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LIST OF ACRONYMS & ABBREVIATIONS

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



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

EXECUTIVE SUMMARY

The completion of a transit development plan has enabled the Regional Transportation System (RTS) of Gainesville, Florida to consistently improve the fixed-route bus routes connecting the City of Gainesville, the University Of Florida (UF), Santa Fe College (SF), and some unincorporated parts of Alachua County. The Florida Department of Transportation requires that a major update of the plan is produced every five years, with minor updates completed in each of the interim years. This document contains RTS's 2016/2017 Annual Update to the Transit Development Plan.

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

Although RTS continues to enhance the services offered, the 2014 – 2015 fiscal year highlights 5% decline in passenger trips, a 9% decline in passenger per revenue mile, and operating revenue decreasing by 5%. Conversely, during the aforementioned fiscal year, revenue miles have increased by 4% and the farebox recovery ratio (FRR) has remained at 65% percent. As the city of Gainesville continues to develop, most notably the expansion of Shands Hospital and the addition of several shopping centers and apartment complexes, an increased demand for public transportation services and for additional revenue to pay for those services is expected.

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





1 INTRODUCTION

The Florida Legislature enacted the State of Florida Public Transit Block Grant Program in 1990 to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major updates are required every five years and must be submitted to the State of Florida Department of Transportation (FDOT) by September 1st of the year they are due. The 2015/16 – 2024/25 TDP major update establishes the framework for new and enhanced services RTS will undertake over the next decade. The update is consistent with approved local government comprehensive plans and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area’s (MTPO) Long Range Transportation Plan (LRTP). State and federal funding that will be used to enact these changes is also reflected in the MTPO’s Transportation Improvement Program (TIP).

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

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

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

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

TABLE 1 TDP CONTENT COMPARISON

TDP Section	FY2015/16 TDP Update	FY2016/17 TDP Update
Introduction	Chapter 1	Chapter 1
RTS past years accomplishments	Chapter 2	Chapter 2
Goals, objectives and initiatives	Chapter 2	Chapter 3
Analysis of discrepancies	Chapter 2	Chapter 4
Revisions to the implementation program for the coming year	Chapter 3	Chapter 5
Revised implementation program – tenth year	Chapter 3	Chapter 6
Recommendation for the new tenth year	Chapter 5	Chapter 7
Revised financial plan	Chapter 6	Chapter 8
Revised list of projects and services to meet the goals and objectives	Chapter 7	Chapter 9

2 RTS PAST YEARS ACCOMPLISHMENTS

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

2.1 Service Initiatives

For the budget period covering spring 2016 and summer 2016 none of RTS' funding partners increased funding support for service enhancements. Given the timing of budget adoptions and funding initiatives RTS abstained from making many service modifications but minor changes for spring 2016 and summer 2016.

2.1.1 Spring 2016

Relative to last spring there is no change in number of full service days, reduced service days, Saturdays/Sundays. The only change in days results from Holiday service. Out of 55 total routes, 45 (82%) have no changes. The 10 routes with changes include City/County: Routes 1, 17, 20, 22, 25, 36, 38, 62, and 75; Campus: Route 119; Later Gator: None. Full service weekdays have 52 routes. There are 9 (20, 1, 75, 62, 36, 38, 17, 119, 25) modifications and 1 (22) deletion. Below is the route change table for Spring 2016:

TABLE 2 SPRING 2016 ROUTE CHANGES

	Full Service	Reduced Service	Saturday	Sunday	Holidays
Operated	52	24	23	13	11
Modified	10	5	2	1	0
Change	19%	21%	9%	8%	0%

2.1.1.1 Minor Changes

Minor changes include routes with frequency changes of less than 3 minutes or changes of more than 3 minutes but for fewer than five trips in the same direction and/or service span changes of less than 30 minutes. It also has running time adjustments for the routes 1 (Sunday), 62, and 119.

Minor changes in service span on 8 routes:

- 1: Weekdays: begins 8 minutes earlier and ends 1 minute later (5:46AM-10:55PM); Saturday: begins 3 minutes earlier and ends 16 minutes later (7AM-6:48PM); Sunday: ends 3 minutes later at 5:55PM.
- 17: Starting at 6:29AM instead of 6:52AM. Will begin at Beauty Towers.
- 25: Route will end at 6:32PM instead of 6:48PM.
- 36: With cycle change bus will begin 10 minutes earlier at 6:45AM and end 2 minutes later at 6:22PM.
- 38: Starting service at 6:42AM instead of 6:55AM.
- 62: Shifting start and end times by 5 minutes so buses leave at the top of the hour from Lexington. Begins at 7:00AM now instead of at 7:05AM.



- 75: Start and end times are shifted by 5 minutes. Will begin and end 5 minutes earlier at 6:10AM and 8:11PM; On Saturdays will begin 10 minutes earlier at 6:30AM and end 36 minutes earlier at 6:15PM.
- 119: begins 5 minutes earlier and ends 9 minutes later (7AM and 5:24PM)

Minor Changes in frequency on 4 routes:

- 1: Moving from 20 to 22 minutes on Saturday.
- 20: Additional trip at 8:20PM was 8:00PM and 8:40PM. Also adding a 5:37PM trip at Oaks Mall and eliminating 5:51PM trip.
- 38: 2.5 additional hours in the morning inserted between existing trips; 3 periods of a bus every 6/7 minutes instead of every 13.
- 119: from 28 to 30 minutes

2.1.1.2 Alignment Changes

Alignment changes were proposed for four routes. See Appendix G for route alignment figure.

TABLE 3 FALL 2016 ALIGNMENT CHANGES

Route	Alignment Changes
1	Extension to Butler Plaza Transfer Station necessitates longer cycle and decreased frequency: from 60/75 minute cycle (12/15 minutes) to 65/85 minute cycle (13/17 minutes).
36	The new alignment goes through SW 35 th Pl and SW 23 rd Terrace instead of Archer Road across and Hull Road. Route 36 will no longer operate on reduced service days (less than 8 people per hour).
62	Restore service to Publix shopping center bus stops, but no changes on time or frequency.
75	Extension to Butler Plaza Transfer Station necessitates longer cycle and decreased frequency: from 35/52 minute cycle to 40/60 minute cycle; from 105 minute cycle to 120 minute cycle (Saturday).

2.1.1.3 Service Enhancements

Increased frequency (≥ 3 minutes): Route 36 (Williston Plaza – Reitz Union) [Weekdays]

2.1.1.4 Service Reductions

Below is the list of service reductions for Spring 2016:

1. Eliminated routes: Route 22 (The Hub – Old Archer Road)¹
2. Decreased frequency (≥ 3 minutes):
 - Route 1 (Downtown Station – Butler Plaza) [Weekdays]
 - Route 25 (Commuter Lot – Airport) [Weekdays]
 - Route 75 (Oaks Mall - Butler Plaza) [All service days]
3. Other: Route 36 (Williston Plaza – Reitz Union) will no longer operate on reduced service days.

¹ Hours shifted to route in same area.

2.1.2 Summer 2016

Summer 2016 service levels were built upon budgets that had been established prior to the adoption of the most recent TDP major update. As a result, RTS primarily focused on implementing to the greatest extent possible alignment recommendations that did not rely on frequency enhancements. Appendix H provides a copy of the service change presentation presented at public meetings. Out of 54 total routes, 3 (6%) have no changes.

TABLE 4 SUMMER 2016 ROUTE CHANGES

	Full Service	Reduced Service	Saturday	Sunday	Holidays
Operated	37	25	20	12	11
Modified	33	21	17	9	0
Suspended	14	0	3	1	0
Change	89%	84%	85%	75%	0%

2.1.2.1 No Summer Service Routes and No Change Routes

And there is no Summer service on 17 routes, and no changes on 7 routes.

TABLE 5 SUMMER 2016 NO SERVICE ROUTES

No Summer Service
Route 19 (Reitz Union – SW 23rd Terrace)
Route 27 (Downtown Station – NE Walmart Supercenter)
Route 28 (The Hub – Forest Park)
Route 29 (Beatty Towers – Kiwanis Park)
Route 36 (SW 34th Street Post Office – Reitz Union)
Route 37 (Butler Plaza – Reitz Union)
Route 39 (Airport – Santa Fe)
Route 40 (The Hub – Hunters Crossing)
Route 62 (Oaks Mall – Lexington Crossing)
Route 76 (Santa Fe – Haile Market Square)
Route 77 (Santa Fe – Cabana Beach Apartments)
Route 118 (Park-N-Ride 1 [Cultural Plaza])
Route 121 (Commuter Lot)
Route 126 (UF East/West Circulator) [weekends]
Route 129 (Sorority Row [Lakeside])
Route 303 (Later Gator D [Cottage Grove Apts. – Downtown Station])
Route 305 (Later Gator F [Butler Plaza – Downtown Station])

TABLE 6 SUMMER 2016 NO CHANGES ROUTES

No Changes
Route 3 (Downtown Station – North Main Street Post Office)
Route 9 (Reitz Union – Hunters Run) [weekends]
Route 15 (Downtown Station – NW 13th Street) [weekdays and Sundays]
Route 24 (Downtown Station – Job Corps)
Route 25 (Airport – University of Florida Commuter Lot) [weekdays]
Route 35 (Reitz Union – SW 35th Place) [weekends]
Route 128 (Reitz Union – Lake Wauburg)



2.1.2.2 Service Reductions

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

TABLE 7 DAILY SERVICE HOURS

	Full Service	Reduced Service	Saturday	Sunday	Holidays
Spring 2016	1,373	637	329	117	103
Summer 2016	888	557	254	86	103
Change	-35%	-13%	-23%	-26%	0%

Running time adjustments were applied for 21 routes:

TABLE 8 SUMMER 2016 RUNNING TIME ADJUSTMENTS

Running time adjustments
Route 2 (Shands – NE Walmart Supercenter)
Route 5 (Downtown Station – Oaks Mall) [weekends]
Route 6 (Downtown Station – North Walmart Supercenter)
Route 7 (Downtown Station – Eastwood Meadows)
Route 8 (Shands – North Walmart Supercenter) [weekends]
Route 10 (Downtown Station – Santa Fe) [Saturdays]
Route 11 (Downtown Station – Eastwood Meadows)
Route 12 (Reitz Union – Butler Plaza) [weekends]
Route 15 (Downtown Station – NW 13th Street) [Saturdays]
Route 16 (Beatty Towers – Sugar Hill) [weekdays]
Route 17 (Beatty Towers – Downtown Station)
Route 25 (Airport – University of Florida Commuter Lot) [weekends]
Route 26 (Downtown Station – Airport)
Route 43 (Shands – Santa Fe)
Route 75 (Oaks Mall – Butler Plaza Transfer Station)
Route 119 (Family Housing)
Route 120 (West Circulator [Frat Row])
Route 122 (University of Florida North/South Circulator)
Route 301 (Later Gator B [SW Gainesville – Downtown Station])
Route 302 (Later Gator C [Oaks Mall – Downtown Station])
Route 711 (Downtown Station – Eastwood Meadows)

Decreased frequency (≥ 3 minutes for at least 5 consecutive trips) on 15 routes:

- Route 1: Sat 22 → 30 minutes; Sun: 30 → 60 minutes
- Route 5: 18/19 → 24 minutes
- Route 9: 12 → 22 minutes during middle of the day
- Route 12: 16 → 19 minutes between 5:30PM and 7PM
- Route 13: 10 → 15 minutes
- Route 20: 7 → 10 minutes, 20 → 30 minutes, 30 → 60 minutes
- Route 23: 22 → 44 minutes
- Route 34: 19 → 25 minutes
- Route 35: 13 → 22 minutes between 6PM and 7PM
- Route 38: 13 → 21 minutes
- Route 46: 15 → 30 minutes
- Route 117: 14 → 20 minutes

- Route 125: 10→15 minutes
- Route 126: 20 →40 minutes
- Route 127: 11→20 minutes

Decreased service span (≥ 30 minutes) on 18 routes:

- 5: weekdays 10:30PM instead of 2AM; Saturday 7PM instead of 2AM.
- 8: 9:55PM instead of 10:38PM
- 9: 10:55PM instead of 2:12AM
- 12: 10:45PM instead of 2:46AM
- 13: 11:00PM instead of 12:15AM
- 16: 10:21PM instead of 12:22AM
- 17: 10:53PM instead of 12:05AM
- 20: 10:25PM instead of 1:30AM and 7:30PM instead of 8:48PM;
- 34: 7:30PM instead of 8:48PM
- 35: 10:22PM instead of 1:50AM
- 38: 6:57PM instead of 9:15PM
- 43: 6:42PM instead of 10PM
- 46: 5:12PM instead of 5:37PM; also starts at 7:30AM instead of 7:10AM
- 117: 5:48PM instead of 6:40PM
- 119: starts at 7:30AM instead of 7AM
- 120: starts at 7:27AM instead of 7AM; ends 3 minutes earlier
- 126 11:05PM instead of 12:35AM
- 127: 5:30PM instead of 7:19PM

Service span (<30 minutes) on 22 routes:

- 1: starts at 6:09AM instead of 5:46AM; ends at 6PM instead of 6:22PM; ends at 5:54PM instead of 5:55PM
- 2: 5:33AM-7:52PM instead of 5:34AM-7:52PM; 7AM-5:47PM instead of 7:05AM-5:54PM
- 5:10AM-5:52PM instead of 10AM-5:53PM
- 6: 6AM-7:51PM instead of 6AM-7:56PM; 8AM-4:51PM instead of 8AM-4:56PM
- 7: 6AM-7:50PM instead of 6:03AM-7:52PM
- 8: 7:20AM-7:10PM instead of 7AM-6:53PM; 10AM-5:50PM instead of 10AM-5:53PM
- 10: 7:10AM-7:26PM instead of 7AM-7:32PM;
- 11: 5:30AM-7:50PM instead of 5:30AM-7:52PM
- 12: 10AM-6:07PM instead of 9:51AM-6:19PM
- 13: 7:06AM-6:15PM instead of 7:05AM-6:14PM; 10:06AM-5:59PM instead of 10:05AM-5:58PM
- 15: 7AM-5:52PM instead of 7AM-5:56PM
- 16: 7:15AM-6:29PM instead of 7:14AM-6:28PM; 10:15AM-5:45PM instead of 10:14AM-5:44PM
- 23: 7:40AM-10:12PM instead of 7:27AM-10:12PM
- 25: 7:29AM-4:50PM instead of 7:47AM-5:15PM; 9:45AM-6:50PM instead of 10:02AM-5:15PM



- 26: 5:30AM-7:51PM instead of 5:31AM-7:54PM
- 75: 6:10AM-10:08PM instead of 6:10AM-8:11PM
- 122: 7:15AM-5:52PM instead of 7:37AM-5:22PM
- 125: 7:15AM-5:52PM instead of 7AM-5:50PM
- 300: 8:30PM-2:59AM instead of 8:30PM-3:21AM
- 301: 8:50PM-3:19AM instead of 8:50PM-3:14AM
- 302: 8:30PM-3:32AM instead of 8:30PM-3:15AM
- 711: 8PM-10:49PM instead of 8PM-10:55PM

2.1.2.3 Other Changes

Minor Changes: Frequency (>0 and <3 minutes for at least 5 consecutive trips):

- 1: add 1 minute to frequency 15→16 minutes

Other Changes in Frequency:

- 8: For 4 trips between 6PM-9PM it is now 47 minutes instead of 38 minutes
- 10: Between 7AM-9AM was 23 minutes and now 33 minutes and between 4PM-6:30PM was 47 minutes and now 37 minutes

2.2 Capital Projects

Section 7 of the 2015/16 – 2024/25 TDP major update identifies the five primary priorities the COA team identified for RTS over the next ten years; while not explicitly stated, the TDP added vehicle replacement as another one. Achievement towards three of these priorities was discussed above (improved frequency on existing routes, implement new local service, and improvements to weekend service). The remaining priorities (information technology improvements and infrastructure improvements) are capital-related and face funding challenges.

2.2.1 Information Technology Improvements

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

None of the ITS needs were included in either the baseline or surtax financial plan scenario. However, since the adoption of the major update RTS has been informed by its current TIS vendor that the technology on RTS buses used to convey real-time information is based on expiring 2G technology that will become inoperable by the end of 2016. RTS patrons have come to rely heavily on this information and therefore RTS negotiated with the TIS vendor to enter into a new agreement for service and updated equipment was installed as of August 12th.

It has also become increasingly apparent that the scheduling solution used by RTS (primarily Microsoft Excel spreadsheets) is too limiting given the size of RTS's service. For this reason, RTS solicited bids for a new solution (HASTUS² solution) that will also be implemented during FY2016/17. Funding for both the scheduling solution and the TIS will come from funding previously allocated to bus stop facilities procurements.

It should also be noted that as part of the move to the new facility, Dispatch now has access to all cameras on traffic lights to assist operations with route deviations and accidents. The setup also allows RTS to serve as a back-up for the Traffic Management System (TMS) during emergency situations.

2.2.2 Building and Facilities Improvements

To support rerouting suggestions and improve accessibility and frequencies, six new transfer stations were recommended in the TDP FY2015/16. The first of six, Butler Plaza RTS Transfer Station has been completed and opened in spring 2016. The other five still lack a clearly identified funding source. See Table 9 for the status of each station.

2.2.3 Infrastructure Improvements

The TDP identified five different types of bus stop improvements (landing pads, shelters, benches, trash cans, and bus bays). So far in FY2015/16 RTS has completed ADA improvements for 30 stops, and are working on another 40 stops. Lighting is installed for 24 stops as well as in FY2015/16. In late FY2015/16, RTS hopes to finish the installation of 33 shelters.

2.3 Planning Activities

The FY2015/16 planning activities update includes:

- Request for Proposals (RFP) for new operations scheduling software as part of ITS technology improvements. Giro Hastus was selected as the agency to provide the operations software services.
- Request for Proposals (RFP) to update the RTS traveler information system based on GPS technology applications. After evaluation of proposals and costs, it was decided to upgrade current system operated by Transloc, Inc.
- Update of Alternative Fuel Analysis. Analysis concluded that Compressed Natural Gas (CNG) is viable source for alternative fuel on RTS vehicles.

Facility Needs and Intelligent Transportation System (ITS) plans continue to be on-going efforts.

² HASTUS is a powerful modular solution for bus, metro (subway), tram (streetcar), and light rail scheduling and operations. It helps to reduce operating costs while potentially increasing the service offering

TABLE 9 TRANSFER CENTERS

Overarching Priorities	Status
UF	During the last year UF updated its campus master plan. As part of this process, RTS has made recommendations on possible transfer facility locations, as well as provided UF with schematic designs for the most desired location. At this time, no funding is available for any of the identified locations.
SF	Historically, RTS has proposed several locations and designs for a transfer station at SF. At this time, no funding is available for any of the identified locations or designs.
Five Points	In 2014, RTS applied for a Ladders of Opportunity grant to construct this facility. RTS was not awarded a grant. RTS applied for a bus and bus facility grant for this project. RTS did not receive a grant award.
NW 13 th Street	The commercial facility that would be most preferable for a transfer station is currently being redeveloped. As part of the redevelopment process, RTS asked the landowner to consider the addition of a transit facility. At this time, the land owner has declined.
Oaks Mall	Historically, RTS has proposed several locations and designs for a transfer station at Oaks Mall. At this time, no funding is available for any of the identified locations or designs.
Butler Plaza	Butler Plaza RTS Transfer Station is completed and opened in spring 2016.

2.4 Policy Alternatives

Table 10 shows an update on policy alternatives reviewed in FY2015/16

TABLE 10 POLICY ALTERNATIVES

Overarching Priorities	Status
Evaluate fare policy.	Fare policy changes are usually discussed during budget season when potential service cuts are recommended. Since there were no discussions on service cuts, fare policy was not discussed.
Evaluate the use of smaller vehicles.	Since prior study concluded that the cost of operating a fleet of mixed size vehicles outweighed the benefits of doing so given how few routes could successfully utilize smaller vehicles without leaving passengers behind or resulting in severe overcrowding, no action was taken.



3 GOALS, OBJECTIVES AND INITIATIVES (GOIS)

In the TDP, RTS establishes a variety of GOIs to help RTS achieve its mission over the next ten-year horizon. The GOIs in the most current TDP major update were developed based upon discussions with RTS staff, input through the public involvement process, and the results of the technical evaluations. Please note that during the annual update, RTS discovered numbering issues with the GOIs as presented in the 2015/16 – 2024/25 TDP major update. For example, initiative 2.5.2 is followed by initiative 2.5.4. All initiatives have been revised to start at 1 under each objective and go in sequential order. Table 11 shows the status of each initiative. Green cells in the center column note initiatives that have been completed while yellow cells indicate initiatives that are in the process of be completed.





TABLE 11 RTS GOALS, OBJECTIVES AND INITIATIVES

Goal 1	Provide excellent customer service.	FY2014/15	Actions
Objective 1.1	Increase marketing and public outreach efforts to educate citizens, the electorate, and visitors about the benefits, availability, and characteristics of existing and planned transit services.		
Initiative 1.1.1	Develop a pocket-sized "RTS quick fact sheet" to be distributed at all events and to RTS transit operators, which details the history of RTS, how to use the system, when it is available, its benefits, sources for additional information, and funding sources.		Marketing continues to update the 'fact sheet' for outreach programs and events. However, to reduce paper consumption and printing costs the quick sheet is not distributed to operators as they have the employee section of the website, an internal newsletter, and new video displays for obtaining this information. RTS also holds re-training sessions during summer months to keep staff informed.
Initiative 1.1.2	Attend 5 community events or organization meetings (such as UF football games, Spring Garden Festival, Alachua County Youth Fair, etc.) and 3 Chamber of Commerce meetings each year to share information about RTS's existing and planned services to integrate the public's ideas into future planning efforts and funding sources.		RTS attended over ten community events/organization meetings since adoption of the last TDP, as well as, over six Chamber of Commerce events to share system information. See Appendix C.
Initiative 1.1.3	Use Census and local datasets to identify community facilities in transit dependent areas where RTS public schedules can be distributed.		RTS currently distributes schedules to one or more locations in each of the areas identified. RTS primarily learns of new locations through the development review process and community outreach events identified in Initiative 1.1.2. Effective information distribution remains an ongoing effort.
Initiative 1.1.4	Work in coordination with local organizations to participate in 2 job fairs per year to increase knowledge about the transit system and transit careers.		RTS conducted a job fair in March 2016 and had in June 2016 with partnership with CareerSource.
Initiative 1.1.5	Increase RTS branding on buses, publications/presentation materials, office collateral, bus stops, uniforms, and shelters by developing one standard logo and applying it to all material by 2015.		RTS continues to update branding logo on collateral materials, shelters, bus stops, etc. Process will continue as older materials are used and new ones ordered. RTS is designing new bus stop signs.
Initiative 1.1.6	Promote transit services through mixed media, such as Facebook (no less than three weekly posts), YouTube (no less than 1 post per year), radio (1 ad per year), and local television (no less than 3 ads per year).		RTS promoted services through a minimum of two weekly Facebook posts, one YouTube post, and numerous radio ads in FY 2015/16. RTS did not do any television ads due to cost for airtime. RTS did create videos for internal use, on local government access channel and new internal video screens.
Initiative 1.1.7	Maintain and regularly update the website with current service and schedule information. Clearly display trip planning services such as Google Trip Planner and TransLoc.		All information regarding schedule and service changes are promptly updated on RTS's website. Transloc and Google Trip Planner are displayed on a conspicuous area of the website. RTS is creating a website link for alternative transportation: www.thinkingoutsidethebus.org
Objective 1.2	Follow federal, state, and local regulations regarding public involvement to properly solicit citizen feedback.		
Initiative 1.2.1	Conduct public meetings on a per-semester basis to discuss enhancements in service and other major initiatives, such as the TDP, fare changes, and Program of Projects (POP). Develop standardized material for communicating changes.		Public meetings are conducted for all schedule changes and announcements of public meetings are made to encourage participation; see 0. Material such as PowerPoint presentations are used to inform the attendees about the proposed changes. See Appendixes 5 - 7.
Initiative 1.2.2	Conduct an on-board survey every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, user satisfaction, and validate APC information. Use survey findings to update TDP, as appropriate.		An on-board survey was conducted in Fall 2013 as part of the COA. The results of the survey were incorporated into the TDP 2015/16 – 2024/25 major update.
Initiative 1.2.3	Create and place a customer comment card on RTS buses and website to acquire citizen feedback. Place another card in the operations building for driver feedback. Where contact information is given, provide a response within 1 week.		Citizens and drivers are able to send comments via the RTS website and AVL vendor website/mobile application, as well as fill-out comment cards on the bus. Responses are often provided on the same day and no more than a week after being received.
Objective 1.3	On a yearly basis, hold activities that improve staff morale.		
Initiative 1.3.1	Develop and implement an employee recognition program that highlights an outstanding employee each quarter, as selected by his/her peers.		RTS has an "Employee of the Year" program and has also created a bulletin board to share employee commendations but RTS is currently reviewing the "Employee of the Year" program for possible revisions to improve staff morale.
Initiative 1.3.2	Use the results of the City Employee Satisfaction Survey to make changes, as appropriate, that will improve employee morale.		The City Employee Satisfaction Survey was not done in FY 2014/15. Despite this RTS still provides a number of avenues for employees to express their concerns and suggestions and responds to them as appropriate.
Objective 1.4	Continue to improve RTS internal communications.		
Initiative 1.4.1	Hold meetings of planning and operations divisions per semester, prior to the implementation of any service changes, to discuss mutual concerns, questions, plans, recommendations, etc.		Multiple meetings were held between Planning and Operations to discuss all schedule changes. Planning also recently created a Planning Committee that meets bi-monthly and is composed of drivers and other senior Operations staff to coordinate changes and discuss route issues.
Initiative 1.4.2	Publish an internal RTS newsletter that includes staff profiles three times per year.		RTS continues to produce an internal newsletter three times a year, as well as post information to the employee only section of website.
Initiative 1.4.3	Post internal updates and memoranda at key locations throughout RTS facilities.		RTS continues to post updates and memos in key locations for staff.
Objective 1.5	Develop metrics that track and address safety and customer complaint incidents in order to promote good customer service and public and staff safety.		
Initiative 1.5.1	Reduce the number of accidents per 100,000 revenue hours.		FY2014/15 accident rate was 9.5 accidents per 100,000 hours. The FY2015/16 rate YTD is 6.0 accidents per 100,000 hours. Safe driving and customer service have been a particular focus area during this summer's driver training.
Initiative 1.5.2	Annually submit a list to Public Works of the top 20% of active stops (by ridership) at intersections to encourage installation of appropriate signage and signalization.		Ongoing effort.
Initiative 1.5.3	Continue operator and maintenance safety training program hours during summer.		The summer training with emphasis on customer service and safety continues to be held every summer. Each driver receives 40 hours of training.
Initiative 1.5.4	Provide lighting at stops that have the heaviest activity before 6:30am or after 6:30pm.		RTS installed solar lighting on 30 bus stops and constructed a new Butler plaza station with adequate lighting.
Initiative 1.5.5	Establish a dedicated driving range by 2015.		For the first time, RTS was able to hold its annual Bus Rodeo on-site. A dedicated driving range has been created on the Old RTS site and will move it to the new facility if the old facility is disposed of.
Initiative 1.5.6	Ensure that 100% of new hires take mandatory National Incident Management System (NIMS) compliance courses within 90 days of hire.		NIMS training is included with new operator training material and new administration staff and maintenance staff are trained individually.
Initiative 1.5.7	Discourage drunk driving by providing Gator Aider and Later Gator service commensurate with demand to areas identified by UF.		Gator Aider service continues to be provided during the UF football season. Later Gator serves continues to be provided Wednesday to Saturday. In fall 2014 extra Later Gator service was added for safety reasons and modifications are planned for Fall 2016 service.
Initiative 1.5.8	Establish a method for monitoring compliance with the RTS Systems Safety Plan (SSP).		Monitoring compliance with the SSP is part of the responsibilities of all managers and supervisors and is an ongoing, daily responsibility.
Initiative 1.5.9	Establish signage inside transit vehicles by 2015 that reminds passengers to practice safe riding habits (i.e., hold on when the bus is moving; tell the driver a bike is being retrieved, etc.)		Safety signage has been designed and has been installed on buses and included in multiple languages.
Initiative 1.5.10	Reduce the number of complaints per 100,000 riders.		FY2014/15 complaint rate was 1.62 per 100,000 riders. The FY2015/16 YTD rate is 1.38. Safe driving and customer service is a particular focus area during this summer's driver training.
Initiative 1.5.11	Reduce customer service complaints per 10,000 riders on ADA trips.		RTS has met the goal established by the Quality Assurance Program (3 complaints per 1,000 ADA passengers) for both fixed route and paratransit services.
Goal 2	Be good stewards of public resources.	FY2014/15	Actions



Objective 2.1	Improve and expand revenue and transit partnerships.	
<i>Initiative 2.1.1</i>	Share information yearly with UF and SF regarding route performance, service concerns, and other opportunities for service revisions and/or improvements.	RTS provides performance information to UF and SF on a monthly basis.
<i>Initiative 2.1.2</i>	Use the development review process and public outreach activities to pursue and enhance additional business partnerships.	RTS reviews all development plans submitted to the City. Through these reviews RTS recommends transit enhancements and participation in the employee pass program (where appropriate).
<i>Initiative 2.1.3</i>	Increase revenue through greater participation in the Employee Bus Pass Program by 1 employer per year while maintaining a 95% retention rate among existing participants.	All current participants were retained in FY2014/15.
Objective 2.2	Increase and diversify revenue sources.	
<i>Initiative 2.2.1</i>	At a minimum, maintain advertising revenue's current share of budget while seeking to increase said revenue by 2% each year.	Advertising revenue increased by 15% in FY2014/15.
<i>Initiative 2.2.2</i>	Maintain a list by each section of the grants they will apply for in the fiscal year within a common database, including those tied to the enhancement or creation of fixed route service, paratransit service, facility and infrastructure expansion, and all other aspects of service delivery.	Currently, this is still a disparate activity for each RTS division. As use of FDOT's TransCIP increases RTS may choose to utilize this exclusively. RTS hired a grants specialist to keep better control of grant revenue and expenses.
<i>Initiative 2.2.3</i>	Request financial support from the City of Gainesville, Alachua County, the MTPO, FDOT, and FTA on an annual basis.	RTS has applied and received funds from all these entities.
<i>Initiative 2.2.4</i>	Use the marketing efforts listed under Goal 1 to achieve a dedicated funding source for transit.	Ongoing effort.
<i>Initiative 2.2.5</i>	Develop a 5-year fare review and update cycle to ensure that fares on both campus and city routes provide on average of at least 25% of the total service cost without the need to implement dramatic fare increases, while meeting all Title VI considerations regarding fare equity.	A fare review was conducted during FY 2013/14. No changes have been made since.
Objective 2.3	Develop a performance monitoring program that addresses the design and performance of fixed-route and paratransit services, including their cost efficiency.	
<i>Initiative 2.3.1</i>	Design the performance monitoring program in a manner that recognizes the different types of service provided by RTS and the transit-dependent nature of some areas of our community, taking into consideration performance at the trip, route, segment, and stop levels for needed modifications to span of service, frequency, vehicle size, and weekday versus weekend service.	In conjunction with FY2013 Title VI program update, RTS created a performance monitoring program to evaluate transit service on a triennial basis.
<i>Initiative 2.3.2</i>	Meet the fixed-route and paratransit service standards established under the performance monitoring program to gauge service effectiveness and efficiency, including metrics for passengers per revenue hour, subsidy per passenger, operating cost per passenger/hour/trip, missed trips, full bus incidents, and cost recovery ratio.	On a monthly basis, RTS evaluates each route based on a number of performance metrics, including passengers per hour and passengers per trip. An annual update is also conducted at the end of the fiscal year. Work on that effort is currently underway.
<i>Initiative 2.3.3</i>	Meet the fixed-route design standards established under the performance monitoring program to gauge service effectiveness and efficiency, including route directness, proximity to activity centers/human services, deadhead location, route and stop spacing, surrounding land use and employment, and street and sidewalk characteristics.	On a monthly basis, RTS evaluates each route based on a number of performance metrics, including passengers per hour and passengers per trip. An annual update is also conducted at the end of the fiscal year. Work on that effort is currently underway.
<i>Initiative 2.3.4</i>	Maintain an overall average on-time performance (i.e., bus arrives at stop no more than 1 minute early or 5.5 minutes late) of 80% on all fixed-route services.	Running times have been adjusted to improve on-time performance.
<i>Initiative 2.3.5</i>	Increase transit ridership by 1 percent each year.	Relative to the last fiscal year, ridership YTD is down. There may be multiple reasons for this decrease including a reduction in gas prices and decreased enrollment at SF. Great efforts are being made to make service adjustments to recapture the ridership loss.
<i>Initiative 2.3.6</i>	Conduct a COA every 5 years to provide detailed information for major updates to the TDP.	A COA was completed in August 2014 in conjunction with the last TDP major update.
<i>Initiative 2.3.7</i>	Conduct an analysis by 2016 exploring alternative rostering strategies.	This project is still in planning stages.
<i>Initiative 2.3.8</i>	Develop cross-functional diagram identifying functions and responsible parties for the scheduling process.	New scheduling software was purchased.
Objective 2.4	Improve the quality and convenience of transit services provided to passengers in the Gainesville Metropolitan area.	
<i>Initiative 2.4.1</i>	Provide transit service for a minimum of 14 hours per day on 80% of fixed route services, excluding Later Gator and campus routes.	In FY2014/15, 71% of city routes provided service for a minimum of 14 hours per day during weekday service, while 36% of routes do so during Saturday service, and 23% of routes do so during Sunday service. These figures while falling short of the aspirational initiative exceed the performance levels of FY2013/14.
<i>Initiative 2.4.2</i>	Provide 20-minute peak hour frequencies within a ¼-mile of all high-density residential areas, as described in the City of Gainesville's UMU-1, UMU-2 zoning, RH-1, and RH-2 zoning.	There are currently 3,547 parcels in the city with these designations, Of this total, 99.6% (3,534) are within 1/4 mile of routes with frequency of 20 minutes or less.
<i>Initiative 2.4.3</i>	Plan park-and-ride facilities at key locations along major corridors.	Butler Plaza transfer station park-and-ride lot started operations in January 2016.
<i>Initiative 2.4.4</i>	Explore the feasibility of implementing deviated fixed-routes and demand response to reach areas in the community where fixed-route services are not feasible and/or are cost prohibitive.	This topic is explored every time RTS expands service. As noted in the discussion on the appropriateness of smaller vehicles, almost all RTS routes at this time necessitate a larger vehicle and therefore in turn would not be suitable for strictly demand response services.
<i>Initiative 2.4.5</i>	Improve existing transit services and implement new transit services consistent with the 10-year transit needs identified in the most recent TDP update.	RTS make revisions to routes' alignments and schedules on a semester basis to respond to customer feedback, staff suggestions, and changing conditions.
Objective 2.5	Implement and expand Intelligent Transportation System (ITS) to better identify and serve areas of transit demand.	
<i>Initiative 2.5.1</i>	Develop an ITS plan by 2015 that follows a Systems Engineering approach to developing new ITS projects.	As stated above, a stand-alone plan has not been created but is partially addressed through procurement of new scheduling.
<i>Initiative 2.5.2</i>	Implement a new fare collection system to improve revenue collection by 2015.	New farebox equipment was installed in July 2014.
<i>Initiative 2.5.3</i>	Maintain IT and security systems by installing equipment at Rosa Parks Downtown Station and the Operations and Maintenance facility.	A security system consisting of over 200 cameras was installed at the new facility. Security system for Rosa Parks Downtown Station is currently in operation.
<i>Initiative 2.5.4</i>	Implement FleetNet as the new maintenance software application by 2015.	Maintenance has completed the transition to FleetNet as their software application.
<i>Initiative 2.5.5</i>	Install APC on at least 50% of fleet by 2023.	Currently, RTS has APC equipment in 36% of the fleet. All new buses are purchased with the equipment.
<i>Initiative 2.5.6</i>	Research implementing an enterprise database solution to unify primary data components, including bus stop inventory, route inventory, APC data, amenity data, farebox data, etc. by 2015.	This initiative is partially completed by the procurement of new scheduling software.
<i>Initiative 2.5.7</i>	Maintain and enhance a bus stop, route, and facilities inventory using Geographic Information Systems (GIS).	Planning maintains multiple GIS geodatabases.
Objective 2.6	Promote and coordinate transit services and improvements by coordinating and participating with local and regional planning efforts and City/County development review processes.	



<i>Initiative 2.6.1</i>	Review all development plan submittals and provide written comments on projects that would impact existing or planned transit services or would allow for bus stop/station improvements.		RTS regularly reviews and provides comments on proposed developments as part of the development review process.
<i>Initiative 2.6.2</i>	Support land use planning and regulations that facilitate pedestrian mobility and transit ridership such as small street blocks, connectivity, placement of parking to the side or rear of buildings, and wide sidewalks.		RTS continues to coordinate with City and County Planning Departments on land development regulations to support transit.
<i>Initiative 2.6.3</i>	Ensure consistency with the long-term planning efforts of relevant local and state agencies, governments, and organizations, especially Alachua County and the City of Gainesville Comprehensive Plans.		RTS reviews and provides comments on all Comprehensive Plan Elements as needed, as well as updates to the MTPO's LRTP and TIP.
<i>Initiative 2.6.4</i>	Coordinate with local and regional agencies to implement new services and amenities using mobility fees collected as part of the alternative concurrency management process.		RTS works routinely with City and County staff to maintain current data and methodology for the calculation of transit impact fees.
<i>Initiative 2.6.5</i>	Prior to service changes, send notifications to Regional Planning Council, MTPO, City and County Planning Departments, and Public Works.		Service changes are advertised on City and RTS websites, local newspapers, and other forums.
<i>Initiative 2.6.6</i>	Coordinate the RTS commuter assistance program with the FloridaWorks GREENRIDE web-based carpooling system and the University of Florida.		RTS is implementing a Vanpool program in partnership with FDOT and vRide.
Goal 3	Operate public transportation that improves the quality of life.	FY2014/15	Actions
Objective 3.1	Reduce environmental impacts by reducing energy demand and increasing recycling efforts.		
<i>Initiative 3.1.1</i>	Maintain a list of recyclable materials in Maintenance, including yearly quantities of materials recycled and establish targeted reductions based on current quantities.		RTS maintenance facility is more efficient than the old facility and total waste produced has been reduced. Separate recycle containers are used and installed in every new building.
<i>Initiative 3.1.2</i>	Install energy monitoring panels in RTS buildings by 2015 and set target reductions by 2016 after establishing initial baseline.		A Siemens Building Management system was included in the construction of the new RTS Facilities.
<i>Initiative 3.1.3</i>	Perform scheduled maintenance activities for all transit vehicles.		All rolling stock and vehicles have prescribed progressive preventative maintenance mileage intervals that are monitored through the asset management software. The forecasts are created from fueling transactions and are uploaded daily.
<i>Initiative 3.1.4</i>	Continue participating in FDOT Bus Fuel Fleet Evaluation Tool committee.		RTS continues to participate as committee meetings are scheduled.
<i>Initiative 3.1.5</i>	Use FDOT Bus Fuel Fleet Evaluation Tool as guide for new vehicle purchases.		FDOT has an ongoing effort throughout the state to collect data quarterly in an effort to update the tool. RTS has kept updating the tool and used it as a guide when purchasing new vehicles.
<i>Initiative 3.1.6</i>	Maintain a fleet of fixed-route vehicles with an average age of less than 6 years to reduce maintenance costs.		As of June 2016, the average age of RTS fleet is over 10.8 years.
<i>Initiative 3.1.7</i>	Maintain a fleet of ADA paratransit vans with an average age of less than 5 years or 100,000 miles.		As of June 2016, the average age of RTS paratransit fleet is about 2.3 years.
<i>Initiative 3.1.8</i>	As support vehicles reach obsolescence, replace with hybrid vehicles (if financially feasible).		Performance valuation has found the cost of hybrids to outweigh any longer term maintenance and fuel savings and at this time it is considered not financially sound to purchase hybrid vehicles. RTS has completed an alternative fuel study and concluded that compressed natural gas (CNG) is the most cost-effective fuel source.
Objective 3.2	Improve the amenities in the Gainesville Metropolitan area.		
<i>Initiative 3.2.1</i>	Create a metric to evaluate bicycle-based bus stop amenity needs (e.g., bike racks) to provide said amenities where bicycle usage is highest or provision of bicycle-based amenities would effectively expand the RTS service area.		At this time, RTS uses pure counts of bicycle activity as the metric. RTS has reached out to the bicycle community on various occasions, however, to receive their suggestions on where bicycle amenities are needed. Bike-share amenity is scheduled for installation at Rosa Parks Transfer Station
<i>Initiative 3.2.2</i>	Provide wheelchair-based bus stop amenities (e.g., waiting pads) where wheelchair usage is highest.		At this time, RTS prioritizes accessibility improvements based on total ridership but in the future may alter this metric to add additional weight to those stops with high wheelchair usage. RTS conducted a study to identify bus stops with high wheelchair usage and is currently installing pads.
<i>Initiative 3.2.3</i>	Annually submit a list to Public Works of the top 15% of stops (by ridership) that lack sidewalk connections for consideration when developing their work program.		RTS submits this information on a yearly basis to both the city and the county. This analysis is conducted over the summer.
<i>Initiative 3.2.4</i>	Implement an equitable bus stop maintenance and improvement program to maintain the aesthetic quality of and financial investment in bus stop amenities and transit infrastructure across the community.		Every summer RTS stops are cleaned and evaluated for improvements, and when problems are reported at other times of year, they are addressed. However, no formal maintenance and improvement plan has been created at this time.
<i>Initiative 3.2.5</i>	Provide system maps at all stops with multiple routes.		As of February 2016, 706 out of 1,182 active bus stops are utilized by multiple routes. Of these stops with multiple routes, 130 (18%) have kiosks that provide route information. RTS's bus schedule provides maps showing transferring routes at time points.
<i>Initiative 3.2.6</i>	Use ridership figures and customer suggestions received by phone, customer card, Facebook, etc., to enhance bus stops according to the design standards outlined in the Bus Stop Improvement Plan.		Ridership figures and customer suggestions are considered when prioritizing bus stop enhancements.
Objective 3.3	Provide equitable, balanced, and accessible transit services, including improved access and services to transit-dependent and ADA passengers.		
<i>Initiative 3.3.1</i>	Provide access to RTS schedules for the visually-impaired.		Upon request RTS will provide large print maps and schedules to visually impaired clients requesting route information.
<i>Initiative 3.3.2</i>	Update the ADA paratransit guide annually.		The New ADA guide for 2016 is currently being updated.
<i>Initiative 3.3.3</i>	Continue to contract with the CTC for the provision of paratransit service under the ADA.		RTS has a current contact with the CTC to provide paratransit service.
<i>Initiative 3.3.4</i>	Establish and use a system for making announcements via "talking bus" to disseminate information to visually-impaired, LEP, and low-literacy riders.		RTS has talking buses and utilizes the program Natural Speak to update and maintain talking bus announcements to ensure accuracy and maintain currency.

4 ANALYSIS OF DISCREPANCIES

This section will review the planned implementation as documented in the 2010-2019 TDP Major Update, or as revised in subsequent annual updates, and assess any discrepancies between the plan and the actual accomplishment. To identify any discrepancies between the planned service enhancements and what was implemented, the status of each alternative is noted. The status information is current as of August, 2016.

4.1 Service Priorities

The prior TDP major update listed several service priorities in implementation year 2015 - 2016. Some of the priorities for those years, like priority 11, had already been implemented in earlier years and are not reflected in Table 12. The remaining items are shown in the table with a status update along with all other service priorities that were completed since adoption of the last TDP regardless of implementation year or fall before implementation year 2014 and are yet to be completed.³

TABLE 12 TDP SPECIFIC SERVICE PRIORITIES

Project Number	Implementation Year	Priority	Comments	Status
6	2013	Implement Bus Rapid Transit (BRT) Feasibility Study Corridor Alternative #1.	The Alternatives Analysis (AA) concluded that BRT was currently infeasible.	Unaccomplished
7	2013	Park-and-ride lot at I-75 and Newberry Road.	The development associated with the provision of this lot has currently postponed further activity.	Unaccomplished
8	2014	Park-and-ride lot at Butler Plaza Area.	The park-and-ride lot opened in January 2016.	Accomplished
9	2014	Park-and-ride lot west of I-75 and Archer Road (area between Tower Road and SW 63rd Street).	A park-and-ride lot further east on Archer Road is now being provided as part of the Celebration Pointe development to satisfy this project.	Unaccomplished
10	2015	Route 6 and Route 11 increase frequency to 30 minutes.	Route 11 currently operates at 30-minute frequencies. RTS has applied for a 2016 FDOT Service Development Grant (SDG) application to improve route 6 frequencies to 30-minutes.	Unaccomplished
12	2015	Park-and-ride lot at Eastside Activity Center (43rd and Hawthorne Road).	RTS applied for an FTA Ladders of Opportunity grant for this center but was not awarded one. RTS is continuing to pursue funding for this project.	Unaccomplished
13	2015	Express bus route from the City of Alachua to the park-and-ride lot at NW 34th and US 441 (6 am-10 am and 4 pm-8 pm).	As part of the surtax initiative the County decided that funding was not available for this project in the immediate future.	Unaccomplished
14	2015	County-proposed Archer Road Express Bus Service (75th Street to US 441).	As part of the surtax initiative the County decided that funding was not available for this project in the immediate future.	Unaccomplished
15	2015	County-proposed Newberry Road Express Bus Service (CR 241 to	As part of the surtax initiative the County decided that funding was not available for this project in the	Unaccomplished

³ These and similar sections for the 2010-2019 TDP major update are only considering this year's annual update in reference to the 2009 major update. Comparison of this year's update to adjustments made in prior annual updates is not addressed. For example, priorities may have been executed prior to their implementation year in the major update but concurrent with their implementation year in revised annual updates. The tables also show priorities in earlier years that are still outstanding.



		UF) from the City of Newberry, stopping in Jonesville, to the park-and-ride lot west of I-75 and Newberry Road (6 am-10 am and 4 pm-8 pm). To be coordinated with County express service.	immediate future.	
16	2016	Routes 2 and Route 24 increase fixed-route frequency to 30 minutes.	Both routes now operate at 30-minute frequencies (2 nd bus of route 2 is route 3, and 2 nd bus of route 24 is route 26).	Accomplished

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

TABLE 13 TDP OVERARCHING SERVICE PRIORITIES

Overarching Priorities	Status	Status
Continue operating existing fixed route service.	This along with continuing to provide complementary ADA paratransit service remains RTS's top priority and continues to be fulfilled.	Accomplished
Continue to operate complementary ADA paratransit service.	This along with continuing to provide existing fixed route service remains RTS's top priority and continues to be fulfilled.	Accomplished
Expand complementary paratransit service to complement new service.	As mandated by law, RTS will continue to do this.	Accomplished
Improve frequency on existing fixed bus routes.	See 2.1.1.3.	Accomplished
Extend evening hours.	Evening hours were extended on campus routes since adoption of the last TDP.	Accomplished
Implement additional Sunday service.	Additional Sunday service has not been implemented since adoption of the last TDP. Additional Sunday service on Route 75 is scheduled for FY17	Accomplished
Implement new fixed-route bus service.	Route 40 was added in September 2015, FY 2016.	Accomplished
Implement Downtown / UF Circulator.	Previously completed.	Accomplished
Implement express routes.	As part of the surtax initiative the County decided that funding was not available for this project in the immediate future.	Unaccomplished
Implement BRT feasibility study corridors.	The AA concluded that BRT was currently infeasible.	Unaccomplished
Implement commuter assistance program.	RTS met with VRide in April 2015 to explore implementing a commuter assistance program. In July 2016 RTS executed an agreement with VRide; the service is anticipated to start in the fall of 2016.	Accomplished

4.2 Capital Projects

The 2010/11 - 2019/20 TDP major update listed seven capital priorities in implementation years 2015 and 2016, as well as five other priorities that spanned the entire ten year time horizon. Some of the priorities for those years have already been implemented and are not reflected in Table 14. The remaining items are shown in the table with a status update along with all other service priorities that were completed since adoption of the last TDP regardless of implementation year.

TABLE 14 TDP SPECIFIC CAPITAL PRIORITIES

Project Number	Implementation Year	Priority	Comments	Status
2	2010-2019	Purchase of rolling stock – 15 new buses for replacement of aged fleet; purchase of 10 new buses each year from 2011 through 2019 for replacement of aged fleet and expansion of service (105 total).	In FY2013/14 RTS was able to acquire three new buses. In FY2014/15 RTS was able to acquire two new buses. Also in FY2014/15 RTS was also able to purchase nine refurbished buses from Lynx. FY2015/16 RTS issued a purchase order for seven buses.	Unaccomplished (FY2015/16)
3	2010-2019	Purchase of office furniture, fixtures,	This item remains a part of the budget for	Accomplished

		and equipment and shop each year from 2010 through 2019.	every division; however, most needs were met when RTS moved into the new facility.	(FY2015/16)
4	2010-2019	Purchase of paratransit vans – 5 per year from 2010 through 2019 (50 total).	In FY2013/14 RTS acquired two new paratransit vans. In FY2014/15 RTS acquired five new paratransit vans. FY2015/16 RTS acquired twelve new paratransit vans.	Accomplished (FY2015/16)
5	2010-2019	Purchase of support vehicles – 4 per year from 2010 through 2019 (40 total).	RTS did not acquire any support vehicles in FY2013/14 or FY2014/15. FY2015/16 RTS acquired three new support vehicles.	Accomplished (FY2015/16)
6	2010-2019	Purchase and install benches (5) and shelters (5) each year and install bus stops each year as necessary.	In FY2014/15 RTS added 6 shelters at bus stops throughout its service area. In FY15/16, RTS finished ADA improvements for 30 stops, lighting installment for 24 stops, and hopes to finish 33 shelters in late FY2015/16.	Accomplished
8	2011	RTS Maintenance Facility – Construction Phase I.	Construction was completed for all phases in November 2014.	Accomplished
11	2012	Radio system upgrade from 800mhz analog to a digital radio system.	RTS purchased 50 radios in FY2015/16 and is working on the upgrade.	Ongoing
15	2013	Dedicated lane for BRT Alternative #1, including technology for signal priority, advance traveler information systems, vehicles, and stations.	The AA concluded that BRT was currently infeasible.	Unaccomplished
16	2014	RTS Maintenance Facility – Construction Phase II.	Construction was completed for all phases in November 2014.	Accomplished
17	2014	Regional Transportation Center – planning, design, engineering and construction of a multimodal regional transportation.	This project has not moved forward due to lack of funding and the conclusion of the AA.	Unaccomplished
18	2015	Newberry Road Intermodal Center – construct transit transfer facility with park-and-ride lot west of Interstate 75.	The development associated with the provision of this lot has currently postponed further activity.	Unaccomplished
19	2015	Butler Plaza area Intermodal Center – construct transit transfer facility with park-and-ride lot.	The park-and-ride lot opened in January 2016.	Accomplished
20	2015	Archer Road Intermodal Center – construct transit transfer facility with park-and-ride lot, west of Interstate 75 (75th Street and Tower Road Area).	A parking-and-ride lot further east on Archer Road is now being provided as part of the Celebration Pointe development to satisfy this project.	Unaccomplished
21	2015	Eastside Intermodal Center – construct transit transfer facility with park-and-ride lot	RTS applied for an FTA Ladders of Opportunity grant for this center but was not awarded one. RTS applied for a Bus and Bus facility grant for this project but was not awarded.	Unaccomplished
22	2016	Funding application for CNG (Compressed Nature Gas) buses.	RTS applied for a Low or No Emission grant but was not awarded...	Unaccomplished

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

TABLE 15 TDP OVERARCHING CAPITAL PRIORITIES

Overarching Priorities	Status
Construct a new RTS maintenance facility.	Construction was completed for all phases in November 2014.
Rehabilitate and refurbish existing facilities.	Previously completed. Looking for options to dispose or use old facility.
Vehicle replacement and acquisition.	RTS has fallen short of the procurement levels set in the TDP but has been able to acquire new paratransit and fixed route buses since the adoption of the last TDP.
Establish park-and-ride lots.	Opened Butler Plaza park-and-ride lot in January 2016.
Add shelters, benches, and other transit infrastructure.	RTS has fallen short of the procurement levels set in the TDP but has been able to acquire and install new amenities since adoption of the last TDP, as well as make ADA improvements to a number of stops.

Install transit technologies.	. RTS procured new scheduling software, and AVL equipment. RTS installed a video camera system at Rosa Parks Downtown Station.
Dedicate BRT Lanes	The AA concluded that BRT was currently infeasible.
Construct new regional transportation center.	This project has not moved forward due to lack of funding and the conclusion of the AA.



5 REVISIONS TO THE IMPLEMENTATION PROGRAM FOR THE COMING YEAR

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

5.1 Service Priorities (Fall 2016)

For the next fiscal year (FY2016/17), the City will be proposing that extra \$16,350 for evening trip provided to route 26, and rest funding levels remain constant. Conversely, Alachua County approved a number of the enhancements listed in Table 17. The operating cost of the enhancements total is \$78,000. SF has indicated that they will be increasing funding for transit in the next fiscal year. SF provides \$48,000 on Route 77. This will allow the route extended service time from 12:00PM to 4:00PM. UF increased their budget with RTS by approximately \$200,000.

TABLE 16 TDP ENHANCEMENTS (CITY OF GAINESVILLE)

Route	Funding	Action
2,3, 24 and 26	\$126,000 (Maintain)	30-minute frequencies
2, 11, 15 and 26	\$33,000 (Maintain)	early morning service
26	\$16,000 (Additional)	Extra evening trip

TABLE 17 TDP ENHANCEMENTS (ALACHUA COUNTY)

Route	Funding	Action
10, 43 and 75	\$39,000 (Additional)	Add Holiday Service
1,75 and 711	\$39,000 (Additional)	Add Saturday work trips ()
75	\$39,000 (Additional)	Add Sunday Service (9:30 AM until 5: 17 PM)

Appendix I presents the service change proposal presentation that was given at a noticed public meeting on July 27. Therefore, all the changes listed below are dependent on the feedback received at the meeting and any changes it necessitates.

5.1.1 No changes or Name Changes

City of Gainesville keeps the funding to maintain Holiday Service, 30-minute frequencies (Routes 2/3 and 24/26), and early morning service (Routes 2, 11, 15, and 26). In fall 2016, Santa Fe College will have reinstatement of Route 27, 39, 76, and 77, and University of Florida will have reinstatement of Route 19, 28, 29, 36, 37, 40, 118, and 121.

5.1.2 Alignment Changes

Alignment changes are being proposed for five routes. See Appendix I for route alignment figure.



TABLE 18 FALL 2016 ALIGNMENT CHANGES

Route	Alignment Changes
12	Connected to Butler Plaza RTS Transfer Station: 0.5 mile increase in route, but no change in times.
121	Operated in the west side of SW 13th Street in campus, and one bus with 16 minute frequency
125	To serve more residents near campus in southwest direction, the route will be connected to Butler Plaza RTS Transfer Station: 1.3 miles increase in route, and every 12 minutes with 48 minute cycle. One bus from route 121 will be added to route 125.
126	Extended to SW 24th Ave in southwest and to University Ave in northeast: 0.9 mile increase in route, and every 12 minutes cycle.
300	Extended to SW 9th St in east: every 14 or 15 minutes; 44 cycle.

5.1.3 Service Enhancements

Below is the list of added service funded by Alachua County and Santa Fe College for Fall 2016:

1. Add Holiday Service: Routes 10, 43, 75
2. Add Saturday work trips: Routes 1, 75, 711
 - Route 1: Two additional trips in the morning and two in the afternoon.
 - Route 75: Additional trip in the morning and afternoon.
 - Route 711: One additional trip in the morning and two in the afternoon.
3. Add Sunday Service: Route 75
 - Route 75: 9:30AM until 5:17PM.
4. Add hours of service on Route 77 until 4PM

5.1.4 Schedule modifications

Schedule modification is proposed for the service time of four routes (UF) in fall 2016:

- Route 37: The second bus (Bus 2) will operate all day.
- Route 20: 54 → 60 minutes (PM peak)
- Route 35: 63 → 70 minutes (AM peak)
- Route 40: 60 → 66 minutes (AM peak)

6 REVISED IMPLEMENTATION PROGRAM – TENTH YEAR

6.1 Vehicle Replacement

In the 2015/16 – 2024/25 TDP major update the actual number of vehicles scheduled for replacement in 2015 was spread over several years to reduce the enormous capital deficit that would be shown in the first year otherwise. A similar strategy was followed for support vehicles. Table 19 shows a revised vehicle replacement schedule that shows the actual count that should be replaced in a specific year based on established useful life standards.⁴ Year 2016 includes both those vehicles that are already past their useful life but have yet to be replaced, as well as those scheduled to reach their useful life in FY2016/2017.

TABLE 19 VEHICLE REPLACEMENT SCHEDULE

Year	Buses	Paratransit Vans	Support Vehicles
2016	50	2	13
2017	7	2	0
2018	4	0	3
2019	17	2	7
2020	0	4	6
2021	4	12	3
2022	17	2	0
2023	6	2	10
2024	8	0	6
2025	3	2	3

Nine (9) refurbished buses acquired from Lynx (Orlando) are by age already past their useful life and are reflected above. As will be discussed in Section 8 the number of vehicles scheduled for replacement results in a large deficit that cannot meaningfully be addressed given current funding streams. Therefore, much of the need shown in early years will simply have to be deferred. Fortunately, construction of the maintenance facility completed almost \$7 million under budget. RTS received approval to utilize the leftover funding to purchase 13 new buses and 4 new paratransit vans. In 2016, RTS replaced 7 buses, 6 vans and 3 support vehicles. RTS plans to procure additional 10 new buses to be delivered by December 2017.

⁴ Useful life standards for each vehicle type remain unchanged as specified in the last major update.



7 RECOMMENDATION FOR THE NEW TENTH YEAR

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





8 REVISED FINANCIAL PLAN

The following represents RTS’s estimated capital and operating budgets for FY2016/17 - 2025/26 which follows the baseline plan presented in the TDP major update since the surtax did not pass. The baseline plan assumes that contributions from RTS’s various funding partners will continue at or near current levels. As stated above, this is the same 10 year horizon presented in the major update given that the major update included a multi-year gap between the current year and base year. Financial plan assumptions have been revised, though, with the latest available data.⁵

TABLE 20: FINANCIAL PLAN ASSUMPTIONS -- FISCAL YEARS 2016/17 – 2025/26

Operation	Value	Notes/Source
Fixed-route operating cost per revenue hour	\$75.50	Escalated by 2 years from FY2013/14 NTD data.
ADA paratransit operating cost per revenue hour	\$47.02	Escalated by 2 years from FY2013/14 NTD data.
Number of weekdays (city/campus routes)	252/217	N/A
Number of Saturdays/Sundays	52/52	N/A
Holidays (without service)	2	N/A
Later Gator A service days	145	N/A
Later Gator B and C service days	104	N/A
Later Gator D and F service days	37	N/A
Fixed route operating hours	321,807	Based upon FY2014/15 hours through May 2015 with June 2015 to September 2015 estimated from FY2013/2014 hours inflated by YTD percent increase in annual hours. Hours include UF and SF enhancements for FY2015/16.
ADA operating hours	41,131	Based upon FY2014/15 hours through May 2015 with June 2015 to September 2015 estimated from FY2013/2014 hours inflated by YTD percent increase in annual hours.
ADA cost per trip	\$34.52	Escalated by 2 years from FY2013/14 NTD data.
ADA annual trip increase	19,012	Calculated average of geometric and average growth over the last five years.
Cost inflation rate	1.6%	Two year average (2013 and 2014) from BLS.
Revenue inflation rate	1.0%	Conservative assumption based on reduced funding relative to inflation (applied once every 3 years). City revenue was increased annually due to the city’s role as provider of RTS services.
Operating/Capital revenue split	96%/4%	Approximate distribution between operating and capital revenue.
Federal discretionary funding	\$4,000,000	Two allocations of \$2 million each over 10 years.
Bus Cost (Diesel 40')	\$450,851	Recent procurement cost escalated by 1 year.
Paratransit van	\$68,266	Recent procurement cost escalated by 1 year.
Support vehicle cost	\$17,401	Recent procurement cost escalated by 2 years.
Ratio of support vehicles to buses	1 to 3	1 service vehicle for every 3 peak buses.
Ratio of ADA trips to vans	2,341	1 ADA van for every 2,341 new trips.
Existing peak vehicle fleet size	104	N/A
Bus transfer center	\$4,026,739	Based on Five Points Transfer Center estimated cost from AA. Assumes other proposed locations will have similar design. Escalated by 1 year.
Landing pad	\$6,887	Based on recent actual RTS costs or vendor quotes.
Shelter	\$4,400	Based on 3-year amenity contract with Tolar Manufacturing.
Bench	\$450	Based on 3-year amenity contract with Tolar Manufacturing.
Trash can	\$805	Based on 3-year amenity contract with Tolar Manufacturing.
Bus bay	\$250,000	Based on recent actual RTS costs or vendor quotes.

⁵ For example, at the time of the last TDP the most recent NTD operating cost figures were from FY2012/13. In May 2015, RTS received approval for its FY2013/14 figures. These figures have been escalated by two years to represent FY2015/16.



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

The table below shows the 10-year baseline summary of costs and revenues under a scenario where no new, constant operating revenue sources are assumed. As expected, based on the financial assumptions in Table 20 an operating deficit is incurred from FY2016/17 onward since inflation is predicted to outpace increases in revenue. This information was presented similarly in Table 7-9 of the most recent major update. As then ADA costs include both existing, as well as expected cost increases due to historic growth rates.⁶ The capital portion of the table, however, has changed. Previously, a large capital deficit was shown under vehicle replacement and no other capital costs were shown. Given that a large share of these costs can be deferred and RTS has other capital costs as well that will be unmet during this period capital costs are simply set to match projected capital revenue and unmet needs are shown in separate tables.⁷

TABLE 21: TDP 10-YEAR COST AND REVENUE SUMMARY

	FY16 Estimated	FY17 Estimated	FY18 Estimated	FY19 Estimated	FY20 Estimated	FY21 Estimated	FY22 Estimated	FY23 Estimated	FY24 Estimated	FY25 Estimated	Total
Baseline Service Operating Costs											
Baseline Fixed Route Operating Cost	\$24,721,139	\$25,141,398	\$25,568,802	\$26,003,472	\$26,445,531	\$26,895,105	\$27,352,321	\$27,817,311	\$28,290,205	\$28,771,139	\$267,006,422
Existing ADA Contracted and Other Services	\$2,017,123	\$2,119,293	\$2,224,353	\$2,332,373	\$2,443,423	\$2,557,574	\$2,674,901	\$2,795,477	\$2,919,380	\$2,192,226	\$24,276,122
Total Maintain Existing Service (Costs)	\$26,738,262	\$27,260,691	\$27,793,155	\$28,335,845	\$28,888,953	\$29,452,679	\$30,027,222	\$30,612,788	\$31,209,585	\$30,963,365	\$291,282,545
Baseline Operating Revenues											
Baseline Operating Revenue	\$21,932,765	\$21,976,746	\$22,072,088	\$22,241,379	\$22,286,693	\$22,383,890	\$22,555,785	\$22,602,472	\$22,701,570	\$22,906,840	\$223,660,230
Net Operating Surplus/Deficit	-\$4,805,497	-\$5,283,944	-\$5,721,067	-\$6,094,465	-\$6,602,260	-\$7,068,789	-\$7,471,437	-\$8,010,316	-\$8,508,015	-\$8,056,525	-\$67,622,315
Baseline Capital Costs											
Vehicle Replacement	\$4,937,633	\$3,100,215	\$3,123,911	\$3,133,852	\$4,976,513	\$3,160,499	\$3,170,593	\$3,173,335	\$3,197,614	\$3,229,590	\$35,203,755
Baseline Capital Projects (ITS, Bus Stop, Hubs)	\$429,359	\$269,584	\$271,644	\$272,509	\$432,740	\$274,826	\$275,704	\$275,942	\$278,053	\$280,834	\$3,061,196
Total Baseline Non-Operating Costs	\$5,366,992	\$3,369,799	\$3,395,555	\$3,406,361	\$5,409,254	\$3,435,325	\$3,446,297	\$3,449,277	\$3,475,668	\$3,510,424	\$38,264,952
Baseline Capital Revenues											
Baseline Capital Revenue	\$5,366,992	\$3,369,799	\$3,395,555	\$3,406,361	\$5,409,254	\$3,435,325	\$3,446,297	\$3,449,277	\$3,475,668	\$3,510,424	\$38,264,952
Net Capital Surplus/Deficit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aggregate Capital Surplus/Deficit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net Baseline Operating and Capital Revenue	-\$4,805,497	-\$5,283,944	-\$5,721,067	-\$6,094,465	-\$6,602,260	-\$7,068,789	-\$7,471,437	-\$8,010,316	-\$8,508,015	-\$8,056,525	-\$67,622,315

⁶ Regulatory requirements dictate that all ADA eligible trips be provided. Additionally, both contracted and non-contracted ADA trips have increased far quicker than non-ADA fixed route trips. That is why even though RTS is assuming no increase in fixed route operating hours ADA service is still being included. This service will increase and RTS will have to find funding for it. Conversely, fixed route service will only increase if requested and paid for fully by one of RTS' funding partners. This will be addressed annually based on the list of unfulfilled 2015/16 – 2024/25 TDP major update service enhancements.

⁷ The split between vehicle replacement and baseline capital projects is based on average revenue distribution reflected recent POP.

8.1.1 Capital Needs

Table 22 shows that RTS' capital needs not inclusive of vehicles are over \$33 million. Over the next ten years RTS is expected to have only approximately \$3 million to address this need. Based on available funding and the expected cost of each transfer center RTS will likely have to rely on developer contributions or discretionary capital grants to see any of them completed. Therefore, it is expected that most of the \$3 million dollars will go towards bus stop or ITS improvements. Looking at the non-vehicle distribution of capital funding over the last three years as presented in the POP more than half of all projected funding has gone to ITS projects. This is skewed, however, by funding allotments in this year's POP for scheduling and TIS software. It is likely that the funding will be split between bus stop and ITS improvements.⁸ In FY2015-2016, improvement of 128 bus stops is complete.

TABLE 22 OTHER CAPITAL PROJECTS

Item	Quantity	Cost ⁹	Quantity in FY2015/16	Cost in FY2015/16
Bus Stops		\$9,274,056	128	\$593,465
Landing/Shelter pads	883	\$6,081,221	31	\$344,535
Trash can	127	\$102,235	N/A	\$14,430
Shelter	124	\$545,600	33	\$223,125
Bench	100	\$45,000	N/A	\$11,375
Bus bay	10	\$2,500,000	N/A	
Transfer Centers	6	\$20,133,695	1	\$1.1 million
ITS¹⁰		\$4,347,040		\$1.5 million
APC units	88	\$308,000	5	\$17,500
Operations software ¹¹	1	\$751,910	Completed	\$1.5 million
Wi-Fi (terminals)	2	\$20,000	0	
Wi-Fi (buses)	104	\$208,000	0	
Transit Signal Priority	6	\$170,000	N/A	
CAD	1	\$1,901,130	0	
Surveillance system	1	\$200,000	Completed	\$310,000
Digital signage (terminals)	2	\$440,000	N/A	
Radio Replacement	1	\$80,000	N/A	
Credit Card Ticketing	3	\$168,000	Completed	\$0
Software tools, servers, and database licenses	N/A	\$100,000	On going	

⁸ Within each of these categories the primary focus will be landing pads and shelters for bus stop improvements and continued expansion of the operations software and CAD/AVL systems under ITS projects.

⁹ Unit costs for transfer centers and bus stop amenities have been revised to the latest figures. ITS cost estimates remain unchanged; the one exception is Wi-Fi on buses which has been revised based on recent vendor correspondence. All costs are shown in FY2015/16 dollars.

¹⁰ There was \$700,000 in operating costs associated with ITS projects. This cost is not reflected here.

¹¹ The cost under "Other capital cost" for FY2015/16 in Table 21 reflects the funding shown in the POP for scheduling software and TIS. This cost is removed from the cost presented in the TDP major update for operations software and CAD/AVL software.



The capital costs of vehicles are presented in Table 23 and are built on the replacement schedule shown in Table 19.¹² Over the 10-year planning period, based on each vehicles expected life, RTS will have over \$57 million in vehicle replacement or expansion needs with almost half of that cost existing today for vehicles that are already past their useful life. Expected revenue during this time totals less than half this. Based on expected vehicle need and historic spending patterns most funding will likely involve bus and paratransit van purchases with 2-4 of each being purchased each year and support vehicles being purchased sporadically. In FY2015/16, seven additional buses were replaced.

TABLE 23 VEHICLE CAPITAL NEEDS

Year	Cost
2016	\$24,929,560
2017	\$1,593,491
2018	\$3,292,489
2019	\$1,855,607
2020	\$7,922,806
2021	\$377,740
2022	\$2,674,799
2023	\$7,800,999
2024	\$3,015,648
2025	\$3,711,214

8.1.2 Operating Needs

RTS will continue to implement service as funds become available and making efforts to maintain current level of service as described on this document.



¹² Cost figures also include the 8 new vans RTS will have to acquire to accommodate the predicted increase in paratransit service.

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

RTS conducted an analysis of its GOIs (see) and found that the majority of the initiatives have been satisfied or are in progress of being satisfied. Table 24 lists the outstanding initiatives for which little action was taken and provides RTS's plan for accomplishing them in FY2016/17.

TABLE 24 OUTSTANDING INITIATIVES

Initiative	Action
1.5.5	The disposition of the old maintenance facility is still undetermined. If it is retained and a driving range is pursued it will likely be established here so space at the new facility is not consumed by it. The outcome of the old maintenance facility property should be known over the course of the next year.
3.1.1 and 3.1.2	RTS has been working on setting energy reduction targets and recycled material quotas.





APPENDIX A. SYSTEM BACKGROUND

A.1 Physical Description of the Study Area

The City of Gainesville is located in Alachua County in north central Florida, and is bordered on the north by Columbia, Union, and Bradford Counties, on the east by Putnam County, on the west by Gilchrist County, and on the south by Levy and Marion Counties. Alachua County is approximately 969 square miles, the City of Gainesville is approximately 62 square miles, and the RTS service area occupies 83 square miles.

A.2 Fixed Route Services

RTS OPERATES AS A DIVISION OF THE CITY OF GAINESVILLE PUBLIC WORKS DEPARTMENT (SEE FIGURE 1) AND HAS ALMOST 300 FULL-TIME EMPLOYEES (SEE

Figure 2 Figure 2). The system consists of fixed-route bus lines connecting the City of Gainesville, the University of Florida (UF), Santa Fe College (SF), and some unincorporated parts of Alachua County.

FIGURE 1 CITY OF GAINESVILLE FY2015 ORGANIZATIONAL CHART

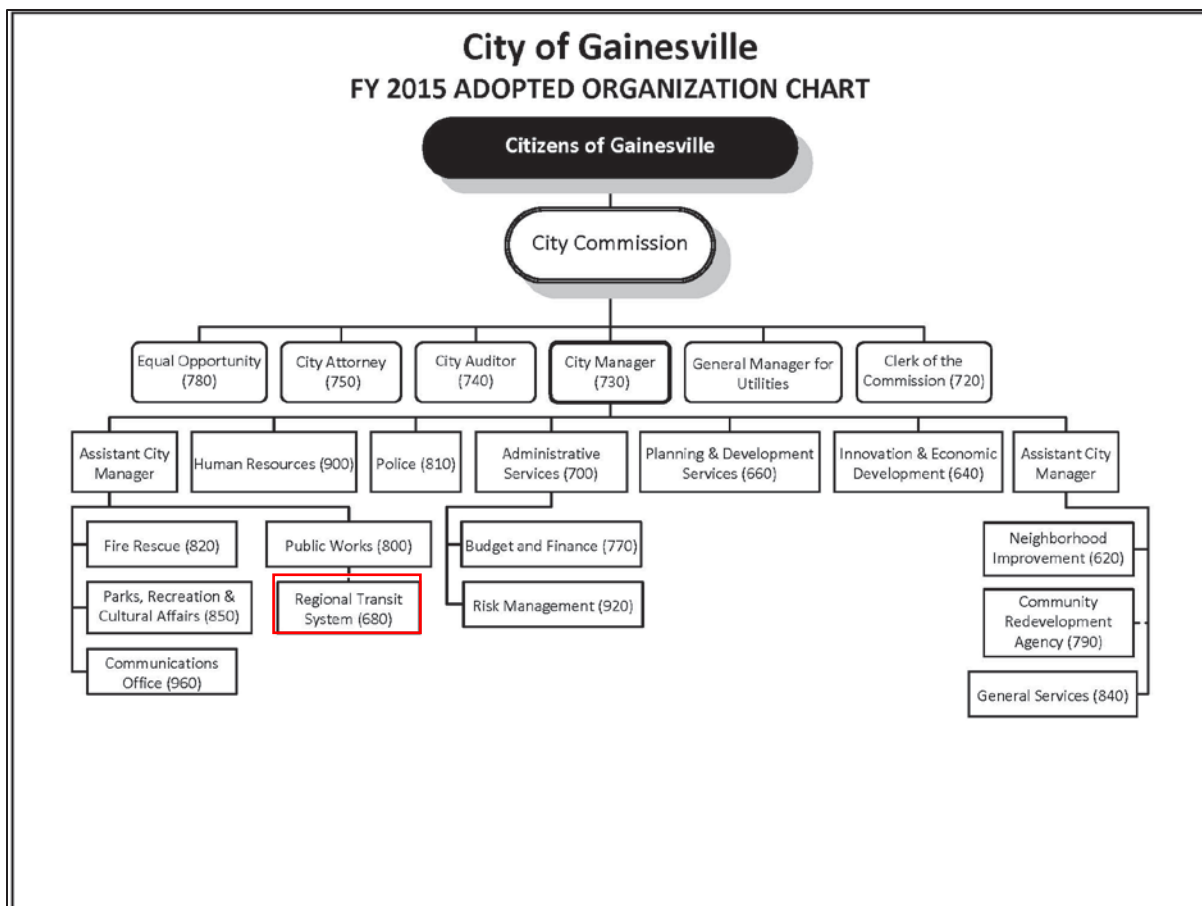
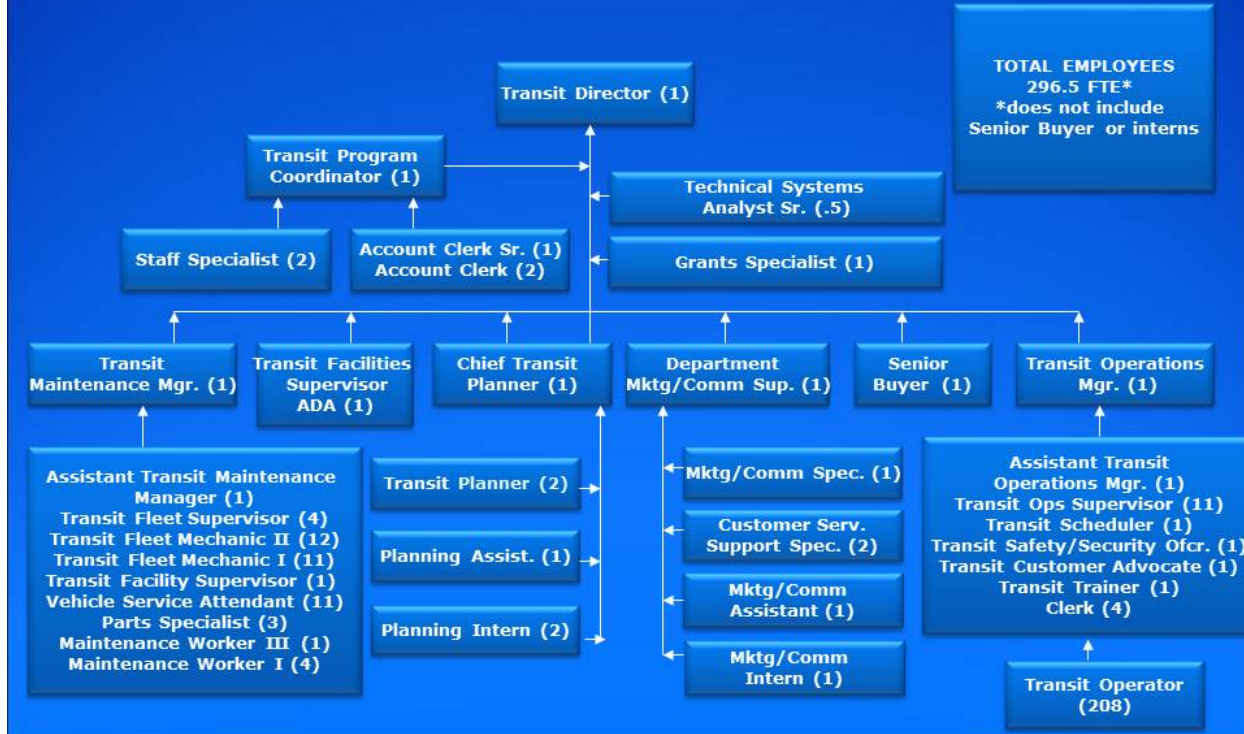


FIGURE 2 RTS FY2016 ORGANIZATIONAL CHART

FY 16 RTS Organization Chart





A.3 Fares

The regular one-way bus fare is \$1.50. Half-fares are available to youth (Grade K-12), City College students, Medicaid and Medicare recipients, senior citizens (age 65 years and up), and veterans and active duty military (see Table 25 Current Fare Structure). Children shorter than the farebox can ride for free. Fares at RTS have not increased since October 2008. As part of this effort, RTS evaluated the need for fare changes. Despite having cheaper fares on average than its state and non-state peers a decision was made to not make any changes to fares given the high farebox recovery ratio (FRR) (see Appendix F).

TABLE 25 CURRENT FARE STRUCTURE

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

A.4 Performance Measures

Table 26 City Routes Performance Statistics through

Table 28 Later Gator Routes Performance Statistics summarizes route-level performance statistics for FY 2015/16.¹³

¹³ Values are inclusive of both weekday and weekend activity.



TABLE 26 CITY ROUTES PERFORMANCE STATISTICS¹⁴

Route ¹⁵	Route Description	Passengers	Revenue Miles	Revenue Hours	Passengers per Hour	Farebox Revenue (on bus)	Annual Operating Cost
1	Downtown Station to Butler Plaza	537,757	146,786	14,887	36.1	\$37,091.11	\$1,145,249.99
2/3	Downtown Station to NE Walmart Supercenter	82,007	70,931	4,858	32.6	\$14,624.32	\$373,705.94
5	Downtown Station to Oaks Mall	359,855	153,158	12,894	27.9	\$42,117.40	\$991,916.96
6	Downtown Station to Plaza Verde	68,415	48,523	3,350	20.4	\$10,913.96	\$257,750.12
7	Downtown Station to Eastwood Meadows	60,351	35,672	2,769	21.8	\$8,741.26	\$213,045.33
8	Shands to North Walmart Supercenter	237,373	128,710	10,401	22.8	\$29,362.97	\$800,113.54
9	Reitz Union to Hunters Run	410,038	119,620	11,541	35.5	\$4,072.30	\$887,617.59
10	Downtown Station to Santa Fe	91,604	79,196	5,045	18.2	\$9,353.42	\$388,116.47
11	Downtown Station to Eastwood Meadows	89,646	58,773	4,627	19.4	\$15,801.03	\$355,917.41
711	Downtown Station to Eastwood Meadows	22,805	21,788	1,486	15.3		\$114,310.29
12	Reitz Union to Butler Plaza	568,848	161,548	15,234	37.3	\$10,996.55	\$1,171,972.39
13	Beaty Towers to CareerSource	268,221	88,486	7,354	36.5	\$14,615.62	\$565,742.45
15	Downtown Station to NW 13th St (@ NW 23rd Ave)	225,081	94,898	6,943	32.4	\$35,228.42	\$534,111.91
16	Beaty Towers to Sugar Hill	76,455	39,955	3,765	20.3	\$5,050.28	\$289,648.37
17	Beaty Towers to Downtown Station	91,009	31,872	3,075	29.6	\$6,445.95	\$236,530.52
19	Reitz Union to SW 23rd Terr @ SW 35th Place	7,067	2,902	268	26.4	\$49.45	\$20,599.55
20	Reitz Union to Oaks Mall	990,859	264,952	23,749	41.7	\$40,380.69	\$1,826,983.64
22	The Hub to Old Archer Rd	2,385	1,279	115	20.7	\$9.10	\$8,849.26
23	Oaks Mall to Santa Fe	117,199	54,267	4,282	27.4	\$6,111.12	\$329,377.33
24/26	Downtown Station to Job Corps	98,074.00	82,746.88	4,736.27	37.1	\$9,919.93	\$364,361.25
25	UF Commuter Lot to Airport	60,458	43,802	3,088	19.6	\$3,220.57	\$237,527.53
27	Downtown Station to NE Walmart Supercenter	11,038	13,164	1,044	10.6	\$1,466.82	\$80,298.00
28	The Hub to Forest Park	152,793	50,059	4,316	35.4	\$569.56	\$331,998.34
29	Beaty Towers to Kiwanis Park	30,937	15,337	1,399	22.1	\$1,170.83	\$107,625.07
34	The HUB to Lexington Crossing	220,659	90,626	8,024	27.5	\$4,323.73	\$617,255.55
35	Reitz Union to SW 35th Place	563,678	176,745	14,394	39.2	\$15,858.65	\$1,107,341.96
36	Reitz Union to SW 34th St Post Office	46,238	29,914	2,434	19.0	\$979.56	\$187,239.93
37	Reitz Union to Butler Plaza (via SW 25th Place)	60,979	22,780	2,175	28.0	\$1,328.92	\$167,320.44
38	The Hub to Gainesville Place	433,738	67,260	7,346	59.0	\$912.00	\$565,119.32
39	Santa Fe to Airport	17,570	29,083	1,323	13.3	\$2,293.61	\$101,804.55
40	The HUB to Hunters Crossing	28,339	29,219	2,118	13.4	\$1,220.35	\$162,953.13
41	Beaty Towers to North Walmart Supercenter	-			-		\$0.00
43	Shands to Santa Fe	161,033	115,343	8,342	19.3	\$11,900.89	\$641,718.52
46	Reitz Union to Downtown Station	112,055	25,113	2,870	39.0	\$777.97	\$220,785.25
62	Oaks Mall to Lexington Crossing	15,638	14,255	1,299	12.0	\$2,146.73	\$99,947.46
75	Oaks Mall to Butler Plaza	194,894	112,368	7,728	25.2	\$50,492.57	\$594,545.81
76	Santa Fe to Haile Square Market	22,197	21,600	1,297	17.1	\$2,010.58	\$99,789.75

¹⁴ Data represents partial FY 2016 (from October 1, 2015 to July 31,2016)

¹⁵ During the course of the fiscal year the route 2 was split into two routes (2 and 3). This also occurred for the route 24 (24 and 26).



TABLE 27 CAMPUS ROUTES PERFORMANCE STATISTICS¹⁶

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Passengers per Hour	Farebox Revenue (on bus)	Annual Operating Cost
117	Park-N-Ride 2 (SW 34th St.)	202,776	56,584	5,116	39.6	\$1,331.77	\$393,576.75
118	Park-N-Ride 1 (Cultural Plaza)	268,011	57,727	5,634	47.6	\$3.28	\$433,409.23
119	Family Housing	45,744	18,994	1,878	24.4	\$4.50	\$144,490.95
120	West Circulator (Fraternity Row)	169,555	31,060	3,953	42.9	\$0.64	\$304,092.24
121	Commuter Lot	47,128	19,172	2,805	16.8	\$8.50	\$215,795.35
122	UF North/South Circulator	30,361	17,826	1,802	16.9	\$18.75	\$138,610.94
125	Lakeside	184,533	44,759	4,832	38.2	\$23.56	\$371,688.40
126	UF East/West Circulator	65,857	28,239	3,000	22.0	\$46.22	\$230,811.98
127	East Circulator (Sorority Row)	145,273	20,974	3,441	42.2	\$27.21	\$264,724.05
128	Reitz Union to Lake Wauburg	839	4,551	206	4.1	\$47.05	\$15,841.43
129	UF West/East Circulator	15,955	16,961	1,669	9.6	\$10.50	\$128,397.65

TABLE 28 LATER GATOR ROUTES PERFORMANCE STATISTICS¹⁷

Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Passengers per Hour	Farebox Revenue (on bus)	Annual Operating Cost
300	Later Gator A (Fraternity Row to and from Downtown Station)	28,047	22,518	2,041	13.7	\$130.51	\$157,029.11
301	Later Gator B (SW Gainesville to and from Downtown Station)	23,929	24,138	1,681	14.2	\$325.68	\$129,282.15
302	Later Gator C (Oaks Mall to and from Downtown Station)	36,238	22,971	1,770	20.5	\$781.69	\$136,195.59
303	Later Gator D (CareerSource to and from Downtown Station)	2,469	3,649	302	8.2	\$26.75	\$23,239.95
305	Later Gator F (Butler Plaza to and from Downtown Station)	4,590	3,914	343	13.4	\$99.76	\$26,362.37

¹⁶ Data represents partial FY 2016 (from October 1, 2015 to July 31,2016)

¹⁷ Data represents partial FY 2016 (from October 1, 2015 to July 31,2016)

A.5 Fleet Inventory

Table 29 Fixed-Route Vehicles provides a summary of the 137 transit vehicles owned by RTS for FY 2015/16¹⁸. During peak service, RTS operates 108 buses on its fixed-routes. Of those 108 buses, 18 are utilized for UF campus routes. The fleet includes 49 buses equipped with Automatic Passenger Counters (APC). All but 9 of the buses have Automatic Vehicle Location (AVL) equipment. The entire fleet consists of diesel-fueled vehicles, including 5 hybrid-electric buses that are also diesel-fueled. Additionally, all buses contain video cameras and bicycle racks, and 104 have talking bus capabilities. The average age of the FY2015/16 fleet is 10.8 years.

TABLE 29 FIXED-ROUTE VEHICLES

Number of Vehicles	Manufacturer	Year	Length	Wheelchair Lift / Ramp	Seating Capacity	Standing Capacity	Automatic Vehicle Locator (AVL)	Talking Bus	Video Camera	Diesel (D) or Hybrid (H)
2	Gillig	2015	40	Ramp	36	45	Yes	Yes	Yes	D
3	Gillig	2014	40	Ramp	36	45	No	Yes	Yes	D
3	Gillig	2013	40	Ramp	36	31	Yes	Yes	Yes	H
2	Gillig	2012	40	Ramp	36	30	Yes	Yes	Yes	H
6	Gillig	2012	40	Ramp	36	43	Yes	Yes	Yes	D
1	Gillig	2011	40	Ramp	36	43	Yes	Yes	Yes	D
1	Gillig	2011	40	Ramp	36	43	Yes	No	Yes	D
4	Gillig	2011	40	Ramp	36	44	Yes	Yes	Yes	D
16	Gillig	2010	40	Ramp	36	45	Yes	Yes	Yes	D
1	Gillig	2010	40	Ramp	36	45	Yes	No	Yes	D
4	Gillig	2009	40	Ramp	36	45	Yes	Yes	Yes	D
12	Gillig	2007	40	Ramp	36	45	Yes	Yes	Yes	D
5	Gillig	2007	40	Step	43	27	Yes	Yes	Yes	D
4	Gillig	2006	40	Step	43	27	Yes	Yes	Yes	D
7	Gillig	2005	40	Step	43	27	Yes	Yes	Yes	D
6	Gillig	2004	40	Step	43	27	Yes	Yes	Yes	D
6	Gillig	2002	40	Step	43	27	Yes	Yes	Yes	D
9	Gillig	2001	35	Ramp	32	53	Yes	No	Yes	D
11	Gillig	2001	40	Step	43	21	Yes	No	Yes	D
8	Gillig	2001	40	Step	43	27	Yes	Yes	Yes	D
15	Nova	2001	40	Step	44	26	Yes	Yes	Yes	D
1	Gillig	2000	35	Ramp	32	53	Yes	No	Yes	D
1	Gillig	2000	40	Ramp	40	38	Yes	No	Yes	D
9	Gillig	1997	40	Step	43	19	No	No	Yes	D

The City's complementary ADA service is provided by the Alachua County Community Transportation Coordinator (CTC), MV Transportation, through a contract with RTS. RTS owns and provides MV Transportation with 26 paratransit vehicles. As shown in Table 30 Paratransit Vehicles the average age of the paratransit fleet is less than 4 years which is a small decrease from the last TDP update.

¹⁸ It is important to note that three of the 2004 buses and six of the 2002 buses were acquired from Lynx and are being refurbished in order to take the place of the nine buses from 1997.



TABLE 30 PARATRANSIT VEHICLES

Number of Vehicles	Year	Make	Description	Seats	Wheelchair Capacity
4	2016	Ford	Goshen	12	2
4	2016	Ford	Glaval Bus	12	2
5	2015	Chevy	Champion	8	2
2	2014	Chevy	Champion	8	2
2	2012	Ford	Goshen	12	2
4	2011	Chevy	Goshen	8	2
4	2010	Chevy	Champion	8	2
1	2009	Chevy	Champion	8	2

A.7 Bus Stop Inventory

RTS maintains 1,192 active bus stops on its fixed-route system. Changes to existing RTS bus stops are determined by changing levels of ridership and the types of land use and streets surrounding the stop. RTS has been aggressively working to improve the ADA-compliance of all stops in the system. In FY2015/16, 19 stops were brought into ADA compliance and RTS is expecting to bring an even larger number of stops into compliance in FY2016/17. In total, 570 stops have benches, 394 have trash cans, 177 have shelters, 143 have kiosks, and 30 have bike racks.

A.8 Service Schedule

Transit service characteristics for fall 2015 are presented in Table 31 City Routes Operating Characteristics through Table 34. The first three tables show operating characteristics for weekday routes while the last table shows operating characteristics for weekend routes.¹⁹

¹⁹ The one exception to this is Table 33 which shows Later Gator service. These routes operate on unique days of the week. Route 300 operates Wednesday through Saturday while routes 301 and 302 operate Thursday through Saturday. Routes 303 and 305 only operate on Saturday.

TABLE 31 CITY ROUTES OPERATING CHARACTERISTICS

Route	Route Description	Average Directional Length (Miles)	Peak Buses	Average Cycle Time ²⁰	Average Headways ²¹	Service Span ²²	# of One-Way Trips
1	Downtown Station - Butler Plaza	5.04	5	65	16	5:54am - 10:30pm	127
2	Downtown Station - Walmart Supercenter (NE 12 AVE)	6.53	1	55	60	5:34am - 7:34pm	29
3	Downtown Station - N Main St Post Office	7.31	1	60	60	9:30am - 4:59pm	16
5	Downtown Station - Oaks Mall	6.39	4	67	23	6:00am - 2:00am	107
6	Downtown Station - Pine Ridge Walmart	7.75	1	65	60	6:00am - 7:30pm	28
7	Downtown Station - Eastwood Meadows	6.12	1	60	60	6:03am - 7:30pm	28
8	Shands Hospital - Pine Ridge/Walmart	8.92	3	88	31	5:52am - 10:38pm	64
9	Reitz Union - Hunters Run	4.02	5	48	14	6:25am - 2:12am	160
10	Downtown Station - Santa Fe College	8.55	3	70	33	7:00am - 7:04pm	44
11	Downtown Station - Eastwood Meadows	6.34	2	60	41	5:30am - 10:32pm	51
12	Reitz Union - Butler Plaza	4.37	5	50	13	6:20am - 2:46am	181
13	Shands Hospital/UPD - Florida Works	3.09	3	30	13	6:30am - 12:15am	158
15	Downtown Station - NW 13 Street/NW 23 Avenue	7.17	2	64	38	5:25am - 10:25pm	55
16	Shands Hospital/UPD - Sugar Hill	3.16	1	34	38	6:34am - 12:22am	56
17	Downtown Station - Shands Hospital/UPD	2.99	1	34	38	6:52am - 12:05am	54
19	Reitz Union - SW 23 Street/SW 35 Place	2.86	1	32	32	8:10am - 10:18pm	9
20	Reitz Union - Oaks Mall	5.48	10	65	10	6:00am - 1:30am	243
22	The Hub - Old Archer Road	2.94	1	32	32	8:08am - 10:16pm	9
23	Oaks Mall - Santa Fe College	4.15	2	39	23	7:27am - 10:00pm	76
24	Downtown Station - Job Corps	9.72	2	60	60	6:30am - 6:00pm	16
25	UF - GNV Airport	6.87	1	65	65	7:15am - 6:35pm	22
26	Downtown to FDOT-GNV Airport	7.80	1	60	60	5:31am - 7:31pm	29
27	Downtown Station - Walmart Supercenter(NE 12 AVE)	6.24	1	60	60	9:30am - 5:00pm	16
28	The Hub to Forest Park	4.37	4	46	14	7:44am - 6:12pm	91
29	Kwanis Park - Beaty Towers	3.66	1	40	40	7:21am - 5:45pm	32
34	The Hub - Lexington Crossing	5.21	3	56	23	6:45am - 1:04am	94
35	Reitz Union - SW 35 Place	5.03	6	50	13	6:29am - 1:50am	177
36	Reitz Union - Williston Plaza	5.67	2	60	37	6:55am - 5:53pm	36
37	Reitz Union - Butler Plaza (via SW 35th Pl)	5.16	2	60	39	6:55am - 5:49pm	34
38	The Hub - Enclave	3.70	4	51	15	6:55am - 9:15pm	110
39	Santa Fe College - GNV Airport	11.03	1	60	60	7:23am - 5:00pm	20
40	The Hub - Hunters Crossing	6.81	2	62	42	6:54am - 5:50pm	34
43	Downtown Station - Santa Fe College	10.30	3	90	34	6:03am - 10:00pm	56
46	UF - Downtown Circulator	2.18	2	30	18	7:10am - 5:37pm	72

²⁰ Cycle time and headways are in minutes.

²¹ Peak headways refer to highest frequency offered. Off-peak headways refer to the lowest frequency offered.

²² Refers to the starting times of the first and last trips.



Route	Route Description	Average Directional Length (Miles)	Peak Buses	Average Cycle Time ²⁰	Average Headways ²¹	Service Span ²²	# of One-Way Trips
62	Oaks Mall - Lexington Crossing	5.33	1	60	60	7:05am - 4:35pm	20
75	Oaks Mall - Butler Plaza	14.11	3	105	43	6:00am - 7:30pm	38
76	Santa Fe College - Haile Market Square	8.22	1	60	60	7:31am - 5:00pm	20
77	Cabana to SF via I75	7.53	1	45	45	7:30am - 10:52am	10

TABLE 32 CAMPUS ROUTES OPERATING CHARACTERISTICS

Route	Route Description	Average Directional Length (Miles)	Peak Buses	Average Cycle Time	Average Headways	Service Span	# of One-Way Trips Weekday
117	Reitz Union to Park-N-Ride 2 (SW 34th Street)	3.81	3	42	14	7:00am - 6:42pm	93
118	HUB to Park-N-Ride 1 (Harn Museum)	2.40	4	28	8	7:00am - 7:03pm	181
119	HUB to Family Housing	2.41	1	28	28	7:05am - 5:03pm	44
120	West Circulator (Fraternity Row)	1.17	2	18	10	7:00am - 7:00pm	145
121	HUB to Commuter Lot	1.58	2	28	15	7:00am - 6:44pm	94
122	UF North/South Circulator	3.71	1	45	45	7:37am - 5:05pm	26
125	HUB to Lakeside	2.30	3	30	11	7:00am - 5:40pm	121
126	UF East/West Circulator	3.14	2	40	20	10:55am - 10:55pm	42
127	East Circulator (Sorority Row)	1.10	2	22	12	7:00am - 7:19pm	120
129	UF West/East Circulator	2.24	2	40	20	6:07pm - 12:55am	40

TABLE 33 LATER GATOR OPERATING CHARACTERISTICS

Route	Route Description	Average Directional Length (Miles)	Peak Buses	Average Cycle Time	Average Headways	Service Span	# of One-Way Trips Weekday
300 ²³	Later Gator A (Downtown to Fraternity Row)	2.97	3	33	12	8:30pm - 3:07am	68
301	Later Gator B (Downtown to SW Gainesville)	7.00	3	60	20	8:50pm - 2:54am	37
302	Later Gator C (Downtown to Oaks Mall)	7.88	3	75	25	8:30pm - 2:55am	31
303	Later Gator D (Downtown to CareerSource)	6.00	2	30	30	8:45pm - 2:45am	24
305	Later Gator F (Downtown to Butler Plaza)	6.80	2	30	30	8:30pm - 3:00am	27

²³ Average refers to service provided Thursday through Saturday.

TABLE 34 WEEKEND ROUTES OPERATING CHARACTERISTICS

Route	Route Description	Average Directional Length (Miles)	Peak Buses (Sat/Sun)	Average Cycle Time (Sat/Sun)	Average Saturday Headway	Average Sunday Headway	Service Span (Saturday)	Service Span (Sunday)	# of One-Way Trips (Sat/Sun)
1	Downtown Station - Butler Plaza	5.04	3/2	60/60	23	30	7:03am - 6:10pm	10:00am - 5:30pm	58/30
2	Downtown Station - Walmart Supercenter (NE 12 AVE)	7.31	1/0	55/0	60	n/a	7:05am - 5:35pm	n/a	22/0
5	Downtown Station - Oaks Mall	6.39	2/1	60/60	31	60	7:00am - 2:00am	10:00am - 5:30pm	74/16
6	Downtown Station - Pine Ridge Walmart	7.75	1/0	60/0	120	n/a	8:00am - 4:30pm	n/a	10/0
8	Shands Hospital - Pine Ridge/Walmart	8.92	1/1	80/80	80	80	7:00am - 6:20pm	10:00am - 5:20pm	18/12
9	Reitz Union - Hunters Run	4.02	1/1	44/44	44	44	8:56am - 5:25pm	10:24am - 5:25pm	24/20
10	Downtown Station - Santa Fe College	8.55	1/0	60/0	120	n/a	7:00am - 5:27pm	n/a	12/0
711	Downtown Station - Eastwood Meadows	7.13	1/1	60/60	60	60	7:00am - 5:32pm	10:00am - 5:32pm	22/16
12	Reitz Union - Butler Plaza	4.37	2/1	46/47	28	47	7:40am - 8:42pm	9:51am - 5:58pm	56/22
13	Shands Hospital/UPD - Florida Works	3.09	1/1	30/30	60	60	7:05am - 6:05pm	9:44am - 6:05pm	23/16
15	Downtown Station - NW 13 Street/NW 23 Avenue	7.17	1/1	65/60	60	60	7:00am - 5:29pm	10:00am - 5:25pm	22/16
16	Shands Hospital/UPD - Sugar Hill	3.16	1/1	30/30	60	60	7:14am - 6:14pm	10:14am - 5:35pm	23/16
20	Reitz Union - Oaks Mall	5.48	3/2	60/60	22	30	7:00am - 8:48pm	10:00am - 5:28pm	74/30
25	UF - GNV Airport	9.37	1/1	75/75	75	75	7:47am - 4:55pm	10:02am - 4:55pm	16/12
35	Reitz Union - SW 35 Place	5.03	1/1	44/44	44	44	7:05am - 7:15pm	10:01am - 5:47pm	34/22
75	Oaks Mall - Butler Plaza	14.11	1/0	105/0	105	n/a	6:40am - 6:05pm	n/a	14/0
126	UF East/West Circulator (Lakeside - Sorority Row)	3.14	2/2	40/40	28	28	10:55am - 5:55pm	5:35pm - 10:55pm	52/50
128 ²⁴	Lake Wauburg	10.94	1/0	60/0	60	n/a	9:30am - 4:30pm	n/a	16
300	Later Gator A (Downtown Station - Fraternity Row)	2.97	3/0	33/0	12	n/a	8:30pm - 3:07am	n/a	68/0
301	Later Gator B (Downtown Station - Lexington)	7.00	3/0	60/0	20	n/a	8:50pm - 2:54am	n/a	37/0
302	Later Gator C (Downtown Station - Oaks Mall)	7.88	3/0	75/0	25	n/a	8:30pm - 2:55am	n/a	31/0
303	Later Gator D (Downtown - CareerSource)	5.91	2/0	60/0	30	n/a	8:45pm - 2:45am	n/a	24/0
305	Later Gator F (Downtown - Butler Plaza)	5.58	2/0	60/0	30	n/a	8:30pm - 3:00am	n/a	27/0

²⁴ This route only operates in spring and summer.



APPENDIX B. UPDATED DEMOGRAPHICS

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

B.1 Population Characteristics

The population of Alachua County grew from 247,336 in 2010 to 259,964 in 2015, an annual increase of 1.0 percent. At the same time, the population of the City of Gainesville increased from 124,354 in 2010 to 130,128 in 2015, an annual increase of 1.0 percent. The data for 2010 was compiled using the U.S. Decennial Census while 2015 values come from the American Community Survey (ACS) 5-year estimates.

TABLE 35. POPULATION FOR ALACHUA COUNTY, FL AND GAINESVILLE, FL

Population						
	2010 (April 1st Census)	2015 (July 1st Estimate)	% Change	#Change	Annual Average % Change	Persons per Square Mile (2015 estimate)
Alachua County, Florida	247,336	259,964	5.1%	12,628	1.0%	291.3
Gainesville, Florida	124,354	130,128	4.6%	5,774	1.0%	2,086

Source: US Census, Bureau State & County Quick Facts for 2010 and 2015; Office of Economic and Demographic Research

B.2 Economic Trends

Relative to April 2015, the Bureau of Labor Statistics (BLS) reports that unemployment at the County level has decreased by 0.4 percent to 3.8 percent. Unemployment at the state level has also improved from 5.5 percent to 4.8 percent. Unemployment at the City Metropolitan Statistical Area is slightly higher than at the County-level at 3.9 percent but is still better than state-wide unemployment rate and has also improved from last year at this time.



APPENDIX C. PUBLIC OUTREACH EVENTS

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

August 2015

- August 12 – Earth Fare Ribbon Cutting
- August 17 – UF's Fall 2015 New Graduate Student Orientation
- August 24 – UF's Ask Me Program 2015

September 2015

- September 1 – City of Gainesville Job Fair at the MLK Multi-Purpose Center
- September 2 – Depot Park Groundbreaking Ceremony

October 2015

- October 14 – Santa Fe College Sustainability Fair
- October 21 – Citizens Academy Public Works "Connecting our Community"
- October 21 – UF's Sustainable Transportation Fair
- October 24 – Quite Courage Committee
- October 27 – CareerSource's Sneak Peek event

November 2015

- November 9 – RTS tour to City Commissioners and Director of Facilities Management at the North Florida Regional Medical Center
- November 11 – Gainesville Area Chamber of Commerce General Federation of Women's Clubs Gainesville Woman's Club Business Before Hours
- November 18 – Fall 2015 Citizen's Academy Community Redevelopment Agency (CRA) Bus Tour

December 2015

- December 4 – Santa Fe College internship fair
- December 17 – Public meeting

January 2016

- January 21 – Florida Arbor Day Celebration and Palm Tree Dedication
- January 28 – Gainesville Area Chamber of Commerce 2016 Annual Meeting

February 2016



- February 18 – Gainesville Area Chamber of Commerce After Hours
- February 23 – Bo Diddley Plaza Sneak Peak
- February 25 - Liquid Creative Block Party

March 2016

- March 5 – RTS Bus “Rodeo”
- March 5 – Bike ride with the City Commission
- March 16 – City of Gainesville Citizens Academy
- March 16 – Gainesville Area Chamber of Commerce After Hours

April 2016

- April 6 – UF Campus Earth Day
- April 12 – SF Rally for Earth
- April 20 – Chamber of Commerce Business to Business Expo
- April 20 – Citizens Academy Bus Tour
- April 26 – CareerSource Job Fair
- April 27 – UF Interdisciplinary Center for Biotechnology Sustainability Fair
- April 28 – City of Gainesville Employee Rally

May 2016

- May 19 – AdFed-Florida Public Relations Association
- May 21 – Touch-a-Truck- Fun4 Gator Kids

June 2016

- June 16 – Gainesville Area Chamber of Commerce Member Appreciation
- June 20 – UF Health Taskforce Community Provider

July 2016

None

August 2016

- August 15 – UF Student Orientation

September 2016 (projected)

- September 6 – City of Gainesville Job and Trade Fair

APPENDIX D. DESCRIPTION OF RTS BUS PASS PROGRAM

Employee Bus Pass Program

The Employee Bus Pass Program was created to mitigate traffic and parking problems in the community and offers employees of participating local organizations unlimited prepaid access to all fixed route bus service. Any employer with 100 employees or more is eligible to participate in the program and upon entering a contract the employer purchases for \$7.50 each an annual pass for all of its employees.

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

Community Bus Pass Program

The RTS Community Bus Pass Program is designed to provide bus passes (daily and monthly) to non-profit organizations and schools in support of services that serve a public purpose and improve the quality of life for Gainesville residents.

Help your employees
save money and be
happier!



EMPLOYEE BUS PASS PROGRAM

The RTS Employee Bus Pass Program was created to mitigate traffic and parking problems at the University of Florida and Downtown Gainesville and to encourage employees to use public transit as an alternative mode of transportation. The goal of this program is to provide unlimited access to the transit system for employees of contracted participants to diminish the cost per trip compared to regular bus fare.



For more information, visit GO-RTS.COM
or call 352.393.7830



APPENDIX E. EXAMPLE NOTICE OF PUBLIC MEETING

The below image shows the newspaper notice for the spring 2016 service change meeting, including a summary of changes. Notices are published in both the Gainesville Sun and Gainesville Guardian.

Gainesville Sun | www.gainesville.com | Wednesday, November 11, 2015 B3

NOTICE OF PUBLIC MEETING
PROPOSED TRANSIT SERVICE CHANGES
 Spring Schedule
 Effective 01/04/2016 – 05/01/2016

The Regional Transit System (RTS) proposes changes to the following routes:

- **Eliminated Routes:** 22.
- **Alignment Changes:** 1, 36, 62, and 75.
- **Running Time Adjustments:** 1 (Sundays), 62, and 119.
- **Decreased Frequency* (≥ 3 minutes):** 1 (weekdays), 25 (weekdays), and 75 (all service days).
- **Increased Frequency (≥ 3 minutes):** 36.
- **Minor* Changes in Service Span:** 1 (all service days), 17, 25 (weekdays), 36, 38, 62, 75 (all service days), and 119.
- **Minor Changes in Frequency:** 1 (Saturday), 20, (weekdays), 38, and 119.
- **Other:** The route 36 will no longer operate on reduced service days.

*Routes with frequency changes of less than 3 minutes or changes of more than 3 minutes but for fewer than five trips in the same direction and/or service span changes of less than 30 minutes.

For specific details of all changes, please contact RTS at (352) 334-2600 or visit www.go-rts.com.

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

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

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

11/18/2015 - 6:00 p.m.
 RTS Administration Office
 34 SE 13th Road
 Gainesville, FL 32601
www.go-rts.com

The City Commission of the City of Gainesville, FL will also consider the preceding items at a scheduled meeting on Thursday, 12/17/2015 starting at 6:00 p.m., or as soon thereafter as may be heard in the City Hall Building, 1st Floor City Commission Auditorium, located 200 East University Avenue Gainesville, FL 32601.

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

Las personas que requieran servicios de traducción (sin costo ninguno) deben ponerse en contacto (352) 393-7820 o mullermr@cityofgainesville.org por lo menos 7 días antes de la reunión.

需要翻译服务（免费）的人请在七天前联系352-393-7820或发邮件至mullermr@cityofgainesville.org.



APPENDIX F. ANNUAL FAREBOX RECOVERY RATIO

Current Farebox Recovery Ratio

The farebox recovery ratio (FRR) for RTS, the public transportation provider for the Gainesville area, was 65 percent in FY2015. This is the same as it was in FY2014. Agreements with UF, SF, and major area employers enable RTS to have one of the highest FRR in the state and nation. Moreover, given the high FRR RTS has no plans of raising fares despite no fare increases in over five years.

Monitor key performance

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

- Measure individual fixed-routes.
- Ensure that transit serves major activity centers.
- Negotiate level of service agreements with UF and SF.
- Encourage the transition of patrons from demand response to fixed-route service.
- Maintain and increase ridership through enhanced marketing and community relations activities.
- Minimize costs required to operate and administer transportation services.
- Determine the most cost-effective service type on all major corridors given demand, routings, and coverage areas. Explore alternative vehicle sizes and service types, like point deviation.
- Coordinate with Alachua County and neighboring municipalities to expand the fixed-route service.



APPENDIX G. SPRING 2016 SERVICE CHANGE PRESENTATION

The below slides show the public presentation given for the spring 2016 service change meeting.

SPRING 2016 PROPOSED SERVICE CHANGES*

January 4, 2016 – May 1, 2016

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

Fall/Spring Service Hours

Daily Service Hours					
	Full Service	Reduced Service	Saturday	Sunday	Holiday
Fall 2015	1,371	648	330	117	103
Spring 2016	1,373	637	329	117	103
Change	0.11%	-1.76%	-0.26%	0.09%	0.00%

❖ No change in peak bus requirements on any service day.

Spring Service Funding

Funding Share	City ¹	County	UF ²	SF ³
Weekday	29%	4%	62%	5%
Saturday	42%	5%	53%	0%
Sunday	0%	0%	100%	0%

1. Includes state and federal funding.
 2. UF = University of Florida
 3. SF = Santa Fe College

Calendar

- ❖ **No Service:**
 - N/A
- ❖ **Holiday Service:**
 - January 18, 2016
- ❖ **Reduced Service:**
 - February 29 – March 4, 2016

Note: Holiday service was expanded for Fiscal Year 2016 as a pilot program.

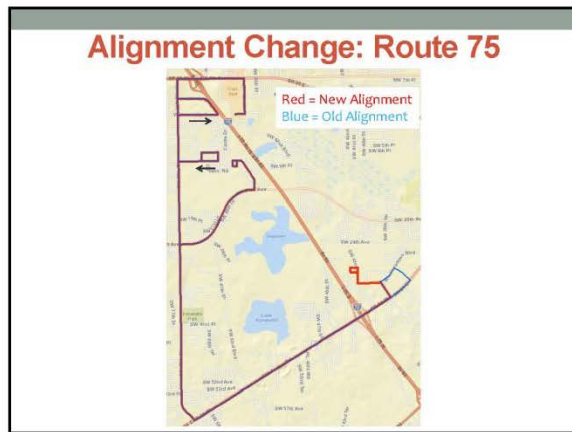
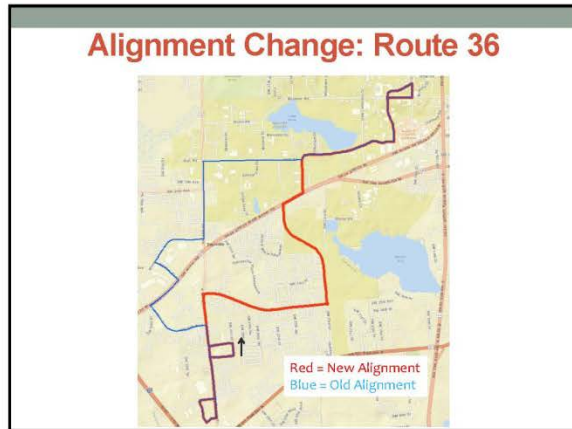
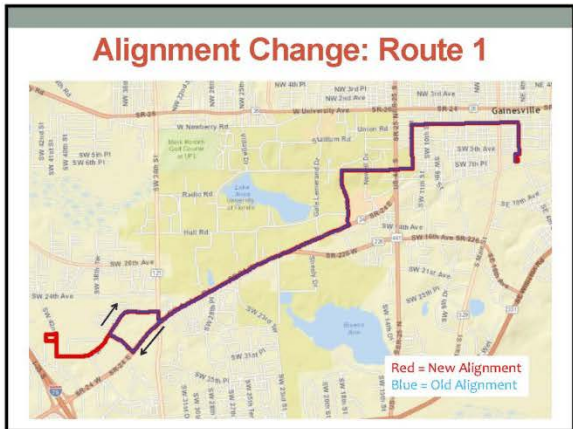
Proposed Service Changes

- I. Alignment changes
- II. Service reductions
- III. Service enhancements
- IV. Minor changes

Changes Overview

- ❖ Out of 55 total routes, 45 (82%) have no changes.
- ❖ The 10 routes with changes include:
 - **City/County:** Routes 1, 17, 20, 22, 25, 36, 38, 62, and 75.
 - **Campus:** Route 119.
 - **Later Gator:** None.

	Full Service	Reduced Service	Saturday	Sunday	Holidays
Operated	52	24	23	13	11
Modified	10	5	2	1	0
Change	19%	21%	9%	8%	0%



- ### Service Reductions
- ❖ Eliminated routes
 - Route 22 (The Hub – Old Archer Road)*
 - ❖ Decreased frequency (≥ 3 minutes)
 - Route 1 (Downtown Station – Butler Plaza) [Weekdays]
 - Route 25 (Commuter Lot – Airport) [Weekdays]
 - Route 75 (Oaks Mall - Butler Plaza) [All service days]
 - ❖ Other
 - Route 36 (Williston Plaza – Reitz Union) will no longer operate on reduced service days.
- * Hours shifted to route in same area.

- ### Service Enhancements
- ❖ Increased frequency (≥ 3 minutes)
 - Route 36 (Williston Plaza – Reitz Union) [Weekdays]

Minor Changes

- ❖ Minor changes in service span:
 - Route 1 (Downtown Station – Butler Plaza) [All service days]
 - Route 17 (Shands – Downtown Station) [Weekdays]
 - Route 25 (Commuter Lot – Airport) [Weekdays]
 - Route 36 (Williston Plaza – Reitz Union) [Weekdays]
 - Route 38 (Enclave – The Hub) [Weekdays]
 - Route 62 (Oaks Mall - Lexington Crossing) [Weekdays]
 - Route 75 (Oaks Mall - Butler Plaza) [All service days]
 - Route 119 (Family Housing [The Hub - Univ. Village]) [Weekdays]

Minor Changes (cont.)

- ❖ Minor Changes in frequency:
 - Route 1 (Downtown Station – Butler Plaza) [Saturday]
 - Route 20 (Oaks Mall – Reitz Union) [Weekdays]
 - Route 38 (Enclave – The Hub) [Weekdays]
 - Route 119 (Family Housing [The Hub - Univ. Village]) [Weekdays]

Citizen Suggestion

- Modify the alignment of the Route 1 to reduce bus noise and exhaust downtown. Route 1 would reach SE 2nd Ave. from Downtown Station via SE 4th Ave. and Main St.



- RTS does not support the recommendation. Four stops where the route currently averages over 110 boardings/alightings per day would be bypassed and it would introduce four additional turn movements to the alignment

Questions/Comments


*Matthew Muller 352-393-7820
Julian Lauzan 352-393-7833*

APPENDIX H. SUMMER 2016 SERVICE CHANGE PRESENTATION

The below slides show the public presentation given for the summer 2016 service change meeting.

SUMMER 2016 PROPOSED SERVICE CHANGES*

May 2, 2016 – August 14, 2016



*Refer to schedule book for specific times
Prepared by: Matthew Baker

Spring/Summer Service Hours

Daily Service Hours					
	Full Service	Reduced Service	Saturday	Sunday	Holiday
Spring 2016	1,373	637	329	117	103
Summer 2016	888	557	254	86	103
Change	-35%	-13%	-23%	-26%	0%

❖ Peak bus requirement changes from 107 to 68.

Summer Service Funding

Funding Share				
	City ¹	County	UF ²	SF ³
Weekday	39%	6%	53%	2%
Saturday	61%	7%	32%	0%
Sunday	0%	0%	100%	0%

1. Public's share of total funding
2. UF = University of Florida
3. SF = State Fair College

Calendar

❖ **No Service:**

- N/A

❖ **Later Gator:**

- Begins June 29, 2016

❖ **Holiday Service:**

- May 30, 2016
- July 4, 2016

❖ **Reduced Service:**

- May 2 – 8, 2016
- June 18 – 26, 2016
- August 6 – 14, 2016

Note: Holiday service was expanded for Fiscal Year 2016 as a pilot program.



Proposed Service Changes

- I. No service
- II. No changes
- III. Service reductions
- IV. Minor changes
- V. Other changes
- VI. Running time adjustments

Changes Overview

❖ Out of 54 total routes, 3 (6%) have no changes.

	Full Service	Reduced Service	Saturday	Sunday	Holidays
Operated	37	25	20	12	11
Modified	33	21	17	9	0
Suspended	14	0	3	1	0
Change	89%	84%	85%	75%	0%

No Service

- ❖ No service
- Route 19 (Reitz Union – SW 23rd Terrace)
 - Route 27 (Downtown Station – NE Walmart Supercenter)
 - Route 28 (The Hub – Forest Park)
 - Route 29 (Beatty Towers – Kiwanis Park)
 - Route 36 (SW 34th Street Post Office – Reitz Union)
 - Route 37 (Butler Plaza – Reitz Union)
 - Route 39 (Airport – Santa Fe)
 - Route 40 (The Hub – Hunters Crossing)
 - Route 62 (Oaks Mall – Lexington Crossing)

No Service (cont.)

- ❖ No service
- Route 76 (Santa Fe – Haile Market Square)
 - Route 77 (Santa Fe – Cabana Beach Apartments)
 - Route 118 (Park-N-Ride 1 [Cultural Plaza])
 - Route 121 (Commuter Lot)
 - Route 126 (UF East/West Circulator) [weekends]
 - Route 129 (Sorority Row [Lakeside])
 - Route 303 (Later Gator D [Cottage Grove Apts. – Downtown Station])
 - Route 305 (Later Gator F [Butler Plaza – Downtown Station])

No Changes

- ❖ No changes
 - Route 3 (Downtown Station – North Main Street Post Office)
 - Route 9 (Reitz Union – Hunters Run) [weekends]
 - Route 15 (Downtown Station – NW 13th Street) [weekdays and Sundays]
 - Route 24 (Downtown Station – Job Corps)
 - Route 25 (Airport – University of Florida Commuter Lot) [weekdays]
 - Route 35 (Reitz Union – SW 35th Place) [weekends]
 - Route 128 (Reitz Union – Lake Wauburg)

Service Reductions

- ❖ Decreased frequency (*≥3 minutes for at least 5 consecutive trips*)
 - Route 1 (Downtown Station – Butler Plaza Transfer Station) [weekends]
 - Route 5 (Downtown Station – Oaks Mall) [weekdays]
 - Route 9 (Reitz Union – Hunters Run) [weekdays]
 - Route 12 (Reitz Union – Butler Plaza) [weekdays]
 - Route 13 (Beatty Towers – Cottage Grove Apartments) [weekdays]
 - Route 20 (Reitz Union – Oaks Mall)
 - Route 23 (Oaks Mall – Santa Fe)
 - Route 34 (The Hub – Lexington Crossing)

Service Reductions (cont.)

- ❖ Decreased frequency (*≥3 minutes for at least 5 consecutive trips*)
 - Route 35 (Reitz Union – SW 35th Place) [weekdays]*
 - Route 38 (The Hub – Enclave)
 - Route 46 (Reitz Union – Downtown Station)
 - Route 117 (Park-N-Ride 2 [34th Street])
 - Route 125 (Lakeside)
 - Route 126 (UF East/West Circulator) [weekdays]
 - Route 127 (East Circulator [Sorority Row])

*The newspaper ad did not note this reduction is only applicable to weekdays.

Service Reductions (cont.)

- ❖ Decreased service span (*≥30 minutes*)
 - Route 5 (Downtown Station – Oaks Mall) [weekdays and Saturdays]
 - Route 8 (Shands – North Walmart Supercenter) [weekdays]
 - Route 9 (Reitz Union – Hunters Run) [weekdays]
 - Route 12 (Reitz Union – Butler Plaza) [weekdays and Saturdays]
 - Route 13 (Beatty Towers – Cottage Grove Apartments) [weekdays]
 - Route 16 (Beatty Towers – Sugar Hill) [weekdays]
 - Route 17 (Beatty Towers – Downtown Station)
 - Route 20 (Reitz Union – Oaks Mall) [weekdays and Saturdays]
 - Route 34 (The Hub – Lexington Crossing)



Service Reductions (cont.)

- ❖ Decreased service span (≥ 30 minutes)
 - Route 35 (Reitz Union – SW 35th Place) [weekdays]
 - Route 38 (The Hub – Enclave)
 - Route 43 (Shands – Santa Fe)
 - Route 46 (Reitz Union – Downtown Station)
 - Route 117 (Park-N-Ride 2 [34th Street])
 - Route 119 (Family Housing)
 - Route 120 (West Circulator [Frat Row])
 - Route 126 (UF East/West Circulator) [weekdays]
 - Route 127 (East Circulator [Sorority Row])

Minor Changes

- ❖ Service span (<30 minutes):
 - Route 1 (Downtown Station – Butler Plaza Transfer Station)
 - Route 2 (Downtown Station – NE Walmart Supercenter)
 - Route 5 (Downtown Station – Oaks Mall) [Sundays]
 - Route 6 (Downtown Station – North Walmart Supercenter)
 - Route 7 (Downtown Station – Eastwood Meadows)
 - Route 8 (Shands – North Walmart Supercenter) [weekends]
 - Route 10 (Downtown Station – Santa Fe) [weekdays]*
 - Route 11 (Downtown Station – Eastwood Meadows)
 - Route 12 (Reitz Union – Butler Plaza) [Sundays]
 - Route 13 (Beatty Towers – Cottage Grove Apartments) [weekends]
 - Route 15 (Downtown Station – NW 13th Street) [Saturdays]

*The newspaper ad did not note this reduction is only applicable to weekdays.

Minor Changes

- ❖ Service span (<30 minutes):
 - Route 16 (Beatty Towers – Sugar Hill) [weekends]
 - Route 23 (Oaks Mall – Santa Fe)
 - Route 25 (UF Cultural Plaza – Airport) [weekends]
 - Route 26 (Downtown Station – Airport)
 - Route 75 (Oaks Mall – Butler Plaza Transfer Station) [weekdays]
 - Route 122 (University of Florida North/South Circulator)
 - Route 125 (Lakeside)
 - Route 300 (Later Gator A [Fraternity Row – Downtown Station])
 - Route 301 (Later Gator B [SW Gainesville – Downtown Station])
 - Route 302 (Later Gator C [Oaks Mall – Downtown Station])
 - Route 711 (Downtown Station – Eastwood Meadows)

Minor Changes

- ❖ Frequency (>0 and <3 minutes for at least 5 consecutive trips):
 - Route 1 (Beatty Towers – Sugar Hill) [weekdays]

Other Changes in Frequency

- ❖ Other Changes in Frequency
 - Route 8 (Shands – North Walmart Supercenter) [weekdays]
 - Route 10 (Downtown Station – Santa Fe) [weekdays]

Running Time Adjustments

- ❖ Running time adjustments
 - Route 2 (Shands – NE Walmart Supercenter)
 - Route 5 (Downtown Station – Oaks Mall) [weekends]
 - Route 6 (Downtown Station – North Walmart Supercenter)
 - Route 7 (Downtown Station – Eastwood Meadows)
 - Route 8 (Shands – North Walmart Supercenter) [weekends]
 - Route 10 (Downtown Station – Santa Fe) [Saturdays]
 - Route 11 (Downtown Station – Eastwood Meadows)
 - Route 12 (Reitz Union – Butler Plaza) [weekends]
 - Route 15 (Downtown Station – NW 13th Street) [Saturdays]
 - Route 16 (Beatty Towers – Sugar Hill) [weekdays]
 - Route 17 (Beatty Towers – Downtown Station)

Running Time Adjustments (cont.)

- ❖ Running time adjustments
 - Route 25 (Airport – University of Florida Commuter Lot) [weekends]
 - Route 26 (Downtown Station – Airport)
 - Route 43 (Shands – Santa Fe)
 - Route 75 (Oaks Mall – Butler Plaza Transfer Station)
 - Route 119 (Family Housing)
 - Route 120 (West Circulator [Frat Row])
 - Route 122 (University of Florida North/South Circulator)
 - Route 301 (Later Gator B [SW Gainesville – Downtown Station])
 - Route 302 (Later Gator C [Oaks Mall – Downtown Station])
 - Route 711 (Downtown Station – Eastwood Meadows)

Questions/Comments

Matthew Muller 352-393-7820
Julian Lauzan 352-393-7833

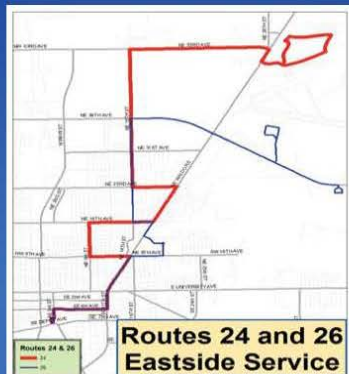
APPENDIX I. FALL 2016 SERVICE CHANGE PRESENTATION

The below slides show the public presentation given for the fall 2016 service changes.

<p>RTS Citizens Advisory Board Fall 2016 Service Public Hearing (Spring 2016 to Fall 2016 Service Changes)</p> <p>July 27, 2016</p>	<p style="text-align: center;">Fall 2016 – City of Gainesville</p> <ul style="list-style-type: none"> • Maintain Holiday Service • Maintain 30-minute frequencies (Routes 2/3 and 24/26) • Maintain early morning service (Routes 2, 11, 15, and 26)
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<p>Holiday Service</p>	<p style="text-align: center;">Fall 2016 – City of Gainesville</p> <p style="text-align: center;">Routes 2 and 3 Eastside Service</p>
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Fall 2016 – City of Gainesville



Fall 2016 – Alachua County

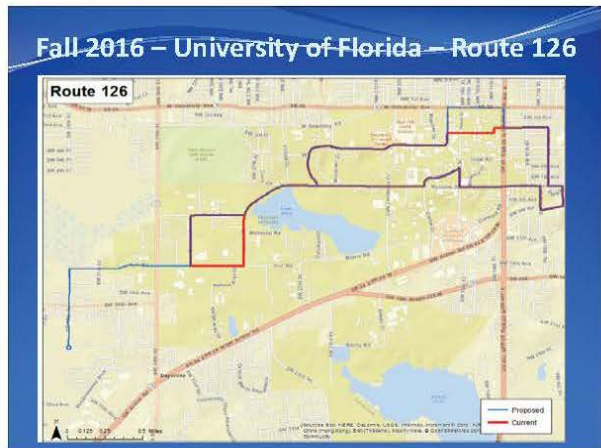
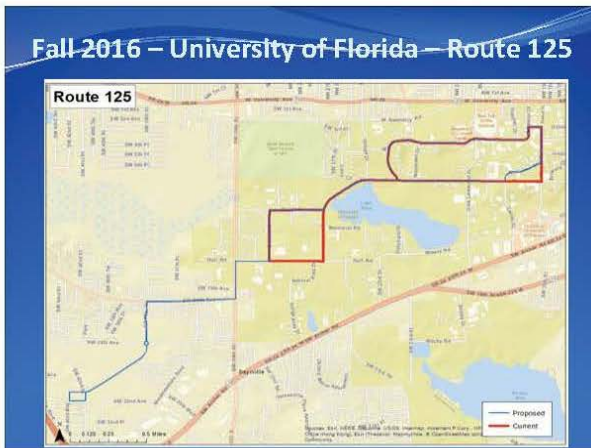
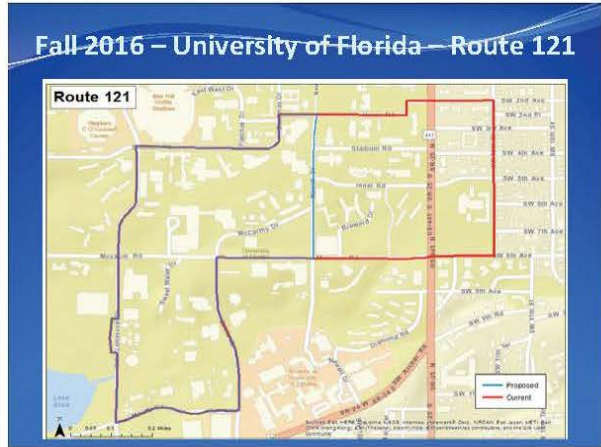
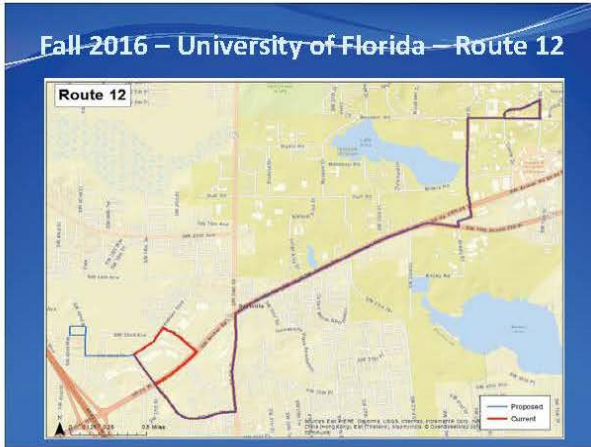
- Add Holiday Service (Routes 10, 43, 75)
- Add Saturday work trips (Routes 1, 75, 711)
 - Route 1: Two additional trips in the morning and two in the afternoon.
 - Route 75: Additional trip in the morning and afternoon
 - Route 711: One additional trip in the morning and two in the afternoon
- Add Sunday Service (Route 75) (9:30 am until 5:17 pm)

Fall 2016 – Santa Fe College

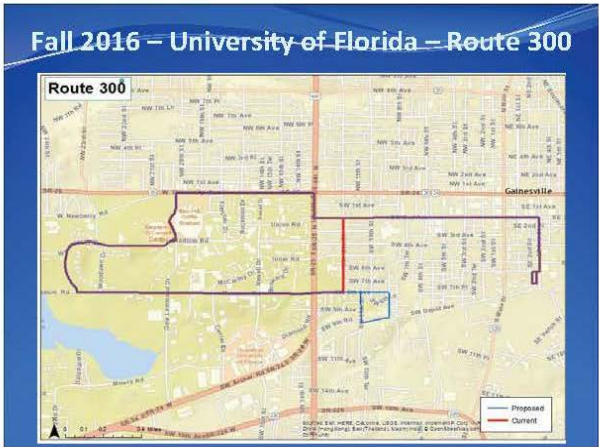
- Reinstatement of Routes 27, 39, 76, and 77
- Add hours of service on Route 77 until 4PM

Fall 2016 – University of Florida

- Reinstatement of Routes (19, 28, 29, 36, 37, 40, 118, 121)
- Schedule modifications
 - Route 37: both buses will operate all day
 - Routes 20, 35, and 40: additional peak time.
- Alignment modifications
 - Route 12
 - Route 121
 - Route 125
 - Route 126
 - Route 300



Fall 2016 – University of Florida – Route 300





APPENDIX J. REVENUE SUMMARY

Table 36 shows RTS' ten year revenue summary.²⁵

TABLE 36 RTS TEN YEAR REVENUE SUMMARY

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Ten-Year Total
Local, State, and Federal Revenues											
FTA Operating	\$ 2,100,002	\$ 2,100,002	\$ 2,121,002	\$ 2,121,002	\$ 2,121,002	\$ 2,142,212	\$ 2,142,212	\$ 2,142,212	\$ 2,163,634	\$ 2,185,271	\$ 21,338,551
FTA Capital	\$ 2,235,789	\$ 2,235,789	\$ 2,258,147	\$ 2,258,147	\$ 2,258,147	\$ 2,280,728	\$ 2,280,728	\$ 2,280,728	\$ 2,303,536	\$ 2,326,571	\$ 22,718,310
Federal Discretionary	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$0	\$ 4,000,000
FDOT Subtotal	\$ 2,110,581	\$ 2,110,581	\$ 2,131,687	\$ 2,131,687	\$ 2,131,687	\$ 2,153,004	\$ 2,153,004	\$ 2,153,004	\$ 2,174,534	\$2,174,534	\$ 21,424,301
<i>FDOT Block Grant</i>	\$ 1,596,112	\$ 1,596,112	\$ 1,612,073	\$ 1,612,073	\$ 1,612,073	\$ 1,628,194	\$ 1,628,194	\$ 1,628,194	\$ 1,644,476	\$ 1,644,476	\$ 16,201,976
<i>FDOT Section 5311, 5316, 5317</i>	\$ 304,467	\$ 304,467	\$ 307,512	\$ 307,512	\$ 307,512	\$ 310,587	\$ 310,587	\$ 310,587	\$ 313,693	\$ 313,693	\$ 3,090,615
<i>FDOT Service Development Grant</i>	\$ 210,002	\$ 210,002	\$ 212,102	\$ 212,102	\$ 212,102	\$ 214,223	\$ 214,223	\$ 214,223	\$ 216,365	\$ 216,365	\$ 2,131,710
County	\$ 937,690	\$ 937,690	\$ 947,067	\$ 947,067	\$ 947,067	\$ 956,538	\$ 956,538	\$ 956,538	\$ 966,103	\$975,764	\$ 9,528,060
City	\$ 2,790,984	\$ 2,818,893	\$ 2,847,082	\$ 2,875,553	\$ 2,904,309	\$ 2,933,352	\$ 2,962,685	\$ 2,992,312	\$ 3,022,235	\$3,052,458	\$ 29,199,863
Sub-Total	\$12,175,046	\$10,202,955	\$10,304,985	\$10,333,456	\$12,362,211	\$10,465,833	\$10,495,167	\$10,524,794	\$10,630,042	\$10,714,597	\$ 108,209,085
Fares, Passes, and Local Agreements											
UF Net Contribution Subtotal	\$ 12,124,950	\$ 12,123,001	\$ 12,121,018	\$ 12,241,398	\$ 12,239,347	\$ 12,237,262	\$ 12,358,761	\$ 12,356,604	\$ 12,354,410	\$ 12,477,036	\$ 1,099,369,692
UF Baseline Service	\$ 12,239,630	\$ 12,239,630	\$ 12,239,630	\$ 12,362,027	\$ 12,362,027	\$ 12,362,027	\$ 12,485,647	\$ 12,485,647	\$ 12,485,647	\$12,610,504	\$ 123,872,416
SF	\$ 997,192	\$ 997,192	\$ 997,192	\$ 1,007,164	\$ 1,007,164	\$ 1,007,164	\$ 1,017,236	\$ 1,017,236	\$ 1,017,236	\$ 1,027,408	\$ 10,092,184
Fares and Passes	\$ 1,225,371	\$ 1,237,625	\$ 1,250,001	\$ 1,262,501	\$ 1,275,126	\$ 1,287,878	\$ 1,300,756	\$ 1,313,764	\$ 1,326,902	\$ 1,340,171	\$ 12,820,096
Other*	\$ 662,518	\$ 669,143	\$ 675,834	\$ 682,593	\$ 689,418	\$ 696,313	\$ 703,276	\$ 710,309	\$ 717,412	\$ 724,586	\$ 6,931,400
Sub-Total	\$15,010,031	\$15,026,961	\$15,044,046	\$15,193,656	\$15,211,056	\$15,228,616	\$15,380,029	\$15,397,912	\$15,415,959	\$15,569,200	\$ 152,477,467
Total Existing Revenue	\$ 27,185,077	\$ 25,229,916	\$ 25,349,031	\$ 25,527,112	\$ 27,573,267	\$ 25,694,449	\$ 25,875,196	\$ 25,922,706	\$ 26,046,001	\$ 26,283,797	\$ 260,686,552
Revenue to Split	\$ 18,853,385	\$ 18,900,174	\$ 18,956,807	\$ 19,136,905	\$ 19,185,111	\$ 19,243,270	\$ 19,426,138	\$ 19,475,805	\$ 19,535,534	\$ 19,730,890	\$ 192,444,019
<i>Total Capital Revenue</i>	\$ 5,366,992	\$ 3,369,799	\$ 3,395,555	\$ 3,406,361	\$ 5,409,254	\$ 3,435,325	\$ 3,446,297	\$ 3,449,277	\$ 3,475,668	\$ 3,510,424	\$ 38,264,952
<i>Total Operating Revenue</i>	\$ 21,932,765	\$ 21,976,746	\$ 22,072,088	\$ 22,241,379	\$ 22,286,693	\$ 22,383,890	\$ 22,555,785	\$ 22,602,472	\$ 22,701,570	\$22,906,840	\$ 223,660,230

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



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