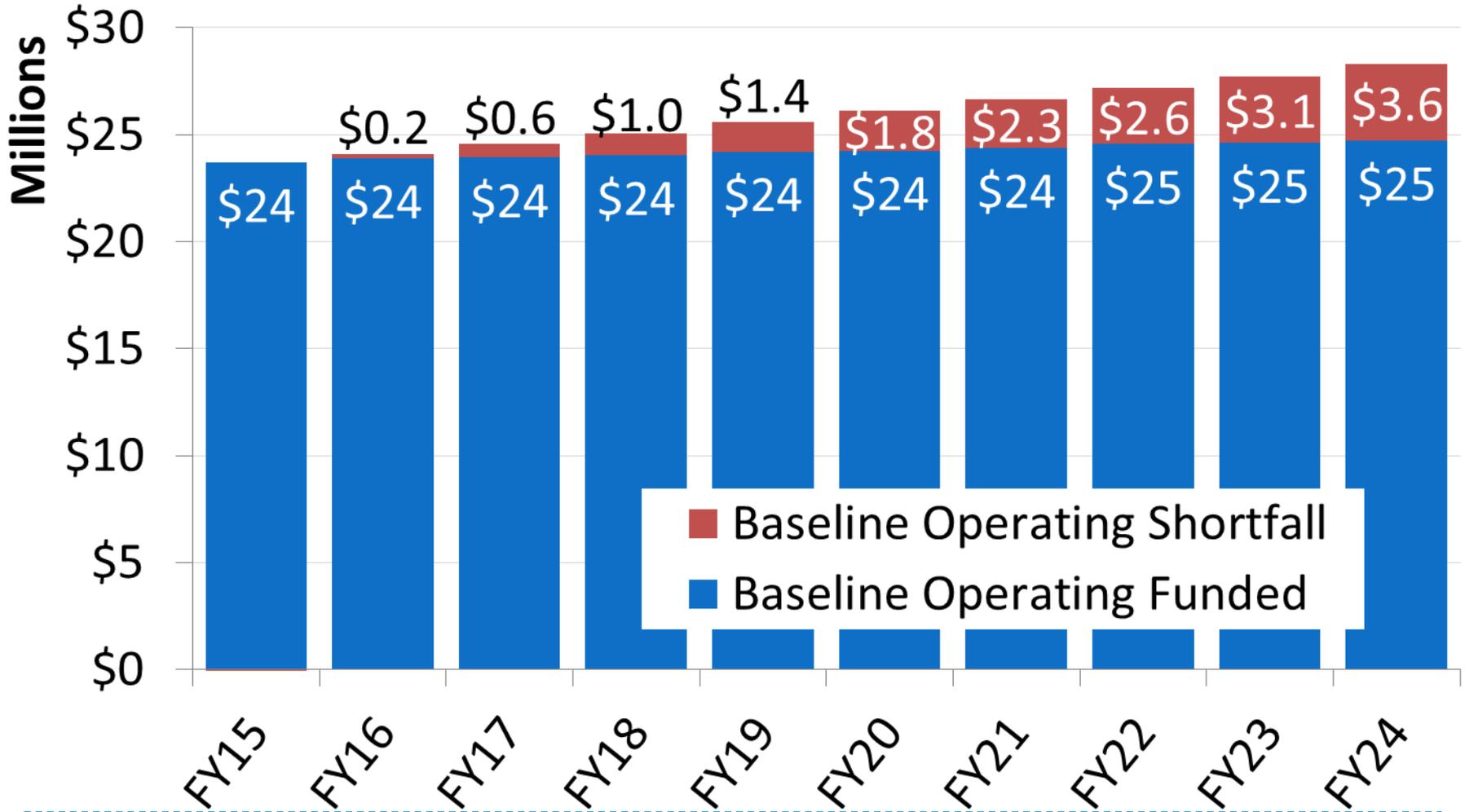
- Continue Existing Service
- Revenue Does Not Keep Up With Inflation

### Capital

- Small Budget Focused on Maintenance of Existing Facilities
- Large Vehicle Deficit

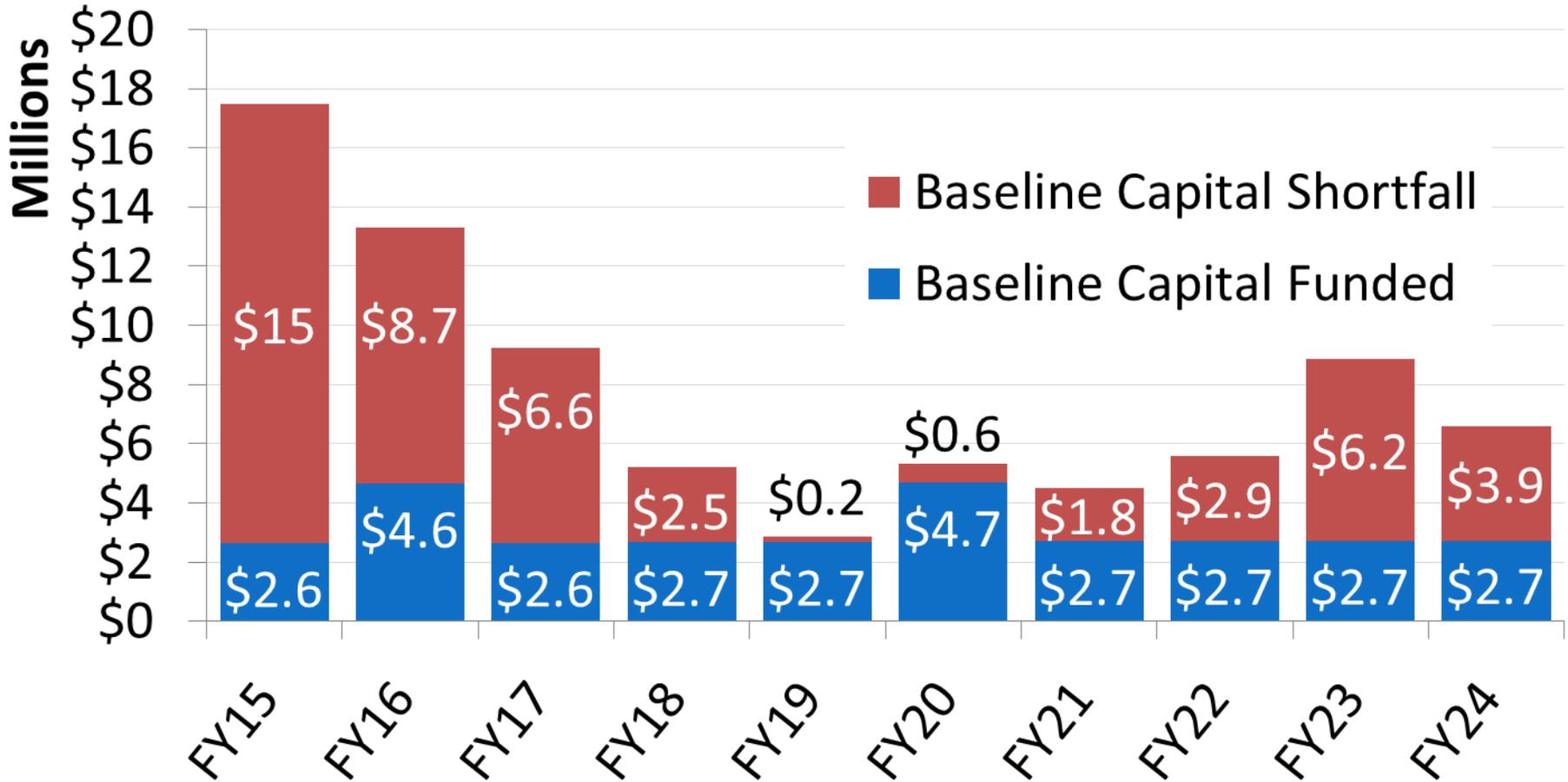


# Baseline Operating Costs vs. Revenues





# Baseline Capital Costs vs. Revenues





## Implementation Plan

### Operations

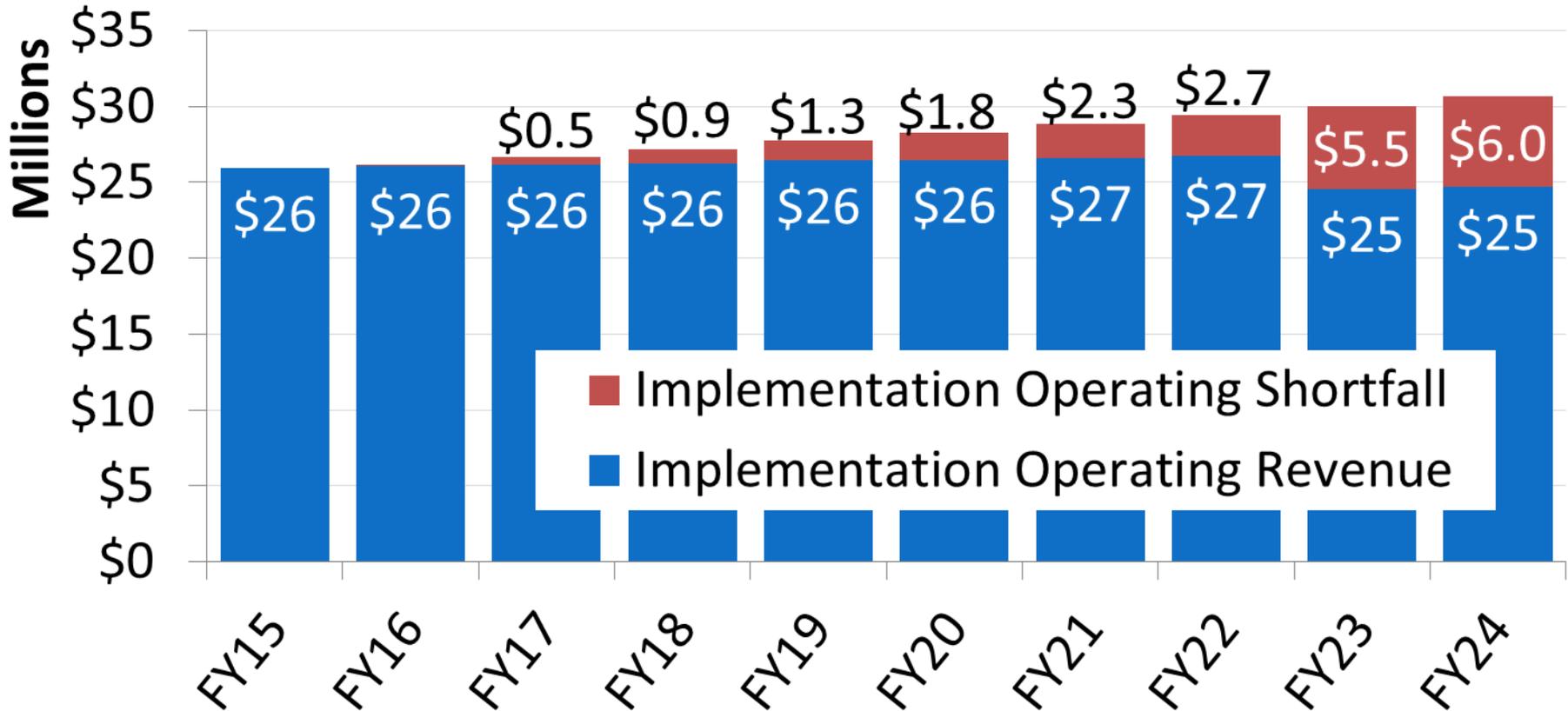
- Additional 200+ Daily Service Hours in Early Years
- Operating Deficits in Later Years Due to Inflation & After Tax Sunsets
- Plan Considers Funding Eligibility

### Capital

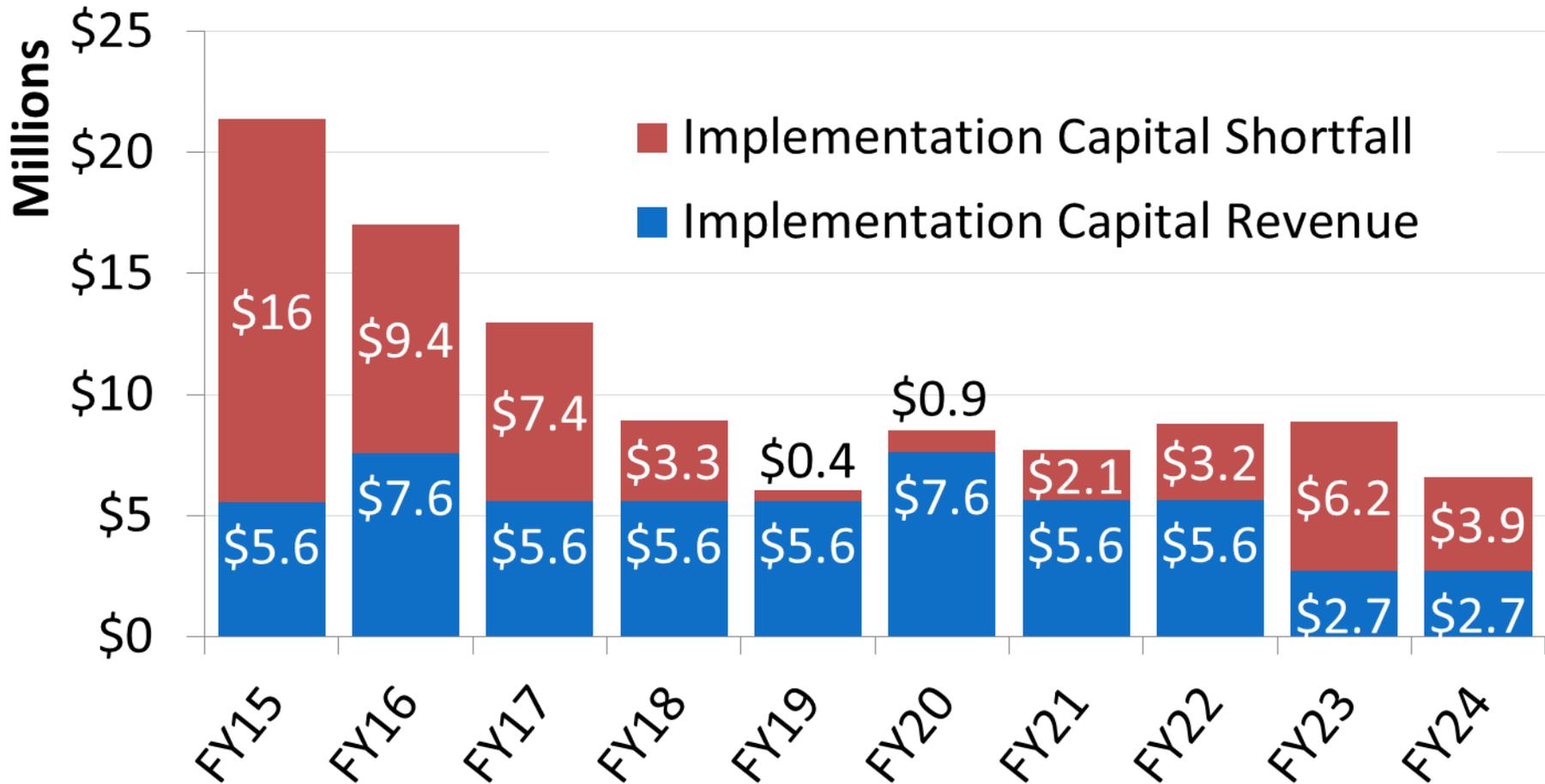
- Matches Capital Program in Surtax Plan (Shelters, Benches, Bays, etc.)
- Satisfies Some Needed Vehicle Replacements



# Implementation Operating Costs vs. Revenues



# Implementation Capital Costs vs. Revenues





## Implementation Plan Deficits

### Operations

- \$20+ Million

### Capital

- \$55+ Million



## Unfunded Needs

Some weekday and weekend service (125+ daily hours - \$17M)

Vehicle Replacement (\$25+ Million)

ITS Needs (Scheduling Software, Computer Aided Dispatch, and Automatic Vehicle Location Equipment)

Transfer Stations at UF, SF, Oaks Mall, 5-Points, and NW 13<sup>th</sup> St

Passenger Amenity Improvements



## TDP Conclusions and Recommendations

- ▶ Continued Focus on UF and SF
  - Largest Group of Ridership is UF Students
- ▶ RTS Community Perception Largely Positive, Particularly Among Riders
  - For Some, Perception of Favoritism Towards Student Riders Remains
- ▶ Expenses Are Expected to Increase Faster Than Revenue
  - Service Cuts or New Revenue Will Be Required
- ▶ Increasing Demand for Service to Alachua County
  - No Revenue Source Identified to Fund Service Improvements
- ▶ Lack of ITS is Limiting Efficiency
  - Particularly with Growing Data, Service Levels, and Customer Expectations



# Questions