

# REGIONAL TRANSIT SYSTEM

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

## TRANSIT DEVELOPMENT PLAN (TDP)

ANNUAL UPDATE  
**2026**



# OUR MISSION

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

# OUR VISION

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

## TABLE OF CONTENTS

Executive Summary.....	3
Brief Overview of the TDP Process.....	4
Updated 10-Year Schedule of Projects.....	5
Updated 10-Year Financial Plan.....	7
Updated List of Priority Projects.....	9
Coordination with North Central Florida MTPO.....	10

### List of Tables

Table 1. TDP Annual Update Checklist.....	4
Table 2. 10-Year Implementation Plan.....	5
Table 3. 10-Year Financial Plan - Operating.....	7
Table 4. 10-Year Financial Plan - Capital.....	8
Table 5. Priority Project List – 2026.....	9

## Executive Summary

The City of Gainesville supports a city transit program through the Gainesville Regional Transit System (RTS) that provides fixed-route bus and mobility on demand microtransit services. RTS submitted a major update to the 10-Year Transit Development Plan (2025-2034), TDP, in March 2025. The ten-year comprehensive project outlay informs FDOT the prospects for progress of the agency's transit goals. It also identifies the cost and expected revenue flows required to meet those goals. The annual update to the Transit Development Plan (TDP) is required by FDOT. It is a check on the annual progress that a transit agency has made toward implementing the recommendations in the major update, including continued coordination with the Metropolitan Transportation Planning Organization to ensure that TDP priorities are continuously considered in the work efforts of the regional planning organization.

The financial stress faced by RTS has not abated as RTS continues to rely on partnership with the University of Florida, Santa Fe college and Alachua County to support its service operations. As a result, in the past year RTS has reduced its level of service and constrained the number of routes from 38 to 28 fixed routes to support work, school and health-related trips. That level of reduction required the agency to submit an equity study to the FTA to address how to mitigate the impacts on the community. The mitigation included, for example, the absorption of a few routes by the University of Florida into its Campus Circulator System. Meanwhile, RTS is initiating the incorporation of private sector contractually-provided ADA Paratransit Services to manage service cost. The Financial Plans provided in this update summarize the challenges the agency is facing in its goal of being the transportation mode of choice for the Gainesville Metropolitan area.

As shown in the Updated 10-Year Schedule of Projects, the only achievement in the past year is related to work on Short-Term Network Program where RTS modified, eliminated or repurposed several routes. The Updated Project Priority List reinforces the challenges in the agency's effort to contribute to the goal of reducing air pollution and minimizing roadway infrastructure needs within the Gainesville Metropolitan Service Area.

## Brief Overview of the TDP Process

The Transit Development Plan (TDP) is a 10-Year plan that is required by the Florida Department of Transportation (FDOT) from transit agencies receiving state funds for transit. The document allows transit agencies to identify and define short- and long-term public transit needs in their respective service areas. Florida Administrative Code 14-73.001, otherwise known as the TDP Rule, states that a TDP is the transit provider’s planning, development and operational guidance document and, therefore, a strategic blue print for meeting transportation needs within its service area. The process for developing a TDP includes completing a robust public involvement process to gather input on necessary transit services and coordination with the MTPo to inform related multi-modal planning and coordination, developing baseline conditions and identifying TDP relationships with other plans. There are extended descriptions of land use and urban design assessments and the TDP also requires the development of operating and capital programs for the transit agency.

The TDP Annual Update is primarily a documentation of revised 10-Year Operating and Capital program which reflects achievements in the previous service year. The elements required for an Annual Update are shown in Table 1.

Table 1. TDP Annual Update Checklist

Checklist Item	Page Number
Brief overview of the TDP process	4
Updated 10-Year Schedule of Projects	5
Updated 10-Year Financial Plan	7
Updated List of Priority Projects	9
Documents progress and achievements on coordination efforts with MTPo	10
Draft report presented to MTPo Board as informational item	Feb 2, 2026
Submit to FDOT by March 1, or a revised date agreed by FDOT	Yes

## Updated 10-Year Schedule of Projects

Prior to developing the current TDP RTS completed a Transit Services Restoration Plan that strategized on how to restore transit services to pre-Covid levels. The TDP relied on that study and expanded on it. Projects proposed under the TDP were subject to funding availability and especially for service-related projects that heavily rely on support from the City of Gainesville and RTS partners. The TDP proposed and RTS accomplished the implementation short term network service improvements that included the redesign of the RTS network system to allow for orderly and smooth transition to a new system. The TDP recommended a phased approach, but the financial challenges resulted in immediate modifications that affected Routes 1, 3, 5, 6, 7, 8, 9, 12, 13, 15, 17, 20, 23, 33, 37, 38, 43, 52, 75, 118 and 126; the elimination of routes 16, 21, 25, 28, 34, 35, 46, 711 122, 125, and 127; and repurposing of routes 12, 13, 17, 118, 122, 126, 125, 127, and 150. Another accomplishment is the expansion of UF Campus Connector Services that absorbed some RTS fixed Routes.

RTS has been operating an LM-FM (Last Mile-First Mile) on-demand service for over five (5) years. Although not identified in the TDP, the program is being expanded to incorporate the ADA Paratransit on-demand services. The paratransit service had been operated through contracts with a private sector service provider, but discussions were initiated in the middle of 2025 to fold this service into the RTS network to reduce cost.

The following table (Table 2) shows the updated 10-Year Schedule of Projects for services and capital service improvements. To underscore what was highlighted in the TDP, the document maintains that this schedule does not preclude the opportunity to delay or advance any projects. As priorities change, funding assumptions do not materialize, and/or more funding becomes available, this project implementation schedule can and should be adjusted.

Table 2. Updated 10-Year Implementation Plan  
Service Improvements – Services

Improvements	Implementation Year	Comments
Short term network	2026-2028	Manages on-going LOS
Duck Pond/UF Express	2028	No changes. These are new services that could be implemented if funding becomes available
Tower/UF Express	2028	
Rapid Express	2028	
Route 9	2030	
Route 20	2030	No changes. These routes, when improved, will be scheduled to operate on 15-minute headways during weekdays
Route 37	2030	
Route 43	2030	
Route 43	2032	No change. This is a realignment project
Route 43	2032	No change. Subsequently, will be scheduled to operate on a 20-minute headway during the weekday
Route 6	2033	No changes. Proposed to operate on 30-minute headway during the weekday, following improvement
Route 75	2033	
Route 3	Unfunded	No changes. These routes are proposed to provide Saturday services at 30-45-minute frequency
Route 6		
Route 8		
Route 10		
Route 52		
Route 75		
Route 76		
Route 1		
Route 20		No changes. These would provide 5:00 AM early service
Route 33		

Service Improvements – Capital/Technology/Policy Improvements

Improvements	Implementation Year	Comments
Eastside Transfer Center	2026-2027	Was scheduled for completion in 2025
Solar Canopy Project	2026	No changes
Farebox Contactless Payment device Upgrade	2027	No changes
Bus Stop Amenity and Prioritization Study	2028	No changes
ADA Bus Stop Improvements	2026-2027	Funding support
Fixed route scheduling software	2027-27	Contingent on funding availability
Northwest Transfer Center	2027-2028	Changes due to funding
Miscellaneous Capital Purchases	2026-2035	This is an on-going project
Expand Transit Marketing Education Efforts	2028-2034	No changes
TSP/Queue Jumps	2031-2034	No changes
CAD/AVL for Transit	2026-2027	Scheduled for bid in 2027
TSP/Queue Jumps Study	Unfunded	
Newberry Rd/Forte Clarke Blvd Park & Ride	Unfunded	

## Updated 10-Year Financial Plan

Annual operating and capital costs with supporting revenues for RTS are summarized in Tables 3 and 4, respectively. As shown, it would cost \$324 million to operate RTS services in the next 10 years, with another \$126 million in capital costs during the TDP time period.

Table 3. 10-Year Financial Plan – Operating

Cost/Revenue	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	Total
<b>Operating Costs</b>											
Short-Term Network	\$20,083,551	\$19,578,749	\$20,047,393	\$20,527,254	\$21,018,602	\$21,521,711	\$22,036,862	\$22,564,345	\$23,104,453	\$23,658,960	<b>\$214,141,880</b>
Paratransit	\$2,846,530	\$2,914,666	\$2,984,432	\$3,055,869	\$3,129,015	\$3,203,912	\$3,280,602	\$3,359,128	\$3,439,533	\$3,522,082	<b>\$31,735,769</b>
Mobility on Demand Services	\$312,301	\$2,352,551	\$2,408,862	\$2,466,522	\$2,525,561	\$2,586,014	\$2,647,914	\$2,711,295	\$2,776,194	\$2,842,823	<b>\$23,630,037</b>
New Services	\$0	\$0	\$4,450,384	\$4,556,910	\$4,665,986	\$4,777,673	\$4,892,033	\$5,009,130	\$5,129,031	\$5,252,128	<b>\$38,733,275</b>
Improvements to Existing Routes	\$0	\$0	\$0	\$0	\$1,623,118	\$1,661,970	\$2,028,834	\$2,489,597	\$2,549,189	\$2,610,370	<b>\$12,963,078</b>
Complementary ADA Paratransit for New Services	\$0	\$0	\$344,122	\$352,359	\$360,793	\$369,430	\$378,272	\$387,327	\$396,598	\$406,116	<b>\$2,995,017</b>
<b>Total Operating Costs</b>	<b>\$23,242,382</b>	<b>\$24,845,966</b>	<b>\$30,235,193</b>	<b>\$30,958,914</b>	<b>\$33,323,075</b>	<b>\$34,120,710</b>	<b>\$35,264,517</b>	<b>\$36,520,822</b>	<b>\$37,394,998</b>	<b>\$38,292,478</b>	<b>\$324,199,055</b>
<b>Operating Revenues</b>											
Federal Revenues	\$4,175,437	\$4,300,700	\$4,429,721	\$4,562,613	\$4,699,491	\$4,840,476	\$4,985,690	\$5,135,261	\$5,289,319	\$5,447,999	<b>\$47,866,707</b>
State Revenues	\$3,481,306	\$3,585,745	\$3,693,318	\$3,804,117	\$3,918,241	\$4,035,788	\$4,156,862	\$4,281,568	\$4,410,015	\$4,542,315	<b>\$39,909,275</b>
Fare Revenue from Existing Services	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	\$380,000	<b>\$3,800,000</b>
Alachua County Contribution	\$1,984,172	\$2,043,698	\$2,105,009	\$2,168,159	\$2,233,204	\$2,300,200	\$2,369,206	\$2,440,282	\$2,513,490	\$2,588,895	<b>\$22,746,315</b>
University of Florida Contribution	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	<b>\$100,000,000</b>
Santa Fe College Contribution	\$853,160	\$878,755	\$905,118	\$932,271	\$960,239	\$989,047	\$1,018,718	\$1,049,280	\$1,080,758	\$1,113,181	<b>\$9,780,527</b>
Local Option Gas Tax	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	\$2,340,045	<b>\$23,400,450</b>
Miscellaneous	\$521,798	\$537,452	\$553,575	\$570,183	\$587,288	\$604,907	\$623,054	\$641,746	\$660,998	\$680,828	<b>\$5,981,829</b>
Transfers	\$839,378	\$864,559	\$890,496	\$917,211	\$944,727	\$973,069	\$1,002,261	\$1,032,329	\$1,063,299	\$1,095,198	<b>\$9,622,527</b>
Advertising	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	<b>\$5,750,000</b>
Fare Revenue from New Services	\$0	\$0	\$222,519	\$227,846	\$314,455	\$321,982	\$346,043	\$374,936	\$383,911	\$395,428	<b>\$2,587,120</b>
New FDOT   Transit Corridor	\$0	\$0	\$1,581,763	\$1,619,625	\$1,658,393	\$1,698,089	\$1,738,735	\$1,780,354	\$1,822,969	\$1,877,658	<b>\$13,777,586</b>
New Grant or Local Revenues	\$0	\$0	\$0	\$2,852,570	\$4,711,993	\$5,062,108	\$5,728,904	\$6,490,023	\$6,875,194	\$7,081,450	<b>\$38,802,242</b>
<b>Total Operating Revenues</b>	<b>\$25,150,296</b>	<b>\$25,505,954</b>	<b>\$27,676,564</b>	<b>\$30,949,640</b>	<b>\$33,323,076</b>	<b>\$34,120,711</b>	<b>\$35,264,518</b>	<b>\$36,520,824</b>	<b>\$37,394,998</b>	<b>\$38,117,997</b>	<b>\$324,024,578</b>

Table 4. 10-Year Financial Plan – Capital

Cost/Revenue	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	Total
<b>Capital Costs</b>											
Replacement Fixed Route Buses	\$24,400,000	\$1,300,000	\$1,350,611	\$4,868,951	\$0	\$8,117,168	\$2,280,186	\$3,914,320	\$11,288,898	\$11,627,565	\$69,147,699
Replacement Paratransit Vehicles	\$150,000	\$150,000	\$220,000	\$1,565,020	\$179,108	\$184,481	\$0	\$0	\$0	\$0	\$2,448,609
Vehicles   New and Expanded Services	\$1,591,350	\$5,245,090	\$0	\$9,911,793	\$0	\$2,213,773	\$2,280,186	\$0	\$0	\$0	\$21,242,192
Vehicles   New Spare	\$0	\$655,636	\$0	\$2,086,693	\$0	\$737,924	\$0	\$0	\$0	\$0	\$3,480,253
Vehicles   New and Expanded Paratransit	\$0	\$491,727	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$491,727
Eastside Transfer Center	\$1,970,783	\$1,970,783	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,941,566
Northwest Bus Transfer Station	\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
Solar Canopy Project	\$4,490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,490,000
Farebox Contactless Payment Device Upgrade	\$0	\$2,731,818	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,731,818
Bus and Driver Scheduling Software Upgrade	\$0	\$1,966,909	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,966,909
Bus Stop Amenity and Prioritization Study	\$0	\$0	\$281,377	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$281,377
Expand Transit Marketing and Education Efforts	\$0	\$0	\$28,138	\$28,982	\$29,851	\$30,747	\$31,669	\$32,619	\$33,598	\$34,606	\$250,210
TSP/Queue Jumps	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$6,000,000
Miscellaneous Capital Purchases	\$2,612,904	\$2,691,291	\$2,772,030	\$2,855,191	\$2,940,846	\$3,029,072	\$3,119,944	\$3,213,542	\$3,309,949	\$3,409,247	\$29,954,016
<b>Total Capital Costs</b>	<b>\$37,315,037</b>	<b>\$17,203,254</b>	<b>\$4,652,156</b>	<b>\$21,316,630</b>	<b>\$3,149,805</b>	<b>\$16,313,165</b>	<b>\$9,711,985</b>	<b>\$9,160,481</b>	<b>\$14,632,445</b>	<b>\$15,071,418</b>	<b>\$148,526,376</b>
<b>Capital Revenues</b>											
Section 5307	\$2,029,649	\$2,153,255	\$2,217,852	\$2,284,388	\$2,352,919	\$2,423,507	\$2,496,212	\$2,571,099	\$2,648,232	\$2,727,679	\$23,904,792
Section 5339	\$507,151	\$538,036	\$554,178	\$570,803	\$587,927	\$605,565	\$623,732	\$642,444	\$661,717	\$681,569	\$5,973,122
Section 5339 - Eastside Transfer Center	\$3,941,566	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,941,566
Section 5339 – Solar Power	\$4,490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,490,000
Section 5339 – Hybrid 40FT Bus	\$22,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000,000
Northwest Bus Transfer Station Grants	\$868,686	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$868,686
FDOT Capital Grants	\$118,326	\$125,532	\$129,298	\$133,177	\$137,172	\$141,287	\$145,526	\$149,892	\$154,389	\$159,021	\$1,393,620
New Grant or Local Revenues	\$0	\$147,249	\$1,530,827	\$18,328,263	\$71,787	\$13,142,805	\$6,446,515	\$5,797,047	\$11,168,107	\$11,503,150	\$68,135,750
<b>Total Capital Revenues</b>	<b>\$33,955,378</b>	<b>\$2,964,072</b>	<b>\$4,432,155</b>	<b>\$21,316,631</b>	<b>\$3,149,805</b>	<b>\$16,313,164</b>	<b>\$9,711,985</b>	<b>\$9,160,482</b>	<b>\$14,632,445</b>	<b>\$15,071,418</b>	<b>\$130,707,535</b>

## Updated List of Priority Projects

This list is based on potentials for future funding. RTS experienced a loss of 4,782 service hours between October 2024 (22,726 hours) and October 2025 (17,944 hours), and therefore, capital improvements predominate the list, except the anticipated absorption of ADA Paratransit Services which is expected to be completed in 2026.

Table 5. Priority Project List – 2026

Improvements	Implementation Year
ADA Paratransit Services	2026
Replace Paratransit vehicles	2026-2028
Eastside Transfer Center	2026-2027
Solar Canopy Project	2026-2027
Farebox Contactless Payment device Upgrade	2026-2027
ADA bus stop improvements	2026-2027
Northwest Transfer Center	2026-2027
Rehab/Renovate Admn. Bldg.	2026-2027
Replace cameras – Admn. & Maintenance Buildings	2026
Repair concrete deck – Main Yard	2026
Midlife bus overhaul	2026-2028
Rehab/Renovate Rosa Parks	2026-2027
Miscellaneous Capital Purchases	2026-2035
CAD/AVL for transit	2026-2027

## Coordination with Metropolitan Transportation Planning Organization

The TDP development relied on several plans and documents, including Gainesville MTPO 2045 Long Range Transportation Plan (2021), MTPO 2023-2027 Transportation Improvement Program (2022) and MTPO Multimodal Level of Service Report (2021). RTS maintains collaborative relationships with North Central Florida Metropolitan Transportation Planning Organization (MTPO) through updates and MTPO meetings and participation in other planning efforts. RTS provides the organization with monthly ridership reports to allow it to complete Ridership Monitoring Reports and Fixed Route bus annual ridership study. The organization was represented on the advisory committee for the preparation of the TDP. By providing inputs at MTPO Meetings and participating in Committees, RTS transit initiatives are integrated into regional planning documents such as the Unified Planning Work Program (UPWP), Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and List of Priority Projects. RTS projects are listed in Chapter II, Table 2 (FY 2023/24 to FY2027/28) by project name, location and description. The inclusion assures continuous support for RTS grant applications and integration of transit services in reports and capital transportation improvements.

The 2026 Transit Development Plan Annual Update Report was presented to the MTPO Board as informational item on February 2, 2026. Board members were provided with the opportunity to review the updated 10-Operating and Capital program, transit priority projects and discuss funding challenges. Following the meeting, the TDP Annual Update Report will be submitted to the Florida Department of Transportation (FDOT) by March 1, 2026, as required.