#210190A

REGIONAL TRANSIT SYSTEM

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

TRANSIT DEVELOPMENT PLAN

TDP ANNUAL PROGRESS REPORT

2021

#210190A

OUR MISSION

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

OUR VISION

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

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Executive Summary

RTS submitted a major (5-Year) update to the 10-Year Transit Development Plan (TDP) in 2019. This is the second Annual Progress Report (APR) following the submittal. During the first update, RTS rearranged and grouped projects and service improvements into ten fiscal years to allow for proper reporting in future APRs. The Year 2020 was marred by COVID-19 pandemic that forced RTS into emergency planning and service mode to address customer safety while delivering available transit services.

The original TDP document addressed the funding challenges facing the Regional Transit System (RTS) especially for capital projects and that challenge has not dissipated. The APR will again highlight this recurring concern because this is a transit agency that receives a majority of its operating funds from the University of Florida. Other operating monies come from Santa Fe College, the City of Gainesville and Alachua County. RTS continues to experience shortfalls in capital funding necessary to make it the preferred mode of choice in the Gainesville metropolitan area. In the shadow of the pandemic, a lot of resources were directed at keeping buses, passengers and facilities safe. This update will discuss actions taken in 2020 in those areas, including describing the status of existing services, otherwise, the progress report includes several "No activity" or "No action" comments. The report also has information on potential initiatives and the push for enhancing capital funding.

Continuing on the tradition established with the first update in 2020, the APR has delineated all RTS capital and operating projects into their respective years for the next 10 implementing years. The delineation does nothing to address the continuing funding challenge. However, the clarification is useful in focusing community and stakeholder attention to ensure more meaningful progress in future years. It is useful to mention that the City of Gainesville has initiated proposals for capital contribution from all stakeholders in an attempt to improve the ability to fund capital projects. In this reporting cycle the unmet or unfunded 10-Year capital needs are estimated at $55,874,687 and, the associated operating unfunded needs are estimated at $67,382,418. By enhancing the quality of rolling stock, adding new services such as modified BRT express services, and improving existing services such as expanding the mobility on demand service program RTS will be in a better position to contribute to reduce air pollution and infrastructure needs, and the need for additional parking structures for drivers within its service area.

Introduction

The City of Gainesville supports a city transit program through the Gainesville Regional Transit System (RTS) that provides fixed-route bus, mobility on demand Last Mile/First Mile and paratransit services to the greater Gainesville area. The annual update to the Transit Development Plan (TDP) is completed to meet FDOT requirements. This update covers the TDP for the 10-year period from FY2021 through 2030. The 5-year major update of the 10-Year TDP represents the transit agency's vision for public transportation in its service area during that time period and, at the same time, functions as the major strategic guide for providing public transportation in the community. The Annual Progress Report (APR) is a check on the annual progress that a transit agency has made toward implementing the recommendations in the major update of the TDP. As a result this update has added a tenth year to the TDP implementation plan to provide a complete roadmap for another ten years.

Per FDOT Guidelines the APR emphasizes the following:

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

System Background

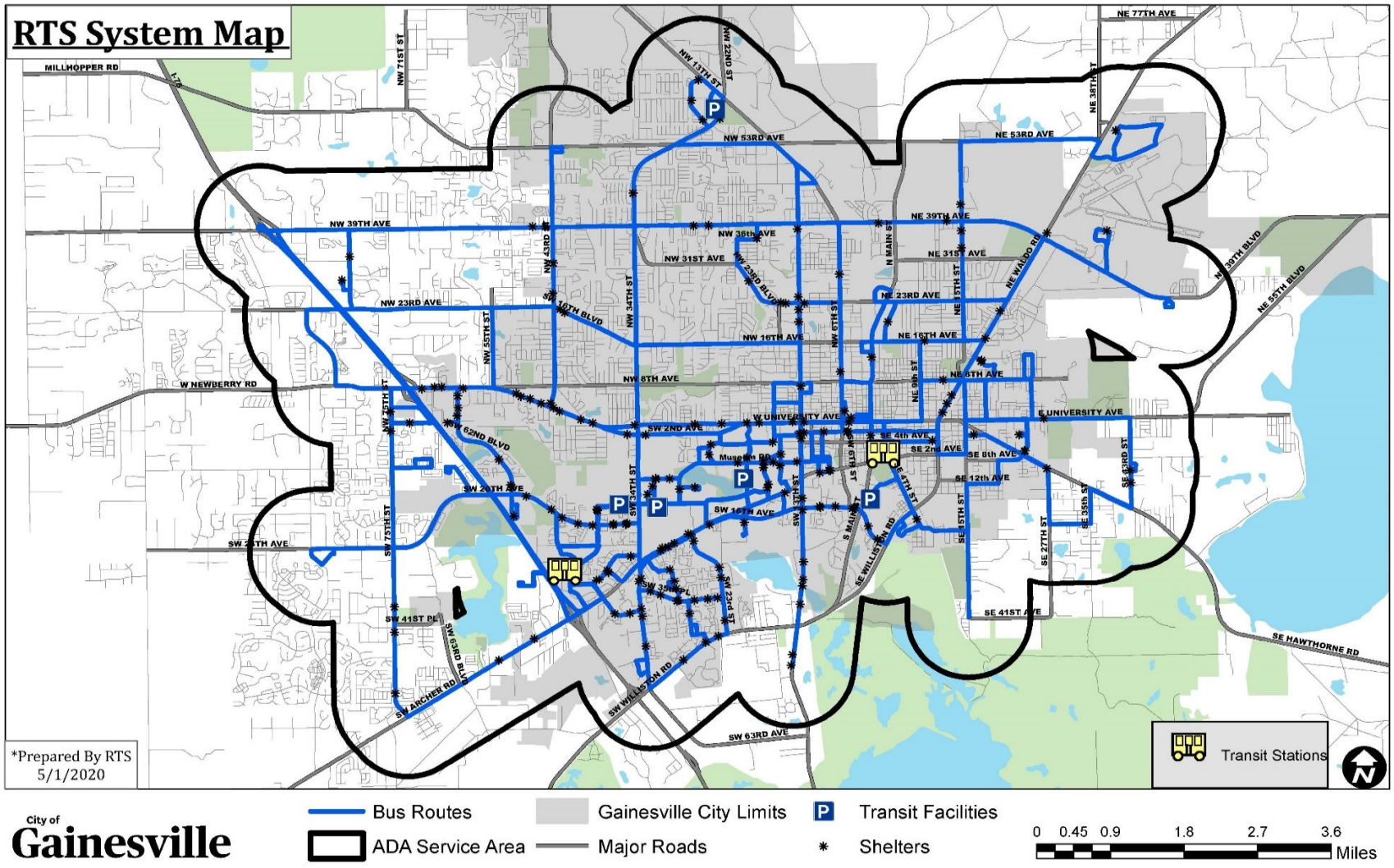
Service Area Description

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

RTS operates as a division of the City of Gainesville Department of Transportation and Mobility. The system consists of fixed-route bus routes connecting the City of Gainesville, the University of Florida (UF), Santa Fe College (SF), and some unincorporated parts of Alachua County. RTS has a service area of 83 square miles, servicing a population of 163,990. There are 55 bus routes, consisting of 40 City/County routes, 10 Campus, and 5 Later Gator Routes, Map 1. RTS' fleet size is 138 buses, with an average age of 11.4 years. During peak service, RTS operates 116 vehicles. RTS contracts with MV Transportation for its ADA service, and MV has a fleet of 20 vans.

Map 1 shows the RTS system and ADA service area.

Map 1: RTS System Map



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

In this reporting cycle, RTS program implementation was hampered by one perennial factor – lack of (dedicated) funding – and one universal problem – the COVID-19 pandemic. The year started out with the pandemic and was worse as the year progressed. RTS like other transit agencies shifted to emergency planning and implementation of service needs to keep customers and drivers safe. These included ensuring driver safety (plus installing glass separators for bus drivers), securing and distributing masks, initiating and managing social distancing service operation, managing customer behavior on buses through various media, and cleaning and sanitizing buses and facilities. In other words the agency was focused on communication, cleanliness, managing service strategies and testing. Because this is a university town, RTS was responding to and coordinating with campus plans of the University of Florida and SF College. For example, when they planned a 35% classroom, 35% online and 30% anywhere course instruction RTS quickly responded with the appropriate service levels to meet their needs. These trumped service improvement plans, and new service, capital and infrastructure plans the agency had presented and anticipated actions, as described in the previous update. As the year came to a close and there were signs of progress in addressing the pandemic, the agency for example, initiated discussions on proposed technology project. It is anticipated that the implementation of this project will commence in Fall 2021. The project will update the annunciation system as part of the Clever Device CAD/AVL system. Project will also install video information displays at Transfer Stations with audible announcements. It is anticipated that this service may expand to other stop locations.

In addition RTS developed plans for a one-year pilot fare free service program for riders over 65 years of age and customers under the age of 18 years. The agency also worked on a plan for an East-West and North-South BRT express routes, in anticipation of funding to improve services to major activity centers in the region. The East-West Route will connect the Airport to Oaks Mall (through UF) while the North-South service route would service the Senior Center/Walmart Super Center and the growing areas near the Florida School of Massage. The agency also acquired software for bus stop inventory management. The agency also installed/replaced solar lights at selected bus stops.

Tables 1-5 show the accomplishments and plans for the next Ten years of the TDP. You may notice several "No Activity" or "No Action" in the tables chiefly due to the effects of the pandemic.

Table 1. Service Improvements

Route	TDP Service Plan	Result/Notes
6	Double Frequency – Weekday Only	No activity*
6 (cont.)	Later Service – Until 10 pm	No activity
15	Double Frequency After 6 pm	No activity
15 (cont.)	Later Service – Until Midnight	No activity
21	Double Frequency	No activity
43	Improve Frequency From Every 30 Minutes to Every 20 Minutes	No activity
43 (cont.)	Later Service – Until 10 pm	No activity

75	Provide Consistent 30 Minute Frequency	No activity
75 (cont.)	Later Service – Until 11 pm	No activity
600	Extend Service Span to Match Route 7	No activity
601	Extend Service Span to Match Route 7	No activity
121	Eliminate	Route Remains in Service
28,34,36	Realign Routes Per COA and TDP	No activity
Multiple	Realign Routes 25A,29,33,36,38,46,120,122,125,127 Per UF TAPS Transportation and Parking Strategic Plan	No activity

*"No Activity" and "No Action" are synonymous terms meaning that RTS did not expend resources on project

Table 2. New Services

TDP Service Plan	Result/Notes
Bus Rapid Transit Lite (Two alignments)*	Plan developed Service scheduled for Fall 2022
Duckpond/UF Express	Service scheduled to start Fall 2022
Route 42	Service scheduled for Fall 2022. Provides service from UF to newly constructed apartment complex located on SW 24th Avenue in Gainesville.
Tower/UF Express	No activity
Mobility On Demand (MOD) Service	Zones prioritized. Preliminary plan developed for a Zone

*Service maps are provided in Appendix for identified new services.

Table 3. Capital and Infrastructure Improvements

TDP Service Plan	Result/Notes
Vehicle Replacement	Seeking funding from stakeholders
Queue Jumps	No activity
Eastside Transfer Station	No activity
Bus Stop Infrastructure	Installed/replaced solar lights
ADA Improvements	On-going
Recurring Facilities Upgrades	On-going

Table 4. Technology Improvements

TDP Service Plan	Result/Notes
Transit Signal Priority	No activity
Technology Projects	Upgrade to an updated annunciation system as part of the Clever Device CAD/AVL. Implementation scheduled for Fall 2021 with tentative completion date of Spring 2022. Implement mobile pay system with tentative start date of Fall 2022

Technology Projects - Recurring	Ongoing. All new bus purchases to include Automatic Passenger Counters
Track-It Technology	Acquired software for managing bus stop amenities

Table 5. Policy Improvements

TDP Service Plan	Result/Notes
Fare Policy Study	Developed Fare Free Plan for 1-Year Pilot
Improved Access to Mobility	No action
Route 42	Proposed bus route that provides service from UF to newly constructed apartment complex located on SW 24th Avenue in Gainesville. May initiate service by Spring/Fall 2022
Regional Priority Corridor Improvements	No action
Autonomous Vehicle	On-going. Agency is collaborating with the University of Florida and Transdev to test Autonomous Vehicle technology in Downtown Gainesville operating in regular traffic. Test period is extended because of COVID

TDP Goals, Objectives and Policies - Achievements

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

Goal 1	Provide an Equitable, Accessible, Dynamic, Safe, Customer Responsive, Publicly Engaged, and Performance Driven Transit System	**FY 2019/20 Implementation Assessment**
Goal 1	Provide an Equitable, Accessible, Dynamic, Safe, Customer Responsive, Publicly Engaged, and Performance Driven Transit System	**FY 2020/21 Implementation Assessment**
Objective 1.1	**Increase public outreach and marketing efforts to educate citizens, the electorate, and visitors about the benefits, availability, and characteristics of existing and planned transit services.**	
Initiative 1.1.1	Continue to attend community events or organization meetings (such as UF football games, Spring Garden Festival, Alachua County Youth Fair, etc.) and Chamber of Commerce meetings to share information about RTS's existing and planned services to integrate the public's ideas into future planning efforts and funding sources.	COVID-19 disrupted community activities.
Initiative 1.1.2	Work in coordination with local organizations to participate in job fairs to increase knowledge about the transit system and transit careers	On-going
Initiative 1.1.3	Promote transit services through mixed media, such as Facebook (no less than three weekly posts), Twitter, and Instagram (no less than one weekly post).	Mixed media is used to share information on detours, upcoming RTS events, schedule changes and provide information on app use and updates for transit services. The planned implementation of a CAD/AVL system will enhance this policy initiative.
Initiative 1.1.4	Maintain and regularly update the website with current service and schedule information. Clearly display trip planning services such as Google Trip Planner and TransLoc.	UF and other agencies have been engaged in construction works that interrupted services. RTS has used its website to educate the public. RTS modified its services due to COVID and provided appropriate updates on its website.
Initiative 1.1.5	Use mixed media including Facebook, Twitter, and the RTS website to update the public on current service and schedule changes when they occur.	On-going. See 1.1.4 above.
Initiative 1.1.6	Continue to use Census, ACS, and other socioeconomic and demographic datasets to identify transit dependent communities and facilities in transit dependent areas where targeted outreach, education, and public input can be conducted.	On-going.
Objective 1.2	**Follow federal, State, and local regulations and other best practices regarding public involvement to properly solicit citizen feedback on all RTS services, plans, and projects.**	
Initiative 1.2.1	Conduct public meetings on a per-semester basis to discuss enhancements in service and other major initiatives, such as the Transit Development Plan (TDP), fare changes, and Program of Projects. Develop standardized material for communicating changes.	The Agency did not adjust fares or prepare a new TDP in the past year.
Initiative 1.2.2	Conduct an on-board survey every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, user satisfaction, and validate Automatic Passenger Count (APC) information. Use survey findings to update TDP, as appropriate.	Major TDP completed and agency is completing APRs.
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.	Customer Service continues to be proactive in responding to customer comments. On-going.
Initiative 1.2.4	Engage annually with minority, low-income, disabled, and other vulnerable and protected populations and with organizations which provide services to protected and vulnerable populations to discuss transportation needs and improvements.	The agency had completed and submitted a Title VI Report to the FTA. It continues to collect data for the next round of submittals. Funding has limited RTS ability to expand the existing LFM Service outside of AM-PM service period.
Objective 1.3	**Provide an open and communicative internal agency culture which ensures staff safety, security, and recognizes the outstanding work of RTS' employees.**	
Initiative 1.3.1	Develop and implement an employee recognition program that highlights an outstanding employee each quarter, as selected by his/her peers.	This effort has been completed and is on-going. With collaboration between Operations, Customer Service and Marketing, staff vote and management selects employee of the month and quarter based on peer votes. The winning employee gets a special parking spot for the month with his/her name on the parking sign.
Initiative 1.3.2	Hold meetings of Planning and Operations per semester and prior to the implementation of any service changes to discuss mutual concerns, questions, plans, recommendations, etc.	On-going
Initiative 1.3.3	Publish an internal RTS newsletter that includes staff profiles three times per year.	Newsletter Transit Times is published six (6) times/year.
Initiative 1.3.4	Continue to post internal updates and memoranda at key locations throughout RTS facilities and online through RTS' website.	On-going
Initiative 1.3.5	Continue to evaluate driver safety and security concerns, complaints, and incidents. Develop a database for tracking and categorizing driver safety and security concerns and incidents. Address recurring driver safety and security concerns, complaints, and incidents in a proactive manner with best practice safety and security measures.	RTS purchased a Safety and Customer Service Management Software called Track-It. It has robust Customer Complaint and Safety Information sections to track incidents and accidents. With unique numbering system, complaints are tracked and recorded by category and accordingly addressed. COVID presented several challenges and the software was useful in identifying and quickly resolving customer issues. The software is certainly helpful in tracking results of valid complaints.
Objective 1.4	**Develop metrics that track and address safety and customer complaint incidents in order to promote good customer service and public safety.**	

Initiative 1.4.1	Track and reduce the number of accidents per 100,000 revenue miles. Establish a baseline and set a target goal to be achieved by 2030.	The Agency uses Track-It to record and track accidents for proactive corrective actions. RTS' estimated preventable accidents per 100,000 revenue miles is no greater than 1 (one). Based on 3.30 million revenue miles completed by the Agency, the agency's rate was .00000942.
Initiative 1.4.2	Track and reduce the number of complaints per 100,000 riders. Establish a baseline and set a target goal to be achieved by 2030.	The target for complaints is to stay below 1% of annual ridership. In 2020 RTS ridership was 5,573,521 and the agency received 946 complaints. Five hundred thirty of these were deemed valid after review and evaluations. This is less than 1% of RTS ridership for the year.
Initiative 1.4.3	Track and reduce customer service complaints per 1,000 riders on fixed route trips. Establish a baseline and set a target goal to be achieved by 2030.	On-going. RTS will continue to track, analyze and address customer concerns in order to meet or exceed agency's target goal of less than 1% of valid complaints per 1,000 riders.
Initiative 1.4.4	Continue to annually submit a list to Traffic Operations Division of the top 20% of active stops (by ridership) at intersections to encourage installation of appropriate signage and signalization.	RTS collaborates with the Traffic Operations Division, and the Division's response is dependent upon available resources.
Initiative 1.4.5	Continue operator and maintenance safety training program hours during summer.	On-going
Initiative 1.4.6	Ensure that 100% of new hires take mandatory National Incident Management System (NIMS) compliance courses within 90 days ofhire.	All drivers receive National Incident Management System (NIMS) training upon hire and participate in subsequent 10-week training class. Upon completion, their certificates are placed in employee training folder.
Initiative 1.4.7	Discourage drunk driving by providing Gator Aider and Later Gator service commensurate with demand to and from areas identified by UF.	RTS has developed a working relationship with UF and the agency provides Later Gator service to UF students, as preferred by the university. Combined with services provided for sporting events, these services aim at ensuring that DUIs remain low.
Initiative 1.4.8	Monitor performance and compliance against the RTS Systems Safety Plan (SSP) on a monthly basis, track trends, and adjust operations, practices, and policies as needed to improve safety performance.	RTS has adopted the new FTA safety plan, Public Transportation Agency Safety Plan, PTASP. As a result, RTS has implemented a Safety Management Plan and uses Track-It to track and record incidents and accidents and run reports on preventable and non-preventable accidents. The system allows the agency to label or identify incidents or accidents that are reported to the NTD as Major or Minor.
Initiative 1.4.9	Use digital messaging in vehicle to remind passengers to practice safe riding habits (i.e., hold on when the bus is moving, tell the driver a bike is being retrieved, etc.)	RTS uses the Voice Annunciation System for safety/security messages. It is planned to be expanded with new CAD/AVL technology planned for implementation.
Objective 1.5	**Provide equitable, balanced, and accessible transit services, including improved access and services to Title VI, transit-dependent, and ADA passengers.**	
Initiative 1.5.1	Provide convenient access to RTS schedules for the visually impaired.	Upon request RTS will print schedule with large fonts for customers with low vision. For customers who are blind the agency produces schedules on CD, upon request.
Initiative 1.5.2	Update the ADA paratransit guide annually.	The paratransit guide is reviewed quarterly because RTS typically changes services every quarter. The guide is also updated at least annually.
Initiative 1.5.3	Continue to make audible announcements to disseminate information to visually impaired, LEP, and low-literacy riders on RTS vehicles and at major transfer centers.	RTS is upgrading to an updated annunciation system as part of CAD/AVL project. Project will install video information displays at Transfer Stations with audible announcements. Project is tentatively scheduled to be completed by Spring 2022.
Initiative 1.5.4	Continue to explore opportunities to partner with Transportation Network Companies (TNCs) and assess the feasibility of using TNCs to provide a portion paratransit trips where and when it improves service quality, is more cost-effective than RTS directly operated solutions, and meets the needs of the client and trip. Assure extended partnerships with TNCs comply with ADA, Title VI, Section 14-90, and other relevant regulations.	RTS relies on federal and state grants for paratransit services. Because major Transportation Network Companies (TNC) may not meet federal guidelines and regulations, RTS currently does not use or consider using them for paratransit services.
Initiative 1.5.5	Examine the feasibility of providing deviated fixed-route or mobility-on- demand services in areas where demand is not sufficient for fixed-route service but demonstrates demand for localized mobility, First-Mile/Last-Mile (FMLM) connections, demand for paratransit service, and demand by transportation disadvantaged populations.	RTS has prioritized the seven (7) Mobility on Demand (MOD) Zones and is awaiting funding to implement service. It developed a service plan for a Zone. Typically, the service is expected to provide trips within and between zones and also connect Neighbors to Transfer Stations.
Initiative 1.5.6	Ensure that all bus-stops are ADA accessible and prioritize wheelchair-based bus stop amenities and improvements (e.g., waiting pads) where wheelchair usage is highest.	In November the agency took delivery of additional 13 shelters with light bars and solar lighting, plus 14 66" Loop Arm Benches. It installed/replaced solar lights at selected stops.
Initiative 1.5.7	Annually submit a list to Public Works of the top 20% of stops (by ridership) that lack sidewalk connections for consideration when developing their work program. Submit a making the case argument for improving ADA accessibility at these high priority locations.	On-going.
Initiative 1.5.8	Manage an equitable bus stop maintenance and improvement program to maintain the aesthetic quality of and financial investment in bus stop amenities and transit infrastructure across the community. Provide standards for customer amenities (pad, shelter, bench, etc.) at bus stops based on ridership, routes serving the stop, sidewalk and bike access, adjacent land use, and Title VI protected population characteristics.	RTS uses volunteer employees' labor during reduced service times to enhance the maintenance of bus stops such as in 1.5.6.
Initiative 1.5.9	Provide a system map at all stops with multiple routes, where possible.	On-going
Initiative 1.5.10	Continue to update the Title VI and LEP (Limited English Proficiency) Plan every 3 years per FTA Requirements.	On-going
Objective 1.6	**Improve the quality and convenience of transit services provided to passengers in the Gainesville Metropolitan area.**	

Initiative 1.6.1	Provide transit service for a minimum of 14 hours per day on 80% of fixed route services, excluding Later Gator and campus routes.	No action due to lack of funding
Initiative 1.6.2	Provide a minimum of 20-minute peak hour frequencies as a standard for all areas within a ½-mile of all high-density residential areas, as described in the City of Gainesville's UMU-1, UMU-2 zoning, H-1, and RH-2 zoning. Measure and monitor compliance through GIS mapping of aggregate peak route frequencies for routes traversing these zones.	No action due to lack of funding
Initiative 1.6.3	Use park-and-ride facilities at key locations along major corridors to support Alachua County mobility plan without hindering ability to increase densities.	There were no new discussions on this type of service because of very limited community interest to use such service.
Initiative 1.6.4	Continue to explore the use of flexible and mobility-on-demand services such as deviated fixed-routes, point deviation, and general public demand response to reach areas in the community where fixed-route services are not feasible and/or are cost prohibitive.	See 1.5.5 above
Initiative 1.6.5	Explore opportunities to leverage advances in mobility-on-demand services to provide localized mobility, FMLM connections to fixed route, and service increasing demand for ADA paratransit services.	Additional services will be implemented as funding becomes available. Plan was developed for an additional Zone.
Initiative 1.6.6	Identify opportunities to coordinate with Transportation Network Companies (TNCs) and Bicycle/Scooter Sharing Companies to provide supporting and FM/LM options and services around RTS services and stops.	The Department of Transportation and Mobility was developing an Ordinance and contract to initiate service by Summer 2021.
Initiative 1.6.7	Improve existing transit services and implement new transit services consistent with the 10-year transit needs identified in the most recent TDP update.	Funding continues to be a hindrance. Low ridership due to COVID was a disincentive for creating new services.
Initiative 1.6.8	Identify opportunities to provide premium transit services including BRT characteristics such as: bus lanes, queue jumps, TSP, and enhanced stations in areas where there is enough demand, density, and right-of-way for such infrastructure.	A planning document was prepared for City to initiate a conversation
Initiative 1.6.9	Identify locations and feasibility of implementing a Mobility Hub strategy for projects where multi-modal transportation options are available near major bus transfer locations. Locations are expected to be identified via a pending study.	The Department of Transportation and Mobility has completed a Mobility Hub Identification draft report. Report identifies potential locations for Mobility Hubs. See 1.6.6 above
Objective 1.7	**Implement and expand Intelligent Transportation System (ITS) to better identify and serve areas of transit demand.**	
Initiative 1.7.1	Continue development of ITS Plan and adoption of technology to support service planning, operations analysis, operations management, service delivery, customer information, fare payment, and leverages Mobility as a Service (MaaS) and open architecture.	On-going
Initiative 1.7.2	Monitor new fare collection system (fare boxes) toward improved revenue collection and riders fare type data. Complete acquisition and deployment of other fare media options such as mobile pay.	Implementation of mobile pay system is tentatively scheduled to Fall 2022, but first it must resolve internal issues with Parking Services.
Initiative 1.7.3	Monitor use of APCs and enhance data collection and analysis from APCs to improve operations performance (e.g.: on-time performance) and understanding of ridership activity. Target full fleet deployment of APCs within fiscal capacity.	All new bus purchases include APCs
Initiative 1.7.4	Continue to maintain and enhance a bus stop, route, and facilities inventory using Geographic Information Systems (GIS) and other technologies.	On-going. The use of Track-It software has improved record-keeping.
Initiative 1.7.5	Study and plan for how RTS will respond to and/or incorporate connected/autonomous vehicles.	RTS, in collaboration with UF and an Autonomous Vehicle provider initiated a test project in early 2020. Test is scheduled to resume in Spring 2021 and will include a new alignment to allow learning of street configurations.
Initiative 1.7.6	Continue to explore opportunities to improve travel times, headways, and on- time performance through the implementation of transit signal priority technology along heavily trafficked corridors.	There is no funding for TSP technology acquisition and implementation.
Goal 2	**Be Good Stewards of Public Resources.**	**Implementation Assessment**
Objective 2.1	**Promote sustainability, public health, and reduce environmental impacts through sustainable and environmentally friendly infrastructure, amenities, technology, partnerships, policies, and business practices.**	
Initiative 2.1.1	Examine opportunities to develop a system-wide Sustainability Plan and subsequent performance measures with the goal of achieving entry-level status in the APTA Sustainability Commitment Program.	Agency held series of conversations and developed a plan with a private firm to switch its fleet to CNG. The plan included funding methodology. The conversation was suspended as the impact of COVID-19 intensified. Meanwhile, RTS acquired three (3) electric buses and plans to add more to its fleet, pending funding availability.
Initiative 2.1.2	Continue to maintain a list of recyclable materials in Maintenance, including yearly quantities of materials recycled and establish targeted reductions based on current quantities.	Agency recycled 7,500 gallons of oil.
Initiative 2.1.3	Ensure compliance with city adopted Transit Asset Management Plan (TAMP), as required by FTA.	On-going.
Initiative 2.1.4	As support vehicles reach obsolescence, replace with hybrid vehicles (if financially feasible).	No action taken as support vehicles have not reached and/or exceeded their useful life.
Initiative 2.1.5	Examine the feasibility of transitioning the fixed-route fleet to all-electric or electric-hybrid vehicles and the required infrastructure to support such a transition.	Agency had evaluated the cost of making its fleet electric and electric hybrid, including evaluating the cost of electricity, finding adequate locations, and building and maintaining charging stations. Talks were suspended because of COVID-19.

Initiative 2.1.6	Promote and encourage the use of bicycles and other forms of micro-mobility to access RTS services. Create a metric to evaluate bicycle and other micro-mobility-based bus stop amenity needs (e.g., bike racks and bike share) and provide said amenities where usage is highest.	RTS produced and shared videos on bikes-on-buses. It collaborated with the University of Florida to develop a micro-mobility plan that focuses on the use of electric scooters. It is scheduled to start operation June 2021.
Initiative 2.1.7	Encourage greater use of bike share as means of accessing transit.	RTS contributed to monitor and promote of City's former bike share program.
Objective 2.2	**Continue to create relationships, partnerships, and coordinate with key local, regional, state, and national partners and stakeholders to promote and coordinate transit and multi-modal mobility services and improvements.**	
Initiative 2.2.1	Continue to support Alachua County's Mobility Plan, UF Transportation and Parking Strategic Plan and land use planning and regulations that facilitate pedestrian, bicycle, micro-mobility and transit ridership such as small street blocks, connectivity, placement of parking to the side or rear of buildings, wide sidewalks, protected and buffered bicycle facilities, and shared-use pathways.	On-going. Alachua County Planning staff continues to coordinate with the agency on updates to the county's transportation plan. RTS is given opportunity to review capital projects and provide input. RTS and UF collaborated on implementation of the Transportation and Parking Strategic Plan by developing and managing detours to minimize impacts on bus operation.
Initiative 2.2.2	Continue the development review process and provide feedback on City of Gainesville and Alachua County development projects and plans to support the Mobility Plan. Prioritize comments and feedback on development projects along or near major transportation corridors and opportunities for transit amenity improvements.	This is a continuing activity.
Initiative 2.2.3	Ensure consistency with the long-term planning efforts of relevant local and state agencies, governments, and organizations, especially Alachua County and the City of Gainesville Comprehensive Plans.	RTS relies on these plans to promote transit and derives revenues from implementing laws and ordinances of the two local governments. For example, the County Road work on SW 8th Avenue and School Rezone provided opportunities for continued reliance on the County to promote and enhance transit services.
Initiative 2.2.4	Continue to partner with educational institutions including Alachua County Public Schools to create a culture of transit ridership and explore workforce training opportunities.	City and Alachua County provided funding support for a fare-free transit service for Neighbors who are 65 years and older and those younger than 18 years of age. The one-year pilot is scheduled to start October 2021.
Initiative 2.2.5	Share information yearly with the University of Florida and Santa Fe College regarding route performance, service concerns, and other opportunities for service revisions and/or improvements.	Typically performed three times per year but this was on-going to meet the emergency needs presented by COVID on transit use.
Initiative 2.2.6	Explore opportunities to coordinate and collaborate with Transportation Network Companies (TNCs) to provide supporting and FMLM options and services that support RTS and its customers where and when it is productive and cost-effective.	There were discussions with a TNC to allow comparison of costs.
Initiative 2.2.7	Explore opportunities to coordinate and collaborate with bicycle and scooter sharing companies and provide safe FM/LM options and services around major RTS bus stations and stops.	Transportation and Mobility department worked on City Ordinance to implement a micro-mobility program. See 2.1.6.
Initiative 2.2.8	Coordinate with the City, County, UF, SF College and FDOT to prioritize and implement improvements to multimodal, sidewalk, and transit facilities when the City, County, and FDOT are designing roadway improvements (resurfacing and other improvements).	There is continuous coordination and collaboration with RTS on capital projects. Some examples included the massive on-campus utility and traffic projects by UF, and FDOT impending roadway resurfacing of US 441.
Objective 2.3	**Increase and diversify revenue sources.**	
Initiative 2.3.1	Maintain advertising revenue's current share of budget while seeking to increase said revenue by 2% each year.	In F20 advertising revenue was $18,913,565.43 collected out of $22,354,859 that was budgeted (85%). That was much better than was anticipated due to the pandemic, because some contracts were not even signed.
Initiative 2.3.2	Request and maximize financial support from the City of Gainesville, Alachua County, UF, SF College, the MTPO, FDOT, and FTA on an annual basis.	This is part of the annual budget process. The MTPO typically supports grant applications submitted by RTS.
Initiative 2.3.3	Monitor fare revenue and ridership to assure Title VI equity compliance.	On-going.
Initiative 2.3.4	Continue existing partnership for revenue/cost sharing (UF, Santa Fe, etc.) and add partnership with major employers and institutions.	On-going.
Initiative 2.3.5	Target grant programs through State, Federal, and other sources to identify and secure funding for existing services (capital and operating) and for emerging and innovative transportation research (e.g.: MOD sandbox, IMI Grant Program, etc.)	On-going.
Objective 2.4	**Develop a performance monitoring program that recognizes mobility demand, service design, service delivery, and performance metrics within the service area.**	
Initiative 2.4.1	Monitor and measure mobility demand (general public and ADA) within the service area to recognize on-going changes in demand and to understand changes in transportation need overall and by service type.	RTS ADA coordinator monitors service demand and works with representatives of contracted services on an on-going basis to monitor, modify and address service issues.
Initiative 2.4.2	Monitor and measure service performance metrics by service type (fixed route, paratransit, MOD, etc.) monthly using key operations performance metrics (e.g.: revenue hours, revenue miles, ridership, riders per revenue hour, cost per trip, etc.) to understand how well demand is being met and how well services are being supplied.	FTA requires the collation and submittal of these metrics as part of monthly transit data submittal to the agency.

Initiative 2.4.3	On a quarterly basis examine holistically the trends in mobility need and how services are meeting these needs. Identify opportunities to improve service delivery and strategies to more holistically service demand more efficiently and cost-effectively.	RTS was presented with numerous opportunities and challenges as a result of COVID. There were regular meetings and adjustments to respond to service needs and requests. The goal was to achieve maximum efficiency with limited human resources.
Initiative 2.4.4	Maintain an overall average on-time performance (i.e., bus arrives at stop no more than 1 minute early or 5 minutes late) of 85% on all fixed-route services and 95% on- time for paratransit services with pick-ups arriving within 15 minutes of schedule pick-up time.	With reduced services and ridership, this was not an issue during the service year.
Initiative 2.4.5	Maintain or Increase transit ridership annually; coordinate with UF Transportation Plan to leverage use of transit to access campus.	There was close collaboration with UF as classes were shut down and demand was low.
Initiative 2.4.6	Conduct a Comprehensive Operational Analysis, COA, every 5 years to inform major updates to the TDP and identify means to improve operations.	No action.
Objective 2.5	**Maintain the transportation system in a state of good repair.**	
Initiative 2.5.1	Evaluate rolling stock and equipment and comply with city-adopted metrics and current RTS TAMP.	Talks were initiated to request capital contribution from UF and SF College to improve the age of rolling stock.
Initiative 2.5.2	Increase the average number of revenue miles between failures by 2% per year to meet peer average of 10,000 revenue miles between failures by 2030.	In 2019-2020, revenue miles between failures was 10,601 miles or 0.30%.
Initiative 2.5.3	Maintain an up to date Transit Asset Management Plan (TAMP) to ensure all capital assets remain within state of good repair.	As an FTA requirement this is on-going. However, maintaining SOGR requires funding, for example, to replace equipment that has reached their useful life. See 2.5.1
Initiative 2.5.4	Follow industry guidelines for preventive maintenance and practices on vehicles and capital facilities to assure extended lifecycle of RTS assets.	RTS has implemented a plan for extending the lifecycle of its assets. Instead of allowing parts to expire on a vehicle and halt bus operation, parts are replaced before they cause problem, based on past performance history.

B. Plan Implementation, Discrepancies, and Looking Forward

The last year was dominated by the pandemic and actions and activities to keep drivers and customers safe; therefore, there was limited opportunities to address other transit issues because of the national emergency. There were continuous service modifications as transit customers pulled back for fear of catching the disease. In the midst of revised workplace arrangements, safe distancing, zoom meetings RTS, like many other transit agencies was engaged in managing safety and readjusting service needs. As the year progressed and agencies "normalized" the new normal, RTS initiated discussions with its partners regarding post-pandemic operations and funding. With the attitudinal change, in addition to majorly implementing non-TDP service changes, RTS was able to make headway with the technology project that would allow for updated computer aided dispatch in tandem with better monitoring of vehicle location. The updated communication system will enhance customers' use of transit services. As part of effort to improve future implementation of TDP projects/programs, the agency raised the issue of under-funding of capital projects. It is anticipated that the agency will continue the discussion with the City of Gainesville, Alachua County, the University of Florida and Santa Fe College. If there is progress, meaning with provision of additional funding, the unfunded gaps shown in the Financial Plan may start to improve.

The University of Florida took advantage of the pandemic to accelerate work on its strategic plan. Part of the plan will limit automobile access to campus core. This means that RTS buses also will be disallowed to enter the campus core. Looking forward the University and RTS are discussing a number of circulators to distribute trips around campus and to new residential developments near the University. In fact after March 2020, RTS modified services due to the pandemic situation and there have been noticeable passenger behavior changes that suggests a need for additional modifications to accommodate a post-COVID transit service system. These changes go beyond TDP current recommendations, and they are:

- Combine existing fixed routes to create premium transit routes. Route A (East-West route similar to original BRT route proposal in previous planning reports) and Route B (North-South route).
- Convert existing low productivity routes to Mobility on Demand micro-transit routes.
- Replace some existing services with Circulators.
- Identify mobility hubs along Routes A and B (BRT Lite) to be served by feeder routes and micro-transit routes. See Appendix for route alignments.

In view of current funding shortages some or all of these new services may have to be implemented by modifying existing fixed route services in order to achieve cost-neutrality. This will require collaboration and the provision of inputs and support from RTS funding partners. Proposed new services that were held back because of the pandemic may be also reconsidered for implementation. This includes such services as the express service between the DuckPond district and the University of Florida and Route 42.

C. Revision to Implementation Program for FY 2021-2022

Accordingly, Table 6 summarizes the services scheduled for implementation in FY2021-2022. As a reminder the proposals may undergo additional modification(s) during the course of the year, as new priorities are identified and/or funding provided, to better serve the needs of the community without jeopardizing the integrity of the system.

The DuckPond service will use vans to provide a limited stop express service between DuckPond and the University of Florida. This is planned as an all-day Loop Service. There also is the previously proposed Route 42 that connects the University with several high density developments in north/northeast area of Butler Plaza commercial district.

Available FTA funds will be used to design and construct (FY2022-2023) bus stop improvements. Together with bus stop amenities, these will be installed as part of the continuing effort to improve ridership.

Table 6: Program for FY2021-2022

Project	Description	Due By Date
Route 151	This is a new service that connects DuckPond to the University of Florida. It is a project that was identified in the University's Transportation and Parking Plan that will connect town and gown and contribute to reduce carbon foot print of UF faculty and staff. It will also reduce the demand for parking on campus.	Spring 2022
Circulator Services	Are shown in Appendix A, the four proposed circulators routes are designed to capture new riders and reduce the impact of limited auto access to UF Campus Core	Fall 2022
BRT Express Routes A and B	Route A will connect the Airport to Oaks Mall through Rosa Parks Transfer Station and UF while Route B will connect Senior Center/Walmart Supper Center to the terminus of Route 13 through UF	Fall 2022
Bus Stop ADA Improvements	Plan and design bus stop ADA improvements	June 2022

Route 42	The 6.59 mile roundtrip route will connect the University of Florida to new communities near the Butler Plaza commercial district.	Fall 2022
Community transit Services	Implement cost-neutral Mobility on Demand micro transit services	Spring 2022
CAD/AVL System	As part of the Intelligent Transportation System (ITS) migration work effort, project will upgrade bus operating technology to allow better information distribution and sharing with customers, and serve as an additional tool to help drivers to manage operation information.	Fall 2021/Spring 2022
Customer Electronic Information System	Provide wayfinding electronic information boards at selected stops	March 2022

D. Revised 10-Year Implementation Program

The previous section describes projects slated to be completed in the coming year. These projects reflect the priorities identified by the agency, in collaboration with local funding entities, and/or stakeholders; therefore, the table below shows the 10-Year Implementation Plan. However, given the funding challenges facing RTS, a project(s) may eventually be funded in a year(s) different from the distribution shown in Table 7. Should such changes occur the modifications will be discussed in the APR in the following reporting year. As a reminder, projects included in the 10-Year Implementation Program are unfunded therefore attempts should not be made to compare Table 7 with information provided in Tables 8-9 (Financial Plan). The implementation plan shown in the table below merely serves as a useful tool for organizing the discussion regarding year-to-year funding priorities.

Table 7: 10-Year Implementation Program

Improvement	Implementation Year/Service Capital Improvements	Comments
Create new routes, enhance existing services and continue work on technology projects	2022	As described in revised implementation plan for the coming year (Table 11)
Bus stop infrastructure and Disability enhancements Technology bus information improvements. New service routes	2023	Select and design bus stop and ADA improvements. Continue work on technology improvements. Implement new services
Technology Improvements Construct Bus stop infrastructure	2024	TSP/Queue Jump, Wi-Fi and other technology projects to enhance service operation.
Increase service span. Construct ADA stop improvements	2025	Design and construct ADA improvements. Replace Route 121.
Increase frequency on existing routes	2026	Double frequency on Route 6 – weekday, Route 15 – evening.
Increase frequency on existing routes	2027	Double frequency Route 21, increase frequency 30 to 20 minutes Route 43, and 30 minutes Route 75 from 40-60.
Increase span of service	2028	Continue Route 6 until 10 PM, Route 15 until midnight, Route 43 until 10 PM, and Route 75 until 11 PM.
Improve facilities, and realign routes	2029	Realign Routes 25A, 29, 38, 120, 122, 127, 10, 28, 33, 34, 36, and 75 per UF TAPS, and RTS TDP and COA.
Transfer Station	2030	Design Eastside Transfer Station
Eastside TS	2031	Build Eastside Transfer Station. Start planning for BRT Service.

E. Recommendation for the New Tenth Year of Updated Plan

Little progress was made in implementing projects in the past year. RTS used the "lock down" to reevaluate its services in view of declining ridership along some routes, increasing public interest in door-to-door on-demand services, and the changing landscape at the University of Florida. The new tenth year project is still the design and construction of the East Side Transfer Station. This project suffered some setback in capital funding in 2020, and it is best to leave it in the Tenth Year, as a result of re-occurring funding challenges facing this project.

F. Financial Plan

The projected revenue and cost estimates for programs and projects are shown in Table 8. As discussed in the proposed implementation plan, new services have been proposed that go beyond the TDP but it does not mean that those proposals are funded. But because the new proposals are designed to be implemented under a cost-neutral scenario, these new proposals are not allocated separate line items, rather the original TDP projects that are so far unimplemented are identified and are retained in this report for clarity. The financial plan also has estimates for capital projects, as shown in Table 9 that projects that in the ten years covered by the plan, capital projects will be under-funded by $55,874,687 with an unmet needs of about $67,382,418 for operations, including updated capital cost and projected revenue for a 10th Year.

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

Operating Cost/Revenue	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	10-Year Total
Operating Costs											
Maintain Existing Fixed-Route	$25,604,507	$26,003,170	$26,408,039	$26,819,212	$27,236,787	$27,660,864	$28,091,544	$28,528,929	$28,973,124	$29,424,236	$274,750,412
Maintain Existing Service - Paratransit	$2,087,006	$2,119,500	$2,152,501	$2,186,015	$2,220,052	$2,254,618	$2,289,722	$2,325,373	$2,361,579	$2,398,349	$22,394,715
Improvements to Existing Routes	$2,724,194	$2,766,610	$2,809,686	$2,781,445	$2,824,752	$2,868,733	$2,913,399	$2,958,761	$3,004,829	$3,051,614	$28,704,023
New Services	$817,639	$1,137,256	$1,466,628	$5,382,111	$5,465,911	$5,551,015	$5,637,444	$5,725,219	$5,814,361	$5,904,890	$42,902,474
Complementary ADA Paratransit for New Services	$0	$0	$0	$178,181	$180,955	$183,772	$186,634	$189,540	$192,491	$195,488	$1,307,061
Total Operating Cost	**$31,233,347**	**$32,026,536**	**$32,836,854**	**$37,346,964**	**$37,928,456**	**$38,519,002**	**$39,118,743**	**$39,727,822**	**$40,346,384**	**$40,974,577**	**$370,058,686**
Operating Revenues											
Federal 5307	$1,885,394	$1,914,749	$1,944,562	$1,974,839	$2,005,587	$2,036,814	$2,068,527	$2,100,734	$2,133,442	$2,166,660	$20,231,309
Federal 5310	$26,186	$26,594	$27,008	$27,428	$27,855	$28,289	$28,730	$29,177	$29,631	$30,093	$280,991
FDOT Grants (5310, 5311, 5316, 5317)	$1,353,933	$1,375,014	$1,396,422	$1,418,165	$1,440,246	$1,462,670	$1,485,444	$1,508,572	$1,532,060	$1,555,915	$14,528,441
FDOT Block Grant Funds	$1,917,011	$1,946,859	$1,977,171	$2,007,956	$2,039,220	$2,070,970	$2,103,215	$2,135,963	$2,169,220	$2,202,995	$20,570,580
Existing Paratransit Fare Revenue	$173,314	$176,012	$178,753	$181,536	$184,362	$187,233	$190,148	$193,109	$196,116	$199,169	$1,859,752
Alachua County Contribution	$914,543	$928,782	$943,243	$957,930	$972,845	$987,992	$1,003,375	$1,018,997	$1,034,863	$1,050,976	$9,813,545
City of Gainesville Contribution	$3,179,096	$3,228,594	$3,278,863	$3,329,915	$3,381,762	$3,434,416	$3,487,890	$3,542,196	$3,597,348	$3,653,359	$34,113,439
University of Florida Contribution	$14,597,961	$14,825,251	$15,056,080	$15,290,503	$15,528,576	$15,770,356	$16,015,901	$16,265,268	$16,518,518	$16,775,712	$156,644,126
Santa Fe College Contribution	$1,099,700	$1,116,822	$1,134,211	$1,151,871	$1,169,806	$1,188,019	$1,206,517	$1,225,302	$1,244,380	$1,263,755	$11,800,383
Fare Revenue from Existing Services	$1,084,623	$1,101,511	$1,118,661	$1,136,079	$1,153,768	$1,171,732	$1,189,976	$1,208,503	$1,227,319	$1,246,429	$11,638,601
Other Local Revenues	$1,975,211	$2,005,965	$2,037,198	$2,068,917	$2,101,130	$2,133,845	$2,167,069	$2,200,810	$2,235,077	$2,269,877	$21,195,098
Total Operating Revenue	**$28,206,971**	**$28,646,153**	**$29,092,174**	**$29,545,139**	**$30,005,157**	**$30,472,337**	**$30,946,791**	**$31,428,633**	**$31,917,975**	**$32,414,938**	**$302,676,267**
Annual Revenues Minus Costs	**($3,026,376)**	**($3,380,383)**	**($3,744,681)**	**($7,801,825)**	**($7,923,300)**	**($8,046,665)**	**($8,171,952)**	**($8,299,189)**	**($8,428,409)**	**($8,559,640)**	**($67,382,418)**
Rollover from Previous Year	**($5,323,734)**	**($8,350,110)**	**($11,730,494)**	**($15,475,174)**	**($23,277,000)**	**($31,200,299)**	**($39,246,965)**	**($47,418,917)**	**($55,718,106)**	**($64,146,515)**	
Operating Surplus/Shortfall (Cumulative)	**($8,350,110)**	**($11,730,494)**	**($15,475,174)**	**($23,277,000)**	**($31,200,299)**	**($39,246,965)**	**($47,418,917)**	**($55,718,106)**	**($64,146,515)**	**($72,706,155)**	**($67,382,418)**

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

Capital Costs/Revenue	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	10-Year Total
Capital Costs											
Vehicles	***$8,448,207***	***$9,443,119***	***$11,647,848***	***$14,472,974***	***$8,142,497***	***$8,553,188***	***$8,873,171***	***$9,856,651***	***$10,070,425***	***$10,289,544***	***$99,797,624***
Replacement Fixed Route Buses	$5,384,453	$5,519,064	$5,657,041	$5,798,467	$5,943,429	$6,092,014	$6,244,315	$6,400,423	$6,560,434	$6,724,444	$60,324,084
Replacement Vans – Paratransit	$457,679	$1,125,889	$96,170	$591,444	$0	$207,128	$530,767	$1,305,686	$1,305,686	$1,305,686	$6,926,135
Replacement of Support Vehicles	$193,840	$546,387	$203,653	$208,745	$213,963	$219,313	$224,795	$230,415	$236,175	$242,080	$2,519,366
Preventative Maintenance	$1,615,336	$1,655,719	$1,697,112	$1,739,540	$1,783,029	$1,827,604	$1,873,294	$1,920,127	$1,968,130	$2,017,333	$18,097,225
New and Expanded Services	$613,828	$408,411	$3,513,023	$5,937,630	$5,937,630	$5,937,630	$5,937,630	$0	$0	$0	$28,285,782
New and Expanded Paratransit	$183,071	$187,648	$480,848	$197,148	$202,077	$207,128	$0	$0	$0	$0	$1,457,920
Other Capital/Infrastructure	***$7,250,100***	***$3,730,100***	***$3,730,100***	***$3,730,100***	***$3,730,100***	***$3,730,100***	***$1,730,100***	***$1,797,715***	***$5,317,715***	***$5,317,715***	***$40,063,845***
TSP/Queue Jump Treatments	$0	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$0	$0	$0	$0	$10,000,000
East Side Transfer Station	$0	$0	$0	$0	$0	$0	$0	$156,200	$3,520,000	$3,520,000	$7,196,200
Bus Stop Infrastructure	$0	$0	$586,100	$586,100	$586,100	$586,100	$586,100	$586,100	$586,100	$586,100	$4,688,800
ADA Improvements	$0	$0	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$4,000,000
Technology Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Recurring Facilities Upgrades	$0	$0	$150,000	$150,000	$150,000	$150,000	$150,000	$217,615	$217,615	$217,615	$1,402,845
Technology Projects - Recurring	$494,000	$494,000	$494,000	$494,000	$494,000	$494,000	$494,000	$494,000	$494,000	$494,000	$4,940,000
Total Costs	**$15,698,307**	**$13,173,219**	**$15,377,948**	**$18,203,074**	**$11,872,597**	**$12,283,288**	**$10,603,271**	**$11,654,366**	**$15,388,140**	**$15,607,259**	**$139,861,469**
Capital Revenues											
FL-90-X889 (5307)	$84,549	$85,818	$87,105	$88,411	$89,738	$91,084	$92,450	$93,837	$95,245	$96,673	$904,910
FL-2017-008 (STP FLEX)	$87,749	$89,065	$90,401	$91,757	$93,134	$94,531	$95,949	$97,388	$98,849	$100,332	$939,154
FL-2018-041-00 (5339)	$988,166	$1,002,989	$1,018,033	$1,033,304	$1,048,803	$1,064,535	$1,080,504	$1,096,711	$1,113,162	$1,129,859	$10,576,066
FL-2018-073-00 (5339)	$251,168	$254,935	$258,759	$262,641	$266,580	$270,579	$274,638	$278,757	$282,938	$287,182	$2,688,178
FL-2018-094-00 (5339)	$4,222,463	$4,285,800	$4,350,087	$4,415,338	$4,481,568	$4,548,792	$4,617,024	$4,686,279	$4,756,573	$4,827,922	$45,191,846
FDOT Capital Grants	$785,072	$796,848	$808,801	$820,933	$833,247	$845,746	$858,432	$871,309	$884,379	$897,644	$8,402,411
Local Capital Match	$608,098	$617,219	$626,477	$635,874	$645,413	$655,094	$664,920	$674,894	$685,017	$695,293	$6,508,299
Total Capital Revenues	**$9,099,444**	**$9,235,936**	**$9,374,475**	**$9,515,092**	**$9,657,818**	**$9,802,686**	**$9,949,726**	**$10,098,972**	**$10,250,457**	**$10,404,213**	**$97,388,819**
Annual Revenues Minus Costs	**($6,598,863)**	**($3,937,284)**	**($6,003,473)**	**($8,687,982)**	**($2,214,779)**	**($2,480,603)**	**($653,546)**	**($1,555,394)**	**($5,137,684)**	**($5,203,046)**	**($42,472,650)**
Rollover from Previous Year	**($13,402,036)**	**($20,000,899)**	**($23,938,182)**	**($29,941,655)**	**($38,629,637)**	**($40,844,416)**	**($43,325,019)**	**($43,978,564)**	**($45,533,958)**	**($50,671,642)**	
Capital Surplus/Shortfall (Cumulative)	**($20,000,899)**	**($23,938,182)**	**($29,941,655)**	**($38,629,637)**	**($40,844,416)**	**($43,325,019)**	**($43,978,564)**	**($45,533,958)**	**($50,671,642)**	**($55,874,687)**	**($55,874,687)**

F-1 Direct State Aid during Reporting Period

The previous section clarifies the financial challenges facing RTS as a transit agency and it suggests that the agency will continue to collaborate with local, state, and federal funding authorities to address the challenges. At the state level FDOT has been an invaluable partner with RTS in the provision of transit services in the Gainesville metropolitan area. Table 10 is a summary of assistance provided by the state during this reporting period. It is followed by a description of the status of each project.

Table 10: FDOT Financial Assistance in Current Reporting Period

G1784	441839-1-84-19	SD	GAINESVILLE RTS	GAINESVILLE RTS - ROUTE 800
G1K01	445967-184-20	SD	GAINESVILLE RTS	GAINESVILLE –ROUTE 150
G1785	439977-1-84-19	SD	GAINESVILLE RTS	GAINESVILLE RTS - HOLIDAY SERVICE
G1786	445133-1-84-19	SD	GAINESVILLE RTS	GAINESVILLE RTS CONNECT
G1787	439980-1-84-19	SD	GAINESVILLE RTS	GAINESVILLE RTS - ROUTE 300
G1788	445132-1-94-01	SD	GAINESVILLE RTS	GAINESVILLE RTS - PASSENGER ASSISTANCE SYSTEM
G1803	441702-1-84-19	SD	GAINESVILLE RTS	GAINESVILLE RTS - ROUTE 33
G0270	433076-1-84-01	SD	GAINESVILLE RTS	GAINESVILLE RTS – AUTONOMOUS VEHICLE PROJECT

Service Status

i. Route 800 is an express service that connects Santa Fe College to Butler Plaza Transfer Station. It was a useful service during the pandemic.

ii. Holiday Services allow the agency to provide on-going enhanced services during the Holidays. The benefits cannot be over-emphasized especially for the low income and transit-dependent users in such a challenging year.

iii. RTS Connect, On-Demand micro-transit LM-FM community Service is an app-based door-to-door service. Because of its popularity, it is hoped that FDOT, City and County will continue to fund and expand this service to all RTS Service area.

iv. The Route 300 Series enhances late-night service in the community. It is popularly known as the Later Gator Service and runs between 8:30PM and 3:11AM Thursday through Saturday. Customers who work late continue to appreciate the service.

v. Passenger Assistance System is a capital project for signs, supporting ticket vending machines and development of integrated passenger wayfinding to assist passenger trips. These signs are placed on buses, bus stops and strategic locations to benefit bus customers.

vi. RTS extended the operation of Route 33 to Celebration Pointe. This is a new mixed use development area west of I-75 Freeway and across the bridge from Butler Plaza. The extension continues to provide an expanded shopping opportunity for customers who would ordinarily have to walk to Celebration Pointe or forgo the shopping trip.

vii. The Autonomous Vehicle Project was delayed during the pandemic. There is a revision to the route to allow the continuation of the test, See Appendix A.

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

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

Project categories

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

The number of peak vehicles at RTS has barely budged between 2017 and 2020 – from 109 to 116 or 2.3% annually. The limited growth in fleet size has hampered the ability of the agency to increase service frequency. Besides, increasing frequency means increased personnel cost.

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

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

Community Transit Services – The TDP identified seven (7) Mobility on Demand (MOD) LM-FM Micro-transit Zones. These zones are located in areas where there are no transit service or very few routes, aka transit deserts. They are mostly in areas located in the east/northeast and northwest Gainesville areas. MOD Zones are geographically-scaled to allow the deployment of about two (2) 12-seater vans to provide transit service on demand. Customers will use transit apps to schedule a ride within and between zones and to the nearest Transfer Station.

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

Route modifications – The University of Florida has completed a Transportation and Parking Strategic Plan that includes a recommendation for an auto-free zone in the heart of campus. With the potential exclusion of mass transit bus vehicles from the campus core, RTS has to modify existing bus routes around the proposed zone. It is anticipated that this would occur concurrently with the implementation of the auto-free zone to maintain the integrity of transit services for UF students, faculty, visitors and employees. The re-alignment is augmented with a proposal to create circulators to help in reaching additional destinations as the circulator service will also connect new high density and commercial centers.

Outside of campus-bound routes, the TDP recommends the realignment of routes, based on previously published RTS Comprehensive Operational Analysis, COA, and Report.

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

Capital projects – RTS' 2011 Vision, Funding and Governance Study estimated that RTS needed $524,600,000 (in 2010 dollars) for capital improvements to reach its vision and service goals. To demonstrate the discrepancy between capital needs and capital expenditure, the agency budgeted a total of about $21,400,000 towards capital projects between 2011 and 2020, or about 5.34% of its capital needs. In other words, the capital projects listed in the table below serves as a reminder that

without dedicated funds for transit services, the agency will continue to fall short of what it takes to be the transportation mode of choice in the Gainesville metropolitan (service) area.

Beyond TDP Service Plan – Service Enhancement

They are:

- Combine existing fixed routes to create premium transit routes with Route A (East-West route similar to the first BRT service proposed in previous planning reports) and Route B (North-South route), see Appendix A.
- Convert existing low productivity routes to Mobility on Demand community micro-transit routes. Previous mobility on-demand services described in this report were predicated on new funding sources.
- Replace selected existing services with Circulators.
- Identify mobility hubs along Routes A and B (BRT Lite) to be served by feeder routes and micro-transit routes.

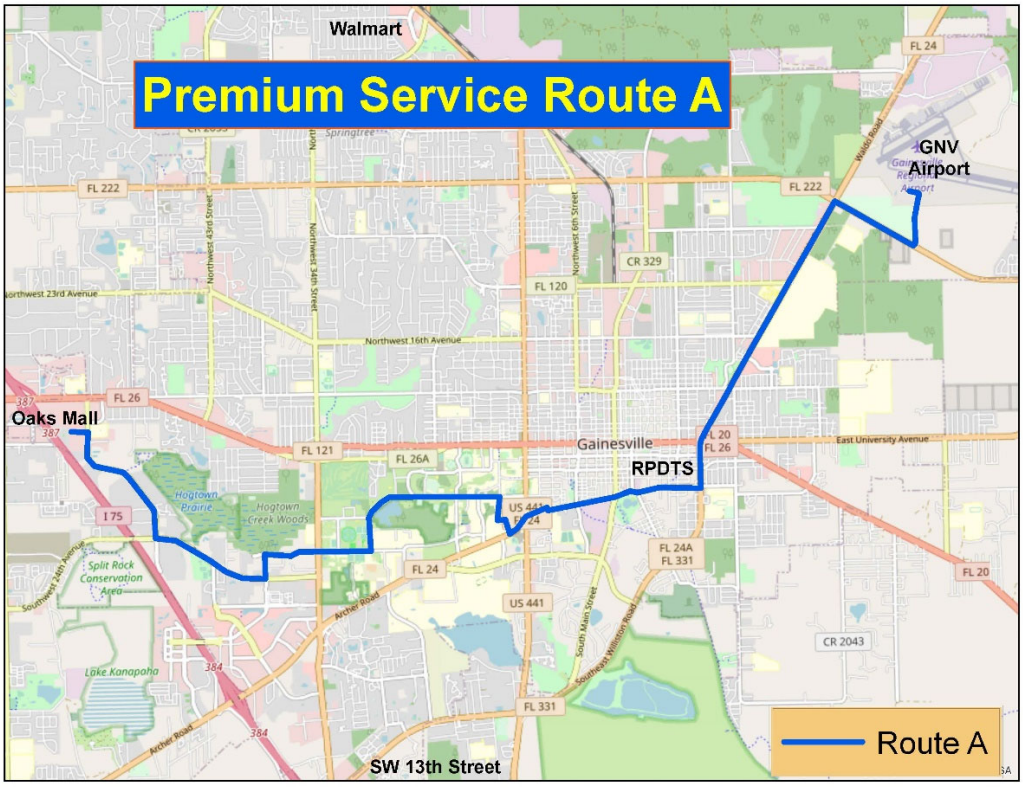
Table 11: List of Projects to Meet Goals

Service Improvements	Description
Increase frequencies:	
Route 6	Double frequency on Route 6 - Weekday
Route 15	Double frequency on Route 15 - Evening
Route 21	Double frequency on Route 21
Route 43	Increase frequency 30 to 20 min - Route 43
Route 75	30 minute frequency - Route 75
Increase service span:	
Route 600/601 - Microtransit	Expand span on Microtransit to match Route 7
Route 6	Later service Route 6 - until 10PM
Route 15	Later service Route 15 - until Midnight
Route 43	Later service Route 43 - until 10PM
Route 75	Later service Route 75 - until 11PM
New Mobility on Demand Service (MOD)	Irrespective of funding source, add MOD services to augment existing fixed route network.
Route Modifications	
Replace Route 121	Replace with other service improvements
Realign routes per UF TAPS Realign routes per TDP and COA	Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, and 75.
Paratransit Service Expansion	ADA paratransit service to cover additional service and demand.

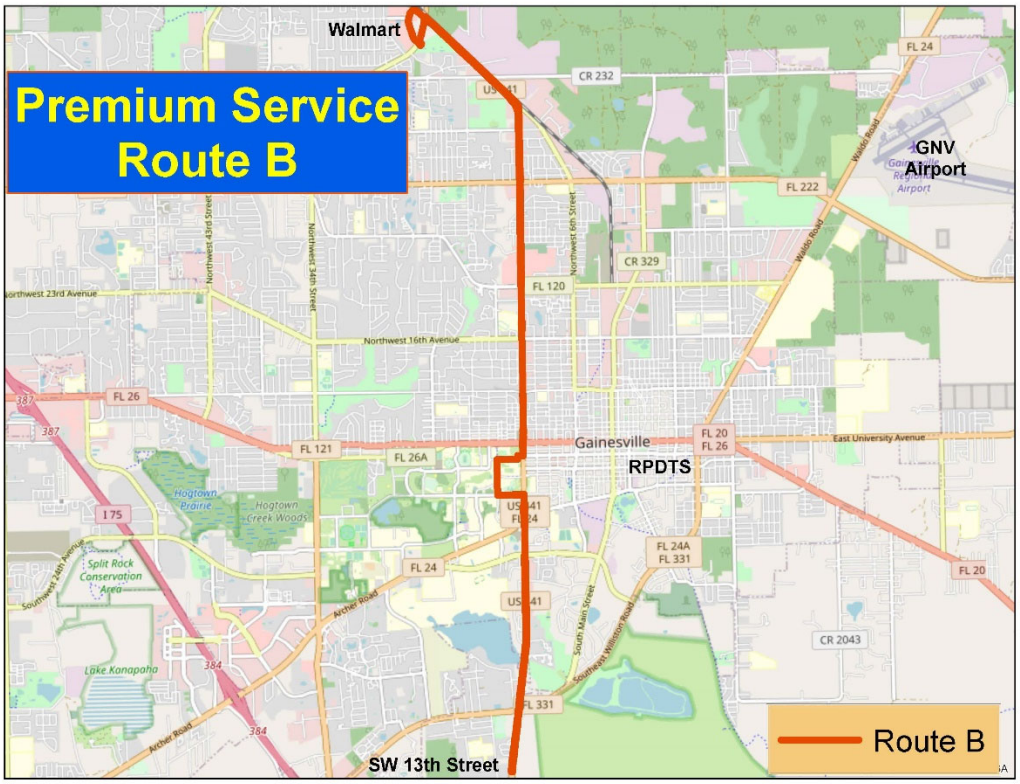
Capital Projects	
Eastside Transfer Station	The TS will consolidate and boost transit demand in east Gainesville.
Bus Stop Infrastructure	62% of RTS bus stops are ADA compliant
ADA Improvements	Only 62% of RTS bus stops are ADA-compliant; work is needed at 451 remaining stops.
Technology Projects	Use technology to enhance transit services.
Recurring Facilities Upgrades	Capital (and non-construction) projects contribute to meet SOGR requirements
TSP/Queue Jump Treatments	Use technology to improve bus operation
BRT-Lite Service	Additional BRT express services along Newberry, Archer, West University with TSP and Queue Jump treatments.

Appendix A
Maps and Information

Map 2: Premium Service – Route A



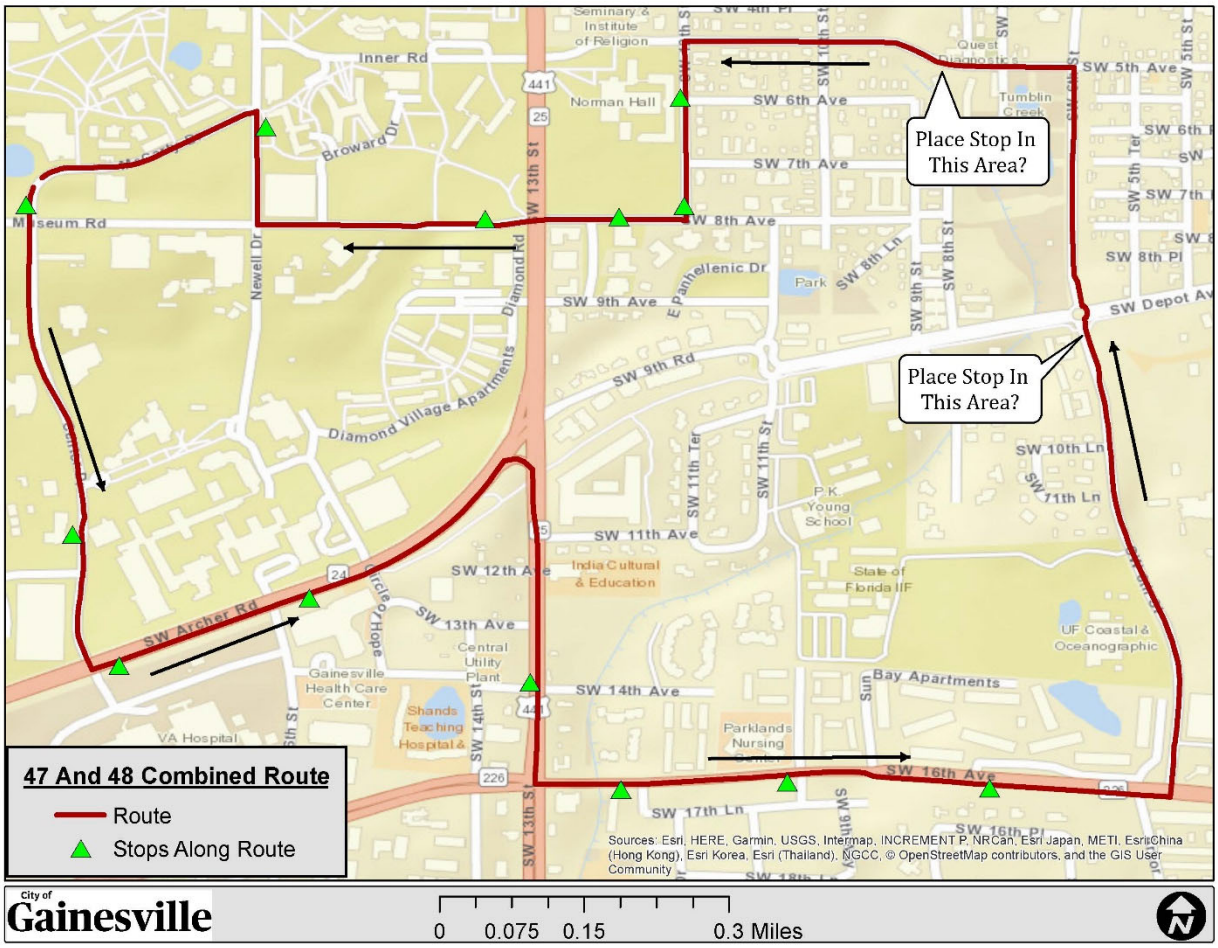
Map 3: Premium Service - Route B



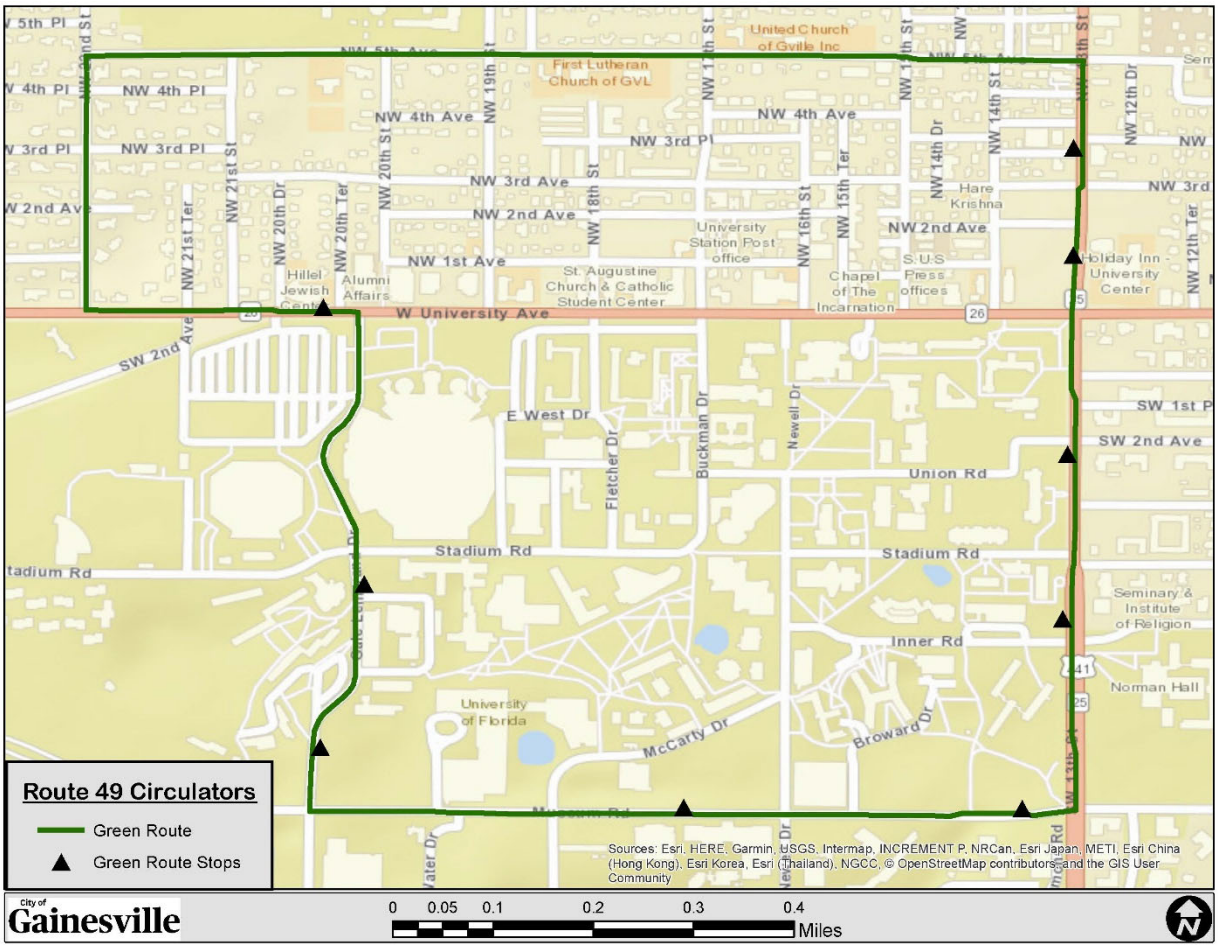
Maps of Proposed Circulators 1- 4 are Shown Below

Map 4: Circulator #1

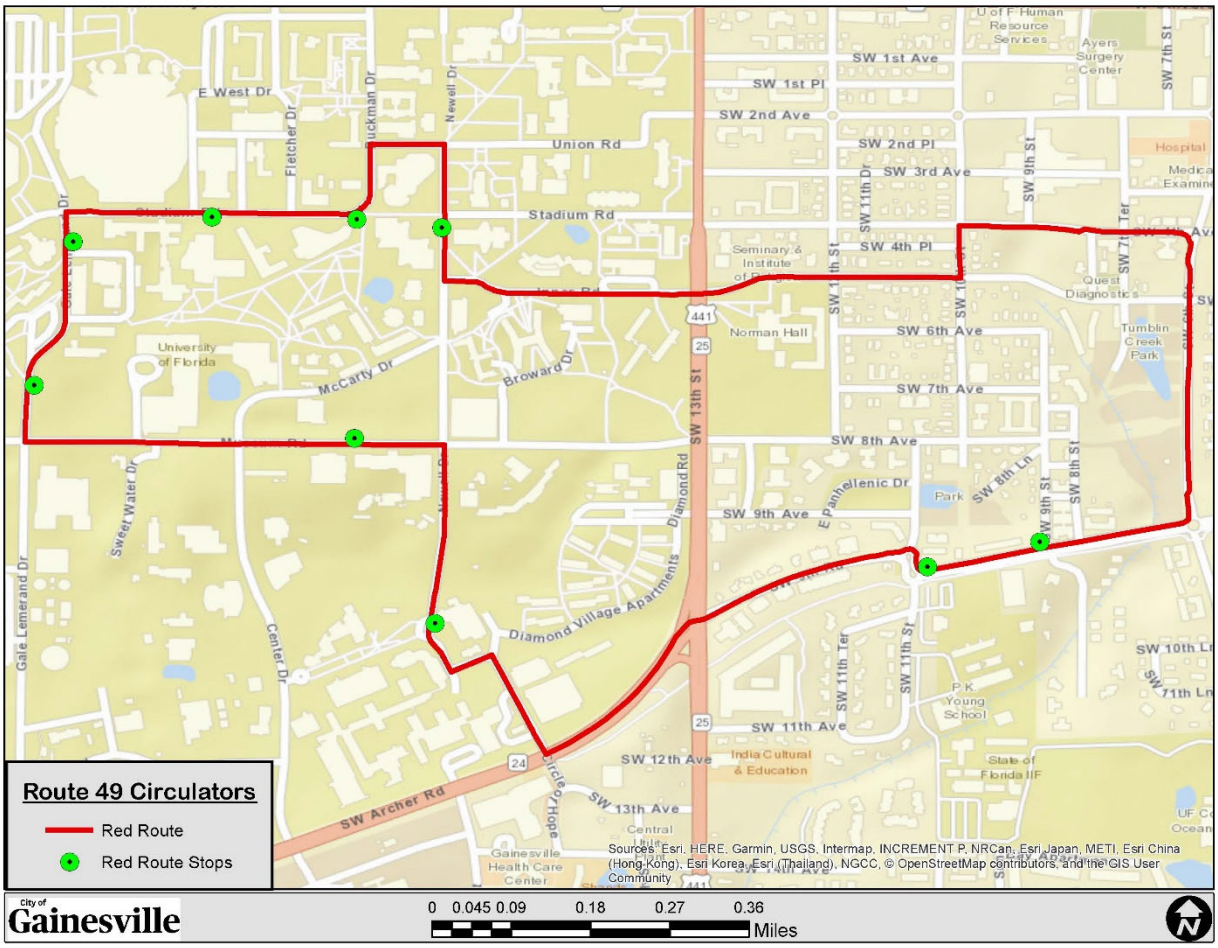
Map 5: Circulator #2



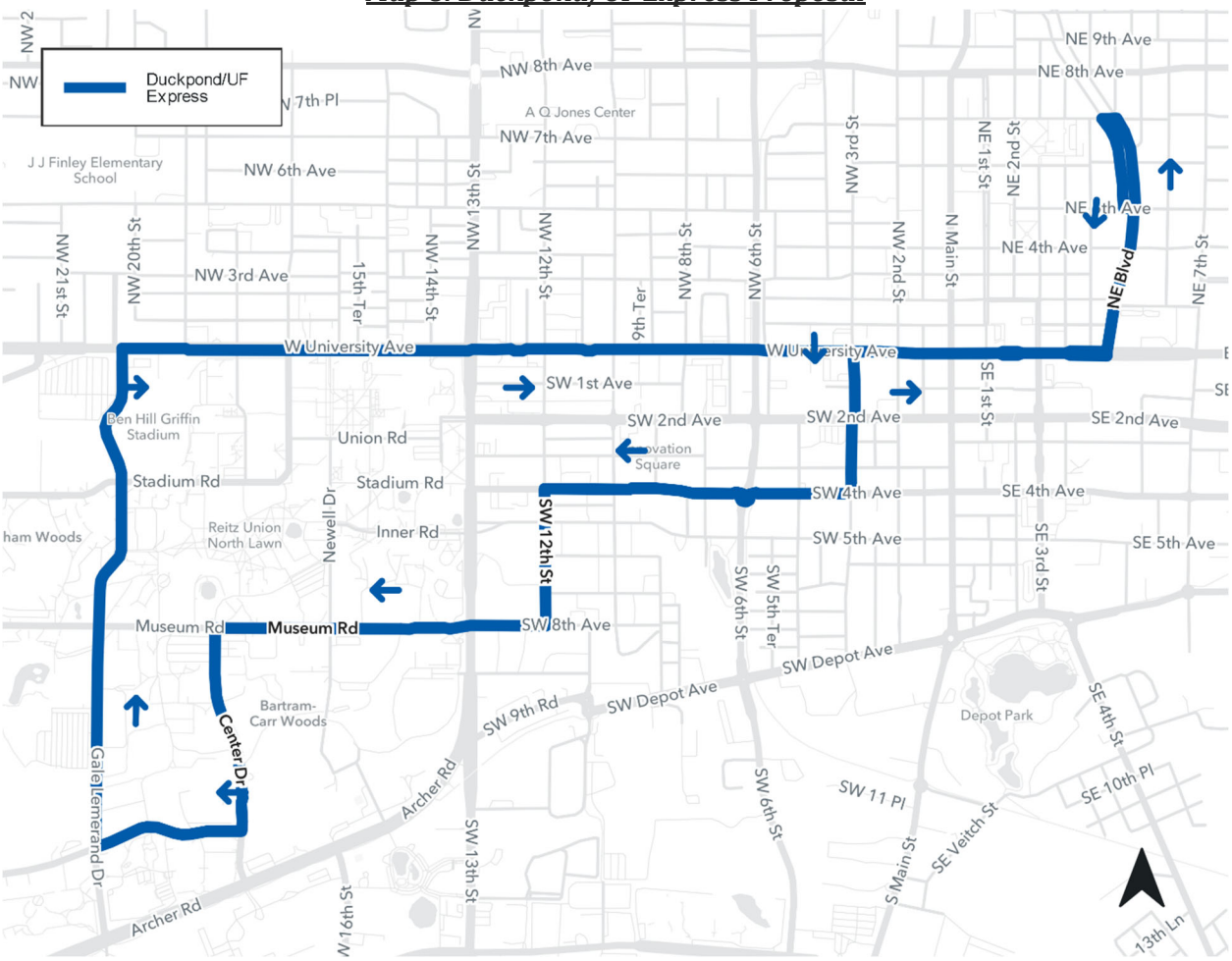
Map 6: Circulator #3



Map 7: Circulator #4



Map 8: Duckpond/UF Express Proposal



Map 9: Route 42 Proposal

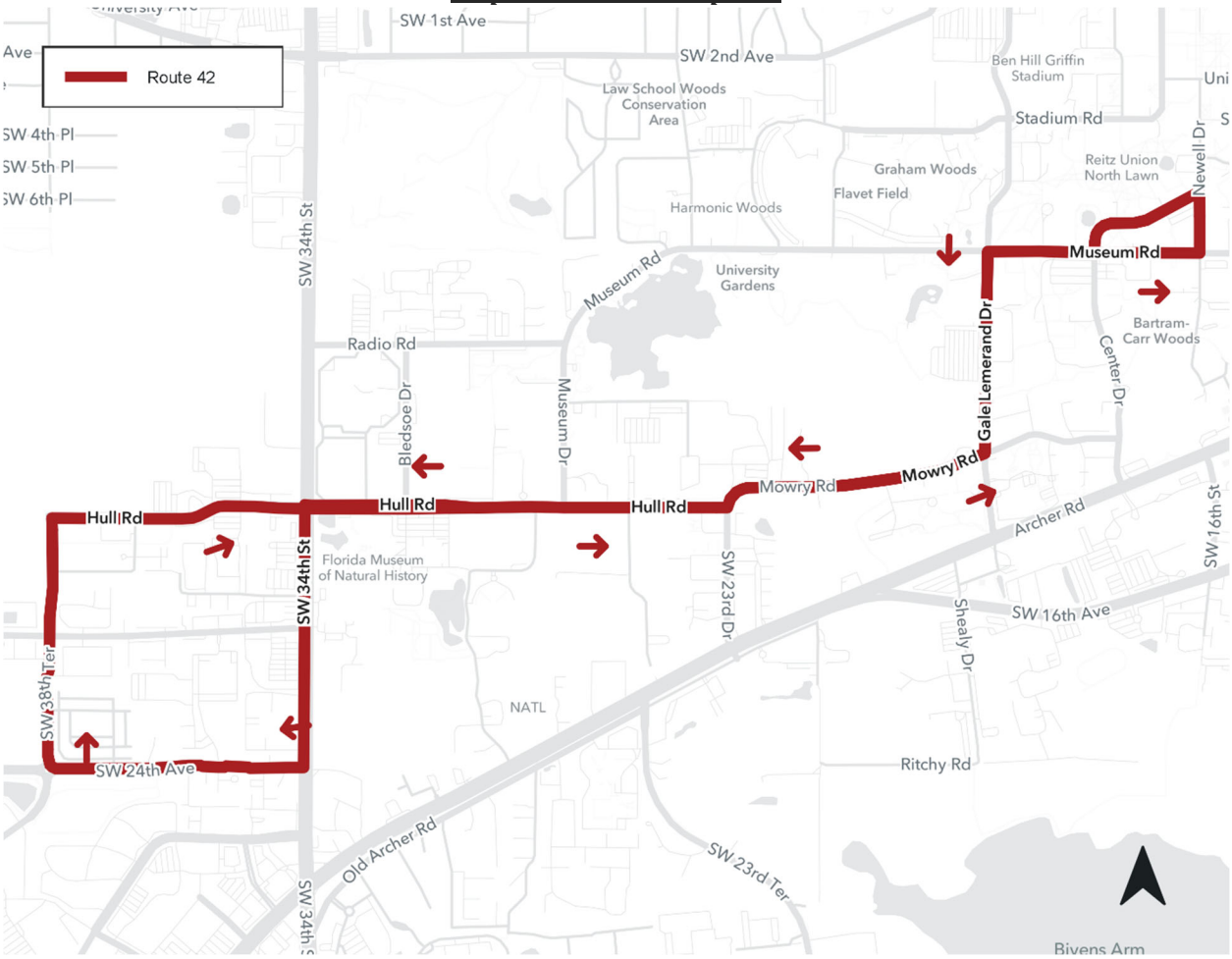
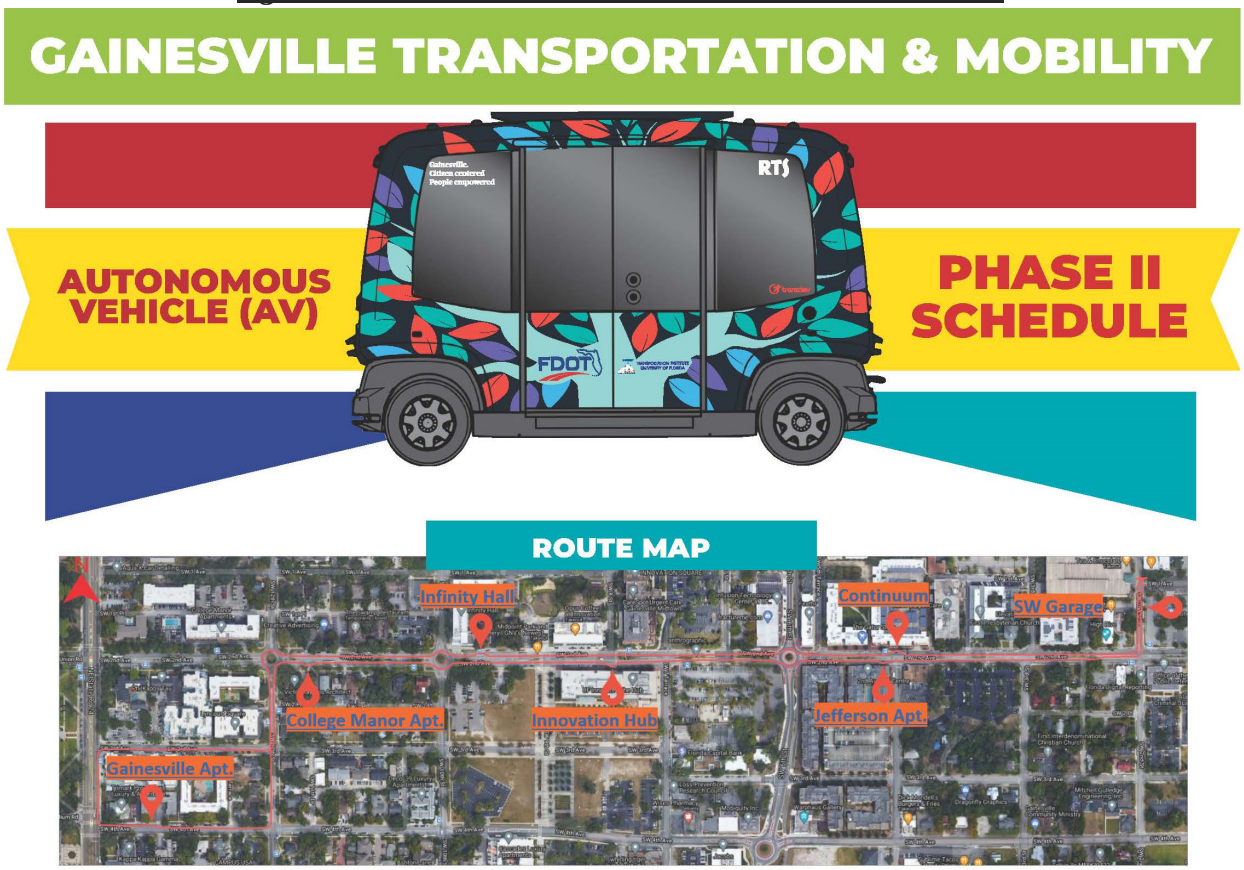


Figure 1: Phase II Autonomous Vehicle Route and Schedule



AV Route

Outbound			Inbound	
SW Garage	College Manor Apt.	AV	College Manor Apt.	SW Garage
9:00	9:15	1	9:20	9:35
9:40	9:55	1	10:00	10:15
10:00	10:15	2	10:20	10:35
10:20	10:35	1	10:40	10:55
10:40	10:55	2	11:00	11:15
11:00	11:15	1	11:20	11:35
11:20	11:35	2	11:40	11:55
11:40	11:55	1	12:00	12:15
12:00	12:15	2	12:20	12:35
12:20	12:35	1	12:40	12:55
12:40	12:55	2	13:00	13:15
13:00	13:15	1	13:20	13:35
13:20	13:35	2	13:40	13:55
13:40	13:55	1	14:00	14:15
14:00	14:15	2	14:20	14:35
14:20	14:35	1	14:40	14:55
14:40	14:55	2	15:00	15:15
15:00	15:15	1	15:20	15:35
15:20	15:35	2	15:40	15:55
15:40	15:55	1	16:00	16:15
16:00	16:15	2	16:20	16:35
16:40	16:55	2	17:00	17:15

Appendix B
Farebox Recovery Report

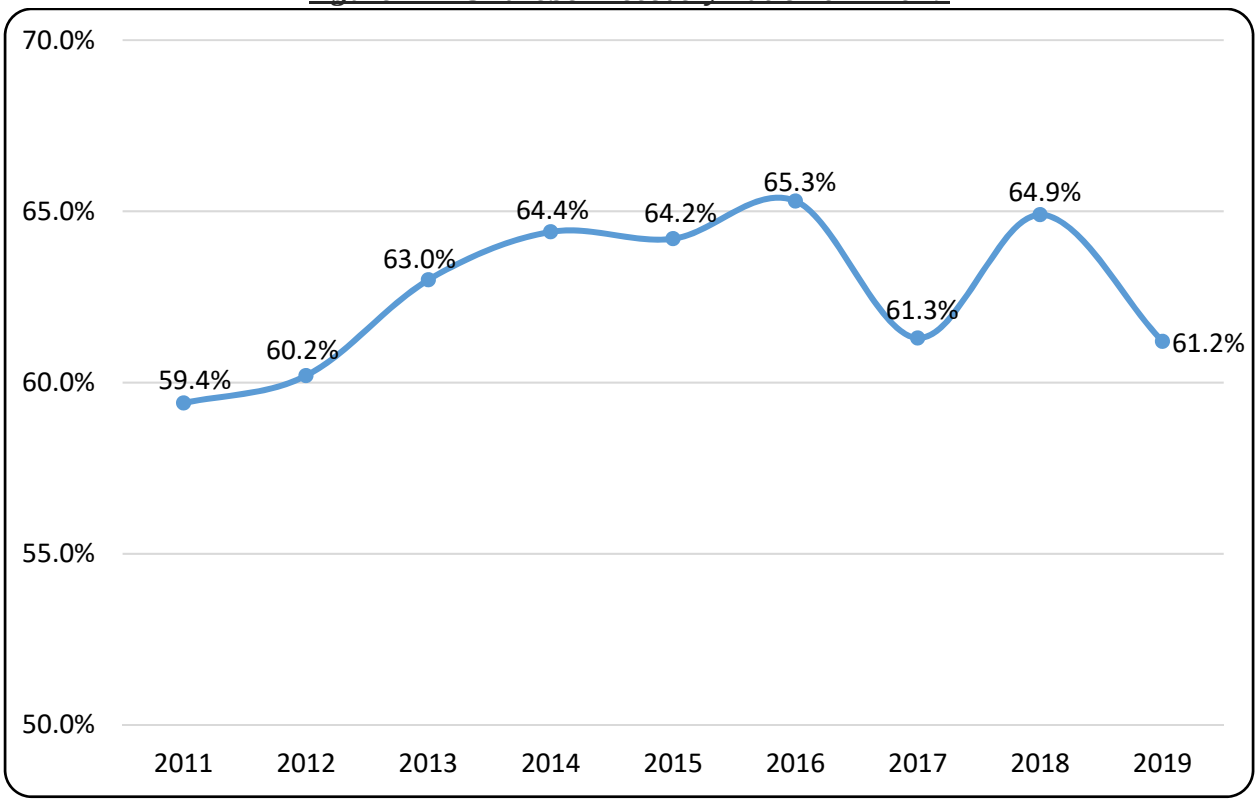
ANNUAL FAREBOX RECOVERY RATIO REPORT
Regional Transit System, RTS, Gainesville, Florida

RTS monitors its farebox recovery to maximize revenues to the system. This Farebox Recovery Report is presented as part the Annual Progress Report 2021-2031 of RTS TDP annual update.

Historical and Current Farebox Recovery Ratio

Farebox recovery (ratio) is a measure of the percent of the total operating expenses of the transit system that are funded with fares paid by passengers and is calculated by dividing the total fare revenue collected by the total operating expenses, expressed as a percentage. The farebox recovery ratio for RTS has fluctuated but lies between 60% and 65%, Figure 1. This is about three times the national average. The high recovery rate reflects student transportation fees within student tuition that pay for student passes for students at Santa Fe College and the University of Florida. Given that students constitute over 70% of RTS ridership, the trend in high farebox recovery ratio is expected to continue.

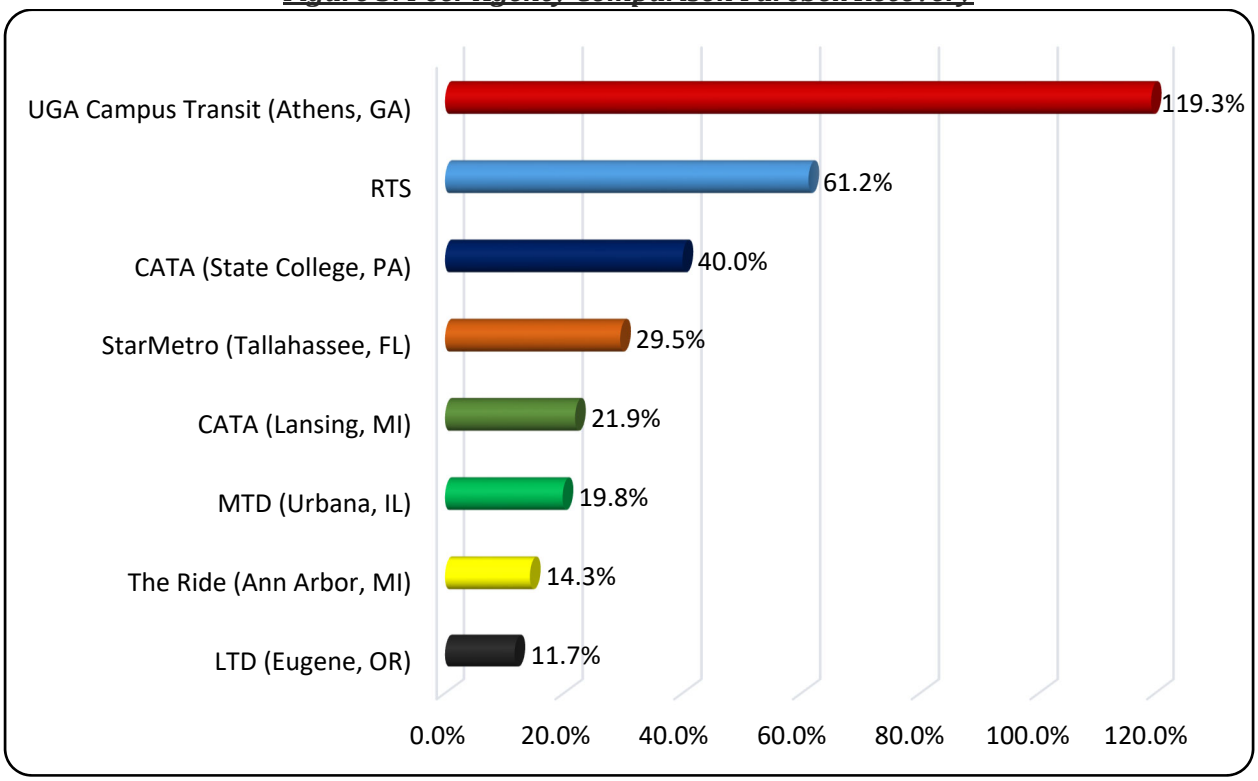
Figure 2. RTS Farebox Recovery Ratio 2011-2019



*Source: NTD (2011-2019)

Figure 3 shows the farebox comparison with RTS peer agencies. Outside of the campus-operated Athens Campus Transit at the University of Georgia with a 119% farebox recovery ratio, RTS, otherwise, is ahead of the pack. It is certainly understandable why Athens would have such a high farebox recovery rate.

Figure 3: Peer Agency Comparison Farebox Recovery



*Source: NTD 2019 (Most Recent Dataset for RTS Peer Agencies)

Table 12 provides an overview of the year-to-year trend in farebox recovery for RTS. For nine years shown in the table, there was a decline in the ratios for FY2015 and FY2017 due to a decline in student ridership, and in FY2019 the pandemic was a contributory factor. Despite the declines the agency was still above 60% in its farebox recovery ratio and they become even more inconsequential when the national average is hovering around 23%.

Table 12: RTS Farebox Recovery Ratio Trends (FY 2011 - 2019)

FY	Farebox Recovery	Change From Previous Year
2011	59.4%	—
2012	60.2%	0.8%
2013	63.0%	2.8%
2014	64.4%	1.4%
2015	64.2%	-0.2%
2016	65.3%	1.1%
2017	61.3%	-4.0%
2018	64.9%	3.6%
2019	61.2%	-3.7%

*Source: NTD MB Data for RTS (2011-2019)

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REGIONAL TRANSIT SYSTEM

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

TRANSIT DEVELOPMENT PLAN ANNUAL PROGRESS REPORT 2021