Date: May 3, 2017<br>To: Honorable Mayor and Members of the City Commission<br>VIA: Anthony Lyons, City ManagerAM Paul Folkers, Assistant City Manager<br>From: Philip Mann, P.E., Interim Public Works Director<br>Jesus Gomez, Director, Regional Transit System<br>Subject: $\quad 4^{\text {th }}, 5^{\text {th }} \& 6^{\text {th }}$ Cent Local Option Gas Tax Elimination Service Reductions

The Alachua County Board of County Commissioners has directed the County Manager to prepare the FY 18 County budget without revenue from the $4^{\text {th }}, 5^{\text {th }} \& 6^{\text {th }}$ Cent Local Option Gas Tax (LOGT) that expires at the end of 2017. An Interlocal Agreement between the City and County for distribution of the $4^{\text {th }}, 5^{\text {th }}$ and $6^{\text {th }}$ cents would need to be executed before June 1, 2017. Elimination of the $4^{\text {th }}, 5^{\text {th }}$ and $6^{\text {th }}$ cents of the LOGT would result in a loss of approximately $\$ 1.125$ million in Gas Tax revenue to the City of Gainesville in FY18 for nine months. For an entire fiscal year, the reduction in LOGT would be $\$ 1.5$ million, necessitating further reductions than those shown in the attachments.

LOGT revenue is utilized to fund transportation related programs in both the Public Works Department (PWD) and within the Regional Transit System (RTS). The attached documents outline what those programs are and what the impact would be if the $4^{\text {th }}, 5^{\text {th }}$ and $6^{\text {th }}$ cents of the LOGT is longer collected and there are no alternative revenue sources.

As the reduction would be required for LOGT funded items, those items are some of the core services that Public Works Department and RTS provide. The reduction of $\$ 1.125$ million would include items such as:

- Public Works:
- Right of way maintenance (mowing of rights of ways, medians, etc.);
- Traffic signal maintenance;
- Pavement marking maintenance;
- Roadway maintenance (in-house paving, curb work, roadway maintenance and construction); and
- Elimination of 22 FTE PWD positions.
- RTS:
- Citywide transit service reductions and associated staff; and
- Elimination of 14 FTE RTS positions.
- The final actual cuts could be either from PWD or RTS or a combination of cuts from both PWD \& RTS.

The net impact would be service reductions to the City in core services provided by both RTS and PWD.

| Elimination of 4, 5 \& 6 cent LOGT |  | \$1,125,000 impact to Public Works Department |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Priority | Gas Tax Program | Savings | FTE's | Programatic Impact |
| 1 | Right of Way Maintennace | \$500,000 | 6 | We would eliminate all right of way maintenance. We would add an additional inmate crew to fill some of the gaps. The impact is that grass would not be mowed as often and our right of ways would fall into disrepair. |
| 2 | Eliminate 1 Traffic Signal Tech | \$70,000 | 1 | It would make it difficult if not impossible to comply with the various contracts the city has for maintenance and recieves revenues for that service. |
| 3 | Eliminate Pavement Marking Crew | \$118,000 | 3 | This would eliminate our ability to maintain pavement markings on City Maintained streets. |
| 4 | Reduce Roadway Maintenance | \$500,000 | 12 | We would lose the ability to perform roadway maintenance in house. This includes in house paving, in curb work, roadway construction and roadway maintenance. |
| TOTALS: |  | \$1,188,000 | 22 |  |

Note: Each one of these decrements cuts into the core services provided by the Public Works Department that impact the quality of life of citizens on a daily basis.

Revenue Alternatives to Program Reduction
1 City Commission Contingeny for 1 year. 1st 3 cents in Gas Tax as well as the $7-11$ cents expire next year. This would provide For the City to address the one year loss of revenues. Then, in 2018, all 11 cents of gas tax could be renegotiated or staff would determine alternative to the full value of the gas tax.
2 Extend existing agreement for 1 year into 2018. City of Gainesville recieves same revenues for the next fiscal year. Then, in 2018, all 11 cents of gas tax could be renegotiated or staff would determine alternative to full value of all 11 cents of gas tax.
3 Move $\$ 1,125,000$ worth of streetlight billing to customer billing. Then, the citizens would pay directly for the street light services they receive.
4

| Route | Description |
| :---: | :---: |
| 1 | Duwntown Station - Butlea Plaza |
| 2 | Downtown Station - Duval Walmert |
| 3 | Downtown Station - Plaza Verde |
| 5 | Oaks Mall - Dawntowil station |
| 6 | Downtown Station - Pine Ridge Walmart |
| 7 | Eastwood Meadows - Downitown Station |
| 8 | Shands - Pine Ridge walmart |
| 9 | ituniers Run - Reitz Union |
| 10 | Santa Fe-Downlown Station |
| 11 | Eastyrood Meadowe - Downtiown Slation |
| 12 | Reiz Union - Bứlea Plaza |
| 13 | Reilz Uniun-Career Sounce |
| 15 | Downtown Station - NW 13th StreetNW 23rd Avenue |
| 16 | Sugat Hill-Shands |
| 17 | Shands - Dinntowri 3tailori |
| 18 | Repte Liman io SW 23rd Ten (0) SW35th PL |
| 20 | Oaki Mall - Reitz Union |
| 23 | Oaks Mall - Santa Fe |
| 24 | Downtown Station - Airport |
| 25 | Cominuter Lot - Alrgart |
| 26 | Downtown Station - Job Corps |
| 27 | Blount Center - Duval Walmart |
| 28 | Forest Falk - The Hub |
| 29 | Kiwanis Parh io UF |
| 34 | The Hut - Lexinglun Crossing |
| 35 | SW 35th Palace - Reitz Union |
| 36 | Willistoin Plaze - The Hub |
| 37 | Reitz Ǘlon - Eutter Plaza |
| 38 | Enclave - The itub |
| 39 | Airporl-Santa Fe |
| 40 | Hunteis Crossing - Tha Hub |
| 43 | Shands - Santa Fe |
| 46 | Downtumi circulater |
| 62 | Oaks Mall - Lexingtun Crossing |
| 75 | Oaks Mall - Butler Plaza |
| 76 | Haile Market Square - Santa Fe |
| 77 | Cabana Beach - Santa Fe |
| 711 | Eastside Circulator |
| Subtotal |  |
| 117 | Park-N-RIde C (Reile Ulilion - Forest Fakk) |
| 118 | The Hutb - Park-N-Ride \#11, Cullural Plaza |
| 119 | Famly Housing (The Huk - Unily Village) |
| 120 | Frateniti' Row |
| 121 | Commuter Lot-The Hub |
| 122 | UF Norih/S.uth circeulator |
| 125 | Lakeside - The Hut |
| 126 | UF Easthwesi Criculaior |
| 127 | Sorolity Row - Tuflington Hall |
| 128 | Lake 'wauburc, |
| Subtotal |  |
| 300 | LSA Duwntown Station - Fratenilib Row (Th - Fr) |
| 301 | LG B Duwniuwn Station - Lexington Crossing (Th - Fr) |
| 302 | LGC Luwnicmm Station - Oaks Mall (Th-Fi) |
| 303 | LG D Downtown Station - Careej Source (Sat) |
| 305 | LGF Downtown Station - Butien Plaza (Sat) |
| Subtotal |  |
| Total |  |


| Hours | Cost |  | Cost |
| :---: | :---: | :---: | :---: |
| ${ }^{18,6}$ | S137272E | 11773 |  |
|  |  |  |  |
|  |  | ${ }_{\substack{2947 \\ 3.643}}^{\text {a }}$ |  |
| 3.360 |  |  | ${ }_{\text {sel }}$ |
| , |  | $\underbrace{1,7659}$ |  |
|  |  |  |  |
| ${ }_{\substack{\text { coito } \\ 2040}}$ |  |  |  |
| ${ }_{\text {g }}^{8.828}$ |  | $\frac{3}{8,511}$ |  |
| \% |  | , 3 306: | Sces, |
| 3150 |  |  | - |
| 3,69 |  |  | ${ }_{\text {cose }}$ |
| ${ }^{2,000}$ |  |  |  |
| 4, | S202, | ${ }_{73}$ | 3532 |
|  |  |  |  |
|  |  |  |  |
| $\frac{1850}{3,30}$ |  |  | ${ }_{36}$ |
|  |  | $\div$ |  |
| ${ }_{\text {2 }}^{2 \times 300}$ |  | - |  |
| , |  |  | . |
| $\frac{1.708}{10.191}$ |  | -10.901 | S836.1. |
| ${ }^{\frac{1}{14740}}$ |  |  |  |
| $\frac{1868}{27818}$ | (820.023 | -13,000 | ${ }_{\text {si } 166,5}$ |
|  |  |  |  |
| ${ }^{2.554}$ | , | . |  |
| - |  | . |  |
| ${ }_{\text {20, }}^{\substack{\text { 2039 }}}$ | Stitisis |  |  |
| ${ }^{6} 6$ | $\xrightarrow{84897}$ |  |  |
|  | $\frac{.38163}{3527895}$ |  |  |
| $\stackrel{\square}{19}$ |  | - |  |
| $\frac{3080}{}$ | $\underbrace{\frac{8}{515083}}$ |  |  |
| ${ }^{46}$ |  |  |  |
| ${ }^{335646}$ |  | Fios, | (7706\% 20 |


| Proposed Reduction |  |  |  |  |  | Prowers | \&D-MOD |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hours | Cost | Productivity (Passhr) | \#. of Buses | Ritershlp | Comments |  |  |
| - | $\underline{1}$ | 32.6 |  | - |  |  |  |
| 4,197 | \$ 303,317 | 19.0 | 1 | 79,743 | Ellminate Route | 7 |  |
| 2,059 | \$ 148,804 | 17.1 | 1 | 35.209 | Ellminate Route | 5 |  |
|  | \$ - | 27.3 |  | - |  |  |  |
| 260 | \$ 18,790 | 19.8 |  | 5,148 | Saturday Serdce | 2 |  |
|  | \$ - | 21.6 |  | - |  |  |  |
|  | \$ | 23.5 |  | - |  |  |  |
|  | \$ | 412 |  | - |  |  |  |
| 260 | \$ 18,790 | 19.1 |  | 4,966 | Saturday Service | 1 |  |
| 2,040 | \$, +47,431 | 18.4 | 1 | 37,536 | Eliminate 1 bus, base service | 6 |  |
|  | \$ - | 39.8 |  | - |  |  |  |
| - | 5 | 42.6 |  | - |  |  |  |
|  | \$ | 30.2 |  | - |  |  |  |
| - | \$ | 27.2 |  | $\square$ |  |  |  |
|  | 5 | 301 |  | - |  |  |  |
|  | 8 | 29.8 |  | - |  |  |  |
|  | 8 | 41.3 |  | - |  |  |  |
|  | \$ | 25.2 |  | - |  |  |  |
| 2,024 | \$ 146,274 | 11.1 | 1 | 22,466 | Eliminate Routa | 3 |  |
|  | \$ | 18.0 |  | - |  |  |  |
|  | \$ | 26.1 |  | - |  |  |  |
| 737.10 | \$ 53,270 | 11.7 |  | 8.624 | Eliminate Aftemoon Service | 4 |  |
|  | - | अ. 8 |  | - |  |  |  |
|  | 3 | 347 |  | $\cdots$ |  |  |  |
|  | \% | 28.5 |  | - |  |  |  |
|  | \$ | 49.3 |  | - |  |  |  |
|  | 4 | 277 |  |  |  |  |  |
|  | \$ | 45.8 |  | - |  |  |  |
|  | \$ | 675. |  | - |  |  |  |
|  | \$ | 13.2 |  | - |  |  |  |
|  | 5 | 13.6 |  | $\cdots$ |  |  |  |
| 2,910 | \$ 210,270 | 19.3 | 1 | 56,153 | Reduce 1 bus, 12 hours. | 8 |  |
|  | \$ | 41.2 |  | - |  |  |  |
|  | 5 | 10.9 |  | - |  |  |  |
|  | 5 | 25.8 |  | - |  |  |  |
|  | $\ddagger$ | 175 |  | - |  |  |  |
|  | 4 | 43.4 |  | $-$ |  |  |  |
|  | \$ | 24.4 |  |  |  |  |  |
|  | 5 |  |  | - |  |  |  |
|  | \$ | 48.20 |  | . |  |  |  |
|  | \% | 48.00 |  | - |  |  |  |
|  | \$ | 2410 |  | - |  |  |  |
|  | \$ | 5170 |  | - |  |  |  |
|  | 5 | 530 |  | - |  |  |  |
|  | 3 | 24.10 |  | - |  |  |  |
|  | \$ | 6620 |  | - |  |  |  |
|  | \$ | 3 3 .30 |  | - |  |  |  |
|  | \% | B6) 50 |  | - |  |  |  |
|  | 5 | 690 |  | - |  |  |  |
|  | \$ |  |  | - |  |  |  |
|  | 8 | 2290 |  | - |  |  |  |
|  | 5 | 20.20 |  | - |  |  |  |
|  | 5 | 29.30 |  | - |  |  |  |
|  | 3 | 8.20 |  | - |  |  |  |
|  | 5 | 12.10 |  | - |  |  |  |
|  | \$ |  |  | $\cdots$ |  |  |  |
| 14,187 | \$ 1,046,047 |  | 5 | 249,846 |  |  |  |
| 8 | Transit Operators |  |  | \$ 294,428 |  |  |  |
| 1 | Transit Supervisor |  |  | \$ 70,280 |  |  |  |
| 1 | Analyst |  |  | \$ 70,280 |  |  |  |
| 1 | Fret Mechanic I |  |  | \$ 41,987 |  |  |  |
| 1 | Fleet Mechanic II |  |  | \$ 45,766 |  |  |  |
| 1 | Fleet Supervisor |  |  | \$ 70,280 |  |  |  |
| , | Dep. Mark. $\%$ Comm | in. Sup. |  | \$ 75,410 |  |  |  |
| 14 |  |  |  | \$ 668.431 |  |  |  |
| 173,839 | Miles |  |  |  |  |  |  |
|  | Maintenance Costs |  |  | \$330,294 |  |  |  |
|  | Material and Suppll |  |  | \$ 28,075 |  |  |  |
|  | Total |  |  | \$1,026,801 |  |  |  |

Option 2 - Citywide Service Reduction


| Total Hours |  | Total Basa |  |
| :---: | :---: | :---: | :---: |
| Hours | Cost | Hours | cost |
| 18,642 | \$1,347,295 | 11728 |  |
| 4.005 | S289,458 | 4,197 | \$303,335 |
| 2,059 | \$148,834 |  | s0 |
| 16,123 | \$1,165,614 | 9.447 | \%619,465 |
| 4,174 | \$301.677 | 3,613 | \$261,100 |
| 3,620 | \$261,648 | 3,613 | \$261.100 |
| 13,483 | \$974.418 | 11.795 | \$852,425 |
| 15.624 | \$4,129,177 | 3.637 | S262. 807 |
| 6.335 | \$457, 825 | 2.992 | \$216,503 |
| 6,065 | \$438,342 | 6,141. | 3465,517 |
| 20,179 | \$1,457 691 | - | 50 |
| 9,825 | \$710,065 | 3,511 | \$253,744 |
| 8.620 | \$622,996 | 8.200 | \$592.593 |
| 5.010 | \$362,391 | ¢.597 | \$259.23n |
| 3.6056 | \$253, 008 |  | 5 |
| 475 | 134,243 |  | 50 |
| 31,695 | 52,290,875 | 7.290 | \$526,312 |
| 5.970 | 5431469 | 2,892 | \$209,005 |
| 2.090 | \$151,028 | 3.613 | \$261,100 |
| $3.907 \%$ | \$28E. 341 | - | 5 |
| 4,002 | \$289,258 | . | 50 |
| 1.177 | \$106540 | 737 | \$53,270 |
| E. 343 | \$456 380 | - |  |
| 1,988 | 5146, 391 | - | 50 |
| 10,i62 | \$73E 821 |  | 50 |
| 19,157 | \$1,384,462, | 3.632 | 9623,361 |
| 3330 | \$2400.6.57 |  | \$0 |
| 3.871 | $3265 \times 181$ | - | s0 |
| 10.469 | \$766,561 | - | 5 |
| 1766 | \$127.593 |  | 80 |
| 2.880 | \$215, 57 |  | 50 |
| 10,391 | \$787, 124 | 7,889 | 5569,739 |
| 3628 | \$2.62, 1167 | . | 30 |
| 1.708 | \$125, 115 |  |  |
| 10.151 | 3736,488 | 10.191 | \$736,488 |
| i,795 | 8129,738 |  | \$0 |
| 1.470 | 5106,246 | $\cdots$ | 50 |
| 1,664 | \$120,225 | - | 50 |
| 278,118 | 520,099,555 | 113,000 | 58,166,515 |
| 716 | \$517,439 |  | 5 |
| 4118 | \$586,688 | - | 601 |
| 2,551 | \$184,369 | - | 80 |
| 3213 | 5378,712 | - | 50 |
| 2178 | \$157. 104 | - | 30 |
| 2,301 | \$166,315 |  | 50 |
| 10.096 | \$729,633 |  | S |
| $\frac{1.638}{1120}$ | ${ }^{61797.785}$ | $\cdots$ | 500 |
| 438 | 833,643 |  | 50 |
| 48,813 | 83,527,695 | - | 30 |
| 5.609 | \$280,837 |  | 50 |
| 1.995 | \$114.179 |  | 30 |
| 2,088 | \$150,932 |  | 80 |
| 400 | S2F 908 |  | 80 |
| 446 | \$32:215 |  | 50 |
| 8,538 | \$617.065 |  | 50 |
| 335,469 | \$24,244,316 | 109,374 | \$7,904,240 |


| Proposed Reduction |  |  |  |  |  |  | Priorlity |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hours |  | Lost | Productimity (Pass/hr) | $\begin{gathered} \text { \# of } \\ \text { Buses } \end{gathered}$ | Rıdershlp | Comments |  |
| . | 5 | - | 326 |  | - |  |  |
|  | 5 | - | 19.0 |  | - |  |  |
| 2,059 | 5 | 148,804 | 17.1 |  | 35,209 | Eliminate Route 3 | 5 |
| 2,070 | 5 | 149,599 | 27.3 | 1 | 56,511 | Reduce 1 bus, 12 hours, F and S | 7 |
| 200 | 5 | 18,790 | 19.8 |  | 5,148 | Saturday Service | 2 |
|  | 5 | - | 21.6 |  | - |  |  |
|  | S | - | 23.5 |  | . |  |  |
|  | \$ | - | 41.2 |  | $\cdot$ |  |  |
| 260 | \$ | 18,790 | 19.1 |  | 4,966 | Saturday Service | 1 |
|  | \$ | - | 18.4 |  | - |  |  |
|  | $\$$ | $\cdots$ | 32.8 |  | $\square$ |  |  |
| - | \$ | - | 42.6 |  | - |  |  |
|  | \$ | - | 30.2 |  | - |  |  |
| $\cdots$ | 5 | - | 272 |  | - |  |  |
|  | 8 | - | 301 |  | - |  |  |
|  | * | - | W.e. |  | - |  |  |
| 3,036 | 5 | 219,412 | 41.3 | 1 | 125,387. | Eliminate 1 bus, base service | 9 |
|  | \$ | - | 25.2 |  | - |  |  |
| 2.024 | \$ | 148,274 | 11.1 | 1 | 22,466 | Eliminate Route 24 | 3 |
|  | 1 | - | 18.0 |  | $\cdots$ |  |  |
|  | 5 | - | 26.1 |  | - |  |  |
| 73710 | \$ | 53,270 | 11.7 |  | 8,624 | Eliminate Aftermoon Şorvice | 4 |
|  | : | - | 30.8 |  | - |  |  |
|  | 5 | - | 34.4 |  | - |  |  |
|  | \% | - | 28.6 |  | $\square$ |  |  |
| 720 | \$ | 52,034 | 41.3 | 1 | 29,736 | 4 hours, Fall and Spring | $B$ |
|  | 5 | - | 277 |  |  |  |  |
|  | 5 | - | 75.8 |  | - |  |  |
|  | 8 | $\cdot$ | 678 |  | - |  |  |
|  | 5 |  | 13, ${ }^{\text {c/ }}$ |  | - |  |  |
|  | 4 | - | 15.5. |  | $\square$ |  |  |
| 2,910 | \$ | 210,270 | 19.3 | 1 | 56,153 | Reduce 1 bus, 12 hours | 6 |
|  | \$ | - | 41.2 |  | - |  |  |
|  | $i$ | $\cdots$ | 10.9 |  | - |  |  |
|  | $\$$ | - | 25.8 |  | - |  |  |
|  | 1 | - | 175 |  | - |  |  |
|  | ? | - | 13.4 |  | - |  |  |
|  | 5 | - | 24.4 |  |  |  |  |
|  | 3 | - |  |  | - |  |  |
|  | \% | - | 18.20 |  | - |  |  |
|  | 8 | - | 48.00 |  | $-$ |  |  |
|  | $\$$ | - | 2410 |  | - |  |  |
|  | \$ | - | 5170 |  | - |  |  |
|  | 1 | - | 5.30 |  | - |  |  |
|  | 8 | $\cdots$ | 2410 |  | - |  |  |
|  | \$ | - | 66.20 |  | - |  |  |
|  | \$ | $\cdot$ | 33.30 |  | - |  |  |
|  | $\stackrel{ }{ }$ | - | 6350 |  | - |  |  |
|  | \$ | - | 690 |  | - |  |  |
|  | \$ | - |  |  | - |  |  |
|  | \$ | - | 2230 |  | - |  |  |
|  | 4 | - | 3020 |  | - |  |  |
|  | ${ }_{5}^{5}$ | - | 39.30 |  | - |  |  |
|  | \$ | - | 320 |  | - |  |  |
|  | \% | - | 1240 |  | - |  |  |
|  | $\$$ | , |  |  | - |  |  |
| 14,076 | 5 | 1,017,244 |  | 5 | 344,201 |  |  |


| 8 | Transit Operators | \$ | 294,428 |
| :---: | :---: | :---: | :---: |
| 1 | Transit Supervisor | \$ | 70,280 |
| 1 | Analyst | \$ | 70,280 |
| 1 | Fleet Mechanic I | \$ | 41,987 |
| 1 | Fleat Mechanic II | \$ | 45,766 |
| 1 | Fleet Supervisor | \$ | 70.280 |
| 1 | Dep. Mark. \& Comm. Sup. | \$ | 75,410 |
| 14 |  | \$ | 688,431 |
| \#\#\#\# | Miles |  |  |
|  | Malintenance Costs | \$ | 320,924 |
|  | Material and Supplies | \$ | 27,279 |
|  | Total |  | ,016,633 |


|  |  | 2018 Fallisprniq |  |  |  |  | 2010 Śunmar |  |  |  |  | 日ast |  |  |  |  |  | Effirmive froki （Hours） |  | UF Fundeci | [uf share of | UF Share of Diffatunce |  | FDOT Grá Hotu |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Praxatimen | Sropur |  | Read | DR | Tolm | Hapular | D／R | Rod | D／R | Lita | Fror | Din | Red | Read Diat | Sumamar foral | F3T Tobe | Fallsisprmg |  |  |  |  |  |  |
|  | Downiown Staicon－Buter ：Tlaza | ＂4，${ }^{3}$ | ：${ }^{\text {？}}$ | E．，${ }^{\text {a }}$ 3 | 4.5 | 12，34： | 55 | 7 |  | 1／7 | 4 | Hest | 1.35 | 10．3．3 | ！ 98 | 5，464 | 7.655 | （ $4,788,700$ | ［080．68） |  | 35\％ | 1000 |  |  |
| 2 | Downtown Station－Dival Walmart | 13.15 | 0.41 | 13.15 | 0.41 | 2.441 | 13.15 | 0.41 | 13.15 | 0.41 | 980 | 13．38 | 0.37 | 13.32 | 0.37 | 1,043 | 2.572 | 131 | 53.28 |  | 0\％ | $0 \%$ |  |  |
| 3 | Downtown Station－Plaza Vede． | \％ 1.7 | 627 | 787 | 0.27 | 1，466 | 7．8i | 0.27 | 7．${ }^{\text {P }}$ | 0.27 | 594 |  |  |  |  |  |  | （1， 1,65 ） | （594．22） | 0 | 0\％ | $00_{0}$ |  |  |
| 5 | Oaks Mallil－Domitiomm siallen | $3{ }^{3}$ | \％ | \％ | ＋ | 10，36i1 | \％ 4.15 | ： 12 | \％ 10 | 1．ir | 4 |  | 3 B | 773 | 16. | 2， 14.1 | 6.292 | （6．594） | （334） |  | 478 | $1006 \%$ |  |  |
| B | Downtown Station－Pine Ridge Waimart | 1293 | 2．4： | 14.83 | 041 | 2.761 | 14.93 | 0.41 | 14，93 | 0.1 | 1.120 | 13.92 | 0.36 | 18，92 | 0.38 | 1,042 | 2570 | ［191） | ［77） | 0 | $\mathrm{O}^{\circ} \mathrm{O}$ | 0\％ |  |  |
| 7 | Eastwood Meadows－Downtown Station | 13．55 | 048 | 1385 | 046 | 2.576 | i3．25 | 0.43 | 13.35 | 6.46 | 1.045 | 13.92 | 0.58 | 43.78 | 0.36 | 1.042 | 2.570 | （5） | （2） | － | $00^{0}$ |  |  |  |
| \％ | Shands－Pine Ridge Willmat | $\cdots$ | － | － | － | 9．97i | S |  | त ${ }^{\text {d }}$ | 8，${ }^{\text {号 }}$ | \％ 215 | 4¢7\％ | \％， | $4{ }^{4}$ | 家 | 3，212 | － 320 | 71．057） | （22） |  | $10{ }^{\circ}$ | $100{ }^{\circ}$ |  |  |
| 0 | Hunter Reln－Relle．Unikn | 4. | $\cdots$ | $\square$ | 7 | ${ }^{11,780}$ | 53 | $\cdots$ | － $3 \times$ | 1， | 2， 8 ＋ | 1530 | \％ 6 |  | 439 | 978. | 2.185 | ［9， 2,24 ， | （5，085） |  | m9\％ | 800\％／ |  |  |
| 10 | Senta Fe －Downtown Station | 275，93 | 3＊ | 1208 | 23 | 4，467 | 23.15 | c．n | 3.27 | 0.37 | 1.575 | 12.03 | 0.83 | 11.00 | $0.8{ }^{3}$ | 864 | 2.129 | （2，339） | （711） | 0 | $0 \%$ | $0 \%$ |  |  |
| 11 | Eaawood Meadows－Dountown Slation | 29.33 | 8：3 | 2733 | 983 | 4.169 | 25.15 | 0.3 | 25.55 | 033 | 1，897 | 22.33 | 0.35 | 22， 3 | 0.83 | 1.691 | 4，169 |  | （206） | 0 | 0\％ | $\mathrm{OH}^{\mathrm{H}}$ |  |  |
| 12 | Retrit Inion－Buter Plaza |  | $\square$ | H10：2 |  | 14.116 | E． | 9 | 715： | － 7 | 4，468 | $\cdots$ | $\stackrel{-}{-}$ |  | － | － | － | ［6， 116 ］ | （ 5,4886 |  | $800{ }^{3}$ | 100 S |  |  |
| 13 | Reile Union－Catre Soute | $\cdots$ | － | $\cdots$ | 3 | ［．789 | 7 | $\cdot$ |  | 0．89 | 1， 280 | 12，86 | 5 F | 1200 |  | 427 | 5，245 | （4， 6 6 3 ） | （1）${ }^{5} 5$ |  | E5\％ | 1006， |  |  |
| 15 | Downtown Station－NWW 13thr StreethW 23rd Avemue | 28.19 | 0.3 | 23.18 | 033 | 5，429 | 29.15 | 0.93 | 29.18 | 0.88 | 2，18： | 2a，38 | 0.98 | 29.15 | 0．87 | 2.198 | 5.420 |  |  | 0 | 0\％ | 0\％ |  |  |
| 140 | Sugar till－Shant |  |  |  |  | 3，3291 |  | $\cdots$ | 13 ${ }^{2}$ | 3 $\mathrm{Ha}^{2}$ | 7.218 | 12：0 | ＋38 |  | 1.4 | 949 | 2，340 | （981） | （270） | 1 | 2256 | 1005 |  |  |
| 17 | Shapris－Downiowin Suation | $\square$ | $\because$ | \％ 6 | ．$\%$ | 5.502 | 7.7 | 2 | S 5 | ¢ | 1.403 | $\cdots$ |  |  |  | － |  | 12，502 | （1，003） |  | 10076 | 1000 |  |  |
| 19 |  |  | 3 |  |  | ， 7.7 |  |  |  |  |  |  |  |  |  |  |  | ［475， |  |  | 100\％ | 10 cm. |  |  |
| 20 |  | $\pm$ | 3 | 3 | － | 23，820 | 2 | 3 | T， 5 | T | 53 ck | 30］ | 3 l | 2tick | \％ 0 | 1，745． | ＋382 | （10518） | （3，林안 |  | 78 c | R 509 |  |  |
| 21 | Cabana Beach－Reliz Union |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |  | 100\％ |  |  |
| 22 | The Hub－Archetre Road |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 23. |  | 24.62 | 3.27 | 10．88 | 1.63 | 4，791 | 14．5．9 | 1.63 | 14．55 | 1.85 | 1，180 |  |  | － | － |  |  | （4．791） | （1，180） | 0 | $0 \%$ | $0 \%$ |  |  |
| 24 | Dopumtown Station－Aiprort | 7.73 | 0.55 | 773 | 0.53 | 1，487 | 7.73 | 0.53 | 7.73 | ${ }^{0.53}$ | 603 | 13.92 | 0.38 | 13.92 | 0.36 | 1，042 | 2.579 | 1，084 | 435 |  | 0\％ | $\mathrm{O}^{\mathrm{H}}$ |  |  |
| 25 | Copunuma Lot－Anari | － 3 | 牫等 | ， 2 | 4ist | 2， 124 | \％，${ }^{2}$ | S | 418 |  | 6］ |  |  |  |  |  |  | ［2，129］ | （191） |  | 4058 | 1004． |  |  |
| 26 | Downtown Station－Job Corps | 15.35 | 0.77 | 15.35 | $0.4{ }^{\text {0 }}$ | 2.848 | 15.36 | 0.47 | 15.35 | 0.47 | 1，155 |  |  |  |  |  |  | ［2843］ | （1，155） |  | \％\％ | \％\％ |  |  |
| 27 | Blount Center－Dival Welliat | 7.92 | 0.27 | 7．8： | 0.27 | 1.474 |  |  |  |  |  |  |  |  |  |  |  | （1，474） |  |  | 0\％ | 0\％ | \＄57，905 | 892．49 |
| 28 | Futw Pbite－Twe Hub |  |  | － | ， | ， $1.3 \times$ | － | ． | － | ． | － |  |  |  |  |  |  |  |  |  | 1406 | ， $\mathrm{isOC}_{4}$ |  |  |
| 20 | Kiwens Frik a 0 UF | ，（1） | $13^{*}$ |  |  | 1，888 |  | $\bigcirc$ |  |  |  |  |  |  |  |  |  | （1323） |  |  | $100{ }^{\text {c }}$ | 10009 |  |  |
| 34 |  | 4．8． | 8－ | $3{ }_{3}$ | 15－9 | 5，123 | $\underline{23.53}$ | $\frac{.6}{65}$ | ［1575 | L | 3，058 |  |  |  |  |  |  | 12， 12 | （2，4550 |  | 100\％${ }^{\text {a }}$ | $100{ }^{\circ}$ |  |  |
|  | SWW \3th Place－Reltr Uhen | Pex | 3 $\times \frac{1}{4}$ | 3，${ }^{2}$ 2 | 2．3\％ | 13，684 | 529 | ${ }_{5}^{5}$ | －${ }_{\text {－}}$ | 2．43 | 4，206 | n472 | $2 \times 0$ | 31 | 54． | 548 | 8，i42 | i7．558］ | ［1， eqa $^{\text {a }}$ |  | 3\％\％ | 100\％ |  |  |
| $3{ }^{3}$ | Whiston Plaza－The Hub | 25 | 2：3 |  |  |  |  | － | － | $-$ |  |  |  |  |  |  |  | （3，30） | － |  | 1009 － | 100\％0 |  |  |
| 37 | Rate Unlon－Butler Plaza | $20.5{ }^{\text {c }}$ | ：${ }^{\text {P7 }}$ |  |  | 8.671 | ． | $\cdot$ | ． | ． | ． |  |  |  |  |  |  | 10，071 | － |  | $100 \%$ | i00\％ | \＄127， | 1869.00 |
| 38 | Endisuar－Thay thit | 239．3＊ | ${ }^{32}$ | － | $\cdots$ | －${ }^{1022}$ | － | 1 | $\square$ | $\square$ | 1．34 |  |  |  |  |  |  | 19．12． | ［15450 |  | ${ }^{3} 800^{3}$ | 1.008. |  |  |
| $\frac{39}{40}$ | Airport－S Sarta Fe | 10.05 | 0.67 | $\square$ | － | 1，766 | － |  | － | － | $\cdots$ |  |  |  |  |  |  | （1，766） |  | 0 | 0\％ | O48 | \＄57，915 | 8.82 .65 |
| $4{ }_{4}^{4}$ | Hinter Crusury－The Hut |  | 3 c |  | － | ${ }^{2,8867}$ |  | 300 |  |  |  |  |  |  |  |  |  | ［2， 2 ，${ }^{2}$ | （182） |  | 400\％ | 100\％ | \＄107，052 | i85L．06 |
| ${ }_{4}^{43}$ | Shend－Sunta Fe | $44^{488}$ | 3.5 | 2928 | 3， 3 | 7， 7 | ${ }^{35}$ | 3.000 | 2 | \％ | \％ 5937 | 2：3 | 450 | ${ }_{4}^{2} 28$ | ： 3 | 2.275 | 5，806 | ［2．306） | （682） |  | $28^{80}$ | 0004 |  |  |
| ${ }^{62}$ | Oaks Mal－Loxingoton Crossing | 0.35 | 0.50 | ， |  | 1，709 |  | －MP |  |  |  |  |  |  |  |  |  | ［1，7089 | ，592］ | 0 | $\frac{100 \%}{0 \%}$ | $\underline{0}$ | \＄57， 905 |  |
| 75 | Oaks Mall－Auller Plaza | 33.15 | 3.37 | 33.15 | 3.87 | 6.884 | 33.15 | 5.87 | 3 3？． 15 | 3.87 | 2.702 | 35，15 | 9.87 | 35.15 | 3.87 | 2.702 | 6．664 |  |  | 0 | $0 \%$ | 0\％ |  |  |
| 76 | Hesle Markat Square－Sarra Fe | 9.85 | 1.00 |  | ， | 1，795 |  |  |  |  |  |  |  |  |  |  |  | （1．795） |  | 0 | 0\％ |  |  |  |
| 77 | Cobbana Baech－Sanita Fe | 312 | 0.73 | $\cdots$ | － | 1，470 | $\cdots$ | $\cdots$ | $\cdots$ | ． | － |  |  |  |  |  |  | （1，470） |  | ， | 0\％ | \％ 0 |  |  |
| 711 | Exadisuia theulatior | ＊ | －2 | W |  | 668 | \％ | － | ＊ |  | － |  |  |  |  |  |  | ［5id ${ }^{\text {a }}$ | $\cdot$ |  | 100\％ | $0 \cdot \mathrm{t}$ |  |  |
| 33 | Butler Patia to UF |  | $\cdots$ |  |  | $\cdots$ |  |  |  |  | － |  |  |  |  |  |  |  | － |  | 100\％ | 1009： | 520000 | $34^{\circ 9268}$ |
| 800 | Halle Plamtation to UF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 100\％ | 100\％ |  |  |
| 3 |  | ¢，109．651 | 7475 | 643．83 | 33．81 | 205659 |  | 4749 | 350.04 | 3022 | 5， 8 85 | 37862 | 2201 | 3726 | $\underline{297}$ | 23，312 | 72.83 | （133．330） | ［23，350］ | 23） | 1923\％ | 34 | 703x | B，兂 |
| 117 |  | 33.57 | 313 | － | $\cdots$ | 5.981 | 4 | 12 | － | － | ［，4，78 |  |  |  |  |  |  | 15997 | ［1． 178 |  | $100^{\circ} \mathrm{C}$ | 1.208 |  |  |
| 978 | The Hub－ParcowRide tilctural Plata | ＋ 4 S 3. | Af | － | － | 8.1010 | － | $\cdots$ | － | ． |  |  |  |  |  |  |  | （8） 1 自） |  |  | 1005\％ | $1000 \%$ |  |  |
| 119 |  | Pi．4．4 | $\cdots$ | $\cdot$ | $\cdots$ | i， 105 | $7 \times 0$ | － | － | － | 642 |  |  |  |  |  |  | 11 （198） | （842） |  | 100\％ | $100 \%$ |  |  |
| 120 | FratemiseREv： | 21．4． | 1 ， 9 |  |  | 3，376． | ह11 $\mathrm{E}_{1}$ | 3 |  |  | 1，338 |  |  |  |  |  |  | （3， 3 ， 7 ） | （1，333） |  | 1008 c | 100\％ |  |  |
| 121 | Commuter LSt－The Hub | 2．2． |  | － | － | 2，176 | － |  | － | ． |  |  |  |  |  |  |  | ［2178） |  |  | 1006： | 1004 |  |  |
| 122 | UF Noityssoun Crabletor | $3{ }^{3}$ | ． 5 | $\cdots$ | $\square$ | 1．705 | 5 St | 5.37 | － | － | $5 ¢ 8$ |  |  |  |  |  |  | ［1，703］ | ［599］ |  | i00\％ | 10089 |  |  |
| 125 | Lakeside－The Hub | 475． | 368\％ |  | － | \％，786 | 365 | 217 |  |  | 1，300 |  |  |  |  |  |  |  |  | － 1 | 100\％ | 1000. | 570， $3 \times 2$ | ${ }^{1085}$ |
| 123 | UF Easintes Stratiotio | 2ilt | Smin | $\cdot$ | － | \％535 | $1 c^{-3}$ | 0.50 | － | ． | P95 |  |  |  |  |  |  | ［ 5,533$]$ | （133） |  | 100\％ | 1000 |  |  |
| 127 | Stumur Row－Turimitin Hal！ | 50\％ | 623 | － | － | 3，767 | 3 | 1.53 | － | － | 359 |  |  |  |  |  |  | ［ 5,780 | \％539） |  | 100\％ | 100\％ |  |  |
| 128 | Lahs Weubur |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Stiond |  | 229．09 | 13.57 | － |  | उपदल9 | 9532 | 8.98 | $7-$ | － | 6，038 |  |  | － |  | － |  | （tatiot | 紧的｜ |  |  |  | 770］ | 1， |
| $\frac{300}{301}$ | LGA Doomitom Staton－Frovernity Row | 3.2 | $1+0$ | － |  | \％ | \％ 8.62 | 1.16 | － | － | 371 |  |  |  |  |  |  |  | ，3791 | － | 100ti： | 1000 | 351，820 | $70 \cdot 71$ |
| $\frac{301}{302}$ | Lîe Eomitoun Staton－Lexngton Cresesng | 2：2 | －19 | $\cdots$ |  | me | $\underline{\text { nse }}$ | 4 |  |  | 171 |  |  |  |  |  |  | （1，102） | （170） |  | 100\％ | ${ }^{100 \%}$ |  |  |
| $\frac{302}{303}$ | LG 2 Dowitown Statioh－Oakt Mal | 1 | 12 | － | － | 1754 | ${ }^{15}$ | 12 |  |  | 179 |  |  |  |  |  |  | （1，is4） | ：179） |  | ${ }^{100009}$ | 100\％\％ |  |  |
| ${ }^{303}$ | LS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ibtotich |  | 80， 4 ¢ 1 | －320 |  | $\square$ | 7 7 保 |  | 3501 | $\xrightarrow{\square}$ | ＋ | 21 | $\square$ | ． | $\cdots$ | ． |  |  | （2）35 | （721） |  |  |  | 657200： | 709.74 |
|  |  | Examat | 19969 | 84tige | P9，${ }^{1}$ | F61，983 | 8，${ }^{\text {a } 29}$ | caseal |  | 7121 | प｜xip | 或乐高 | 2mex |  | L | 1 － | 2901 | （4）3915 | Exte |  | $\underline{\square}$ | $\underline{\square}$ | L | － 4 96？ |


| Hourli：Rento | Hesess |
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| Perrod | Weokderya |
| Fellsppha | 185 |
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| Fellispmitaple | 5\％ |
| Summer LGA | 15 |



Service Development Grantis
Thidr Year 46
Second
Year 27
$\$ 42,50,000.00$
$\$ 8000$
Second Year $27 \$ 60,000.00$
Second Year $2 \varepsilon \$ 80,000.00$
Existing on $46[\approx \$ 296,635.95$

| UiF Obiligations |  | Non－LiF Obligatictin |  | 2017 Sarmmor |  |  |  |  |  | Evtura 808 | $\begin{array}{\|l\|l\|} \hline \text { Fis siog } \\ \text { Houtra } \end{array}$ | summers |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| cout | Hotra | cost 1 | Houre： |  | UFReg Yotalt | UFFodi | UFRand Totall | UF Totalt | Nom－ |  |  |  |  |
|  | 5．7\％ | 50 | － |  | －．．．－ |  | － | $\square$ |  |  |  |  |  |
| 50 | － | （\＄11，983） | （185） |  | － |  | － | － |  |  |  |  |  |
| 50 |  | \＄133， 615 | $\underline{.} 2.059 .42$ |  | ． |  | $\cdots$ | － |  |  |  |  |  |
| 520x 3 36 | 6， 2 2e | so |  |  | － |  | － | － |  |  |  |  |  |
| 50 | － | \＄17，400 | ${ }^{268}$ |  | ． |  | － | － |  |  |  |  |  |
| 50 | － | 5492 | 8 |  | － |  | ． | － |  |  |  |  |  |
| 58174＊ | 1，260 | so | － |  | ． |  | $\because$ | ． |  |  |  |  |  |
| \＄7762． 38 | －12，690 | 50 | ． |  | ． |  | ． | － |  |  |  |  |  |
| sa | － | 5197，796 | 3.049 |  | － |  | － | － |  |  |  |  |  |
| so | － | \＄13，356 | 206 |  | ． |  | ． | － |  |  |  |  |  |
| 51， $205,58 \%$ | 18．56， | 50 | $\square$ |  | － |  | － | － |  |  |  |  |  |
| 5300，332 | e，016 | \＄0 | － |  | ． |  | $\cdot$ | ． |  |  |  |  |  |
| 50 | － | so | ． |  | ． |  | $\cdots$ | $\square$ |  |  |  |  |  |
| \＄6， 77 | ，石 | 911 | $=$ |  | － |  |  | － |  |  |  |  |  |
| 122\％，408 | \％，503 | sio | $\square$ |  | ． |  | － | $\cdot$ |  |  |  |  |  |
| \＄30，33， | 476 | \＄0 | － |  |  |  |  |  |  |  |  |  |  |
| 5，500， 57 | 3， $2 \times$ | 5 | － |  | ． |  | － | $+$ |  |  |  |  |  |
| so | － | s0 | ． |  | － |  | － | ． |  |  |  |  |  |
| so |  | \＄387，349 | 5.970 |  |  |  |  |  |  |  |  |  |  |
| Só |  | （ 598,8181 | （1，523） |  | － |  | $\cdots$ | ． |  |  |  |  |  |
| \＄106 59\％ | 3045 | 30. |  |  | $\square$ |  | $\because$ | $=$ |  |  |  |  |  |
| \＄0 | － | \＄259，650 | 4，002 |  | － |  | － | $\cdots$ |  |  |  |  |  |
| so | ． | \＄153，551 | 582 |  | ． |  | ． | $\cdots$ |  |  |  |  |  |
| 541，50\％ | 0.36 | 30 | $\bigcirc$ |  | ． |  | － | － |  |  |  |  |  |
| \＄128，390 | 1，2989 | ${ }^{2}$ | $\square$ |  |  |  |  |  |  |  |  |  |  |
| \＄880， $5^{\prime} \cdot 9$ | 10．i8i | so | － |  | － |  | － | － |  |  |  |  |  |
| S607 892 | y， 3 36 | 50 | － |  | $\square$ |  | ． | $\square$ |  |  |  |  |  |
| 3218，031． | 5,330 | so | － |  | ． |  | $\cdots$ | ． |  |  |  |  |  |
| \＄1， 0.42 | 1.702 | 50 | $\cdot$ |  | － |  | － | － |  |  |  |  |  |
| Satc．joc． | ri， 465 | so | $\square$ |  | $-$ |  | $\pm$ | ． |  |  |  |  |  |
| \＄0 |  | \＄172．461 | 873 |  | － |  | － | － |  |  |  |  |  |
| 3ex，28： | 1，330 | ¢ | － |  | － |  | $!$ | － |  |  |  |  |  |
| \＄185156 | 3，008 | so | － |  | ． |  | ． | ． |  |  |  |  |  |
| \＄35，355 |  | \＄ | ＋ |  | － |  | － | － |  |  |  |  |  |
| ＊0 | － | \＄188，704 | 815 |  | ． |  | － | ． |  |  |  |  |  |
| 50 | － | so |  |  | － |  | － | － |  |  |  |  |  |
| \＄0 | ． | \＄146，473 | 1，795 |  | ． |  | ． | ． |  |  |  |  |  |
| 50 | － | \＄85，383 | 1.470 |  | － |  | － | － |  |  |  |  |  |
| －${ }^{0}$ | － | \＄38，235 | － |  | ． |  | － | － |  |  |  |  |  |
| $1526080 \cdot 0$ | ［3］ | 50 | ． |  | ． |  | － | － |  |  |  |  |  |
|  |  | S | 193607 |  | － |  |  | － |  |  |  |  |  |
| － 5464.528 |  | $\xrightarrow{30}$ | － |  | － |  | － | － |  | ， |  |  |  |
| ＊520，896 | 8.118 | 30 |  |  |  |  | $\square$ | － |  |  |  |  |  |
| \＄185，515 | 2.551 | 10 | － |  | $\cdots$ |  | $\bigcirc$ | － |  |  |  |  |  |
| \＄331992 | 5，215 | 50 | ． |  | － |  | $\cdots$ | ． |  |  |  |  |  |
| ＋144，308 | 2，178 | 50 | $\bigcirc$ |  | $\cdot$ |  | ． | $\cdot$ |  |  |  |  |  |
| S14， 0,312 | $\dot{8} 201$ | S | － |  | ． |  | ． | － |  |  |  |  |  |
| S586，702 | 2，iviz | \＄ | － |  | － |  | － | $\cdots$ |  |  |  |  |  |
| $\underline{3} 336164$ | 5.168 | 业 | － |  | － |  | － | － |  |  |  |  |  |
| \＄267，279 | 4120 | \＄1 | － |  | － |  | － | － |  |  |  |  |  |
| 30 |  | \％ | － |  |  |  |  |  |  |  |  |  |  |
| ［ Praticil | 48，${ }^{318}$ | 30. | $\cdots$ | 5 | $\cdots$ | $\ldots$ | $\cdots$ | － | － | W | ＋ | $\cdots$ | 4 |
| \＄121．30： | 1，971 | 8 | ， |  | － |  |  | － |  |  |  |  |  |
| ${ }^{462,592}$ | \％ $27 \times$ | 50 | － |  | － |  | － | － |  |  |  |  |  |
| 340：6i | ， 133 | 4 | － |  | － |  |  | － |  |  |  |  |  |
| 3 |  | \＄0 | － |  | － |  |  | － |  |  |  |  |  |
| － 5 | Tir | \％ | － |  | － |  |  | － |  |  |  |  |  |
| 5 |  | 20， | －4乐跱 | － | Li， | － | － | 1820．4 | $\cdots$ | $\frac{11}{3}$ |  |  | 碞 |

## Saturday Service Estimates

|  |  | Existhg Fallusprng |  |  | Exating Summer |  |  | Bran |  |  |  | Diffivenmer From Exso （Houm） |  | UFFundad | $\begin{array}{\|c\|} \text { IIF Shar } \\ \text { of Tomal } \end{array}$ | UF Shart of Lifformine | UF Obllatime |  | Non－UF Obiligatione |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Runte | Desenptiun | Repular | D／R | Total | Requtar | DR | Total | R．sular | DRIR | 9ummer Totel | Fristotat | Fallispring | summer |  |  |  | Cont | Hearei | cost | Hearim |
| 1 | Dountorn Station－Eutter Plaza | 3 38． 13 | 1.03 | 8．289 | 20.30 | 0.69 | 320 | 20．6 ${ }^{\text {n }}$ | 0.38 | 320 | 798 | （477） |  |  | $0 \%$ | 0\％ | 50 |  | 530，943 | 477 |
| 2 | Dountown Stailon－Duval Walman | 10.76 | 3：27 | 409 | 10.78 | 0.97 | 168 | 10.92 | 0.27 | 168 | 414 | 5 | 2.1 | 0 | $0 ;$ | O2， | 50 | 0 | （3476） | （7） |
| 3 | Downtowh Station－Flaza Verde | － | － |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 0 | 5 |  |
| E |  | 2cis | \％ | T 4168 | 20： | S | उइए | \％，96： | $\underline{\square}$ | 9i | 718 | ［1070］ | ［65］ |  | 24 | inem |  | $22^{2}$ | （x） | － |
| B | Doumtown Station－Pline Ricgewalmat | 5.48 | 9.18 | 209 | 5.45 | 0.15 ． | E5 |  |  |  |  | （200） | （84．6） |  | \％ | $0 \%$ | 5 | 0 | \＄10，028 | 233 |
| 7 | Eash＇ood Measkws－Downtown station |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | $\square$ | \＄0 |  |
| E | Shands－Pina Ridge Walmart | 11.03 | 0.83 | 409 | 11.4 | 0,3 | 100 | 11，92 | 0， $\mathrm{B}_{3}$ | 191 | 472 | 3 | 1.3 | $\bigcirc$ | 0\％ | 0\％ | 50 | 0 | （5304） | （5） |
| 9 | Hunters Run－Relle Union | 8.88 | 0.83 | 962 | C．18 | $0.6 i$ | 198 | 10.82 | 0.50 | 171 | 423 | 71 | 33，8 | 0 | 0\％ | 0\％ | 50 | 0 | （ $\mathbf{3} \mathbf{i}, 785$ | （104） |
| 10 | Santa Fe －Downtown Station | 5.48 | 0.18 | 200 | 5.48 | 0.13 | 85 |  |  |  |  | ［200］ | （84，6） |  | $0{ }^{5}$ | 0\％ | 50 | 0 | \＄19，023 | 293 |
| 11 | Eastwrod Meacoms－Downtown Station | － | $\rightarrow$ | － | $\cdot$ | ． |  | 10.92 | 1.27 | $16 \%$ | 414 | 414 | 107.8 |  | On． | 0\％ | 50 | n | （ 5 （37， 752 ） | （5982） |
| 11 |  | ${ }_{51} \mathrm{~s}_{5}$ | 160 | 2， 5 | 1， | soct | ${ }_{881}$ |  |  |  |  | 15492 | ［8810］ |  | 1604 | H0\％ |  | 1227 | \＄0 |  |
| 13 | Ratiz Union－Career Soume | 8.65 | \％ 87 | 224 | 5.89 | ：37 | 21 | 518 | 0.77 | 80 | 212 | （12） | （5．0） | 0 | 0\％ | \％ | 50 | 0 | 51.113 | 17 |
| 15 |  | 10.87 | 0.25 | 412 | 71 ${ }^{\text {a }}$ 9 | 0.27 | 187 | 42：3 | 0.27 | 168 | 414 | 2 | 0.6 |  | $0{ }^{\circ}$ | 0\％ | $\pm 0$ | 0 | （5189） | （9） |
| 18 | Stuar Hill－Shands | 5．99 | 0.37 | 224 | 36 | 0.97 | 81 | 5.46 | 0.77 | ${ }^{88}$ | 212 | （12） | （6，0） |  | \％\％ | $0 \times$ | 50 | 0 | 31，113 | 17 |
| 17 | Stands－Downter n Station |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | － | 50 |  |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | S0 | 0 | 50 |  |
| 20 |  | 3：95．5 | $\cdots$ | ， 1 | Fir | 3 | 361 | \％？$?$ | 2.0 | 358 | $3 \times 4$ | （688） | （6） |  |  | iocos． | 733， 04 | 570 | \＄0 |  |
| 21 | Cabana Aesh－Raltz Unlon |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 0 | 50 |  |
| 23 | The Hub－Archer Road |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | sa | 0 | so． |  |
| 23 | Oaks Mall－Sarna Fo |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | \＄0 | 0 | so |  |
| 24 | Dountrwn Station－Alport |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3 | 0 | 50 |  |
| 25 | Commuier Lri－Etrpai | आ马， | 3 ${ }^{\text {惑 }}$ | Sski | 2， | ${ }_{4}{ }^{5}$ | is |  |  |  |  | 130） | （144，昂 |  | ${ }_{10}$ |  | \＄23，460 | 503 | 30 |  |
| 28 | Downtrwn station－Job Corps |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3 | 0 | 3 |  |
| 27 | Elount Center－Dival Walmat |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 30 | 0 | so |  |
| 28 | Ferost Park－The Hub． |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 0 | 80 |  |
| $2{ }^{28}$ | Kmana Paft icue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 34 | The Hub－Lexingten Craeslng |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | sin | 0 | 50 | － |
| ${ }^{3 E}$ |  | $3{ }^{3} \mathrm{Fa}$ | Tics | Q $8 \times 1$ | ， 3 | 200 | 230， |  |  |  |  | （600） |  |  | iscos | 10005 |  | 02 | 50 |  |
| 36 | Whliston Plaza－Tha Hub |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | B | 0 | so | － |
|  | Reite Union－Buther Plaza |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | so | 0 | 50. |  |
| 38 | Endave－The Hub |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | \％ | 0 | 50 |  |
|  | Aimoct－Santa Fa |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 0 | 50 |  |
| 40 | Hunters Crossling－The Hub |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | so |  | \＄0． |  |
| 41 | Beaty Towori－Pine Ridge Walmart |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 |  | 50 |  |
| 43 | Shands－Santa Fe |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 0 | so |  |
| 48 | Doumbe：$\frac{1}{\text { Citraular }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 30 | ， | so |  |
| 82 | Oaks Malil－Lexinglom Croasing |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | to | 0 | 50 |  |
| 78 | Caks Mall－Euter Plaza | 13．83 | 203 | 587 | 93， 83 | 2.73 | 28 | 4383 | 2.03 | ${ }^{238}$ | 587 | ． | ． |  | $0 \cdot 5$ | 005 | so | 0 | 50 | － |
| 78 | Hzile Market Squire－Santa Fe |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 |  | 50 |  |
| 7 | Cabana Beach－Santa Fi |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 0 | so |  |
| 711 | Eatal：s Circulator | 13.21 | 0．85 | 523 | 12.21 | 0.03 | 212 |  |  |  |  |  |  |  |  |  | \％ 0 | 0 | 50 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Subtotal |  | 244.43 | 18，29 | 0，425 | 197，34 | 70．6） | 5.120 | 141．85 | 774 | 2，245 | 5，539 | ［3，363） | ［603） |  | $\pm 7$ | 6.0 | \＄235，442 | 3，829 | 225，781， | 397 |
| 117 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 |  | 50 |  |
| 118 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | － | 50 | － |
| 110 | Famll Houlns；（he Hub－Uriv，Villerge） |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | － | 50 | ． |
| 120 | Fraterily Row |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | ． | 50 |  |
| 121． | Commuter Lot－The Hub |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | s0 | － | s0 |  |
| 192 | UF Warth／South Cliculaber |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5 |  | so |  |
| $\frac{125}{128}$ | Lakeslde－The Hub |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 |  | 50 |  |
| $\frac{128}{17}$ | UF Eativusel Cimuincr | 18．75 | $\stackrel{4}{4}$ | ${ }^{739}$ |  |  | ． |  |  |  |  | （738） |  |  | 100\％ | 200\％ | si， 7 | 739 | 311 |  |
| ${ }^{127}$ | Scroily Row－Tusinglen Holl |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | to |  | 50 |  |
| 123 | Lake WGublill | 1.82 | 0.0 | 312 | 7 7 7 F | 0．50 | 128 |  |  |  |  | （312） | ［128．3） |  | 1009. | －00\％ | 428.07 | 483： | 50 |  |
| Subtotal |  | 28，99 | 1.33 | 1,048 | 7.92 | 0.50 | 126 | $\square$ |  | － | － | ［1，043］ | （128） |  |  |  | 77，178 | 1，174 | ＊ 0 |  |
| 300 | LGe：Downtown Station－Frateritit Row | $\cdots$ | －10 | $7{ }^{2}$ | 23.38 | 4 l | 144 |  |  |  |  | （701） | （145，${ }^{\text {a }}$ |  | 100\％ | 10006 | \％ 60.049 | 239 | 5 |  |
| 301 |  | 4 | 6，\％6 | 8056 | 150\％ |  | 114 |  |  |  |  | （1009） | （174．0） |  | ${ }^{1009 \%}$ | ${ }^{10046}$ | 240．843 | i27 | \％ |  |
| 3302 | LGC Cowntown Station－Dals：Mall |  | 10. | 339 | 18. | 4＊ | 118 |  |  |  |  | （8atu） | （1193） |  | $100 \%$ | 100\％ | 445，038 | 766 | 30 |  |
| 303 | LG D Dounturn Station－Caroer soure | －1，73 | nin： | 400 |  |  |  |  |  |  |  | （400） |  |  | 10005 | $1100{ }^{\circ}$ | 12， $29 \times 2$ | ．006 | \％ | － |
| 305 | LG F Lommown Sution－Eulyer Plaza | 13 24． | Uis． | 449 |  |  |  |  |  |  |  | （446） |  |  | 100\％ | 1008 | \＄26，821 | 446 | \％ |  |
|  |  | 86.34 | 4.79. | 2081 | 00．6． $1_{1}$ | 3.20 | 332 |  |  | － |  | （2，381） | ［3a2］ |  |  |  | \＄811，700 | 5，269 | so |  |
| total |  | 35378 | 10，32． | 15，354 | 265．6．6 | 14．30 | $3{ }^{3}$ | 1410．5 |  | 2，245 | 5，839 | ［ 12322$]$ | ［1，177］ |  |  |  | ［220．310］ | ，，066 | \＄25，781 | 3 Fr |



## Sunday Service Estimates



Hourty Rate \$86.08
$\begin{array}{ll}\text { Papriod } & \text { Sundays } \\ \text { Fal/Sprng } & \\ 37\end{array}$


