



Meeting Packet
April 14, 2014, 3:00 p.m.



**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Susan Baird, Chair
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, April 14, 2014 at 3:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP, Director of Transportation Planning, at 352.955.2200, extension 103.

Attachments

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**AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**Jack Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida**

**Monday, 3:00 p.m.
April 14, 2014**

STAFF RECOMMENDATION

- Page #3** **I. Approval of the Meeting Agenda and Consent Agenda Items** **APPROVE BOTH AGENDAS**
- The MTPO needs to approve the meeting agenda and the consent agenda items.
- Page #105** **II. Year 2040 Long Range Transportation Plan Update- Public Participation Plan (3:00 P.M. Time Certain)** **APPROVE PLAN**
- This Plan specifies how the plan update process will provide full and open access to all citizens.
- Page #109** **III. Certification of the Metropolitan Transportation Planning Process** **APPROVE CERTIFICATION**
- Approval of this certification is on the regular agenda so that the public can be given an opportunity to speak about the recommendation to certify the MTPO Program this year.
- Page #115** **IV. Transportation Improvement Program Amendment- SW 62nd Boulevard Connector Project** **APPROVE AMENDMENT**
- The SW 62nd Boulevard Connector project has received about \$1.3 million in SAFETEA-LU "High Priority Project" funds.
- Page #119** **V. Go Enhance RTS Study** **NO ACTION REQUIRED**
- This Study is to determine whether premium transit services should be implemented in a designated east-west corridor serving the City of Gainesville and Alachua County.

VI. Dr. Kermit Sigmon Award

PRESENT AWARD

This year, the Citizens Advisory Committee selected Commissioner Thomas Hawkins to receive this award.

VII. Next MTPO Meeting

NO ACTION REQUIRED

The next MTPO meeting is scheduled for June 2, 2013 at 5:00 p.m.

VIII. Comments

- A. MTPO Members*
- B. Citizens Comments*
- C. Chair's Report*

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP, Director of Transportation Planning, at 352.955.2200.

*No backup material included with the attached agenda material.



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**CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**Jack Durrance Auditorium
Alachua County Administration Building, Gainesville Florida**

**Monday, 3:00 p.m.
February 4, 2014**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes- February 3, 2014 APPROVE MINUTES**
This set of MTPO minutes is ready for review.
- Page #15 CA. 2 Transportation for America- Draft Resolution APPROVE RESOLUTION**
The Gainesville City Commission is requesting that the MTPO approve this Resolution.
- Page #25 CA. 3 Fiscal Year 2013 Audit APPROVE COMMITTEE RECOMMENDATION**
The Audit Review Committee recommends acceptance of the audit report and approval of the invoice for payment.
- Page #53 CA. 4 Nondiscrimination Policy Statement APPROVE STAFF RECOMMENDATION**
Each year, this form needs to be executed and submitted to the Florida Department of Transportation.
- Page #57 CA. 5 Unified Planning Work Program APPROVE JOINT RECOMMENDATIONS**
This document contains the MTPO budget and identifies work tasks for the next two fiscal years.
- Page #61 CA. 6 Statistically Valid Telephone Survey NO ACTION REQUIRED**
The MTPO has asked for a cost estimate to do a statistically valid telephone survey.

Page #71 **CA. 7** **Year 2040 Long Range Transportation Plan- Questionnaire** **APPROVE STAFF RECOMMENDATION**

The MTPO has asked for a cost estimate to do a statistically valid telephone survey.

Page #93 **CA. 8** **Transportation Disadvantaged Program- Status Report** **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

3:00 p.m.
Monday
February 3, 2014

MEMBERS PRESENT

Susan Baird, Chair
Lauren Poe, Vice Chair
Susan Bottcher
Ed Braddy
Todd Chase
Chuck Chestnut
James Green/Greg Evans
Thomas Hawkins
Yvonne Hinson-Rawls
Robert Hutchinson
Lee Pinkoson
Randy Wells

MEMBERS ABSENT

Mike Byerly
Gib Coerper
Curtis Reynolds

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Chair Susan Baird called the meeting to order at 3:02 p.m.

Mr. Marlie Sanderson, Director of Transportation Planning for the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, introduced Ms. Shundreka Givan, Federal Highway Administration Senior Transportation Planning Specialist.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Baird asked for approval of the consent agenda and meeting agenda.

MOTION: Commissioner Pinkoson moved to approve the Consent Agenda and Meeting Agenda. Commissioner Bottcher seconded; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) has requested amendments to the Transportation Improvement Program.

Mr. Donald Shepherd asked whether any University of Florida funds were used in these projects.

Mr. James Green, FDOT Transportation Planning Supervisor, stated that these projects are being constructed with federal Transportation Alternatives Program funds and that no University of Florida funds are being used in these projects.

MOTION: Commissioner Pinkoson moved to amend the Fiscal Years 2013-14 to 2017-18 Transportation Improvement Program to add Environment Mitigation and Utility Phases to:

- 1. University of Florida Campus Greenway from SW 34 Street to Gale Lemerand Drive [428869-1] in the amount of \$40,000 Equity Bonus funds;**
- 2. University of Florida Campus Greenway from Gale Lemerand Drive to Archer Road [430614-1] in the amount of \$3,000 Equity Bonus funds; and**
- 3. University of Florida Campus Greenway from Gale Lemerand Drive to Archer Road [430614-1] in the amount of \$37,254 Transportation Alternative funds.**

Commissioner Bottcher seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.

**III. LONG RANGE TRANSPORTATION PLAN UPDATE-
PUBLIC PARTICIPATION PLAN PUBLIC NOTICE**

Mr. Sanderson discussed the public participation plan that will be used for the long range transportation plan update. He stated that the MTPO is required to provide at least 45 days public notice in a newspaper of general circulation. He said that notices have been prepared for the Gainesville Sun, Gainesville Guardian and Independent Florida Alligator.

Mr. Wiley Page, Atkins Transportation Planning Group Manager, discussed the long range transportation plan update process and answered questions.

MOTION: Commissioner Poe moved to authorize staff to publish the display ad for the Public Participation Plan. Commissioner Hutchinson seconded; motion passed unanimously.

**IV. LONG RANGE TRANSPORTATION PLAN UPDATE-
COMMUNITY PUBLIC WORKSHOP PUBLIC NOTICE**

Mr. Sanderson discussed the public notices that will be used for the long range transportation plan update. He said that display advertisements have been prepared for the Gainesville Sun, Gainesville Guardian and Independent Florida Alligator. He noted that the scheduled workshop conflicts with an Alachua County public hearing on the transportation surtax.

Mr. Bruce Nelson asked how the long range transportation plan issues compared to the transportation surtax issues.

Mr. Page discussed the workshop agenda topics and answered questions.

MOTION: Commissioner Pinkoson moved to direct staff to reschedule the Community Public Workshop so that it does not conflict with meetings of the Alachua County Board of County Commissioners and Gainesville City Commission, as well as University of Florida, Santa Fe College and Alachua County District Schools spring breaks. Commissioner Hinson-Rawls seconded; motion passed unanimously.

V. LONG RANGE TRANSPORTATION PLAN UPDATE-
NEWSLETTER, QUESTIONNAIRE AND WEBSITE

Mr. Sanderson stated that, as part of the long range transportation plan update public participation process, a draft newsletter, questionnaire and website have been developed.

Mr. Page discussed the draft newsletter, questionnaire and website and answered questions.

A member noted that the Gainesville Sun had looked into Mindmixer for surveying transportation issues.

A member discussed telephone surveys and the merits of a statistically valid survey.

A member asked about virtual town hall meetings. She noted that the Bob Graham Center and the University of Florida Bureau of Economic and Business Research could assist in survey efforts.

Mr. Paul Folkers, City of Gainesville Assistant City Manager, discussed Granicus Town Hall and Mindmixer public participation programs.

MOTION: Mayor Braddy moved to direct staff to provide cost estimates for a statistically valid telephone survey. Commissioner Hinson-Rawls seconded.

FRIENDLY AMENDMENT

Commissioner Poe asked that any other public outreach expenditures that maximize public input be added. Mayor Braddy and Commissioner Hinson-Rawls accepted the amendment.

ORIGINAL MOTION AS AMENDED:

Mayor Braddy moved to direct staff to provide cost estimates for a statistically valid telephone survey and any other public outreach expenditures that maximize public input. Commissioner Hinson-Rawls seconded; motion passed unanimously.

Mr. Nelson noted the transportation needs expressed by citizens at various retail and public facilities.

Mr. Shepherd discussed transportation system needs.

MOTION: Commissioner Chase moved to approve the newsletter and website as modified to indicate the new workshop date. Commissioner Hinson-Rawls seconded; motion passed unanimously.

Several members discussed the questions in the draft questionnaire.

A member requested that the Year 2025 Long Range Transportation Plan telephone survey be provided to MTPO members. Mr. Sanderson stated that he would also provide the previous statistically valid survey.

Mr. Nelson noted that the Go-Enhance Regional Transit System website includes information provided by the public, summits and a survey.

Mr. Kevin Thorpe discussed the statistically valid survey and the draft questionnaire.

MOTION: Commissioner Hawkins moved to direct staff to solicit individual MTPO member input concerning the questionnaire by email. Commissioner Hutchinson seconded; motion passed unanimously.

VI. BUS RAPID TRANSIT ALTERNATIVES ANALYSIS- STATUS REPORT

Mr. Sanderson stated that several MTPO members had asked about the status of the Regional Transit System (RTS) Bus Rapid Transit Alternatives Analysis. He added that the MTPO would receive a presentation at its next meeting on April 14, 2014.

Chair Baird discussed an interest in having a review of the study by an outside expert.

A member requested that staff provide all MTPO members with a link to the draft study.

Mr. Matthew Muller, RTS Transit Planner, discussed the draft study and answered questions.

Mr. Mike Fay, Alachua County Acting Assistant County Manager, discussed the Transportation Surtax process and answered questions.

MOTION: Mayor Braddy moved to direct staff to investigate inviting Mr. Randall O'Toole to present a review of the draft Bus Rapid Transit Alternatives Analysis study and invite him if his participation costs less than \$3,000. Commissioner Pinkoson seconded.

Mr. Shepherd spoke against the peer review.

SUBSTITUTE MOTION:

Commissioner Hutchinson moved to direct staff to develop a process and budget for a peer review of the draft Bus Rapid Transit Alternatives Analysis. Commissioner Pinkoson seconded; motion passed unanimously.

VII. NEXT MTPO MEETING

Mr. Sanderson stated that the next MTPO meeting is scheduled for April 14, 2014 at 3:00 p.m. He noted that there was one vacancy on the Citizens Advisory Committee (CAC).

Chair Baird requested that the CAC application be linked to the Alachua County and City of Gainesville websites.

VIII. COMMENTS

A. MTPO MEMBERS

There were no member comments.

B. CITIZENS

Mr. Nelson asked why the Bus Rapid Transit Alternatives Analysis was not included in the current the agenda since it was available. He also spoke concerning the cost effectiveness of bus rapid transit for those who are transit dependent.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 5:50 p.m.

Date

Robert Hutchinson, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Tony Fulton	Mike Fay	Russ Blackburn	-
Shundreka Givan	Jeff Hays	Paul Folkers	
Bruce Nelson	Sean McLendon	Jesus Gomez	
Wiley Page	Dave Schwartz	Debbie Leistner	
Donald Shepherd	Mark Sexton	Matthew Muller	
Suzanne Skadowski		Teresa Scott	
Kevin Thorpe			
Jackie Varas			
David Wasserman			

* By telephone

Spoke and provided written comments

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**CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida**

**Monday, 3:00 p.m.
February 3, 2014**

STAFF RECOMMENDATION

- Page #7 CA. 1 MTPO Minutes- December 2, 2013 APPROVE MINUTES**
This set of MTPO minutes is ready for review.
- Page #17 CA. 2 Florida Department of Transportation- APPROVE RESOLUTION
Reimbursement Agreement Resolution**
FDOT is providing \$100,000 to the MTPO to fund a study to identify specific multimodal projects on university Avenue from Gale Lemerand Drive east to Waldo Road.
- Page #49 CA. 3 University Avenue Multimodal Study- APPROVE COMMITTEE
Technical Committee**
The MTPO needs to appoint members to this Committee.
- Page #51 CA. 4 Continuity of Operations Plan APPROVE STAFF RECOMMENDATION**
This Plan is reviewed each year and revisions are made as needed.
- Page #53 CA. 5 Transportation Disadvantaged Program- NO ACTION REQUIRED
Status Report**
The MTPO has asked for regular status reports concerning this program.
- Page #63 CA. 6 MPOAC Legislative Priorities and Policy Positions- NO ACTION REQUIRED**
Enclosed are the legislative priorities and policy positions of this organization for the 2014 Florida Legislative Sessions.

Page #69

CA. 7 MPOAC Weekend Institute

NO ACTION REQUIRED

Enclosed is information about the next two sessions of this Institute.



April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation for America- Draft Resolution

STAFF RECOMMENDATION

Approve Resolution 2014-03.

BACKGROUND

The City of Gainesville City Commission has requested that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approve the draft Resolution 2014-03 (see Exhibit 1) endorsing Transportation for America's revenue proposal to build and maintain the nation's transportation network (see Exhibit 2).

Attachment

EXHIBIT 1

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2014-03, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the _____ day of _____, A.D., 2014.

WITNESS my hand this _____ day of _____, A.D., 2014.

Robert Hutchinson, Secretary

RESOLUTION NO. 2014-03

A RESOLUTION OF THE METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION FOR
THE GAINESVILLE URBANIZED AREA ENDORSING
TRANSPORTATION FOR AMERICA'S REVENUE
PROPOSAL; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Gainesville Urbanized Area's economic future depends on having a top-notch transportation network that will allow us to compete both nationally and globally while preserving our quality of life; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is working with other leaders in the region to develop innovative solutions to pressing transportation challenges; and

WHEREAS, investing in important transportation projects will require more funding to ensure that goods can get to market and workers to jobs; and

WHEREAS, many transportation projects will require federal funding in order to move forward; and

WHEREAS, the federal trust fund dedicated to transportation is headed for insolvency, which could lead to the federal transportation program being halted in fiscal year 2015; and

WHEREAS, these crippling cuts will adversely affect the undertaking of transportation projects to meet the transportation needs of our residents and businesses, potentially restricting our future economic growth; and

WHEREAS, Transportation for America, an alliance of business, civic, and elected leaders from across the country, has put forward an investment plan for the 21st century that would save the nation's transportation fund while making it more accountable and increasing local control.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area endorses the Transportation for America's Revenue proposal for saving the nation's transportation fund.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area calls upon Congress and the President to act upon the recommendations therein prior to September 30, 2014.

3. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this _____ day of _____ A.D., 2014.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Susan Baird, Chair

ATTEST:

Robert Hutchinson, Secretary

APPROVED AS TO FORM

Michele L. Lieberman, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

SAVING THE NATION'S TRANSPORTATION FUND



An investment plan for the 21st century

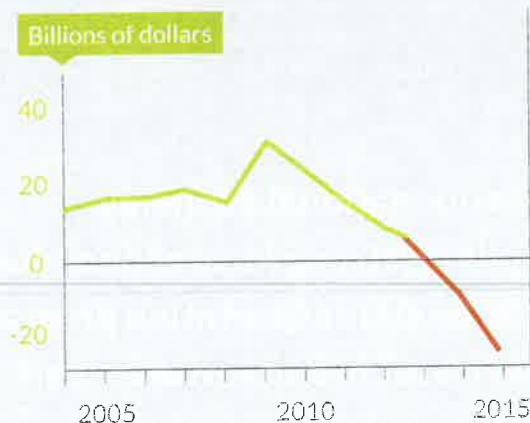
We must act—now—to fix the transportation trust fund, so that we can **maintain** our existing infrastructure, **reward** local innovation and **prepare** for the future.

Trust Fund headed for insolvency

Our nation's ability to build and maintain our transportation network is nearing a crisis. Without action from Congress in 2014, our Highway Trust Fund will be in a deep deficit that could require **halting the federal program for fiscal year 2015.**

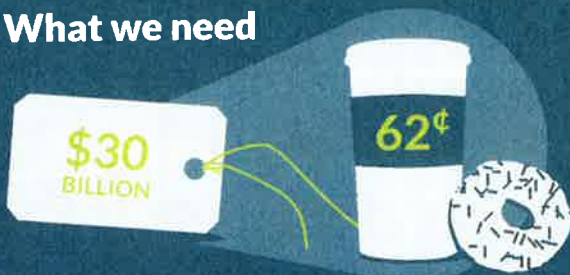
— Highway Trust Fund balance

*2012-2020 numbers are based on CBO projections from August 27th, 2012.
**DOT requires a minimum \$6 billion cushion, hence the HTF hits the red before crossing zero. fhwa.dot.gov/policyinformation/statistics/2010/fe210.cfm



PAYING FOR PROGRESS

What we need



Annual investment needed to make the transportation fund solvent and effective

Daily cost per commuter.
About as much as a cup of coffee and a doughnut per week.

How to raise it

The simplest way: Add 17 cents per gallon to the federal gas tax. Other possibilities (choose one):

- Replace the existing per-gallon tax with a sales tax of 11%; or
- Introduce a fee of \$4 on each barrel of oil; or
- Add a sales tax of 5.5% to fuel purchases; or
- Index the gas tax to construction costs and raise one of the above taxes/fees a lesser amount.

Can we count on your support?

- ✓ Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;
- ✓ Raise additional revenue for locally-driven projects that spur economic growth and innovation.

OUR ECONOMY & COMMUNITIES DEPEND ON TRANSPORTATION INVESTMENT

Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America’s economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their

existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

This cannot stand. The federal government must become a strong partner in a 21st century investment plan for transportation that invests in strong local economies and rewards smart, homegrown, locally-driven transportation innovations.

Just as our national economy depends on strong local economies, our national transportation program should invest in and reward smart, home grown, locally driven transportation solutions.

THE COSTS OF INACTION

Bottlenecks.



Freight takes almost as long to get across Chicago on the rails as it does to get there from Los Angeles.

Hazardous conditions.



1 in 9 bridges in the U.S. is structurally deficient, requiring significant repairs, maintenance or replacement.

Unmet demand.



Even as transit ridership is surging and people are returning to work, ambitious local plans to invest in transportation to grow their local economies would stall if the federal support disappears.

A 21st century transportation plan

Investors know you must put money in today to get returns in the future. Raising an additional \$30 billion per year would allow us to invest to accomplish critical goals at only a small cost per commuter:

Reverse the decline of the transportation trust fund. Fully fund the existing highway and transit programs that preserve our aging infrastructure, without taking money from other important programs or adding to the deficit;

Spur the innovation our economy needs to meet population growth and rising demand by funding competitive grants to local communities that come up with smart solutions.



Fixing what we need to fix.

- Repair **46,508** bridges
- Replace **16,000** aging buses and **5,000** rail cars
- Meet our ongoing commitments.



Improving communities & expanding opportunity.

- Based on the average cost of construction, the investment fund would support **70 new transit projects**, providing new **access to jobs** and potential workers in dozens of cities, towns and suburbs.



Spurring local innovation.

The federal government plays a key role in promoting innovation, by providing capital for locally driven **path-breaking initiatives**, whose success can be shared nationwide.

- Fund competitive grants, such as a freight grant program and the popular **TIGER** grant program, for groundbreaking projects with **significant economic pay-off**.



Increasing accountability and local control.

By providing more funding and control to the local level, Americans will more easily **see the impact** and be better able to hold officials accountable.

SPURRING LOCAL INNOVATION: FEDERAL DOLLARS AT WORK



Regional investments, national benefits

The rail improvements in Chicago's **CREATE** project will provide **\$3.6 billion** annually in national economic benefits.



High rate of return in Utah

For every \$1.00 spent on the state's unified transportation plan, an estimated **\$1.94** is returned to the state in value.



Access to jobs in Minnesota

Building the planned transit network will allow Twin Cities employers to recruit from an additional **500,000 potential workers**.



Learn more and voice your support at
www.T4America.org

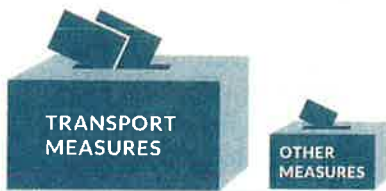
Local accountability: the best way to ensure a return on investment

While this level of investment is a modest request from taxpayers, they have a right to expect a guaranteed return on it. Opinion polls and ballot results show what American voters want—a system that is:

- *In good repair;*
- *Rewards locally driven innovation;*
- *Keeps the nation in the economic forefront; and*
- *Connects all Americans to economic opportunity.*

They want to know the money will flow to their communities for improvements in their daily life—making travel easier, more affordable and safer. And they trust the levels of government closest to them because they can hold them accountable.

American workers and businesses will willingly pay a little more to achieve these goals, if the expected results—and accountability for them—are clearly articulated.



Transportation ballot measures pass at **twice** the rate of all other ballot measures.

Raleigh, NC: **70%** approve

Mesa, AZ: **56%** approve

Kansas City, MO: **64%** approve

Salt Lake City, UT: **64%** approve

Seattle, WA: **58%** approve

St. Louis, MO: **63%** approve

Alameda & Contra Costa County, CA: **72%** approve



PLEASE JOIN US!

We are business, civic and elected leaders from across the country, united to ensure our nation invests to keep our cities, towns and suburbs strong and economically competitive. Because our future prosperity depends on it.

Americans are eager to return to world leadership in the quality of our transportation networks. And we want to leave our children with a legacy of lower deficits and an infrastructure suited to our future economy and quality of life. This investment plan is a significant down-payment toward fulfilling those desires.



t4america.org [@t4america](https://twitter.com/t4america)



April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Fiscal Year 2012-13 Audit**

AUDIT REVIEW COMMITTEE RECOMMENDATION

Acceptance of the audit report for Fiscal Year 2012-13 and approve the invoice for payment to the auditor.

BACKGROUND

Attached please find a copy of the Auditor's Report for the fiscal year ended September 30, 2013. In December 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Poe and Commissioner Hutchinson to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Hutchinson serve as Committee Chair.

Audit Review Committee Meeting

The Audit Review Committee met with the Auditor on **Friday, March 21, 2014**. At this meeting, the Committee, by consensus, recommended that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area accept the audit report for Fiscal Year 2012-13 and approve the invoice for payment to the auditor.

Attachment

T:\Marlie\MS14\MTPO\MEMO\auditmtpoapril14.docx

DRAFT

**METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA**

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2013

**METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA**

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2013

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FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area
Gainesville, Florida

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), as of and for the year ended September 30, 2013, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of September 30, 2013, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 6 - 8 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements. The schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis as required by the U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards and state financial assistance is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated January 15, 2014, on our consideration of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and compliance.

POWELL & JONES, CPAs
Certified Public Accountants
Lake City, Florida
January 15, 2014

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
Management's Discussion and Analysis**

This discussion and analysis is intended to be an easily readable analysis of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's (the Organization) financial activities based on currently known facts, decisions or conditions. This analysis focuses on current year activities and should be read in conjunction with the financial statements that follow.

Report Layout

The Organization has implemented Governmental Accounting Standards Board (GASB) Statement 34, "Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments". This Statement requires governmental entities to report finances in accordance with specific guidelines. Among those guidelines are the components of this section dealing with management's discussion and analysis. Besides this Management's Discussion and Analysis (MD&A), the report consists of government-wide statements, fund financial statements, and the notes to the financial statements. The first two statements are condensed and present a government-wide view of the Organization's finances. Within this view, all the Organization's operations are categorized as applicable, and reported as either governmental or business-type activities. Governmental activities include basic planning related services and general administration. The Organization had no business-type activities in this fiscal year. These government-wide statements are designed to be more corporate-like in that all activities are consolidated into a total for the Organization.

Basic Financial Statements

The Statement of Net Assets focuses on resources available for future operations. In simple terms, this statement presents a snap-shot view of the assets of the Organization, the liabilities it owes and the net difference. The net difference is further separated into amounts restricted for specific purposes and unrestricted amounts. Governmental activities are reported on the accrual basis of accounting.

- The Statement of Activities focuses gross and net costs of the Organization's programs and the extent, if any, to which such programs rely upon general revenues. This statement summarizes and simplifies the user's analysis to determine the extent to which programs are self-supporting and/or subsidized by general revenues.
- Fund financial statements focus separately on governmental and proprietary funds, as applicable. Governmental fund statements follow the more traditional presentation of financial statements. As stated above, the Organization has no proprietary funds and business-type activities.
- The notes to the financial statements provide additional disclosures required by governmental accounting standards and provide information to assist the reader in understanding the Organization's financial condition.
- The MD&A is intended to serve as an introduction to the Organization's basic financial statements and to explain the significant changes in financial position and differences in operations between the current and prior years.

Condensed Financial Information

Condensed financial information from the statements of net position as of September 30, 2013 and 2012, and statements of activities for the years ended September 30, 2013 and 2012, are as follows:

	Governmental Activities	
	Total Government	
	September 30,	
	2013	2012
Assets:		
Cash	\$ 53,128	\$ 72,114
Receivables	355,727	180,072
Total assets	<u>408,855</u>	<u>252,186</u>
Liabilities:		
Accounts payable	<u>345,927</u>	<u>190,738</u>
Total liabilities	<u>345,927</u>	<u>190,738</u>
Net Position		
Unrestricted	<u>62,928</u>	<u>61,448</u>
Total net position	<u>\$ 62,928</u>	<u>\$ 61,448</u>

During the year ended September 30, 2013, there was a decrease in net position of \$664, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2013 and 2012 follow:

	Governmental Activities	
	Total Government	
	Fiscal Year Ended September 30,	
	2013	2012
Revenues		
Program revenues		
Member dues	\$ 24,000	\$ 24,000
Operating grants	719,745	679,911
In-kind contributions	140,516	108,091
Miscellaneous	128	-
Interest income	3	7
Total revenues	<u>884,392</u>	<u>812,009</u>
Expenses		
Transportation planning services	<u>882,912</u>	<u>811,421</u>
Total expenses	<u>882,912</u>	<u>811,421</u>
Change in net position	1,480	588
Beginning net position	61,448	60,860
Ending net position	<u>\$ 62,928</u>	<u>\$ 61,448</u>

Governmental activities

Transportation planning program activities remained similar to the prior year except that total expenses increased approximately 9%, which were the result of grant revenues also increasing approximately 6%.

Capital Assets and Debt Administration

Capital Assets

At September 30, 2013, the Organization had no capital assets titled in its name. All of the capital assets utilized in the Organization's programs are owned by North Central Florida Regional Planning Council, its administering agency.

Debt Outstanding

At September 30, 2013, the Organization had no outstanding debt.

Financial Contact

The Organization's financial statements are designed to present users (citizens, taxpayers, customers, and creditors) with a general overview of the Organization's finances and to demonstrate the Organization's accountability. If you have questions about the report or need additional financial information, please contact the Organization's Executive Director at 2009 NW 67th Place, Gainesville, Florida 32653-1603.

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

STATEMENT OF NET POSITION

September 30, 2013

	<u>Governmental Activities</u>
ASSETS	
Cash	\$ 53,128
Accounts receivable	355,727
Total assets	<u>\$ 408,855</u>
LIABILITIES	
Current liabilities	
Accounts payable	\$ 345,927
Total liabilities	<u>345,927</u>
NET POSITION	
Unrestricted	<u>62,928</u>
Total net position	<u>62,928</u>
Total liabilities and net position	<u>\$ 408,855</u>

See notes to financial statements.

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

STATEMENT OF ACTIVITIES

For the Fiscal Year Ended September 30, 2013

	Expenses	Program Revenues Operating Grants and Contributions	Net Revenues and Change in Net Position Governmental Activities Total
Governmental activities:			
General government			
Transportation planning services	\$ 882,912	\$ 860,389	\$ (22,523)
Total governmental activities	\$ 882,912	\$ 860,389	\$ (22,523)
General revenues:			
Member dues			24,000
Interest income			3
			24,003
Decrease in net position			1,480
Net position - October 1, 2012			61,448
Net position - September 30, 2013			\$ 62,928

See notes to financial statements.

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**BALANCE SHEET
GOVERNMENTAL FUND**

September 30, 2013

	<u>General Fund</u>
ASSETS	
Cash	\$ 53,128
Accounts receivable	<u>355,727</u>
Total assets	<u>\$ 408,855</u>
LIABILITIES	
Current liabilities	
Accounts payable	\$ 345,927
Total liabilities	<u>345,927</u>
FUND BALANCE	
Unassigned	<u>62,928</u>
Total fund balance	<u>62,928</u>
Total liabilities and fund balance	<u>\$ 408,855</u>

Total fund balance is the same as net position in the Statement of Net Position.

See notes to financial statements.

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
For the Fiscal Year Ended September 30, 2013**

	Budgeted Amounts		Actual Amounts	Variance Final Budget Positive (Negative)
	Original	Final		
REVENUES				
State of Florida, Department of Transportation grants	\$ 794,300	\$ 733,300	\$ 697,197	\$ (36,103)
State of Florida, Transportation Disadvantaged Commission	22,000	22,000	22,548	548
Member dues - Alachua County	9,600	9,600	9,600	-
Member dues - City of Gainesville	14,400	14,400	14,400	-
In-kind contributions (FDOT)	140,500	140,500	140,516	16
Miscellaneous income	-	-	128	128
Interest Income	-	-	3	3
Total revenues	980,800	919,800	884,392	(35,408)
EXPENDITURES				
Professional contractual services	831,800	767,600	731,434	36,166
Other	8,500	11,700	10,962	738
In-kind services (FDOT)	140,500	140,500	140,516	(16)
Total expenditures	980,800	919,800	882,912	36,888
Net change in fund balance	-	-	1,480	1,480
Fund balance, October 1, 2012	61,448	61,448	61,448	-
Fund balance, September 30, 2013	\$ 61,448	\$ 61,448	\$ 62,928	\$ 1,480

The amounts in the Statement of Revenues, Expenditures, and Changes in Fund Balance of the General Fund are the same as the corresponding amounts reported for governmental activities in the Statement of Activities.

See notes to financial statements.

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

NOTES TO FINANCIAL STATEMENTS

September 30, 2013

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), is a political subdivision created pursuant to provisions of Chapter 163, *Florida Statutes*. The Organization was established in 1977 by an Interlocal agreement between the City of Gainesville, Alachua County and Florida Department of Transportation. It is governed by a fourteen-member board, including the five members of the Alachua County Board of County Commissioners, the seven members of the City of Gainesville City Commission, and non-voting representatives of the University of Florida, and a rural advisor selected by the Alachua County League of Cities. The Organization is not currently subject to state or federal income taxes. Staff services are provided by the North Central Florida Regional Planning Council.

The financial statements of the Organization have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. The Government Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Organization's accounting policies are described below:

A. Reporting entity - As required by generally accepted accounting principles, these financial statements present the Organization and any component units, entities for which the primary government is considered to be financially accountable. There are no entities that would be considered component units of the Organization.

B. Basic financial statements - Basic financial statements are presented at both the government-wide and fund financial level. Both levels of statements categorize primary activities as either governmental or business-type.

Government-wide financial statements report information about the reporting unit as a whole. For the most part, the effect of any interfund activity has been removed from these statements. These statements focus on the sustainability of the Organization as an entity and the change in aggregate financial position resulting from the activities of the year. These aggregated statements consist of the Statement of Net Position and the Statement of Activities.

The Statement of Activities demonstrates the degree to which the direct expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function. Program revenues include charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function. Any other items not reported as program revenues are reported instead as general revenues.

Fund financial statements report information at the individual fund level. Each fund is considered to be a separate accounting entity. The Organization only reports a general fund which is a governmental fund.

C. Measurement focus, basis of accounting, and basis of presentation - The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. A 120 day availability period after year end is used for revenue recognition. Expenditures are recorded when the related fund liability is incurred.

The Organization reports deferred revenue as applicable on its governmental fund balance sheet. Deferred revenues arise when a potential revenue does not meet both the "measurable" and "available" criteria for recognition on the current period. In subsequent periods, when both revenue recognition criteria are met, the liability for deferred revenue is removed from the balance sheet and revenue is recognized.

Private-sector standards of accounting and financial reporting issued prior to December 1, 1989, generally are followed in the government-wide financial statements to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board.

The Organization reports the following fund:

General Fund

This is the general operating fund of the Organization. It is used to account for all financial resources of the government, except those required to be accounted for in another fund.

D. Cash and cash equivalents - As applicable year to year, the Organization considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

E. Cash and Investments - Cash deposits are held by a bank qualified as a public depository under Florida law. All deposits are insured by Federal depository insurance and collateralized with securities held in Florida's multiple financial institution collateral pool as required by Chapter 280, *Florida Statutes*.

F. Pervasiveness of Estimates - The preparation of financial statements in conformity with generally accepted accounting principles required management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

NOTE 2. BUDGETARY PROCESS

The Organization follows these procedures in establishing the budgetary data reflected in the financial statements:

- a. In March, staff members begin preparing a budget for the fiscal year commencing the following October 1, based on work outlined in the Unified Planning Work Program.
- b. In August, the Organization adopts and approves the budget.
- c. Actual contracts accepted by the Organization throughout the year necessarily have an impact on approved budget operating levels. Should any major changes be needed, due to unforeseen contracts or the need to appropriate additional funds, the budget is then redeveloped for consideration by the Organization.
- d. The budget is adopted on a basis consistent with generally accepted accounting principles. The legal level of budgeting control is the fund level.

NOTE 3. CONCENTRATION OF CREDIT RISK

Significant concentration of credit risk for financial instruments owned by the Organization are as follows:

- a. **Accounts and grants receivable** - Substantially all of the Organization's receivables are for amounts due from federal, state and local governmental agencies under cost reimbursement contracts. The Organization has no policy requiring collateral or other security to support its receivables.
- b. **Cash and cash equivalents** - At September 30, 2013, the carrying amount of the Organization's bank deposits was \$53,128. All deposits with financial institutions were 100% insured by federal depository insurance or by collateral provided by qualified public depositories to the State Treasurer pursuant to the Public Depository Security Act of the State of Florida. The Act established a Trust Fund, maintained by the State Treasurer, which is a multiple financial institution pool with the ability to assess its member financial institutions for collateral shortfalls if a member fails.

SINGLE AUDIT AND COMPLIANCE SECTION

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

For the Fiscal Year Ended September 30, 2013

Federal Grantor/Pass-Through Grantor/State Grantor Program Title	CFDA/ CSFA Number	Grantor's Number	Program Award/Matching Amount	Accrued (Deferred) Prior Year	Received/ Reported Prior Year	Current Year Revenues	Current Year Expenditures
FEDERAL AWARDS							
MAJOR PROGRAMS							
U.S. Department of Transportation Passed through the State of Florida Department of Transportation: Highway Planning and Construction 2012-2013 and 2013-2014; FPID # 0241 (049M), FIN # 422186-2-14-01: Grant award							
	20.205	APW92	\$ 1,374,096	\$ -	\$ 131,892	\$ 539,921	\$ 539,921
			<u>1,374,096</u>	<u>-</u>	<u>131,892</u>	<u>539,921</u>	<u>539,921</u>
NONMAJOR PROGRAMS							
Federal Transit: Metropolitan Planning Grants 2012-13; FPID # 411762-3-14-13 Grant award Local match							
	20.505	AQR23	139,801	-	-	139,801	139,801
			<u>17,475</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
			<u>157,276</u>	<u>-</u>	<u>-</u>	<u>139,801</u>	<u>139,801</u>
Total federal awards			<u>\$ 1,531,372</u>	<u>\$ -</u>	<u>\$ 131,892</u>	<u>\$ 679,722</u>	<u>\$ 679,722</u>
STATE FINANCIAL ASSISTANCE							
NONMAJOR PROGRAMS							
State of Florida Department of Transportation Planning Grants 2012-13; FPID # 411762-3-14-13							
	55.030	AQR23	\$ 17,475	\$ -	\$ -	\$ 17,475	\$ 17,475
Transportation Disadvantaged							
2012-13	55.002	AQ049	22,041	-	5,069	16,972	16,972
2013-14	55.002	AR240	24,245	-	-	5,576	5,576
			<u>46,286</u>	<u>-</u>	<u>5,069</u>	<u>22,548</u>	<u>22,548</u>
Total state financial assistance			<u>\$ 63,761</u>	<u>\$ -</u>	<u>\$ 5,069</u>	<u>\$ 40,023</u>	<u>\$ 40,023</u>
Total federal and state financial assistance			<u>\$ 1,595,133</u>	<u>\$ -</u>	<u>\$ 136,961</u>	<u>\$ 719,745</u>	<u>\$ 719,745</u>

Note 1: Summary of Significant Accounting Policies - The Schedule of Expenditures of Federal Awards and State Financial Assistance utilizes the same basis of accounting as the primary government financial statements.

Note 2: Total Federal Awards show \$ 17,475 in Local Match Funds required under the Federal Grants.

See Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance.

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance

For the Fiscal Year Ended September 30, 2013

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies and presentation of the Schedule of Expenditures of Federal Awards and State Financial Assistance of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) have been designed to conform to generally accepted accounting principles as applicable to governmental units, including the reporting and compliance requirements of the Audits of States, Local Governments, and Non-Profit Organizations and Office of Management and Budget Circular A-133.

A. Reporting Entity

This reporting entity consists of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Organization includes a Schedule of Expenditures of Federal Awards and State Financial Assistance in the compliance Section for the purpose of additional analysis.

B. Basis of Accounting

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus.

The accrual basis of accounting is followed in the Schedule of Expenditures of Federal Awards and State Financial Assistance. Under the modified accrual basis, revenues are recognized when they become measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Organization considers revenues to be available if they are collected within 120 days after the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To Metropolitan Transportation Planning
Organization for the Gainesville Urbanized Area
Gainesville, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of and for the year ended September 30, 2013, and the related notes to the financial statements, which collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements, and have issued our report thereon dated January 15, 2014.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control. Accordingly, we do not express an opinion on the effectiveness of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material

effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

POWELL & JONES
Certified Public Accountants
January 15, 2014

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY OMB CIRCULAR A-133**

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

Report on Compliance for each Major Federal Program

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with the types of compliance requirements described in *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's major federal program for the year ended September 30, 2013. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and *OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and *OMB Circular A-133* require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with those requirements and performing such other procedures as we considered necessary for the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance.

Opinion on Each Major Federal Program

In our opinion, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area complied, in all material respects, with the types of compliance requirements referred to

above that could have a direct and material effect on its major federal program for the year ended September 30, 2013.

Other Matters

The results of our auditing procedures disclosed no instances of noncompliance, which are required to be reported in accordance with OMB Circular A-133

Report on Internal Control Over Compliance

Management of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

POWELL & JONES
Certified Public Accountants
January 15, 2014

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Fiscal Year Ended September 30, 2013

Section I. Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unqualified

Internal control over financial reporting:

• Material weakness identified? None reported

• Significant deficiencies identified not considered to be a material weakness? None reported

Noncompliance material to financial statements noted? None reported

Federal Awards

Type of auditor's report issued: Unqualified

Internal control over financial reporting:

• Material weakness identified? None reported

• Significant deficiencies identified not considered to be a material weakness? None reported

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of Circular A-133? None reported

Identification of major programs:

CFDA Number
20.205

Name of Federal Programs
U.S. Department of Transportation
Highway Planning and Construction

Dollar threshold used to distinguish between Type A and Type B programs: \$300,000

Auditee qualified as low-risk auditee? Yes

SECTION II - FINANCIAL STATEMENT AUDIT

There were no current year findings.

SECTION III - FEDERAL AWARDS FINDINGS AND QUESTIONED COSTS

There were no current year findings.

SECTION IV - PRIOR YEAR FINDINGS AND QUESTIONED COSTS

There were no prior year findings.

**INDEPENDENT AUDITOR'S MANAGEMENT LETTER REQUIRED BY
CHAPTER 10.550, RULES OF THE AUDITOR GENERAL**

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the basic financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) as of and for the year ended September 30, 2013, and have issued our report thereon dated January 15, 2014.

We have issued our Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*, dated January 15, 2014. Disclosures in that report, if any, should be considered in conjunction with this management letter.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* issued by the Comptroller General of the United States. Additionally, our audit was conducted in accordance with the provisions of Chapter 10.550, *Rules of the Auditor General*, which govern the conduct of local governmental entity audits performed in the State of Florida and require that the following items be addressed in this letter.

PRIOR YEAR FINDINGS - There were no reportable findings in the prior year.

CURRENT YEAR FINDINGS - There were no reportable findings in the current year.

FINANCIAL COMPLIANCE MATTERS

Investment of Public Funds - The Organization complied with Section 218.415, *Florida Statutes*, regarding the investment of public funds during the fiscal year.

Financial Emergency Status - We determined that the Organization did not meet any of the conditions described in Section 218.503(1), *Florida Statutes*, that might result in a financial emergency.

Financial Condition Assessment - As required by the *Rules of the Auditor General* (Sections 10.544(1)(i)7.c. and 10.556(7)), we applied financial condition assessment procedures. It is management's responsibility to monitor the entity's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information they provided.

We noted no deteriorating financial conditions as defined by Rule 10.544(2)(f).

Our audit did not disclose any further items that would be required to be reported under *Rules of the Auditor General* Chapter 10.550.

CONCLUSION

We very much enjoyed the challenge and experiences with this audit of the Organization. We appreciate the helpful assistance of the Organization staff in completing our audit and also the generally high quality of the Organization's financial records and internal controls.

POWELL & JONES

Certified Public Accountants

January 15, 2014



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Nondiscrimination Policy Statement

STAFF RECOMMENDATION

Authorize the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Executive Director to sign the attached Nondiscrimination Policy Statement.

BACKGROUND

This time each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must sign and submit a Nondiscrimination Policy Statement to the Florida Department of Transportation.

t:\marlie\ms14\mtpo\memo\titlevi\april14.docx

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 1

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer;
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English;
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations;
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the Florida Department of Transportation District Title VI Coordinator;
5. Participate in training offered on Title VI and other nondiscrimination requirements;
6. If reviewed by Florida Department of Transportation or United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days; and
7. Have a process to collect racial and ethnic data on persons impacted by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated _____

by _____

Scott R. Koons, AICP, Executive Director
Metropolitan Transportation Planning Organization for the
Gainesville Urbanized Area



2009 NW 67th Place, Gainesville, FL 32653 -1603 • 352.955.2200

April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Unified Planning Work Program

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee, the Technical Advisory Committee and staff all recommend approval of the Unified Planning Work Program, with the understanding that any additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.

BACKGROUND

The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area. The transportation planning program includes a Unified Planning Work Program budget of \$1,026,385 for Fiscal Year 2014-15 (July 1, 2014 to June 30, 2015). This consists of \$1,002,385 from federal and state agencies and \$24,000 dues paid by the City and County. As shown in Attachment I, the proposed budget programs \$590,442 of Federal Highway Administration Section 112 (planning) funds.

Unified Planning Work Program Summary

In addition to the attached Unified Planning Work Program document required for submission to federal and state agencies, we are also attaching one summary page as described below.

Attachment I - Proposed funding sources and task cost breakdowns for programs.

If needed, Staff will be prepared to discuss this material in further detail at the meeting. At this meeting, we will be requesting approval of the Unified Planning Work Program budget.

Attachment

Attachment I

Proposed Funding Sources for Fiscal Year 2014-15 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Task Number		FTA			Other Local/ Agency Work	FHWA PL Funds		FDOT/ TD Grants	Grand Total
		Federal	State	MTPO/ Local		Federal	MTPO		
1.0	Administration								
1.1	Program Management					\$68,000			\$68,000
1.2	Unified Planning Work Program					\$30,000			\$30,000
1.3	Professional Development				\$3,145	\$30,000			\$33,145
1.4	Program Reporting					\$30,000			\$30,000
1.5	State Support and Program Management and Technical Assistance FTA		\$20,855						\$20,855
2.0	Data Collection								\$0
2.1	System Characteristics					\$30,000			\$30,000
2.2	System-Associated Characteristics								\$0
2.3	Household Travel Behavior Study								\$0
3.0	Transportation Improvement Program								
3.1	Transportation Improvement Program					\$46,000			\$46,000
4.0	Long Range Transportation Plan								
4.1	Long Range Transportation Plan					\$113,442		\$100,000	\$213,442
5.0	Special Project Planning								
5.1	Pedestrian Safety Action Plan					\$35,000			\$35,000
5.2	State Road 26 Multimodal Study						\$100,000		\$100,000
6.0	Regional Planning								
6.1	Regional Planning					\$30,000			\$30,000
7.0	Public Participation								
7.1	Public Participation					\$40,000			\$40,000
7.2	Civil Rights- Title VI					\$30,000			\$30,000
7.3	Civil Rights- Environmental Justice					\$30,000			\$30,000
8.0	System Planning								
8.1	System Review and Analysis					\$30,000			\$30,000
8.2	Management Systems					\$48,000			\$48,000
8.3	Section 5305(d) FTA Grant	\$166,843		\$20,855					\$187,698
8.4	Transportation Disadvantaged Program						\$24,245		\$24,245
8.5	Transit Development Planning								\$0
	Total	\$166,843	\$20,855	\$20,855	\$3,145	\$590,442	\$0	\$224,245	\$1,026,385

FDOT - Florida Department of Transportation
 FHWA - Federal Highway Administration
 FTA - Federal Transit Administration
 MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

PL - Planning
 SPR - Statewide Planning and Research
 TD - Transportation Disadvantaged
 USDOT - United States Department of Transportation



April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Statistically Valid Telephone Survey

STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

At the February 4, 2014 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed a transportation telephone survey that was conducted as part of the Year 2025 long range transportation plan update (see Exhibit 1). During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to

“direct staff to provide cost estimates for a statistically valid telephone survey and any other public outreach expenditures that maximize public input.”

We contacted the University of Florida Survey Research Center and requested a cost estimate. Enclosed as Exhibit 2 is the response provided by Mr. Scott Richards, Coordinator of Programming and Research. The cost estimate he provided is \$20,340 for a 400-complete telephone survey.

t:\marlie\ms14\mtpo\memo\surveyp14.docx

EXHIBIT 1

SECTION A: INTRODUCTION / GEOGRAPHIC QUOTA

A-1. *This question only applies to surveys conducted by telephone.*

A-2. What is your 5-digit Zip code where you live?

A-3. In the past month, how many times have you personally used the following in Gainesville or some other part of Alachua County:

- | | | |
|---|---|-------|
| 1 | Sidewalks? | _____ |
| 2 | Gainesville Regional Transit bus service? | _____ |
| 3 | Special dedicated bus or van service for senior citizens or the disabled? | _____ |
| 4 | In-street bike lane for school or work trips? | _____ |
| 5 | In-street bike lane for other trips? | _____ |
| 6 | Off-street bike path for school or work trips? | _____ |
| 7 | Off-street bike path for other trips? | _____ |
| 8 | The roadway system as a car driver or passenger? | _____ |

SECTION B: ALACHUA COUNTY TRANSPORTATION ISSUES RATING

B-1. Your local governments provide services in a number of areas. Please rank their importance to you on a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 but please choose only one.

		Very Important					No Opinion/ Don't Know/Not Applicable
		5	4	3	2	1	9
a.	Police Protection	5	4	3	2	1	9
b.	Fire Protection	5	4	3	2	1	9
c.	Parks/Recreation	5	4	3	2	1	9
d.	Waste Collection Disposal	5	4	3	2	1	9
e.	Housing	5	4	3	2	1	9
f.	Sewer/Water	5	4	3	2	1	9
g.	Bus Service	5	4	3	2	1	9
h.	Roads	5	4	3	2	1	9
i.	Social Services	5	4	3	2	1	9
j.	Libraries	5	4	3	2	1	9
k.	Public Health	5	4	3	2	1	9

B-2. Would you support an increase in the following areas to pay for the modifications to your area's transportation system?

- | | | | |
|-------------------------------|--------------|-------------|----------------------|
| a. The price of gasoline? | _____
Yes | _____
No | _____
No response |
| b. The local sales tax? | _____
Yes | _____
No | _____
No response |
| c. The local property tax? | _____
Yes | _____
No | _____
No response |
| d. The price of auto tags? | _____
Yes | _____
No | _____
No response |
| e. Another source of revenue? | _____
Yes | _____
No | _____
No response |

B-3. If yes to e, which area(s)? _____

B-4. Please tell me how important you feel spending money on the following proposals. We'll again use a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is NOT important at all. You may choose any number between 1 and 5 but please choose only one.

		Very Important				Not Important at All	No Opinion/ Don't Know/Not Applicable
a.	Building/repaving sidewalks and bike paths and bike lanes	5	4	3	2	1	9
b.	Expanding bus service on existing routes during the week	5	4	3	2	1	9
c.	Expanding bus service on existing routes on the weekends	5	4	3	2	1	9
d.	Expanding bus service on existing routes by having the bus come by more often	5	4	3	2	1	9
e.	Making bus service fare-free to everyone in Alachua County	5	4	3	2	1	9
f.	Adding express bus service during the morning and afternoon commutes	5	4	3	2	1	9
g.	Adding new bus routes to serve areas currently without transit service	5	4	3	2	1	9
h.	Providing more bus service to those who cannot drive, like those who are too young, too old or have disabilities	5	4	3	2	1	9
i.	Upgrading intersections (turn lanes, etc.)	5	4	3	2	1	9
j.	Improving the coordination of traffic signals	5	4	3	2	1	9
k.	Landscaping roadway corridors to improve their appearance	5	4	3	2	1	9
l.	Restricting driveway openings to improve traffic flow	5	4	3	2	1	9
m.	Adding lanes on existing roads	5	4	3	2	1	9
n.	Building sections of roads to fill gaps that exist	5	4	3	2	1	9
o.	Building new roads	5	4	3	2	1	9
p.	Spending more on maintenance of existing transportation facilities	5	4	3	2	1	9
q.	Spending more to build more transportation facilities	5	4	3	2	1	9

B-5. If you had \$100 to spend on improving the Gainesville area's transportation system, how would you split it between maintaining the existing transportation facilities or building more facilities? (SURVEYOR: REMEMBER ALLOCATION **MUST ADD TO \$100.**)

\$ _____
 Maintaining Existing Facilities

\$ _____
 Building More Facilities

B-6. How would you split up \$100 among the following four areas of the transportation system: ROADS, BUSES, BICYCLE PATHS, SIDEWALKS? (SURVEYOR: REMEMBER ALLOCATION ***MUST ADD TO \$100.***)

Roads? \$ _____

Buses? \$ _____

Bicycle Paths? \$ _____

Sidewalks? \$ _____

SECTION C: DEMOGRAPHICS

C-1. How long have you lived in Gainesville or Alachua County?

_____ Enter years

C-2. Are you a full-time college student?

- 1 Yes
- 2 No
- 9 Refused

C-3. Do you live at your present home year round?

- 1 Yes
- 2 No
- 9 Refused

C-4. How many persons, including yourself, live in your household?

C-5. How many household members are under the age of 18?

C-6. How many people in your household work at least 20 hours per week outside the home?

C-7. How many registered vehicles (passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles) do you have in your household?

C-8. How many people in your household are licensed drivers?

C-9. Is there a disabled person with special transportation needs in your household?

- 1 Yes
- 2 No
- 9 Refused

C-10. What is your primary race or ethnicity?

- 1 African American/Black
- 2 American Indian
- 3 Asian/Pacific Islander
- 4 Caucasian/White
- 5 Hispanic or Latino/Latina
- 6 Other (specify) _____
- 9 Refused

C-11. [RECORD GENDER WITHOUT ASKING]

- 1 Male
- 2 Female

C-12. Into which of the following age categories do you fall?

- 1 Under 18
- 2 18 to 34
- 3 35 to 54
- 4 55 to 65
- 5 Over 65
- 9 Refused

C-13. That's the end of the survey. The Metropolitan Transportation Planning Organization is very interested in keeping in touch with you. Would you be interested in participating in future meetings on these issues?

- 1 Yes
- 2 No

C-14. If yes to D-13, RECORD FULL NAME AND ADDRESS

[RECORD NAME] _____
[RECORD ADDRESS] _____
[RECORD CITY/STATE/ZIPCODE] _____

Thank you.

NOTE TO SURVEYOR: the data in Section C MUST be recorded in a separate database, not with the results of the answers, due to public record laws.

EXHIBIT 2

Marlie Sanderson

From: Richards, Scott M [smr776@ufl.edu]
Sent: Tuesday, February 25, 2014 3:07 PM
To: Marlie Sanderson
Cc: Scott Koons; Girson, Mark A
Subject: MTPO survey Cost est.

Hi Marlie—

First, I'd like to apologize for any delay in responding. Here's a cost estimate for a 400-complete phone survey. The estimate includes the following assumptions:

The survey will have an average administration time of no more than 15 minutes, including introductions, transitions and IRB/confidentiality language
Sample will be randomly drawn from registered voter lists from Gainesville and the surrounding area (as determined by you/MTPO)
Dialing attempts will be limited to 3-4 per record to reduce costs
The questionnaire will be re-worked to A) remove items that are not currently relevant, and B) incorporate more items pertaining to topics of current interest

The services provided include:

- *Questionnaire development
- *Survey programming & Testing (inc. approval by MTPO personnel)
- *Sample purchase, cleaning and management
- *Survey administration (target: 400 completed interviews)
- *Statistical adjustment of the data by age and gender (if needed)
- *Report Production

Project Cost (including indirect costs assessed by UF): \$20,340

This figure assumes that payment would be made via Purchase Order, as P.O.s incur the lowest indirect rate. Other forms of payment could increase the bottom line cost. There are also areas where it might be possible to realize some savings, but that would depend on the actual details of project implementation.

Thanks, and please let me know if you have questions about this estimate.

Scott

Scott Richards
Coordinator of Programming & Research
University of Florida Survey Research Center
352.392.2908 x103



April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Year 2040 Long Range Transportation Plan- Questionnaire

STAFF RECOMMENDATION

Request that the long range transportation plan consultant incorporate as many of the Exhibit 3 comments as possible into the draft questionnaire and authorize the consultant to use the questionnaire as part of the Year 2040 public involvement process.

BACKGROUND

At its meeting on February 3, 2014, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed a draft questionnaire that will be used as part of the public involvement process for the Year 2040 Long Range Transportation Plan. After discussing this questionnaire, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to “*direct staff to solicit individual MTPO member input concerning the questionnaire*” (see Exhibits 1 and 2). Exhibit 3 contains the two responses that we received in response to this request.

Attachment

EXHIBIT 1

Marlie Sanderson

From: Marlie Sanderson
Sent: Friday, February 07, 2014 4:27 PM
To: cschestnut@alachuacounty.us; City Commission (CityComm@cityofgainesville.org); County Commission (bocc@alachuacounty.us); Curtis Reynolds (curtrey@ufl.edu); Ed Braddy (mayor@cityofgainesville.org); Gib Coerper; Lee Pinkoson (lpinkoson@alachuacounty.us); Mike Byerly (byerly@alachuacounty.us); Randy Wells (wellsrm@cityofgainesville.org); hutch@alachuacounty.us; sbaird@alachuacounty.us; Susan Bottcher (bottchersw@cityofgainesville.org); Hawkins, Jr., Thomas; (chasetn@cityofgainesville.org); Rawls, Yvonne H.; Greg Evans (greg.evans@dot.state.fl.us)
Cc: Scott Koons; Mike Escalante; 'Page, Wiley C'; Blackburn, Russ D.; 'bbaker@alachuacounty.us'
Subject: Draft MTPO Questionnaire
Attachments: Draft 2040 Plan Questions_012714 (2).docx; Attached Image

TO MTPO MEMBERS:

At the February 3, 2014 meeting, the MTPO asked staff to send each member a copy of the attached "Draft 2040 Plan Questions" (attached as a Word file). Please review the draft questionnaire and send us any review comments, or requests for revisions, by Friday, February 28, 2014. We will compile the information that we receive and include them in the April 14th MTPO meeting packet.

Also at the February 3, 2014 meeting, the MTPO asked for a copy of the statistically valid survey that was conducted ten years ago as part of the Year 2025 Long Range Transportation Plan Update. This survey is also attached above (see file above entitled "Attached Image").

Thanks, Marlie



Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.



**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
2040 Long Range Transportation Plan**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has kicked off the development of the 2040 Long Range Transportation Plan (LRTP). This questionnaire is just one of the ways that residents can provide input to help set the region's transportation priorities. The long-range plan is updated every five years to reflect the changing transportation needs for Alachua County.

Thank you for taking the time to provide important feedback to the questions below. We value your opinion!

1. How important are transportation issues to you and your family?

- Very Important
- Somewhat Important
- Not too important
- Not important at all

2. Given expected funding declines, what do you consider the **top three (3)** most critical transportation issues are in our community?

- | | |
|---|---|
| <input type="checkbox"/> Relieving traffic congestion | <input type="checkbox"/> Controlling distracted driving |
| <input type="checkbox"/> Adding bike lanes, trails | <input type="checkbox"/> Increasing bus service |
| <input type="checkbox"/> Improving pedestrian safety | <input type="checkbox"/> Building or widening roads |
| <input type="checkbox"/> Other? _____ | |

3. How would you rate the number of transportation choices residents have?

- More than enough choices
- Enough choices
- Not enough choices

4. Besides driving or riding in a motorized vehicle, which of the following are you most likely to use?
- Bike lanes Sidewalks and other pedestrian facilities
- Multi-use trails Para-transit service (disabled or elderly persons)
- Bus Service
5. How important is it to the community to have public transportation choices?
- Very important Not important at all
- Somewhat important No opinion
- Not too important
6. How many days a week on average do you use public transportation?
- None 3 – 4 days
- Less than once a week 5 – 6 days
- 1 – 2 days Everyday
7. As part of the 2040 Long Range Transportation Plan, the Metropolitan Transportation Planning Organization will evaluate projects that seek to address many needs. How would you **rank** the following needs, with 1 being the most important, and higher numbers being less important?
- Improving motorist safety Protecting the environment
- Improving pedestrian safety Limiting growth
- Improving travel times/shorten commutes Other? _____
- Keeping the economy growing/healthy
8. Where do you live?
- Gainesville Alachua
- Archer Unincorporated Alachua County
- Newberry Other City in Alachua County _____
- Hawthorne Elsewhere

9. What area do you work in?

UF/Shands

Tower Road/Haile Plantation area

Downtown Gainesville

East Gainesville area

Oaks Mall area

North Gainesville area

Butler Plaza area

Other area: _____

Santa Fe College area

10. What is your ethnic background?

Asian

Native American

Black / African-American

White

Hispanic

Mixed / Other

Chinese

Filipino

11. What is your age group?

Under 18

18 – 34

35 – 49

50 – 65

Over 65

12. How many motor vehicles are available for use in the household?

0

1

2

3+

13. Do you know of groups or organizations that would benefit from an update or presentation on the 2040 Long Range Transportation Plan? If so, please provide the following:

Group Name: _____

Group Contact, Phone & Email: _____

14. Which of these ways to submit your opinion on the 2040 Long Range Transportation Plan would you be most likely to use?

- Attend a Public Workshop and submit a comment form
- Join an interactive Town Call (by phone or online)
- Attend a 2040 Plan Community Group Presentation and submit comments
- Attend a Community or Special Event and submit comments
- Call the Metropolitan Transportation Planning Organization at (352) 955-2200
- Email: Send comments or questions to sanderson@ncfrpc.org
- Mail: Gainesville Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653
- Submit comments via the www.livablecommunity2040.com website
- Submit comments via the Metropolitan Transportation Planning Organization's Facebook
www.facebook.com/GainesvilleMTPO

Please detach here and drop this portion in the comments box.

15. May we add you to our electronic mailing list to receive updates on transportation issues?

Name: _____

Address: _____

Email Address: _____



**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2040 Long Range Transportation Plan**

If you had \$100.00 to spend on transportation projects, how would you allocate your money?



- Roads**
- \$ _____ Maintain Existing Roads
 - \$ _____ Widen Existing Roads
 - \$ _____ Build New Roads



- Transit**
- \$ _____ Enhance Existing Bus Routes
 - \$ _____ Add New Bus Routes
 - \$ _____ Develop Premium Transit (Bus Rapid Transit, Streetcar)
 - \$ _____ Construct Park & Ride Facilities



- Bicycle & Pedestrian:**
- \$ _____ Enhance Sidewalk Connectivity
 - \$ _____ Add In-street Bicycle Lanes
 - \$ _____ Build Off-road Multi-use Paths/Trails



- Operations:**
- \$ _____ Intelligent Transportation Systems (ITS) Projects
(digital message signs, transit signal priority)
 - \$ _____ Intersection Modifications
(turn lanes, signalization, roundabouts)
 - \$ _____ Provide Transit Infrastructure
(bus shelters, transit super stops)
 - \$ _____ Provide Bicycle Infrastructure
(bike racks, lockers, bike share, bike boxes)

Total: \$ 100.00

Thank you for taking the time to complete this survey. Your input matters. Please check this website periodically for other ways in which you can help shape the 2040 Long Range Transportation Plan for our community!

SECTION A: INTRODUCTION / GEOGRAPHIC QUOTA

A-1. *This question only applies to surveys conducted by telephone.*

A-2. What is your 5-digit Zip code where you live?

A-3. In the past month, how many times have you personally used the following in Gainesville or some other part of Alachua County:

- | | | |
|---|---|-------|
| 1 | Sidewalks? | _____ |
| 2 | Gainesville Regional Transit bus service? | _____ |
| 3 | Special dedicated bus or van service for senior citizens or the disabled? | _____ |
| 4 | In-street bike lane for school or work trips? | _____ |
| 5 | In-street bike lane for other trips? | _____ |
| 6 | Off-street bike path for school or work trips? | _____ |
| 7 | Off-street bike path for other trips? | _____ |
| 8 | The roadway system as a car driver or passenger? | _____ |

SECTION B: ALACHUA COUNTY TRANSPORTATION ISSUES RATING

B-1. Your local governments provide services in a number of areas. Please rank their importance to you on a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 but please choose only one.

		Very Important					No Opinion/ Don't Know/Not Applicable
		5	4	3	2	1	9
a.	Police Protection	5	4	3	2	1	9
b.	Fire Protection	5	4	3	2	1	9
c.	Parks/Recreation	5	4	3	2	1	9
d.	Waste Collection Disposal	5	4	3	2	1	9
e.	Housing	5	4	3	2	1	9
f.	Sewer/Water	5	4	3	2	1	9
g.	Bus Service	5	4	3	2	1	9
h.	Roads	5	4	3	2	1	9
i.	Social Services	5	4	3	2	1	9
j.	Libraries	5	4	3	2	1	9
k.	Public Health	5	4	3	2	1	9

B-2. Would you support an increase in the following areas to pay for the modifications to your area's transportation system?

- a. The price of gasoline? Yes No No response
- b. The local sales tax? Yes No No response
- c. The local property tax? Yes No No response
- d. The price of auto tags? Yes No No response
- e. Another source of revenue? Yes No No response

B-3. If yes to e, which area(s)? _____

B-4. Please tell me how Important you feel spending money on the following proposals. We'll again use a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is NOT important at all. You may choose any number between 1 and 5 but please choose only one.

		Very Important				Not Important at All	No Opinion/Don't Know/Not Applicable
a.	Building/repaving sidewalks and bike paths and bike lanes	5	4	3	2	1	9
b.	Expanding bus service on existing routes during the week	5	4	3	2	1	9
c.	Expanding bus service on existing routes on the weekends	5	4	3	2	1	9
d.	Expanding bus service on existing routes by having the bus come by more often	5	4	3	2	1	9
e.	Making bus service fare-free to everyone in Alachua County	5	4	3	2	1	9
f.	Adding express bus service during the morning and afternoon commutes	5	4	3	2	1	9
g.	Adding new bus routes to serve areas currently without transit service	5	4	3	2	1	9
h.	Providing more bus service to those who cannot drive, like those who are too young, too old or have disabilities	5	4	3	2	1	9
i.	Upgrading intersections (turn lanes, etc.)	5	4	3	2	1	9
j.	Improving the coordination of traffic signals	5	4	3	2	1	9
k.	Landscaping roadway corridors to improve their appearance	5	4	3	2	1	9
l.	Restricting driveway openings to improve traffic flow	5	4	3	2	1	9
m.	Adding lanes on existing roads	5	4	3	2	1	9
n.	Building sections of roads to fill gaps that exist	5	4	3	2	1	9
o.	Building new roads	5	4	3	2	1	9
p.	Spending more on maintenance of existing transportation facilities	5	4	3	2	1	9
q.	Spending more to build more transportation facilities	5	4	3	2	1	9

B-5. If you had \$100 to spend on improving the Gainesville area's transportation system, how would you split it between maintaining the existing transportation facilities or building more facilities?
 (SURVEYOR: REMEMBER ALLOCATION MUST ADD TO \$100.)

\$ _____
 Maintaining Existing Facilities

\$ _____
 Building More Facilities

B-6. How would you split up \$100 among the following four areas of the transportation system: ROADS, BUSES, BICYCLE PATHS, SIDEWALKS? (SURVEYOR: REMEMBER ALLOCATION *MUST ADD TO \$100.*)

Roads? \$ _____

Buses? \$ _____

Bicycle Paths? \$ _____

Sidewalks? \$ _____

SECTION C: DEMOGRAPHICS

C-1. How long have you lived in Gainesville or Alachua County?

_____ Enter years

C-2. Are you a full-time college student?

- 1 Yes
- 2 No
- 9 Refused

C-3. Do you live at your present home year round?

- 1 Yes
- 2 No
- 9 Refused

C-4. How many persons, including yourself, live in your household?

C-5. How many household members are under the age of 18?

C-6. How many people in your household work at least 20 hours per week outside the home?

C-7. How many registered vehicles (passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles) do you have in your household?

C-8. How many people in your household are licensed drivers?

C-9. Is there a disabled person with special transportation needs in your household?

- 1 Yes
- 2 No
- 9 Refused

C-10. What is your primary race or ethnicity?

- 1 African American/Black
- 2 American Indian
- 3 Asian/Pacific Islander
- 4 Caucasian/White
- 5 Hispanic or Latino/Latina
- 6 Other (specify) _____
- 9 Refused

C-11. [RECORD GENDER WITHOUT ASKING]

- 1 Male
- 2 Female

C-12. Into which of the following age categories do you fall?

- 1 Under 18
- 2 18 to 34
- 3 35 to 54
- 4 55 to 65
- 5 Over 65
- 9 Refused

C-13. That's the end of the survey. The Metropolitan Transportation Planning Organization is very interested in keeping in touch with you. Would you be interested in participating in future meetings on these issues?

- 1 Yes
- 2 No

C-14. If yes to D-13, RECORD FULL NAME AND ADDRESS

[RECORD NAME] _____
[RECORD ADDRESS] _____
[RECORD CITY/STATE/ZIPCODE] _____

Thank you.

NOTE TO SURVEYOR: the data in Section C MUST be recorded in a separate database, not with the results of the answers, due to public record laws.

EXHIBIT 2



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February 25, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Draft Questionnaire

STAFF RECOMMENDATION

Send us any review comments by Friday, March 14, 2014.

BACKGROUND

At the February 3, 2014 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area asked us to send each member a copy of the attached Exhibit 1 “Draft 2040 Plan Questions.” In response to this request, the attached February 7, 2014 email was sent to each Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area member. We are resending this material to you and extending the comment period to Friday, March 14, 2014.

Please review the draft questionnaire and send us any review comments, or requests for revisions, by Friday, March 14, 2014. We will compile the information that we receive and include them in the April 14th Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting packet.

Also at the February 3, 2014 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area asked for a copy of the statistically valid survey that was conducted ten years ago as part of the Year 2025 Long Range Transportation Plan Update. That survey is also attached as Exhibit 2.

t:\marlie\ms14\mtpo\memo\surveyfeb25.docx

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 3

Marlie Sanderson

From: Hawkins, Jr., Thomas [hawkinswt@cityofgainesville.org]
Sent: Tuesday, March 18, 2014 11:35 AM
To: Marlie Sanderson
Cc: Perkins, Rebeka E
Subject: FW: Transportation questionnaire

Marlie,

This is feedback on the questionnaire. I hope it is not too late to be useful to you.

Thomas

From: Rachel [rachelgator@gmail.com]
Sent: Saturday, February 08, 2014 8:59 AM
To: Hawkins, Jr., Thomas
Subject: Re: Transportation questionnaire

My main question is the formatting. I love the very last question asking you to divide up the \$100, but why is it after the demographic info? I thought the questionnaire was over and then there was this whole other section.

Also, would it be helpful to know what people think OTHER residents think are transportation priorities? Does my thinking that most people around town just want more parking and less traffic influence my own opinions?

Thanks! I hope that was helpful.

Rachel Moore, oboe
rachelgator@gmail.com
352-278-3593

On Feb 7, 2014, at 4:44 PM, "Hawkins, Jr., Thomas" <hawkinswt@cityofgainesville.org> wrote:

> All,
>
> The attached document is a draft questionnaire that the Metropolitan Transportation Planning Organization will use in its upcoming update to the Long Range Transportation Plan. The purpose of the questionnaire is to gauge the preferences of people who attend workshops or the MTPo website during the LRTP update.
>
> At its last meeting, the MTPo voted to solicit broader input on the contents of the questionnaire. Take the time to read the draft and--if you would like to see any changes--forward them to me before February 21.
>
> In particular, I would love to hear your ideas about what additional questions should be asked.
>
> I will compile the responses I receive and share them with MTPo staff.
>
> Feel free to share this email with your networks!
>
> Thomas
>
> <Draft 2040 Plan Questions_012714 (2).docx>

Marlie Sanderson

From: Hawkins, Jr., Thomas [hawkinswt@cityofgainesville.org]
Sent: Tuesday, March 18, 2014 11:36 AM
To: Marlie Sanderson
Cc: Perkins, Rebeka E
Subject: RE: Transportation questionnaire

Marlie,

More feedback.

Thomas

From: James Thompson [jtexconsult@gmail.com]
Sent: Friday, February 07, 2014 7:51 PM
To: Hawkins, Jr., Thomas
Subject: Re: Transportation questionnaire

Commissioner,

I appreciate your efforts to keep us informed. The MTPO questionnaire is forward thinking. You asked for input. Mine is mostly critical, but only because I honor an honest question and an honest Commissioner with an honest answer.

I like the general tone, subject matter, and direction of the questionnaire. It tells a story, which any good query should do.

I do have a problem if respondents are only allowed one answer. For example, many people "live" in two places. Many more work in or at multiple locations. The questionnaire should be redesigned to accommodate a larger range of answers, and to allow greater storytelling from its respondents. This version will be easy to quantify and write a report for. A better version will yield a wider variety of responses and require more detailed reporting and interpretation.

The either/or nature of the questionnaire unintentionally fosters that zero-sum game mentality that we have in our City and County, like asking someone to rank economic growth above or below environmental concerns.

This is a good questionnaire from a good group. I think it could be great if it were refashioned as a more qualitative and less quantitative platform.

The only other thing I would add is that if it is distributed through traditional channels, like the staff poll on the 8th Ave. de-laning, you can expect the same poor results regarding volume and diversity of respondents.

If we ask MTPO or staff or anyone to put themselves out there for ideas and criticism, social media must be fully engaged in ways it has not been before. Otherwise you only hear back from that small but persistent group of Negative Nellies. As we showed with the 8th Ave. issue social media has a great ability to organize a great amount of legible data in a matter of days. It also relieves any agency from the accusation that "nobody was informed."

Thank you for serving us. You have taught the public so much about transit. Keeping us connected to the development of these questionnaires is no small part.

Regards,

James Thompson
Advocacy Director
Gainesville Cycling Club
352-246-6863

On Feb 7, 2014 4:44 PM, "Hawkins, Jr., Thomas"
<hawkinswt@cityofgainesville.org<<mailto:hawkinswt@cityofgainesville.org>>> wrote:
All,

The attached document is a draft questionnaire that the Metropolitan Transportation Planning Organization will use in its upcoming update to the Long Range Transportation Plan. The purpose of the questionnaire is to gauge the preferences of people who attend workshops or the MTPO website during the LRTP update.

At its last meeting, the MTPO voted to solicit broader input on the contents of the questionnaire. Take the time to read the draft and--if you would like to see any changes--forward them to me before February 21.

In particular, I would love to hear your ideas about what additional questions should be asked.

I will compile the responses I receive and share them with MTPO staff.

Feel free to share this email with your networks!

Thomas



April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation Disadvantaged Program – Status Report

RECOMMENDATION

No action required. This agenda item is for information only.

BACKGROUND

Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Report shows that:
 - MV met the on-time performance in January 2014 and February 2014;
 - MV met the complaint standard;
 - MV met the call hold time standard;
 - MV met the accident standard; and
 - MV met the roadcall standard.
2. MV Transportation Operations Report June 2013 - February 2014.

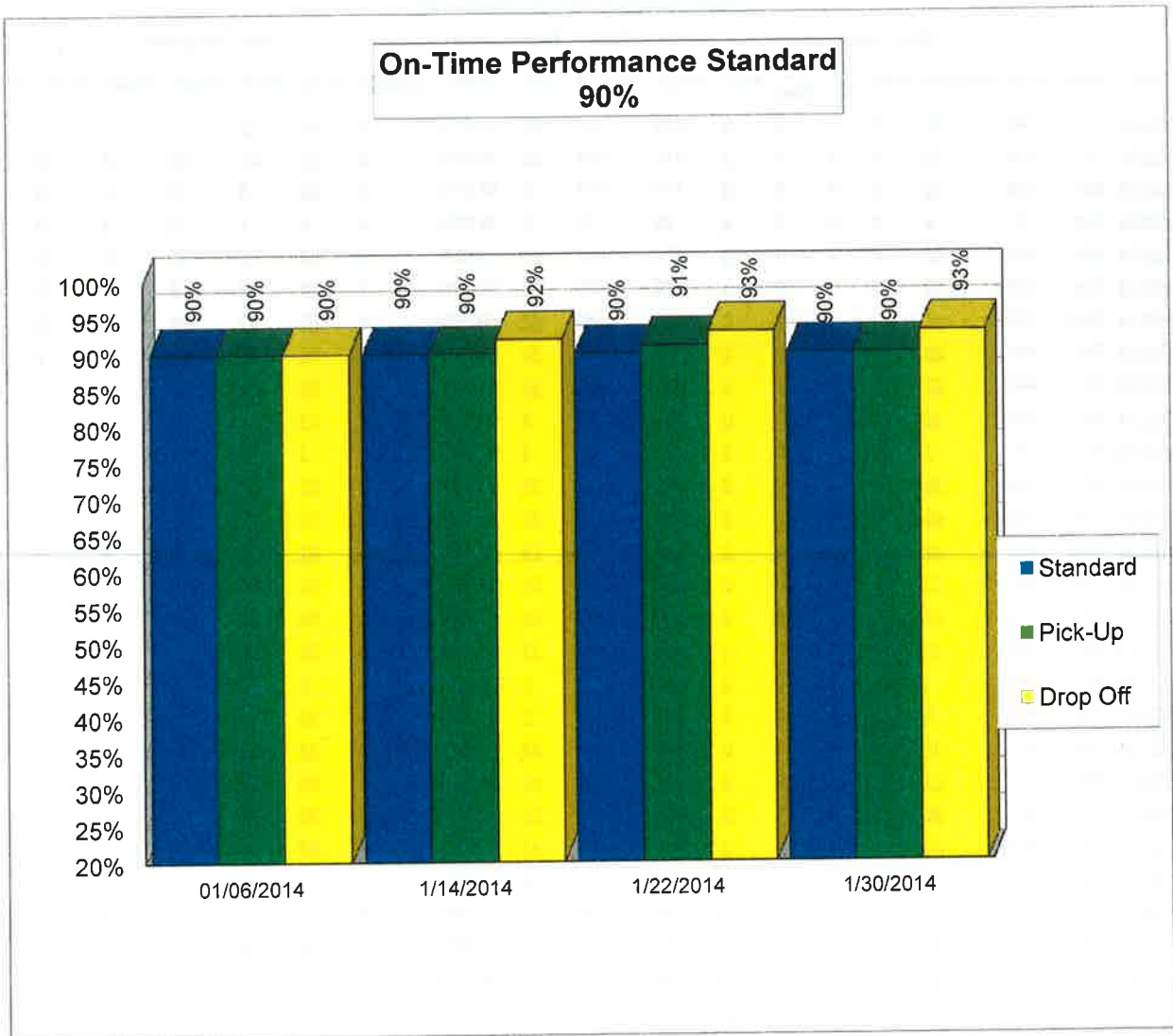
Attachments

t:\lynn\td2014\alachua\memos\mtpostatapr.docx

1-10



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JANUARY 2014**

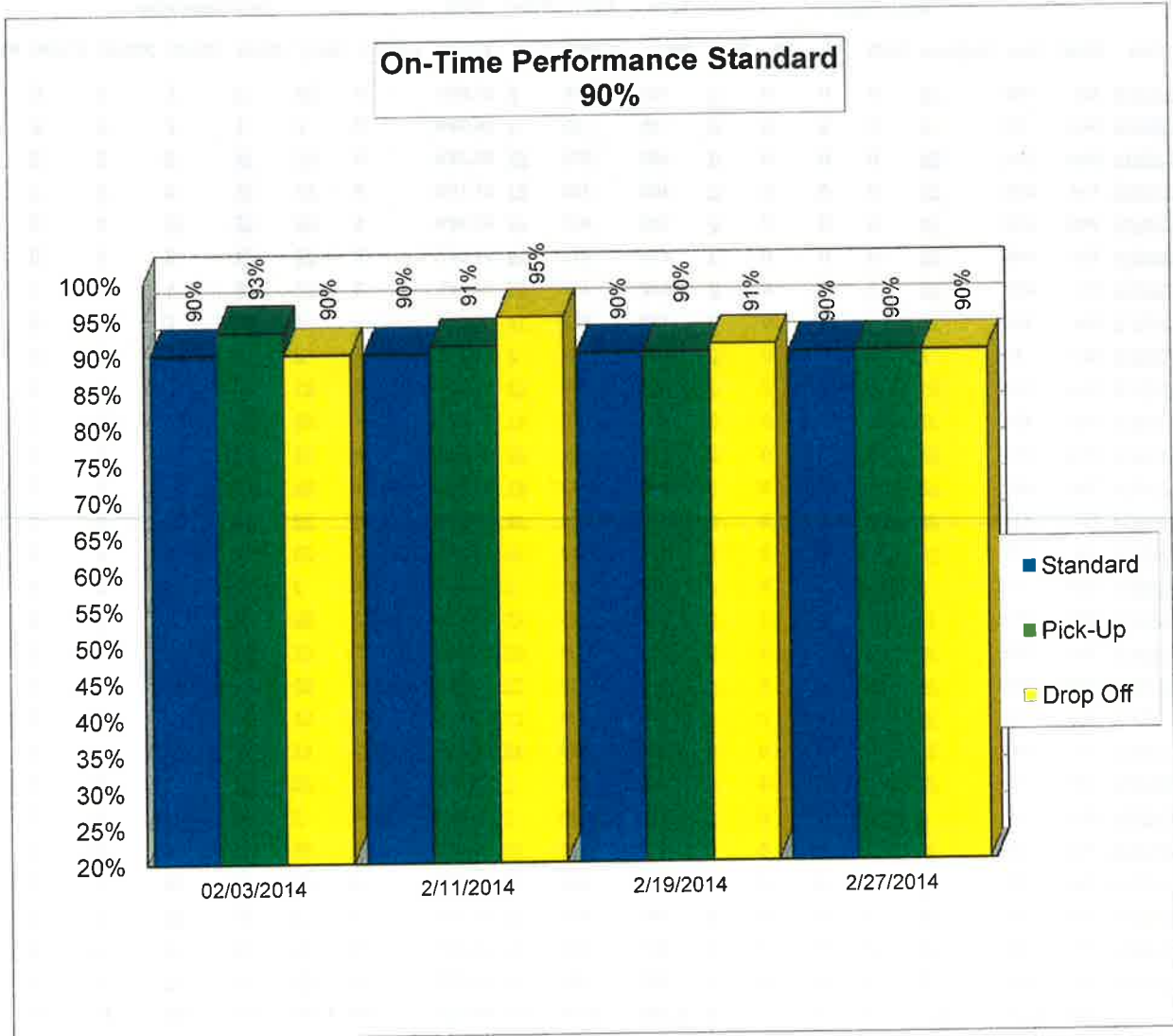


Early/Late Report - Monthly
 MV-Div: 0065 (Gainesville, FL)

Statistics by iWeb (c) 2006 MV Transportation, Inc. - Last Queried: 02/04/14 02:51:29 PAC

January 2014 (Early Win: 31 Late Win: 31)																		
Date	DoW	Trips	Stop Types					Total					Sub Categories					
			NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	Dto15	16to30	31to60	61to90	91+
01/02/14	Thu	348	31	0	0	0	0	379	351	28	92.61%	6	53	16	7	3	0	3
01/03/14	Fri	374	41	0	0	0	0	415	376	39	90.60%	2	57	27	10	2	0	0
01/04/14	Sat	169	10	0	0	0	0	179	174	5	97.21%	2	33	3	0	2	0	0
01/05/14	Sun	37	3	0	0	0	0	40	37	3	92.50%	0	6	1	2	0	0	0
01/06/14	Mon	436	36	0	0	0	0	472	406	66	86.02%	9	63	42	15	9	0	0
01/07/14	Tue	428	42	0	0	0	0	470	435	35	92.55%	2	59	24	9	1	1	0
01/08/14	Wed	455	44	0	0	0	0	499	448	51	89.78%	4	62	31	16	3	0	1
01/09/14	Thu	460	30	0	0	0	0	490	440	50	89.80%	3	58	37	10	2	1	0
01/10/14	Fri	446	27	0	0	0	0	473	424	49	89.64%	4	54	32	13	2	2	0
01/11/14	Sat	169	16	0	0	0	0	185	177	8	95.68%	1	44	5	2	0	0	1
01/12/14	Sun	23	1	0	0	0	0	24	22	2	91.67%	0	3	2	0	0	0	0
01/13/14	Mon	445	35	0	0	0	0	480	441	39	91.88%	3	60	27	9	3	0	0
01/14/14	Tue	426	45	0	0	0	0	471	422	49	89.60%	2	70	36	11	2	0	0
01/15/14	Wed	499	48	0	0	0	0	548	469	79	85.58%	10	67	55	14	8	1	1
01/16/14	Thu	500	27	0	0	0	0	527	481	66	87.48%	10	55	41	15	8	2	0
01/17/14	Fri	355	43	0	0	0	0	398	360	38	90.45%	4	68	27	7	2	0	2
01/18/14	Sat	164	16	0	0	0	0	180	168	12	93.33%	2	36	9	1	2	0	0
01/19/14	Sun	22	1	0	0	0	0	23	23	0	100.00%	0	5	0	0	0	0	0
01/20/14	Mon	155	9	0	0	0	0	164	157	7	95.73%	0	38	6	1	0*	0	0
01/21/14	Tue	406	37	0	0	0	0	443	405	38	91.42%	5	54	21	12	3	2	0
01/22/14	Wed	487	21	0	0	0	0	508	462	46	90.94%	3	64	36	7	3	0	0
01/23/14	Thu	423	30	0	0	0	0	453	418	35	92.27%	3	58	28	4	2	0	1
01/24/14	Fri	422	32	0	0	0	0	454	413	41	90.97%	1	62	32	8	1	0	0
01/25/14	Sat	167	15	0	0	0	0	182	174	8	95.60%	0	30	7	1	0	0	0
01/26/14	Sun	36	1	0	0	0	0	37	30	7	81.08%	0	3	7	0	0	0	0
01/27/14	Mon	436	29	0	0	0	0	465	422	43	90.75%	1	74	28	14	1	0	0
01/28/14	Tue	383	26	0	0	0	0	409	377	32	92.18%	4	74	18	10	4	0	0
01/29/14	Wed	413	44	0	0	0	0	457	431	26	94.31%	4	84	18	4	3	0	1
01/30/14	Thu	430	41	0	0	0	0	471	430	41	91.30%	6	63	29	6	3	2	1
01/31/14	Fri	424	41	0	0	0	0	465	424	41	91.18%	3	59	26	12	3	0	0
Total:		9,938	823	0	0	0	0	10,761	9,777	984	90.86%	94	1,546	670	220	72	11	11

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, FEBRUARY 2014**



Early/Late Report - Monthly
 MV-Div: 0065 (Gainesville, FL)

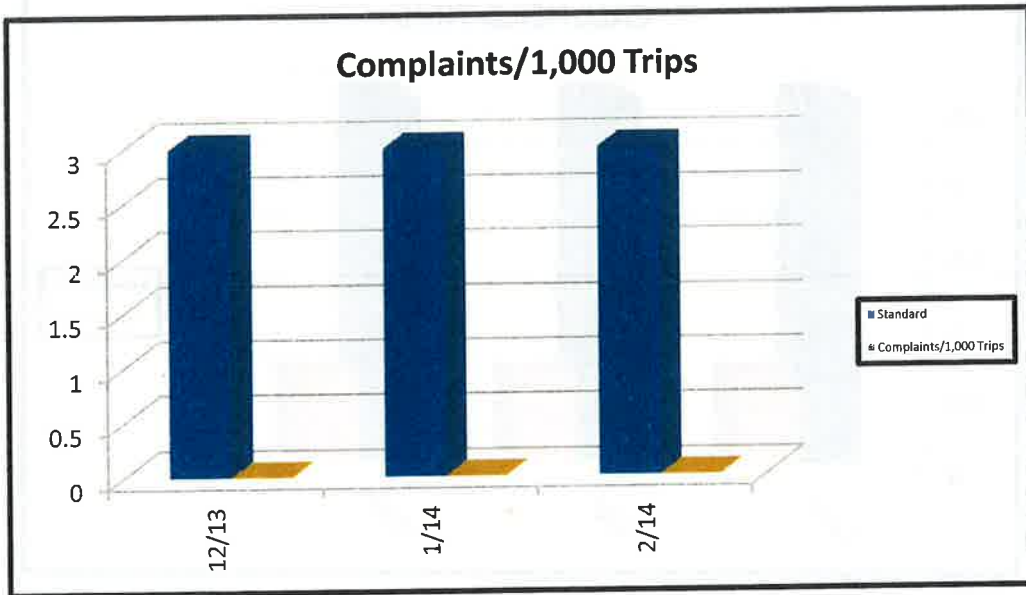
Statistics by IWeb (c) 2006 MV Transportation, Inc. - Last Queried: 03/05/14 02:51:21 PAC

February 2014 (Early Win: 31 Late Win: 31)																		
Date	DoW	Trips	Stop Types					Total				Sub Categories						
			NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	16to30	31to60	61to90	91+
02/01/14	Sat	163	19	0	0	0	0	182	178	4	97.80%	0	36	3	1	0	0	0
02/02/14	Sun	23	2	0	0	0	0	25	22	3	88.00%	0	2	1	2	0	0	0
02/03/14	Mon	374	26	0	0	0	0	400	373	27	93.25%	2	67	16	9	2	0	0
02/04/14	Tue	435	29	0	0	0	0	464	423	41	91.16%	6	67	29	6	4	1	1
02/05/14	Wed	472	38	0	0	0	0	510	461	49	90.39%	5	80	32	12	5	0	0
02/06/14	Thu	446	32	0	0	0	0	478	439	39	91.84%	6	67	24	9	6	0	0
02/07/14	Fri	407	35	0	0	0	0	442	417	25	94.34%	2	57	19	4	1	1	0
02/08/14	Sat	164	26	0	0	0	0	190	176	14	92.63%	1	18	11	2	1	0	0
02/09/14	Sun	32	2	0	0	0	0	34	32	2	94.12%	0	2	2	0	0	0	0
02/10/14	Mon	393	31	0	0	0	0	424	391	33	92.22%	5	61	20	8	4	0	1
02/11/14	Tue	452	37	0	0	0	0	489	448	41	91.62%	4	65	24	13	4	0	0
02/12/14	Wed	449	38	0	0	0	0	487	461	26	94.66%	2	72	21	3	1	0	1
02/13/14	Thu	461	42	0	0	0	0	503	442	61	87.87%	8	56	39	14	5	2	1
02/14/14	Fri	438	38	0	0	0	0	473	424	49	89.64%	4	59	35	10	4	0	0
02/15/14	Sat	170	19	0	0	0	0	189	163	26	86.24%	3	28	15	8	2	0	1
02/16/14	Sun	31	3	0	0	0	0	34	31	3	91.18%	0	3	2	1	0	0	0
02/17/14	Mon	264	41	0	0	0	0	305	284	21	93.11%	3	56	14	4	3	0	0
02/18/14	Tue	405	36	0	0	0	0	441	399	42	90.48%	5	67	31	6	4	1	0
02/19/14	Wed	497	44	0	0	0	0	541	469	72	86.69%	6	65	46	20	5	0	1
02/20/14	Thu	438	33	0	0	0	0	471	420	51	89.17%	3	61	37	11	3	0	0
02/21/14	Fri	406	37	0	0	0	0	443	400	43	90.29%	3	57	26	14	3	0	0
02/22/14	Sat	156	20	0	0	0	0	176	175	1	99.43%	0	32	1	0	0	0	0
02/23/14	Sun	28	2	0	0	0	0	30	29	1	96.67%	0	3	0	1	0	0	0
02/24/14	Mon	389	28	0	0	0	0	417	379	38	90.89%	7	46	27	4	5	2	0
02/25/14	Tue	463	52	0	0	0	0	515	442	73	85.83%	8	66	39	26	7	1	0
02/26/14	Wed	447	34	0	0	0	0	481	427	54	88.77%	5	73	27	22	4	1	0
02/27/14	Thu	426	45	0	0	0	0	471	398	73	84.50%	11	58	52	10	8	2	1
02/28/14	Fri	410	35	0	0	0	0	445	387	58	86.97%	10	65	35	13	6	4	0
Total:		9,236	824	0	0	0	0	10,060	9,090	970	90.36%	109	1,389	628	233	87	15	7

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

ALACHUA COUNTY, DECEMBER 2013 - FEBRUARY 2014

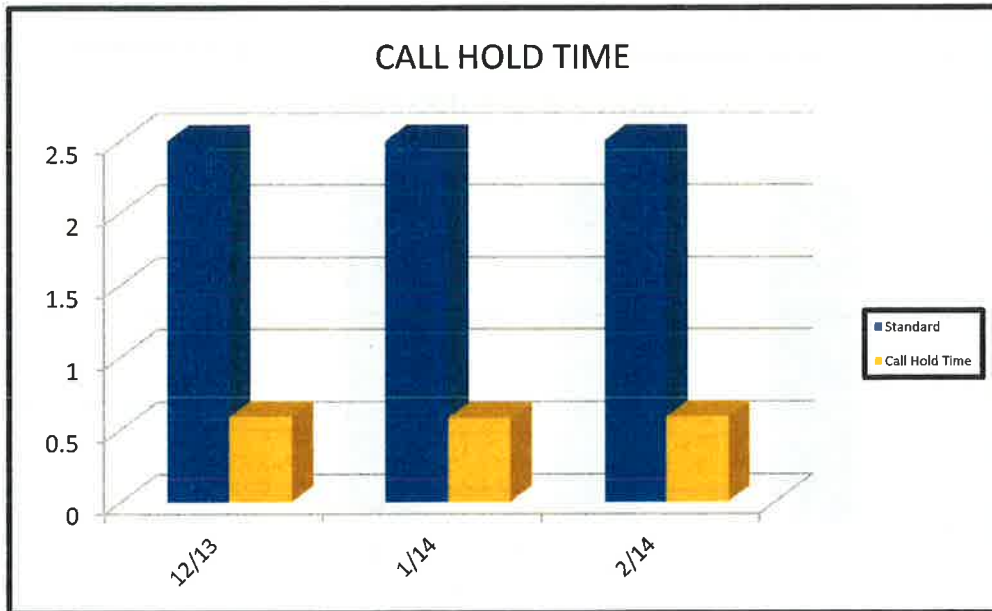
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
12/13	3	0
1/14	3	0
2/14	3	0



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**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, DECEMBER 2013 - FEBRUARY 2014**

MONTH	STANDARD	CALL HOLD TIME
12/13	2.5	0.59
1/14	2.5	0.58
2/14	2.5	0.59

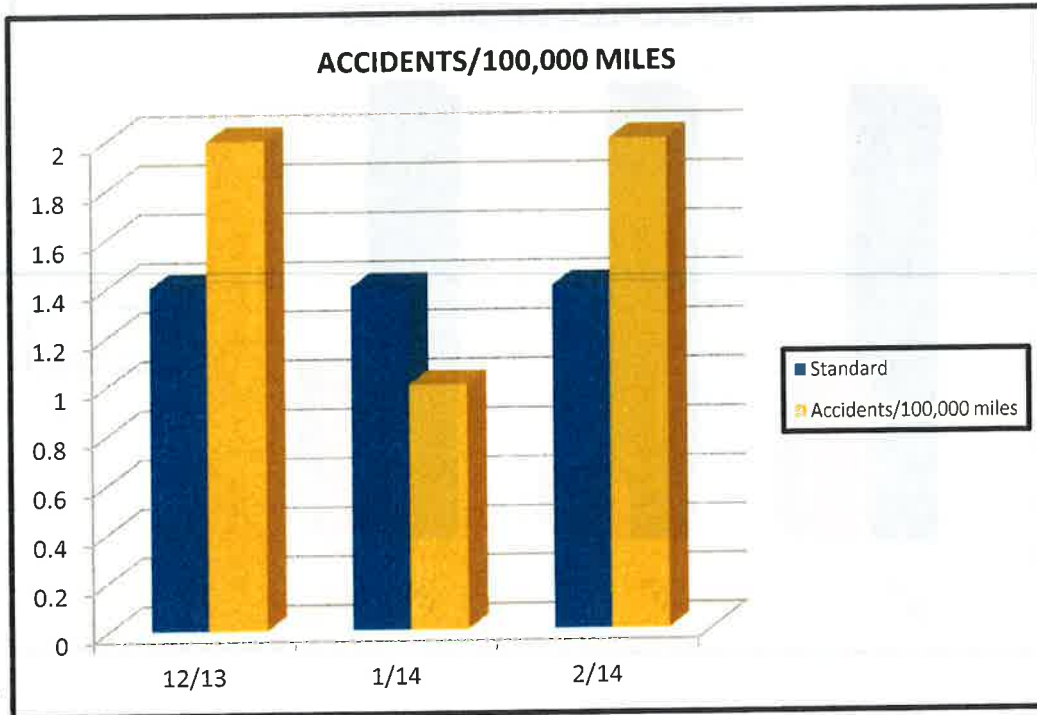


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**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS**

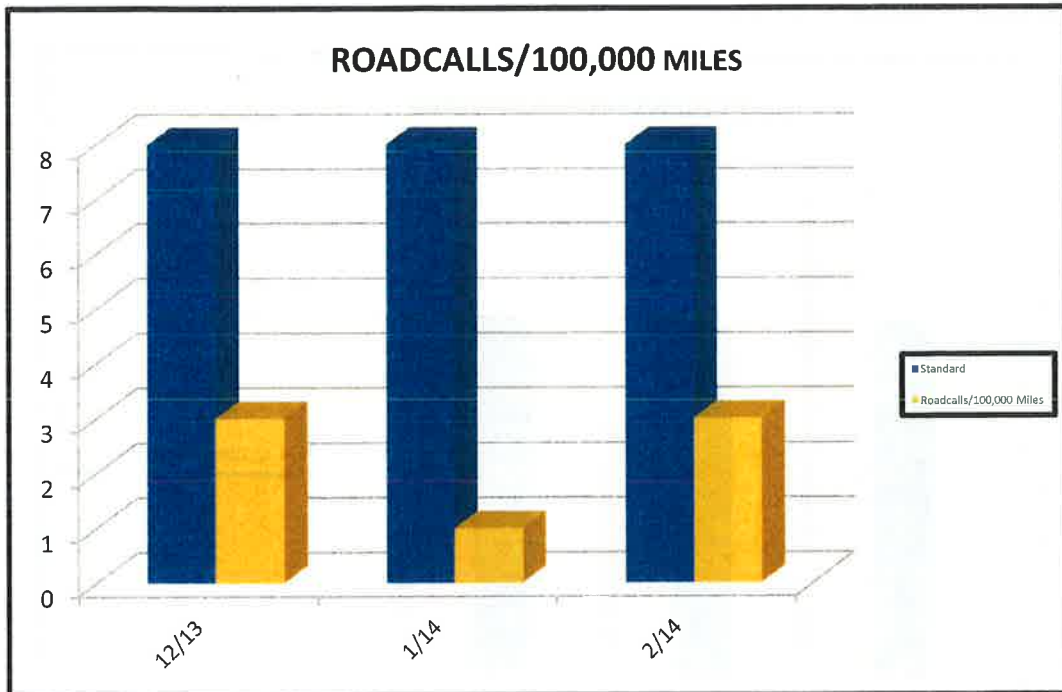
ALACHUA COUNTY DECEMBER 2013 - FEBRUARY 2014

MONTH	STANDARD	ACCIDENTS/100,000 MILES
12/13	1.4	2
1/14	1.4	1
2/14	1.4	2



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, DECEMBER 2013 - FEBRUARY 2014**

MONTH	STANDARD	ROADCALLS/100,000 MILES
12/13	8	3
1/14	8	1
2/14	8	3



2013-2014 OPERATING DATA	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Total No Trips Invoiced	9,648	10,083	9,513	9,758	8,608	8,754	9,096	8,667	0	0	0	0
Medicaid Alachua	2,717	3,103	2,898	3,026	2,533	2,706	2,706	2,507				
TD Trust Fund Alachua	1,635	1,657	1,685	1,695	1,700	1,656	1,711	1,668				
ADA	4,502	4,458	4,315	4,675	3,876	3,842	4,067	3,735				
NFG - 5317	138	18	0	0	0	0	0	39				
CICO - 5311	206	191	99	0	0	0	62	109				
County of Alachua, FGPA, RSVP	418	637	494	330	472	516	520	557				
Elder Care	32	19	22	32	27	34	30	52				
Bus Passes TD	0	0	0	0	0	0	0	0				
Bus Passes Medicaid	0	0	0	0	0	0	0	0				
Purchased Transportation												
Medicaid Alachua	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00				
TD Trust Fund Alachua	\$ 57,260.72	\$ 56,942.45	\$ 56,946.04	\$ 56,945.92	\$ 56,965.49	\$ 56,973.87	\$ 56,933.00	\$ 55,046.06				
ADA	\$ 120,559.75	\$ 119,100.91	\$ 115,715.73	\$ 125,122.88	\$ 103,688.84	\$ 102,543.44	\$ 108,488.33	\$ 99,466.14				
NFG - 5317	\$ 3,652.34	\$ 475.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,024.29				
CICO - 5311	\$ 5,169.26	\$ 5,202.74	\$ 2,629.23	\$ -	\$ -	\$ -	\$ 1,850.85	\$ 3,456.79				
County of Alachua, FGPA, RSVP	\$ 12,839.94	\$ 19,376.44	\$ 14,910.44	\$ 10,320.36	\$ 15,032.85	\$ 16,024.15	\$ 15,891.00	\$ 17,257.48				
Elder Care	\$ 1,054.40	\$ 626.05	\$ 724.00	\$ 1,054.40	\$ 889.65	\$ 1,120.30	\$ 1,023.00	\$ 1,773.20				
Bus Passes Total MED and TD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Dollars Invoiced	\$ 291,240.41	\$ 292,428.58	\$ 281,630.34	\$ 284,147.56	\$ 267,280.83	\$ 267,365.76	\$ 274,891.13	\$ 268,727.96				
Total Expenses	\$ 280,850.00	\$ 269,797.00	\$ 237,186.00	\$ 249,227.00	\$ 232,567.00	\$ 233,372.00	\$ 251,111.00	\$ 235,667.00				
Average Cost Per Trip	\$ 29.11	\$ 26.76	\$ 24.93	\$ 25.54	\$ 27.02	\$ 26.66	\$ 27.61	\$ 27.19	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Total Vehicle Miles	119,437	122,976	114,428.00	129,556	117,945	111,556	119,090	113,261				
Total Vehicle Hours	7,102	7,404	6,817	7,521	6,379	6,465	6,829	6,450				
Avg Miles per Trip	12	12	12	13	14	13	13	13	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Mile	\$2.35	\$2.19	\$2.07	\$1.92	\$1.97	\$2.09	\$2.11	\$2.08	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Hour	\$39.55	\$36.44	\$34.79	\$33.14	\$36.46	\$36.10	\$36.77	\$36.54	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	579	479	476	443	399	423	511	453				
Number Trips Denied	0	0	0	0	0	0	0	0				
No Accidents	0	1	0	3	0	2	1	2				
No RoadCalls	3	5	3	5	3	3	1	3				
Telephone Calls Rec'd	14,034	14,308	12,282	15,255	13,583	12,584	12,408	13,217				
Avg. Telephone On-Hold Time	0.58	0.59	0.59	0.58	0.59	0.59	0.58	0.59				

Meeting

Agenda

Enclosures



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Year 2040 Long Range Transportation Plan Update- Public Participation Plan

STAFF RECOMMENDATION

Approve the Public Participation Plan.

BACKGROUND

Over the next two years, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will be working on tasks to update the long range transportation plan. The attached draft Public Participation Plan discusses the public involvement schedule and documents public participation activities that will be conducted as part of the plan update process.

Attached as Exhibit 1 is the public notice that was published in the Gainesville Sun, the Guardian and the Alligator. The advertisement invites the public to attend the April 14, 2014 meeting if they want to comment on the draft Public Participation Plan.

Attachment

t:\marlie\ms14\ntpo\memo\publicplanapril14.docx

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 1

**NOTICE
OF APPROVAL
OF THE
YEAR 2040 LONG RANGE
TRANSPORTATION PLAN-
PUBLIC PARTICIPATION PLAN
BY THE
METROPOLITAN
TRANSPORTATION PLANNING
ORGANIZATION FOR THE
GAINESVILLE URBANIZED
AREA**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will consider approval of its Year 2040 Long Range Transportation Plan- Public Participation Plan at its Monday, April 14, 2014 meeting at 3:00 p.m. in the Jack Durrance Auditorium, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is inviting interested persons to review and comment on the proposed Public Participation Plan at this meeting.

The Public Participation Plan document may be viewed at the following website (www.ncfrpc.org/mtpo); Alachua County Library District Branches within the Gainesville Metropolitan Area; and at its staff office, 2009 NW 67th Place, Gainesville, Florida 32653. For further information, call 352.955.2200.



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Certification of the Metropolitan Transportation Planning Process

STAFF RECOMMENDATION

Authorize the Chair to sign the Joint Certification Statement (see Exhibit 1).

BACKGROUND

Federal law and regulation requires the Florida Department of Transportation and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to jointly certify each year the transportation planning process, concurrent with the submittal of the transportation improvement program.

A joint review meeting with the Florida Department of Transportation was held on ***March 25, 2014***. As a result of this meeting, the Florida Department of Transportation has not identified any recommendations or corrective actions for the metropolitan transportation planning process. Exhibit 1 is the Joint Certification Statement that needs to be signed and returned to the Florida Department of Transportation. Exhibit 2 is the Joint Certification Statement memorandum that states that there are no findings for corrective action.

The reason that this is not on the Consent Agenda for action is to address the final step in this certification process which is to provide citizens the opportunity to comment on the transportation planning process.

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Exhibit 1

Joint Certification Statement on the Metropolitan Transportation Planning Process

Pursuant to the requirements of 23 United States Code 134 (k)(5), 23 Code of Federal Regulations 450.334(a), the Department and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area have performed a review of the certification status of the metropolitan transportation planning process for the **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** with respect to the requirements of:

1. 23 United States Code. 134 and 49 United States Code 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 United States Code 2000d-1) and 49 Code of Federal Regulations Part 21;
3. 49 United States Code 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act and 49 Code of Federal Regulations Part 26 regarding the involvement of disadvantaged business enterprises in United States Department of Transportation funded projects;
5. 23 Code of Federal Regulations Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. the provisions of the Americans with Disabilities Act of 1990 (42 United States Code 12101 et seq.) and the regulations found in 49 Code of Federal Regulations Parts 27, 37, and 38;
7. the Older Americans Act, as amended (42 United States Code 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 United States Code regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 United States Code 794) and 49 Code of Federal Regulations Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of Noteworthy Achievements by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and, a list of any recommendations and/ or corrective actions. The contents of this Joint Certification Package have been reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and accurately reflect the results of the joint certification review meeting held on March 25, 2014.

Based on a joint review and evaluation, the Florida Department of Transportation and the **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** recommend that the **Metropolitan Transportation Planning Process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** be **Certified**.

Florida Department of Transportation
District Two Secretary (or designee)

Date

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area Chair (or designee)

Date

EXHIBIT 2

Marlie Sanderson

From: Green, James [James.Green@dot.state.fl.us]
Sent: Wednesday, March 26, 2014 11:42 AM
To: Marlie Sanderson
Subject: Modified Joint Certification Review of the MTPO for the Gainesville Urbanized Area - 2014

Marlie

Please let this memorandum serve to document that the Department has not identified any recommendations or corrective actions for the MTPO planning process. Please include this statement in the documentation of the Certification Checklist.

James Green
Urban Planning Supervisor
Interim Liaison to Gainesville MTPO
Florida Department of Transportation - District 2
Planning, Jacksonville Urban Office - MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730
904-360-5684
E-mail: james.green@dot.state.fl.us



PLEASE NOTE: Florida has very broad public records laws. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to disclosure.



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program Amendment- SW 62nd Boulevard Connector Project

STAFF RECOMMENDATION

Approve the proposed Transportation Improvement Program amendment discussed in Exhibit 1.

BACKGROUND

The SW 62nd Boulevard Connector project has received about \$1.3 million in SAFETEA-LU “High Priority Project” funds (see Exhibit 1). These funds will be used for the Project Development and Environmental Study of the SW 62nd Boulevard 4-Lane Connector.

Attachment

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EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.
SECRETARY

March 19, 2014

TRANSMITTED ELECTRONICALLY

Mr. Marlie Sanderson, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: FDOT Amendment request for the Gainesville MTPO Transportation Improvement Program for FY 2013/14 – FY 2017/18

Dear Mr. Sanderson,

The Florida Department of Transportation requests placement on the agendas of the April 2, 2014, meetings of the Technical Advisory Committee and the Citizens Advisory Committee and on the agenda of the April 14, 2014, meeting of the Gainesville Metropolitan Transportation Planning Organization to consider the following amendment to add a new project to the Transportation Improvement Program (TIP) for FY 2013/14 – FY 2017/18. The amounts listed below are the total project costs to be shown in the TIP amendment report.

211365-6	SW 62nd Boulevard 4-Lane Connector	Further PD&E Study
FY2014	\$ 1,275,794	HPP (High Priority Projects)
	<u>\$ 2,983</u>	S117 (STP Earmarks – 2005)
TOTAL	\$ 1,278,777	

The District proposes to enter into a Local Agency Participation (LAP) Agreement with the City of Gainesville to use funds remaining in these earmarks for a Further Project Development and Environmental (PD&E) Study of the SW 62nd Boulevard 4-Lane Connector. This will allow the City of Gainesville to complete and update the study done a few years ago.

If you have any questions about this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Urban Planning Supervisor
xc: James Bennett, Barbara Cloud



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Go Enhance RTS Study

STAFF RECOMMENDATION

No action required. This agenda item is for information only.

JOINT TECHNICAL ADVISORY COMMITTEE AND CITIZENS ADVISORY COMMITTEE
RECOMMENDATION

Accept the Go Enhance RTS Study as a completed planning document.

Please note that the Bicycle/Pedestrian Advisory Board discussed Go Enhance RTS Study, but provided no recommendations.

BACKGROUND

The purpose of the Go Enhance RTS Study is to determine whether premium transit services should be implemented in a designated east-west corridor serving the City of Gainesville and Alachua County. This Study will be presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at its next meeting on April 14, 2014. The study document and appendix are currently available at the following link-

<http://www.go-enhancerts.com/resources-info.stml>

Peer Review

At the February 4, 2014 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to “direct staff to develop a process and budget for a peer review of the draft Go Enhance RTS Study.” We discussed the proposed peer review with Mr. Jesus Gomez, Regional Transit System Director. He recommended that we contact the National Bus Rapid Transit Institute, at the Center for Urban Transportation Research, to find out who would be best qualified to conduct this peer review.

Mr. Dennis Hinebaugh, Director National Bus Rapid Transit Institute, stated that his Advisory Board could conduct a quality review. However, he noted that Parsons Brinckerhoff, the City's consultant for the Go Enhance RTS Study, was a member of this Board. He recommended that we contact Mr. Graham Carey (owner of careyBRT). He said that Mr. Carey is currently working on the Hartford/New Britain Busway project in Connecticut.

We contacted Mr. Carey and asked him to give us a cost estimate for doing the peer review. Mr. Carey stated that he preferred to wait until after the April 14th Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting to develop the cost estimate. However, he agreed to provide a summary of his observations based upon a preliminary review of the Go Enhance RTS Study. These observations are enclosed as Exhibit 1.

EXHIBIT 1

careyBRT, 590 W 25th Ave., Eugene, Oregon 97405

graham.carey@careyBRT.com

North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603

Attn: Marlie J. Sanderson, AICP, Assistant Executive Director & Director of
Transportation Planning

Dear Sir,

Thank you for the opportunity to volunteer some comments on the GO Enhance RTS
Study; Detailed Definition/Evaluation of Alternatives Report dated January 2014.

The report provides a comprehensive evaluation of the two alternative alignments.

I would like to provide some high level comments on the tenor of the report.

- The focus of the report seems to be on evaluating whether the project is eligible for federal funding. While this is an important issue, it has proved a distraction from the overall "purpose" of undertaking the project.
- The report does not reference the "purpose" of the project and the "need" that it is addressing. A better understanding of the purpose and need may help in evaluation of the benefits.
- Although I not having undertaken a ridership analysis, the projected increase in ridership in the design year seems low; given the existing level of ridership in the corridor.

In reviewing such a comprehensive report it is easy to find one's self lost in a miasma of very large intangibles, where decisive criteria are difficult to grab onto. Below are a few comments that may assist in the communities' decision to proceed with the project. They centered on the funding, existing needs and project approach.

As one of the authors of the White Paper that resulted in the development of the Federal "Very Small Starts" program, I am sympathetic to the communities frustration of competing in a funding system that is biased against low cost/high impact projects such as the Gainesville BRT project. There has been discussion amongst policy makers to include provisions that support "Very Small Start type" projects however nothing has materialized. There are other funding sources such as the TIGER grants that can be explored in order to "bridge" the funding gap.

Transit usage in the corridor is highly used and is currently supported with a high level of service. While it could be argued that the provision of additional departures would

meet the anticipated demand; this would likely only provide short term relief. Bearing in mind the time needed to plan, design and build any enhanced transit system

While the report assesses the desirability of developing a full function BRT, there are alternative approaches that set the stage for incremental development of the system. In such an approach the community would make a modest investment in the system and then wait for the benefits to be realized before making a further investment.

In conclusion, the Gainesville community should be commended for their foresight. They have realized that there is a potential transportation problem that impacts the overall viability of the area; the issue is how does the community respond? While the project as defined does not meet the requirements of the federal funding program, it does not mean that it is not worthwhile. In common with other transit systems around the country, the natural growth in auto traffic means that RTS is adding more service each year to maintain its current level of service. This is not sustainable, and will result in a downward spiral of transit in the community where transit becomes so unreliable that it cannot meet the needs of the community. Understandably some members of the community are concerned about the impacts of the development of the BRT service. As such RTS need to be flexible in face of valid concerns. However postponing the development of transit improvements seldom makes things easier. Even if this is adopting a "step-wise" approach towards the desired system; this will set the foundation for the community to build on rather than preclude what may be a viable future option.

Yours sincerely,

Graham Carey P.E., AICP



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April 7, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Dr. Kermit Sigmon Citizen Participation Award- 2013**

STAFF RECOMMENDATION

Present the Dr. Kermit Sigmon Citizen Participation Award to City of Gainesville Commissioner Thomas Hawkins.

BACKGROUND

In 1997, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to someone, selected by the Citizen Advisory Committee, to be recognized for their contribution to the community's transportation planning process. This year's recipient is City of Gainesville Commissioner Thomas Hawkins.

Previous Recipients

1997-	Ruth Sigmon	2005-	Julia Reiskind
1998-	Perry Maull	2006-	Dr. Ruth Steiner
1999-	South West Alliance for Planning	2007-	Martin Gold
2000-	Var Heyl and Cindy Smith	2008-	Mike and Susan Wright
2001-	Chandler Otis	2009-	Sharon Hawkey
2002-	Gerry Dedenbach	2010-	Mayor Mark Goldstein
2003-	Dr. Linda Crider	2011-	Ed Poppell
2004-	Dan Burden	2012-	Scott Fox

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SCHEDULED 2014 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 22 <i>TAC Cancelled</i>	January 23	February 3 at 3:00 p.m.
APRIL	April 2 TAC@NCFRPC	April 3	April 14 at 3:00 p.m.
JUNE	May 21	May 22	June 2 at 5:00 p.m.
AUGUST	July 23	July 24	August 4 at 3:00 p.m.
OCTOBER	September 24	September 25	October 6 at 3:00 p.m.
DECEMBER	November 19	November 20	December 1 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.



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