
# Meeting Packet
# June 1, 2015, 3:00 p.m.

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

North Central Florida Regional Planning Council

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

May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Robert Hutchinson, Chair

**SUBJECT: Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, June 1, 2015 at 3:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

***Please note that this meeting has a large number of agenda items and may last from 3:00 p.m. to 7:00 p.m.***

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.**
**June 1, 2015**

***Note- two "time certain" agenda items at 5:00 p.m. and 5:30 p.m.***

**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 #137** — **II. University Avenue Multimodal Study- Phase 2 Report** — **APPROVE JOINT RECOMMENDATIONS**

The MTPO consultant (Sprinkle Consulting) will discuss this report.

**Page #149** — **III. West University Avenue at NW 13th Street- Right-of-Way Issues and "The Standard at Gainesville"** — **NO ACTION REQUIRED**

Hear brief reports from the Florida Department of Transportation and City of Gainesville Planning staff concerning this project.

**Page #157** — **IV. Regional Transit System- Universal Access Report** — **NO ACTION REQUIRED**

At its February 2015 meeting, the MTPO requested a presentation concerning an update of the 2005 Universal Access and Fare-Free Transit Report.

**Page #195**
**5:00 p.m.**
**Time Certain** — **V. Transportation Improvement Program for Fiscal Years 2015-16 to 2019-20** — **APPROVE JOINT RECOMMENDATION**

All federal funds in this Program have to be approved by the MTPO.

**Page #199**
**5:30 p.m.**
**Time Certain**

**VI. Draft Year 2040 Needs Plan Public Hearing**

**A. Welcome and Opening Remarks**

**B. Draft Year 2040 Needs Plan Presentation**

**C. Public Comments and Questions**

1. In order to ensure that everyone has the opportunity to speak at this public hearing, please fill out a card located at the table in the entrance area.

2. Speakers will be encouraged to provide comments and ask questions in the order that the cards were completed and submitted (each card will have a number at the top).

3. Each speaker will be encouraged to limit their comments to three minutes depending on the number of cards submitted.

**D. Close Public Hearing**

**Page #199**

**VII. Adoption of Year 2040 Needs Plan** **APPROVE STAFF RECOMMENDATION**

***(Note- additional public comments can be made on proposed motions)***

The MTPO must adopt a Needs Plan- a list of transportation projects that are expected to be needed by the Year 2040.

**Back Cover**

**VIII. Next MTPO Meeting** **NO ACTION REQUIRED**

The next MTPO meeting is scheduled for August 3, 2015 at 3:00 p.m.

**IX. Comments**

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

If you have any questions, 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.**
**June 1, 2015**

**STAFF RECOMMENDATION**

**Page #9** **CA. 1** **Minutes- April 13, 2015** **APPROVE MINUTES**

This set of MTPO minutes is ready for review.

**Page #19** **CA. 2** **Certification of the Metropolitan Transportation Planning Process** **APPROVE STAFF RECOMMENDATION**

The Florida Department of Transportation is recommending certification of the MTPO planning program.

**Page #23** **CA. 3** **Fiscal Year 2014 Audit** **APPROVE COMMITTEE RECOMMENDATION**

The Audit Review Committee recommends acceptance of the audit report and approval of the invoice for payment.

**Page #55** **CA. 4** **Section 5305 (d) Grant Application** **APPROVE STAFF RECOMMENDATION**

Each year, the MTPO submits a grant application for Section 5305 (d) funds which are used for planning activities for bicycle, pedestrian and transit projects.

**Page #63** **CA. 5** **Unified Planning Work Program Amendments** **APPROVE STAFF RECOMMENDATION**

This amendment is needed in order to receive the allocation of Section 5305 (d) funds for this year.

| | | | |
|---|---|---|---|
| **Page #71** | **CA. 6** | **State Infrastructure Bank (SIB) Loan and Surface Transportation Program (STP) Funds** | **APPROVE STAFF RECOMMENDATION** |

The City Commission needs the MTPO to approve the use of STP funds for this loan repayment.

| | | | |
|---|---|---|---|
| **Page #89** | **CA. 7** | **Tower Road Tiger Grant Application** | **APPROVE STAFF RECOMMENDATION** |

Alachua County staff has requested a letter of support for this project from the MTPO.

| | | | |
|---|---|---|---|
| **Page #93** | **CA. 8** | **Transportation Disadvantaged Program- Alachua County Coordinating Board Reappointments** | **APPROVE STAFF RECOMMENDATION** |

The MTPO needs to reappoint Ms. Curtis, Mr. East, Ms. Louton and Ms. Wright.

| | | | |
|---|---|---|---|
| **Page #99** | **CA. 9** | **Transportation Disadvantaged Program- Resolution of Appreciation** | **APPROVE STAFF RECOMMENDATION** |

This resolution recognizes Ms. McKay for her service on the Coordinating Board since October 2007.

| | | | |
|---|---|---|---|
| **Page #105** | **CA. 10** | **Transportation Disadvantaged Program- Coordinating Board Membership Certification** | **APPROVE STAFF RECOMMENDATION** |

Each year, the MTPO certifies that the membership of this Board complies with administrative rule requirements and, to the maximum extent feasible, represents a cross section of the community.

| | | | |
|---|---|---|---|
| **Page #109** | **CA. 11** | **Transportation Disadvantaged Program- Planning Grant Resolution, Fiscal Year 2015-16** | **APPROVE STAFF RECOMMENDATION** |

Each year, the MTPO submits this grant application to receive state funds for providing staff services to the Alachua County Coordinating Board.

| | | | |
|---|---|---|---|
| **Page #115** | **CA. 12** | **Transportation Disadvantaged Program- Funding Allocations** | **NO ACTION REQUIRED** |

At its April 2015 meeting, the MTPO requested information concerning Alachua County transportation disadvantaged trust fund allocations for the past five years.

| | | | |
|---|---|---|---|
| **Page #119** | **CA. 13** | **Transportation Disadvantaged Program- Status Report** | **NO ACTION REQUIRED** |

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

**Page #131 CA. 14 Regional Transit System Funding** **NO ACTION REQUIRED**

At its April 2015 meeting, the MTPO requested information from the Regional Transit System concerning transit revenue by funding source information for the last five years.

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# 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
April 13, 2015

MEMBERS PRESENT
Lauren Poe, Chair
Robert Hutchinson, Vice Chair
Mike Byerly
Craig Carter
Todd Chase
Chuck Chestnut
Ken Cornell
Yvonne Hinson-Rawls
Doug Jones
Lee Pinkoson
Curtis Reynolds
Jim Green/Greg Evans
Helen Warren
Randy Wells

MEMBERS ABSENT
Ed Braddy

OTHERS PRESENT
See Exhibit A

STAFF PRESENT
Scott Koons
Marlie Sanderson
Michael Escalante

CALL TO ORDER

Chair Lauren Poe called the meeting to order at 3:09 p.m.

## I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

A member of the MTPO requested that Mr. Donnie Ellington, Florida Transportation Commission member, and Ms. Mary Anderson be able to provide comments as the next item.

A member discussed his concerns regarding the NW 19th Lane Cycle Track agenda item and questioned why this item was back on the agenda for discussion.

Mr. Marlie Sanderson, Director of Transportation Planning for the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, stated that the project is moving along in the funding process and, if the MTPO did not take any action, it could be funded.

**MOTION: Commissioner Cornell moved to approve the Consent Agenda and Meeting Agenda amended to hear Mr. Ellington and Ms. Mary Anderson speak as the next item. Commissioner Hinson-Rawls seconded; motion passed unanimously.**

Mr. Donnie Ellington, Florida Transportation Commission member, discussed the Commission's duties and responsibilities.

Ms. Mary Anderson discussed pedestrian and transportation disadvantaged safety concerns. She also supported limited access on Archer Road between SW 16th Avenue and SW 13th Street.

**MOTION: Commissioner Hutchinson moved to:**

1. **request that staff provide information on transportation disadvantaged funding for the last five years;**
2. **send a letter to the City of Gainesville requesting Regional Transit System transit revenue by funding source information for the last five years; and**
3. **send a letter to the Florida Department of Transportation requesting pedestrian first signal priority for the Waldo Road corridor from East University Avenue to NE 39th Avenue.**

**Commissioner Wells seconded; motion passed unanimously.**

Mr. Rob Brinkman discussed safety concerns on Waldo Road. He asked that the MTPO consider asking Florida Department of Transportation to lower the speed limit to 35 mph north to NE 39th Avenue. He asked for pedestrian signal enhancements at the NE 39th Avenue/Waldo Road intersection to accommodate Dignity Village and Grace Marketplace users.

**FRIENDLY AMENDMENTS:**

**Chair Poe requested an amendment to the motion to send a letter to the Florida Department of Transportation requesting that they consider lowering the speed limit to 35 miles per hour on Waldo Road between East University Avenue and NE 39th Avenue. Commissioners Hutchinson and Wells accepted the amendment.**

**Commissioner Hutchinson requested an amendment to the motion to request that the Alachua County Traffic Safety Team to conduct a corridor safety study for the Waldo Road corridor from East University Avenue to NE 39th Avenue. Commissioner Wells accepted the amendment.**

**MOTION AS AMENDED:**

**Commissioner Hutchinson moved to:**

1. **request that staff provide information on transportation disadvantaged funding for the last five years;**
2. **send a letter to the City of Gainesville requesting Regional Transit System transit revenue by funding source information for the last five years;**
3. **send a letter to the Florida Department of Transportation requesting pedestrian first signal priority for the Waldo Road corridor from East University Avenue north to NE 39th Avenue;**
4. **send a letter to the Florida Department of Transportation requesting that they consider lowering the speed limit to 35 miles per hour on Waldo Road between East University Avenue and NE 39th Avenue; and**
5. **request that the Alachua County Traffic Safety Team conduct a pedestrian safety study for the Waldo Road corridor from East University Avenue to NE 39th Avenue.**

**Commissioner Wells seconded; motion passed unanimously.**

## II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT-

Mr. Sanderson stated that the Florida Department of Transportation has requested an amendment to increase funding for the Interstate 75 resurfacing project from the Marion Countyline to south of Williston Road (SR 121).

Mr. James Green, Florida Department of Transportation District 2 Liaison, stated that the additional funds would be from Strategic Intermodal System contingency funds.

**MOTION: Commissioner Pinkoson moved to amend the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program to increase funding for the Interstate 75 resurfacing project from the Marion Countyline to south of Williston Road [4288051]. Commissioner Hutchinson seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

## III. DRAFT YEAR 2040 NEEDS PLAN

Mr. Sanderson discussed the Year 2040 Long Range Transportation Plan Update development timeline and answered questions. He estimated that, based on revenue forecasts, about 20 percent of Needs plan projects could be funded and included in the Cost Feasible Plan.

Mr. Wiatt Bowers, Atkins Transportation Planner, discussed the Year 2040 Needs Plan and answered questions. He noted the differences between transit-emphasis and highway-emphasis alternatives and discussed projects from the transit-emphasis and highway-emphasis alternatives that were not included in the draft Needs Plan.

Mr. Sanderson noted that the Federal Highway Administration does not recognize needs plans.

Mr. Bowers noted that the draft Needs Plan is consistent with City of Gainesville and Alachua County comprehensive plans.

Mr. Sanderson discussed the Needs Plan amendment process.

A member discussed the exclusion of some projects from Alternative 3 and requested information concerning which projects were not included in the draft Needs Plan.

A member discussed her concerns regarding the location of the park-and-ride facilities in east Gainesville.

A member discussed including a bicycle/pedestrian trail along Williston Road from Interstate 75 to Waldo Road.

A member requested information in the next meeting packet concerning the forecast of revenues and for cost estimates of Needs Plan Projects.

**MOTION: Commissioner Cornell moved to approve the Year 2040 draft Needs Plan (Exhibit 1) with one revision to indentify all projects that were considered with an explanation why specific projects were deleted and that this information be provided to the MTPO within 30 days. Commissioner Wells seconded.**

**FRIENDLY AMENDMENTS:**

**Commissioner Byerly asked that the full projects list be included as backup in the June MTPO meeting packet. Commissioner Cornell accepted the amendment.**

**Chair Poe requested additional research in identifying needed transit park-and-ride and transfer facilities in east Gainesville. Commissioner Cornell accepted the amendment.**

**Commissioner Wells requested consideration of adding to the Needs Plan a bicycle/pedestrian trail along Williston Road from Interstate 75 to Waldo Road. Commissioner Cornell accepted the amendment.**

**MOTION AS AMENDED:**

**Commissioner Cornell moved to:**

1. **approve the Year 2040 draft Needs Plan (Exhibit 1) revised to indentify all projects that were considered with an explanation why specific projects were deleted and that this information be provided to the MTPO within 30 days and included as backup in the June MTPO meeting packet;**

2. **request additional research in identifying needed transit park-and-ride and transfer facilities in east Gainesville; and**

3. **request consideration of adding to the Needs Plan a bicycle/pedestrian trail along Williston Road from Interstate 75 to Waldo Road.**

**Commissioner Wells seconded; motion passed unanimously.**

IV. NW 19TH LANE CYCLE TRACK

Mr. Sanderson discussed the NW 19th Lane Cycle Track project timeline and answered questions.

Mr. Green discussed the project status and noted the possibility of reallocation of funds to other projects in District 2 if the MTPO decides not to proceed with this project.

Mr. Shane Andrew, School Board of Alachua (SBAC) County Executive Director for Facilities, discussed his concerns regarding the project.

**MOTION: Commissioner Hinson-Rawls moved to refer the NW 19th Lane Cycle Track to the City Public Safety Committee. Commissioner Chase seconded; motion passed.**

Mr. David Shelnutt, Gainesville High School Principal, discussed his concerns with the project.

Mr. Ewen Thomson spoke in support of the project.

V. ELECTION OF OFFICER

Mr. Sanderson stated that this was Chair Poe's last meeting and that the MTPO needed to at least elect a replacement.

**MOTION: Commissioner Byerly moved to elect Commissioner Hutchinson as Chair, Commissioner Warren as Vice Chair and Commissioner Chestnut as Secretary/Treasurer. Commissioner Hinson-Rawls seconded; motion passed unanimously.**

Mr. Sanderson asked if the MTPO wanted to consider changing the membership of the Audit Review Committee which consisted of Commissioners Warren and Cornell.

**It was a consensus of the MTPO to not change the membership of the Audit Review Committee.**

Mr. Sanderson presented Chair Poe with a plaque commemorating his service as Chair.

Several members thanked Chair Poe for his service on the MTPO.

VI. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for June 1, 2015 at 3:00 p.m.

VI. COMMENTS

A. MTPO MEMBERS

There were no member comments.

B. CITIZENS

Ms. Heather Haney, WalkSafe Program Local Coordinator, discussed its activities and purpose. She asked if the MTPO would be willing to serve as a Community Partner.

Chair Poe asked if WalkSafe was seeking funding from the MTPO.

Ms. Haney said WalkSafe was not seeking funding from the MTPO.

**MOTION: Commissioner Wells moved to have the MTPO endorse and participate in the WalkSafe Program. Commissioner Chase seconded; motion passed unanimously.**

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 6:11 p.m.

_____
Date

_____
Helen Warren, Secretary

# EXHIBIT A

| Interested Citizens | Alachua County | City of Gainesville | Florida Department of Transportation |
|---|---|---|---|
| Mary Anderson | Jeff Hays | Russ Blackburn | Karen Taulbee |
| Shane Andrew | Michele Lieberman | Paul Folkers | |
| Wiatt Bowers | Mike Fay | Jesus Gomez | |
| Rob Brinkman | | Debbie Leistner | |
| Donnie Ellington | | Teresa Scott | |
| Heather Haney | | | |
| Fletcher Hope | | | |
| Kamal Latham | | | |
| Wiley Page | | | |
| Lee Roberts | | | |
| David Shelnutt | | | |
| Ewen Thomson | | | |
| Luke Tia | | | |

* 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.**
**April 13, 2015**

**STAFF RECOMMENDATION**

**Page #7** **CA. 1** **MTPO Minutes- February 2, 2015** **APPROVE MINUTES**

This set of MTPO minutes is ready for review.

**Page #17** **CA. 2** **Continuity of Operations Plan** **APPROVE STAFF RECOMMENDATION**

This plan is reviewed each year and revisions are made as needed.

**Page #19** **CA. 3** **Standard Certifications and Assurances** **APPROVE STAFF RECOMMENDATION**

Each year, the MTPO must approve these documents.

**Page #29** **CA. 4** **Title VI Nondiscrimination Policy Statement-** **APPROVE STAFF RECOMMENDATION**

Each year, the MTPO authorizes its Executive Director to sign this form.

**Page #35** **CA. 5** **Extension of Time- Joint Participation Agreement-** **AUTHORIZE CHAIR TO SIGN FORM**

This action is needed to align Florida Department of tTransportation Contract No. APW92 with the expiration date of the Unified Planning Work Program for Fiscal Year 2015-16.

**Page #39** **CA. 6** **Future Corridors Program** **NO ACTION REQUIRED**

FDOT is studying the need for better connectivity between Tampa and Jacksonville on an alignment that could come through Alachua County.

**Page #45** **CA. 7** **Safety and Access Management Concerns- State Road 26, State Road 26A and State Road 121** **NO ACTION REQUIRED**

FDOT is conducting a study that will include the identification and development of both safety and operational countermeasures in the Westgate Shopping Center area.

**Page #51** **CA. 8** **2015 Florida Metropolitan Planning Organization** **NO ACTION REQUIRED**

The MPOAC has adopted a series of legislative priorities and policy positions for the 2015 Florida Legislative session.

**Page #35** **CA. 9** **Transportation Disadvantaged Program- Status Report** **NO ACTION REQUIRED**

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

**EXHIBIT 1**

**2040 Long Range Transportation Plan - Draft Needs Plan***

| | |
|---|---|
| | **Roadway Projects** |
| 1 | NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue |
| 2 | NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b) |
| 6 | NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 7 | Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street |
| 8 | NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 9 | NW 91st Street – Two-lane extension from terminus to Springhills Boulevard |
| 10 | Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road |
| 11 | NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street |
| 12 | NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard |
| 13 | Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary) |
| 14 | SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard |
| 15 | SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue |
| 17 | SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to Interstate-75 |
| 18 | SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road |
| 27 | SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue |
| 28 | SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street |
| 29 | Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street |
| 30 | Radio Road – Two-lane extension from SW 34th Street to Hull Road |
| 31 | SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road |
| 32 | SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue |
| 33 | SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road |
| 34 | SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street |
| 36 | SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road |
| 37 | NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue |
| 38 | NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue |
| 39 | NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441 |
| | **Transit Projects** |
| 41 | Increase weekday frequencies on City routes (minimum 30 minutes frequency) |
| 42 | Increase weekday operating hours on City routes (minimum 14 hours service) |
| 43 | Expand weekend service on City routes (minimum 60 mininutes frequency & 10 hours service) |
| 44 | Butler Plaza Transit Center / Park and Ride Facility |
| 45 | Oaks Mall Transit Center / Park &and Ride Facility |
| 50 | Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area) |
| 51 | Extend service in south Gainesville (South Main Street and Williston Road area) |
| 52 | Intercity Weekday Commuter Service to/from High Springs & Alachua |
| 53 | Intercity Weekday Commuter Service to/from Newberry |
| 54 | Intercity Weekday Commuter Service to/from Archer |
| 55 | Intercity Weekday Commuter Service to/from Hawthorne |
| 56 | Intercity Weekday Commuter Service to/from Waldo |

## 2040 Long Range Transportation Plan - Draft Needs Plan*

| | |
|---|---|
| | **Transit Projects (Continued)** |
| 57 | University of Florida Transit Center |
| 58 | Santa Fe College Transit Center |
| 59 | Hawthorne Park & Ride Facility |
| 60 | Celebration Pointe Park and Ride |
| 61 | Springhills Area Park and Ride (North of 39th Avenue) |
| 62 | Newberry Village Park and Ride (Newberry Road just east of Fort Clarke Boulevard) |
| 63 | Eastside Activity Center Park and Ride (SE 43rd Street and Hawthorne Road) |
| 64 | Waldo Park & Ride Facility |
| 65 | Archer Park & Ride Facility |
| | **Other Projects** |
| 66 | Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue |
| 67 | University Braid – New trail on University Avenue from Waldo Road to NE 55th Boulevard |
| 69 | Archer Braid – Construct overpass of Hull Road / SW 34th Street intersection |
| 70 | SW 40th Boulevard – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue |
| 72 | Intelligent Transportation System Program - Miscellaneous Intelligent Transportation System Projects |
| 73 | Pedestrian Program - Miscelllaneous sidewalk and other pedestrian projects |
| 74 | Bicycle Program - Miscellaneous bicycle lanes and facilities |
| 75 | Transit Program - Miscellaneous transit facilities and amenities |
| | **Additional Bicycle/Pedestrian Projects (added following public workshop)** |
| 76 | Miscellaneous pedestrian crossing projects, including auditory signals |
| 77 | Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road |
| 78 | Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road |
| 79 | Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace |
| 80 | Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road |
| 81 | Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street |
| 82 | Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street |
| 83 | Williston Road – Construct bicycle/pedestrian trail from Interstate 75 to Waldo Road |
| | **Additional Transit Projects (added following public workshop)** |
| 85 | Extend regular transit service through Celebration Pointe |
| 86 | Extend regular transit service through Springhills |
| 87 | Five Points Transfer Station |
| | **Aspirational Projects (beyond 2040)** |
| 88 | NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue |
| 89 | Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road |
| 90 | SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street |
| 91 | SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard |
| 92 | SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor) |
| 93 | SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road |
| 94 | Newberry Road - Provide dedicated transit lanes from Interstate-75 to NW 143rd Street |
| 95 | Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place |
| 96 | NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard |
| 97 | NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road |
| 98 | NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard |
| 99 | Springhills Boulevard – Provide dedicated trabnsit lanes from NW 122nd Street to NW 83rd Street |
| 100 | SW Hawthorne Road – Provide dedicated trabnsit lanes from SE 27th Street to SE 43rd Street |

* Projects are not prioritized

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May 22, 2015

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 April 7, 2015. 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.

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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 April 7, 2015.

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

North Central Florida Regional Planning Council

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

**SUBJECT: Fiscal Year 2014 Audit**

## AUDIT REVIEW COMMITTEE RECOMMENDATION

Acceptance of the audit report for Fiscal Year 2013-14 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, 2014. In December 2014, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Warren and Commissioner Cornell to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Warren serve as Committee Chair.

### Audit Review Committee Meeting

The Audit Review Committee met with the Auditor on Thursday, May 14, 2015. 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 2013-14 and approve the invoice for payment to the auditor.

Attachment

T:\Marlie\MS15\MTPO\MEMO\auditmtpojune1.docx

# METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

## ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2014

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

**ANNUAL FINANCIAL REPORT**

For the Fiscal Year Ended September 30, 2014

TABLE OF CONTENTS

## 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, 2014, 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, 2014, 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 7 - 9 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 April 23, 2015, 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**
Certified Public Accountants
April 23, 2015

## 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, 2014 and 2013, and statements of activities for the years ended September 30, 2014 and 2013, are as follows:

| | Governmental Activities Total Government September 30, | |
|---|---|---|
| | 2014 | 2013 |
| **Assets:** | | |
| Cash | $ 2,737 | $ 53,128 |
| Receivables | 482,039 | 355,727 |
| Total assets | 484,776 | 408,855 |
| **Liabilities:** | | |
| Accounts payable | 421,607 | 345,927 |
| Total liabilities | 421,607 | 345,927 |
| **Net Position** | | |
| Unrestricted | 63,169 | 62,928 |
| Total net position | $ 63,169 | $ 62,928 |

During the year ended September 30, 2014, there was an increase of $241 in net position, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2014 and 2013 follow:

| | Governmental Activities Total Government Fiscal Year Ended September 30, | |
|---|---|---|
| | 2014 | 2013 |
| **Revenues** | | |
| Program revenues | | |
| Member dues | $ 24,000 | $ 24,000 |
| Operating grants | 812,995 | 719,745 |
| In-kind contributions | 162,547 | 140,516 |
| Miscellaneous | - | 128 |
| Interest income | - | 3 |
| Total revenues | 999,542 | 884,392 |
| **Expenses** | | |
| Transportation planning services | 999,301 | 882,912 |
| Total expenses | 999,301 | 882,912 |
| Change in net position | 241 | 1,480 |
| Beginning net position | 62,928 | 61,448 |
| Ending net position | $ 63,169 | $ 62,928 |

Governmental activities

Transportation planning program activities remained similar to the prior year except that total expenses increased approximately 13%, which were the result of grant revenues also increasing approximately 13%.

**Capital Assets and Debt Administration**

Capital Assets

At September 30, 2014, 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, 2014, 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, 2014**

| | Governmental Activities |
|---|---|
| **ASSETS** | |
| Current Assets | |
| Cash | $ 2,737 |
| Accounts receivable | 482,039 |
| Total assets | $ 484,776 |
| **LIABILITIES** | |
| Current liabilities | |
| Accounts payable | $ 421,607 |
| Total liabilities | 421,607 |
| **NET POSITION** | |
| Unrestricted | 63,169 |
| Total net position | 63,169 |
| Total liabilities and net position | $ 484,776 |

See notes to financial statements.

## METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

### STATEMENT OF ACTIVITIES

For the Fiscal Year Ended September 30, 2014

| | Expenses | Program Revenues Operating Grants and Contributions | Net Expenses and Change in Net Position Governmental Activities Total |
|---|---|---|---|
| Governmental activities: | | | |
| General government | | | |
| Transportation planning services | $ 999,301 | $ 975,542 | $ (23,759) |
| Total governmental activities | $ 999,301 | $ 975,542 | (23,759) |
| General revenues: | | | |
| Member dues | | | 24,000 |
| Interest Income | | | - |
| | | | 24,000 |
| Increase in net position | | | 241 |
| Net position - October 1, 2013 | | | 62,928 |
| Net position - September 30, 2014 | | | $ 63,169 |

See notes to financial statements.

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

**BALANCE SHEET**
**GOVERNMENTAL FUND**

**September 30, 2014**

| | General Fund |
|---|---|
| **ASSETS** | |
| Cash | $ 2,737 |
| Accounts receivable | 482,039 |
| Total assets | $ 484,776 |
| | |
| **LIABILITIES** | |
| Accounts payable | $ 421,607 |
| Total liabilities | 421,607 |
| | |
| **FUND BALANCE** | |
| Unassigned | 63,169 |
| Total fund balance | 63,169 |
| | |
| Total liabilities and fund balance | $ 484,776 |

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, 2014

| | Budgeted Amounts | | Actual Amounts | Variance Final Budget Positive (Negative) |
|---|---|---|---|---|
| | Original | Final | | |
| **REVENUES** | | | | |
| State of Florida, Department of Transportation grants | $ 1,078,100 | $ 810,900 | $ 787,796 | $ (23,104) |
| State of Florida, Transportation Disadvantaged Commission | 24,200 | 25,200 | 25,199 | (1) |
| 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) | 168,000 | 162,500 | 162,547 | 47 |
| Total revenues | 1,294,300 | 1,022,600 | 999,542 | (23,058) |
| **EXPENDITURES** | | | | |
| Professional contractual services | 1,105,300 | 836,600 | 821,012 | 15,588 |
| Other | 21,000 | 23,500 | 15,742 | 7,758 |
| In-kind services (FDOT) | 168,000 | 162,500 | 162,547 | (47) |
| Total expenditures | 1,294,300 | 1,022,600 | 999,301 | 23,299 |
| Net change in fund balance | - | - | 241 | 241 |
| Fund balance, October 1, 2013 | 62,928 | 62,928 | 62,928 | 62,928 |
| Fund balance, September 30, 2014 | $ 62,928 | $ 62,928 | $ 63,169 | $ 63,169 |

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, 2014

## 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.

**G. Fund Balances** – As of September 30, 2014, fund balances of the governmental funds are classified as follows:

Non-spendable – amounts that cannot be spent either because they are in non-spendable form or because they are legally or contractually required to be maintained intact.

Restricted – amounts that can be spent only for specific purpose because of constitutional provisions, charter requirements or enabling legislation or because of constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments.

Committed – amounts that can be used only for specific purposes determined by a formal action of the Governing Board. The Governing Board is the highest level of decision making authority for the Organization. Commitments may be established, modified or rescinded only through ordinances or resolutions approved by the Governing Board.

Assigned – amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Under the Organization's general policy, only the Governing Board may assign amounts for specific purposes.

Unassigned – all other spendable amounts.

As of September 30, 2014, fund balances are composed of the following:

| | |
|---|---|
| Unassigned | $ 63,169 |

## 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, 2014, the carrying amount of the Organization's bank deposits was $2,737. 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.

## NOTE 4. CONTINGENT LIABILITIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the Federal government. Any disallowed claims, including amounts already collected, may constitute a liability to the Organization. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the Organization expects such amounts, if any, to be immaterial.

## 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, 2014

| 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 | | | | | | | |
| FP #: 214094-9-14-01 | | | | | | | |
| FEDERAL #: FAP 0241 (48) M | | | | | | | |
| 2014-15 9418 | 20.205 | APW92 | 590,442 | | - | 122,695 | 122,695 |
| 2013-14 9417 | 20.205 | APW92 | $ 736,992 | $ - | $ 138,014 | $ 403,980 | $ 403,980 |
| | | | 1,327,434 | - | 138,014 | 526,675 | 526,675 |
| Federal Transit: Metropolitan Planning Grants | | | | | | | |
| 2013-14; FPID # 411762-3-14-13 | | | | | | | |
| Grant award | 20.505 | AQR23 | 309,686 | - | 139,801 | 169,885 | 169,885 |
| State match | | | 38,710 | - | 17,475 | 21,236 | 21,236 |
| | | | 348,396 | - | 157,276 | 191,121 | 191,121 |
| Total Major Programs/Federal Awards | | | $ 1,675,830 | $ - | $ 295,290 | $ 717,796 | $ 717,796 |
| **STATE FINANCIAL ASSISTANCE** | | | | | | | |
| State of Florida Department of Transportation | | | | | | | |
| Planning Grants | | | | | | | |
| FPID # 434702-1-18-01 | | | | | | | |
| 2013-14 | 55.030 | AR757 | 100,000 | | | 70,000 | 70,000 |
| 2014-15 | 55.030 | AR757 | $ 100,000 | $ - | $ - | $ - | $ - |
| | | | 200,000 | - | - | 70,000 | 70,000 |
| Transportation Disadvantaged | | | | | | | |
| 2013-14 | 55.002 | AR240 | 24,245 | - | 5,576 | 18,669 | 18,669 |
| 2014-15 | 55.002 | ARH48 | 24,186 | - | - | 6,530 | 6,530 |
| | | | 48,431 | - | 5,576 | 25,199 | 25,199 |
| Total State Financial Assistance | | | $ 248,431 | $ - | $ 5,576 | $ 95,199 | $ 95,199 |
| Total federal and state financial assistance | | | $ 1,924,261 | $ - | $ 300,866 | $ 812,995 | $ 812,995 |

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 $ 21,235 in State Match Funds required under the Federal Grants.

**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, 2014

## 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, 2014, 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 April 23, 2015.

### 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
April 23, 2015

## 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, 2014. 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, 2014.

**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
April 23, 2015

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

**SCHEDULE OF FINDINGS**

**For the Fiscal Year Ended September 30, 2014**

**Section I. Summary of Auditor's Results**

**Financial Statements**

| | |
|---|---|
| Type of auditor's report issued: | Unqualified |
| Internal control over financial reporting: | |
| • Material weakness identified? | No |
| • Reportable condition identified not considered to be material weakness? | None reported |
| Noncompliance material to financial statements noted? | No |

**Federal Awards**

| | |
|---|---|
| Internal control over major programs: | |
| • Material weakness identified? | No |
| • Reportable condition identified not considered to be material weakness? | None reported |
| Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of Circular A-133? | No |

Identification of major programs:

| CFDA Number | Name of Federal Programs |
|---|---|
| 20.205 | U.S. Department of Transportation Highway Planning and Construction |
| 20.505 | Federal Transit: Metropolitan Planning Grants |

| | |
|---|---|
| Dollar threshold used to distinguish between Type A and Type B programs: | $300,000 |
| Auditee qualified as low-risk auditee? | Yes |
| **Section II. Findings Related to the Financial Statements Which are Required to be Reported In Accordance with *Government Auditing Standards*** | None |
| **Section III. Findings and Questioned Costs of Federal Awards** | None |

## 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, 2014, and have issued our report thereon dated April 23, 2015.

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 April 23, 2015. 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**

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
April 23, 2015

## INDEPENDENT ACCOUNTANT'S REPORT

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have examined the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with Section 218.415, *Florida Statutes*, regarding the investment of public funds during the year ended September 30, 2014. Management is responsible for the Organization's compliance with those requirements. Our responsibility is to express an opinion on the Organization's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Organization's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examianation does not provide a legal determination on the Organization's compliance with specified requirements.

In our opinion, the Organization complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2014.

This report is intended solely for the information and use of the Organization and the Auditor General, State of Florida, and is not intended to be and should not be used by anyone other than these specified parties.

**POWELL & JONES**
Certified Public Accountants
April 23, 2015

## Communication with Those Charged with Governance

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2014. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

*Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Organization are described Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2014. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus.

All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There are no sensitive estimates affecting the Organization's financial statements.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There are no sensitive disclosures affecting the financial statements.

*Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no such misstatements identified during our audit.

*Disagreements with Management*

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that

could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

*Management Representations*

We have requested certain representations from management that are included in the management representation letter dated April 23, 2015.

*Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Information in Documents Containing Audited Financial Statements

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of the Governing Board and management of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

**POWELL & JONES**
Certified Public Accountants
April 23, 2015

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

May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Section 5305 (d) Grant Application

STAFF RECOMMENDATION

**Authorize the Chair to sign the Exhibit 1 and 2 Section 5305(d) documents.**

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits a grant application for Section 5305 (d) funds. These funds are used by MTPO staff to conduct bicycle, pedestrian and transit planning activities. Attached are the following documents that need to be executed and submitted by the Chair:

1. Federal Assistance SF-424 form (see Exhibit 1); and

2. FTA Fiscal Year 2013 Certifications and Assurances (see Exhibit 2).

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# EXHIBIT 1

OMB Number: 4040-0004
Expiration Date: 8/31/2016

## Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier: Not Applicable

5a. Federal Entity Identifier: Not Applicable

5b. Federal Award Identifier: FL-80-0009

**State Use Only:**

6. Date Received by State:

7. State Application Identifier: 1001

**8. APPLICANT INFORMATION:**

* a. Legal Name: Metropolitan Transportation Planning Organization for the Urbanized Area

* b. Employer/Taxpayer Identification Number (EIN/TIN): 59- 1834302

* c. Organizational DUNS: 0442335900000

**d. Address:**

* Street1: 2009 NW 67th Place
Street2:
* City: Gainesville
County/Parish: Alachua
* State: FL: Florida
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 32653-1603

**e. Organizational Unit:**

Department Name:

Division Name:

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: Mr.
* First Name: Scott
Middle Name: R.
* Last Name: Koons
Suffix:

Title: Executive Director

Organizational Affiliation: North Central Florida Regional Planning Council

* Telephone Number: 352.955.2200
Fax Number: 352.955.2209

* Email: koons@ncfrpc.org

## Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Transit Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.505

CFDA Title:

Section 5305(d)

*** 12. Funding Opportunity Number:**

FL-80-0009

* Title:

Metropolitan Transportation Planning

**13. Competition Identification Number:**

Not Applicable

Title:

Not Applicable

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Technical studies in support of the Fiscal Year 2015-16 Unified Planning Work Program

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

## Application for Federal Assistance SF-424

**16. Congressional Districts Of:**

* a. Applicant: 3, 6
* b. Program/Project: 3, 6

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

**17. Proposed Project:**

* a. Start Date: 10/01/2015
* b. End Date: 09/30/2016

**18. Estimated Funding ($):**

| | |
|---|---|
| * a. Federal | 163,658.00 |
| * b. Applicant | |
| * c. State | 20,457.00 |
| * d. Local | 20,457.00 |
| * e. Other | |
| * f. Program Income | |
| * g. TOTAL | 204,572.00 |

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

**21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix: Honorable

* First Name: Robert

Middle Name:

* Last Name: Hutchinson

Suffix:

* Title: Chair

* Telephone Number: 352.955.2200

Fax Number: 352.955.2209

* Email: koons@ncfrpc.org

* Signature of Authorized Representative:

* Date Signed:

**EXHIBIT 2**

# FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2015 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**
(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Metropolitan Transportation Planning Organization

Name and Relationship of the Authorized Representative: Robert Hutchinson, Chair

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2015, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2015.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature_____ Date: _____

Name Robert Hutchinson, Chair
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Metropolitan Transportation Planning Organization

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature_____ Date: _____

Name Michele L. Lieberman
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Unified Planning Work Program Amendments

STAFF RECOMMENDATION

**Amend the Fiscal Years 2014-15 to 2015-16 Unified Planning Work Program to include the Fiscal Year 2015-16 Federal Transit Administration Section 5305(d) Grant funding and certifications.**

BACKGROUND

The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that it has determined the amount of Section 5305(d) transit planning funds to the MTPO for Fiscal Year 2015-16. Currently, the two year Unified Planning Work Program includes an estimate of Section 5305(d) transit planning funds for fiscal year 2015-16. In order to receive these grant funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to amend its Unified Planning Work Program as shown in Exhibit 1.

t:\marlie\ms15\mtpo\memo\upwpamend_june1.docx

| Responsible Agency | Funding Sources | | | | | |
|---|---|---|---|---|---|---|
| | Federal (Planning) | State Cash | State In-Kind | Local Cash | Local In-Kind | Total |
| **Year One- Fiscal Year 2014-15** | | | | | | |
| *Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area | - | - | - | - | - | - |
| Florida Department of Transportation | - | $20,855 | - | - | - | $20,855 |
| Alachua County | - | - | - | - | - | - |
| City of Gainesville | - | - | - | - | - | - |
| University of Florida | - | - | - | - | - | - |
| Total | - | $20,855 | - | - | - | $20,855 |

| Responsible Agency | Funding Sources | | | | | |
|---|---|---|---|---|---|---|
| | Federal (Planning) | State Cash | State In-Kind | Local Cash | Local In-Kind | Total |
| **Year Two- Fiscal Year 2015-16#** | | | | | | |
| *Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area | - | - | - | - | - | - |
| Florida Department of Transportation | - | $20,457 | - | - | - | $20,457 |
| Alachua County | - | - | - | - | - | - |
| City of Gainesville | - | - | - | - | - | - |
| University of Florida | - | - | - | - | - | - |
| Total | - | $20,457 | - | - | - | $20,457 |

*Lead Agency; #Planning Budget for Year Two is illustrative until approved by the Florida Legislature

| Responsible Agency | Funding Sources | | | | | |
|---|---|---|---|---|---|---|
| | Federal (Planning) | State Cash | State In-Kind | Local Cash | Local In-Kind | Total |
| **Year One- Fiscal Year 2014-15** | | | | | | |
| *Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area | $127,163 | - | - | $15,895 | - | $143,058 |
| Florida Department of Transportation | - | - | - | - | - | - |
| Alachua County | - | - | - | - | - | - |
| City of Gainesville | - | - | - | - | - | - |
| University of Florida | - | - | - | - | $2,000 | $2,000 |
| Total | $127,163 | - | - | $15,895 | $2,000 | $145,058 |

| Responsible Agency | Funding Sources | | | | | |
|---|---|---|---|---|---|---|
| | Federal (Planning) | State Cash | State In-Kind | Local Cash | Local In-Kind | Total |
| **Year Two- Fiscal Year 2015-16#** | | | | | | |
| *Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area | $163,658 | - | - | $20,457 | - | $184,115 |
| Florida Department of Transportation | - | - | - | - | - | - |
| Alachua County | - | - | - | - | - | - |
| City of Gainesville | - | - | - | - | - | - |
| University of Florida | - | - | - | - | $2,000 | $2,000 |
| Total | $163,658 | - | - | $20,457 | $2,000 | $186,115 |

*Lead Agency; #Planning Budget for Year Two is illustrative until approved by the Florida Legislature

# Table 4

## Agency Participation Table
## Fiscal Year 2015-16

| Task Number | | FDOT | MTPO | Alachua County | City of Gainesville | University of Florida | Total |
|---|---|---|---|---|---|---|---|
| **1.0** | **Administration** | | | | | | |
| 1.1 | Program Management | 14,996 | 68,000 | 9,360 | 16,526 | 2,000 | 110,882 |
| 1.2 | Unified Planning Work Program | 6,617 | 30,000 | | | | 36,617 |
| 1.3 | Professional Development | 5,514 | 33,662 | | | | 39,176 |
| 1.4 | Program Reporting | 6,617 | 30,000 | | | | 36,617 |
| 1.5 | State Support and Program Managemer and Technical Assistance FTA | | 20,457 | | | | 20,457 |
| **2.0** | **Data Collection** | | | | | | |
| 2.1 | System Characteristics | | | 37,780 | 40,200 | | 77,980 |
| 2.2 | System- Associated Characteristics | 6,617 | 30,000 | | | | 36,617 |
| 2.3 | Household Travel Behavior Survey | 1,000 | | | | | 1,000 |
| **3.0** | **Transportation Improvement Program** | | | | | | |
| 3.1 | Transportation Improvement Program | 6,617 | 30,000 | | 5,900 | | 42,517 |
| **4.0** | **Long Range Transportation Plan** | | | | | | |
| 4.1 | Long Range Transportation Plan | 9,581 | 43,442 | | 1,200 | | 54,223 |
| **5.0** | **Special Project Planning** | | | | | | |
| 5.1 | Pedestrian Safety Action Plan | 7,719 | 35,000 | | | | 42,719 |
| **6.0** | **Regional Planning** | | | | | | |
| 6.1 | Regional Planning | 6,617 | 30,000 | | | | 36,617 |
| **7.0** | **Public Participation** | | | | | | |
| 7.1 | Public Participation | 8,822 | 40,000 | | | | 48,822 |
| 7.2 | Civil Rights- Title VI | 6,617 | 30,000 | | | | 36,617 |
| 7.3 | Civil Rights- Environmental Justice | 5,514 | 25,000 | | | | 30,514 |
| **8.0** | **System Planning** | | | | | | |
| 8.1 | System Review and Analysis | 6,837 | 31,000 | 19,470 | | 2,000 | 59,307 |
| 8.2 | Management Systems | 10,587 | 48,000 | | 1,456 | | 60,043 |
| 8.3 | Section 5305 (d) FTA Grant | | 184,115 | | | 2,000 | 186,115 |
| 8.4 | Transportation Disadvantaged Program | | 24,245 | | | | 24,245 |
| | **Total** | **110,272** | **732,921** | **66,610** | **65,282** | **6,000** | **981,085** |

*Planning budget for year two is illustrative until approved by the United States Congress.

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

# Table 5

## Funding Source Table
## Fiscal Year 2015-16

| Task Number | | 1 USDOT SPR Federal | 2 USDOT SPR State | 3 FTA Federal | 4 FTA State | 5 MTPO/ Local | 6 Other Local/ Agency Work | 7 FHWA PL Funds Federal | 8 FHWA PL Funds State | 9 MTPO | 10 FDOT/ TD Grants | (1+3+7) Total Federal | (2+4+8+10) Total State | (5+6+9) Total Local | (1-10) Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1.0** | **Administration** | | | | | | | | | | | | | | |
| 1.1 | Program Management | | | | | | 27,886 | 68,000 | 14,996 | | | 68,000 | 14,996 | 27,886 | 110,882 |
| 1.2 | Unified Planning Work Program | | | | | | | 30,000 | 6,617 | | | 30,000 | 6,617 | | 36,617 |
| 1.3 | Professional Development | | | | | | 8,662 | 25,000 | 5,514 | | | 25,000 | 5,514 | 8,662 | 39,176 |
| 1.4 | Program Reporting | | | | | | | 30,000 | 6,617 | | | 30,000 | 6,617 | | 36,617 |
| 1.5 | State Support and Program Management and Technical Assistance FTA | | | | 20,457 | | | | | | | | 20,457 | | 20,457 |
| **2.0** | **Data Collection** | | | | | | | | | | | | | | |
| 2.1 | System Characteristics | | | | | | 77,980 | | | | | | | 77,980 | 77,980 |
| 2.2 | System- Associated Characteristics | | | | | | | 30,000 | 6,617 | | | | | | 36,617 |
| 2.3 | Household Travel Behavior Survey | | | | | | | | | | 1,000 | | 1,000 | | 1,000 |
| **3.0** | **Transportation Improvement Program** | | | | | | | | | | | | | | |
| 3.1 | Transportation Improvement Program | | | | | | 5,900 | 30,000 | 6,617 | | | 30,000 | 6,617 | 5,900 | 42,517 |
| **4.0** | **Long Range Transportation Plan** | | | | | | | | | | | | | | |
| 4.1 | Long Range Transportation Plan | | | | | | 1,200 | 43,442 | 9,581 | | | 43,442 | 9,581 | 1,200 | 54,223 |
| **5.0** | **Special Project Planning** | | | | | | | | | | | | | | |
| 5.1 | Pedestrian Safety Action Plan | | | | | | | 35,000 | 7,719 | | | 35,000 | 7,719 | | 42,719 |
| **6.0** | **Regional Planning** | | | | | | | | | | | | | | |
| 6.1 | Regional Planning | | | | | | | 30,000 | 6,617 | | | 30,000 | 6,617 | | 36,617 |
| **7.0** | **Public Participation** | | | | | | | | | | | | | | |
| 7.1 | Public Participation | | | | | | | 40,000 | 8,822 | | | 40,000 | 8,822 | | 48,822 |
| 7.2 | Civil Rights- Title VI | | | | | | | 30,000 | 6,617 | | | 30,000 | 6,617 | | 36,617 |
| 7.3 | Civil Rights- Environmental Justice | | | | | | | 25,000 | 5,514 | | | 25,000 | 5,514 | | 30,514 |
| **8.0** | **System Planning** | | | | | | | | | | | | | | |
| 8.1 | System Review and Analysis | | | | | | 21,470 | 31,000 | 6,837 | | | 31,000 | 6,837 | 21,470 | 59,307 |
| 8.2 | Management Systems | | | | | | 1,456 | 48,000 | 10,587 | | | 48,000 | 10,587 | 1,456 | 60,043 |
| 8.3 | Section 5305 (d) FTA Grant | | | 163,658 | | 20,457 | 2,000 | | | | | 163,658 | | 22,457 | 186,115 |
| 8.4 | Transportation Disadvantaged Program | | | | | | | | | | 24,245 | | 24,245 | | 24,245 |
| | **Total** | | | **163,658** | **20,457** | **20,457** | **146,554** | **495,442** | **109,272**[1] | | **25,245** | **629,100** | **148,357** | **167,011** | **981,085** |

*Planning Budget for year two is illustrative unitl approved by the Unted States Congress.

[1] The Florida Department of Transportation will soft match the Public Law funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represents the amount of soft match required (both State and local) for the amount of Federal Planning funds requested in this Unified Planning Work Program.

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

## Table 6

## Federal Transit Administration Deliverables Table
## Fiscal Year 2015-16

| Task Receiving Federal Transit Administration Funds | Amount Allocated | Specific Deliverable/End Product | Task Page Number |
|---|---|---|---|
| 8.3 | $163,658 | Audit<br>Public Involvement Plan<br>Multimodal Level of Service Report<br>Annual Transit Ridership Report<br>Transportation Improvement Program<br>Alachua County Transportation Disadvantaged Service Plan | 83 |
| 8.5 | $151,036 | Updated Transit Development Plan | 93 |

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: State Infrastructure Bank (SIB) Loan and Surface Transportation Program (STP) Funds

JOINT RECOMMENDATIONS

**The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff all recommend that the MTPO approve the use of Surface Transportation Program (STP) funds for State Infrastructure Bank (SIB) loan repayment for the purchase of buses and vans in Fiscal Years 2016 and 2017.**

BACKGROUND

On April 16, 2015, the Gainesville City Commission authorized the City Manager to apply for a State Infrastructure Bank (SIB) loan agreement to purchase buses and cutaway vans for the Regional Transit System. The City is requesting that the Metropolitan Transportation Planning Organization approve the use of Surface Transportation Program (STP) funds for the loan repayment.

Attached are the following documents provided by City staff for this agenda item-

Exhibit 1- City of Gainesville Master File 140737

Exhibit 2- Surface Transportation Program information

Exhibit 3- Regional Transit System State Infrastructure Bank (SIB) Loan Presentation

Attachments

t:\marlie\ms15\mtpo\memo\sibloanjune1.docx

**EXHIBIT 1**

# City of Gainesville

City Hall
200 East University Avenue
Gainesville, Florida 32601

## Master

### File Number: 140737.

| | | | | | |
|---|---|---|---|---|---|
| **File ID:** | 140737. | **Type:** | Discussion Item | **Status:** | Passed |
| **Version:** | 2 | **Reference:** | | **In Control:** | City Manager |
| | | | | **File Created:** | 02/11/2015 |
| **File Name:** | | | | **Final Action:** | 04/16/2015 |

**Title:** **State Infrastructure Bank (SIB) Loan Application (B)**

**This item is a request to authorize the City Manager or his designee to apply for a State Infrastructure Bank (SIB) loan agreement to purchase buses and cutaway vans for the Regional Transit System (RTS). **ESTIMATED STAFF PRESENTATION 5 MINUTES****

**Notes:** Jesus Gomez 393-7852

| | | | |
|---|---|---|---|
| | | **Agenda Date:** | 04/16/2015 |
| | | **Agenda Number:** | |
| **Sponsors:** | | **Enactment Date:** | |
| **Attachments:** | 140737A_Program_20150416.pdf, 140737B_RTS SIB Loan_20150416.pdf, 140737-MOD_RTS SIB Loan_20150416.pdf | **Enactment Number:** | |
| **Contact Name:** | | **Hearing Date:** | |
| **Drafter Name:** | | **Effective Date:** | |

### History of Legislative File

| Version: | Acting Body: | Date: | Action: | Sent To: | Due Date: | Return Date: | Result: |
|---|---|---|---|---|---|---|---|
| 2 | City Commission | 04/02/2015 | Continued | | 04/16/2015 | | |
| | **Action Text:** Continued | | | | | | |
| 2 | City Commission | 04/16/2015 | Approved as Recommended | | | | Pass |
| | **Action Text:** A motion was made by Commissioner Poe and seconded by Commissioner Carter that this Matter be Approved as Recommended. The motion carried by the following vote: | | | | | | |
| | **Notes:** *Jesus Gomez made a presentation.* | | | | | | |

### Text of Legislative File 140737.

Title

**State Infrastructure Bank (SIB) Loan Application (B)**

**This item is a request to authorize the City Manager or his designee to apply for a State Infrastructure Bank (SIB) loan agreement to purchase buses and cutaway vans for the**

**Regional Transit System (RTS). **ESTIMATED STAFF PRESENTATION 5 MINUTES****

Explanation
On August 18, 2011 the City Commission authorized the Regional Transit System (RTS) to apply for a Florida Department of Transportation (FDOT) State Infrastructure Bank (SIB) loan for the construction of its new Maintenance, Operations and Administration facility. The Metropolitan Transportation Planning Organization (MTPO) adopted a resolution on December 3, 2012 authorizing RTS to use Surface Transportation Program (STP) funds to repay the loan.

The STP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals (Statutory citation(s): MAP-21 §1108; 23 USC 133)

On May 16, 2013 the City Commission granted approval to execute the SIB loan agreement in the amount of $3,800,000 for Phase II (final phase) of the RTS facility project, which included acquisition of property and construction of additional bus parking including demolishing existing structures, fencing, security equipment and landscape. Because RTS was able to receive grants in addition to the SIB loan, RTS only used approximately $1,350,000 of the SIB loan proceeds.

The FDOT 5-year work program (Project 429927-2) for the RTS facility project has an allocation of $4.0 million in FY16 (of which the $3.8 SIB loan is part) and $4.1 million for FY17. After paying the SIB loan, the STP funds of $2,593,843.82 in FY16 and the $4.1 million in FY17 become available for reallocation to another eligible project (as defined above). This request would need to be approved by the MTPO.

Fiscal Note
If approved by the MTPO and the Florida Department of Transportation Surface Transportation Program, funds could be used for repayment of any SIB loans.

Recommendation
The City Commission: 1) authorize the City Manager or his designee to apply for a State Infrastructure Bank (SIB) Loan with the Florida Department of Transportation (FDOT) to purchase buses and vans; and 2) authorize the City Manager or his designee to seek approval from the Metropolitan Transportation Planning Organization (MTPO) for use of Surface Transportation Program (STP) funds for SIB loan repayment.

# Surface Transportation Program (STP)

**Program purpose**
The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**Statutory citation(s):** MAP-21 §1108; 23 USC 133

**Funding features**
Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

MAP-21 has a new approach to core formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's share of the total is calculated, it is divided up by program within the State. (See "Apportionment" fact sheet for description of calculation).

Set-asides
From the State's STP apportionment, the following sums are to be set aside:

- A proportionate share of funds for the State's Transportation Alternatives (TA) program. (See "Apportionment" fact sheet for a description of this calculation)
- 2% for State Planning and Research (SPR). [§52005; 23 USC 505]
- For off-system bridges, an amount not less than 15% of the State's FY 2009 Highway Bridge Program apportionment (may not be taken from amounts suballocated based on population).

The set-aside for Transportation Enhancements is eliminated.

Suballocation
50% of a State's STP apportionment (after TA and SPR set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population--

- *Urbanized areas with population greater than 200,000* – This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.
- *Areas with population greater than 5,000 but no more than 200,000* – Projects in these areas are to be identified for funding by the State in consultation with regional planning organizations, if any.
- *Areas with population of 5,000 or less*

The remaining 50% may be used in any area of the State.

**Federal share:** Determined in accordance with 23 USC 120, including a special rate for certain safety projects and a new provision for increased Federal share for projects incorporating Innovative Project Delivery. Exceptions to 23 USC 120 are provided for certain freight projects, workforce development, training, and education activities, and Appalachian development highway system projects. (See "Federal Share" fact sheet).

**Eligible activities**
STP eligibilities are continued, with some additions and modifications. Eligibilities are described below, with changes emphasized:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, **preservation**, or operational improvements for highways, **including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501**.
- Replacement, rehabilitation, **preservation, protection**, and anti-icing/deicing for bridges **and tunnels** on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges **and tunnels** on a Federal-aid highway.
- **Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.**
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, **including electric and natural gas vehicle charging infrastructure**, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, **installation of safety barriers and nets on bridges**, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- **Transportation alternatives** --newly defined, includes most transportation enhancement eligibilities. [See separate "Transportation Alternatives" fact sheet]
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- **Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.**
- **Recreational trails projects.**
- **Construction of ferry boats and terminals.**
- **Border infrastructure projects.**

- **Truck parking facilities.**
- **Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.**
- **Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.**
- **Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.**
- **Two eligibilities formerly covered by the repealed Highway Bridge Program (HBP)—**
    - **Construction of a bridge that replaces a low water crossing of any length, a bridge that was destroyed prior to January 1, 1965, a ferry that was in existence on January 1, 1984, or any road bridge rendered obsolete by a Corps of Engineers (COE) flood control or channelization project and not rebuilt with COE funds.**
    - **Actions to preserve or reduce the impact of a project on the historic integrity of a historic bridge under specified conditions.** [§1111; 23 USC 144(f)-(g)]

Workforce development, training, and education activities are also an eligible use of STP funds. [§1109; 23 USC 504(e)]

Location of Projects

In general, STP projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural suballocation on minor collectors. Other exceptions include: ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, minor collectors in NHS corridors, and the two new bridge eligibilities brought over from the HBP.

**Program features**

Off-system bridges

- States are required to obligate a portion of funds (not from suballocated amounts) for bridges not on Federal-aid highways (off-system bridges). The amount is to be not less than 15% of the State's FY 2009 Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs.
- Credit for off-system bridges -- For projects to replace or rehabilitate deficient off-system bridges funded wholly by State/local sources, any amounts spent post-enactment that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Rural minor collectors
Special rule allows States to use up to 15% of funds suballocated for areas with a population of 5,000 or less on rural minor collectors. The Secretary may suspend permission if the State is using the authority excessively.

Bridge and tunnel inspection standards
If a State is in noncompliance with bridge/tunnel inspection standards established by the Secretary, a portion of STP funds must be used to correct the problem. [§1111; 23 USC 144(h)(5)]

**Performance**

The STP supports national performance goals, but there are no measures tied specifically to this program

EXHIBIT 3

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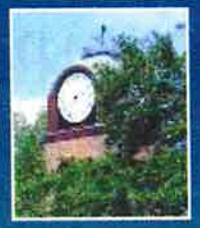

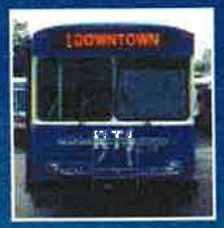


# Regional Transit System (RTS)

## State Infrastructure Bank (SIB) Loan


Legislative File ID#
140737 Mod

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# RTS SIB Loan

- Background
  - August 2011 - applied for SIB loan
  - December 2012 - MTPO approved the use of Surface Transportation Program (STP) funds to repay the loan
  - May 2013 - a $3.8 million agreement was executed
  - RTS used $1,406,156.18 because received other grants
  - RTS is scheduled to repay the loan in July 2015 with STP funds

CITY OF GAINESVILLE FLORIDA

# RTS SIB Loan

- Background
  - FDOT work program currently has STP funds allocated for the RTS facility Project:
    - FY15-16: $4.0 million ($1,406,156.18 spent)
    - FY-16-17: $4.1 million
  - Leftover Funds = $6,693,843.82
- Potential Uses of STP Funds
  - Transit Capital Projects (Buses, facilities, amenities, technology)
  - Bridges and Federal-aid eligible roads
  - Bike and Pedestrian

# RTS Capital Needs

| Description | Estimated Cost | Comments |
|---|---|---|
| Buses | $ 28,000,000 | Replacement Buses |
| Transit Amenities* | $ 6,514,953 | Landing Pads, Shelter, benches, trash cans |
| Bus Bay Improvements | $ 2,804,651 | 11 bus bays |
| Transfer Stations | $ 18,000,000 | Eastside, UF, SF, 13th Street |
| ITS Improvements | $ 4,800,410 | Software and Equipment |
| **Total** | **$ 60,120,014** | |

Note: * Partially funded with local, state, federal funds ($200,000 per year)

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# RTS Fleet Status

- Total Fleet = 127 buses (21 retired buses from other properties, 106 purchased new)
- Fleet Age = 9.87 years (Useful Life = 12 years) (82.3%)
- Miles Average = 381,174 (Useful life = 500,000 miles) (76.2%)
- Number of buses eligible for retirement = 55 buses (43.3% of total fleet)

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# RTS Fleet Status

- Transit Development Plan (TDP) recommends a bus replacement plan
  - 10 buses per year
- Goal is to reduce the fleet age to industry standard
  - 6 years
- Budget currently allocates FTA Section 5307 funds
  - 2-3 buses per year
- Need additional funding
  - 7-8 buses per year ($3.72 million per year)
- Historical use of Section 5309, Campus Development Agreement, ARRA funds are no longer available

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# RTS Fleet Status

- In FY2014
  - Annual Maintenance Cost Per Mile 1 Year Old Vehicle = $0.66
  - Annual Maintenance Cost Per Mile 12 Year Old Vehicle = $1.54
  - Annual Cost Difference = $26,010 per bus per year
  - Number of Road Calls were 7 times greater for vehicles >/= 12 years than I year old vehicle which greatly disrupts service

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# RTS Staff Recommendation

| Description | FY16 | FY17 | Comments |
|---|---|---|---|
| Funds | $ 4,000,000.00 | $ 4,100,000.00 | FDOT STP Funds allocated for RTS Facility |
| Expenses | $ 1,406,156.18 | | SIB Loan Repayment |
| **Difference** | $ 2,593,843.82 | $ 4,100,000.00 | Available Funds |
| | 5 buses, 2 Vans | 8 buses, 2 vans | 13 buses, 4 Vans |

- Purchase of 13 buses/4 vans will
  - reduce fleet age from 9.87 to 8.35 years
  - reduce annual operating costs
- MTPO and FDOT approval
- SIB Loan repayment in FY17

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# Questions?

North Central Florida Regional Planning Council

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Tower Road TIGER Grant Application

STAFF RECOMMENDATION

**Authorize the Chair to sign the attached Exhibit 1 "letter of support."**

BACKGROUND

Alachua County is submitting a TIGER grant application for the Tower Road Complete Street Resurfacing project. Alachua County staff has requested a "letter of support" for this project. A draft "letter of support" is attached as Exhibit 1.

Attachment

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**EXHIBIT 1**

North Central Florida Regional Planning Council

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Office of Infrastructure Finance and Innovation
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Project TIGERID: jhays436

TO WHOM IT MAY CONCERN:

This letter is in support of an Alachua County, Florida application to the USDOT's TIGER Grant program to transform Tower Road between SW 8th Avenue and State Road 24 into a Complete Street. The proposed project will resurface SW 75th Street (Tower Road) from SW 8th Avenue to SW Archer Road (State Road 24). The roadway will be transformed into a Complete Street by upgrading automobile, bicycle, pedestrian and transit facilities in the corridor. The roadway will be reconstructed to repair the current substandard pavement condition. The roadway will also be reconstructed as a three lane section, including turn lanes, traffic signals, bicycle lanes, completed sidewalk connections, transit pullouts, upgraded transit stops, landscaping and a multi-use path.

The County is seeking $10 million from the TIGER program. These funds will be matched with $2.5 million in local funds derived from Alachua County's Transportation Impact Fees and Multi-Modal Transportation Mitigation programs.

As you may know, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area is composed of the Mayor and six city commissioners of the City of Gainesville and the five Alachua County commissioners. Staff services to the MTPO are provided by the North Central Florida Regional Planning Council. The MTPO is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

If you have any questions concerning this matter, please do not hesitate to contact Marlie Sanderson, AICP, Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Jeffrey Hays, Alachua County Transportation Planning Manager

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program - Alachua County Coordinating Board Reappointments

RECOMMENDATION

**Reappoint Mr. James East, Ms. Sharon Curtis, Ms. Christine Eason Louton and Ms. Earther Wright to the Alachua County Transportation Disadvantaged Coordinating Board.**

BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board.

The following Board members' terms of appointment expire June 30, 2015:

- Mr. James East - Voting Citizen Advocate
- Ms. Sharon Curtis - Alternate Persons with Disabilities Representative
- Ms. Christine Eason Louton - Voting Persons with Disabilities Representative
- Ms. Earther Wright - Voting Citizen Advocate - User

Mr. East, Ms. Curtis, Ms. Louton and Ms. Wright are willing to serve additional three year terms of appointment (applications attached). They are the only applicants for these positions. The Metropolitan Transportation Planning Organization advertised Board vacancies in the April 10, 2015 issue of the Gainesville Sun. No applications were received in response to this advertisement.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachments

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# TRANSPORTATION DISADVANTAGED COORDINATING BOARD MEMBERSHIP APPLICATION

**Name:** James W. East

**Address:** 1523 NW 7th Street, Apt. A-1

**City/State/Zip Code** Gainesville, FL 32601

**County:** Alachua

**Phone Number:** 352-374-6553 (h) 386-852-5559 (c)

**E-Mail Address:** jim_east@earthlink.net

**Signature:** _____

**Date:** _____

**Representing (check position(s) you are applying for):**

**CITIZEN ADVOCATE** X Voting _____ Alternate
Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

**CITIZEN ADVOCATE -USER** _____ Voting _____ Alternate
Qualifications: A resident who uses the transportation disadvantaged system.

**PERSONS WITH DISABILITIES REPRESENTATIVE** _____ Voting _____ Alternate
Qualifications: A person with a disability representing the disabled in the county.

**ELDERLY REPRESENTATIVE** _____ Voting _____ Alternate
Qualifications: A person over sixty years of age representing the elderly in the county.

**CHILDREN AT RISK** _____ Voting _____ Alternate
Qualifications: A local representative for children at risk.

**MEDICAL COMMUNITY:** _____ Voting _____ Alternate
Qualifications: A local representative of the medical community.

**PRIVATE TRANSIT INDUSTRY:** _____ Voting _____ Alternate
Qualifications: An experienced representative of the local private for profit transportation industry.

**Please complete and return to:**

*North Central Florida Regional Planning Council*
*2009 N.W. 67 Place*
*Gainesville, FL 32653-1603*

# TRANSPORTATION DISADVANTAGED COORDINATING BOARD
# MEMBERSHIP APPLICATION

**Name:** Sharon M. Curtis

**Address:** 6415 NW 23rd Terrace

**City/State/Zip Code** Gainesville, FL 32653

**County:** Alachua

**Phone Number:** 352-372-3602/ 352-214-6619

**E-Mail Address:** _____

**Signature:** _____

**Date:** _____

**Representing (check position(s) you are applying for):**

**CITIZEN ADVOCATE** _____ Voting _____ Alternate
Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

**CITIZEN ADVOCATE -USER** _____ Voting _____ Alternate
Qualifications: A resident who uses the transportation disadvantaged system.

**PERSONS WITH DISABILITIES REPRESENTATIVE** _____ Voting __X__ Alternate
Qualifications: A person with a disability representing the disabled in the county.

**ELDERLY REPRESENTATIVE** _____ Voting _____ Alternate
Qualifications: A person over sixty years of age representing the elderly in the county.

**CHILDREN AT RISK** _____ Voting _____ Alternate
Qualifications: A local representative for children at risk.

**MEDICAL COMMUNITY:** _____ Voting _____ Alternate
Qualifications: A local representative of the medical community.

**PRIVATE TRANSIT INDUSTRY:** _____ Voting _____ Alternate
Qualifications: An experienced representative of the local private for profit transportation industry.

**Please complete and return to:**

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*2009 N.W. 67 Place*
*Gainesville, FL 32653-1603*

# TRANSPORTATION DISADVANTAGED COORDINATING BOARD
# MEMBERSHIP APPLICATION

**Name:** Christine Eason Louton

**Address:** P.O. Box 144

**City/State/Zip Code** Earleton, FL 32631-0144

**County:** Alachua

**Phone Number:** 352-400-9404 (c) 352-301-7062 (h)

**E-Mail Address:** christine.louton@gmail.com

RECEIVED
APR 27 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

**Signature:** C Louton

**Date:** 4-24-2015

**Representing (check position(s) you are applying for):**

**CITIZEN ADVOCATE** _____ Voting _____ Alternate
Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

**CITIZEN ADVOCATE -USER** _____ Voting _____ Alternate
Qualifications: A resident who uses the transportation disadvantaged system.

**PERSONS WITH DISABILITIES REPRESENTATIVE** __X__ Voting _____ Alternate
Qualifications: A person with a disability representing the disabled in the county.

**ELDERLY REPRESENTATIVE** _____ Voting _____ Alternate
Qualifications: A person over sixty years of age representing the elderly in the county.

**CHILDREN AT RISK** _____ Voting _____ Alternate
Qualifications: A local representative for children at risk.

**MEDICAL COMMUNITY:** _____ Voting _____ Alternate
Qualifications: A local representative of the medical community.

**PRIVATE TRANSIT INDUSTRY:** _____ Voting _____ Alternate
Qualifications: An experienced representative of the local private for profit transportation industry.

**Please complete and return to:**

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*Gainesville, FL 32653-1603*

# TRANSPORTATION DISADVANTAGED COORDINATING BOARD
# MEMBERSHIP APPLICATION

**Name:** Earther Wright

**Address:** 1209 SE 19th Terrace

**City/State/Zip Code** Gainesville, FL 32641

**County:** Alachua

**Phone Number:** 352-376-8041

**E-Mail Address:** queene1209@cox.net

**Signature:** Earther Wright

**Date:** 4-9-15

**Representing (check position(s) you are applying for):**

**CITIZEN ADVOCATE** ____ Voting ____ Alternate
Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

**CITIZEN ADVOCATE -USER** X Voting ____ Alternate
Qualifications: A resident who uses the transportation disadvantaged system.

**PERSONS WITH DISABILITIES REPRESENTATIVE** ____ Voting ____ Alternate
Qualifications: A person with a disability representing the disabled in the county.

**ELDERLY REPRESENTATIVE** ____ Voting ____ Alternate
Qualifications: A person over sixty years of age representing the elderly in the county.

**CHILDREN AT RISK** ____ Voting ____ Alternate
Qualifications: A local representative for children at risk.

**MEDICAL COMMUNITY:** ____ Voting ____ Alternate
Qualifications: A local representative of the medical community.

**PRIVATE TRANSIT INDUSTRY:** ____ Voting ____ Alternate
Qualifications: An experienced representative of the local private for profit transportation industry.

**Please complete and return to:**

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*Gainesville, FL 32653-1603*

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program- Resolution of Appreciation

RECOMMENDATION

**Approve the attached resolution of appreciation for Ms. Alana McKay.**

BACKGROUND

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Ms. Alana McKay served as the Florida Agency for Health Care Administration Representative on the Alachua County Transportation Disadvantaged Coordinating Board since October 2007.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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June 8, 2015

Ms. Alana McKay
1106 NE 12th Avenue
Gainesville, FL 32601

RE: Florida's Transportation Disadvantaged Program

Dear Ms. McKay:

On behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, I want to express our regret that you will no longer serve as the Florida Agency for Health Care Administration Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Your knowledge and your concern for transportation disadvantaged individuals has made you a valuable asset to the Board.

As a token of our appreciation for your service, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at its regular meeting on June 1, 2015 unanimously approved the enclosed resolution. Thank you for taking the time to serve on this Board.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Enclosure

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# RESOLUTION

*WHEREAS, Alana McKay served as the Florida Agency for Health Care Administration Representative on the Alachua County Transportation Disadvantaged Coordinating Board since October 2007; and*

*WHEREAS, Alana McKay ably discharged her duties as the Florida Agency for Health Care Administration Representative on the Alachua County Transportation Disadvantaged Coordinating Board;*

*NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do hereby express their appreciation to Alana McKay for the dedicated service she rendered to the Alachua County Transportation Disadvantaged Coordinating Board, and for her concern for the transportation disadvantaged needs of Alachua County and the State of Florida; and*

*BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for all citizens of the community to view and recognize the accomplishments and service of Alana McKay.*

_____

*Robert Hutchinson, Chair*

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

*June 1, 2015*
*Date*

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program - Coordinating Board Membership Certification

STAFF RECOMMENDATION

**Authorize the Chair to sign the attached Transportation Disadvantaged Coordinating Board Membership Certification.**

BACKGROUND

This is regarding the Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Enclosed is the Transportation Disadvantaged Coordinating Board Membership Certification for Alachua County. This form certifies that the membership of the Coordinating Board is established pursuant to Rule 41-2.012(3) of the Florida Administrative Code. This form also certifies that the membership of the Coordinating Board represents, to the maximum extent feasible, a cross section of the local community.

Attachment

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**ALACHUA COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD**
**MEMBERSHIP CERTIFICATION**

Name: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Address: 2009 N.W. 67th Place
Gainesville, Florida 32653-1603

The Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), Florida Administrative Code, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: _____ Date: _____
Robert Hutchinson, Chair

| REPRESENTATION | MEMBER | ALTERNATE | TERM ENDING |
|---|---|---|---|
| Chairperson | Craig Carter | | No Term |
| Elderly | Maurice Levy | Vacant | 6/30/2017 |
| Disabled | Christine Louton | Sharon Curtis | 6/30/2015 |
| Citizen Advocate | James East | Vacant | 6/30/2015 |
| Citizen Advocate/User | Earther Wright | Vacant | 6/30/2015 |
| Children at Risk | Elliene Chisholm | Vacant | 6/30/2016 |
| Community Action | Monique Harrison | Charles J. Harris | 6/30/2017 |
| Public Education | Harrell Harrison | Vacant | No Term |
| Department of Transportation | Janell Damato | Sandra Collins | No Term |
| Department of Children and Families | John Wisker | Louella Teague | No Term |
| Department of Elder Affairs | Jeff Lee | Vacant | No Term |
| Department of Education | Lydia Bush | Jeffrey Aboumrad | No Term |
| Department of Health Care Administration | Alana McKay | Andrew Singer | No Term |
| Regional Workforce Development Board | Linda Tatum | Vacant | No Term |
| Veteran Services | Vacant | Vacant | 6/30/2017 |
| Local Mass Transit | Jesus Gomez | Mildred Crawford | No Term |
| Transportation Industry | Vacant | Vacant | 6/30/2016 |
| Local Medical Community | Vacant | Vacant | 6/30/2016 |

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program-
Planning Grant Resolution, Fiscal Year 2015-16

STAFF RECOMMENDATION

**Approve the attached resolution authorizing the execution of the Fiscal Year 2015-16 Transportation Disadvantaged Program Planning Grant Agreement for Alachua County.**

BACKGROUND

This is regarding the Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for this program for Alachua County.

As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for Transportation Disadvantaged Program planning and providing the Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities. The attached draft Resolution No. 2015-01 and the Florida Commission for the Transportation Disadvantaged Planning Grant Agreement provide the funding needed to provide staff services to the Coordinating Board.

Attachment

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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 2015-01, 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., 2015.

WITNESS my hand this _____ day of _____, A.D., 2015.

_____
Charles "Chuck" Chestnut, IV, Secretary

RESOLUTION NO. 2015-01

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE EXECUTION OF THE FISCAL YEAR 2015-16 TRANSPORTATION DISADVANTAGED TRUST FUND AGREEMENT WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED; PROVIDING AN EFFECTIVE DATE

WHEREAS, the Federal Government, under the authority of 23 United States Code 134 and 49 United States Code 5303, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area, and further requires the State Transportation Agency and the metropolitan area to enter into an Agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the Fiscal Year 2014-15 Transportation Disadvantaged Trust Fund agreement and to undertake a transportation disadvantaged service project, as authorized by Section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code.

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 has the authority to enter into the above referenced grant agreement and attached as Exhibit 1 and made part of this resolution by reference.

2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chairperson to execute the above referenced grant agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Commission for the Transportation Disadvantaged.

3. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chairperson to sign any and all assurances, agreements or contracts that are required in connection with the agreement.

4. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the agreement and to provide such additional information as may be required by the Florida Commission for the Transportation Disadvantaged.

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices, warranties, certification and any other documents that may be required in connection with the agreement.

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

DULY ADOPTED in regular session, this _____day of _____ A.D., 2015.

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

_____
Robert Hutchinson, Chair

ATTEST:

_____
Charles "Chuck" Chestnut, IV, Secretary

APPROVED AS TO FORM

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

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program – Funding Allocations

RECOMMENDATION

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

BACKGROUND

At its last meeting, the Metropolitan Transportation Planning Organization requested Florida's Transportation Disadvantaged Program funding for the past five years. Attached are trip/equipment and planning allocations for Fiscal Year 2011/12 through 2015/16.

If you have any questions concerning this matter, please do not hesitate to contact me.

\

Attachment

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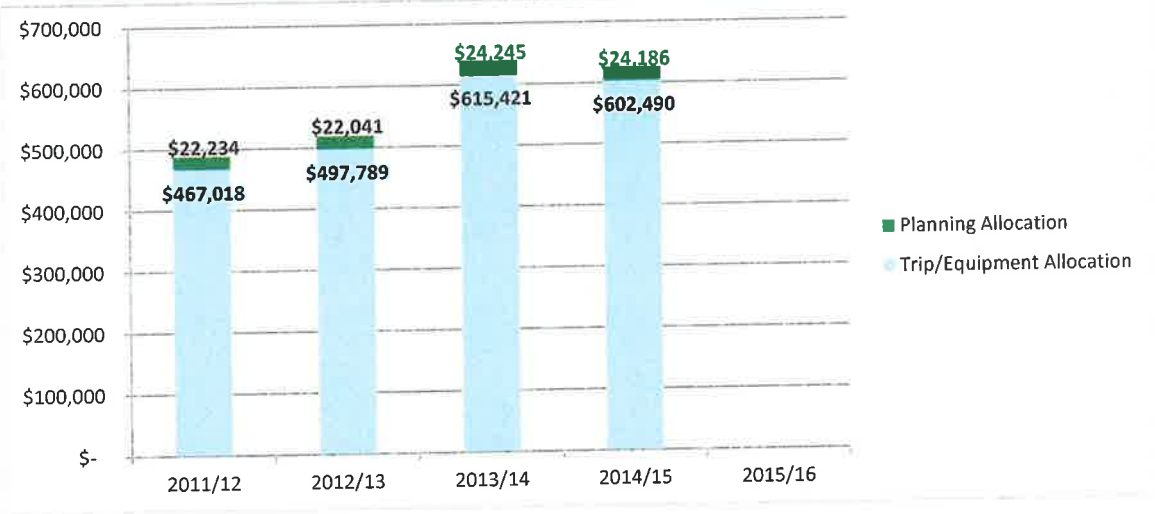
**FLORIDA'S TRANSPORTATION DISADVANTAGED PROGRAM**
**TRANSPORTATION DISADVANTAGED TRUST FUND ALLOCATIONS**
**ALACHUA COUNTY**

| Fiscal Year | Trip/Equipment Allocation | Planning Allocation |
|---|---|---|
| 2011/12 | $ 467,018 | $ 22,234 |
| 2012/13 | $ 497,789 | $ 22,041 |
| 2013/14 | $ 615,421 | $ 24,245 |
| 2014/15 | $ 602,490 | $ 24,186 |
| 2015/16 | | |



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May 22, 2015

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:

   - On-time performance
   - Complaints
   - Call hold time
   - Accidents
   - Roadcalls

2. MV Transportation Operations Report July 2014 - April 2015.

Attachments

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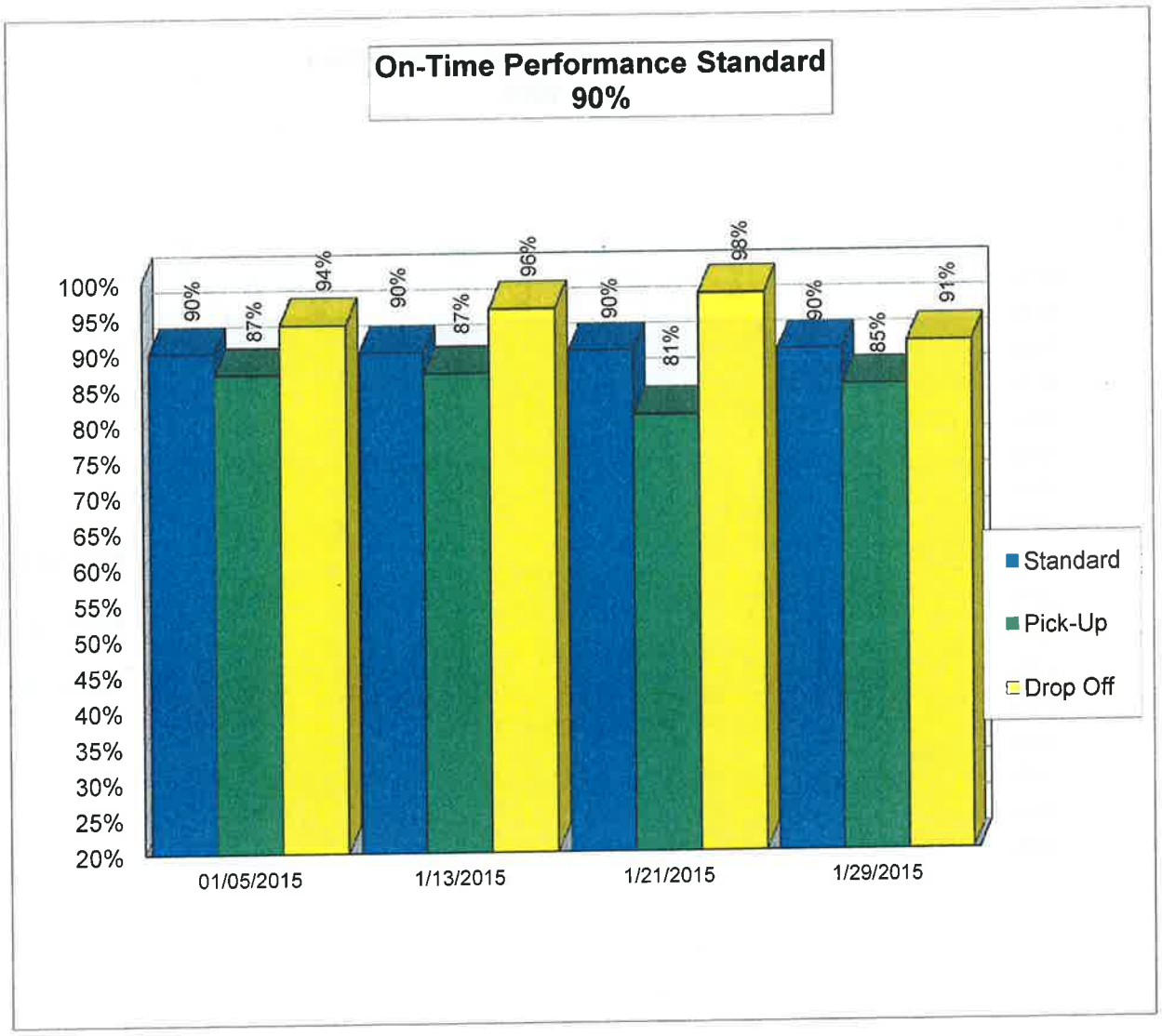
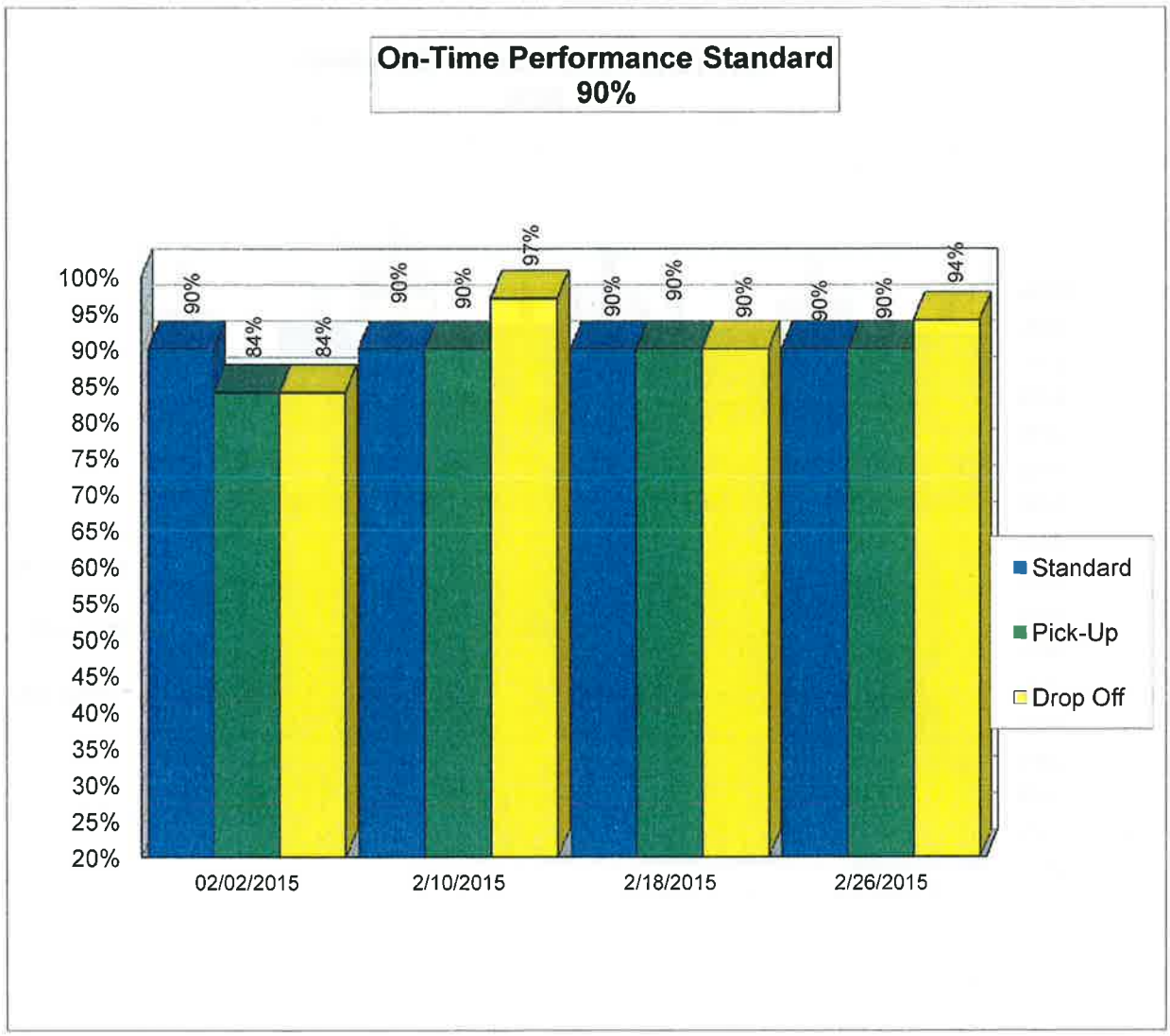
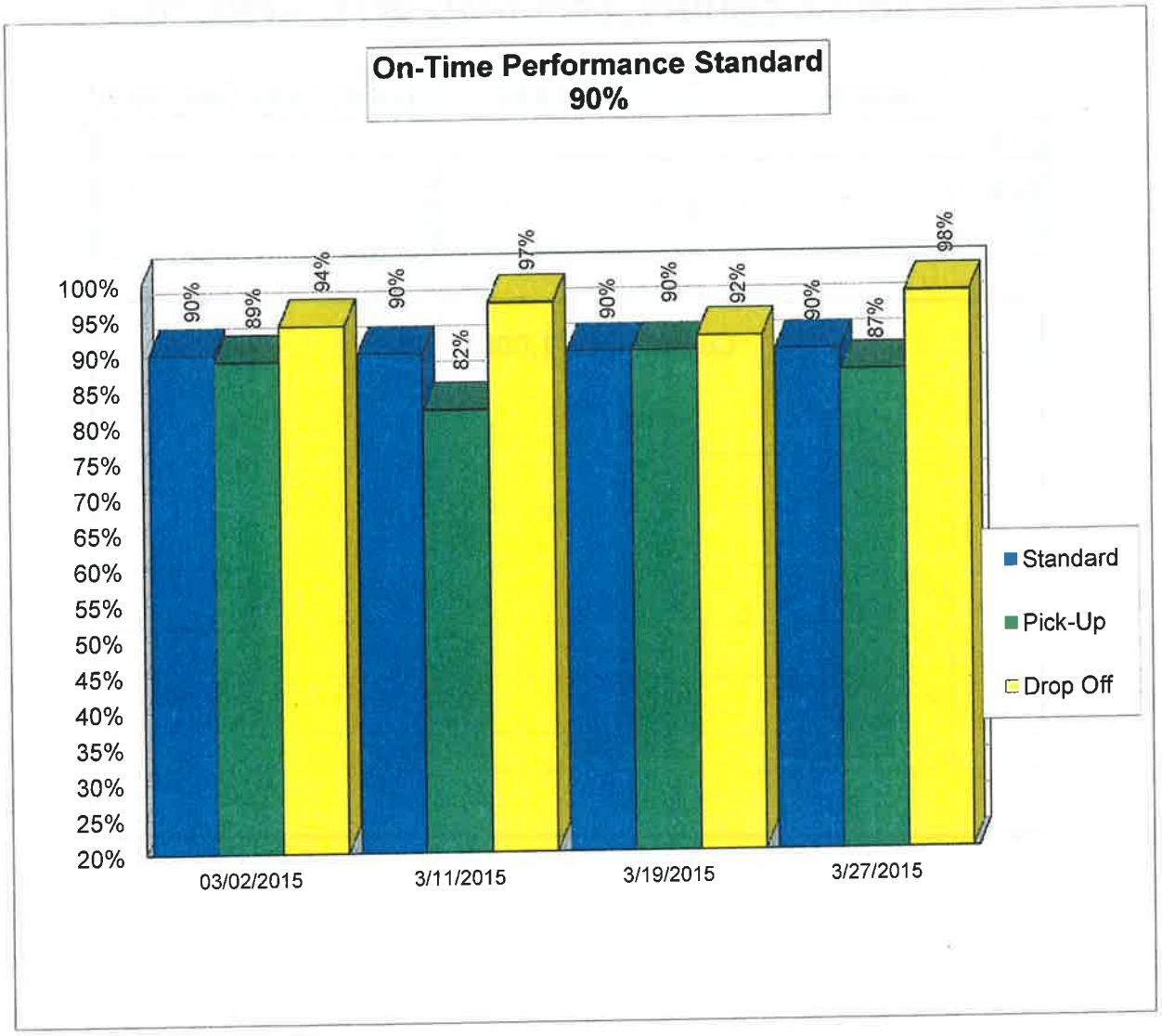
**TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, JANUARY 2015**



**TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, FEBRUARY 2015**



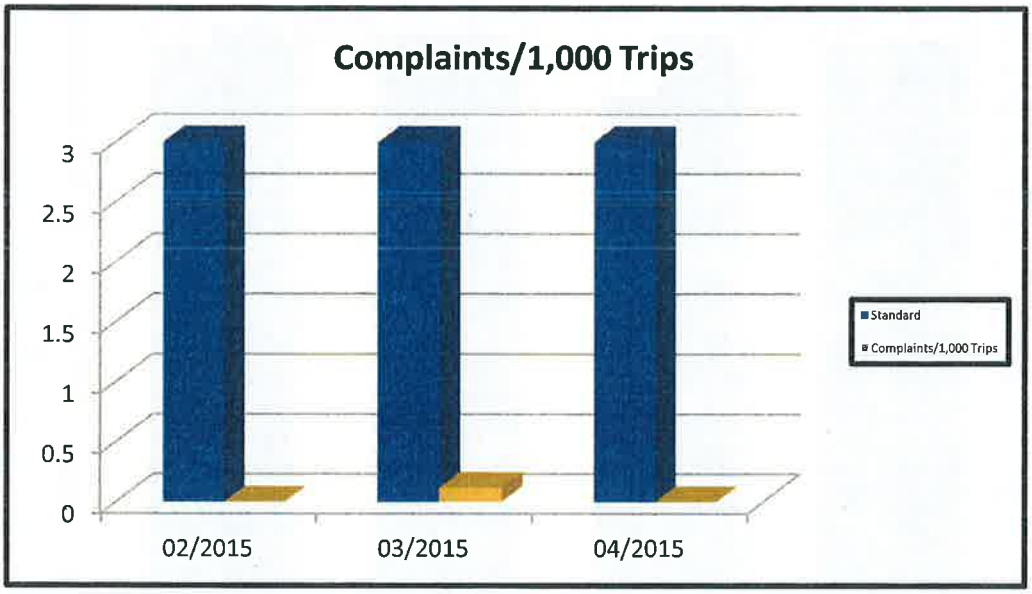
**TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, MARCH 2015**



# TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

## ALACHUA COUNTY, FEBRUARY 2015 - APRIL 2015

| MONTH | STANDARD | COMPLAINTS/1,000 TRIPS |
|---|---|---|
| 02/2015 | 3 | 0 |
| 03/2015 | 3 | 0.12 |
| 04/2015 | 3 | 0 |

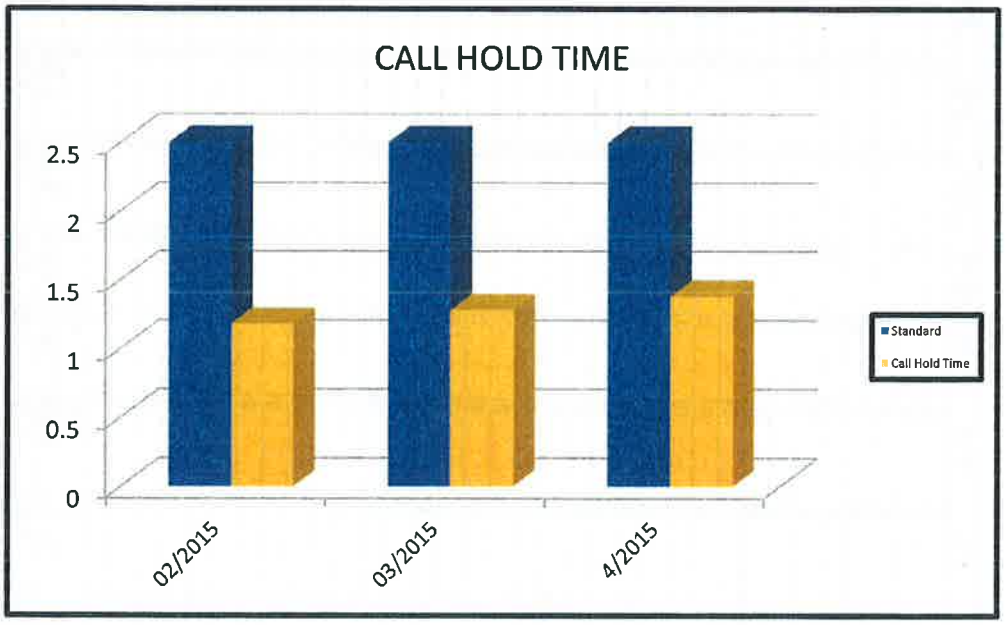


**MV TRANSPORTATION**
**SUMMARY OF SERVICE ISSUES**
**JULY 1, 2014 - JUNE 30, 2015**

| TYPE OF COMPLAINT | 7/14 | 8/14 | 9/14 | 10/14 | 11/14 | 12/14 | 1/15 | 2/15 | 3/15 | 4/15 | 5/15 | 6/15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Late Drop-Off | 1 | 1 | 5 | 6 | 4 | 0 | 0 | 0 | 1 | 0 | | |
| Pick-Up before Window Opens | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Late Return Pick-Up | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | | |
| Ride Time Exceeded Standards | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Can't Get Through by Telephone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| On Hold for Excessive Periods of Time | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Phone System Problems | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sunday Reservations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Trip Denial | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Driver Training | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Driver Behavior | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| No Passenger Assistance Provided | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| No Driver ID | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Dispatcher Behavior | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| Reservationist Behavior | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Unsafe Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| No Show by Driver | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | | |
| Reservations/Scheduling | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| Reservations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Air Conditioning not Working | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Wheelchair/Scooter Securement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Passenger Behavior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| No Show by Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Customer Service | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Safety | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Trip Cancelled, Ride Came Anyway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Wheelchair Lift Not Working Properly | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Charged Wrong Passenger Fare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Vehicle Condition | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| MV Staff Availability | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Dropped Off at Wrong Location | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| Improper Passenger Assistance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Did Not Process TD Eligibility Application | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Other | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| **TOTAL** | **4** | **3** | **17** | **13** | **13** | **0** | **0** | **0** | **1** | **0** | **0** | **0** |
| **TRIPS** | **8,310** | **8,292** | **9,179** | **9,555** | **7,812** | **7,616** | **8,542** | **8,332** | **8,625** | **9,023** | | |
| **COMPLAINTS/1,000 TRIPS** | **0.48** | **0.36** | **1.85** | **1.36** | **1.66** | **0.00** | **0.00** | **0.00** | **0.12** | **0.00** | **#DIV/0!** | **#DIV/0!** |
| Number of Individuals Submitting Complaints | 2 | 1 | 5 | 6 | 8 | 0 | 0 | 0 | 1 | 0 | | |
| RTS | 1 | 1 | 3 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | | |
| CIL | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Foster Grandparents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| NCFRPC | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | | |
| **COMMENDATIONS** | **0** | **0** | **5** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | |

# TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, FEBRUARY 2015 - APRIL 2015

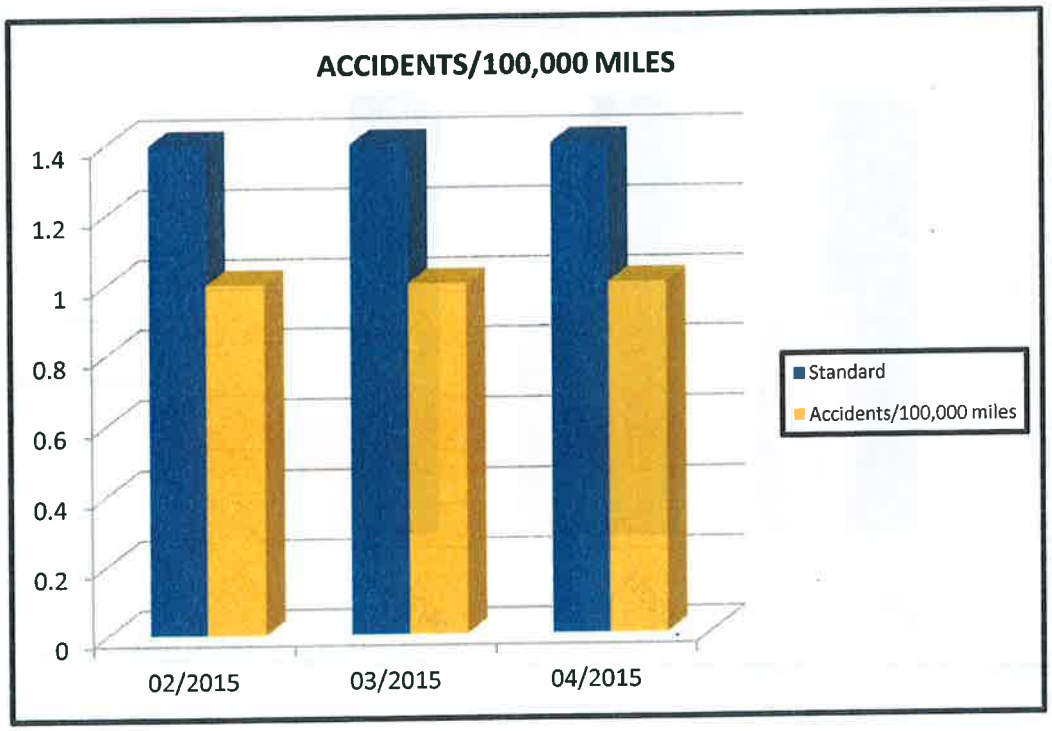
| MONTH | STANDARD | CALL HOLD TIME |
|---|---|---|
| 02/2015 | 2.5 | 1.18 |
| 03/2015 | 2.5 | 1.28 |
| 4/2015 | 2.5 | 1.38 |



# TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

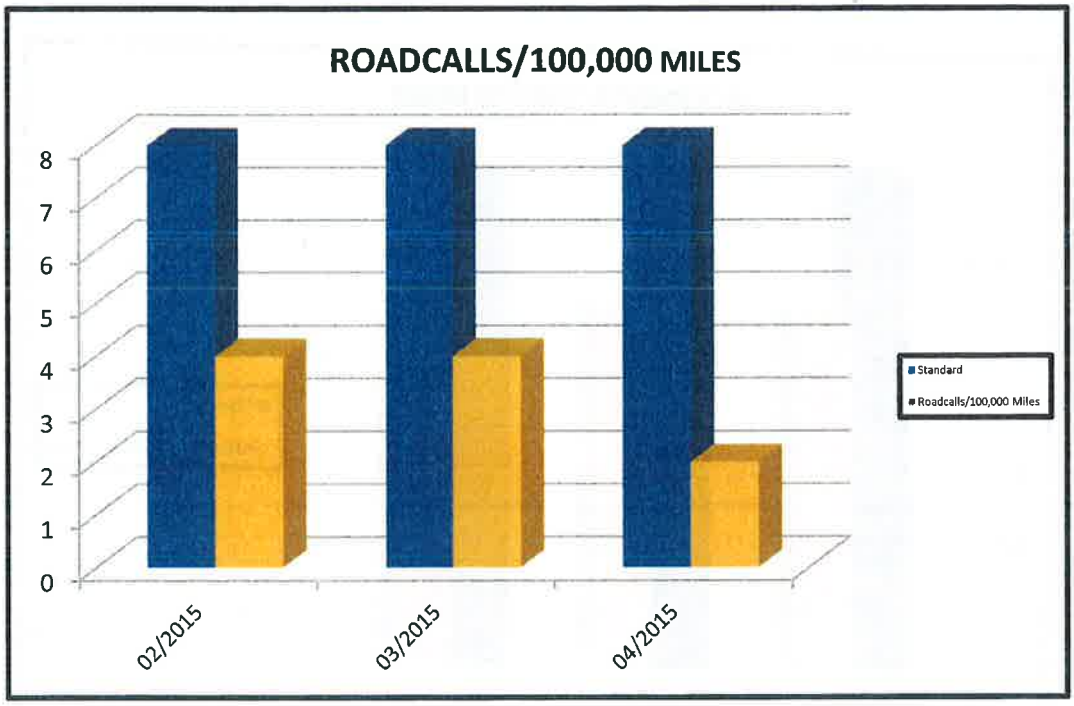
## ALACHUA COUNTY FEBRUARY 2015 - APRIL 2015

| MONTH | STANDARD | ACCIDENTS/100,000 MILES |
|---|---|---|
| 02/2015 | 1.4 | 1 |
| 03/2015 | 1.4 | 1 |
| 04/2015 | 1.4 | 1 |



# TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
# ALACHUA COUNTY, FEBRUARY 2015 - APRIL 2015

| MONTH | STANDARD | ROADCALLS/100,000 MILES |
|---|---|---|
| 02/2015 | 8 | 4 |
| 03/2015 | 8 | 4 |
| 04/2015 | 8 | 2 |



| 2014-2015 OPERATING DATA | Jul-14 | Aug-14 | Sep-14 | Oct-14 | Nov-14 | Dec-14 | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| **Total No Trips Invoiced** | **8,310** | **8,264** | **9,179** | **9,515** | **7,812** | **7,542** | **8,456** | **8,149** | **8,553** | **9,025** | **0** | **0** |
| FCTD Medicaid | 964 | 545 | 457 | 515 | 419 | 418 | 436 | 382 | 0 | 0 | | |
| HMO Medicaid (Access to Care) | 767 | 895 | 1,805 | 1,660 | 1,511 | 912 | 1,593 | 1,423 | 1,792 | 2,052 | | |
| HMO Medicaid (MTM) | | | | 0 | 0 | 0 | 0 | 0 | 135 | 215 | | |
| TD Trust Fund Alachua | 1,507 | 1,528 | 1,534 | 1,463 | 1,472 | 1,405 | 1,535 | 1,559 | 1,558 | 1,486 | | |
| ADA | 4,379 | 4,450 | 4,438 | 4,869 | 3,810 | 4,079 | 4,100 | 4,118 | 4,369 | 4,427 | | |
| NFG - 5317 | 119 | 104 | 129 | 126 | 110 | 150 | 0 | 0 | 0 | 0 | | |
| CICO - 5311 | 123 | 146 | 163 | 220 | 91 | 157 | 0 | 0 | 49 | 114 | | |
| E&D 5310 | | | | 0 | 0 | 0 | 241 | 117 | 142 | 119 | | |
| County of Alachua, FGPA, RSVP | 411 | 569 | 591 | 602 | 297 | 317 | 501 | 510 | 470 | 578 | | |
| Elder Care | 40 | 27 | 42 | 60 | 53 | 104 | 50 | 40 | 38 | 34 | | |
| Bus Passes TD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| **Purchased Transportation** | | | | | | | | | | | | |
| FCTD Medicaid | $ 45,603.42 | $ 45,603.42 | $45,603.42 | $ 16,809.76 | $ 18,636.00 | $ 18,636.00 | $ 18,636.00 | $18,636.00 | $0.00 | $0.00 | | |
| HMO Medicaid (Access to Care) | $ 26,418.79 | $ 30,850.61 | $ 59,045.47 | $ 54,977.11 | $ 54,088.95 | $ 32,115.90 | $ 45,278.51 | 43,988 | 45,997 | 52,296 | | |
| HMO Medicaid (MTM) | | | | $ - | $ - | $ - | $ - | 0 | $ 2,750.96 | $ 4,056.86 | | |
| TD Trust Fund Alachua | $ 56,058.79 | $ 55,756.65 | $ 55,756.51 | $ 55,757.82 | $ 54,972.84 | $ 53,515.26 | $ 52,611.15 | $ 52,842.21 | $ 52,315.47 | $ 50,205.61 | | |
| ADA | $ 116,473.93 | $ 118,302.91 | $ 118,198.27 | $ 133,814.02 | $ 105,094.95 | $ 112,248.57 | $ 112,304.15 | $ 112,900.69 | $ 120,125.47 | $ 121,939.26 | | |
| NFG - 5317 | $ 3,160.20 | $ 2,754.42 | $ 3,396.58 | $ 3,482.73 | $ 3,070.95 | $ 4,098.15 | $ - | $ - | $ - | $ - | | |
| CICO - 5311 | $ 3,170.72 | $ 3,870.65 | $ 4,361.29 | $ 6,645.84 | $ 2,712.95 | $ 4,511.60 | $ - | $ - | $ - | $ - | | |
| E&D 5310 | | | | $ - | $ - | $ - | $ 6,522.33 | $ 3,282.83 | $ 3,821.16 | $ 3,298.57 | | |
| County of Alachua, FGPA, RSVP | $ 15,661.70 | $ 18,782.37 | $ 18,708.75 | $ 20,933.28 | $ 10,130.67 | $ 10,812.87 | $ 18,020.25 | $ 18,194.22 | $ 17,184.54 | $ 20,580.21 | | |
| Elder Care | $ 1,364.00 | $ 920.70 | $ 1,432.20 | $ 2,046.00 | $ 1,807.30 | $ 3,546.40 | $ 1,782.00 | $ 1,425.60 | $ 1,354.32 | $ 1,211.76 | | |
| Bus Passes Total MED and TD | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total Dollars Invoiced** | **$ 267,911.30** | **$ 276,841.73** | **$ 306,502.49** | **$ 294,466.56** | **$ 250,514.61** | **$ 239,484.75** | **$ 255,154.39** | **$ 221,269.72** | **$ 245,321.44** | **$ 257,241.77** | | |
| **Total Expenses** | **$ 241,184.00** | **$ 242,097.00** | **$ 254,037.73** | **$ 276,189.00** | **$ 235,937.00** | **$ 264,219.00** | **$ 223,036.00** | **$ 221,570.00** | **$ 236,478.00** | **$ 227,392.00** | | |
| **Average Cost Per Trip** | **$ 29.02** | **$ 29.30** | **$ 27.68** | **$ 29.03** | **$ 30.20** | **$ 35.03** | **$ 26.38** | **$ 27.19** | **$ 27.65** | **$ 25.20** | **#DIV/0!** | **#DIV/0!** |
| **Total Vehicle Miles** | **122,485** | **124,973** | **131,078** | **112,713** | **109,529** | **116,048** | **114,520** | **111,336** | **114,725** | **118,250** | | |
| **Total Vehicle Hours** | **5,364** | **6,716** | **6,000** | **7,430** | **5,271** | **5,964** | **5,661** | **6,472** | **7,004** | **7,235** | | |
| **Avg Miles per Trip** | **15** | **15** | **14** | **12** | **14** | **15** | **14** | **14** | **13** | **13** | **#DIV/0!** | **#DIV/0!** |
| **Avg Cost Per Mile** | **$1.97** | **$1.94** | **$1.94** | **$2.45** | **$2.15** | **$2.28** | **$1.95** | **$1.99** | **$2.06** | **$1.92** | **#DIV/0!** | **#DIV/0!** |
| **Avg Cost Per Hour** | **$44.96** | **$36.05** | **$42.34** | **$37.17** | **$44.76** | **$44.30** | **$39.40** | **$34.24** | **$33.76** | **$31.43** | **#DIV/0!** | **#DIV/0!** |
| **Number of No Shows** | **525** | **619** | **581** | **631** | **576** | **650** | **525** | **544** | **639** | **655** | | |
| **Number Trips Denied** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | |
| **No Accidents** | **0** | **1** | **2** | **1** | **1** | **0** | **0** | **1** | **1** | **1** | | |
| **No RoadCalls** | **4** | **5** | **3** | **4** | **5** | **2** | **2** | **4** | **4** | **2** | | |
| **Telephone Calls Rec'd** | **9,988** | **13,079** | **15,477** | **5,931** | **11,416** | **6,081** | **10,209** | **15,231** | **17,093** | **17,255** | | |
| **Avg. Telephone On-Hold Time** | **1.3** | **1.23** | **1.25** | **1.2** | **1.12** | **1.11** | **1.15** | **1.18** | **1.28** | **1.38** | | |

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

May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Regional Transit System Funding

STAFF RECOMMENDATION

**No action required. This material is included for information only.**

BACKGROUND

At the April meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested City of Gainesville Regional Transit System transit revenue by funding source information for the last five years. Attached is the requested information.

Attachments

t:\marlie\ms15\mtpo\memo\rtsfundsjune1.docx

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April 22, 2015

The Honorable Ed Braddy, Mayor
City of Gainesville
P.O. Box 490
Gainesville, FL 32627-0490

RE: Regional Transit System Funding

Dear Mayor ~~Braddy~~: Ed

At its April 13, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed comments from a citizen concerning pedestrian safety on Waldo Road (State Road 24) and levels of transit and transportation disadvantaged service in Gainesville. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to request City of Gainesville Regional Transit System transit revenue by funding source information for the last five years.

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

Sincerely,

Lauren Poe, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Russ Blackburn, City of Gainesville City Manager
Teresa Scott, City of Gainesville Public Works Director
Jesus Gomez, City of Gainesville Regional Transit System Director

t:\marlie\ms15\mtpo\letters\cityrtsfunds.docx

## Marlie Sanderson

**From:** Gomez, Jesus M. [gomezjm@cityofgainesville.org]
**Sent:** Monday, May 04, 2015 5:34 PM
**To:** Marlie Sanderson; Mike Escalante
**Cc:** Scott, Teresa A.; Muller, Mathew R.
**Subject:** Regional Transit System Funding
**Attachments:** RTS Budget 2010-2015.xls

Marlie:

I received a letter today requesting RTS revenue funding information for the last 5 years.

Please see attachment.

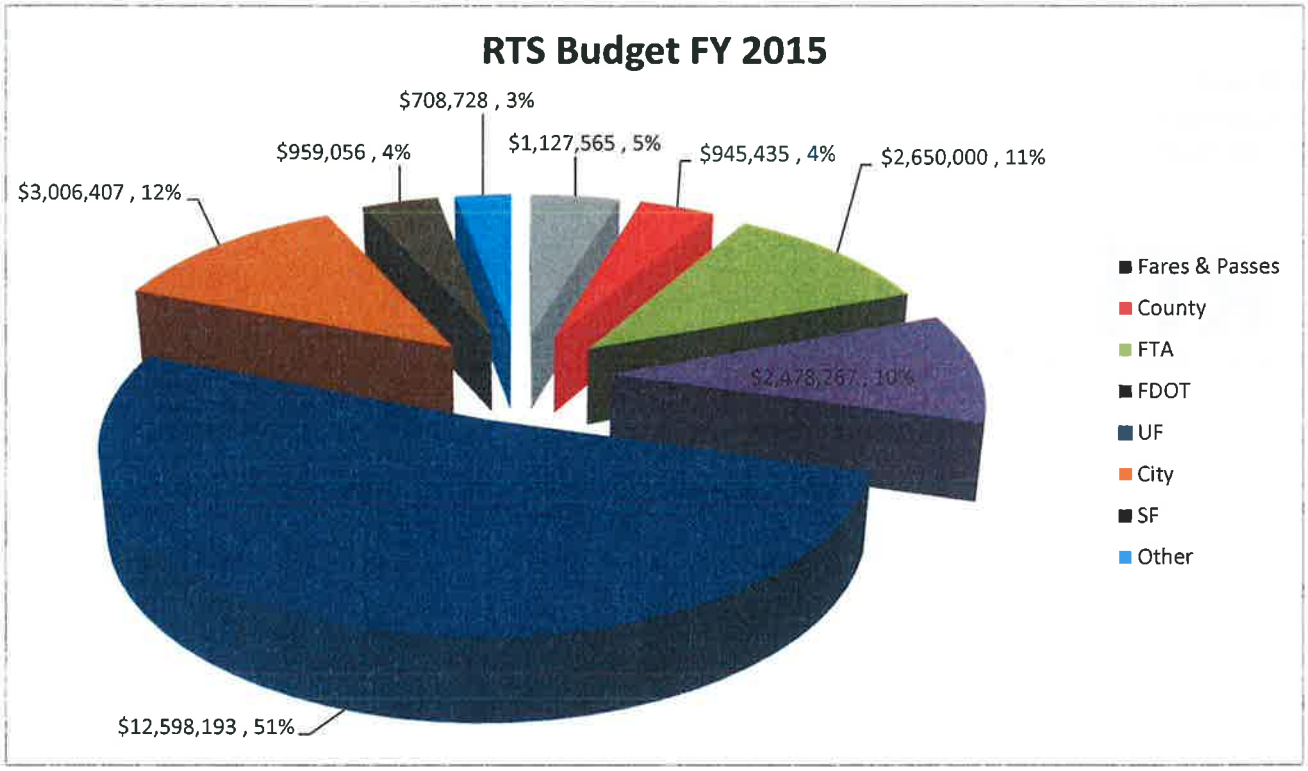
Thanks,

***Jesus Gomez***
***Transit Director***
***(352) 393-7852***

RTS
REGIONAL TRANSIT SYSTEM

# RTS Budget (FY2010-2015)

| | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 |
|---|---|---|---|---|---|---|
| *Fares & Passes* | $ 1,136,110 | $ 1,045,000 | $ 1,128,500 | $ 1,151,081 | $ 1,222,437 | $ 1,127,565 |
| *County* | $ 1,056,173 | $ 814,203 | $ 838,798 | $ 905,461 | $ 1,077,688 | $ 945,435 |
| *FTA* | $ 2,650,000 | $ 2,650,000 | $ 2,650,000 | $ 2,650,000 | $ 2,650,000 | $ 2,650,000 |
| *FDOT* | $ 1,425,842 | $ 1,570,646 | $ 1,632,559 | $ 2,084,849 | $ 2,110,575 | $ 2,478,267 |
| *UF* | $ 10,325,207 | $ 10,290,013 | $ 11,240,910 | $ 11,364,277 | $ 12,652,528 | $12,598,193 |
| *City* | $ 2,590,246 | $ 2,478,730 | $ 2,387,265 | $ 2,731,431 | $ 2,964,299 | $ 3,006,407 |
| *SF* | | | $ 1,100,212 | $ 956,885 | $ 987,317 | $ 959,056 |
| *Other* | $ 577,303 | $ 612,365 | $ 635,342 | $ 644,747 | $ 655,956 | $ 708,728 |
| **Total Revenue** | $ 19,760,881 | $ 19,460,957 | $ 21,613,586 | $ 22,488,731 | $ 24,320,800 | $ 24,473,651 |



# Meeting

# Agenda

# Enclosures

North Central Florida Regional Planning Council

II

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: University Avenue Multimodal Study- Phase 2 Report

JOINT RECOMMENDATIONS

**The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff all recommend that the MTPO accept the Phase 2 Report as a completed planning document and forward the report to the Florida Department of Transportation.**

BACKGROUND

Priority #3 in the State Highway portion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Year 2035 Cost Feasible Plan is the State Road 26/University Avenue Multimodal Emphasis Corridor (from Gale Lemerand Drive east to Waldo Road). The purpose of this Study is to identify specific multimodal projects within this portion of State Road 26 that may be included in the Year 2040 long range transportation plan update and programmed for implementation by the Florida Department of Transportation in its Five Year Work Program.

Sprinkle Consulting, Inc. is the firm selected to work on the University Avenue Multimodal Emphasis Corridor Study. The attached Exhibit 1 is the Scope of Services for this project. At the June 1, 2015 meeting, they will discuss the draft Phase 2 Report. Below is the weblink to the draft Phase 2 Report.

http://ncfrpc.org/mtpo/FullPackets/SR26_Phase_2_Draft_Report_051215me.pdf

Exhibit 2 is information from Mr. Steve Packard requesting an expansion of the study area to include the SW 2nd Avenue and NW 22nd Street intersections.

Attachments

t:\marlie\ms15\mtpo\memo\universityavephase2.docx

**EXHIBIT 1**

**EXHIBIT A**

SCOPE OF SERVICES

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## State Road 26 (University Avenue)
## Multimodal Emphasis Corridor Scope of Services

### Purpose

Priority #3 in the State Highway portion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Year 2035 Cost Feasible Plan is the State Road 26/University Avenue Multimodal Emphasis Corridor (from Gale Lemerand Drive east to Waldo Road). The purpose of this Study is to identify specific multimodal projects within this portion of State Road 26 that can be programmed for implementation by the Florida Department of Transportation in its Five-Year Work Program. Part of this project is to document existing conditions within the corridor and data collection for bicycle, pedestrian and transit users.

### Definition

Multimodal emphasis corridors are defined, as follows:

> *"major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions."*

### Lead Agency

The lead agency is the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

### Methodology

The selected firm will review and evaluate the attached Exhibit 1- Multimodal Emphasis Corridor Design Elements, and use other appropriate resources, in order to identify specific multimodal projects that can, and should, be implemented within the State Road 26 Corridor.

Phase 1 will include:

1. documenting existing conditions within the corridor, including right-of-way (using existing right-of-way information [note original surveys do not need to be prepared]), existing multimodal corridor design elements, other existing multimodal infrastructure, bicycle/pedestrian counts, average annual daily traffic, transit levels of service, crash data and environmental or hazardous locations;

2. preparing an existing conditions report (and mapping); and

3. preliminary review and ranking of multimodal corridor design elements for the corridor or segments of the corridor.

Phase 2 will include a final listing of preferred multimodal corridor design elements to implement on the corridor (or segments of the corridor). The recommendation will include documentation of costs and phasing to the best effort available for implementation and maintenance, if element requires perpetual maintenance. Final report and final mapping are included in Phase 2.

**Public Participation**

In order to provide adequate public involvement in the planning process, the Consultant will conduct two community workshops. One after the existing conditions report in Phase 1 is prepared and one near the end of the project to report the final draft results for Phase 2. Both community workshops will be conducted by the firm selected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In advance of each workshop, the selected firm will also make presentations to the Technical Advisory Committee, Citizens Advisory Committee and the Bicycle/Pedestrian Advisory Board.

Technical Review Committee

A Technical Review Committee will be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to review work products and provide advice and direction to the selected firm. This Committee will consist of the following Technical Advisory Committee members or their designees:

1. Debbie Leistner, City of Gainesville Public Works Department;
2. Dekova Batey, City of Gainesville Bicycle/Pedestrian Coordinator;
3. Matt Muller, City of Gainesville Regional Transit System;
4. Jeff Hayes, Alachua County Department of Growth Management;
5. Brian Singleton, Alachua County Public Works Department;
6. James Green, Florida Department of Transportation District 2;
7. Linda Dixon, University of Florida;
8. Marlie Sanderson, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; and
9. Mike Escalante, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

**Phasing**

Phase 1 will begin on June 23, 2014 and end December 31, 2014. Phase 2 will begin January 1, 2015 and end June 30, 2015.

**Estimated Cost**

The estimated cost for this project is $50,000, with $50,000 for Phase 1 and, contingent upon acceptance of Phase 1 by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, an additional $50,000 being allocated for Phase 2.

## Exhibit 1 (Page 1 of 3)
## Multimodal Emphasis Corridor Design Elements

| Category | Design Element |
|---|---|
| **Pedestrian** | Construct Missing Sidewalk Sections |
| | Wider Sidewalks (12 feet in commercial areas for landscaping and street furniture) |
| | Pavement Markings (Painted Crosswalks with highly visible markings) |
| | Midblock Crossing (Frequent and Safe Crossings for Pedestrians- every 200-600 feet) |
| | Pedestrian Median Islands (6 feet minimum if used as pedestrian refuge) |
| | Illuminated Pedestrian Crossings |
| | Illuminated Blank-out Message Sign- No Right Turn on Red |
| | Pedestrian Traffic Signal Timing |
| | "Barn Dance" at University Avenue and W 13th Street |
| | Accessible and Audible Pedestrian Signals with Count-down Heads that do not require activitation |
| | Short traffic signal cycle lengths to reduce pedestrian waiting time |
| | Pedestrian crossing intervals adequate for slower-walking pedestrians |
| | Leading Pedestrian Interval at Signalized Crossing |
| | Pedestrian Buttons Reachable by People in Wheelchairs |
| | Wheelchair Accessible Curb Cuts and Ramps |
| | Pedestrian Overpass/Underpass |
| | Pedestrian Friendly Intersection Design/ Compact Intersections (curb-return radius as small as possible) |
| | Crosswalks Shortened by Curb Extensions In Areas With On-street Parking |
| | On-street Parking to Buffer Travel Lanes and Pedestrian Areas |
| | Pedestrian Amenities (Street Trees for Shading, Benches, Planter Strips and Street Trees in Tree Wells) |
| | Pedestrian Scale Safety Lighting |
| | Provide As Much Curb Parking As Possible |
| | Consider Eliminating Some Left-turn Bays (to reduce pedestrian conflicts) |
| | Vehicle Access Across Sidewalks (24 feet or less) |

## Exhibit 1- Continued (Page 2 of 3)
## Multimodal Emphasis Corridor Design Elements

| Category | Design Element |
|---|---|
| **Bicycle** | Bicycle Friendly Design and Parking |
| | Bike Lanes |
| | Wide Paved Shoulders |
| | Wide Curb Lanes |
| | Sharrow Markings |
| | Additional Bicycle Facility Signage |
| | Shared-use Bicycle and Pedestrian Paths |
| | Bikes on Buses |
| | Provide Bicycle Repair Station |
| | Bicycle Loop Detectors on Side Streets |
| | Removal of Street Parking to Construct Bicycle Lanes |
| | Reduce Lane Widths to Add Bicycle Facilities |
| **Roadway** | Access Management |
| | Raised Medians |
| | Addition of General Purpose Lanes |
| | Reduce Lane Widths to Add a Lane |
| | Intersection Widening |
| | Limiting Heavy Trucks |
| | Limit accommodation of left turning vehicles in off peak direction |
| | Traffic Control Center |
| | Traffic Signal Progression |
| | Additional Green Time |
| | Carpooling/Vanpooling |

## Exhibit 1- Continued (Page 3 of 3)
## Multimodal Emphasis Corridor Design Elements

| Category | Design Element |
|---|---|
| **Transit** | Safe and Accessible Transit Stops |
| | Bus Pullouts |
| | Bus Stops with Shelters |
| | Transit Superstop (similar to the one on SW 20th Avenue) |
| | Transit Signal Priority |
| | Transit System Amenities (Bus Shelters and Benches) |
| | Incorporate Transit-oriented Design |
| | Provide Curb Extensions (where parking is allowed) |
| | Dedicated Bus Lanes |
| | Park and Ride Facilities |
| | Bus Rapid Transit Route |
| | Bus Rapid Transit Infrastructure |
| | Parking Management (Controlling the Price and Supply) |
| **Traffic Calming** | Narrower Travel Lanes |
| | Raised Crosswalks |
| | Shorter Curb Corner Radii |
| | Elimination of Free-flow Right-turn Lanes |
| **Other** | Linking Modal Facilities |
| | Use of Route Markings/Signing for Historical and Cultural Resources |

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**EXHIBIT 2**

April 12, 2015

Metropolitan Transportation Planning Organization
2009 NW 67 Place
Gainesville, FL 32653

Re: Multimodal Corridor Study

1) Please extend the corridor under study west to include the next two intersections:

West University and SW 2nd Avenue
West University and NW 22nd Street

These are very high volume intersections and are primary paths for pedestrian UF students and employees and for all attendees to the plethora of annual UF events ( 8 football, 20 basketball, 20 volleyball, gymnastics, swimming & diving, track & field, 8 UF commencements, and high school commencements, and numerous entertainment, religious, and commercial events hosted by the O'Connell center)

2) Enforce the existing laws. Cite motorists for:
   a. speeding
   b. running red lights
   c. right turn on red without stop
   d. texting while driving ( yes I understand this is currently only a secondary offense)
   e. Failing to stop for pedestrians in crosswalk
   f. Excessive noise (engine, horn and music)

3) Create bicycle lanes separated from motorists by a concrete curb.

4) After #4 above, cite cyclists for using sidewalk

5) Reiterate to cyclists that they are vehicles and subject to vehicle laws – then enforce them.

6) Create high-volume route from the interstate to the east end of the corridor.

Laws that are not enforced are merely suggestions, ignored by the arrogant, frustrating to the law-abiding, and creating wide disparity in the behavior to expect from "the other guy." The city should not attempt to supplement the budget with large traffic fines. It is not the severity of punishment that changes people's behavior, but the certainty and aggravation of getting stopped.

Thank you for listening,

Steve Packard
2210 NW 22nd Avenue
Gainesville, FL 32603

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: West University Avenue at NW 13th Street-
Right-of-Way Issues and "The Standard at Gainesville"

JOINT RECOMMENDATION

**No action required. This material is for information only.**

BACKGROUND

A member of the MTPO has requested an agenda item to discuss right-of-way issues at West University Avenue and NW 13th Street with respect to "The Standard at Gainesville" proposed development. Attached are several emails that provide background information concerning this agenda item.

Attachments

t:\marlie\ms15\mtpo\memo\standardjune1.docx

**Marlie Sanderson**

**From:** Charles Woods [chuckwoods352@gmail.com]
**Sent:** Tuesday, April 21, 2015 3:18 PM
**To:** kcornell@alachuacounty.us
**Subject:** MTPO AGENDA FOR JUNE 1, 2015

Dear Commissioner Cornell

Thank you for your efforts to have the building setback issue for "The Standard" (formerly University Corners) placed on the June 1 MTPO agenda. We appreciate your help on this important transportation planning issue for the intersection of U.S. Highway 441 (13th Street) and State Road 26 (West University Avenue).

We also hope the Florida Department of Transportation will address this issue because the 10-story building would be located about 10 feet from the edge of the curb on 13th Street, leaving no right-of-way for a bike lane or future right-turn lane from NW 13th Street to West University Avenue.

Chuck Woods
PO Box 12225
Gainesville, Florida 32604
(352) 376-4084

## Marlie Sanderson

**From:** Ken Cornell [kcornell@alachuacounty.us]
**Sent:** Tuesday, April 21, 2015 12:53 PM
**To:** Marlie Sanderson
**Subject:** Fwd: URGENT QUESTIONS FOR MTPO AND FDOT ABOUT "THE STANDARD"

Marie-could this be placed on the next mtpo agenda?

Ken Cornell
Alachua County Commissioner
352-264-6900
(Sent from my iPhone)

Begin forwarded message:

**From:** Charles Woods <chuckwoods352@gmail.com>
**Date:** April 21, 2015 at 12:33:23 PM EDT
**To:** undisclosed-recipients:;
**Subject: URGENT QUESTIONS FOR MTPO AND FDOT ABOUT "THE STANDARD"**

In a telephone conversation today (April 21) with Marlie Sanderson, director of transportation planning with the North Central Florida Planning Organization in Gainesville, Sanderson told me the building setback and right-turn lane issue for The Standard (formerly University Corners) has not come before Metropolitan Transportation Planning Organization, and the matter could be raised during the citizen comment period at the next MTPO meeting on June 1.

He also suggested raising the issue with James Green, transportation planning specialist with the Florida Department of Transportation in Jacksonville (telephone: 904-360-5684 or email; james.green@dot.state.fl.us) because it involves the intersection of U.S. Highway 441 and State Road 26. Green is out of his office today and not available for comment

Sanderson said the current 10-foot setback from the edge of the curb to the edge of the 10-story building at this major intersection of 13th Street (U.S. Highway 441) and West University Avenue (State Road 26) was "darn narrow" and eliminates future options for wider sidewalks, bike lanes or right-turn lane.

At the April 20 meeting of the Gainesville Community Redevelopment Agency (which focused on $3 million city infrastructure funding for The Standard), Commissioner Randy Wells said the intersection of University Avenue and 13th Street should be multi-modal as well as pedestrian and bike friendly, but Wells failed to mention that there are no bike lanes at this intersection -- or right-of-way for bike lanes.

At this same meeting, Gerry Dedenbach, vice president of Cassaux, Walpole and Hewett, Inc., the Gainesville engineering firm representing the the developer, Landmark Properties of Athens, Georgia, told four Gainesville City Commissioners (Craig Carter, Lauren Poe, Yvonne Hinson-Rawls and Randy Wells) that raising the building setback question with the MTPO "would not be appropriate." He said raising the question with FDOT might delay the developer's plans to begin construction on Sept. 15, 2015.

With all the development planned near this failing intersection, congestion is only going to get worse, particularly with hundreds of apartments, a 140-room hotel, 60,000 square feet of retail and a 10-story 1,200-vehicle parking garage at The Standard. Narrow sidewalks around building will not be conducive to pedestrians and bicycles. Other planned developments on NW 13th Street will add to the congestion.

By contrast, the 12-story Seagle Building on West University Avenue is about 24 feet from the edge of the curb, and the University of Florida Innovation Hub building on SW 2nd Avenue is about 30 feet from the edge of the curb, but neither of these buildings is located at one of the city's most congested intersections.

Constructing The Standard within 10 feet of the edge of curb on NW 13th Street (U.S. Highway 441) -- with no opportunity to bike lanes or right-turn lane from NW 13th Street to West University Avenue -- is short-sighted and eliminates future transportation options at this intersection.

Before this project moves forward, the MTPO and FDOT should be asked to address the crucial issue of constructing a large 10-story building (with a 1,200 vehicle parking garage) within 10 feet of the edge of the curb at the intersection of U.S. Highway 441 and State Road 26, which is already beyond capacity and failing.

Chuck Woods
PO Box 12225
Gainesville, Florida 32604
(352) 376-4084

## Marlie Sanderson

**From:** Bob Cohen [bcohen@ustcostrecovery.com]
**Sent:** Friday, April 24, 2015 7:36 AM
**To:** greg.evans@dot.state.fl.us; joe.jordan@dot.state.fl.us
**Cc:** Marlie Sanderson; lyonsar@cityofgainesville.org; scottta@cityofgainesville.org; james.green@dot.state.fl.us; citycomm@cityofgainesville.com; blackburnrd@cityofgainesville.com
**Subject:** Concern for Gainesville state road right away
**Attachments:** UPNA LETTER TO FDOT.docx

Dear Mr. Evans
The University Parks Neighborhood Association is the largest association in Gainesville and located adjacent to the campus of the University of Florida. A proposed development will permanently prevent the absolutely necessary of realignment of the one of the major intersections in Gainesville at University Ave and 13th Street. Our concern is that the proposed 10 story building is too close to the right-away and would forever prevent DOT from adding an extremely necessary turn lane as well as thwarting multi-modal transportation.

Please see the attached letter. We suggest that DOT express it concerns to the City before the construction begins. It is not too late for the necessary adjustments to be made. All that is likely needed is for DOT to express concerns.

Thank you for listening
Bob Cohen
President, UPNA

(352) 514-5251

**Marlie Sanderson**

**From:** Ken Cornell [kcornell@alachuacounty.us]
**Sent:** Friday, May 08, 2015 8:32 AM
**To:** Charles Woods; Marlie Sanderson
**Cc:** Bob Cohen; Swamp Fox; Robert Mounts; dcwswamp@yahoo.com
**Subject:** Re: MTPO AGENDA ITEM?

Marle

Could you please let me and Mr Woods know if this has been added to the upcoming MTPO agenda?

Ken Cornell
Alachua County Commissioner
352-264-6900
(Sent from my iPhone)

On May 7, 2015, at 6:01 PM, Charles Woods <chuckwoods352@gmail.com> wrote:

> Dear Commissioner Cornell
>
> As a follow-up to our earlier email conversation, we would like to know if you have been able schedule an agenda item for the June 1 MTPO meeting concerning the possible need -- now or in the future -- for additional right-of-way at the intersection of NW 13th Street (U.S. Highway 441) and West University Avenue (State Road 26).
>
> Marlie Sanderson, director of transportation planning at the North Central Florida Regional Planning Council, has indicated that this issue has not been addressed by the MTPO.
>
> As you know, the proposed setback for "The Standard" (formerly "University Corners") is less than 10 feet from the edge of the curb on NW 13th Street. If constructed according to present plans, the footprint of this 10-story building will essentially eliminate any future right-of-way options for wider sidewalks, bike lanes or right-turn lane from NW 13th Street to West University Avenue. This intersection is congested and failing. A right-turn lane has already been constructed on the southwest corner of the intersection for traffic moving from West University Avenue to SW 13th Street.
>
> The University Park Neighborhood Association also has a pending inquiry about this issue with the Florida Department of Transportation.
>
> Thank you for your interest and assistance.
>
> Chuck Woods
> 112 NW 22nd Drive
> Gainesville, Florida 32603
> (352) 376-4084

North Central Florida Regional Planning Council

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Regional Transit System- Universal Access Report

JOINT RECOMMENDATION

**No action required. This material is for information only.**

BACKGROUND

At the February meeting, the MTPO requested a presentation concerning an update of the 2005 Universal Access and Fare-Free Transit Report. Attached are the following documents provided by City staff for this agenda item-

Exhibit 1 City of Gainesville Master File Number 140833

Exhibit 2 report entitled "Fare-Free Systems"

Exhibit 3 PowerPoint presentation entitled "Fare-Free Transit Service April 16, 2015

Attachments

t:\marlie\ms15\mtpo\memo\universalaccessjune1.docx

**EXHIBIT 1**

# City of Gainesville

City Hall
200 East University Avenue
Gainesville, Florida 32601

## Master

### File Number: 140833.

| | | | | | |
|---|---|---|---|---|---|
| **File ID:** | 140833. | **Type:** | Discussion Item | **Status:** | Passed |
| **Version:** | 1 | **Reference:** | | **In Control:** | City Manager |
| | | | | **File Created:** | 03/17/2015 |
| **File Name:** | | | | **Final Action:** | 04/16/2015 |

**Title:** **Presentation of the Regional Transit System (RTS) Universal Access Report (B)**

**This item is a request for the City Commission to hear a presentation of the RTS Universal Access Report. **ESTIMATED STAFF PRESENTATION 20 MINUTES****

**Notes:** Jesus Gomez 393-7852

| | | | |
|---|---|---|---|
| | | **Agenda Date:** | 04/16/2015 |
| | | **Agenda Number:** | |
| **Sponsors:** | | **Enactment Date:** | |
| **Attachments:** | 140833A_Presentation_20150416.pdf | **Enactment Number:** | |
| **Contact Name:** | | **Hearing Date:** | |
| **Drafter Name:** | | **Effective Date:** | |

### History of Legislative File

| Version: | Acting Body: | Date: | Action: | Sent To: | Due Date: | Return Date: | Result: |
|---|---|---|---|---|---|---|---|
| 1 | City Commission | 04/16/2015 | Approved as Recommended | | | | Pass |

**Action Text:** A motion was made by Commissioner Poe and seconded by Commissioner Wells that this Matter be Approved as Recommended. The motion carried by the following vote:

**Notes:** *Jesus Gomez, Transit Director and Matt Muller, Transit Planner Chief made presentations.*

*Don Shepherd spoke to the matter.*

### Text of Legislative File 140833.

Title

**Presentation of the Regional Transit System (RTS) Universal Access Report (B)**

**This item is a request for the City Commission to hear a presentation of the RTS Universal Access Report. **ESTIMATED STAFF PRESENTATION 20 MINUTES****

Explanation

At the Metropolitan Transportation Planning Organization (MTPO) meeting on February 2, 2015, County Commissioner Mike Byerly made a motion to request a presentation from RTS on an update of the 2005 Universal Access and fare-free transit report.

Fiscal Note
No fiscal impact.

Recommendation
The City Commission: 1) hear the presentation on the RTS Universal Access report; and 2) authorize RTS staff to present the report at the MTPO meeting on June 1, 2015, for discussion.

# Fare-Free Systems[1]

## Overview

There are two ways to implement a zero-fare service: on a system-wide level or within one specific region.[2]

## 1 System-wide Fare-free Service

### 1.1 Definition

- A service where no fares are paid by passengers for any trip.

### 1.2 Purpose

- Expand mobility for all residents, especially those with limited finances.
  - This is partially predicated on the perception that transit should be treated similarly to other "free" social service programs, like the library.
- Increase ridership and decrease dwell times.
  - The average annual ridership of the systems documented in TCRP Synthesis 101 was 1.1M, which is over 10 times less than RTS' Fiscal Year (FY) 2014 ridership.[3]
- Reduce auto congestion.
  - Travel pattern observations reported from fare-free systems indicate, however, that the primary increase in trips is due to a combination of existing transit users simply using transit more often and individuals substituting biking and foot travel for transit travel.
- Negate the cost of fare collection.
  - Applicable to small transit agencies where the fares recovered from the farebox are less than or only partially exceed the cost of collecting the fares. Of the nine fare free agencies in the U.S. that previously had fares the largest amount of fare revenue that had to be replaced when going to fare-free service was $0.8M per year. In FY2014, RTS collected >$1.0M in fare and pass revenue.

---

[1] The most comprehensive study of fare-free transit systems to date was published in 2012 as Transit Cooperative Research Program (TCRP) Synthesis 101 *Implementation and Outcomes of Fare-Free Transit Systems.* The report identified 39 transit systems in the United States that operate or will shortly be operating fare-free. They classified these systems into three categories, agencies serving resort communities, agencies serving university-dominated communities, and agencies serving small urban and rural areas. The non-RTS facts and figures presented here draw heavily from this report.

[2] There are many variants on fare-free service. One variant not considered here is where one specific route is fare-free. This was not considered since at least in the current RTS system every route shares a segment or end-point with one or more other routes. Moreover, these free routes are typically reserved for downtown circulators or connectors to other transit service that is not free. One possible circulator candidate is the route 46 which is fully funded by UF. However, only 38% of the route is within the area designated as Downtown. In FY2014, 86% (0.1M trips) of its ridership was UF faculty, staff, or students so it is also unclear what community benefits this would have to make fare-free; $1,154 in fare revenue was collected on this route.

[3] The largest fare-free trip provider is Chapel Hill Transit in Chapel Hill, North Carolina. They provide over 7 million trips a year. While the University of North Carolina contributes heavily to cover the cost of the service the two municipalities which are served by the agency have a property tax and vehicle registration fee set-aside for transit funding. At the time that the service went fare-free Chapel Hill's farebox revenue was approximately ¼ of the farebox and pass revenue RTS currently collects.

## 1.3 Operational Parameters

### 1.3.1 Sources of Funding

- Local
  - General revenue fund
  - Transit-specific taxes (i.e., sales, parking, property, utility, tourism, payroll)[4]
  - Community partnerships (i.e., University student fees[5], community donations)
  - Flexible road funding built upon some calculus of reduced road construction/ maintenance costs and parking construction/maintenance costs.
- Federal and state subsidies[6]
  - For some programs, apportionment scales positively with ridership and negatively with the amount of fare revenue collected.

## 1.4 Considerations for Utilization in Gainesville

- Over 60% (representing ~$13.0M) of RTS' annual operating revenue comes from service agreements with the University of Florida (UF) and Santa Fe College (SF). Any significant fare restructuring will need to occur in coordination with these organizations to confirm their willingness to continue to provide equivalent service funding if the system is made fare-free.
- RTS would expect a sharp increase in ridership despite most ridership today being students.[7]
  - Transit agencies in university-dominated communities have reported between a 21% and 200% increase in ridership after moving to a system-wide fare-free structure.[8] The other six systems that reported this information experienced an average ridership increase of 123%.
  - RTS does not believe that these growth numbers are wholly locally applicable due to the large number of riders that do not directly pay for transit. Of the ~10.9M trips taken in FY2014, only 12% were taken by individuals that paid a fare at the farebox or utilized a day, month, or semester pass. It is assumed that the relative increases in ridership observed elsewhere will apply only to these 12% of trips.
  - Under this assumption, RTS would expect between 0.3M and 2.5M new trips annually.
- The nature of public transit and, specifically, how it is perceived and consumed by the general public could change considerably.
  - A service that costs nothing to utilize could be viewed as having no value.
  - A number of traditional efficiency metrics depend on subsidization levels; it will be nebulous which routes should be modified or eliminated for underperformance.
  - Present and past fare-free agencies have noted increased rates of vandalism and hooliganism which lowered in-vehicle quality and increased maintenance costs.
  - In areas with extreme weather, like Florida, individuals without other shelter options may stay on the bus for extended periods of time with no intent to make a trip.[9]

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[4] The majority of fare free agencies appear to have a local tax dedicated to fund transit service.
[5] In all college-dominated fare-free transit systems, the local municipality still contributes operating revenue.
[6] Most state and federal transit funding is restricted to capital items.
[7] Application of fare elasticity is not appropriate in this setting. Research on ridership response to fare changes has only considered minor increases or decreases from the status quo not the full elimination of fares.
[8] The agency that experienced a 200% increase in ridership stated this was caused by non-student riders.
[9] A number of fare-free agencies have had to pass ordinances to restrict the number of consecutive round trips that an individual can make on a single vehicle.

- The funds necessary to implement fare-free service would likely at least partially come from some type of local tax. While Gainesville has one of the highest transit mode shares in the country, trips made by transit still represent an appreciable small portion of total area trips. Support of such a tax could face strong resistance from the large number of individuals who do not use transit.[10]

- Decreased dwell times may be offset by increased ridership, resulting in potentially reduced on-time performance.

### 1.4.1 Cost-Benefit Implications

#### *1.4.1.1 Fixed Route*

##### 1.4.1.1.1 Costs

- Three cost categories were considered and explored in detail. Using a number of assumptions, two of the categories could be monetized (existing revenue replacement and ridership increase costs) while one (indirect costs) could not.
- For the two monetized categories, increases in costs range from $1.5M to $19.4M.

##### *1.4.1.1.1.1 Existing Revenue Replacement*

- Revenues associated with one-way fares, time period passes (day, month, and student), and the employee bus pass program would disappear. This would result in over $1M in lost revenue.

| | |
|---|---|
| Fare Revenues | $562,659 |
| Student/Adult Pass | $278,963 |
| Employee Pass | $215,000 |
| **Total Expected Revenue Loss** | **$1,056,622** |

Table 1 ***FY2014 Revenue streams that would disappear if a fare-free system was implemented.***

##### *1.4.1.1.1.2 Ridership Increase Cost*[11]

- As stated above, university-dominated transit agencies have experienced ridership increases between 21% and 200% when they switched to fare-free service. For this reason, cost implications of both a 21% ("minimum" scenario) and 200% ("maximum" scenario) ridership increase are explored for those trips where individuals currently pay a fare.
- For these scenarios, it is also assumed that some of this new ridership will take advantage of latent capacity of currently operating buses. Therefore, calculations are provided to show the cost implications if new capacity is required for 25%, 50%, 75%, or 100% of the new ridership.[12] For a simple example, consider a ridership base of 100 passengers that experiences the minimum ridership increase scenario of 21%. This system would have 21 new riders. Some of these new riders would be able to take advantage of empty seats on existing buses. Once this capacity is consumed, however, the remaining new riders would have to be placed on new buses. If new capacity is required for 25% of these 21 new riders that means 16 of the new riders can find seats on existing buses while the remaining 5 riders would force the agency to purchase an additional bus if they are to be serve those individuals.

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[10] Support for a transportation tax of any kind may be measured by the results of the 2014 transportation surtax ballot initiative which only received 40% support.

[11] These estimates are startup costs. Both the operating and capital costs presented here would reoccur at some annual rate.

[12] None of the fare-free systems had existing capacity issues. Between 1/1/2013 and 2/19/2015 RTS had approximately 8,500 full buses where passengers had to be left behind and wait for another bus.

- Operating expenses are estimated by extrapolating from our current expense per trip of $2.09.[13] The cost per new trip generated is assumed to be $0 if the trip can utilize latent capacity.
- Capital costs associated with increased ridership are estimated in a comparable manner.[14] The cost of buses and support vehicles (incl. support, relief, and maintenance) required to meet demand of new passenger trips is assumed to be $0 per trip if the new trip can utilize latent capacity or $443,170 for each additional bus required to satisfy demand and $25,180 for each additional support vehicle required to satisfy demand.[15]
- Across these scenarios, it is estimated that operating expenses would increase $0.14M to $5.3M (Table 2) and capital costs would increase $0.3M to $13.0M (Table 3).

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | New Trips that do not Utilize Latent Capacity | 66,628 | 133,256 | 199,884 | 266,512 |
| | Staffing Needs | 1.79 | 3.57 | 5.36 | 7.14 |
| | Increased Operating Cost | $138,989 | $277,979 | $416,968 | $555,958 |
| "Maximum" Scenario (200% Increase) | New Trips that do not Utilize Latent Capacity | 634,553 | 1,269,106 | 1,903,659 | 2,538,212 |
| | Staffing Needs | 17.01 | 34.01 | 51.02 | 68.02 |
| | Increased Operating Cost | $1,323,709 | $2,647,417 | $3,971,126 | $5,294,834 |

Table 2 ***Operating expense estimates associated with increased ridership on RTS fixed-route buses.***

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | Buses Needs | 0.75 | 1.51 | 2.26 | 3.02 |
| | Support Vehicles Needs | 0.29 | 0.58 | 0.87 | 1.15 |
| | Increased Capital Cost | $334,476 | $668,951 | $1,003,427 | $1,337,902 |
| "Maximum" Scenario (200% Increase) | Buses Needs | 7.19 | 14.38 | 21.56 | 28.75 |
| | Support Vehicles Needs | 2.75 | 5.49 | 8.24 | 10.99 |
| | Increased Capital Cost | $3,254,642 | $6,509,283 | $9,763,925 | $13,018,566 |

Table 3 ***Capital cost estimates associated with increased ridership on RTS fixed-route buses.***

*1.4.1.1.1.3 Indirect Costs*

- Until implemented there are many indirect costs that are difficult to identify and estimate.[16] These include:
  - Costs of educating the public about the transition to fare free service; marketing costs for the new fareboxes installed in July 2014 were approximately $5,000.
  - Costs of potentially needed additional security equipment and guards.
  - Costs associated with the additional staff time required to implement the transition.
  - Additional buses to maintain current route frequencies.[17]

[13] If service is successful and the new passengers mostly utilize latent capacity, it would be expected that RTS's operating expense per passenger trip would experience a significant decline. Across the cases considered here, the maximum change in operating cost per trip would occur if there is a 200% increase in ridership and only 25% of those riders do not utilize latent capacity. In this case, the effective cost per passenger trip may be reduced to $1.79. Nonetheless, overall operating costs would still increase by over $1.3M.

[14] It is assumed that the new RTS facility can house any needed additional buses even under the maximum ridership increase scenario. Under that scenario these buses would consume 40% of the existing capacity.

[15] In FY2014, each bus carried approximately 88K trips. The number of trips for each scenario was divided by this figure to determine the number of buses needed. Similarly, in FY14, there was one support vehicle per ~231K trips.

[16] After Capital Metro (in Austin, Texas) attempted a similar change, they reversed it, citing the "staggering" costs.

#### 1.4.1.1.2 Benefits

- Similar to the indirect costs discussed above, benefits of fare-free transit are difficult to monetize and do not directly equate to funding. One such example is the savings households in the community would experience from no longer relying on a personal automobile for travel. In 2009, the National Household Travel Survey reported 3.02 daily vehicle trips per driver.[18] Given that the American Public Transportation Association estimates that the average annual cost of vehicle ownership is $10,064 a year[19], under the minimum and maximum scenarios, if 100% of the new trips were by individuals that formerly drove the community savings would be between $2.6M and $24.4M, respectively.[20] It should be noted, however, that TCRP Synthesis 101 clearly states most new ridership does not represent individuals switching from car to transit. Moreover, any benefit would have to account for lost time due to bus travel taking longer than car travel. Other nebulous monetary benefits include community savings from greenhouse gas emission reductions and reductions in productivity losses from motor vehicle deaths.[21]
- RTS does not have any staff dedicated exclusively to the collection of farebox revenue or farebox maintenance so there are no savings possibilities from staff reductions.[22] Moreover, even in the absence of revenue collection, the fareboxes would still need to be maintained in order to count passengers. One set of savings, however, would come from not purchasing paper pass stock which is estimated to be $7,826 annually.[23]
- Potentially, RTS may receive additional grant funds from both the increased ridership and the fact that fares are not collected. However, under the 5307 Urbanized Area Formula Program, which is RTS' primary annual source of federal funding, RTS already receives the maximum allotment for Small Transit Intensive Cities.

### *1.4.1.2 Americans with Disabilities Act (ADA) Service*

- By law, RTS can charge no more than twice its fixed route fare ($1.50) for demand response paratransit trips ($3.00). Equally, RTS cannot deny any valid demand response trips. Therefore, all ADA demand response trips that begin and end within ¾ our service region would be required to be provided for free.
- Given the high cost to RTS for each demand response trip, RTS allows ADA passengers to ride fixed route services for free. Passenger correspondence reveals that this does encourage many ADA passengers to ride the fixed route system rather than travel via a paratransit vehicle.
- Table 4 and Table 5 shows ADA costs to range from $8.8M to $34.9M if fares are eliminated.

---

[17] Fare-free service allows all door boarding. This will likely reduce dwell time and could potentially result in a cost savings if a bus can be removed from a route due to a reduced cycle time. It is equally possible, and has been observed in fare-free systems, that increased ridership negates any all door boarding dwell time savings.

[18] http://nhts.ornl.gov/2009/pub/stt.pdf

[19] http://www.apta.com/mediacenter/pressreleases/2014/Pages/140814_Transit-Savings.aspx

[20] This is a very liberal assumption and assumes that every person that utilizes these additional transit trips is forgoing the purchase of a car.

[21] http://www.apta.com/resources/reportsandpublications/Documents/APTA_Health_Benefits_Litman.pdf

[22] In July 2014, RTS upgraded their fareboxes for the first time in over 20 years. This new technology is relatively error-free. Between 10/1/2014 and 1/31/2015 only 44.4 hours were spent on farebox maintenance (labor operation codes fx003 to fx005). Given that the farebox will be used to track ridership it is unclear the monetary value of capital equipment that can be sold if fares are no longer collected.

[23] Cost based on average pass consumption between September 2014 and December 2014 and unit costs of $0.018 (24-hr passes and change cards) and $0.35 (monthly, semester, and employee passes).

#### 1.4.1.2.1 Costs

##### *1.4.1.2.1.1 Existing Revenue Replacement*

- In FY2014, MV Transportation provided 51,509[24] (35,797 ambulatory and 15,712 wheelchair trips) trips at a cost of ~$1.4M.[25] The passenger for each of these trips was responsible for a $3 fare that RTS would have to pay if the entire system was fare-free. Based on the number of trips this equates to $0.15M.

##### *1.4.1.2.1.2 Demand Response Ridership Increase Costs*

- An additional 0.61M trips were provided to ADA eligible passengers on RTS buses.
  - It is assumed that the proportion of ADA passengers that are ambulatory and use wheelchairs on RTS buses is the same as the proportion that utilize MV Transportation.[26]
  - Four scenarios were considered, which correspond to 25%, 50%, 75%, or 100% of the current fixed-route ADA passengers utilizing MV Transportation instead.
  - Ridership growth was not considered for either existing demand response or fixed route ADA trips.[27] While there would likely be some riders that utilize the service more frequently (e.g., makings trips four days a week as opposed to three) due to the eliminated $3 fare, it is believed to be dwarfed by the number of riders that would be moving from fixed routes.[28]
- Across these scenarios, it is estimated that operating expenses[29] would increase $4.6M to $18.6M (Table 4) and capital costs would increase $4.0M to $16.2M (Table 5).

| **Percent of Fixed Route ADA Passengers Moving to Demand Response** | **25%** | **50%** | **75%** | **100%** |
|---|---|---|---|---|
| New Ambulatory Passenger Cost | $3,097,482 | $6,194,964 | $9,292,446 | $12,389,927 |
| New Wheelchair Passenger Cost | $1,543,267 | $3,086,535 | $4,629,802 | $6,173,070 |
| **Total New Paratransit Operating Costs** | **$4,640,749** | **$9,281,498** | **$13,922,248** | **$18,562,997** |

Table 4 ***ADA demand response operating expense estimates associated with a fare-free system.***

[24] Please note that the structure of MV Transportation's trip databases results in FY2014 total ridership including 54 more trips under the zonal ADA section than the system-wide section. This difference has no meaningful effect on the share of trips that occur entirely within the downtown zone.

[25] This is the net cost inclusive of the fares RTS collects. Cost per trip rates increased by 3% on 10/1/2014 from $28.38 to $29.23 for ambulatory trips and from $32.21 to $33.18 for wheelchair trips.

[26] Operating costs were obtained as follows: First, the number of likely new paratransit trips was determined by multiplying the number of FY2014 fixed-route ADA passenger trips by the percentage assumed to move to demand response service. This number was then multiplied by the ratio of wheelchair to ambulatory trips observed on demand response service to estimate the number of additional ADA passenger trips that will be generated in each category. Operating costs are then the number of passenger trips in a category times the operating cost per trip.

[27] Annual growth of ADA trips has been 6.7% for fixed route services and 8.2% for demand response services since 2010. Absent geographic expansion plans this should slow and the act of going fare-free will not in and of itself allow more individuals to be ADA-certified but it's important to note that the costs for this service have been escalating rapidly in recent years.

[28] A 5% increase in existing MV-provided ADA trips would increase costs by approximately $80K but this is still a small figure compared to even a fraction of fixed route ADA customers switching to demand response services.

[29] While staffing needs are reflected in per trip costs and per trip costs should slightly decrease due to economies of scale, this does not reflect the logistical challenges of hiring the necessary staff to accommodate even a 25% switch of fixed-route ADA passengers to demand response service. Based on the current ratio of demand response employees to trips, a 25% switch would necessitate 189 more employees.

| Percent of Fixed Route ADA Passengers Moving to Demand Response | 25% | 50% | 75% | 100% |
|---|---|---|---|---|
| Additional Buses Required[30] | 65.13 | 130.25 | 195.38 | 260.50 |
| **Total New Paratransit Capital Cost** | **$4,042,646** | **$8,085,292** | **$12,127,939** | **$16,170,585** |

Table 5 ***ADA demand response capital cost estimates associated with a fare-free system.***

#### 1.4.1.2.2 Indirect Costs

- Like with the fixed route implementation of fare-free services, an education campaign would be required to effectively notify individuals of the change.
- The change would also require some unknown amount of staff time to implement.

#### 1.4.1.2.3 Benefits

- Benefits of fare-free system-wide ADA service are difficult to monetize and do not reflect revenue streams that could pay for service. Individuals that formerly paid for demand response service would retain this revenue and individuals that used fixed route services to avoid the cost of demand response services may be able to travel in an easier manner.

# 2 Fare-Free Zone

## 2.1 Definition

- A service where trips that begin and end within a specific region do not require passenger fares.

## 2.2 Purpose

- Fare-free zones are typically implemented to reduce congestion or automobile usage through a zone while increasing connectivity of destinations (typically businesses) within the zone. The zone selected is often a dense, congested downtown area with limited parking availability.

## 2.3 Operational Parameters[31]

### 2.3.1 Identification of Fare-Free Passengers

- There are two methods to identify whether a passenger owes a fare. Both methods introduce complexity, sources of conflict, and passenger confusion to an otherwise streamlined process. It forces drivers to remember where each passenger boards and alights so they can determine whether they owe a fare.[32] It also requires drivers to maintain a detailed understanding of the geographic area they are operating in.

#### *2.3.1.1 Passengers pay as they alight.*

  - Passengers alight only through the front door (for those routes that operate within the zone and for a particular trip that is in the zone or has already driven through the zone).
  - Passengers pay as they alight if their trip did not both begin and end in the zone.

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[30] RTS provides MV Transportation with 22 paratransit vans which provide on average 2,341 trips per year per van. A representative van recently purchased for MV Transportation was priced at $62,074.

[31] A number of variants were observed for the operation of fare-free zones, including day of week, time of day, and directionality of travel.

[32] As passenger loads increase this obviously becomes more challenging.

#### 2.3.1.2 *Passengers pay as they board.*

- When individuals board the bus they indicate whether they will be traveling exclusively within the fare free zone or not.[33] If not, they are required to pay a fare. At the first stop after a bus leaves the fare-free zone, the bus driver confirms that all passengers still on board the vehicle have paid. Depending on the system, passengers who were supposed to pay but didn't are asked to pay the fare or issued a fine.

### 2.3.2 Sources of Funding

- See Section 1.3.1 Sources of Funding; any taxing strategy would likely be limited to those businesses and residents within the fare-free zone.

## 2.4 Considerations for Utilization in Gainesville

- All implications would be strongly dependent on the boundaries of the region.
- For the purposes of this document, it is assumed that the region will be the downtown area defined by the City of Gainesville Community Redevelopment Agency (CRA). Their definition of downtown encompasses 478 acres and (*from their website*) "...is effectively defined by North 8th Avenue, the Waldo Road/ Williston Road corridors, Depot Avenue and West 6th Street."[34]
- Like with the system-wide implementation of fare-free services, the City would need input from UF and SF on whether their funding strategies would change under such a system.
- Combating fare evasion will increase driver-passenger conflict.[35]
- Dwell time may be reduced through the fare-free zone if an implementation method is selected where passengers in the zone board at both doors. Dwell time savings would be negated and possibly worsened, however, if all individuals have to board and alight through the front door.
- Gainesville appears to lack the impetuses behind why communities have implemented fare-free zones: lack of ample, cheap parking and heavy traffic congestion.

### 2.4.1 Cost-Benefit Implications

#### 2.4.1.1 *Fixed Route*

##### 2.4.1.1.1 Costs

- Zonal fare-free transit shares the same cost categories as a system-wide implementation.
- For the two categories that were monetized operating and capital cost increases range from $0.04M to $0.1M.

---

[33] In some systems this dialogue occurs with the driver and in others it occurs with some type of ticket vending machine.

[34] http://www.gainesvillecra.com/redev_downtown_plan.php

[35] One of the longest operating fare-free zones was in Portland, Oregon, which ran between 1975 and 2012; it was eliminated for budgetary reasons. To avoid conflict, passengers were only asked to pay fares rather than forced and little occurred to ensure proper fare payment. Fare evasion was tolerated due to the recognized inherit difficulty in tracking who should pay and enforcing this decision (http://en.wikipedia.org/wiki/Fareless_Square). This created conflicts with individuals being asked to subsidize the service. Additionally, after 40 years the City of Seattle also recently eliminated their fare-free zone due to budget shortfalls, fare evasion, and passenger/driver conflicts (http://seattletimes.com/html/localnews/2019150572_ridefree14m.html).

*2.4.1.1.1.1 Existing Revenue Replacement*[36]

- Ridership that both begins and ends downtown is estimated using Origin-Destination (O-D) information from the 2013 Comprehensive Operational Analysis (COA) on-board survey.
  - 7 of the 5,714 sampled passenger trips had both an O-D downtown.
  - Assuming these records represent random passenger trips from the overall system, 0.12% of RTS' trips begin and end downtown. Like the system-wide scenarios, however, existing revenue loss would only be realized for passengers who directly pay for access through a one-way fare or time period pass - 1,555 (0.12% of 1,269,106).
- While unlikely revenue loss could be as high as $2,332 if a full fare was collected for all 1,555 trips; based on average revenue received per trip across the categories considered here, lost revenue would likely be closer to $1,031.
- All agencies that implemented a zone-based fare-free system also experienced fare evasion.[37]
  - The O-D survey recorded 235 origins that began downtown but ended outside downtown. Therefore, 4.1% of trips begin in downtown but end outside of downtown.
  - This equates to 52,195 trips when applied to that segment that directly paid for access. In a worst case scenario the maximum revenue lost would be $78,292; based on average revenue received per trip, lost revenue would likely be closer to $34,613.

*2.4.1.1.1.2 Ridership Increase Costs*

- The expected increase in ridership is between 21% and 200% of 1,555 (0.12% of 1,269,106) trips. As in the fare-free section above, each new trip that does not utilize latent capacity will cost $2.09 in operating costs and $443,170 for each additional bus required and $25,180 for each additional support vehicle required.

| **Percent of New Ridership that Does not Utilize Latent Capacity** | | **25%** | **50%** | **75%** | **100%** |
|---|---|---|---|---|---|
| **"Minimum" Scenario (21% Increase)** | New Trips that do not Utilize Latent Capacity | 82 | 163 | 245 | 326 |
| | Staffing Needs | 0.00 | 0.00 | 0.01 | 0.01 |
| | Increased Operating Cost | $170 | $341 | $511 | $681 |
| **"Maximum" Scenario (200% Increase)** | New Trips that do not Utilize Latent Capacity | 777 | 1,555 | 2,332 | 3,109 |
| | Staffing Needs | 0.02 | 0.04 | 0.06 | 0.08 |
| | Increased Operating Cost | $1,622 | $3,243 | $4,865 | $6,486 |

Table 6 ***Operating expense estimates associated with increased ridership on RTS fixed-route buses.***

[36] The system-wide case considered lost revenue due to reduced participation in the Employee Bus Pass program and reduced sale of time period passes. Due to the limited area under consideration, however, it is believed that the impact on those revenue sources would be negligible. For example, it would not be expected that Oaks Mall (one of the participants in the program) would decide to stop participating in the program if the downtown zone becomes fare-free.

[37] RTS already combats fare evasion on a daily basis even with identification passes that require effort to duplicate.

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | Buses Needs | 0.00[38] | 0.00 | 0.00 | 0.00 |
| | Support Vehicles Needs | 0.00 | 0.00 | 0.00 | 0.00 |
| | Increased Capital Cost | $419 | $837 | $1,256 | $1,675 |
| "Maximum" Scenario (200% Increase) | Buses Needs | 0.01 | 0.02 | 0.03 | 0.04 |
| | Support Vehicles Needs | 0.00 | 0.01 | 0.01 | 0.01 |
| | Increased Capital Cost | $3,987 | $7,974 | $11,961 | $15,949 |

Table 7 ***Capital cost estimates associated with increased ridership on RTS fixed-route buses.***

- Though not a result of the ridership increase, as a byproduct of the fare-free zone signage would need to be added to each bus stop to denote whether it was in the fare free zone or not.
- There are 55 bus stops downtown. Bus stop signs cost $15.95 (additional signage would be smaller and therefore likely cheaper). This component of the implementation could cost $877.

*2.4.1.1.1.3 Indirect Costs*

- See Section 1.4.1.1.1.3 Indirect Costs; the indirect costs outlined in the referenced section will materialize on a smaller scale given the reduced area of the fare-free implementation.

2.4.1.1.2 Benefits

- See Section 1.4.1.1.2 Benefits; the benefits outlined in the referenced section will materialize on a smaller scale given the reduced area of the fare-free implementation.

### *2.4.1.2 Americans with Disabilities Act (ADA) Service*

2.4.1.2.1 Costs

*2.4.1.2.1.1 Existing Revenue Replacement*

- All ADA trips that begin and end within ¾ of a mile of the intended zone must be free.
- In FY2013, 9 ADA demand response trips had their origin and destination within ¾ of a mile of the downtown zone defined above. The passenger for each of these trips was responsible for a $3 fare that RTS would have to pay if the entire system was fare-free. This equates to $27.

*2.4.1.2.1.2 Increased Demand Response Ridership Costs*

- Operating and capital costs were estimated in the same manner as they were in the system-wide fare-free Service section. The only difference is the total number of new paratransit trips was assumed to be proportional to the relative number of MV Transportation trips that occurred within the zone. That is, each cell of Table 4 and Table 5 was multiplied by 0.017%.

| Percent of Fixed Route ADA Passengers Moving to Demand Response | 25% | 50% | 75% | 100% |
|---|---|---|---|---|
| **New Ambulatory Passenger Cost** | $541 | $1,081 | $1,622 | $2,163 |
| **New Wheelchair Passenger Cost** | $269 | $539 | $808 | $1,077 |
| **Total New Paratransit Operating Costs** | **$810** | **$1,620** | **$2,430** | **$3,240** |

Table 8 ***ADA Demand Response operating expense estimates associated with a fare-free downtown zone.***

[38] Costs result from rounding.

| Percent of Fixed Route ADA Passengers Moving to Demand Response | 25% | 50% | 75% | 100% |
|---|---|---|---|---|
| **Additional Buses Required** | 0.01 | 0.02 | 0.03 | 0.05 |
| **Total New Paratransit Capital Cost** | **$706** | **$1,411** | **$2,117** | **$2,822** |

Table 9 ***ADA demand response capital cost estimates associated with a fare-free downtown zone.***

#### 2.4.1.2.2 Indirect Costs

- See 1.4.1.2.2 Indirect Costs; these costs would occur to a lesser degree under a zone based implementation.

#### 2.4.1.2.3 Benefits

- See section 1.4.1.2.2 Benefits; these benefits would occur to a lesser degree under a zone based implementation.

# 3 Conclusion

- A number of communities have successfully eliminated fares from their transit system. Equally, a number of communities have attempted to eliminate fares from their transit system only to restate them due to issues like budget shortfalls and logistical challenges.
- Regardless of the merit of providing fare-free transit service a dedicated funding source has to be identified to cover lost revenues and increased capital and operating costs from increased ridership associated with fare-free service. The majority of agencies operating fare-free have implemented a dedicated transit tax.
- Even when only considering the small fraction of riders that currently pay for service, system-wide implementation of fare-free service would cost millions of dollars (Table 10) if RTS follows the ridership patterns observed in other communities that have gone fare-free.

| | Fare-free System-wide | | | Fare-free Zone | |
|---|---|---|---|---|---|
| | Minimum[39] | Maximum | | Minimum | Maximum |
| | Fixed Route Costs | | | | |
| **Existing Revenue Replacement** | $1,056,622 | $1,056,622 | | $35,644 | $80,624 |
| **New Operating Costs** | $138,989 | $5,294,834 | | $170 | $6,486 |
| **New Capital Costs** | $341,737 | $13,018,566 | | $1,296 | $16,826 |
| **Sub-Total** | **$1,537,349** | **$19,370,022** | | **$37,111** | **$103,936** |
| | ADA Costs | | | | |
| **Existing Revenue Replacement** | $154,527 | $154,527 | | $27 | $27 |
| **New Operating Costs** | $4,640,749 | $18,562,997 | | $810 | $3,240 |
| **New Capital Costs** | $4,042,646 | $16,170,585 | | $706 | $2,822 |
| **Sub-Total** | **$8,837,922** | **$34,888,109** | | **$1,543** | **$6,090** |
| **Total** | **$10,375,271** | **$54,258,131** | | **$38,653** | **$110,026** |

Table 10 ***Cost summary of system-wide and zonal implementation of fare-free services***

- A large share of these costs would come from ADA service which would have to be made free.
- The cost of implementing a fare-free service within a certain part of the community would be significantly less but the community benefit is unclear. In this paper, fare-free service was

[39] Minimum values for fixed route costs based on new capacity only being required for 25% of new riders under minimum increase (21%) scenario. Maximum values for fixed route costs based on new capacity being required for 100% of new riders under maximum increase (200%) scenario. Minimum and maximum values for ADA costs based on percent of existing fixed route ADA passengers switching to demand response services.

considered for downtown. Based on recent O-D data few trips occur entirely within this zone with most retail and educational opportunities existing further west. Critically, cost figures do not reflect the level of staff effort involved with implementing even a zonal fare free system.

- Under a fare-free system a number of transit efficiency metrics are no longer applicable. It then becomes more challenging to determine the appropriateness of each service. This may be particularly challenging since transit will become viewed as "a right."
- Case studies of other fare-free communities have shown that meaningful mode switch will only occur with service improvements that increase the parity between car and transit travel. Making transit service free does not in turn make it convenient. Many non-student areas have 30- to 60-minute frequencies, short weekday spans, and even shorter or non-existent weekend spans. Making the service fare-free will not improve transportation for these individuals. The cost of their time multiplied by the additional travel time to move via transit will outweigh savings for not having to pay $1.5 or $0.75 a trip. A peer comparison of 10 non-Florida and 15 Florida agencies found all primary RTS fare categories (single trip, day pass, and month pass) to be significantly cheaper with differences ranging from 10% to 82% depending on the fare.

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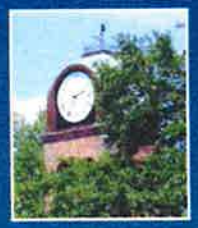
**EXHIBIT 3**

Legislative ID# 140833A




# Fare-free Transit Service
# April 16, 2015

Prepared by Matthew Muller

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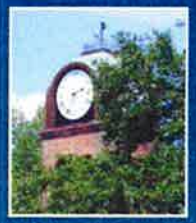


# Presentation Outline

- Fare-free System-wide
  - Definition
  - Purpose
  - Operational Parameters
  - Considerations for Utilization in the City of Gainesville
    - Cost-Benefit Implications
- Fare-free Zone
- Conclusions

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# Fare-free System-wide

- *Definition*
  - A service where no fares are paid by passengers for any trip.

- *Purpose*
  - Expand mobility for all residents, especially those with limited finances.
  - Increase ridership and decrease dwell times.
  - Reduce auto congestion.
  - Negate the cost of fare collection.

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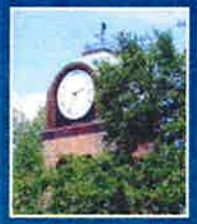


# Fare-free System-wide (cont.)

- *Operational Parameters*
  - Sources of Funding
    - Local
      - General revenue fund
      - Transit-specific taxes (i.e., sales, parking, property, utility, payroll)
      - Community partnerships (i.e., University student fees , community donations)
      - Flexible road funding
    - Federal and state subsidies
      - For some programs, apportionment scales positively with ridership and negatively with the amount of fare revenue collected.

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# Fare-free System-wide (cont.)

- *Considerations for Utilization in Gainesville*
  - Funding coordination with University of Florida (UF) and Santa Fe College (SF).
  - RTS would expect a sharp increase in ridership.
    - Transit agencies in university-dominated communities have reported between a 21% and 200% increase in non-student ridership after becoming fare-free.
    - 12% (1.27M) of RTS riders currently directly pay for transit.
    - RTS would expect between 0.3M and 2.5M new trips annually.
  - A change in the perception and consumption of public transit
    - Performance metrics less applicable.
    - Increased rates of vandalism and hooliganism.
    - Individuals staying on the bus without purpose.
    - Lack of public support for additional transit subsidization.
  - Operational challenges

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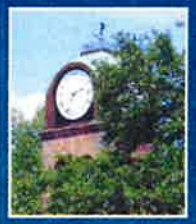


# Fare-free System-wide (cont.)

- *Fixed Route Cost-Benefit Implications*
  - *Costs*
    - Existing Revenue Replacement = $1M (fares, employee passes, time period passes)
    - Ridership Increase Costs = $0.48M to $18.3M (capital and operating)
      - Two ridership increase scenarios: 21% "minimum" and 200% "maximum" scenarios.
      - Four capacity variations (25%, 50%, 75%, and 100%): amount of new riders that require additional resources.
      - Operating expenses are estimated from our current expense per trip of $2.09.
      - Capital expenses based on current trip to bus and support vehicle ratios.
    - Indirect Costs
      - Education/marketing program
      - Staff time to implement
      - Additional security
      - Additional buses to maintain current frequencies

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# Fare-free System-wide (cont.)

- *Fixed Route Cost-Benefit Implications*
  - *Benefits*
    - Difficult to monetize and do not directly equate to funding
    - Personal automobile costs (annual cost of vehicle ownership is 10K/year)
      - Observed ridership increases, however, do not come from those opting to give up their personal vehicle.
    - Pass stock (<$10K/year)
      - RTS does not have any staff dedicated exclusively to the collection of farebox revenue or farebox maintenance.
    - The amount of funding RTS receives from its primary source of federal funding would unlikely change.
    - It is unclear whether bus boarding times would improve to the point where operating cost savings could be realized.
      - If the program is a success, running times may even increase due to increased ridership.

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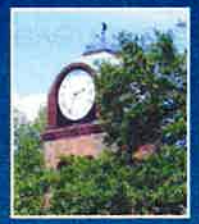


# Fare-free System-wide (cont.)

- *Americans with Disabilities Act (ADA) Cost-Benefit Implications*
  - *Costs*
    - Existing Revenue Replacement = $0.15M
      - In FY2014, MV Transportation provided >51K trips (69% ambulatory / 31% wheelchair).
    - Ridership Increase Costs = $8.7M to $34.7M
      - RTS cannot deny valid ADA trips and cannot charge more than twice fixed route trip rate.
      - RTS currently allows ADA passengers to ride fixed route services for free to encourage its usage over the more expensive demand response services.
      - In FY2014, there were >600K fixed-route ADA trips.
      - Four scenarios (25%, 50%, 75%, and 100%) were considered which correspond with a certain share of ADA passengers switching from fixed route to demand response services.
      - Ridership growth costs were not considered since they would be dwarfed by the cost of individuals switching modes.
    - Indirect Costs
      - Education/marketing program.
      - Staff time to implement.

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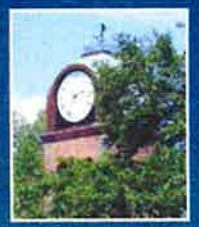

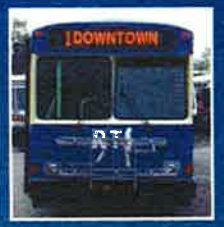


# Fare-free System-wide (cont.)

- *Americans with Disabilities Act (ADA) Cost-Benefit Implications*
  - *Benefits*
    - Difficult to monetize and do not directly equate to funding.
    - Individuals who formerly paid for demand response services would retain this revenue.
    - Individuals who traveled by fixed route to avoid the demand response trip cost despite potential difficulties would now be able to travel in an easier manner.

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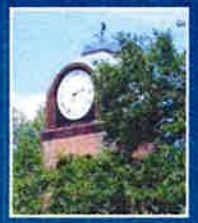


# Fare-free Zone

- *Definition*
  - A service where trips that begin and end within a specific region do not require passenger fares.
- *Purpose*
  - Reduce automobile usage in an area that is often dense and congested with limited parking availability (typically a downtown).
    - Discussion based on Community Redevelopment Agency (CRA) definition of downtown.

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# Fare-free Zone (cont.)

- *Operational Parameters*
  - Passenger Identification
    - Regardless of method, zonal fares introduce complexity, conflict, and passenger confusion.
      - Passengers pay as they alight: Passengers alight only through the front door and pay a fare if their trip did not both begin and end in the zone.
      - Passengers Pay as they board: When boarding passengers indicate if they are only traveling in the fare-free zone. After leaving the zone, driver confirms that all those that were supposed to pay did so.
  - Sources of Funding
    - Similar to system-wide mechanisms, though taxing strategy limited to those entities within the zone.

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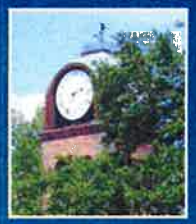

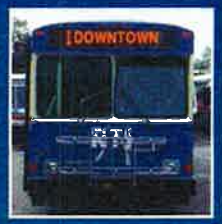


# Fare-free Zone (cont.)

- *Considerations for Utilization in Gainesville*
  - Strongly dependent on boundary.
  - Again, city would want to seek input from UF and SF.
  - Combatting fare evasion will increase driver-passenger conflict.
  - Gainesville lacks impetus behind why communities have implemented fare-free zones: lack of cheap parking and heavy traffic congestion.
  - Ridership based on 2013 Origin-Destination study that found 0.12% (1,555) of trips begin and end downtown.
    - RTS would expect between 326 and 3.1K new trips annually.

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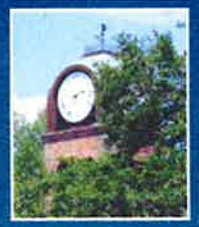


# Fare-free Zone (cont.)

- *Fixed Route Cost-Benefit Implications*
  - *Costs*
    - Existing Revenue Replacement = $36K to $81K (fares, employee passes, time period passes, and fare evasion)
    - Ridership Increase Costs = $1.3K to $16.8K (capital and operating)
      - Operating and capital costs were estimated in the same manner as they were for system-wide fare-free implementation.
      - Also, includes minimal cost for signage denoting fare-free bus stops.
    - Indirect Costs
      - Similar to a system-wide implementation but materialized at a smaller scale.

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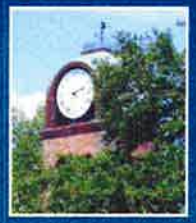


# Fare-free Zone (cont.)

- *Fixed Route Cost-Benefit Implications*
  - *Benefits*
    - Similar to a system-wide implementation but materialized at a smaller scale.

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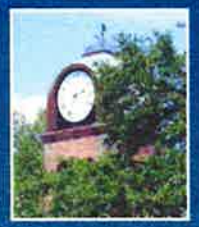


# Fare-free Zone (cont.)

- *Americans with Disabilities Act (ADA) Cost-Benefit Implications*
  - *Costs*
    - Existing Revenue Replacement = $27
      - In FY2014, MV Transportation provided 9 trips entirely within the downtown boundary.
    - Ridership Increase Costs = $1.5K to $6.0KM
      - Operating and capital costs were estimated in the same manner as they were for system-wide fare-free implementation.
      - New paratransit trips was assumed to be proportional to the relative number of MV Transportation trips that occurred within the zone (0.017%)
    - Indirect Costs
      - Similar to a system-wide implementation but materialized at a smaller scale.

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# Fare-free Zone (cont.)

- *Americans with Disabilities Act (ADA) Cost-Benefit Implications*
  - *Benefits*
    - Similar to a system-wide implementation but materialized at a smaller scale.

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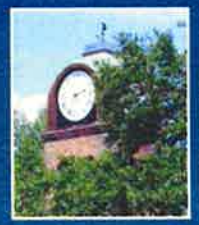


# Conclusions

- A number of communities have eliminated fares. Equally, a number of communities have attempted to eliminate fares only to reinstate them due to issues like budget shortfalls.
- Regardless of the merit of providing fare-free transit service, a dedicated funding source has to be identified to cover lost revenues and increased costs from new ridership.
- The majority of agencies operating fare-free have implemented a dedicated transit tax.

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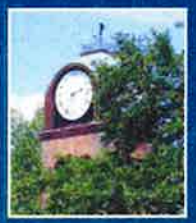


# Conclusions (cont.)

- Even when only considering the small fraction of riders that currently pay for service, system-wide implementation of fare-free service would cost millions of dollars.

| | Fare-free System-wide | | Fare-free Zone | |
|---|---|---|---|---|
| | Minimum | Maximum | Minimum | Maximum |
| | Fixed Route Costs | | | |
| **Existing Revenue Replacement** | $1,056,622 | $1,056,622 | $35,644 | $80,624 |
| **New Operating Costs** | $138,989 | $5,294,834 | $170 | $6,486 |
| **New Capital Costs** | $341,737 | $13,018,566 | $1,296 | $16,826 |
| **Sub-Total** | **$1,537,349** | **$19,370,022** | **$37,111** | **$103,936** |
| | ADA Costs | | | |
| **Existing Revenue Replacement** | $154,527 | $154,527 | $27 | $27 |
| **New Operating Costs** | $4,640,749 | $18,562,997 | $810 | $3,240 |
| **New Capital Costs** | $4,042,646 | $16,170,585 | $706 | $2,822 |
| **Sub-Total** | **$8,837,922** | **$34,888,109** | **$1,543** | **$6,090** |
| **Total** | **$10,375,271** | **$54,258,131** | **$38,653** | **$110,026** |

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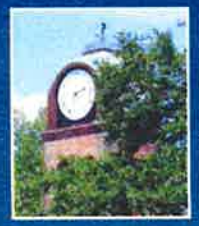

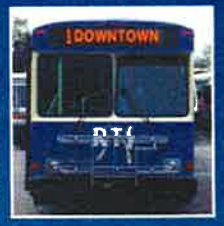


# Conclusions (cont.)

- Implementing a fare-free service within a certain part of the community would cost less but the benefit is unclear.

- Under a fare-free system many efficiency metrics are no longer applicable. It then becomes challenging to determine the appropriateness of each service. This may be particularly problematic since transit will become viewed as "a right."

- Case studies of other communities have shown that mode switch only occurs with service improvements that increase the parity between car and transit travel.

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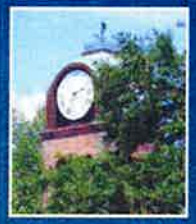


# Conclusions (cont.)

- Making transit service free does not in turn make it convenient. Many non-student areas have >=30-minute frequencies, short weekday spans, and even shorter or non-existent weekend spans.

- A peer comparison of 25 agencies found all primary RTS fare categories to be significantly cheaper with differences ranging from 10% to 82% depending on the fare.

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# Questions/Comments

North Central Florida Regional Planning Council

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

May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program for Fiscal Years 2015-16 to 2019-20

JOINT RECOMMENDATIONS

**The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff all recommend approval of the Fiscal Years 2015-16 - 2019-20 Transportation Improvement Program.**

BACKGROUND

Enclosed please find a draft copy of the Fiscal Years 2015-16 - 2019-20 Transportation Improvement Program. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 1 is a copy of the advertisement that appeared in the Gainesville Sun on Thursday, May 7, 2015 and in The Independent Florida Alligator and Gainesville Guardian on Thursday, May 14, 2015. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

http://ncfrpc.org/mtpo/publications/TIP/TIPDOC15dft.pdf

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

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**EXHIBIT 1**

# YEAR 2040
# LONG RANGE TRANSPORTATION NEEDS PLAN-
# GAINESVILLE METROPOLITAN AREA

# PUBLIC HEARING NOTICE

**Monday, June 1, 2015**
**5:30 p.m.**
**Jack Durrance Auditorium**
**Alachua County Administration Building**
**12 SE 1st Street,**
**Gainesville, Florida**

**We want your opinion and your involvement. Please come to share your ideas.**

The Gainesville City Commission and the Alachua County Commission [sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO)] are developing the Year 2040 Livable Community Reinvestment Plan Update for the Gainesville Metropolitan Area. The Needs Plan Public Hearing is the first of two public hearings in this two-year study. This public hearing is your opportunity to provide input concerning the future transportation system projects to be included in the Year 2040 Long Range Transportation Needs Plans before they are approved by the MTPO. The MTPO encourages your participation in its long range transportation planning process. Get involved in deciding future multimodal [bicycle, pedestrian, roadway and transit] transportation projects. Come to this public hearing and share your ideas.

Visit our Long Range Transportation Plan update website at http://livablecommunity2040.com/

More detailed information concerning this public hearing can be obtained in several ways: by visiting the website at www.ncfrpc.org (click Metropolitan Transportation Planning); by writing to the MTPO, 2009 NW 67th Place Gainesville, Florida 32653; by appearing in person at the above address 8:00 a.m. to 5:00 p.m., Monday through Friday; or by calling 352.955.2200. Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge), to participate in this workshop should contact Mr. Marlie Sanderson at 352.955.2200, extension 103, at least five (5) days before the public hearing.

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May 22, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Draft Year 2040 Needs Plan Public Hearing

JOINT RECOMMENDATION

**The Citizen Advisory Committee, Technical Advisory Committee and Staff recommend approval of the Draft Year 2040 Transportation Needs Plan in Exhibits 2 and 3.**

*Please note that Bicycle/Pedestrian Advisory Board did not have a quorum for its April 2, 2015 meeting date. At its May 21, 2015 meeting, the Bicycle/Pedestrian Advisory Board discussed the MTPO-approved draft Needs Plan, but did not have any recommendations to forward.*

ADDITIONAL CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS

**Request that the MTPO-**

1. **consider the impact that Needs Plan project numbers 6, 9 and 10 (in the SpringHills area) will have on the scenic road attributes/characteristics of Millhopper Road before these projects are funded for construction; and**

2. **work with the property owner immediately north of NW 122nd Street with respect to Needs Plan project number 1 to try and avoid splitting this parcel into two parts.**

STAFF RECOMMENDATION

**Approve the joint recommendation and the additional Citizens Advisory Committee recommendations.**

BACKGROUND

In order to receive federal and state funds for transportation projects, the adopted Year 2035 Long Range Transportation Plan must be updated to the Year 2040 by October 27, 2015. The first plan element to be updated is the Year 2040 Needs Plan. On January 24, 2013, the Metropolitan Planning Organization Advisory Council Governing Board adopted the following definition of the Needs Plan-

*"a list of transportation projects that are necessary to meet identified future transportation demand or advance the goals, objectives and policies of the Metropolitan Transportation Planning Organization for the urbanized area, the region and the state."*

This policy also stated that projects should not be included in the Needs Plan if they are unlikely to be implemented because they are constrained for policy, physical, or environmental reasons or will have significant adverse environmental justice or civil rights impacts.

The draft Needs Plan was reviewed by the MTPO at its April 13, 2015 meeting. The MTPO will conduct a public hearing on the draft Needs Plan at its June 1, 2015 meeting. Attached are the following exhibits-

Exhibit 1 Adopted Vision Statement, Principles and Strategies;

Exhibit 2 draft Year 2040 Needs Plan map;

Exhibit 3 table listing all Year 2040 Needs Plan projects; and

Exhibit 4 document that explains why the "orange" projects in Exhibit 2 were not included in the draft Year 2040 Needs Plan.

Exhibit 5 Year 2040 Revenue Forecasts.

Attachments

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## Adopted Vision Statement, Mission Statement and Principles and Strategies

**Vision Statement [MAP-21- Subsection (a) (1)]**

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

**Principles [MAP-21 (h) (1)] and Strategies**

**Principle 1: Support economic vitality**

Strategy 1.1 Support transportation projects that promote economic development.

Strategy 1.2 Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3 Support projects that improve connectivity to existing or planned economic centers.

**Principle 2: Increase safety and security for motorized and non-motorized users**

Strategy 2.1 Support projects that increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.

Strategy 2.2 Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Strategy 2.3 Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.

Strategy 2.4 Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.

Strategy 2.5 Coordinate with appropriate agencies to accommodate incident management and emergency management.

**Principle 3: Increase the accessibility and mobility of people and freight**

Strategy 3.1 Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2 Encourage the construction of bus bays (turnouts) where possible.

Strategy 3.3 Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.

Strategy 3.4 Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.

**Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns**

Strategy 4.1 Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2 Develop and expand a network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

Strategy 4.3 Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.

Strategy 4.4 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

**Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**

Strategy 5.1 Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.

Strategy 5.2 Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

**Principle 6: Promote efficient system management and operation**

Strategy 6.1 Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2 Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

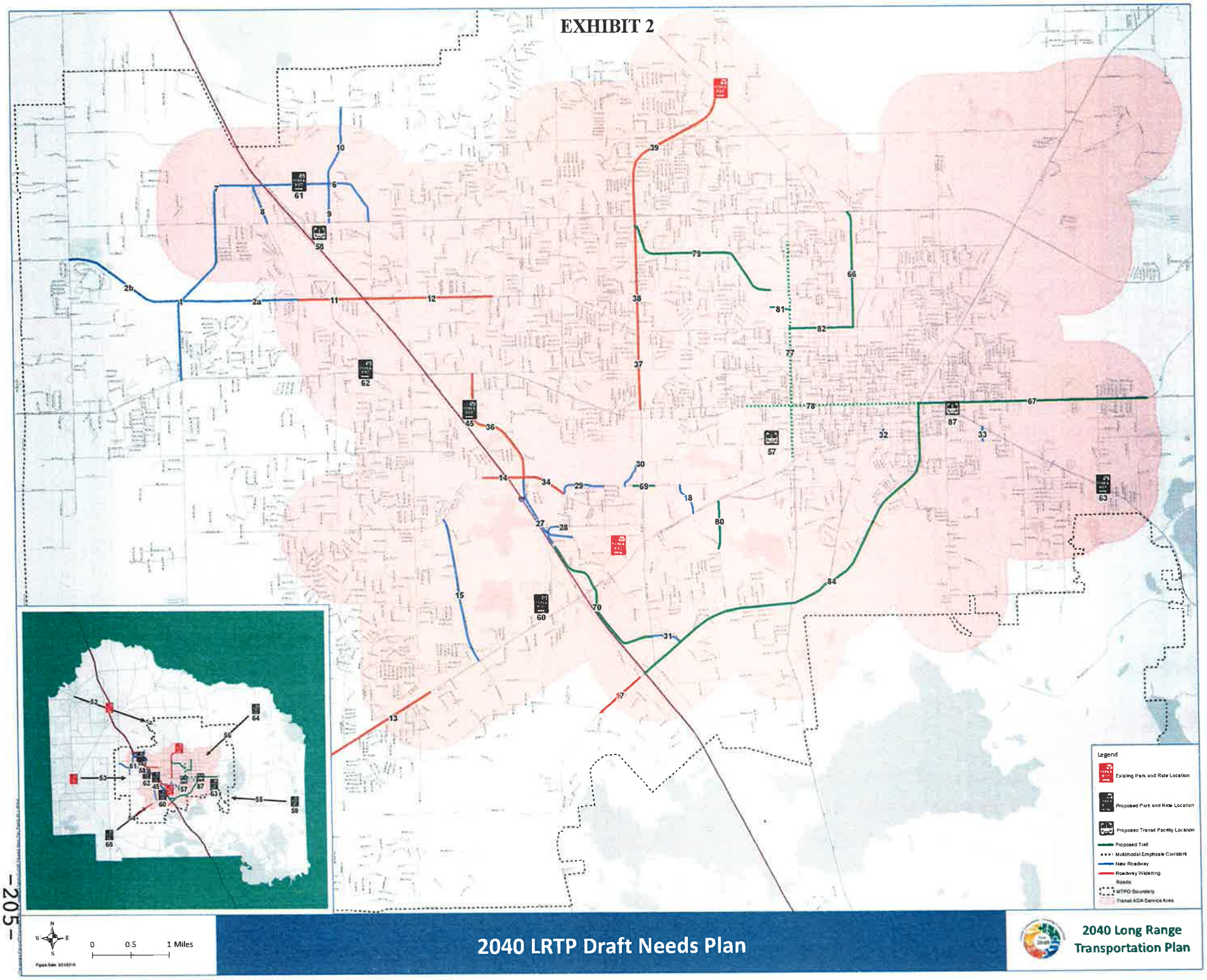
Strategy 6.3 Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

**Principle 7: Emphasize the preservation of the existing transportation system**

Strategy 7.1 Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2 Protect existing and future road rights-of-way from building encroachment.

# EXHIBIT 2




2040 LRTP Draft Needs Plan

2040 Long Range Transportation Plan

# EXHIBIT 3

## 2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects

| | |
|---|---|
| | **Roadway Projects** |
| 1 | NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue |
| 2 | NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b) |
| 3* | NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension |
| 4* | NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place |
| 5* | NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue |
| 6 | NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 7 | Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street |
| 8 | NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 9 | NW 91st Street – Two-lane extension from terminus to Springhills Boulevard |
| 10 | Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road |
| 11 | NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street |
| 12 | NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard |
| 13 | Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary) |
| 14 | SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard |
| 15 | SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue |
| 16* | SW 57th Avenue – New two-lane roadway from Tower Road to SW 41st Boulevard |
| 17 | SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to I-75 |
| 18 | SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road |
| 19* | NE 39th Avenue – Widen to 4 lanes from Airport Entrance to SR 26 |
| 20* | NW 98th Street – Widen to 4 lanes from Newberry Road to NW 23rd Avenue |
| 21* | NW 98th Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue |
| 22* | NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue |
| 23* | NW 39th Avenue – Widen to 4 lanes from NW 98th Street to NW 143rd Street |
| 24* | Oaks Mall Connector – New 2-lane bridge over I-75 from University Avenue to SW 62nd Boulevard |
| 25* | Tower Road – Widen to 4 lanes from Archer Road to SW 24th Avenue |
| 26* | Tower Road – Widen to 4 lanes from SW 24th Avenue to SW 8th Avenue |
| 27 | SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue |
| 28 | SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street |
| 29 | Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street |
| 30 | Radio Road – Two-lane extension from SW 34th Street to Hull Road |
| 31 | SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road |
| 32 | SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue |
| 33 | SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road |
| 34 | SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street |
| 35* | SW 23rd Drive – Widen to 4 lanes from Archer Road to Mowry Road |
| 36 | SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road |
| 37 | NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue |
| 38 | NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue |
| 39 | NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441 |
| 40* | SW 23rd Terrace – Widen to 4 lanes from SW Williston Road to Archer Road |
| | **Transit Projects** |
| 41 | Increase weekday frequencies on City routes (minimum 30 min. frequency) |
| 42 | Increase weekday operating hours on City routes (minimum 14 hours service) |
| 43 | Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service) |
| 44** | Butler Plaza Transit Center / Park and Ride Facility |
| 45 | Oaks Mall Transit Center / Park & Ride Facility |
| 46* | Premium Transit Service (10 min headways) in dedicated lanes from Oaks Mall to Springhills area |
| 47* | Premium Transit Service (10 min headways) in dedicated lanes from Butler Plaza to Celebration Pointe |
| 48* | Premium Transit Service (10 min headways) in dedicated lanes from Archer Road to SW 122nd Street |
| 49* | Premium Transit Service (10 min headways) in dedciated lanes from Five Points to Eastside Park & Ride |
| 50 | Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area) |
| 51 | Extend service in south Gainesville (South Main Street and Williston Road area) |
| 52 | Intercity Weekday Commuter Service to/from High Springs & Alachua |
| 53 | Intercity Weekday Commuter Service to/from Newberry |
| 54 | Intercity Weekday Commuter Service to/from Archer |

| | 2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects |
|---|---|
| 55 | Intercity Weekday Commuter Service to/from Hawthorne |
| 56 | Intercity Weekday Commuter Service to/from Waldo |
| 57 | University of Florida Transit Center |
| 58 | Santa Fe College Transit Center |
| 59 | Hawthorne Park & Ride Facility |
| 60 | Celebration Pointe Park and Ride |
| 61 | Springhills Area Park and Ride (North of 39th Ave) |
| 62 | Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd) |
| 63 | Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road) |
| 64 | Waldo Park & Ride Facility |
| 65 | Archer Park & Ride Facility |
| | **Other Projects** |
| 66 | Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue |
| 67 | University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd. |
| 68* | Bivens Braid – New trail following SW 23rd Terrace from SW 63rd Ave to Williston Rd |
| 69 | Archer Braid – Construct overpass of Hull Road / 34th Street intersection |
| 70 | SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue |
| 71* | Intelligent Transportation Systems – Arterial Dynamic Message Signs |
| 72 | Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects |
| 73 | Pedestrian Program - Miscelllaneous sidewalk and other pedestrian projects |
| 74 | Bicycle Program - Miscellaneous bicycle lanes and facilities |
| 75 | Transit Program - Miscellaneous transit facilities and amenities, including bus purchases |
| | **Additional Bicycle/Pedestrian Projects (added following public workshop)** |
| 76 | Miscellaneous pedestrian crossing projects, including auditory signals |
| 77 | Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road |
| 78 | Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road |
| 79 | Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace |
| 80 | Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road |
| 81 | Glen Springs Braid - NW 19TH Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street |
| 82 | Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street |
| 83* | NW/NE 23rd Avenue – Reconstruct w/ 2 lanes, center turn lane, and bike lanes from NW 13th St to Waldo Rd |
| 84 | Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road |
| | **Additional Transit Projects (added following public workshop)** |
| 85 | Extend regular transit service through Celebration Pointe |
| 86 | Extend regular transit service through Springhills |
| 87 | Five Points Transfer Station |
| | **Aspirational Projects (beyond 2040)** |
| 88 | NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue |
| 89 | Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road |
| 90 | SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street |
| 91 | SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard |
| 92 | SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor) |
| 93 | SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road |
| 94 | Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street |
| 95 | Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place |
| 96 | NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard |
| 97 | NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road |
| 98 | NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard |
| 99 | Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street |
| 100 | SW Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street |

* These orange-shaded projects are not reccommended for inclusion in the 2040 Draft Needs Plan

*** Butler Plaza Transit Center is funded in the TIP and will be completed in 2015. As such it is not includedin the 2040 Draft Needs Plan*

**EXHIBIT 4**

## 2040 Long Range Transportation Plan (LRTP) - Proposed Needs Plan Projects

Projects not recommended for Hybrid Needs Plan

3. NW 76th Boulevard – Two-lanes extension from terminus to NW 83rd Street Extension
4. NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place
5. NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue

*These projects were not selected because it was determined that they were not consistent with the Alachua County Comprehensive Plan. The Comprehensive Plan outlines the concept of a new bridge over I-75 with dedicated transit lanes extending from Newberry Road up to NW 39th Avenue. However, the transit overpass in the Plan is only conceptual, and the project was not included in the Capital Improvements Plan. Furthermore, the Comprehensive Plan envisions dedicated transit lanes on NW 76th Boulevard, which is included in the Draft Needs Plan as Project #97.*

16. SW 57th Avenue – New two-lane roadway from Tower Road to SW 41st Boulevard

*This project was not selected because travel demand forecasts showed that widening Archer Road (Project #13) was more effective in providing access to destinations. This is mainly because the SW 57th Avenue corridor does not extend over/under I-75, forcing users to divert to Archer Road or Williston Road anyway. Finally, the Archer Road widening is consistent with a Project Development and Environmental (PD&E) study being undertaken by FDOT.*

19. NE 39th Avenue – Widen to four lanes from Airport Entrance to State Road 26

*This project was not selected because travel demand forecasts did not show any future traffic congestion on the corridor. The project was initially considered because it had been discussed previously by Alachua County staff, but the Comprehensive Plan reflects only minimal growth in the area.*

20. NW 98th Street – Widen to four lanes from Newberry Road to NW 23rd Avenue
21. NW 98th Street – Widen to four lanes from NW 23rd Avenue to NW 39th Avenue

*These projects were not selected because it was determined that the proposed parallel SW 122nd Street extension (Project #1) served much the same purpose. In addition, construction of the new SW 122nd Street extension is expected to be less costly than widening the existing NW 98th Street. Finally, expanding connectivity options, which the new SW 122nd Street extension would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

22. NW 83rd Street – Widen to four lanes from NW 23rd Avenue to NW 39th Avenue

*This project was not selected because it was determined to not be consistent with the Alachua County Comprehensive Plan. The Comprehensive Plan calls for exclusive transit lanes on NW 83rd*

*Street (Project #88) and it was determined there is not enough right-of-way to widen the roadway to four travel lanes and provide dedicated transit lanes.*

23. NW 39th Avenue – Widen to four lanes from NW 98th Street to NW 143rd Street

*This project was not selected because it was determined that the parallel Springhills Boulevard (Project #7) served much the same purpose. The new roadway is consistent with the Alachua County Comprehensive Plan and is expected to be built by developers. Furthermore, expanding connectivity options, which the new Springhills Boulevard would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

24. Oaks Mall Connector – New bridge over I-75 from University Avenue to SW 62nd Boulevard

*This project was not selected because of its close location to SW 20th/SW 24th Avenue. Project #14 widens SW 20th/SW 24th Avenue over I-75 to four lanes. Previous analysis has shown that the SW 20th/SW 24th Avenue bridge could be widened without being fully reconstructed, thereby reducing costs significantly.*

25. Tower Road – Widen to four lanes from Archer Road to SW 24th Avenue
26. Tower Road – Widen to four lanes from SW 24th Avenue to SW 8th Avenue

*These projects were not selected because it was determined that the parallel SW 63rd Boulevard extension (Project #15) served much the same purpose. In addition, construction of the new SW 63rd Boulevard extension is expected to be less costly than widening Tower Road to four lanes. Finally, the new SW 63rd Boulevard extension ties directly into the widening of SW 24th/SW 20th Avenue (Project #14), thereby enhancing connectivity across I-75. Expanding connectivity options, which the new SW 63rd Boulevard extension would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

35. SW 23rd Drive – Widen to four lanes from Archer Road to Mowry Road

*This project was not selected because it was determined that the parallel SW 23rd Terrace extension (Project #18) served much the same purpose. In addition, the SW 23rd Terrace extension is included in the University of Florida Master Plan Update, and construction of the new roadway is expected to be less costly than widening the existing SW 23rd Drive. Finally, expanding connectivity options, which the new SW 23rd Terrace extension would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

40. SW 23rd Terrace – Widen to four lanes from SW Williston Road to Archer Road

*This project was not selected because travel demand forecasts showed that widening SW 23rd Terrace would increase traffic volumes on already-congested Archer Road. Furthermore, it would feed more traffic into the UF campus, further exacerbating congestion on Mowry and Hull Roads, both of which are two lane facilities.*

44. Butler Plaza Transit Center / Park and Facility

*This project was not included because it is fully funded in the adopted Transportation Improvement Program (TIP). Furthermore, the project is expected to be constructed by the end of 2015.*

46. Provide Premium Transit Service (10 min headways) from Oaks Mall to Springhills area - *Dedicated lanes on Ft. Clarke Boulevard, NW 83rd Street, and Springhills Boulevard*
47. Provide Premium Transit Service (10 min headways) from Butler Plaza to Celebration Pointe - *Dedicated lanes from SW 42nd Way to Celebration Pointe Park and Ride*
48. Provide Premium Transit Service (10 min headways) from Archer Road to SW 122nd Street - *Dedicated and Shared Lanes on SW 122nd Street, Haile Plantation, and Newberry Road*
49. Provide Premium Transit Service (10 min headways) from Five Points to Eastside Activity Center Park and Ride - *Dedicated lanes on SE Hawthorne Road*

*Travel demand forecasts show that these projects may not be effective mobility solutions through the year 2040. They are consistent with the Alachua County Comprehensive Plan, and, as growth occurs in these areas, these projects will be more viable. As such, they have been included as Aspirational Projects (beyond 2040) #88-100 in the Draft Needs Plan.*

68. Bivens Braid – New trail following SW 23rd Terrace from SW 63rd Ave to Williston Rd

*This project was not selected because additional growth is not expected in this area through the horizon of the Alachua County Comprehensive Plan. As such, Alachua Country staff felt that it would largely be a recreational trail and would not enhance daily mobility.*

71. Intelligent Transportation Systems – Arterial Dynamic Message Signs

*This project was not selected because it was included within Project #72 (originally Intelligent Transportation Systems Transit projects). Project #72 has since been revised to include all miscellaneous Intelligent Transportation Systems projects, both for transit and automobiles.*

83. NW/NE 23rd Avenue – Reconstruct with two lanes, center turn lane, and bicycle lanes from NW 13th Street to Waldo Road

*This project was not included because the expected benefit did not justify eliminating two travel lanes on this roadway. Furthermore, the project is part of the Glen Springs Braid, which is partially addressed through Draft Needs Plan Projects #79 and 81.*

## EXHIBIT 5

### Table 1

### Gainesville Metropolitan Area Capacity Program Estimates
### State and Federal Funds from the Year 2040 Forecast (Millions of Current Year Dollars)

| Capacity Programs | Five-Year Period Fiscal Years | | | | 22-Year Total |
|---|---|---|---|---|---|
| | 2019-2020 | 2021-25 | 2026-30 | 2031-40 | 2019-2040 |
| State Highway System- Construction and Right of Way (State Funds) | 9.1 | 18.0 | 14.5 | 24.8 | 66.4 |
| Surface Transportation Program (Any Project) (Federal Funds) | 3.3 | 6.6 | 5.4 | 9.1 | 24.4 |
| ~~Transit (State and Federal Funds)~~ | ~~6.1~~ | ~~13.9~~ | ~~12.4~~ | ~~20.3~~ | ~~52.7~~ |
| Transportation Alternatives Program (Federal Funds) | 0.50 | 1.1 | 0.94 | 2.9 | 5.44 |
| Transportation Regional Incentive Program (50 Percent Local Match/Benefits Regional Travel) (State/Local Funds) | 0.07 | 0.47 | 0.40 | 1.6 | 2.54 |
| **Total Capacity Programs** | 19.07 | 40.07 | 33.64 | 58.7 | 151.48 |

*Footnote-*

*This table originally contained a forecast of transit revenues that totaled $52.7 million (current year dollars) through the Year 2040. These projected revenues will be needed to fund existing transit service and capital deficiencies and will not be available to fund future transit expansion projects. Therefore, transit forecast revenues have been deleted from this table.*

t:\marlie\ms15\lrtp\revenue2040_current_year.docx

**SCHEDULED 2015 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.]<br>CAC [At 7:00 p.m.] | B/PAB<br>[At 7:00 p.m.] | MTPO MEETING |
|---|---|---|---|
| **FEBRUARY** | January 21 | January 22 | February 2 at 3:00 p.m. |
| **APRIL** | April 1<br>*TAC @ NCFRPC* | April 2 | April 13 at 3:00 p.m. |
| **JUNE** | May 20 | May 21 | June 1 at 3:00 p.m. |
| **AUGUST** | July 22 | July 23 | August 3 at 3:00 p.m. |
| **OCTOBER** | September 23<br>*TAC @ NCFRPC* | September 24 | October 5 at 5:00 p.m.<br>October 26 at 5:00 p.m. |
| **DECEMBER** | December 2<br>*TAC @ NCFRPC* | December 3 | December 14 at 3:00 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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Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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