

LEGISLATIVE #

110407B



RTS Vision, Funding, and Governance Study

**Gainesville City Commission
November 3, 2011**



Presentation Overview

- **Vision Plan**
- **Governance Alternatives**
- **Funding Options**
- **Next Steps**





Vision Plan

- **Vision Plan Development**
 - **RTS Transit Development Plan**
 - **MTP0 Long Range Transportation Plan**
 - **BRT Feasibility Study**
 - **Alachua County Mobility Plan**
- **Working Toward a Unified Vision**



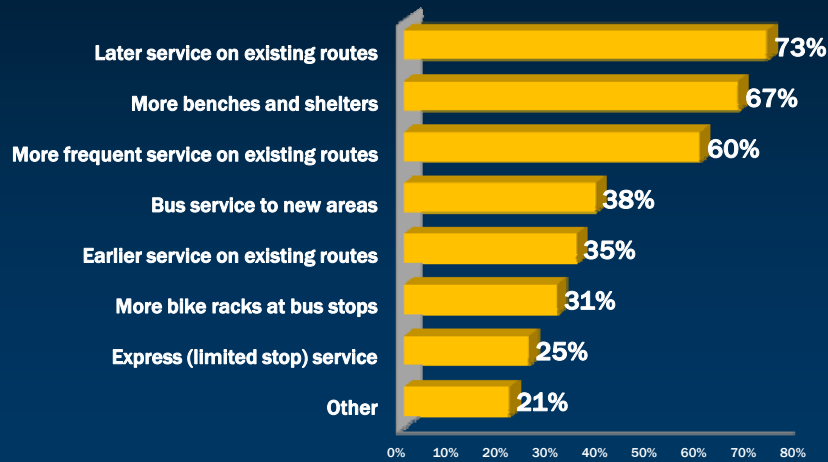
Vision Plan

- **Public Outreach**
 - **Five Public Workshops**
 - **Stakeholder Interviews**
 - **Project Review Committee Meetings**



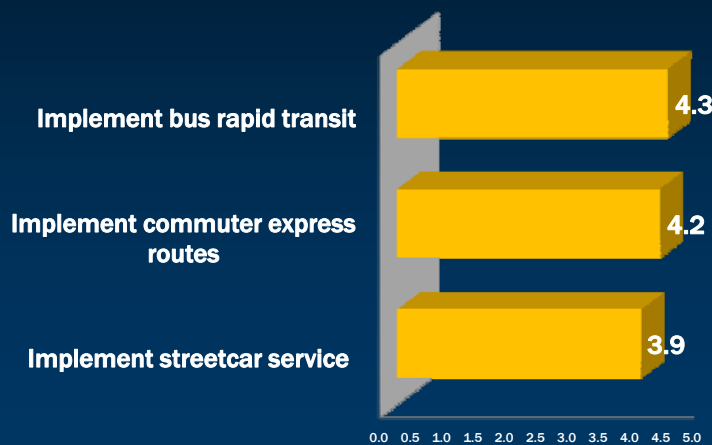
Workshop Survey Results

Service Improvements for Existing Service



Workshop Survey Results

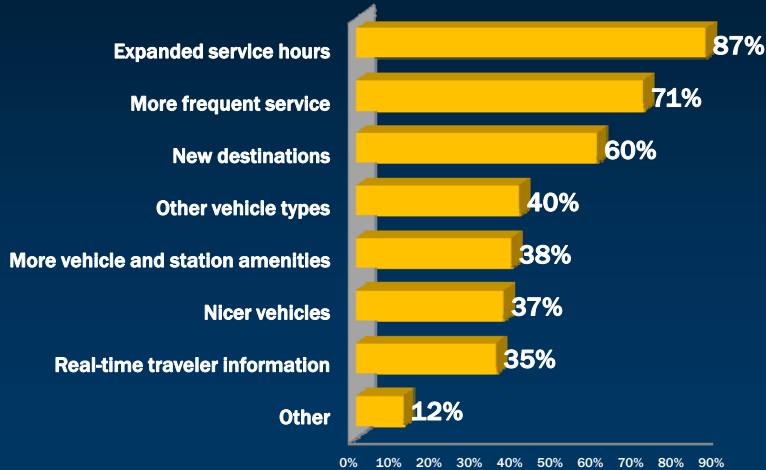
Premium Transit Modes





Workshop Survey Results

Preferred Premium Transit Improvements



Stakeholder Interviews

11 Stakeholder Interviews

- **University of Florida (2)**
- **Santa Fe State College**
- **Alachua County BOCC (2)**
- **Shands**
- **Center for Independent Living**
- **City of Gainesville (2)**
- **Chamber of Commerce**
- **Veterans Administration**



Common Themes

- **Public Transit is Important For the Future**
- **A Phased System Plan is Good**
- **Taxation is Bad (At This Time)**
- **Need to Optimize Existing Services**
- **Include Transit in a Sustainable Community Infrastructure Investment Program**
- **Continue to Target Student Market**
- **Attract Commuter Markets**



Common Themes

- **Urban / Rural Dichotomy Challenge**
- **Support Plan East Gainesville**
- **Core BRT Development**
- **Concern Over Developer Participation Equity and Sustainable System Operations**
- **Market to Encourage Behavioral Change**



Service Development Feedback

- I. **Local Bus:** Need Better Frequency and Span of Service; Re-Design / Optimize Entire System; Address East Gainesville.
- II. **Limited-Stop:** Good Concept for Direct and Faster Trip Travel
- III. **Express Bus:** Good Concept, May Not Work Initially in Certain Corridors, Park-n-Ride Location / Access Important



Service Development Feedback

- IV. **Bus Rapid Transit (BRT):** Priority Segment Serving Archer Rd; Future Segments Should Be Carefully Analyzed
 - V. **Streetcar:** Initially Test With Rubber-Tired Vehicles / Enhanced Amenities; Expensive Investment, Lower Priority
- Integrate all services for easy customer access and seamless transfers



PRC Meeting

- PRC Exercise

“What RTS service improvements should be priorities over the next 25 years?”



PRC Meeting

- Vision Plan Priorities

1. Improvements to Local Service
2. BRT Along Archer Road
- T3. Bus Fleet Improvements – Technology Capacity
- T3. Streetcar Service – Downtown to UF








PRC Meeting

- Other Vision Plan Priorities
 - Express Service in Urban Area
 - Transfer Hubs
 - Streetcar Service – UF to Butler Plaza
 - New Local Service
 - Park-and-Ride Facilities
 - Smart Bus Bays
 - Express Services
 - Station Platforms/Level Boarding
 - Noticeable/Visible Fixed-Guideways



Service Modes/Networks

Service Type	Photo	Stops per Mile	Average Speed	Vehicle	Service Frequency (Minutes)
Local Bus		4 to 8	10-12	30' to 60' Bus	10 to 60
Limited-Stop Local Bus		3 to 4	12-15	35' to 40' Bus	10 to 30
Express Bus		1 to 2	15-25	40' Bus	<30
BRT		1 to 2	20-25	40' or Articulated Bus	5-10 peak; 12-15 off-peak
Streetcar		4 to 6	8-10	Electric Streetcar	10 to 15



Vision Plan Costs

Service	Operating Cost (Annual)	Capital Cost
Maintenance of Existing Service	\$ 19,445,440	—
Existing Service Enhancements	\$ 3,700,580	\$ 9,600,000
New Service	\$ 2,592,135	\$ 11,600,000
Express Bus Service	\$ 2,249,100	\$ 8,500,000
Bus Rapid Transit	\$ 17,055,360	\$ 276,250,000
Streetcar	\$ 2,413,152	\$ 152,500,000
Other Capital	—	\$ 66,150,000
New Services Total	\$28,010,327	\$ 524,600,000
Vision Plan Total	\$47,455,767	\$ 524,600,000



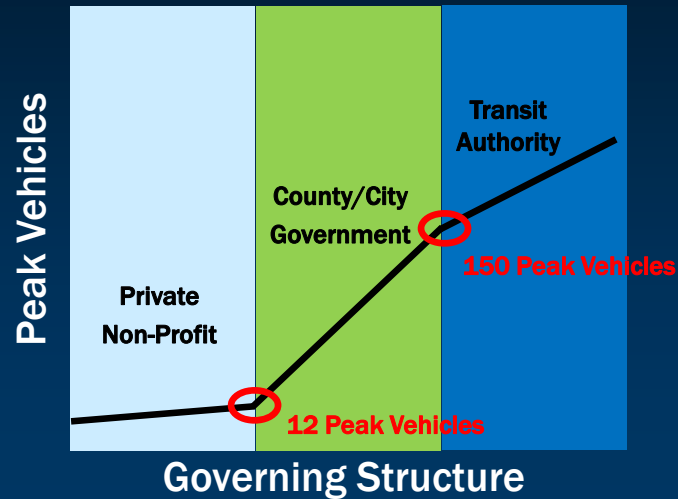
Governance Alternatives

- **Five Governance Alternatives**
 - **City Department**
 - **County Department**
 - **City/County Agreement**
 - **Dependent Transit Authority**
 - **Independent Transit Authority**



Governance Alternatives

- Florida Governance Structures and Agency Size



Governance Alternatives- PRC Meeting Results

- PRC Exercise

“What elements should be included within the governance structure of future public transportation services in the study area?”

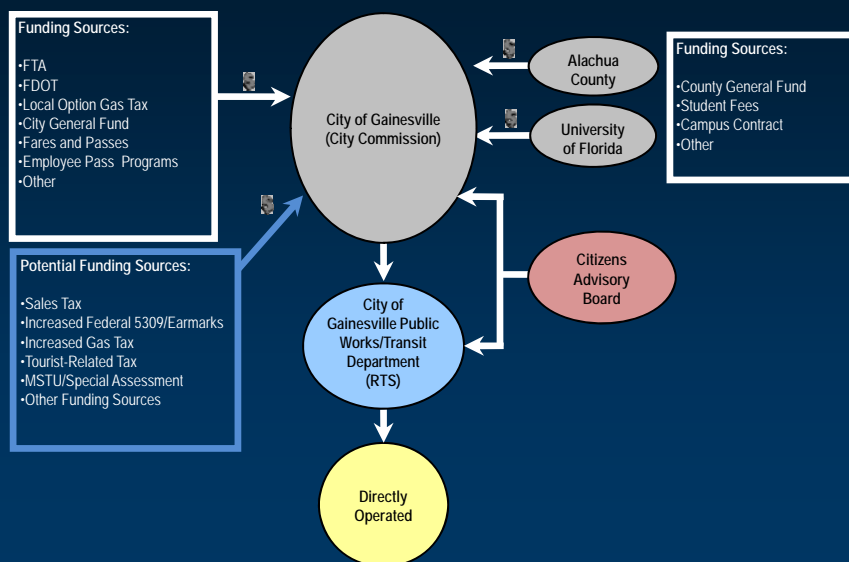


Governance Alternatives- PRC Meeting Results

- Top Two Governance Structures
 - City Governance
 - Independent Transit Authority
- Top Focus Areas
 - Access to Funding
 - Core Service Area

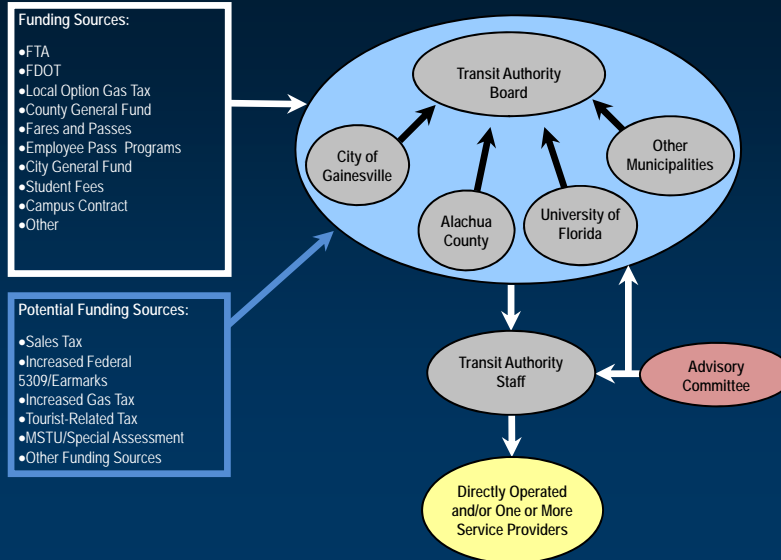


Governance Alternatives Option 1 - City Department (Existing)





Governance Alternatives Option 5 - Independent Authority



Governance Structures

- Independent Transit Authority vs. City Governance
 - Advantages and Disadvantages (Subject Areas)
 - Focus of the Governance Board
 - Local Priorities
 - Implementation and Funding





Governance Structures

City Governance

Pros

- Accountability
- Consistent with local policies
- Land use integration
- Core service focus

Cons

- Decisions based on local needs
- Member turnover
- Many hats/competing funding needs

Independent Authority

- Single focus
- Regional entity
- Change and innovation
- Dedicated funding

- Conflicts with local priorities/policies
- Municipalities may choose to opt out
- Too broad a focus



Governance Alternatives- PRC Meeting Results

- Other Governance Priorities
 - Expanded Role of An Advisory Board
 - Balanced Funding Partnership
 - Professional Staff With Oversight
 - Taxpayer Accountability
 - User Accountability
 - Decision-Making Delegated to the Service Area

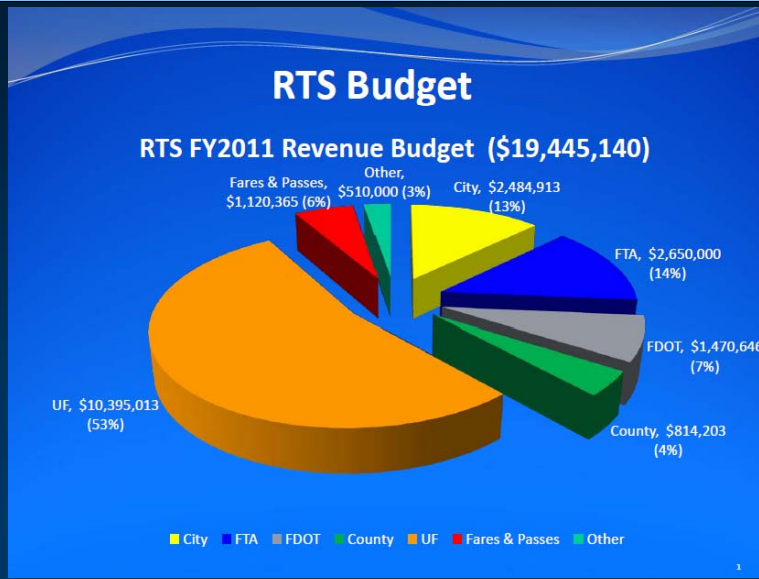


Local Funding Sources

- City of Gainesville
- Sales Tax
 - Charter County Transportation System Surtax
 - Local Government Infrastructure Surtax
- Tourist Tax
- Rental Car Surcharge
- Fuel Taxes
 - 1 to 6 Cents Local Option Fuel Tax
 - 1 to 5 Cents Local Option Fuel Tax
 - Ninth-Cent Fuel Tax
- Special Assessments
- Mobility Fee
- Other Partners
 - County
 - University



RTS Existing Funding Sources





Funding Sources

- PRC Exercise

“What elements/components should be included and/or prioritized in regard to a preferred funding source?”



Funding Sources

- Top Two Funding Sources

1. Sales tax
2. Multi-Modal Transportation Management/Mobility Fee



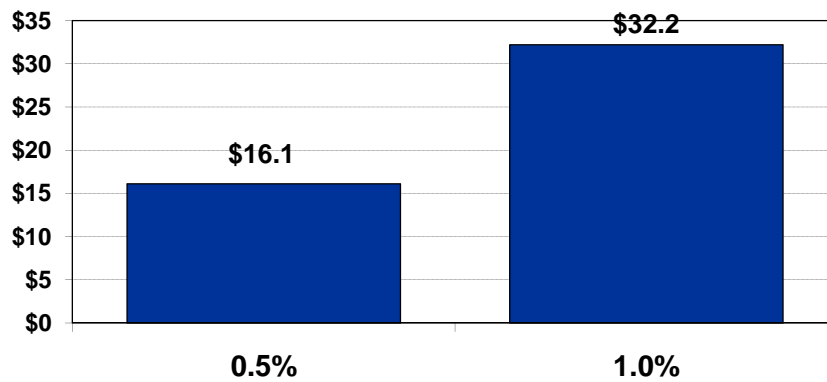
Sales Tax

- Charter County and Regional Transportation System Surtax- up to 1%
 - Capital and Operating
 - 31 Counties Are Eligible to Levy
 - Alachua County is Eligible
 - Currently Not Being Assessed
- Local Government Infrastructure Surtax - up to 1%
 - Capital Only
 - Alachua County was Levying 0.5%



Sales Tax

Potential Annual Revenue (in Millions)





Mobility Fee

- Recent Legislative Impact is Unclear
- Revenue Potential Uncertain
- Should Be Monitored



Next Steps

- Present Vision, Funding, Governance to Decision-Making Body
- Facilitate a Consensus-Building Process
- Formulate Action Plan
- Perform Alternatives Analysis