

***Metropolitan Transportation Planning Organization
(MTPO)***

For the Gainesville Metropolitan Area

MEETING

PACKET

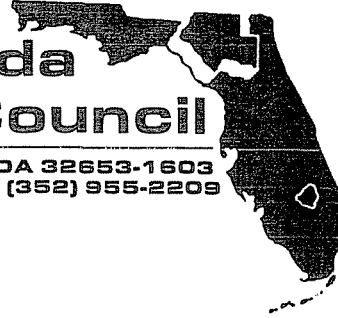
for

March 15, 2010

6:00 p.m.

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Paula DeLaney, Chair

SUBJECT: Meeting Announcement

The MTPO for the Gainesville Urbanized Area will meet on Monday, March 15, 2010 at 6:00 pm. This meeting will be held in the Jack Durrance Auditorium, Alachua County Administration Building, Gainesville, Florida.

Enclosed are copies of the meeting agenda. Please bring the materials enclosed with the agenda to the meeting.

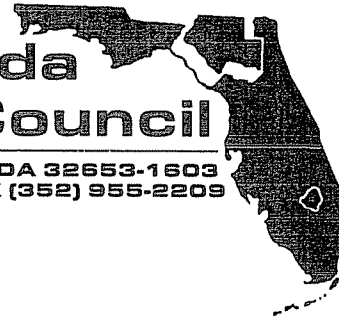
If you have any questions, please contact Mr. Marlie Sanderson, MTPO Director of the Transportation Planning, at 352-955-2200, extension 103.

Enclosures

Page Intentionally Left Blank

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 6:00 p.m.
March 15, 2010

STAFF RECOMMENDATION

- Page #3 I. Approval of the Meeting Agenda and Consent Agenda APPROVE BOTH AGENDAS
- The MTPO needs to review and approve both agendas
-
- Page #59 II. Dr. Kermit Sigmon Citizen Participation Award- 2009 NO ACTION REQUIRED
- This year, the Citizens Advisory Committee has selected Sharon Hawkey to receive this award
-
- Page #61 III. Gainesville Regional Transit System Rapid Transit Feasibility Study APPROVE STUDY
- City of Gainesville staff are ready to present the results of this Study
-
- Page #79 IV. Planning for Peak Oil 2020 NO ACTION REQUIRED
- The Alachua County Sustainability Program Manager will make a presentation concerning planning for peak oil

V. Long Range Transportation Plan Update-

Page #91

- A. Vision Statement, Goals and Objectives** **APPROVE EXHIBIT 5**

MTPO staff has incorporated review comments submitted by a member of the MTPO and Alachua County staff

- B. Workshop Overview*** **NO ACTION REQUIRED**

The MTPO's consultant will discuss the February 16th workshop

Page #127

- C. Three Recommended Alternative Networks** **APPROVE JOINT RECOMMENDATIONS**

The MTPO will test and evaluate three future network alternatives over the next few months

Page #137

- D. Performance Measures** **NO ACTION REQUIRED**

The MTPO's consultant will discuss the performance measures that will be used to evaluate the network alternatives that are tested

Page #141

- VI. FDOT Florida Transportation Plan Horizon 2060** **REQUEST PRESENTATION**

FDOT wants to know if the MTPO wants a presentation during the "kick off" phase of this planning effort

Back Cover

- VII. Next MTPO Meeting** **AGREE TO MEET ON MAY 10TH**

The recommendation is to cancel the April 26th meeting and agree to meet on May 10th at 3:00 p.m.

VIII. Comments

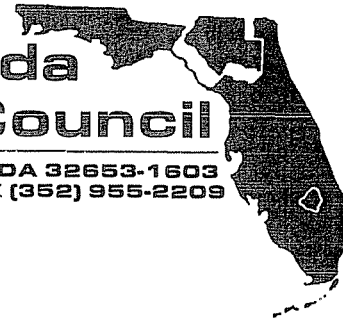
- A. MTPO Members***
- B. Citizens Comments***
- C. Chair's Report***

Please bring the enclosed materials to the meeting. If you have any questions regarding the agenda items or enclosed materials, please contact Mr. Marlie Sanderson, AICP, MTPO Director of Transportation Planning, at 955-2200, Extension 103.

*No handout included with the enclosed agenda material.

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 6:00 p.m.
March 15, 2010

STAFF RECOMMENDATION

Page #9 CA. 1 MTPO Minutes- December 14, 2009 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #23 CA. 2 Certification Review AUTHORIZE CHAIR TO SIGN
CERTIFICATION STATEMENT

FDOT has conducted its annual certification review of the MTPO planning
program and recommends that it be certified

Page #27 CA. 3 MTPO Audit APPROVE STAFF RECOMMENDATION

The Regional Planning Council and MTPO jointly select an auditor to prepare a
joint audit

Page #29 CA. 4 Transportation Disadvantaged Program- APPROVE STAFF
2010-2011 Planning Grant Application RECOMMENDATION

This grant application will provide funds for MTPO staff to provide staff
services to the Alachua County Coordinating Board

Page #37 CA. 5 **Transportation Disadvantaged Board
Member Appointments** **APPOINT MEMBERS**

The MTPO is being asked to appoint three members to the Alachua County
Transportation Disadvantaged Coordinating Board

Page #49 CA. 6 **Transportation Disadvantaged Program
Status Report** **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

t:\marlie\ms10\mtpo\agenda\mar15.docx

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

5:00 p.m.
Monday
December 14, 2009

MEMBERS PRESENT

Scherwin Henry, Chair
James Bennett/Lora Hollingsworth
Mike Byerly
Cynthia Moore Chestnut
Jack Donovan
Thomas Hawkins
Craig Lowe
Lee Pinkoson
Lauren Poe
Ed Poppell

MEMBERS ABSENT

Paula DeLaney, Vice Chair
Mayor Pegeen Hanrahan
Rodney Long
Jeanna Mastrodicasa
Larry Travis

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons
Marlie Sanderson
Michael Escalante

CALL TO ORDER

Chair Scherwin Henry called the meeting to order at 5:05 p.m. He noted that a quorum was not present. He asked MTPO staff which agenda item had a presentation that could begin while the MTPO was waiting to obtain a quorum.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, suggested item III. SW 62nd Boulevard Connector- Interim Projects.

III. SW 62ND BOULEVARD CONNECTOR- INTERIM PROJECTS

Mr. Sanderson stated that Alachua County staff has submitted 60 percent SW 62nd Connector Interim Projects Design Plans for the: SW 40th Boulevard at Archer Road Intersection Modifications; SW 43rd Street at SW 20th Avenue Intersection Modifications; and Smart Bus Bay on SW 20th Avenue. He said that the County's consultant was present to discuss the 60 Percent SW 62nd Connector Design Plans.

Mr. Terry Shaw, HNTB Associate Vice President, discussed the 60 percent design plans and answered questions.

A quorum of the MTPO was present at this time.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson asked for approval of the consent agenda and meeting agenda.

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

III. SW 62ND BOULEVARD CONNECTOR- INTERIM PROJECTS (Continued)

ACTION: Commissioner Pinkoson moved to approve the 60 Percent Design Plans for the:

1. SW 40th Boulevard at Archer Road Intersection Modifications Project;
2. SW 43rd Street at SW 20th Avenue Intersection Modifications Project, with one revision to install raised medians on SW 20th Avenue west of the SW 43rd Street intersection; and
3. Smart Bus Bay on SW 20th Avenue Project, with two revisions to modify the:
 - A. SW 20th Avenue typical section by widening the 4-foot bikelane to 5-foot with the foot being taken from the center turnlane; and
 - B. bus shelter to include pedestrian safety railing at the back side.

Commissioner Chestnut seconded; motion passed 7 to 1.

II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) is requesting five TIP amendments. He asked if the MTPO wanted to vote on them individually or as a batch.

Chair Henry requested batching the amendments for one vote.

- A. FTA SECTION 5317 GRANT
- B. SECTION 5316 JOB ACCESS REVERSE COMMUTE (JARC) GRANT
- C. SAFE ROUTES TO SCHOOL PROGRAM- NE 15TH STREET SIDEWALK PROJECT
- D. INTERSTATE 75 AT NEWBERRY ROAD (STATE ROAD 26) INTERCHANGE RIGHT-OF-WAY (ROW) PURCHASE PROJECT
- E. AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PURCHASE OF TRANSIT VEHICLES

Mr. Sanderson stated that the first TIP amendment was the awarding of a Federal Transit Administration (FTA) Section 5317 New Freedom Grant. He said that this Grant will be used to purchase additional paratransit trips for Section 5317-eligible clients.

Mr. Sanderson reported that the second TIP amendment was the awarding of an FTA Section 5317 JARC Grant. He said that this Grant would be used by RTS to purchase Mobile Data Terminal (MDT) software for MV Transportation.

Mr. Sanderson stated that the third TIP amendment was the awarding of a Safe Routes to School Grant for the NE 15th Street Sidewalk Project.

Mr. Sanderson reported that the fourth TIP amendment was the ROW Purchase Project at the Interstate 75 at Newberry Road/SR 26 NW Quadrant (Whataburger parcel).

Mr. Sanderson stated that the fifth TIP amendment was the redistribution of unallocated ARRA funding. He said that this project will purchase additional RTS transit vehicles. He asked the MTPO to amend the Fiscal Years 2009/2010 - 2013/2014 TIP for all five projects.

Ms. Karen Taulbee, FDOT District 2 Transportation Specialist, discussed the ROW project and answered questions. She noted that FDOT identified unobligated ROW funds. She added that, based on the MTPO's request for safety modifications at the Newberry Road interchange with regard to the Interstate 75 Master Plan Study, FDOT is funding this ROW purchase.

ACTION: Commissioner Lowe moved to amend the Fiscal Years 2009/2010 - 2013/2014 TIP in Fiscal Year 2009/2010 to:

- A. increase the funding for the Section 5317 New Freedom Small Urban Operating/ Administrative Assistance Grant [FIN #4272891] by \$36,100 and also \$36,100 in local match;**
- B. add the Section 5316 Job Access Reverse Commute Grant [FIN #4282371] of \$90,000 and \$10,000 local match;**
- C. add the NE 15th Street from NE 39th Avenue [State Road (SR) 222] to the 4400 Block of NE 15th Street Sidewalk Construction Project [FIN #4273261];**
- D. add the Interstate 75 at Newberry Road Interchange ROW Purchase Project [FIN #4278251]; and**
- E. increase the funding for the Purchase of Transit Vehicles Project [FIN #4263201] by \$335,418 in Fiscal Year 2009/2010.**

Commissioner Chestnut seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed unanimously.

The TIP Amendment Log is attached as Exhibit 1.

Mr. Sanderson stated that item IV. Public Involvement Plan Update was advertised for discussion at 6:00 p.m. He suggested discussion of item VII. Florida Department of Transportation Tentative Five Year Work Program.

It was a consensus of the MTPO to discuss item VII. Florida Department of Transportation Tentative Five Year Work Program.

VII. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has requested comments concerning its Tentative Five Year Work Program for Fiscal Years 2010/2011 to 2014/2015.

Ms. Taulbee discussed the Tentative Five Year Work Program and answered questions.

Mr. Jonathan Paul, Alachua County Impact Fee and Concurrency Manager, discussed County staff comments on the Tentative Work Program and answered questions.

Chair Henry asked whether any new ARRA funding could be used to address local street flooding in the Duval Heights neighborhood. Ms. Taulbee noted that the MTPO's List of Priority Projects (LOPP) was used by FDOT to identify projects to be considered in the Tentative Work Program.

Mr. James Bennett, FDOT District 2 Urban Area Transportation Development Engineer, noted that these were local roads that are off the State Highway System. He noted that these drainage projects may be eligible for County Incentive Grant Program (CIGP) funding. He said that there is a local match requirement. He discussed the ARRA and reported that there was no additional funding. He added that, if there was another Federal Stimulus bill, FDOT would follow the MTPO's priorities.

ACTION: Commissioner Poe moved to authorize the MTPO Chair to send a letter to the FDOT District 2 Secretary thanking her for the opportunity to review and comment on the Tentative Work Program. Commissioner Chestnut seconded; motion passed unanimously.

Mr. Sanderson reported that, due to delays on the turnpike, the MTPO's consultant has not arrived. He suggested that the MTPO discuss item IX. Design Team.

It was a consensus of the MTPO to discuss item IX. Design Team.

IX. DESIGN TEAM

Mr. Sanderson stated that the purpose of this agenda item is to discuss whether the Design Team:

1. should continue to meet as a separate MTPO Advisory Committee;
2. be sunsetted and assign its duties and responsibilities to the Technical Advisory Committee (TAC); or
3. be incorporated into the TAC.

He reported the MTPO Advisory Committee and Staff recommendations. He noted the City Beautification Board's request for participation in project design review. He also said that, since the formation of the Design Team, the City has established Project Teams and the County has established similar procedures to review design plans.

Mr. Paul noted that Alachua County staff concurred with the sunseting of the Design Team.

ACTION: Commissioner Byerly moved to:

- 1. sunset the Design Team;**
- 2. have its duties and responsibilities assigned to the TAC; and**
- 3. appoint an Arborist/Forester to the TAC as a voting member.**

Commissioner Donovan seconded; motion passed unanimously.

Mr. Sanderson noted that MTPO staff would make appropriate revisions to MTPO documents to reflect these changes.

IV. PUBLIC INVOLVEMENT PLAN UPDATE

Mr. Sanderson stated that the MTPO is required to review its Public Involvement Plan and revise it as needed. He discussed revisions to the plan and answered questions.

ACTION: Commissioner Chestnut moved to approve revisions to the Public Involvement Plan. Commissioner Donovan seconded; motion passed unanimously.

V. CITIZENS ADVISORY COMMITTEE (CAC)- VACANT POSITIONS

Mr. Sanderson stated that the MTPO needs to fill five vacant positions on its CAC. He said that the five positions have a term of office through December, 2012. He added that the MTPO will also be appointing up to three CAC Designate Members. He asked if there were any applicants present to speak concerning their candidacy.

The following persons spoke regarding their candidacy for the CAC:

Rod Gonzalez Valerie Rosenkrantz Chandler Otis Holly Shema

Mr. Sanderson recommended that the MTPO, as it has in the past, vote for five of the 12 candidates, with the five highest vote recipients being appointed to the CAC for a term ending December 2012 and the next three highest vote recipients being CAC Designate Members. He conducted a rollcall vote. He reported the results of the CAC appointment vote.

ACTION: Commissioner Lowe moved to appoint Thomas Collett and Valerie Rosenkrantz and reappoint Harvey Budd, Blake Fletcher and Chandler Otis to the CAC for a term through December, 2012. Commissioner Chestnut seconded; motion passed unanimously.

According to the MTPO voting results, the three CAC Designate Members, appointed for a term through December, 2010, are Holly Blumenthal, Roderick Gonzalez and Laurie Newsom.

VI. BICYCLE/PEDESTRIAN ADVISORY BOARD (B/PAB)- VACANT POSITIONS

Mr. Sanderson stated that the MTPO needs to fill two vacancies on the B/PAB for a term ending in October, 2012. He asked if there were any applicants present to speak concerning their candidacy.

A member of the MTPO requested that information concerning the tenure of the B/PAB members be provided to the MTPO.

It was a consensus of the MTPO to include B/PAB tenure information for future B/PAB appointments.

Mr. Rajeeb Das and Mr. Kenneth Duffield spoke regarding their candidacy for the B/PAB.

Mr. Sanderson conducted a rollcall vote and reported the results.

ACTION: Commissioner Chestnut moved to reappoint Rajeeb Das and Kenneth Duffield for a term through October, 2012. Commissioner Lowe seconded; motion passed unanimously.

VIII. LONG RANGE TRANSPORTATION PLAN UPDATE- VISION STATEMENT, GOALS AND OBJECTIVES

Mr. Sanderson introduced Mr. Whit Blanton, Renaissance Planning Group Vice President, for his presentation on the Year 2035 Long Range Transportation Plan (LRTP) update.

Mr. Blanton provided a status report on the LRTP. He noted that LRTP Workshop #2 would be some time in February 2010. He discussed the draft LRTP Vision Statement, Goals and Objectives and answered questions.

A member of the MTPO discussed his comments concerning the draft Year 2035 LRTP Vision Statement, Goals and Objectives.

ACTION: Commissioner Byerly moved to:

- A. approve the draft Year 2035 LRTP Vision Statement, Goals and Objectives in Exhibit 4; and**
- B. refer Commissioner Donovan's comments to MTPO staff for incorporation into the MTPO-approved draft document.**

Commissioner Poe seconded; motion passed unanimously.

Mr. Paul noted that the vision statement is concerned with growth and land use issues. He suggested that the vision statement and goals be directed towards transportation issues, such as East Gainesville linkages to transportation and transportation connectivity. He said that Alachua County staff would prepare written comments and forward them to MTPO staff.

It was a consensus of the MTPO to reagenda the LRTP Update Vision Statement, Goals and Objectives for the next MTPO meeting in order to allow staff time to incorporate comments by Commissioner Donovan and Alachua County staff.

X. ELECTION OF OFFICERS

Mr. Sanderson stated that the MTPO needed to elect a Chair, Vice-Chair and Secretary/Treasurer for the coming year. He identified the current officers and noted that the MTPO Chair traditionally alternates between the City Commission and County Commission.

ACTION: Commissioner Pinkoson moved to elect Commissioner DeLaney as the MTPO Chair, Commissioner Hawkins as the MTPO Vice Chair and Commissioner Chestnut as MTPO Secretary/Treasurer. Commissioner Byerly seconded; motion passed unanimously.

Mr. Sanderson presented a plaque to Chair Henry for his service as the 2009 MTPO Chair.

XI. MTPO AUDIT REVIEW COMMITTEE

Mr. Sanderson requested that the MTPO appoint two members to an Audit Review Committee. He noted that the MTPO Secretary/Treasurer traditionally chairs this committee.

ACTION: Commissioner Pinkoson moved to appoint Commissioner Chestnut and Commissioner Poe to the MTPO Audit Review Committee and to have Commissioner Chestnut serve as Committee Chair. Commissioner Donovan seconded; motion passed unanimously.

XII. STATEWIDE ORGANIZATION OF METROPOLITAN PLANNING ORGANIZATIONS (MPOAC)

Mr. Sanderson asked the MTPO to appoint voting and alternate representatives to the Metropolitan Planning Organization Advisory Council (MPOAC) for calendar year 2010.

ACTION: Commissioner Poe moved to reappoint Commissioner DeLaney as the MPOAC voting representative and Commissioner Hawkins as the MPOAC alternate representative. Commissioner Chestnut seconded; motion passed unanimously.

XIII. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is tentatively scheduled for February 8th at 3:00 p.m.

XIV. COMMENTS

A. MTPO MEMBERS

A member of the MTPO discussed his concern about the dead trees recently planted in the Williston Road medians that were identified in item CA. 5 Williston Road Median Oak Trees.

Ms. Taulbee discussed the status of the Williston Road trees and answered questions.

A member of the MTPO discussed the tree removal in the North Main Street project. She noted that County staff had additional information.

Mr. Dave Cerlanek, Alachua County Assistant Public Works Director, discussed the tree removal from the North Main Street project. He noted that he was mistaken in attributing the tree removal to FDOT at a previous County Commission meeting. He said that the trees were removed as part of the sidewalk widening. He added that the tree removal will be mitigated. He said that the Gainesville Sun would be notified to correct a previous article regarding the tree removal.

C. CHAIR'S REPORT

Chair Henry thanked MTPO staff for its service.

B. CITIZENS

Mr. Brian Harrington, Business Community Coalition (BCC) Chair, discussed the Coalition's interest in working with the MTPO and participating in the Year 2035 LRTP update process.

A member of the MTPO complimented FDOT's work on Main Street.

ADJOURNMENT

Chair Henry adjourned the meeting at 7:23 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Zack Andrews	Dave Cerlanek	Dekova Batey	Karen Taulbee
Whit Blanton	Ha Nguyen	Russ Blackburn	
Rajeeb Das	Jonathan Paul	Paul Folker	
Kenneth Duffield	Randall Reid	Millie Crawford	
Rod Gonzalez	David Schwartz	Jesus Gomez	
Brian Harrington		Debbie Leistner	
Mike Hotta		Doug Robinson	
Tom Oakland		Teresa Scott	
Chandler Otis			
Curtis Paris			
Jackie Paris			
Valerie Rosenkrantz			
Terry Shaw			
Holly Shema			

* By telephone

Provided written comments

T:\Mike\em10\mtpo\minutes\dec14 wpd

EXHIBIT 1

TIP AMENDMENT LOG

TIP AMENDMENT			PROJECT DESCRIPTION					
NUMBER	APPROVAL DATE	PURPOSE	TIP TABLE	PROJECT LOCATION (FIN NUMBER)	TYPE WORK	PROJECT YEAR	PROJECT FUNDING [thousands]	FUND CODE TABLE 3
09-1	08/10/09	Rollover	9	2129498	I-75 interchange modification [^Newberry Road (SR 26)]	09/10	\$10 \$24	DIH NHAC
			6	4262061	ARRA W 6 th Street Bike/Ped Trail [SE 2 nd Avenue to NW 16 th Avenue]	09/10	\$1,000 \$9	FSSL SL
			14	4262071	ARRA NE 8 th Avenue Resurfacing [Main Street to NE Boulevard]	09/10	\$300 \$3	FSSL SL
			12	4262081	ARRA NW 34 th Street (SR 121) Sidewalk [NW 39 th Avenue (SR 222) to US 441]	09/10	\$1,000 \$9	FSSL SL
			14	4262281	ARRA Main Street Resurfacing [N 8 th Avenue to N 23 th Avenue]	09/10	\$1,100 \$10 \$1,273	FSSL SL LF
			12	4264051	ARRA SW 8 th Avenue Sidewalk [Tower Road to end/I-75]	09/10	\$110 \$1	FSSE SE
			5	4068473	Section 5309 Transportation Hub [^Gainesville Regional Airport]	09/10	\$298	FTA
			18	4242921	Section 5311 Rural Transit Funding-operating/administration assistance	09/10	\$208 \$208	DU LF
			17	4243901	Section 5307 Small Transit Incentive Cities Allocation- fixed route capital	09/10	\$752 \$188	FTA LF
			17	4263891	ARRA 5307 purchase of transit vehicles	09/10	\$3,201	FTA
			17	4267571	RTS purchase of transit vehicles with HR 1105 High Priority Project funding	09/10	\$475 \$119	FTA LF
09-2	11/09/09	Rollover	18	4252901	Section 5317 New Freedom RTS Small Urban Operating/Administrative Assistance	09/10	\$50 \$50	DU LF
		Add	-	-	Appendix K to show ARRA-funded project completion dates	-	-	-
		Delete	12	4262081	ARRA NW 34 th Street (SR 121) Sidewalk [NW 39 th Avenue (SR 222) to US 441]	09/10	\$1,000 \$9	FSSL SL
		Add	12	4262082	ARRA NW 34 th Street Sidewalk [NW 39 th Avenue to NW 55 th Boulevard]	09/10	\$438 \$4	FSSL DIH
		Add & Funding Increase	17	4263201	ARRA 5307 purchase of transit vehicles [additional \$561,520 is flexed FSSL funds added to \$692,000 funded in FY 2008/2009]	09/10	\$562	FTA

EXHIBIT 1 (Continued)

TIP AMENDMENT LOG

TIP AMENDMENT			PROJECT DESCRIPTION					
NUMBER	APPROVAL DATE	PURPOSE	TIP TABLE	PROJECT LOCATION (FIN NUMBER)	TYPE WORK	PROJECT YEAR	PROJECT FUNDING [thousands]	FUND CODE TABLE 3
09-3	12/14/09	Funding Increase	18	4272891	Section 5317 New Freedom RTS Small Urban Operating/Administrative Assistance [additional \$36,000 grant plus \$36,000 local match added to \$100,000 funded in TIP Amendment 09-2 project 4252901]	09/10	\$36 \$36	DU LF
		Add	18	4282371	Section 5316 Job Access Reverse Commute Grant to purchase Mobile Data Terminal software	09/10	\$90 \$10	DU LF
		Add	12	4273261	Safe Routes to School NE 15 th Street Sidewalk [NE 39 th Avenue (SR 222) to 4400 Block]	09/10	\$405 \$130 \$70	SR2S SR2E SA
		Add	9	4278251	Purchase right-of-way in I-75 interchange NW quadrant [I-75 @ Newberry Road (SR 26)]	09/10	\$592 \$10	NHAC DIH
		Funding Increase	17	4263201	ARRA 5307 purchase of transit vehicles [additional \$335,418 is redistributed flexed FSSL funds added to \$692,000 funded in FY 2008/2009 and \$562,000 funded in FY 2009/2010]	09/10	\$562 \$335	FTA FTA
09-4								

North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 5:00 p.m.
December 14, 2009

STAFF RECOMMENDATION

Page #9 CA. 1 MTPO Minutes- November 9, 2009 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #21 CA. 2 Long Range Transportation Plan Update Technical Memorandum- Plan to Reduce Greenhouse Gases APPROVE STAFF RECOMMENDATION

The Federal Highway Administration is recommending the MTPO to adopt targets and strategies to reduce greenhouse gases as part of the long range plan

Page #23 CA. 3 Alachua County Transportation Disadvantaged Coordinating Board Membership Certification AUTHORIZE CHAIR TO SIGN

The MTPO needs to approve the enclosed procedures concerning how to file discrimination complaints

Page #27 CA. 4 NW 34th Street Sidewalk Project- NW 55th Boulevard to US 441 NO ACTION REQUIRED

These modifications revise the payment schedule for consultant services to move \$40,000 from Fiscal Year 2010/11 to Fiscal Year 2009/10

Page #29 CA. 5 Williston Road Median Oak Trees NO ACTION REQUIRED

The MTPO needs to ratify MTPO staff action taken in August 2009 to send a letter of support for the City's Tiger Grant Application

Page #31 CA. 6 Transportation Disadvantaged Program NO ACTION REQUIRED
Status Report

The MTPO has asked for regular status reports concerning this program

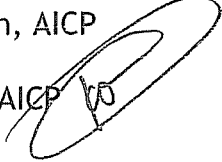
Page #41 CA. 7 MPOAC Weekend Institute NO ACTION REQUIRED

If any MTPO member wants to attend this institute, please contact MTPO staff



Florida Department of Transportation
2198 Edison Avenue - MS 2812
Jacksonville, FL 32204

TO: Marlie Sanderson, AICP

FROM: Karen Taulbee, AICP 

DATE: February 26, 2010

Subject: Modified Joint Certification Review of the MTPO for the
Gainesville Urbanized Area

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

JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the MPO 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 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 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 SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. 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 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. the Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 26, 2010.

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 Planning Process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area be certified.

District Secretary (or designee)

Date

MPO Chairman (or designee)

2/26/10
Date

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



September 4, 2009

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: MTPO Audit

MTPO STAFF RECOMMENDATION

Appoint Commissioner Cynthia Chestnut to represent the MTPO as part of the Regional Planning Council's auditor selection process.

BACKGROUND

In order to reduce the cost of the MTPO audit each year, the MTPO works with the North Central Florida Regional Planning Council to jointly select an auditor to prepare a joint audit. In the past, the MTPO's Secretary-Treasurer has been appointed to work with the Planning Council in the auditor selection process. Therefore, we recommend that the MTPO appoint Commissioner Cynthia Chestnut to represent the MTPO in this selection process.

T:\Marlie\MS10\MTPO\Memo\AUDITSELECT.docx



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Transportation Disadvantaged Program - 2010-2011 Planning Grant Application**

STAFF RECOMMENDATION

Approve the enclosed resolution authorizing the filing of the Fiscal Year 2010-2011 planning grant application for Alachua County. In addition, authorize the Chairman to sign the enclosed Standard Assurances of the grant application.

BACKGROUND

This is regarding the Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. The MTPO is the designated official planning agency for this program for Alachua County. As the designated official planning agency, the MTPO 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.

T:\Lynn\Pga\2011\PGMTPO.Doc

RESOLUTION 10-1

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE FILING OF A TRANSPORTATION DISADVANTAGED TRUST FUND GRANT APPLICATION 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 file a Transportation Disadvantaged Trust Fund application and to undertake a transportation disadvantaged service project, as authorized by Rule 41-2, *Florida Administrative Code*, Section 427.0159, *Florida Statutes*;

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 (MTPO) has the authority to file this grant application.
2. That the MTPO authorizes the Chairman to file and execute the application on behalf of the MTPO with the Florida Commission for the Transportation Disadvantaged.
3. That the MTPO authorizes the Chairman to sign any and all agreements or contracts that are required in connection with the application.
4. That the MTPO authorizes the Chief Staff Official to act in connection with the application and to provide such additional information as may be required by the Florida Commission for the Transportation Disadvantaged.
5. That the MTPO authorizes its Chief Staff Official to sign any and all agreements, assurances, reimbursement invoices, warranties, certification, and any other documents that may be required in connection with the application or subsequent agreements.
6. That this resolution shall be effective upon adoption.

DULY ADOPTED in regular session, this _____ day of _____ A.D., 2010.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

By: _____
Paula DeLaney Chair

ATTEST:

Cynthia Chestnut, Secretary/Treasurer

APPROVED AS TO FORM



MTPO Attorney

T:\Lynn\Pga2011\Mtpores.Doc

EXHIBIT D

STANDARD ASSURANCES

The Recipient hereby assures and certifies that:

- (1) The recipient will comply with the Federal State and Local statutes, regulations, executive orders, and administrative requirements which relate to discrimination on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity with respect to employment, service provision, and procurement.
- (2) Private for-profit transit and paratransit operators have been or will be afforded a fair and timely opportunity by the local recipient to participate to the maximum extent feasible in the planning and provision of the proposed transportation planning services.
- (3) They have the requisite fiscal, managerial, and legal capacity to carry out the Transportation Disadvantaged Program and to receive and disburse State funds.
- (4) They intend to accomplish all tasks as identified in this grant application.
- (5) Transportation Disadvantaged Trust Funds will not be used to supplant or replace existing Federal, State, or Local Government funds.
- (6) Capital equipment or consultant services purchased through this grant shall comply with the competitive procurement requirements of Chapter 287 or Chapter 427, Florida Statutes.

This certification is valid for no longer than the contract period for which the grant application is filed.

_____	Signature:	_____
Date	Name:	<u>Paula DeLaney, Chair</u>
	Title:	<u>Metropolitan Transportation Planning</u> <u>Organization for the Gainesville</u> <u>Urbanized Area Chair</u>

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Board Member Appointments

STAFF RECOMMENDATION

Appoint Ms. Elliene Chisholm as the voting Early Childhood Services Representative, Mr. Robert W. Wilford as the voting Community Action Agency Representative and Ms. Earther Wright as the voting Citizen Advocate – User on the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND

This is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. According to Rule 41-2 of the Florida Administrative Code, the MTPO shall appoint members to the Alachua County Transportation Disadvantaged Board.

The Fearnside Family Services Center nominated Ms. Elliene Chisholm to serve as the Early Childhood Services representative on the Board. The Central Florida Community Action Agency nominated Mr. Robert W. Wilford to serve as their voting representative on the Board.

The MTPO advertised the Citizen Advocate –User representative position in the January 31, 2010 issue of the Gainesville Sun, February 4, 2010 issue of the Gainesville Voice and February 4, 2010 issue of the Gainesville Guardian. The MTPO received one application in response to these advertisements.

T:\Lynn\Appt2010\Alachua\Appt\mtpo.Doc

TRANSPORTATION DISADVANTAGED COORDINATING BOARD
NOMINATION FORM

Name: Elliene Chisholm

Address: Fearnside Family Services Center
3600 NE 15th St., Gainesville, FL 32609

Phone: (352) 955-6875

E-Mail: Chishoes@gm.sbac.edu

Representing: local Early Childhood Services

County Represented: Alachua

Please complete and return to:

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

NORTH CENTRAL FLORIDA
RECEIVED

JAN 13 2010

REGIONAL PLANNING COUNCIL

TRANSPORTATION DISADVANTAGED COORDINATING BOARD
NOMINATION FORM

Name: Robert W. Wilford, Chief Executive Officer
Central Florida Community Action Agency, Inc.

Address: 2606 N.W. 6th Street
Gainesville, FL 32609

Phone: 352.378.5892 - Extension 208

E-Mail: rwilford@cfca.org

Representing: Community Action Agency

County Represented: Alachua

Please complete and return to:

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

Note: Curriculum vitae attached.

NORTH CENTRAL FLORIDA
RECEIVED
DEC 28 2009
REGIONAL PLANNING COUNCIL

ROBERT W. WILFORD

784 Turkey Creek
Alachua, Florida 32615-9311
Home: 386.418.3702 ~ Home (Email): rwwexdl@cox.net
Work: 352.378.5892, Extension 208 ~ Work (Email): rwilford@cfcaa.org
Work (Website): www.cfcaa.org

CURRICULUM VITAE

PROFESSIONAL EXPERIENCE

Chief Executive Officer - Central Florida Community Action Agency, Inc., Gainesville, FL (11/06 - Present)

- \$6+ million budget(s) including “ARRA” stimulus funds; 25+ employees; three county service area as designated Community Action Agency (CAA) functioning to eliminate the causes of poverty in North Central Florida by providing a multi-faceted human services operation including Community Services Block Grant (CSBG) programs (emergency services and family self-sufficiency case management), Low-Income Home Energy Assistance Program (LIHEAP) services, Community Development Block Grant (CDBG) services including housing rehabilitation and sales, weatherization programs including energy efficiency measures and conservation housing rehabilitation projects
- Equity position of agency increased first thirty months by \$300,000+ due to innovation in the use of existing funds in becoming debt free, a decrease in rental expenses totaling \$50,000, and the purchase of computer hardware and software, office furniture, telephone systems, and vehicles resulting in improved technological capabilities, enhanced professional image, and safer vehicle operation with a decrease in monthly maintenance and employee travel expenses
- Foresightedness personified through implementation of unique perpetual five-year strategic plan, revising agency bylaws and personnel, financial and safety policies and procedures manuals, developing central intake questionnaire, enhancing knowledge of members of board of directors and staff through their participation in numerous conferences and training events, committing thirteen staff members to becoming certified community action managers, hosting Southeastern Association of Community Action Agencies certified manager modules twice per year, and participating in the “Pathways to Excellence” self-study process under the auspices of the National Community Action Partnership
- Visionary perspective exhibited through enhancement of highly acclaimed family self-sufficiency program and implementation of a case management transition program in collaboration with local substance abuse and domestic violence providers to assist participants in achieving and maintaining self-sufficiency and through expanding summer youth employment programs in collaboration with two local regional workforce development boards
- Openness as faithful steward of tax dollars evidenced by becoming more inclusive and transparent through posting of board bylaws, board minutes, strategic plan, strategic plan quarterly reports, and annual reports on agency’s worldwide website, openly encouraging public comment at board meetings, producing agency brochures in both English and Spanish, conducting periodic public hearings, and speaking at city and county commission meetings
- Agency recognized as a “best practices” leader in community action by being a 2010 National Community Action Partnership “Pathways to Excellence” participant and by receiving the 2009 Florida Association for Community Action (FACA) “Volunteer of the Year” award, 2008 Southeastern Association of Community Action Agencies “Agency of the Year” and “Self-Sufficiency Participant” awards, and 2008 FACA “Agency of the Year, Volunteer of the Year, and Self-Sufficiency Participant” awards which was unprecedented to receive all three FACA awards in the same year ~ Received personal recognition from the East Gainesville Development Corporation as the “2008 Advocate of the Year” for advocacy, volunteer, and community involvement commitment in support of this minority organization’s neighborhood revitalization and economic development and sustainability efforts

Executive Director - Crowley's Ridge Development Council, Inc., Jonesboro, AR (10/00 - 11/06)

- \$16+ million budget(s); 400+ employees; eight county service area as CAA functioning to eliminate the causes of poverty in Northeast Arkansas by providing a multi-faceted human services operation including child development programs (Head Start pre-kindergarten services and childcare referral), CSBG programs (family enrichment services including case management, housing counseling and ownership assistance, single parent scholarships, and emergency services), LIHEAP services, programs for seniors (socialization services and congregate- and home-delivered meals), and substance abuse prevention and residential and outpatient treatment programs
- Capital improvement expertise, innovative financing acumen, and "best practices" principles resulting in physical plant improvements exceeding \$8 million including the construction and/or rehabilitation of four new or renovated Head Start centers with over \$2 million being acquired from federal grant sources, the construction of a state-of-the-art administrative and training complex using Community Reinvestment Act (CRA) funds which included a \$25,000 grant to purchase office furniture, the construction of a 10-unit apartment complex using bank financing which provided instant equity of \$100,000 and increased monthly cash flow not tied to public funding, the construction of a 50-bed residential substance abuse treatment facility for men and women including social detoxification services, and the construction of seven new or renovated donated senior centers valued in excess of \$1 million

Executive Director - Tri-County Community Council, Inc., Bonifay, FL (2/97 - 10/00)

- \$7+ million budget(s); 110+ employees; six county service area as designated CAA functioning to eliminate the causes of poverty in Northwest Florida by providing multi-faceted human services operation including coordinated transportation programs (Medicaid and non-sponsored), child development programs (Head Start pre-kindergarten services and childcare referral), CSBG programs (family services including case management and emergency services), LIHEAP services, and special needs programs (HUD Section-8 rental assistance, domestic violence evaluation services, and disenfranchised children visitation centers)
- Agency recognized as leader in the community action movement and "best practices" stalwart by being designated by Florida's Governor to provide services in three additional contiguous counties
- Acclaimed "Rural Community Transportation Coordinator of the Year" for Florida in 1997; received transportation "Innovation of the Year" award for Florida in 1999; was recognized as the initial "outstanding" transportation program nationwide by being highlighted in the May/June 2000 edition of the prestigious Community Transportation Association of America (CTAA) national publication; nominated as CTAA national "Community Transportation System of the Year" in 1997 and 2000 by the Florida Regional Department of Transportation (FDOT) in Chipley

Executive Director - Chemical Addictions Recovery Effort, Inc., Panama City, FL (6/87 - 2/97)

- \$4+ million budget(s); 130+ employees; six county service area providing substance abuse services in prevention, intervention, detoxification, inpatient and outpatient treatment for adolescents and adults; coordinated DUI evaluations, assessments, and Level I and II offender courses for Florida's Fourteenth Judicial Circuit
- Facilitated corporate merger between two substance abuse prevention and treatment agencies resulting in a significant expansion of services and a more efficient use of tax dollars through a reduction in operational expenses
- Coordinated purchase and subsequent renovation of state-of-the-art treatment facility including detoxification unit, adolescent facility, and outpatient counseling and prevention offices; wrote grant and received funding to construct a halfway house for pregnant women who were in treatment for alcohol and other drug addiction dependency issues
- Nominated on two occasions as the Florida Alcohol and Drug Abuse Association "Administrator of the Year" for exceptional performance, outstanding leadership abilities, frugality in managing multiple grant source funds, innovative ideas, extensive local and state volunteerism efforts, and commitment to "best practices" principles

Health Care Administration (7/83 - 6/87) - For profit experience (\$1 - \$50+ million in capital assets)

- Director of Human Resources/Director of Physician Relations and Recruitment for Hospital Management Corporation with twenty hospitals located in five southern states (AL, GA, FL, NC, and SC) - Columbus, GA - 8/85 - 6/87
- Nationwide Account Executive and Physician Recruiter for Hospital Consultant Firm - Jacksonville, FL - 7/84 - 8/85
- Business Manager for Plastic Surgery Group Practice - Savannah, GA - 7/83 - 7/84

United States Navy (6/63 - 6/83) - Cryptologist (16 years) - Top Secret Special Intelligence Security Clearance ~ Chapel Manager (4 years) - Secret Security Clearance ~ Stationed in Great Lakes (Illinois), Pensacola (Florida - 6 Tours), San Miguel (Philippine Islands), Fort Devens (Massachusetts), Kamiseya (Japan), Norfolk (Virginia), Bethesda (Maryland), Ft. Meade (Maryland), Misawa (Japan), Guam (Marianna Islands), and Biloxi (Mississippi) ~ Command-level positions held:

- Human Resources and Equal Opportunity Officer - Education and Training Officer
- Drug Exemption Administrator - Federal Civilian Employee Alcoholism Program Administrator
- Substance Abuse Program Administrator - Drug and Alcohol Program Advisor
- Collateral Duty Alcoholism Advisor - Leadership Academy Instructor
- Military Rights and Responsibilities Facilitator - Command Orientation and Overseas Diplomacy Facilitator
- Equal Opportunity in the Navy Facilitator - Affirmative Action Plan Writing Team Coordinator
- Authored initial two training publications for newly established Religious Program Specialist (RP) enlisted rating ~ Served as consultant regarding "RP" rating matters to Director of Training, U.S. Navy Chaplain Corps, (1979 - 1983)
- Received Secretary of the Navy Commendation Medal, Secretary of the Navy Achievement Medal (2 Awards), and Commander Naval Security Group Command Meritorious Service Award for exemplary performance, outstanding achievement, and superior leadership abilities ~ Received Navy Unit Commendation (2 Awards), Meritorious Unit Commendation (2 Awards), Good Conduct Medal (4 Awards), and National Defense Medal in recognition of command excellence and personal achievement ~ Recognized as Command Instructor of the Month (1970 - Pensacola, Florida) and Command Enlisted Member of the Quarter (1976 - Misawa, Japan) ~ Awarded numerous letters of commendation and appreciation throughout career for dedication to duty, exceptional performance and leadership abilities, and unparalleled volunteerism efforts in fundraising, command, and community endeavors

BOARDS OF DIRECTORS/COALITIONS/COUNCILS/COMMITTEES - Current and Former - Varied Officer (President, Vice President, Secretary, and Treasurer) and Committee Chair Positions

Florida Alcohol and Drug Abuse Association
 Arkansas Community Action Agencies Association
 Alachua County Affordable Housing Steering Committee (FL)
 Alachua County Veterans Service Advisory Board (FL)
 City Charter Review Advisory Board (Alachua, FL)
 Neighborhood Housing & Development Corporation (Gainesville, FL)
 Holy Faith Catholic Church Finance Council (Gainesville, FL)
 Bay County Public Safety Coordinating Council (FL)
 Bay County Chamber of Commerce (Education Committee, FL)
 Washington County Chamber of Commerce (Operations Committee, FL)
 Gulf Coast Community College Mental Health Advisory Committee (FL)
 Turkey Creek Master Owners Association (Alachua, FL)
 Nominee Qualifications Review Committee (DHRS 14th District - FL)

Florida Association for Community Action
 Community Action Association of Region VI (AR/LA/NM/OK/TX)
 Alachua County School Board Head Start Policy Council (FL)
 Alachua County 2010 Census Advisory Board (FL)
 CDS Family & Behavioral Health Services, Inc. (Gainesville, FL)
 Community Weatherization Coalition (Executive Committee, Gainesville, FL)
 St. Patrick Interparish School Finance Council (Gainesville, FL)
 Bay County Juvenile Justice Council (FL)
 Catholic Charities, Panama City (FL)
 Panhandle Area Educational Cooperative (Northwest FL)
 Hidden Lakes Estates (Neighborhood Association - Northwest FL)
 Hope for Life, Inc. (Domestic Violence - Northwest FL)
 Blessed Sacrament School Board (K-6 - Jonesboro, AR)

CERTIFICATIONS/MEMBERSHIPS/REGISTRATIONS - Current and Former

Certified Community Action Manager (CCAM)	Certified Prevention Professional (CPP) - Florida
Certified DUI Evaluator Supervisor (CDES) - Florida	Certified DUI Evaluator (CDE) - Florida
Certified DUI Instructor (CDI) - Florida	Lobbyist (Substance Abuse Issues - Florida)
Savannah Area Medical Managers Association (Savannah, GA)	Rotary Club International (Paul Harris Fellow)
American Academy of Addiction Treatment Administrators	National Plastic Surgery Administrative Association
Naval Cryptologic Veterans Association	Fleet Reserve Association (U. S. Navy)
Phi Theta Kappa (Beta Tau Chapter) National Honor Society	Beta Phi Gamma Journalism Fraternity

EDUCATION

M.S.	-	Counseling and Human Development (Agency Counseling) - Troy State University, Troy, AL (1989)	GPA: 3.80
M.S.	-	Human Resource Management - Troy State University, Troy, AL (1988)	GPA: 3.81
M.S.	-	Public Administration - Troy State University, Troy, AL (1982)	GPA: 4.00
B.A.	-	Political Science (Minor in Management) - University of West Florida, Pensacola, FL (1981)	GPA: 3.43
A.A.	-	General Studies (Business Emphasis), Pensacola Junior College, Pensacola, FL (1974)	GPA: 3.66

WORKSHOPS/SEMINARS/CONFERENCES

Completed over 5,000 hours of classroom training ~ In addition to completing extensive training in instructor, leadership, training program design and development, equal opportunity, and career counseling instructional and facilitative techniques while in the U.S. Navy, completed additional training after naval career in the following areas: managerial theory, human resource management, organizational behavior and development, equal opportunity and affirmative action principles, and substance abuse assessment, counseling and prevention techniques

ARTICLES

Authored over 100+ substance abuse prevention- and treatment-related articles, general information articles, letters to the editor, and op ed pieces, which were published in daily and weekly newspapers in a number of Northwest Florida and Northeast Arkansas cities, in agency newsletters in Panama City, Florida (Chemical Addictions Recovery Effort) and in Jonesboro, Arkansas (Crowley's Ridge Development Council), and in the Pensacola Junior College (Florida) newspaper

PUBLICATIONS

Administration, Religious Program Specialist 3 & 2, Module III, NAVEDTRA 287-03-45-83 (U.S. Navy, 1983)

Logistic Support and Financial Control, Religious Program Specialist 3 & 2, Module II, NAVEDTRA 287-02-45-81 (U.S. Navy, 1981) ~ Initial training manual published for this newly established 1979 enlisted Navy rating

Leadership Education Awareness Development, Editor ~ Manual for Officer and Enlisted Training Course, Naval Communication Area Master Station, Western Pacific, Guam, Marianna Islands (U.S. Navy, 1979)

PUBLIC SPEAKING/PLATFORM EXPERIENCE

Diversified platform skills demonstrated as a plenary speaker and in the presentation of numerous management, organizational behavior, written and verbal communication skills, technical, spirituality, and motivational workshops at in-service training events and at state, regional, and national conferences including the Florida Alcohol and Drug Abuse Association, Florida Association for Community Action, Florida Association of DUI Programs, Florida Coalition Against Domestic Violence, Florida Community Mental Health Association, Florida Parks and Recreation Association, Arkansas Community Action Agencies Association, Arkansas Cooperative Extension Services Association, Arkansas Substance Abuse Certification Board, Arkansas Transit Association, Region VI Community Action and Head Start Associations (AR, LA, NM, OK, and TX), National Community Action Foundation, National Community Action Partnership, Alachua County School Board Head Start Policy Council (Gainesville, FL), and Muscogee County Head Start Program (Columbus, GA)

CONSULTANT WORK - Provide consultant services for nonprofit organizations regarding organizational behavior and development topics, parliamentary procedures, and in the development of "perpetual" strategic plans that are designed to ensure organizations establish comprehensive accountability, responsibility, and reporting criteria in following "best practices" principles in the conduct of business

TRANSPORTATION DISADVANTAGED COORDINATING BOARD
MEMBERSHIP APPLICATION

Name: Earther Wright
Address: 1209 SE 19th Terr
Gainesville, FL 32641
Phone: 352-376-8041 - cell 352 870-1842

E-Mail: queene1209@cox.net

Representing: I am over 60, vision impaired & Citizen
user - either position would be appropriate.
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 ☐ Voting ☐ Alternate
REPRESENTATIVE

Qualifications: A person who has a disability (examples - hearing impaired, visually impaired, mobility impaired) and/or represents persons with disabilities.

ELDERLY REPRESENTATIVE ☒ Voting ☐ Alternate

Qualifications: A person over sixty years of age representing the elderly in the county.

EARLY CHILDHOOD SERVICES ☐ Voting ☐ Alternate
REPRESENTATIVE

Qualifications: A local representative for children at risk.

MEDICAL COMMUNITY ☐ Voting ☐ Alternate

Qualifications: A local representative of the medical community.

Please complete and return to:

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

NORTH CENTRAL FLORIDA
RECEIVED
FEB 09 2010
REGIONAL PLANNING COUNCIL

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

CA.6



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Transportation Disadvantaged Program – Status Report**

STAFF RECOMMENDATION

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

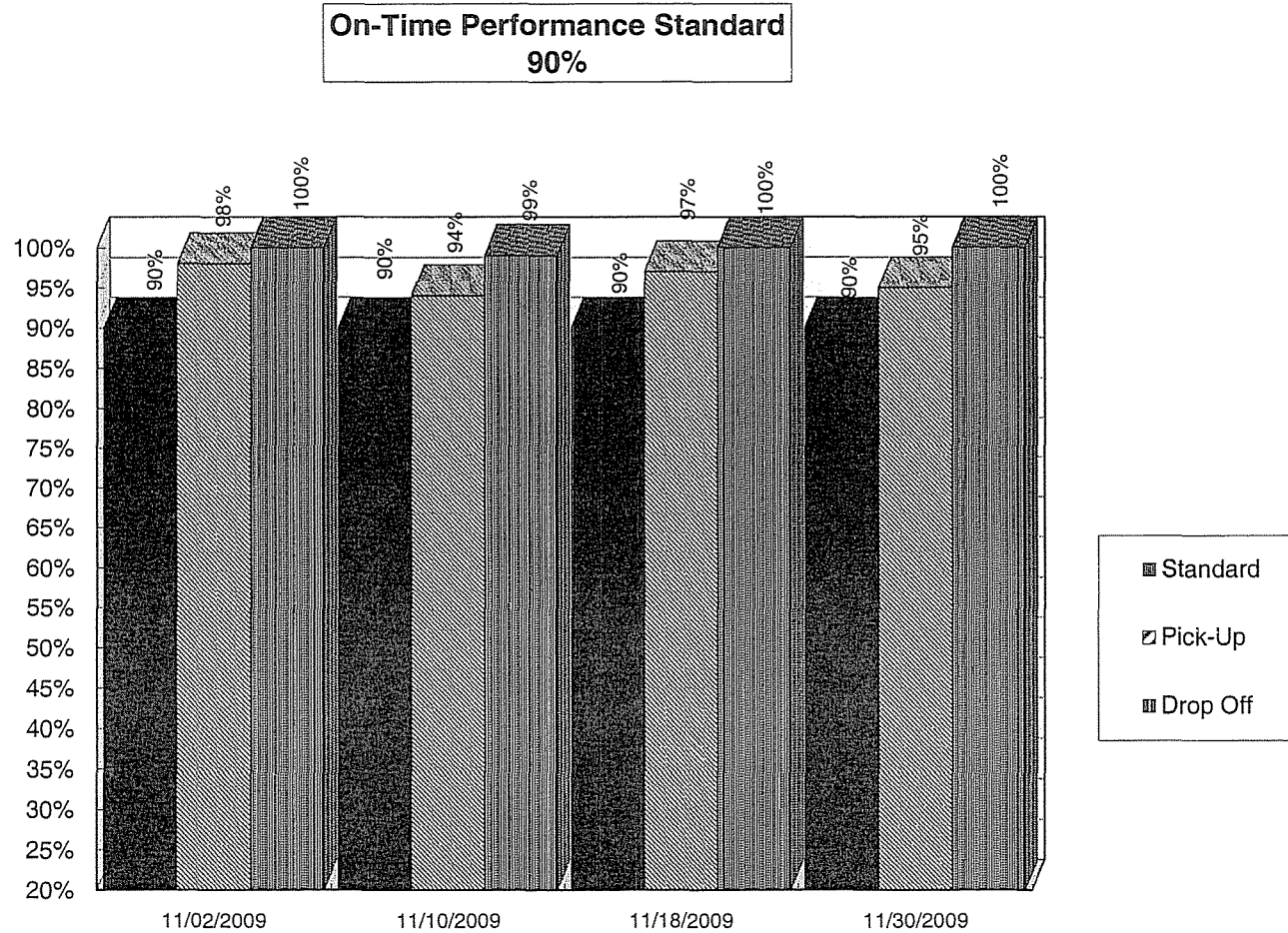
BACKGROUND

Enclosed are the following reports:

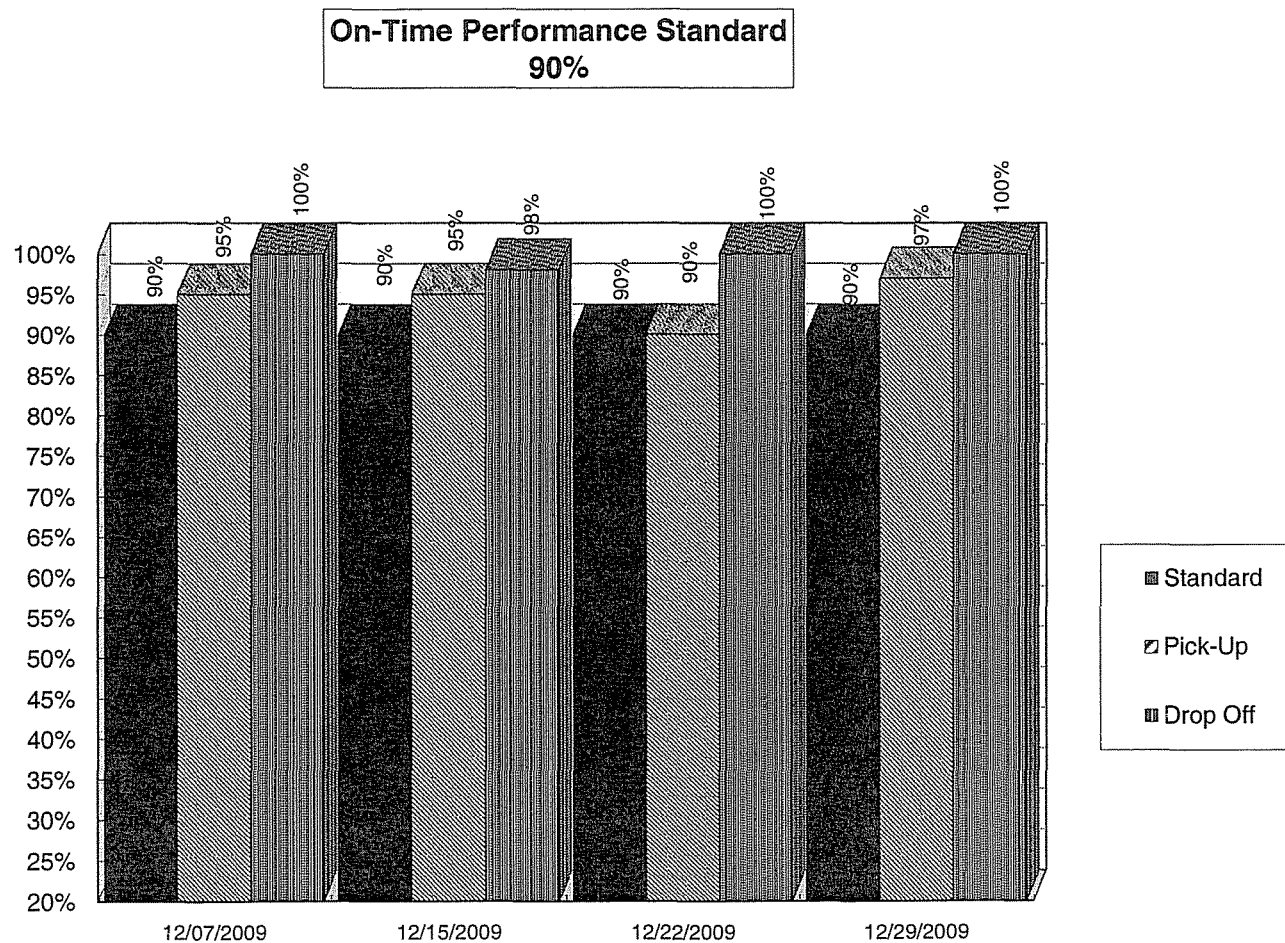
1. TDSP Standards Report that shows:
 - MV met the on-time performance standard in November and December 2009;
 - MV met the complaint standard in November, December 2009 and January 2010;
 - MV met the call hold time standard in November and December 2009 and January 2010;
 - MV met the accident standard in November, December 2009 and January 2010; and
 - MV met the roadcall standard in November and December 2009. MV did not meet the roadcall standard in January 2010.
2. MV Transportation Operations Report July 2009 – January 2010.

T:\Lynn\Td10\Alachua\Memos\Mtpostatmarch.Doc

TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, NOVEMBER 2009



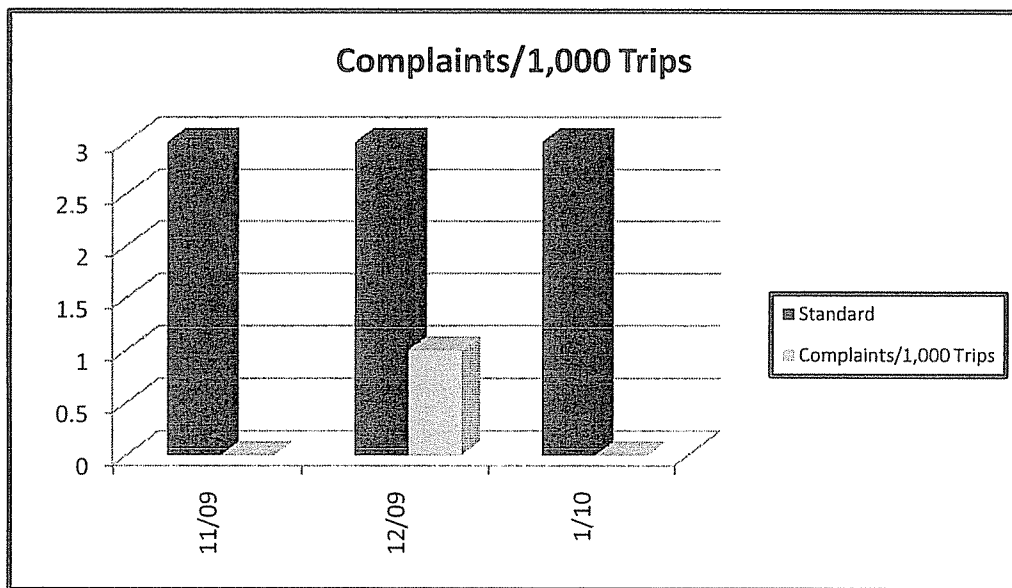
TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, DECEMBER 2009



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

ALACHUA COUNTY, NOVEMBER 2009 - JANUARY 2010

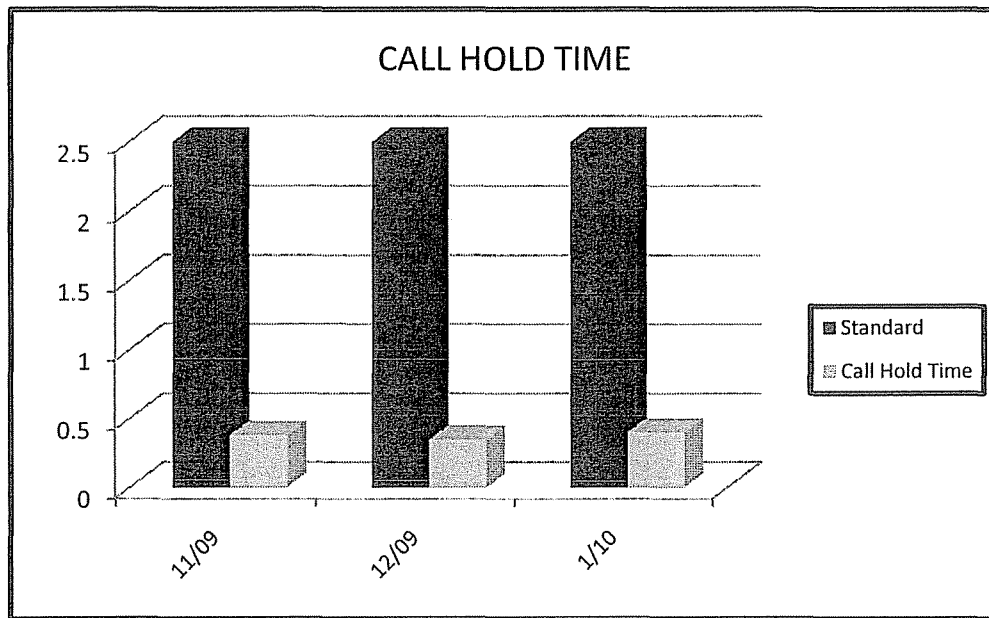
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
11/09	3	0
12/09	3	1
1/10	3	0



\\p1td06\alachua\tdlf 123

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, NOVEMBER 2009 - JANUARY 2010**

MONTH	STANDARD	CALL HOLD TIME
11/09	2.5	0.38
12/09	2.5	0.35
1/10	2.5	0.4

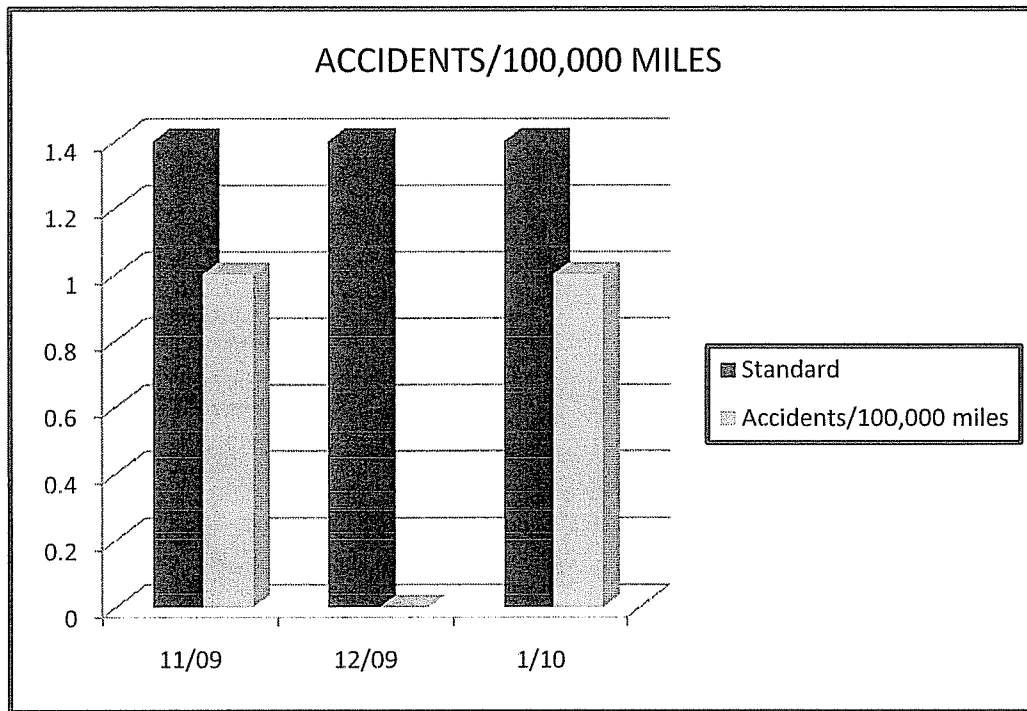


\\p\td06\alachua\tdif.123

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

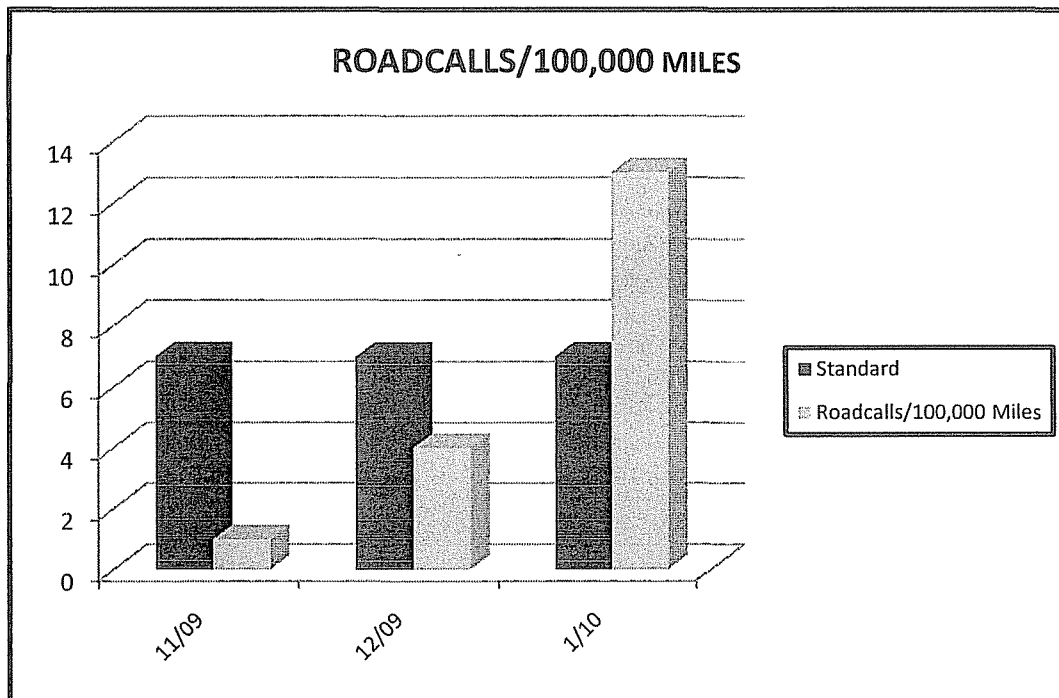
ALACHUA COUNTY NOVEMBER 2009 - JANUARY 2010

MONTH	STANDARD	ACCIDENTS/100,000 MILES
11/09	1.4	1
12/09	1.4	0
1/10	1.4	1



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, NOVEMBER 2009 - JANUARY 2010**

MONTH	STANDARD	ROADCALLS/100,000 MILES
11/09	7	1
12/09	7	4
1/10	7	13



2009-2010 OPERATING DATA	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10
Total No Trips Invoiced	8,398	8,138	8,538	8,812	7,418	7,777	7,507	0	0	0	0	0
Medicaid Alachua	3,655	3,402	3,306	3,473	2,892	3,298	3,212					
TD Trust Fund Alachua	1,239	977	1,469	1,464	1,238	1,209	1,044					
ADA	3,225	3,009	3,044	3,100	2,613	2,606	2,603					
County of Alachua - 5311	0	0	0	0	0	0	0					
County of Alachua, FGPA, RSVP	107	659	619	625	541	432	542					
Elder Care	83	86	94	145	128	225	89					
Bus Passes TD	85	0	0	0	0	0	9					
Bus Passes Medicaid	4	5	6	5	6	7	8					
Purchased Transportation	\$ 247,276.32	\$ 246,738.48	\$ 260,252.91	\$ 262,542.30	\$ 239,460.91	\$ 237,120.05	\$ 232,719.43	\$ -	\$ -	\$ -	\$ -	\$ -
Medicaid Alachua	\$113,050.00	\$113,050.00	\$113,050.00	\$113,050.00	\$113,050.00	\$113,050.00	\$113,050.00					
TD Trust Fund Alachua	\$ 39,405.62	\$ 31,681.51	\$ 47,043.53	\$ 48,029.78	\$ 39,983.34	\$ 37,719.00	\$33,851.53					
ADA	\$ 82,180.68	\$ 77,050.47	\$ 77,699.57	\$ 79,111.95	\$ 66,827.54	\$ 66,581.95	\$66,541.24					
County of Alachua - 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
County of Alachua, FGPA, RSVP	\$ 8,509.52	\$ 22,203.00	\$ 19,440.81	\$ 17,768.07	\$ 15,527.03	\$ 12,671.60	\$ 16,028.16					
Elder Care	\$ 2,573.00	\$ 2,666.00	\$ 2,914.00	\$ 4,495.00	\$ 3,968.00	\$ 6,975.00	\$ 2,951.00					
Bus Passes Total MED and TD	\$ 1,557.50	\$ 87.50	\$ 105.00	\$ 87.50	\$ 105.00	\$ 122.50	\$ 297.50					
Total Dollars Invoiced	\$ 245,718.82	\$ 246,651.09	\$ 260,147.91	\$ 262,454.80	\$ 239,355.91	\$ 236,997.64	\$232,421.93					
Total Expenses	\$ 257,539.00	\$ 233,339.00	\$ 250,851.00	\$ 244,558.00	\$ 219,630.00	\$ 211,630.00	\$215,315.00					
Average Cost Per Trip	\$ 30.67	\$ 28.67	\$ 29.38	\$ 27.75	\$ 29.61	\$ 27.21	\$ 28.68	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Total Vehicle Miles	105,930	102,209	106,202	116,072	92,428	98,928	95,920					
Total Vehicle Hours	6,232	6,121	6,330	6,479	5,458	5,853	5,674					
Avg Miles per Trip	13	13	12	13	12	13	13	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Mile	\$2.43	\$2.28	\$2.36	\$2.11	\$2.38	\$2.14	\$2.24	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Hour	\$41.33	\$38.12	\$39.63	\$37.75	\$40.24	\$36.16	\$37.95	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	556	495	525	533	481	521	512					
Number Trips Denied	0	0	0	0	0	0	0					
No Accidents	3	0	2	2	1	0	1					
No RoadCalls	3	1	4	7	1	4	13					
Telephone Calls Rec'd	11,534	11,574	11,570	13,026	10,903	98,928	11,569					
Avg. Telephone On-Hold Time	0.37	0.37	0.36	0.38	0.38	0.35	0.4					

Meeting

Agenda

Enclosures

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award- 2009

MTPO STAFF RECOMMENDATION

Present Sharon Hawkey with the 2009 Dr. Kermit Sigmon Citizen Participation Award.

BACKGROUND

In 1997, the Metropolitan Transportation Planning Organization (MTPO) approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to someone, selected by the CAC, to be recognized for their contribution to the community's transportation planning process. The Citizens Advisory Committee approved a motion to present the Year 2009 award to Sharon Hawkey.

Previous Recipients

1997- Ruth Sigmon	2003- Dr. Linda Crider
1998- Perry Maull	2004- Dan Burden
1999- South West Alliance for Planning	2005- Julia Reiskind
2000- Var Heyl and Cindy Smith	2006- Dr. Ruth Steiner
2001- Chandler Otis	2007- Martin Gold
2002- Gerry Dedenbach	2008- Mike and Susan Wright

T:\Marlie\MS10\MTPO\Memo\CAaward.docx

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

III

February 24, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Gainesville Regional Transit System Rapid Transit Feasibility Study

JOINT RECOMMENDATION

The Plan East Gainesville Subcommittee, the Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee, the Technical Advisory Committee, and MTPO staff all recommend that the MTPO approve the Gainesville Regional Transit System Rapid Transit Feasibility Study.

BACKGROUND

The City of Gainesville is conducting a Bus Rapid Transit Feasibility Study and System Master Plan. The main objective of this project is to determine the feasibility of bus rapid transit modifications on a locally preferred corridor that would be eligible for funding through the Federal Small Starts and Very Small Starts Programs.

Exhibits enclosed for your review include:

- Exhibit 1 BRT Study scope of work;
- Exhibit 2- Map 3-1 BRT Study Corridors;
- Exhibit 3- Map 6-1 New Service Configurations; and
- Exhibit 4- Map 6-3 Preferred Service Alignment

Below is the link to the MTPO website for the draft Gainesville Regional Transit System Rapid Transit Feasibility Study and Appendix A- Public Involvement Plan. If any MTPO member wants a printed copy of the Study, please contact MTPO staff. We will print a copy for you and see that you receive it in advance of the meeting.

http://ncfrpc.org/mtpo/FullPackets/PEG/RTS_BRT_Report.pdf

http://ncfrpc.org/mtpo/FullPackets/PEG/RTS_BRT_PIP.pdf

**Regional Transit System (RTS)
BRT Feasibility Study Project Scope**

Project Title: **Rapid Transit Feasibility Study and System Master Plan**

Project Contacts: Jesus Gomez, RTS Transit Director
Douglas Robinson, Chief Transit Planner

I. Project Objective

The objective of this study is to investigate, analyze, and determine the feasibility of implementing Bus Rapid Transit (BRT) and associated bus service enhancements as part of an integrated multi-modal Bus Rapid Transit System Master Plan for Gainesville and urbanized areas of Alachua County. A multi-modal approach will be explored to offer the greatest improvements in mobility and to alleviate traffic congestion. This system planning process will include a comprehensive overview of the existing transportation system, existing and future land use patterns, travel demand patterns, and roadway congestion issues. This study will begin with pre-selected potential rapid transit corridors in the Gainesville Metropolitan Area. These potential corridors should then be narrowed down to the most promising for rapid transit service. System characteristics will be evaluated in conjunction with bicycle and pedestrian improvements. This study will evaluate those corridors identified in the Gainesville Metropolitan Area 2025 Transportation Plan and the Plan East Gainesville (PEG) Final Report for bus service enhancements, express bus service, potential bus lanes or busways, and other transportation system improvements. In addition, the PEG Final Report states the following: "The cornerstone of the recommended transportation plan for Plan East Gainesville is to establish a Bus Rapid Transit service that unifies East Gainesville with downtown and the Archer Road corridor as part of an integrated regional system."

II. Previous Work

The Gainesville Metropolitan Area 2025 Transportation Plan and Plan East Gainesville study identified community support for Bus Rapid Transit service connecting East Gainesville to major employment and shopping areas. Archer Road, Depot Avenue, and Waldo Road were identified as potential locations for enhanced bus or rapid transit service. No studies have examined the feasibility of implementing BRT on these corridors.

III. Methodology

Hire CUTR-led consultant team.

IV. Work Plan

The work plan for BRT study is organized into 11 major tasks, as listed below and summarized in the remainder of this scope of services.

- Task 1: Project Management & Coordination
- Task 2: Develop a Public Involvement Plan (PIP) and conduct public workshops
- Task 3: Collect Data and coordinate with local transportation organizations
- Task 4: Identify Potential Corridors for Rapid Transit Consideration
- Task 5: Develop Criteria Screening Process for Corridor Evaluation
- Task 6: Conduct Technology Assessment
- Task 7: Conduct Corridor Selection and Refinement
- Task 8: Prioritize Alternative Service/Configurations
- Task 9: Select Final Priority Corridors and Prepare Implementation Plans
- Task 10: Prepare Draft – Final Report

Task Descriptions

Task 1: Project Management & Coordination

This task will involve the development of a study management structure that will include a nucleus project management team (PMT) consisting of RTS project management, MTPO staff, FDOT District 2 staff, UF representatives and CUTR / Tindale-Oliver & Associates (TOA) staffs. The existing MTPO technical and citizen committees will be utilized as advisory review committees of draft products produced at key milestones of the study. A PMT meeting schedule and milestone presentation schedules for the review committees will be produced within 30 days of Notice-To-Proceed (NTP), but will include at a minimum:

- Produce a project timeline by task
- Include Public meeting schedules
- Include Project Management Team Meetings and Advisory Committee Presentations

Deliverable: Project Management & Presentation Schedule

Task 2: Develop a Public Involvement Plan and Conduct Public Workshops

This task will result in the development and implementation of a Public Involvement Plan that is consistent with the Metropolitan Transportation Planning Organization's (MTPo) adopted public involvement process, and clearly represents all citizens, including ethnic, minority, and low-income groups; people with disabilities; elderly citizens; and other groups traditionally under-represented in the transportation planning process. Outreach efforts of this Public Involvement Plan shall take place at all critical steps in the study process.

It is anticipated that MTPo staff will actively participate in the implementation of the Public Involvement Plan, including assistance with the scheduling of appropriate locations and dates, the advertisement and marketing of the workshops and any other involvement activities, and the recruitment of desired participants.

Deliverable: Public Involvement Plan including:

- Identify appropriate public involvement activities for the effort
- Develop a schedule for all public meetings, workshops, presentations, and/or any other identified activities
- Develop a project schedule by task with milestones
- Conduct public meetings to identify community attitudes
 - Use consensus building tools for presentations
- Select participants (agencies, elected officials, general public)

Task 3: Collect Data and Coordinate with local transportation organizations

The MTPo and RTS will assist the consultant team in obtaining all primary and secondary data necessary to complete the project objective. At a minimum, the data necessary for this analysis will include:

- Traffic counts
- Intersection turning movement counts and/or intersection LOS information
- Travel demand flows (e.g., travel demand model output)
- Roadway characteristics (lanes, right-of-way [ROW] widths, speed, turning movements, etc).
- Bus ridership at the route and stop level
- Residential and employment density data (in relation to corridors)
- Future growth patterns
- Traffic signal interface (controllers, software, hardware, timing)

- GIS shapefiles/aerials
- Property Appraiser data on parcel ROW boundaries
- Land use studies
- Current proposed plans for roadway improvements/reconfigurations
- Community attitudes and community resources
- UF Campus Master Plan (including Data & Analysis reports)
- Park and Ride corridor analysis and potential facility locations
- Other information as deemed necessary during analysis phase

The MTPO and RTS will assist the consultant team in collecting previously prepared materials from the list above.

Task 4: Identify Potential Corridors for Rapid Transit Consideration

In addition to analyzing the data from Task 3, the consultant team will examine approved transportation and land-use plans. Site visits to identified corridors will be conducted in order to verify secondary data and to visually inspect each corridor identified below to assess the potential application of Bus Rapid Transit (BRT) transit technologies and specific elements thereof (e.g., the use of exclusive running ways versus mixed-traffic operation). Digital photography will be used to catalog and illustrate the characteristics of the potential corridors.

The MTPO and RTS will assist the consultant team in identifying all relevant land use and transportation plans. The MTPO and RTS will also provide the consultant team with a final pre-selected list of potential corridors to review.

Pre-Selected Corridor List

The corridor list below will be analyzed and prioritized for rapid transit (BRT) application:

- 1) SW 20th Avenue/SW 62nd Boulevard
- 2) University Avenue/Newberry Road
- 3) 13th Street
- 4) SW 23rd Terrace and SW 35th Place
- 5) Archer Road (from Tower Road to SW 13th Street)
- 6) Depot Avenue (from SW 13th Street to Waldo Road)
- 7) Waldo Road (from Depot Avenue corridor to Airport Industrial Park)
- 8) Hawthorne Road/State Road 20 (from Waldo Road to SE 43rd Street)

Task 5: Develop Criteria Screening Process for Corridor Evaluation

A criteria screening process will be developed in order to evaluate and screen the identified potential corridors and establish an objective process with which to select the most promising corridors for Bus Rapid Transit service enhancements. In developing the criteria screening process, consideration shall be given to such elements as financial and environmental feasibility. In addition, consideration will be given to any proposed FDOT/MTPO pedestrian and bicycle plans or improvements.

The criteria screening process will make use of the compilation and review of data from existing sources indicated in Task 3. Using the data, corridor profiles will be developed for the corridors identified in Task 4. It is envisioned that the screening process developed for the evaluation of the selected corridors will consider:

- existing and future transit demand
- existing transit services and infrastructure
- future transit market potential
- existing and future corridor residential and employment densities
- existing and future roadway and intersection geometries
- existing and future traffic conditions and travel flows
- compatibility with regional and local plans
- environmental/ROW constraints
- environmental justice

The evaluation of zonal travel demand flows will be important to the overall analysis; however, this task will not include any specific modeling work. Instead, the screening process will utilize existing available Gainesville area travel model data on existing and future travel patterns, as well as existing ridership data in the corridors or parallel corridors.

This task, then, will help assess and verify the feasibility of each corridor for potential rapid transit applications, as well as provide information that can be used in the subsequent comparative prioritization of the feasible corridors for implementation.

NOTE TASKS 1-5 WILL BE COMPLETED DURING THE INITIAL BUDGET PERIOD. TASKS 6-10 WILL REQUIRE A SUPPLEMENTAL NOTICE TO PROCEED.

Task 6: Conduct Technology Assessment

The purpose of the technology assessment is to: 1) discuss the characteristics and applications of BRT and the relationship to other transit modes; 2) develop a methodology for determining their applicability in Gainesville; and 3) use that methodology for determining which would be most appropriate for continued study. The potential BRT system characteristics to be explored are as follows:

- Running ways
- Stations (spacing and platform sizing)
- Vehicles
- Fare collection strategy and equipment
- Intelligent Transportation Systems
- Impacts of traffic signal changes on cross street (including freeway on/off ramps) traffic movements/speeds
- Coordination/connection with existing local bus service
- Bicycle and pedestrian connections

As part of the Task 3 field work on the corridors and the completion of the criteria screening process in Task 4, a preliminary assessment of feasible corridor-specific BRT system elements will be completed. This assessment will help facilitate this task's identification of appropriate BRT system characteristics for application in Gainesville.

It is envisioned that certain rapid transit characteristics will be more applicable in some corridors than others. In that event, these issues will be reflected in the feasibility and cost benefit of implementing a rapid transit system.

Task 7: Conduct Corridor Selection and Refinement

The corridor selection and refinement process will continue examining the feasibility of implementing rapid transit service enhancements on the most promising corridors. This task will include the consideration of corridors functioning as systems, and corridors with the greatest potential for increasing transit ridership and alleviating traffic congestion. The selection and refinement process will require public involvement activities, such as public meetings, to present and discuss the selection process and the potential benefits associated with each identified corridor.

Task 8: Prioritize Alternative Service/Configurations

- Prioritization of alternatives based on established criteria
 - Determine selection criteria for BRT alternative
- Identification of potential funding sources for implementation of BRT alternatives
 - Develop progressive funding strategy tied to selection of BRT alternative
 - Possible funding sources:
 - Surface Transportation Program (STP)
 - Section 5309 New Starts Funding
 - Urbanized Area Formula
 - Capital Investments Grants
 - National Highway System
 - Intercity Bus Service
 - Access to Jobs
 - Transportation Infrastructure Finance and Innovation Act
 - Clean Fuels Formula
 - FTA Livable Communities Initiative
 - Community Development Block Grant (CDBG)
 - Federal earmark for high priority projects
 - Ad Valorem from General Fund
 - Local gas and/or sales tax
 - State Block Grants
 - State Transit Corridor Program
 - Service Development Grants
 - Commuter Assistance Program
 - Other TBD

Task 9: Select Final Priority Corridors and Prepare Implementation Plans

Based on the results of Tasks 5 through 8, one priority corridor configuration will be selected for rapid transit application (secondary corridors will be described for future study opportunities). For this priority corridor, initial implementation plans will be prepared that will be consistent with the latest federal, state, and local rules and guidance. While the level of detail in these initial plans may not be sufficient to meet the requirements of the Small Starts program (though it might qualify for the Very Small Starts program), they will describe and facilitate any eventual requirements under Alternatives Analysis or for NEPA Scoping. To this end, the implementation plans would include the following considerations with major project milestones:

- Funding and financing options from available sources (as discussed in Task 8)

- Incremental project development to include packaging and phasing of BRT elements
- Institutional arrangements
- BRT supportive policies (e.g. parking, land use, etc.)

It is important to note that the implementation plans are intended to be preliminary in nature, but will provide sufficient guidance to move forward with additional planning activities and implementation for each of the two priority corridors, as appropriate.

Task 10: Prepare Draft – Final Report

- Prepare a draft report and submit for review
- Address draft report comments
- Produce final report
- Produce final executive summary

Task 11: Application Support and Project Development (Optional) - TBD

V. Additional Project Staff

Due to the multi-modal nature of this project, the consultant team shall have expertise in bicycle and pedestrian planning and traffic engineering, including traffic operations, signalization, and Intelligent Traffic Systems.

VI. Schedule

A detailed project budget will be developed and submitted to RTS within two (2) weeks from Notice to Proceed (NTP). It is anticipated that the overall BRT study will be conducted within a nine-month time period.

VII. Budget

The Overall Budget for this study will be \$299,995 for Tasks 1-10, with the initial release of \$195,499 completing Tasks 1 through 5. The Optional Task 11 will be further refined for the final priority corridor and dependent on additional grant funding.

Budget to complete Tasks 1 through 5 is as follows:

Project Budget	
CUTR Labor + Fringe:	\$56,821
Travel Expenses:	\$3,273
Other (Mail, Telephone, Production, etc.)	\$325
Sub-contracting:	\$95,981
Sub-Total:	\$156,399
USF 25% Indirect	\$39,100
Total (Lump Sum):	\$195,499

Budget to complete Tasks 6 through 10 with supplemental Notice to Proceed is as follows:

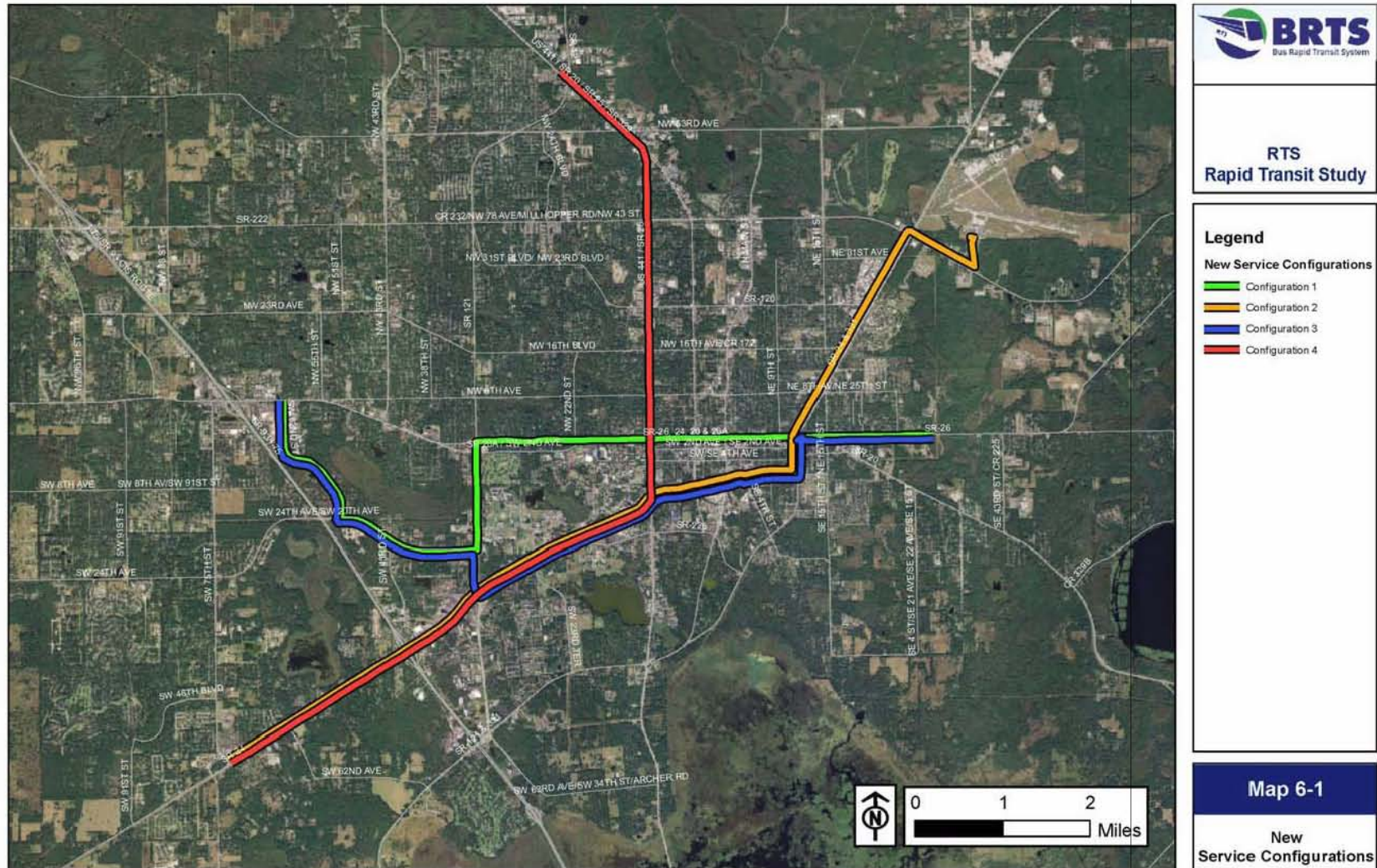
Project Budget	
CUTR Labor + Fringe:	\$38,747
Travel Expenses:	\$1,100
Other (Mail, Telephone, Production, etc.)	\$438
Sub-contracting:	\$43,312
Sub-Total:	\$83,597
USF 25% Indirect	\$20,899
Total (Lump Sum):	\$104,496

VIII. Billing and Invoices

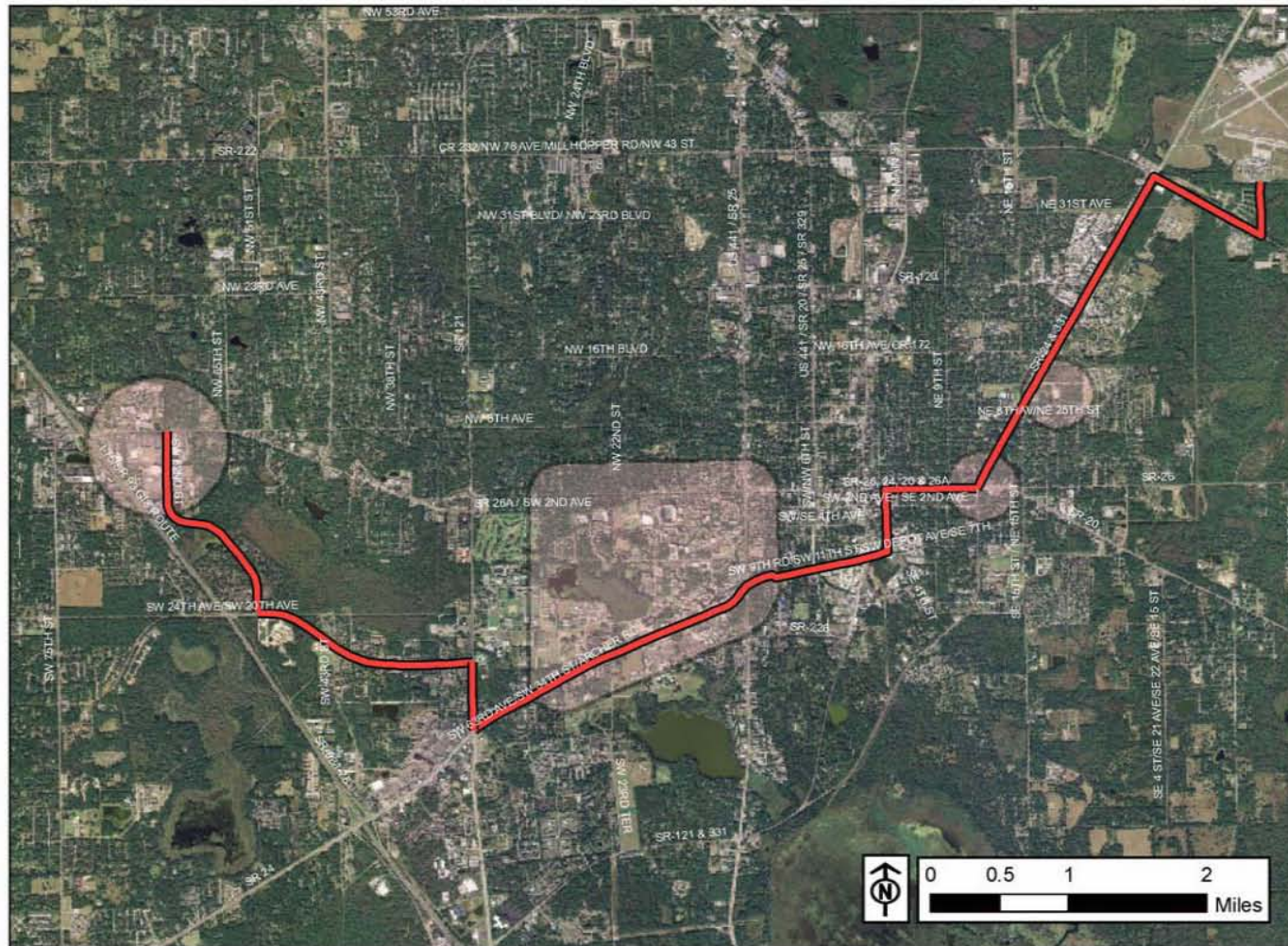
CUTR will provide details concerning the percentage of each task completed when they send an invoice to RTS.

Map 6-1
New Service Configurations

-1




Map 6-3
Preferred Service Alignment



RTS
Rapid Transit Study

Legend

 Preferred Service Alignment

Map 6-3

Preferred Service Alignment

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



March 4, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Planning for Peak Oil 2020

MTPO STAFF RECOMMENDATION

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

BACKGROUND

Mr. Sean McLendon, Alachua County Sustainability Program Manager, and Dr. Steve Humphrey will make a presentation entitled *Sustainable Use and Depletion of Natural Resources: A Conceptual Framework*. Attached as Exhibit 1 is a copy of his presentation.

T:\Marlie\MS10\MTPO\Memo\peakoilsm.docx

Sustainable Use and Depletion of Natural Resources: a Conceptual Framework



Stephen R. Humphrey - University of Florida

What is an exhaustible natural resource?

- All non-renewable resources are exhaustible
- Amount of stock is usually uncertain or unknowable
- Depleted when used, but the depletion rate can be managed



What's an inexhaustible natural resource?

- Renewable resources can be used sustainably
- But only physical-force RRs are truly inexhaustible
- Biological-force RRs can be used sustainably or unsustainably

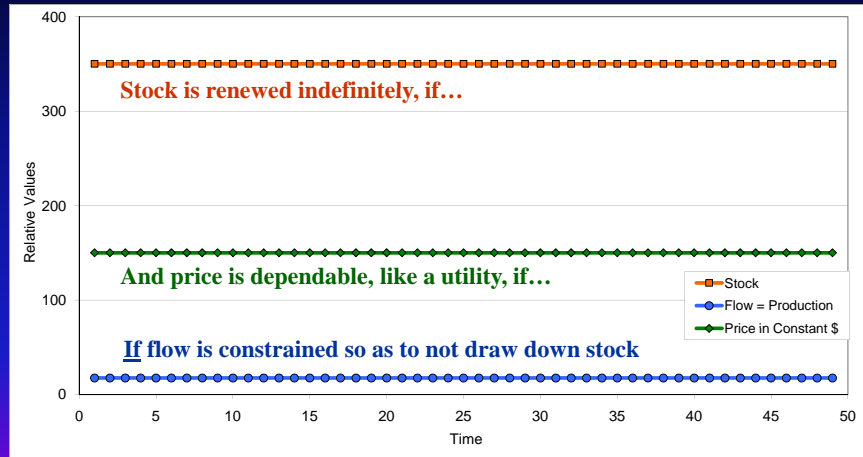


Key insight: don't confuse stock and flow

- The supply in "supply and demand" is not a resource stock!
- Supply is flow, or periodic production from stock
- Stock is the resource that may be used sustainably or exhausted

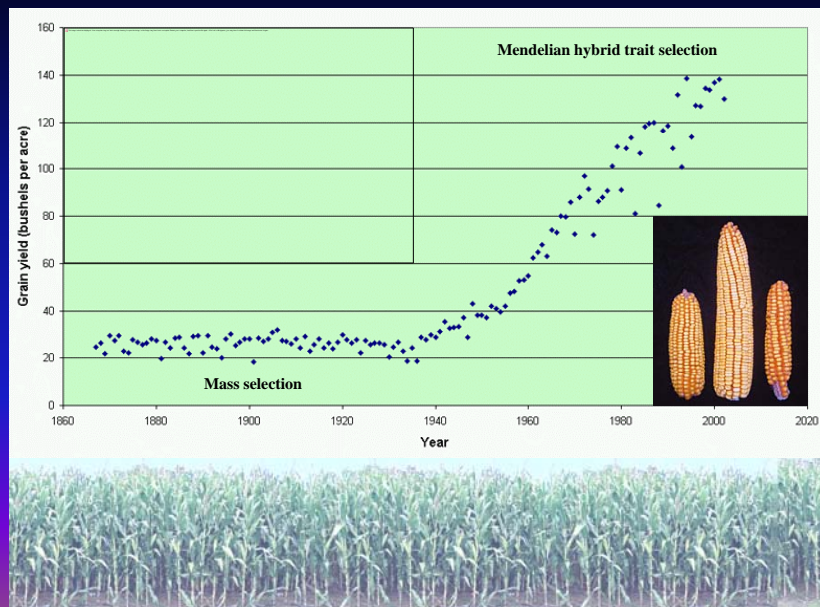


Simple Model 1: sustainable use of a renewable resource

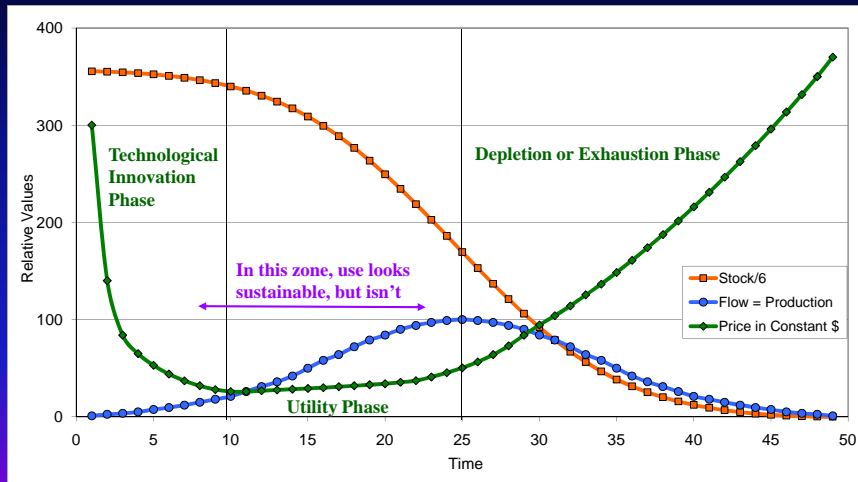


It's *crucial* to visualize how biophysical & human behavior integrate. Roughly 1-5% harvest is the most biological systems can sustain.

Corn: sustainable use, disruptive tech

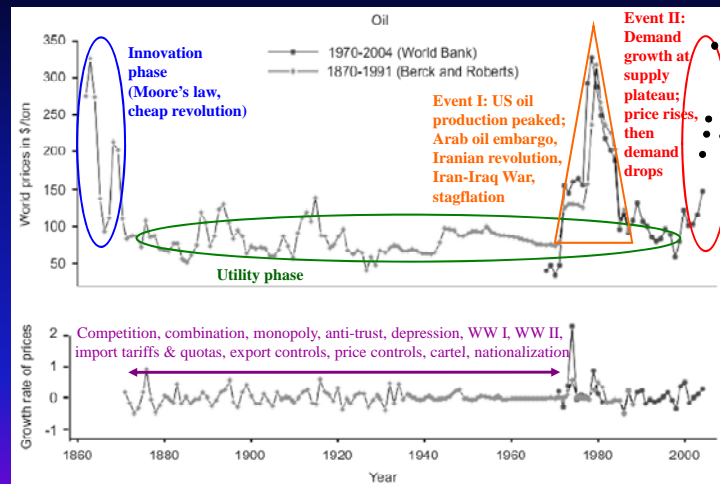


General Model 2: non-renewable resource with high demand and no substitute



Stock is steadily depleted, flow rises-peaks-drops, and price drops-bottoms-rises; use seems sustainable temporarily

Price phases of the resource development-depletion model for oil



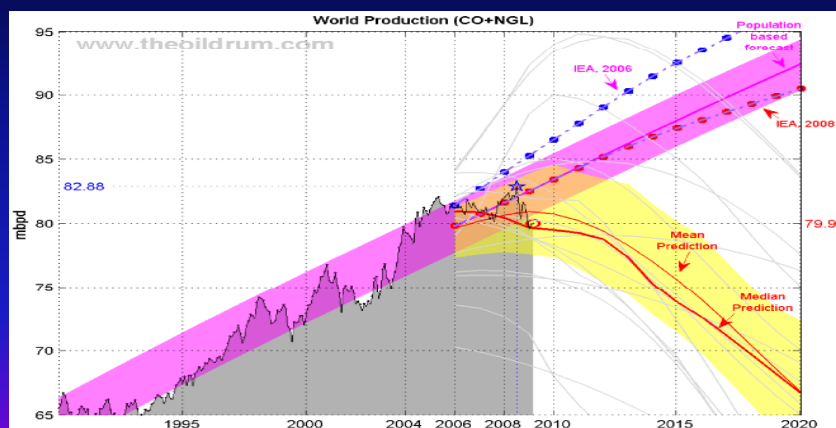
First half of U-shaped price curve, calmed by elastic flow. When flow becomes inelastic, depletion will bring severe economic disruption.

When will world oil production peak?

- National Petroleum Council 2007: “Facing hard truths”
- BP Statistical Review data:
 - world oil production peaked in 2008
- Dr. Sadad Al-Husseini (former Saudi Oil Minister)
 - capacity outlook: 10-year production plateau
- Association for the Study of Peak Oil: “2010”
- Former Shell CEO van der Veer: “2015”
- International Energy Agency 2008: “trends in energy supply and consumption are patently unsustainable”
- UK Energy Research Centre: between 2009 and 2031
- Business calls oil crunch a threat to UK economy:
 - <http://peakoiltaskforce.net/download-the-report/2010-peak-oil-report/>

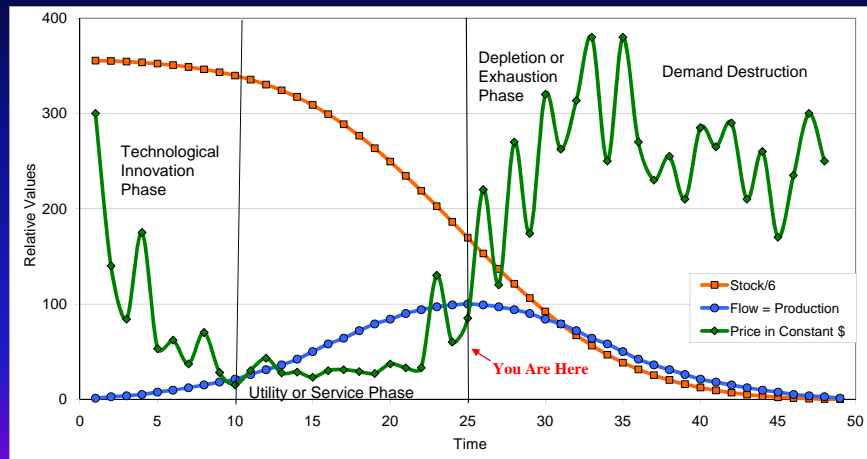
Opinions vary about the timing, but not about the outcome

15 divergent forecasts for world oil production, based on either population demand or geologic fundamentals



A bumpy plateau or “practical peak” has begun

Adding plausible price volatility to the lifecycle of exhaustible oil

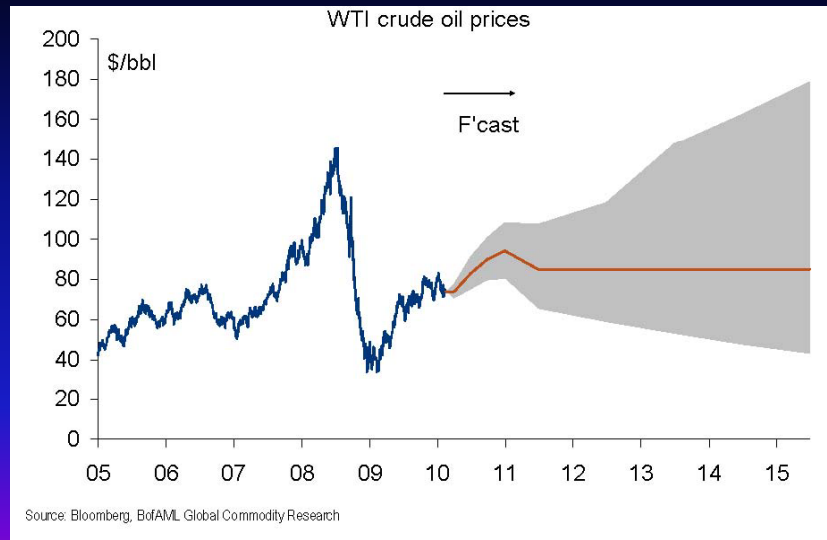


Economic cycles (and ideology) mask the depletion trend.
A long uptrend & high volatility will cause recessions & defaults.

Global oil “budget” outlook

- Existing oil fields produce 85m b/day
- Production is declining by 4m b/day
- New discoveries are 4m b/day to 2014
- Reserve capacity ~6m b/day, mostly in Middle East, uncertain
- New deepwater discoveries off Brazil and Mexico need new technology to produce, 5-10 years in future
- How these factors will integrate depends on demand (esp. in developing countries) and reduction of carbon emissions (if any)

Oil Price Forecast



ML sees supply inelastic, spare capacity only in OPEC, with the band widening from \$70-\$85/b now to \$60-\$100/b in 2011 and to \$50-150/b by 2014.

How to prepare for when oil costs too much?



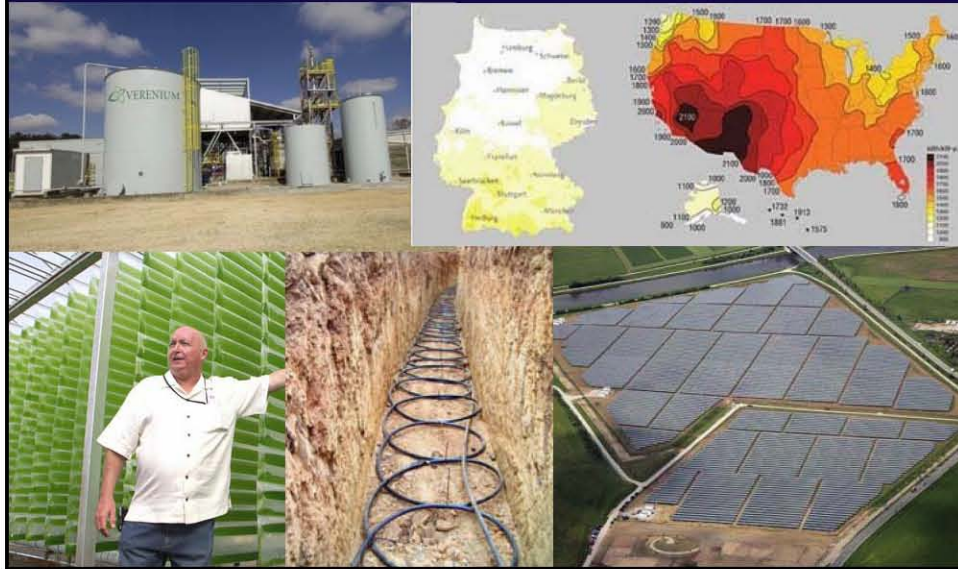
Economic theory and experience foretell *substitution* via new technology. We should set about to make this happen.

Good renewable energy substitutes for FL

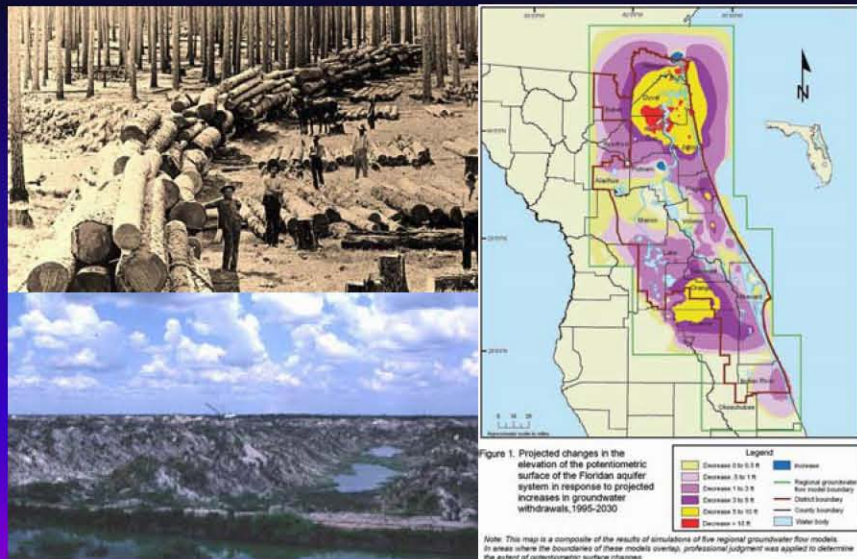
Biofuels

Groundsource heat pumps

Solar



Are we using other resources sustainably?



The beginning of wisdom is to call things by their right names. — Chinese proverb

How to prepare our community for resilience to resource constraints?

2010 Chevy Volt

1909 Baker Electric



What do you think?

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



January 15, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Vision Statement, Goals and Objectives

MTPO STAFF RECOMMENDATION

Approve Exhibit 5.

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. The long range transportation plan traditionally includes a vision statement, goals and objectives.

At its December 14th meeting, the MTPO tentatively approved the proposed vision statement, goals and objectives included as Exhibit 1. In addition, the MTPO referred Commissioner Donovan's comments in Exhibit 2 to MTPO staff for incorporation into the MTPO-approved Exhibit 1. The attached Exhibit 3 shows the revisions made to Exhibit 1 to incorporate Commissioner Donovan's comments.

Also at the December 14th MTPO meeting, Alachua County staff stated that they would provide additional revisions to Exhibit 1 being requested by Alachua County staff. These revisions are shown in Exhibit 4.

The attached Exhibit 5 shows MTPO staff revisions to Exhibit 1 that incorporate (to the extent possible) both Commissioner Donovan's comments and Alachua County staff comments.

T:\Marlie\MS10\MTPO\Memo\lrtpfebgoals.docx



RENAISSANCE PLANNING GROUP

EXHIBIT 1

Gainesville MTPO 2035 LRTP
Draft Vision, Goals, and Objectives

2035 LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

Prepared for:

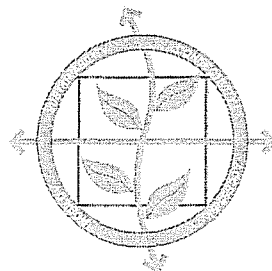
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA**

Prepared by:



RENAISSANCE PLANNING GROUP

December 2009





YEAR 2035 GAINESVILLE URBANIZED AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategy Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.
- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal



security, accommodation of various conditions without catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.

- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Metropolitan Area will have a multimodal transportation system that integrates land use and transportation planning and investments to support the following community development outcomes:

1. create more balance in east-west Gainesville Metropolitan Area growth,
2. direct growth into existing infill and redevelopment areas,
3. encourage a greenbelt between the Gainesville Metropolitan Area and outlying municipalities in Alachua County, and
4. promote sustainable, safe, secure and energy efficient land use patterns and context-sensitive transportation choices.

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Develop and maintain a balanced transportation network that supports the economic vitality and livability in the Gainesville Metropolitan Area through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments.

OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.3 Increase the number of “complete streets” that provide accommodations for all users.
- 1.4 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.5 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.



- 1.6 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.7 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- 1.8 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.9 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.10 Increase transportation linkages between East Gainesville and other parts of the Gainesville Metropolitan Area to promote economic development.
- 1.11 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.12 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.13 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.



- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.
- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Metropolitan Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.

GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.



- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a secure transportation system that supports community resilience, homeland security, and protects the personal security of system users.

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major event/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.



- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children.

NOTES ON THE DRAFT 2035 MTPO LONG RANGE TRANSPORTATION PLAN
Jack Donovan, 12/14/09

Vision Statement:

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote the well-being of our community in good and healthy relationship with our region's other communities and natural systems. Specific outcomes to be sought are:

1. Sustainable, safe, secure, energy-efficient and life-enhancing land use.
2. Sustainable, safe, secure, energy-efficient and life-enhancing transportation systems
3. Growth directed to existing infill and redevelopment areas
4. Redress of past discrimination on the socio-economic well-being of the eastern Gainesville Urbanized Area
5. Greenbelts and preservation of other natural and agricultural lands between all municipalities in the Alachua County region.

Goal Statement 1: Economic Vitality and Community Livability

Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Metropolitan Area that promotes economic vitality, community livability, and the principle of live-where-you-work/work-where-you-live.

Objectives

- 1.1a Coordinate the development of the transportation network with the development of affordable housing to promote proximity between residential and employment centers.
- 1.1b Encourage development and location of employment centers to promote desired housing patterns and densities.
- 1.1c Encourage location of health care and commerce in proximity to all residential areas.
- 1.1d Direct location of goods distribution centers to avoid negative impact on residential areas.
- 1.10 Enhance transportation linkages to promote economic development and employment opportunities, especially in the eastern Gainesville Urbanized Area.

Goal Statement 4: Security and Resilience

Develop and maintain a transportation system that secures the safety and productivity of citizens through prevention of and resilient response to crime and disaster.

Objectives

- 4.6 Coordinate with appropriate agencies to protect critical transportation infrastructure against disaster by identifying vulnerable assets and possible threats to these assets, developing prevention strategies, and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).



2035 LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

Prepared for:

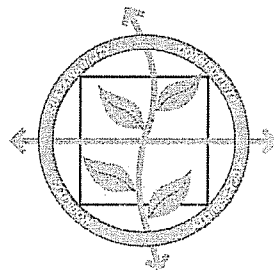
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA**

Prepared by:



RENAISSANCE PLANNING GROUP

January 2010





YEAR 2035 GAINESVILLE URBANIZED AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategy Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.



- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal security, accommodation of various conditions without catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.
- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Metropolitan Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good-faith partnerships and healthy relationships with the region's other communities and natural systems. Specific to support the following community development-outcomes will be:

1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks,
- 1.2. create more balanced in east-west Gainesville Metropolitan Area growth to reduce socioeconomic disparity and redress prior land use and transportation decisions,
- 2.3. direct growth directed into existing infill and redevelopment areas, and
encourage a greenbelt between the Gainesville Metropolitan Area and outlying municipalities in Alachua County, and
- 3.4. promote greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region sustainable, safe, secure and energy efficient land use patterns and context-sensitive transportation choices.

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Plan and invest to develop and maintain a balanced comprehensive, multimodal transportation network that supports the economic vitality and livability in for the Gainesville Metropolitan Area that promotes economic vitality, community livability, and increased housing-employment proximity through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments.



OBJECTIVES

- 1.1 Coordinate the development of the transportation network with the development of affordable housing to promote proximity between residential and employment centers.
- 1.2 Improve regional accessibility to major employment, health care, commerce and goods distribution centers
Encourage development and location of employment centers to promote desired housing patterns and densities.
- 1.3 Encourage location of health care and commerce in proximity to all residential areas.
- ~~1.11.4~~ Direct location of goods distribution centers to avoid negative impact on residential areas.
- ~~1.21.5~~ Improve the viability of alternatives to the single-occupant automobile (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- ~~1.31.6~~ Increase the number of "complete streets" that provide accommodations for all users.
- ~~1.41.7~~ Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- ~~1.51.8~~ Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- ~~1.61.9~~ Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- ~~1.71.10~~ Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- ~~1.81.11~~ Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- ~~1.91.12~~ Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- ~~1.101.13~~ Increase-Enhance transportation linkages to promote economic development and employment opportunities, between East Gainesville and other parts of especially in the eastern Gainesville Metropolitan Area to promote economic development.
- ~~1.111.14~~ Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- ~~1.121.15~~ Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- ~~1.131.16~~ Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.



GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.
- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Metropolitan Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.



GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a ~~secure~~ transportation system that secures the ability of the Gainesville Metropolitan Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience. ~~supports community resilience, homeland security, and protects the personal security of system users.~~

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.



- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major even/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and possible threats to these assets, developing and prevention strategies, and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children.



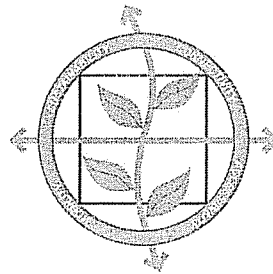
2035 LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

Prepared for:
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE
URBANIZED AREA**



Prepared by:
RENAISSANCE PLANNING GROUP

November 2009





YEAR 2035 GAINESVILLE URBANIZED AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategy Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.
- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal security, accommodation of various conditions without catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.
- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and



maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to support the following community development outcomes:

1. promote development in East Gainesville through increased transportation mobility with other parts of the Gainesville Urbanized Area,
2. direct transportation infrastructure investments to encourage and support infill and redevelopment within the Gainesville Urbanized Area,
3. encourage a greenbelt between the Gainesville Urbanized Area and outlying municipalities in Alachua County by supporting compact land use patterns served by express transit service and park and ride facilities, and
4. enhance the economic competitiveness of the Gainesville Urbanized Area through the development of a network of Rapid Transit Facilities connecting regional employment, educational and economic destination, and
5. —
5. create a transportation system that provides mobility choices within and between compact, mixed-use, sustainable, safe, energy efficient, multi-modal supportive development.
6. ~~create more balance in east-west Gainesville area growth,~~
7. ~~direct growth into existing infill and redevelopment areas,~~
8. ~~, and~~
9. ~~promote sustainable, safe, secure and energy efficient land use patterns and context-sensitive transportation choices.~~

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Develop and maintain a balanced transportation network that supports the economic vitality and livability in the ~~Gainesville Metropolitan Area~~ Gainesville Urbanized Area through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments.

OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.3 Increase the number of “complete streets” that provide accommodations for all users.
- 1.4 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.5 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.



- 1.6 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.7 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- 1.8 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.9 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.10 Increase transportation linkages between East Gainesville and other parts of the Gainesville Urbanized Area to promote economic development.
- 1.11 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.12 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.13 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.



- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.

GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a secure transportation system that supports community resilience, homeland security, and protects the personal security of system users.

OBJECTIVES



- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major even/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.



- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children.



2035 LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

Prepared for:

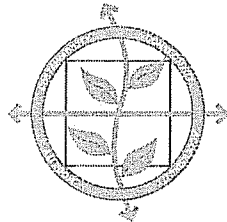
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE
URBANIZED AREA**

Prepared by:



RENAISSANCE PLANNING GROUP

January 2010





YEAR 2035 GAINESVILLE URBANIZED AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION LONG RANGE TRANSPORTATION PLAN DRAFT VISION, GOALS, AND OBJECTIVES

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategic Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.
- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal security, accommodation of various conditions without

Deleted: y



catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.

- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good-faith partnerships and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;
2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;
3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;
4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities,

Deleted: support the following

Deleted: development

Deleted: create more

Deleted: in

Deleted: ,

Deleted: in

Deleted: ,

Deleted: encourage a

Deleted: the Gainesville Metropolitan Area and outlying

Deleted: , and

Deleted: <#>promote sustainable, safe, secure and energy efficient land use patterns and context-sensitive transportation choices.¶

Deleted: D

Deleted: balanced

Deleted: that supports the economic vitality and livability in

Deleted: through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.



OBJECTIVES

- 1.1 Coordinate the development of the transportation network with the development of affordable housing to promote proximity between residential and employment centers.
- 1.2 Encourage development and location of employment centers to promote desired housing patterns and densities. Deleted: Improve regional accessibility to major employment, health care, commerce and goods distribution centers
- 1.3 Encourage location of health care and commerce in proximity to all residential areas.
- 1.4 Direct location of goods distribution centers to avoid negative impact on residential areas.
- 1.5 Improve the viability of alternatives to the single occupant vehicle (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort. Deleted: automobile
- 1.6 Increase the number of “complete streets” that provide accommodations for all users.
- 1.7 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.8 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.9 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.10 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- 1.11 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.12 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.13 Enhance transportation linkages to promote economic development and employment opportunities, especially in the eastern Gainesville Urbanized Area. Deleted: Increase
Deleted: between East Gainesville and other parts of
Deleted: to promote economic development
- 1.14 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.15 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.16 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing



transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage the siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.
- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.

GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.



OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.

Deleted: secure

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major event/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and possible threats to these assets, developing prevention strategies, and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).

Deleted: supports community resilience, homeland security, and protects the personal security of system users

Deleted: and



- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children.

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Three Recommended Alternative Networks

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, the Technical Advisory Committee and MTPO staff all recommend that the MTPO approve Alternatives 1, 2 and 3 for testing and evaluation.

CITIZENS ADVISORY COMMITTEE RECOMMENDATION

The Citizens Advisory Committee recommends that the MTPO approve Alternatives 1, 2 and 3 for testing and evaluation, with one revision to Alternative 2 to include widening SW 24th Avenue from two to four lanes from SW 61 Street west to Tower Road.

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. Included in the scope of work for this project is the testing and evaluation of the following future (Year 2035) highway and transit networks.

Alternative Network One- Transit Emphasis

Alternative 1 includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications.

Alternative Network Two- Highway Emphasis

Alternative 2 includes a mix of highway and transit solutions, but will primarily consider highway related modifications that expand the grid network of roads. This network alternative will include transit modifications, but will consist primarily of new roads or projects that add capacity to existing roads. This alternative will also include the projects in the currently adopted Year 2035 Livable Community Reinvestment Cost Feasible Plan.

Alternative Network Three- Streetcar/Bus Rapid Transit Emphasis

Alternative 3 includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications. In this alternative network, a future streetcar and/or light rail system will be tested and evaluated.

Alternative Network Four- Combination of Alternative 1, 2 and 3















Alternative 4 includes a combination of effective approaches identified in the previous three alternatives. In addition, this alternative will also consider innovative demand management techniques, such as congestion pricing, high occupancy vehicle (HOV) lanes, park-and ride facilities and ride sharing programs. Alternative network four will be developed after Alternatives 1, 2 and 3 have been tested and evaluated.

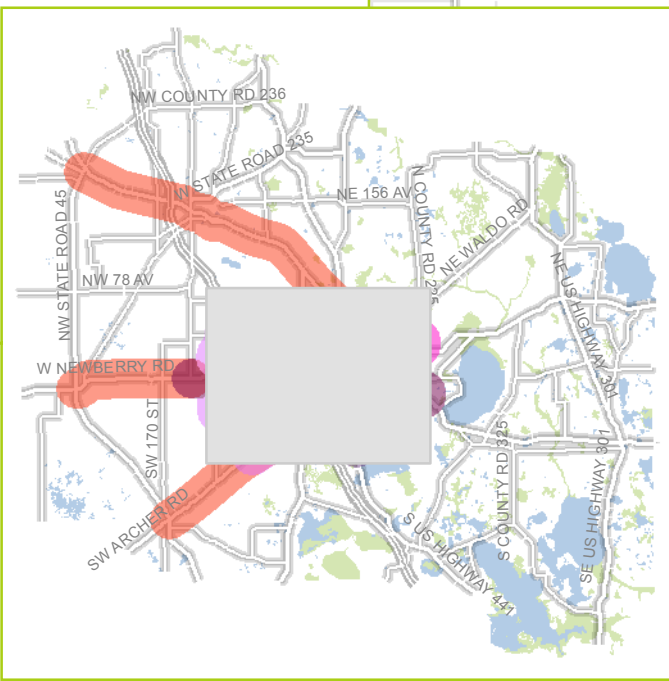
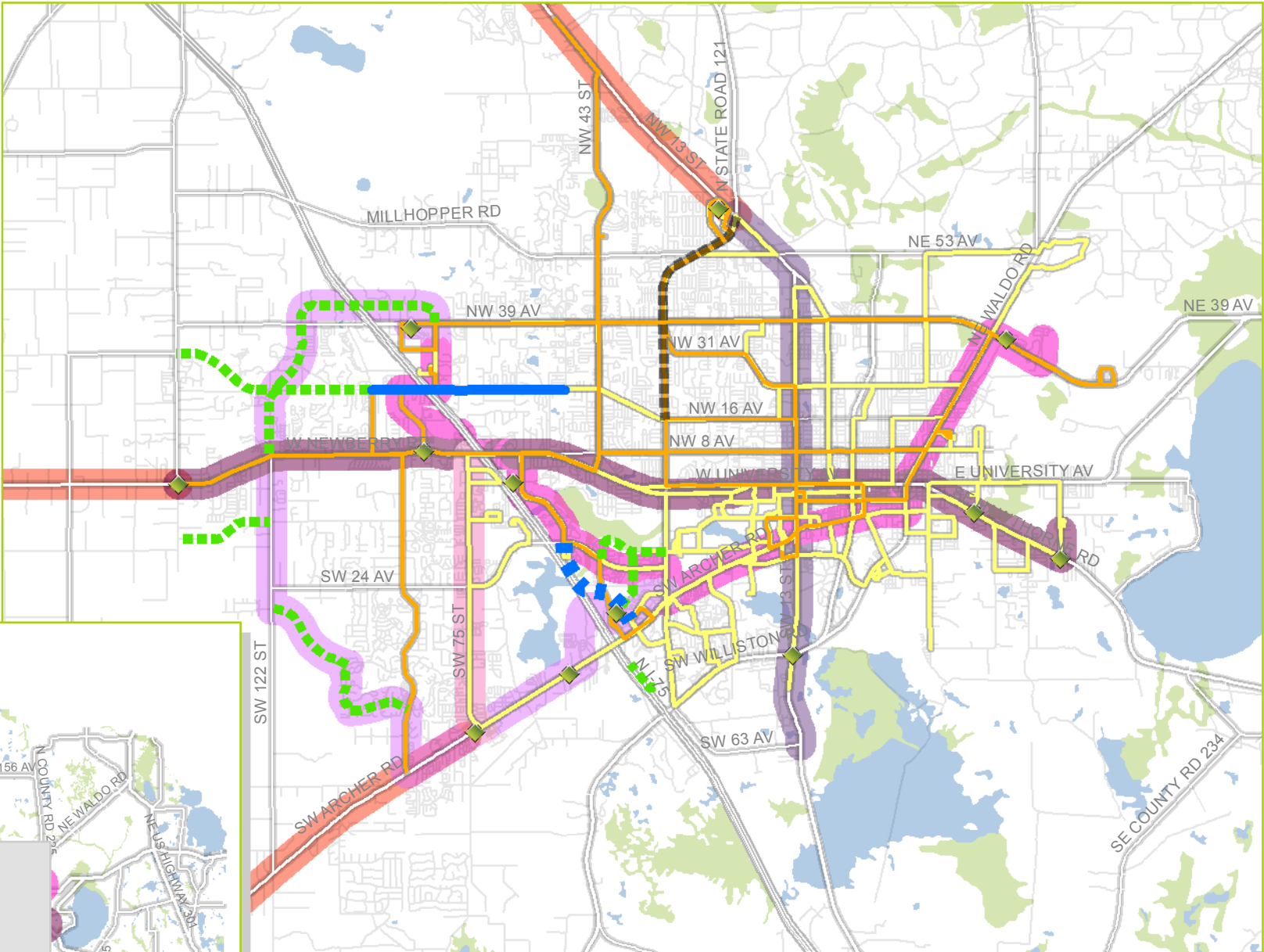
Comparison of Alternative Networks for Testing

Exhibit 1 is a table that compares the miles of roadway and transit facilities in Alternatives 1, 2 and 3.

T:\Marlie\MS10\MTPO\Memo\lrtpmarnetworkalt.docx

ALTERNATIVE 1 TRANSIT/BUS RAPID TRANSIT EMPHASIS

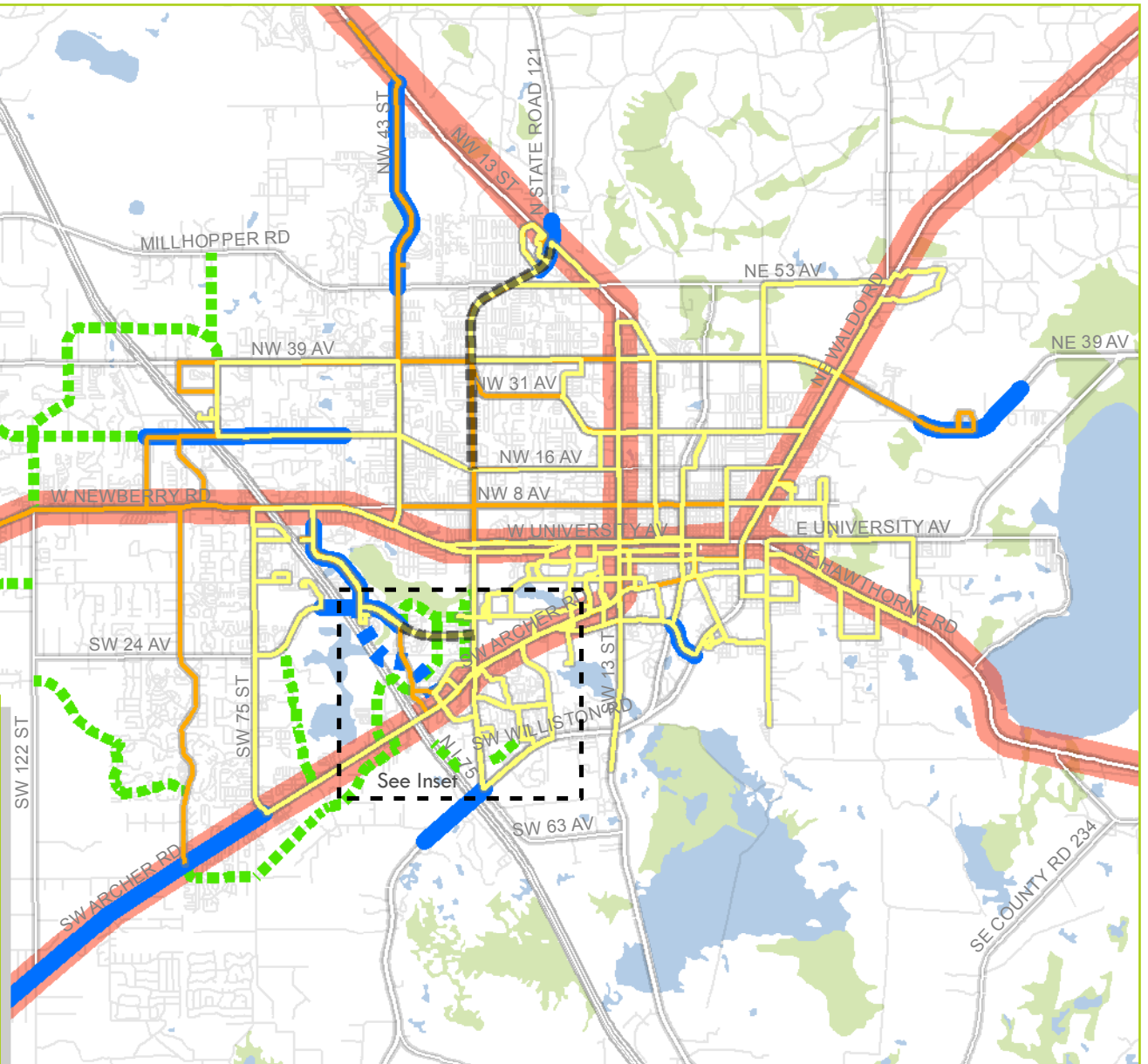
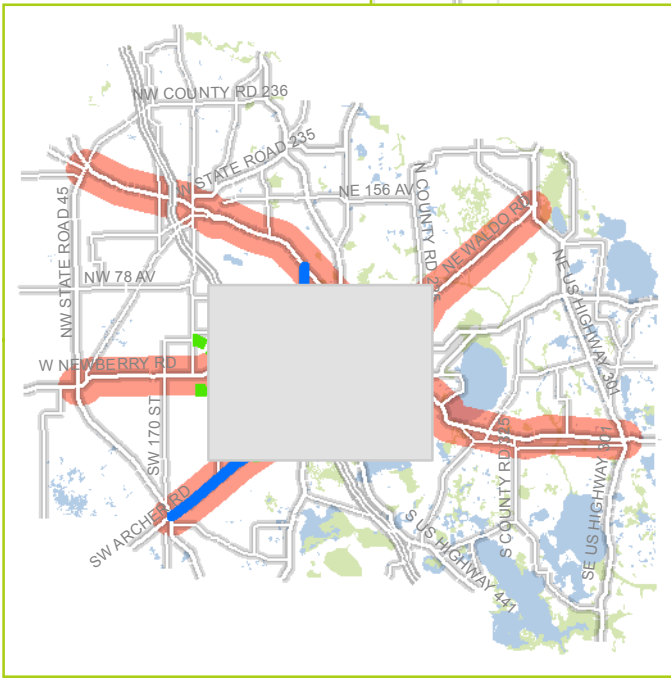
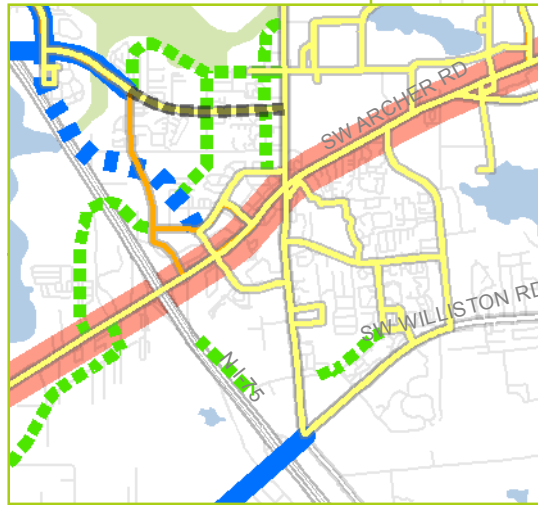
-  Potential Park & Ride Location
 -  Existing RTS Routes
 -  Planned RTS Routes
 -  Express Routes
 -  Bus Rapid Transit (BRT)
 -  Santa Fe to Airport (BRT Study)
 -  Santa Fe to Butler Plaza
 -  Jonesville to E. Gainesville
 -  Northwood to South 441
 -  Newberry to Archer
 -  New 4 Lane Road
 -  New 2 Lane Road
 -  Road Widening (2 to 4 Lanes)
 -  Add Turn Lanes



Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



ALTERNATIVE 2 HIGHWAY EMPHASIS











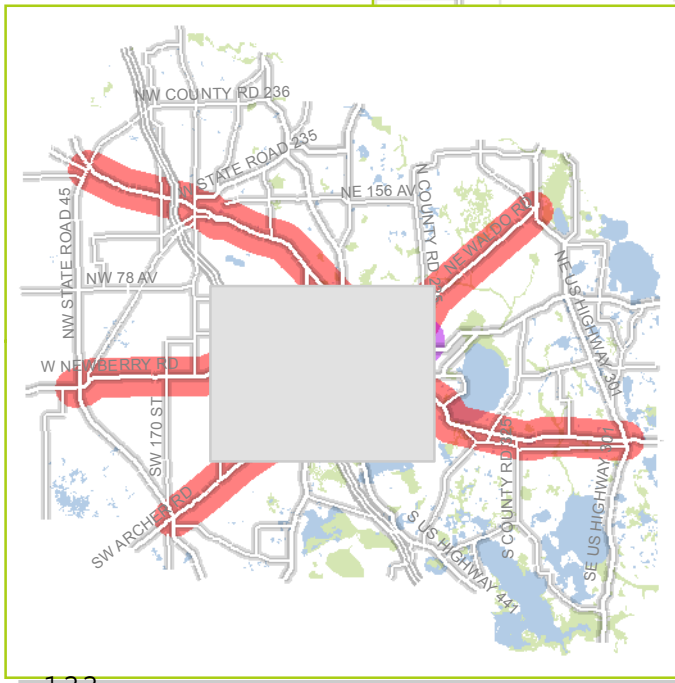
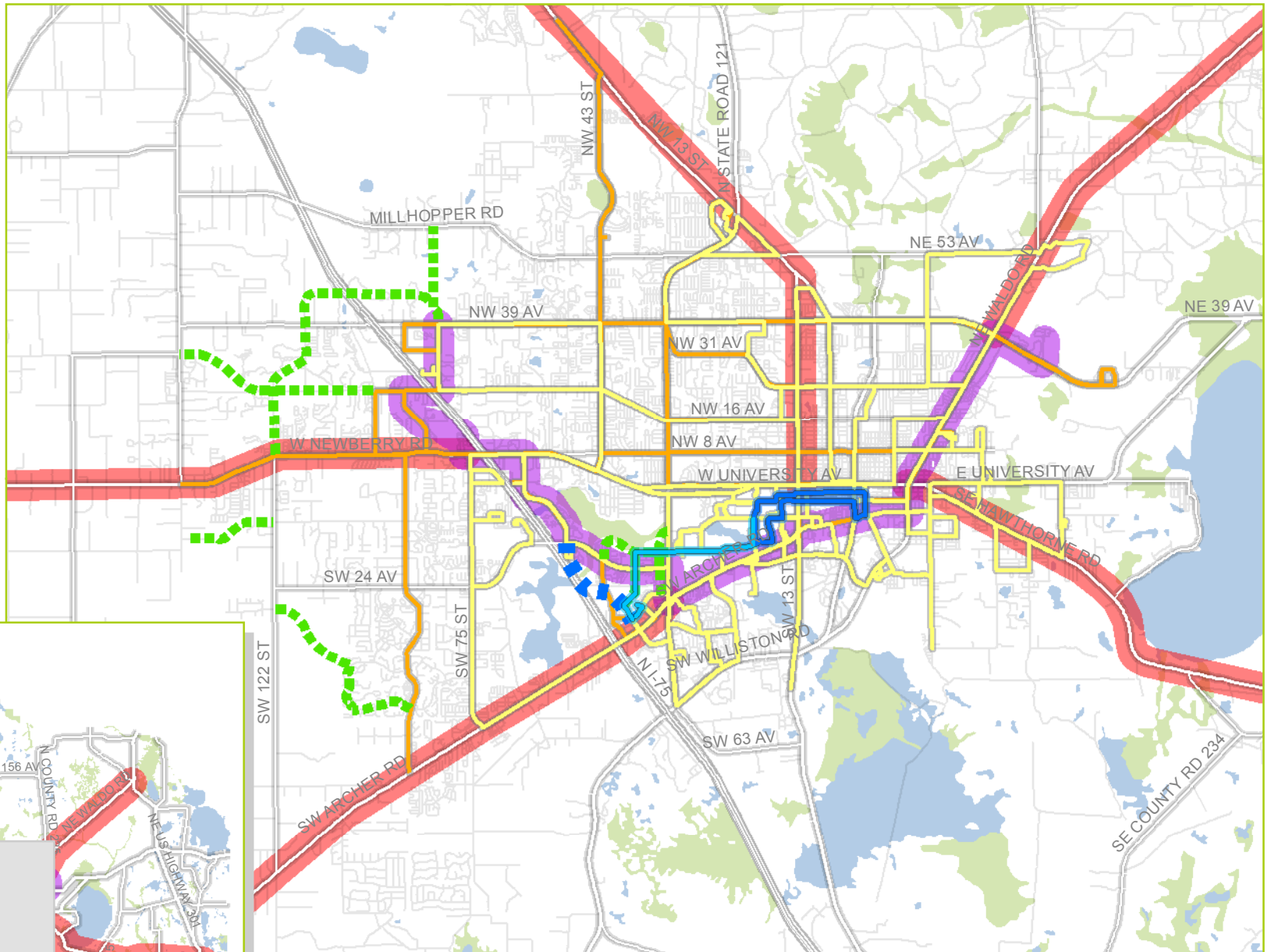
Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- Existing RTS Routes
- Planned RTS Routes
- Express Routes
- - - New 2 Lane Road
- - - New 4 Lane Road
- Road Widening (2 to 4 lanes)
- - - Add Turn Lanes



ALTERNATIVE 3 TRANSIT/STREETCAR EMPHASIS

-  Existing RTS Routes
-  Planned RTS Routes
-  Express Routes
-  BRT
-  Streetcar
Downtown/UF
-  Streetcar
Urban Village/UF
-  New 2 Lane Road
-  New 4 Lane Road



Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



Comparison of Alternative Networks for Testing
(miles of facilities)

Type of Facility	Alternative 1: Transit/BRT Emphasis	Alternative 2: Highway Emphasis	Alternative 3: Transit/Streetcar Emphasis
New 2-lane Road	15.1	25.4	17.1
New 4-lane	1.7	1.7	1.7
Road widening	3.0	17.9	-
Add Turn Lanes	3.7	4.7	-
<i>Roadway Capacity Modification Subtotals</i>	23.5	49.7	18.8
Bus Rapid Transit (BRT)	59.4	-	16.2
Streetcar	-	-	8.7
Express Bus Routes	31.2	82.1	69.1
Regular Fixed-Route Bus Routes (existing plus planned)	84.8	84.8	84.8
<i>Transit Subtotals</i>	175.4	166.9	178.8

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

V.D



March 8, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Performance Measures

MTPO STAFF RECOMMENDATION

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

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. Enclosed as Exhibit 1 is information concerning the Year 2035 performance measures. This information will be used to evaluate the future transportation networks that are approved for testing and evaluation.

Performance measures numbers one through seven will be used to evaluate the Year 2035 network alternatives that are tested and evaluated. Performance measures 8 through 14 will be used as benchmarks to evaluate the success of the long range transportation plan.

T:\Marlie\MS10\MTPO\Memo\lrtpmarmasures.docx

EXHIBIT 1
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
YEAR 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**

RECOMMENDED PERFORMANCE MEASURES	LRTP GOALS				
	Economic Vitality and Community Livability	Sustainable Decision-Making and Preservation	Safety for Mobility and Accessibility	Security and Resilience	Transportation Network Management and Operations
1. Vehicle Miles Traveled (total and per capita) (MTPO Model)	X	X	X	X	
2. Vehicle Hours Traveled on major corridors (MTPO Model)	X		X		X
3. Average Delay per road traveler (summarized at county, urbanized area and corridor/travel market scale) (MTPO Model)	X	X			X
4. Mode share and transit ridership (systemwide, corridor, and route) (RTS) (summarized at urbanized area and corridor/travel market scale) (MTPO Model)	X	X		X	
5. Number and percent of homes within ¼ mile of a bus stop or ½ mile of Bus Rapid Transit (LRTP Accessibility Analysis)	X	X		X	
6. Accessibility of employment within a 20 minute auto and transit travel time (LRTP Accessibility Analysis)	X	X		X	
7. Mobility Index (bus ridership per congested lane mile) (MTPO Congestion Management Process)	X	X			X
Benchmark measures for plan outcomes and monitoring					
8. Lane miles of roadways with designated bicycle & pedestrian facilities (MTPO, City, County, FDOT) Benchmark ONLY	X	X		X	
9. Percentage of transit vehicles using alternative fuels (non-petroleum based) (RTS) Benchmark Only		X		X	
10. Number of Alachua County Schools implementing a comprehensive Safe Routes to Schools program (Alachua County Schools) Benchmark Only	X	X	X		
11. Number and Percentage of Community Traffic Safety Team roadway concerns resolved annually (CTST) Benchmark Only	X		X	X	
12. Review and update of the Continuity of Operations Plan on a annual basis (MTPO) Benchmark Only				X	
13. MTPO participation in the County Local Mitigation Strategy Work Group (MTPO) Benchmark Only			X	X	
14. Signal priority and preemption for transit (RTS/City) Benchmark Only	X				X



Make Your Mark on the 2060 FTP!

How can we help meet growing demands for moving people and freight while also sustaining our environment and quality of life? How can we make transportation decisions to leave a better, more sustainable Florida for our children and grandchildren?

What is Your Vision for Transportation?

The 2060 Florida Transportation Plan calls for bold thinking about big issues. The Florida Department of Transportation invites you to leave your mark on Florida's future.

What is the FTP?

The Florida Transportation Plan (FTP) is the state's long range transportation plan. The FTP identifies goals and objectives to address the needs of Florida's entire transportation system and provides the policy framework for expenditures of state and federal transportation funds.

The FTP is a plan for all of Florida – including local, regional, and state partners who make decisions about future transportation investments affecting safety, security, preservation, and mobility needs.

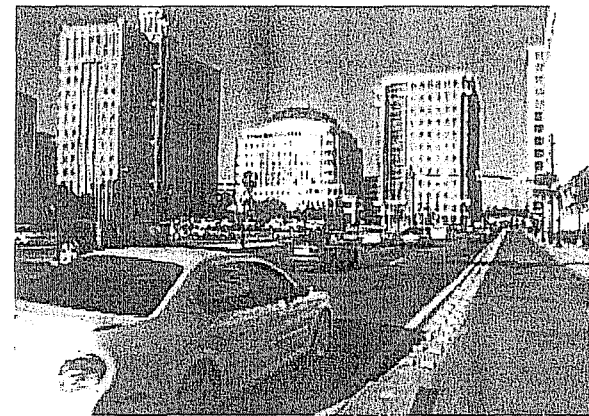
The Florida Department of Transportation (FDOT) is charged by state law to take the lead in convening partners and the public to develop and update the FTP at least every five years. The FTP must be updated by December 2010.

Why a 2060 FTP?

For the first time, the planning horizon for the FTP will extend beyond 20 years. This will help focus attention on Florida's most pressing long term issues over the next 50 years, rather than just on current transportation needs.

With input from many diverse Floridians, the 2060 FTP will develop a long range vision of Florida's transportation system – a vision to help ensure our state's economy, environment, and communities are sustainable for future generations.

To help us move forward together, the 2060 FTP will identify goals, objectives, and strategies to move toward a new era for transportation in Florida.



How will we develop the 2060 FTP?

A Steering Committee is guiding the development of the 2060 FTP, working with many other partners. The Steering Committee includes representatives of transportation providers; state, federal, regional, and local government agencies; economic development, business, military, community, and environmental interests; and citizens.

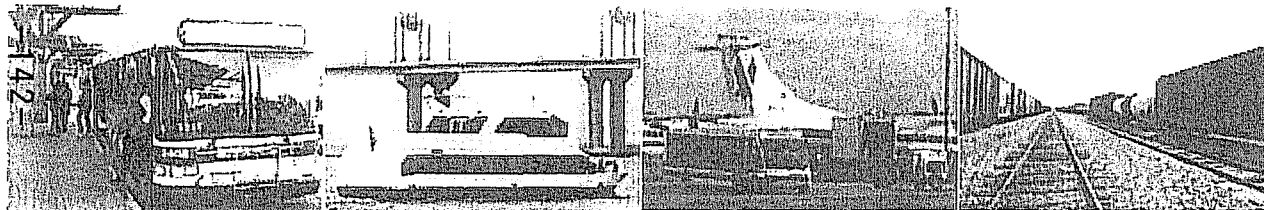
Workshops in each region will involve a wider circle of partners and the public early in the process. A statewide summit will build consensus around the plan's vision, goals, and objectives.

FDOT will brief partners at their regularly scheduled meetings throughout 2010. Please contact your district FTP coordinator shown on the back to arrange a briefing.

Please visit us at:

www.2060ftp.org

W



How to Get Involved

Because the 2060 FTP is a plan for all of Florida, the Florida Department of Transportation wants to involve as many partners, stakeholders and citizens as possible. You will have many varied and convenient opportunities to provide input to the 2060 FTP:

- Regional workshops
- Statewide summit
- Dedicated website with information, materials and online comment form
- Electronic updates for individuals registered on the website
- Briefings and updates at regularly scheduled partner meetings
- Public and partner review period for draft plan

Be sure to sign up for electronic updates at www.2060ftp.org!

For more information:

Ms. Huiwei Shen, Project Manager
Office of Policy Planning
Florida Department of Transportation
605 Suwannee Street, M.S. 28
Tallahassee, FL 32399-0450
Phone: (850) 414-4800
Fax: (850) 414-4898
e-mail: huiwei.shen@dot.state.fl.us

2010 Calendar of Events (Tentative)*

▶ January-September	Steering Committee Meetings
▶ February-March	Kickoff events around the state
▶ June	Regional Workshops
▶ August	Statewide Summit
▶ October	Draft plan posted for review and comment
▶ November	Adopt and publish 2060 FTP

* Please visit us at www.2060ftp.org for dates and locations

FDOT District FTP Coordinators:

District 1: Trinity Scott, (239) 461-4305
trinity.scott@dot.state.fl.us

District 2: Dennis Lord, (386) 961-7520
dennis.lord@dot.state.fl.us

District 3: Kelly Parker, (850) 415-9533
kelly.parker@dot.state.fl.us

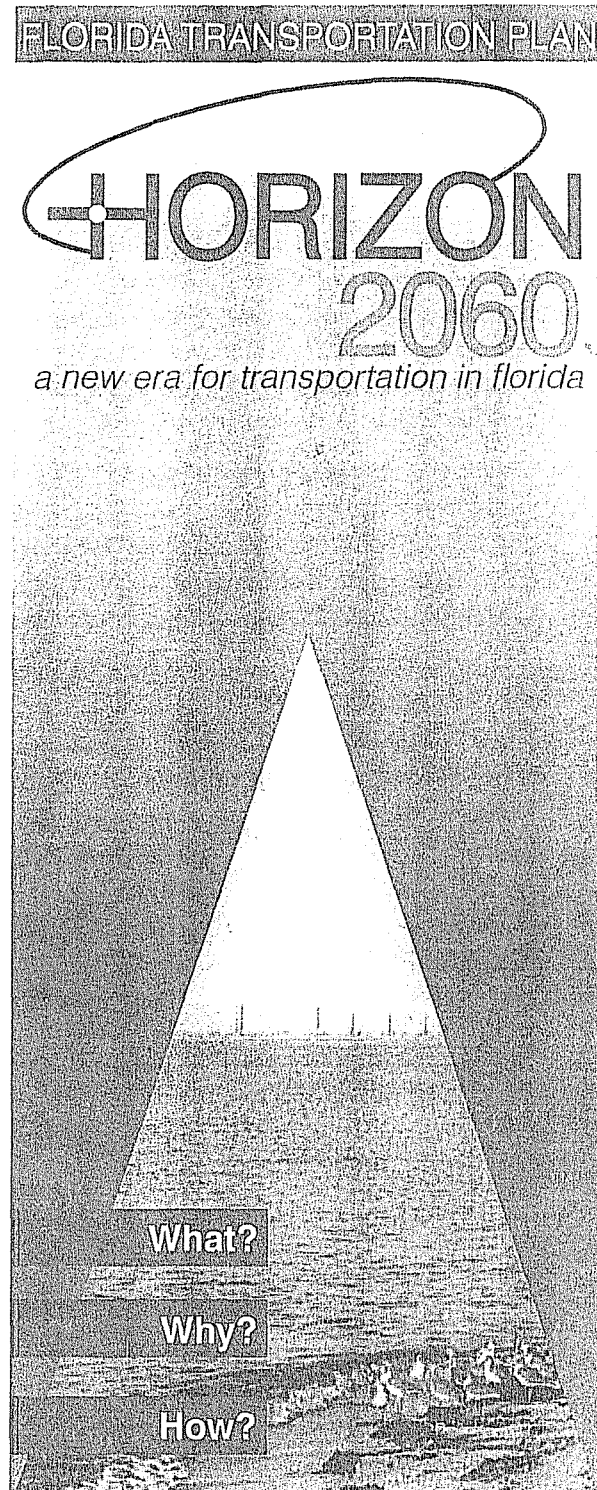
District 4: Andrew Riddle, (954) 777-4605
andrew.riddle@dot.state.fl.us

District 5: Heather Garcia, (386) 943-5077
heather.garcia@dot.state.fl.us

District 6: David Korros, (305) 470-5840
david.korros@dot.state.fl.us

District 7: Lee Royal, (813) 975-6427
lee.royal@dot.state.fl.us

Turnpike: Barbara Davis, (407) 264-3806
barbara.davis@dot.state.fl.us



SCHEDULED 2010 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
JANUARY	-	-	(None Scheduled)
FEBRUARY	Jan. 27 - TAC Sub @ NCFRPC @ 1 pm <i>Jan. 27 - TAC & CAC - CANCELLED</i>	January 28	CANCELLED
MARCH	CAC Orientation @ 6:30 pm March 3	March 4	March 15 at 6:00 p.m.
APRIL	TAC & CAC @ NCFRPC April 21	April 22	April 26 at 3:00 p.m.
MAY	April 28	April 29	May 10 at 3:00 p.m.
JUNE	June 2	June 3	June 14 at 3:00 p.m.
JULY	TAC @ NCFRPC June 30	July 1	July 12 at 3:00 p.m.
AUGUST	TAC @ NCFRPC August 11	August 12	August 23 at 5:00 p.m.
SEPTEMBER	September 1	September 2	September 13 at 3:00 p.m.
OCTOBER	September 22	September 23	October 4 at 5:00 p.m.
NOVEMBER	TAC & CAC @ NCFRPC October 13	October 14	November 1 at 3:00 p.m.
DECEMBER	December 1	December 2	December 13 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting. 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.

