

**Metropolitan Transportation Planning Organization  
(MTPO)  
For the Gainesville Metropolitan Area**

**MEETING**

**PACKET**

**for**

**May 29, 2008**

**6:00 p.m.**



# 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

May 22, 2008

TO:            Metropolitan Transportation Planning Organization (MTPO)

FROM:        Lee Pinkoson, Chair

SUBJECT:    **Meeting Announcement**

The MTPO for the Gainesville Urbanized Area will meet on **Thursday, May 29<sup>th</sup> at 6:00 p.m.** 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 Transportation Planning, at 955-2200, extension 103.

Enclosures





# 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



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

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

Thursday, 6:00 p.m.  
May 29, 2008

### 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 #117      II.      **Transportation Improvement Program (TIP)**      **APPROVE JOINT  
RECOMMENDATION**

The TIP is the document that the MTPO approves each year which authorizes  
the use of federal and state transportation funds

Page #121      III.      **Proposed Alachua County Long Term  
Concurrency Management System**      **APPROVE STAFF  
RECOMMENDATION**

The County Commission has requested MTPO and MTPO Advisory  
Committee comments concerning this proposed Management System

Page #183      IV.      **Unfunded Project Priorities**      **APPROVE JOINT  
RECOMMENDATIONS**

This time each year, the MTPO forwards to FDOT priorities for federal- and  
state-funded projects that are needed, but not currently funded

Page #191      V.      **Transportation Disadvantaged Program-  
Minority Set-A-Side for Vendors**      **NO ACTION REQUIRED**

A member of the MTPO has requested the opportunity to discuss this issue

VI.

Interstate 75 Master Plan Update

NO ACTION REQUIRED

The Florida Department of Transportation will provide a status report concerning this Plan Update

Back  
Cover

VII.

Next MTPO Meeting

AGREE TO MEET ON JULY 17<sup>TH</sup>

At this time, we are not aware of any agenda items that require the MTPO to meet on June 12<sup>th</sup>

VIII.

Comments

- A. MTPO Members\*
- B. Citizen Comments
- C. Chair's Report (if necessary)\*

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 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

Thursday, 6:00 p.m.  
May 29, 2008

### STAFF RECOMMENDATION

- |          |       |  |  |
|----------|-------|--|--|
| Page #7  | CA. 1 | MTPO Minutes- April 10, 2008   | APPROVE MINUTES                          |
|          |       | <u>This set of MTPO minutes is ready for review</u>  |  |
| Page #17 | CA. 2 | Airport Access Road- 60 Percent Plans  | APPROVE PLANS                            |
|          |       | <u>The Gainesville Regional Airport has submitted 60 percent design plans for the Airport Access Road for review and comment</u> |  |
| Page #37 | CA. 3 | Depot Avenue Section 3- 60 Percent Plans   | APPROVE PLANS                            |
|          |       | <u>The City of Gainesville has submitted 60 percent design plans for review</u>  |  |
| Page #47 | CA. 4 | Enhancement Applications   | AGREE TO SUBMIT CITY<br>SIDEWALK PROJECT |
|          |       | <u>The MTPO needs to decide if it wants to submit any enhancement applications to FDOT by June 1<sup>st</sup></u>                |  |
| Page #61 | CA. 5 | Alachua County Contract Amendment-<br>Urban Village Planning Tasks   | APPROVE AMENDMENT                        |
|          |       | <u>This contract needs to be extended to September 30, 2008</u>  |  |

**Page #63    CA. 6    Year 2008 Title VI Update    NO ACTION REQUIRED**

Enclosed is a copy of the Year 2008 Title VI Update materials that have been submitted to the Federal Transit Administration

**Page #91    CA. 7    Transportation Disadvantaged (TD) Program-Coordinator Request For Proposal Presentations    APPROVE STAFF RECOMMENDATION**

MTPO staff recommends that the MTPO, at its next meeting, receive ten minute presentations from the three firms that submitted proposals

**Page #95    CA. 8    Transportation Disadvantaged Program-2008-2009 Planning Grant Application    APPROVE RESOLUTION**

This application is for state funds to support the MTPO's Transportation Disadvantaged Program

**Page #105    CA. 9    Transportation Disadvantaged Program-Status Report    NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

**Page #115    CA. 10    Florida Department of Transportation (FDOT)- May 12<sup>th</sup> Letter    NO ACTION REQUIRED**

Enclosed for your information only is a recent letter we received from FDOT

**Consent**

**Agenda**

**Enclosures**



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

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

3:00 p.m.  
Thursday  
April 10, 2008

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

Lee Pinkoson, Chair  
Scherwin Henry, Vice Chair  
James Bennett/Charles Baldwin  
Ed Braddy  
Rick Bryant  
Mike Byerly  
Cynthia Moore Chestnut  
Paula DeLaney  
Ed Poppell  
Jack Donovan  
Mayor Pegeen Hanrahan  
Rodney Long  
Craig Lowe  
John Martin  
Jeanna Mastrodicasa

None

See Exhibit A

STAFF PRESENT

Marlie Sanderson  
Michael Escalante

CALL TO ORDER

Chair Lee Pinkoson called the meeting to order at 3:04 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, recommended approval of the Meeting Agenda and the Consent Agenda, amended to add CA.9 Title VI Nondiscrimination Policy Statement and Assurance.

**ACTION: Commissioner Chestnut moved to approve the Meeting Agenda and Consent Agenda amended to add CA.9 Title VI Nondiscrimination Policy Statement and Assurance. Commissioner DeLaney seconded.**

**Amendment: Commissioner Donovan requested that the Nondiscrimination Policy Statement also include sexual orientation. Commissioners Chestnut and Delaney accepted the amendment.**

**Amendment: Commissioner Lowe requested that the Nondiscrimination Policy Statement also include gender identity. Commissioners Chestnut and Delaney accepted the amendment.**

Mr. Dave Schwartz, MTPO Attorney, discussed the proposed Title VI Nondiscrimination Policy Statement and answered questions.

**It was a consensus of the MTPO to add a discussion of the Title VI Nondiscrimination Policy Statement and Assurance to the end of the meeting agenda.**

**ACTION: Commissioner Chestnut moved to approve the Consent Agenda and Meeting Agenda. Commissioner DeLaney seconded; motion passed unanimously.**

## II. URBAN VILLAGE

### A. MTPO STAFF PRESENTATION

Mr. Sanderson presented an overview of the Urban Village and answered questions. He reported that the Urban Village Subcommittee, Bicycle/Pedestrian Advisory Board (B/PAB) and Citizens Advisory Committee (CAC) recommends that the MTPO discuss the following Urban Village issues:

- A. whether to have higher maximum densities and/or higher minimum densities;
- B. whether to prohibit any additional surface parking lots by requiring all future parking to be in structured parking (parking garages);
- C. the need for additional road connectivity; and
- D. how the recommended land use plan will affect future annexations; and

Mr. Sanderson also reported that the CAC also recommends that the MTPO discuss architectural and urban design guidelines in order to provide an environment that is safe, comfortable and attractive to the pedestrian.

### B. PLANNING TEAM PRESENTATION

Mr. Ben Chumley, Alachua County Senior Planner, discussed the Urban Village: Status Report on Implementation Tasks and answered questions.



Commissioner Mike Byerly, Urban Village Subcommittee Chair, discussed the Subcommittee's recommendations.

Mr. Russ Blackburn, Gainesville City Manager, discussed the Hatchet Creek development.

A member of the MTPO stated that he would like to have City and County planning staffs look into traffic congestion, schools, the City's economic development and impacts on the smaller cities before considering endorsing the Urban Village plan

#### C. CREEKSIDE AT BEVILLE RUN

Mr. Sanderson stated that representatives of the Creekside at Beville Run development requested an opportunity to discuss their project at the MTPO and its Advisory Committees' meetings.

Mr. Gerry Dedenbach, Causseaux, Hewitt & Wapole Director of Planning & GIS Services, and Mr. Ben Wofford, Cooper Carey, discussed the Creekside at Beville Run development and answered questions.

Mr. Ralph Hilliard, Gainesville Planning Manager, discussed the City's Urban Mixed Use land use category and answered questions.

#### D. RECOMMENDATIONS

Mr. Sanderson presented the MTPO Urban Village Subcommittee, Advisory Committees and staff recommendations and answered questions.

Mr. Richard Hedrick, Alachua County Public Works Department Director, discussed funding mechanisms for transportation facilities.

The following persons discussed this agenda item:

Bruce DeLaney

Gerry Dedenbach

Ron Carpenter

Martin Gold

Russ Blackburn

**ACTION: Commissioner Byerly moved to request that the City of Gainesville and Alachua County:**

1. **initiate joint Comprehensive Plan Amendments to implement the "Plan #5" land use scenario for the Urban Village (see Exhibit 1), including establishment of a joint Multi-Modal Transportation District (MMTD), with Phase 1 and Phase 2 land use density to be 40 to 150 units per, with a referral of the possibility of higher density being achieved by transfer of development rights policy being developed by the County; and**

**2. work with MTPO staff to:**

- A. identify a local grid network for corridor preservation and testing in the next long range transportation plan update; and**
- B. specify appropriate transit level of service and dedicated transit facilities in the Urban Village study area for testing and evaluation in the next long range transportation plan update and use in the SW 20<sup>th</sup> Avenue Preliminary Engineering (PE) Study; and**

**Commissioner DeLaney seconded; motion passed 11 to 1.**

**III. SW 62<sup>ND</sup> BOULEVARD CONNECTOR**

Mr. Sanderson stated that Alachua County received federal earmark funding to relieve traffic on Interstate 75 within the Gainesville Metropolitan Area. He said that the MTPO, at its March 13<sup>th</sup> meeting, discussed four connector corridor alignment alternatives for a four-lane corridor between Newberry Road and Archer Road. He reported that the MTPO approved the following motions on March 13<sup>th</sup>:

- 1. approve the three Interim Priority Projects;*
- 2. request that cost estimates be provided for segments north and south of the SW 20<sup>th</sup> Avenue/SW 62<sup>nd</sup> Boulevard intersection for the alternatives;*
- 3. request the identification of sidewalk and other interim projects to support transit on the SW 43<sup>rd</sup> Street/SW 42<sup>nd</sup> Street corridor; and*
- 4. defer decision on the SW 62<sup>nd</sup> Boulevard Connector Alternative until after the MTPO receives a presentation on the Urban Village at its April 10<sup>th</sup> meeting.*

Mr. Terry Shaw, HNTB Assistant Vice President, discussed the SW 62<sup>nd</sup> Boulevard Connector Alternatives. He stated that the County staff, its consultant and Florida Department of Transportation (FDOT) staff recommend the evaluation of all four alternatives in the project, development and environment (PD&E) study.

Mr. James Bennett, Florida Department of Transportation District Planning Manager, discussed FDOT's recommendation to evaluate all four alternatives for PD&E study.

A member of the MTPO requested that the letter from Congresswoman Corinne Brown be included in the motion.

**ACTION: Commissioner DeLaney moved to:**

- 1. indicate a preference for Alternative 4;**
- 2. move forward with the PD&E study on all four alternatives; and**
- 3. forward all correspondence to FDOT.**

**Commissioner Long seconded.**

Mr. Ron Carpenter, Carpenter & Roscow, P.A., representing Butler Enterprises, discussed concerns with the Butler North Development of Regional Impact (DRI)

Mr. Hedrick noted that the consultant contract would need to be amended.

Mr. Shaw stated that HNTB would add resources to meet the current schedule.

Mr. Bennett stated that authorization must be complete by June 2009.

Mr. Rob Brinkman, representing the Sierra Club, stated a preference for the no build alternative.

Mr. Carpenter requested that the MTPO vote for Alternative 4 as a preference so that it would proceed with the Butler North DRI.

Mr. Clark Butler, Butler Enterprise, discussed the Butler North DRI.

Ms. Deborah Butler discussed the benefits of public-private partnerships.

Mr. Shaw noted that HNTB received comments from several review agencies that resulted in the recommendation of all four alternatives.

Mr. Jonathan Paul, Alachua County Concurrency and Impact Fee Manager, discussed the DRI process and answered questions.

#### **SUBSTITUTE MOTION**

**Commissioner DeLaney moved to:**

- 1. move forward with the project, development and environment (PD&E) study on all four alternatives (see Exhibit 2) with:**
  - A. two lane rural with shoulder/bikeline and sidewalks;**
  - B. four lane with median and curb-and-gutter; and**
  - C. four lane divided with median and dedicated bus lanes; and**
- 2. include all correspondence.**

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

ACTION: Commissioner Braddy moved to indicate a preference for Alternative 4 for the purposes of the Butler North DRI traffic methodology until it is shown not to work. Commissioner Chestnut seconded. Chair Pinkoson requested a rollcall vote.

	<u>CITY</u>	<u>COUNTY</u>
Paula DeLaney		No
Jack Donovan	No	
Mayor Pegeen Hanrahan	No	
Scherwin Henry	Yes	
Rodney Long		Yes
Craig Lowe	No	
Jeanna Mastrodicasa	No	
Ed Braddy	Yes	
Rick Bryant	Yes	
Mike Byerly		No
Cynthia Moore Chestnut		Yes
Lee Pinkoson		Yes

**Motion failed 6 to 6; no majority from the City Commission.**

A quorum of the MTPO was no longer present.

#### IV. NEXT MTPO MEETING

Mr. Sanderson stated that the next MTPO meeting is scheduled for May 29<sup>th</sup>.

**It was a consensus of the MTPO to meet on May 29<sup>th</sup>.**

#### V. COMMENTS

##### A. MTPO MEMBER COMMENTS

There were no MTPO member comments.

##### B. CITIZENS COMMENTS

There were no citizens comments.

##### C. CHAIR'S REPORT

There was no Chair's report.

ADJOURNMENT

Chair Pinkoson adjourned the meeting at 5:42 p.m.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Cynthia Moore Chestnut, Secretary/Treasurer

**EXHIBIT A**

<b><u>Interested Citizens</u></b>	<b><u>Alachua County</u></b>	<b><u>City of Gainesville</u></b>	<b><u>Florida Department of Transportation</u></b>
Kali Blount	Ben Chumley	Russ Blackburn	Jordan Green
Clark Butler	Kathy Fanning	Paul Folker	Karen Taulbee
Deborah Butler	Michael Fay	Jesus Gomez	
Ron Carpenter	Richard Hedrick	Ralph Hilliard	
Frank Counts	Jonathan Paul	Debbie Leistner	
Gerry Dedenbach	Randall Reid	Susan Nieman	
Bruce DeLaney	Dave Schwartz		
Kellie Rye	Jennifer Spagnoli		
Terry Shaw	Ken Zeichner		
Jonathan Thigpen			

\* By telephone

# Provided written comments

T:\Mike\em08\mtpo\minutes\apr10 wpd

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(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

Thursday, 3:00 p.m.  
April 10, 2008

### STAFF RECOMMENDATION

- Page #9 CA. 1 MTPO Minutes- March 13, 2008 APPROVE MINUTES**
- This set of MTPO minutes is ready for review
- Page #29 CA. 2 MTPO Fiscal Year 2007 Audit Review APPROVE COMMITTEE**  
**Committee Meeting REPORT**
- The MTPO Audit Review Committee will meet on April 9th and its report will be sent to City and County offices later that day
- Page #57 CA. 3 Year 2035 Long Range Transportation APPROVE JOINT**  
**Plan Update- Request for Proposals (RFP) RECOMMENDATIONS**
- Enclosed is the draft RFP for the next update of the long range transportation plan
- Page #59 CA. 4 Unified Planning Work Program (UPWP) APPROVE JOINT**  
**RECOMMENDATIONS**
- Enclosed with this meeting packet is the proposed MTPO staff work program and budget for the coming year
- Page #67 CA. 5 FDOT Policy Concerning Painting Mast Arms REFER TO DESIGN TEAM**
- Enclosed is a letter discussing FDOT policy concerning the painting of mast arms and other roadway features

**Page #69      CA. 6      Transportation Disadvantaged Program-  
Status Report      NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

**Page #79      CA. 7      State Road 20 (Hawthorne Road) at  
SW 35th Terrace- FDOT Traffic Study      NO ACTION REQUIRED**

The Florida Department of Transportation cannot recommend a traffic signal or  
flashing beacon at this location

**Page #83      CA. 8      Mr. John Butler Letter (with FDOT response)      NO ACTION REQUIRED**

Enclosed for your information only is a recent letter we received

**Page #85      CA. 9      Florida Metropolitan Planning Organization  
Advisory Council- 2008 Legislative Policy Positions      NO ACTION REQUIRED**

Enclosed are copies of the 2008 MPOAC legislative policy positions



# North Central Florida Regional Planning Council



CA.2



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

April 8, 2008

TO:            Metropolitan Transportation Planning Organization (MTPO)

FROM:        Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:     Airport Access Road- 60 Percent Plans

## DESIGN TEAM RECOMMENDATION

The Design Team recommends that the MTPO approve the Airport Access Road 60 percent plans.

## BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board recommends that the MTPO approve the Airport Access Road 60 percent plans with the following revisions:

1.      include a yield to pedestrian sign for the northbound right turnbay from Waldo Road; and
2.      reduction of the northbound right turnbay turning radius.

## CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS

The Citizens Advisory Committee recommends that the MTPO approve the Airport Access Road 60 percent plans with the following revisions:

1.      show bicycle and pedestrian facilities in Phase 1; and
2.      provide safety features to slow all traffic at the intersection, such as rumble strips, in the automobile approaches to the intersection and appropriate devices for the bicycle/pedestrian trail approaches to the intersection.

## **TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS**

The Technical Advisory Committee recommends that the MTPO approve the Airport Access Road 60 percent plans with one revision to show bicycle and pedestrian facilities in Phase 1.

## **MTPO STAFF RECOMMENDATION**

Approve the Airport Access Road 60 percent plans with the revisions that are discussed in Exhibit 3.

## **BACKGROUND**

The Gainesville Regional Airport has submitted 60 percent plans for the Airport Access Road for review and comment (see Exhibit 1). Enclosed as Exhibit 2 are planning summary drawings of this project.

### **Airport Responses to Committee Recommendations**

Enclosed as Exhibit 3 are responses to the Committee recommendations reported on page 1 prepared by Ms. Rachel Henry, P.E. Project Manager.

<b>Airport Access Road Timeline</b>				
2006/2007	2007/2008	2008/2009	2009/2010	2010/2011
-	\$2,006,000 CST	-	-	-

Enclosures

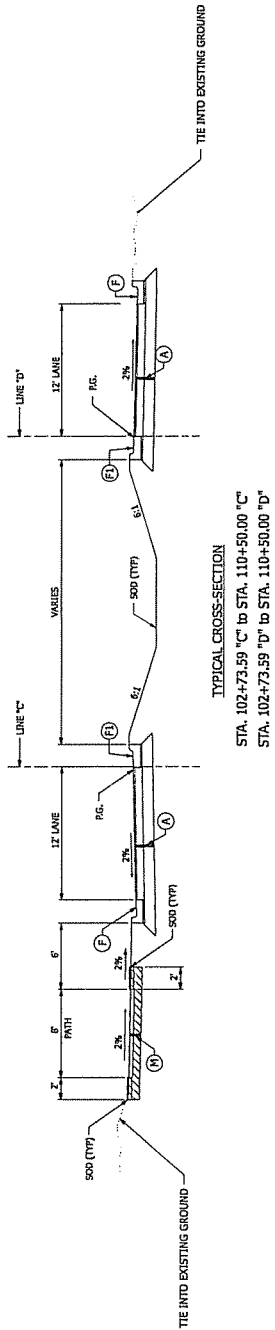






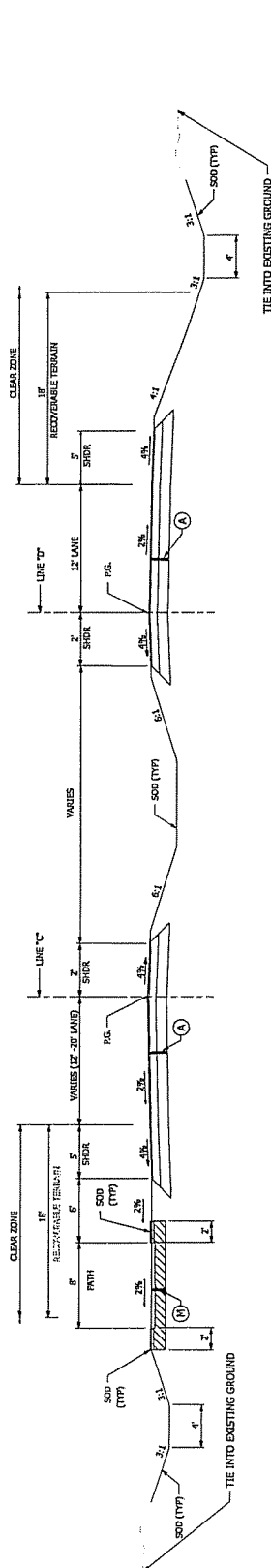


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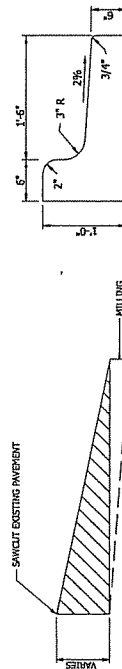
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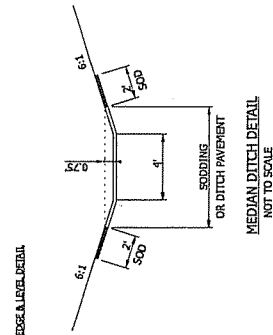
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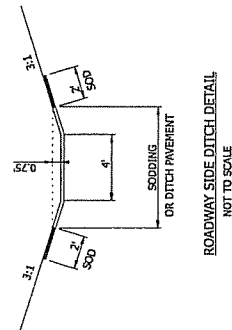
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**MEDIAN DITCH DETAIL**

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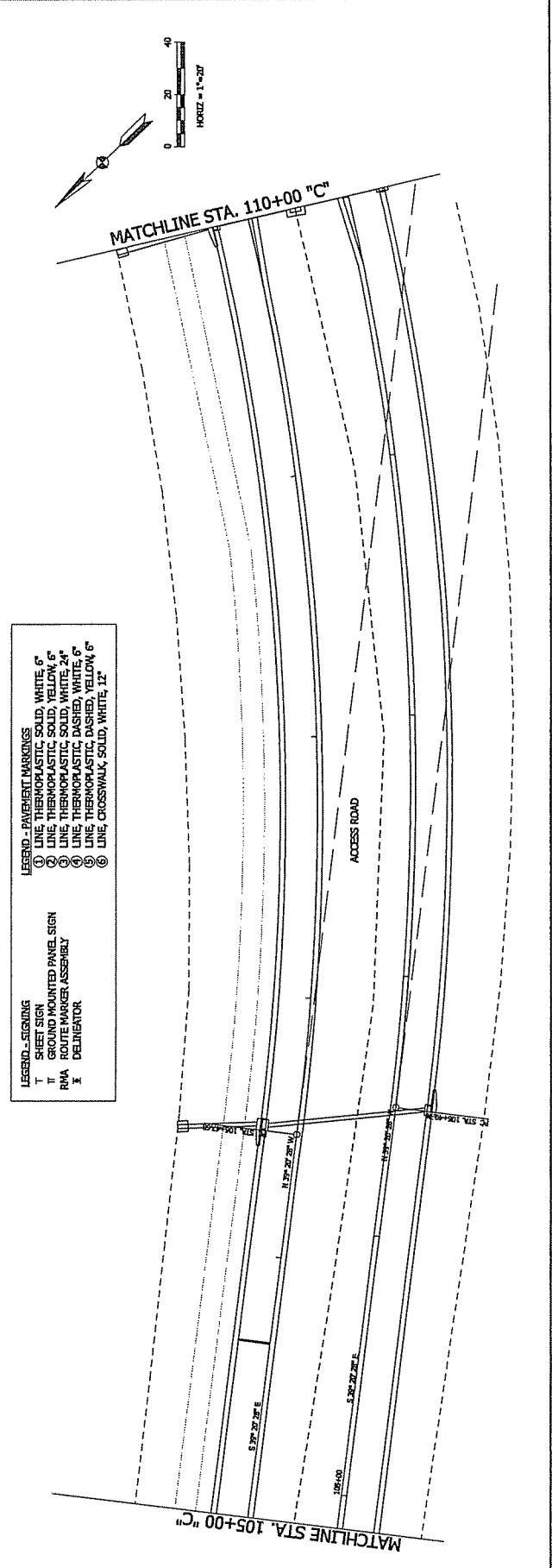
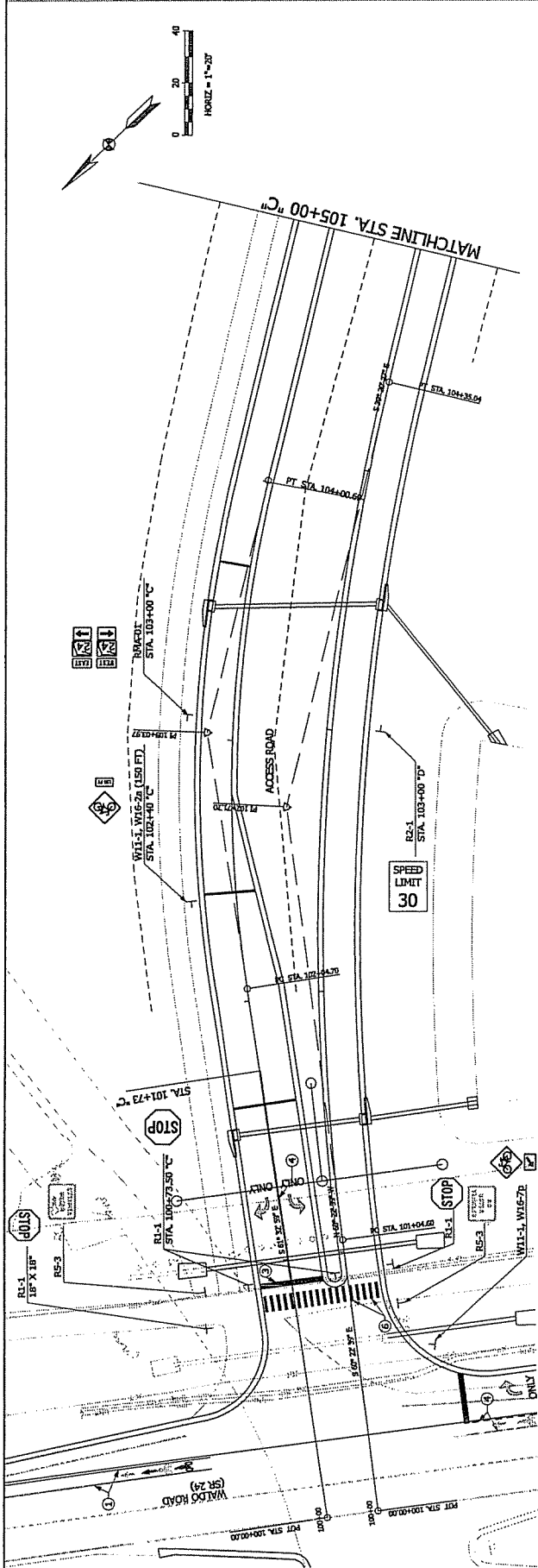
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- LEGEND**
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| (F)   | 12 IN. TYPE B STABILIZED SUBGRADE (LUR 40)  |
| (F)   | CURB, TYPE F  |
| (F1)  | CURB, TYPE F; MODIFIED  |
| (M)   | SHARED USE PATH, ASPHALT<br>11 IN. TYPE A STRUCTURAL COURSE, SP-2.5mm ON<br>8 IN. OPTIONAL BASE GROUP 1 ON  |
| (12") | 12" TYPE B STABILIZATION (LUR 40)   |









- LEGEND - PAVEMENT MARKINGS**
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  - ② LINE, THERMOPLASTIC SOLID, YELLOW, 6"
  - ③ LINE, THERMOPLASTIC SOLID, WHITE, 24"
  - ④ LINE, THERMOPLASTIC DASHED, WHITE, 6"
  - ⑤ LINE, THERMOPLASTIC DASHED, YELLOW, 6"
  - ⑥ LINE, CROSSWALK, SOLID, WHITE, 12"
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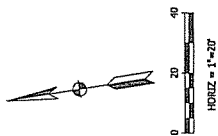
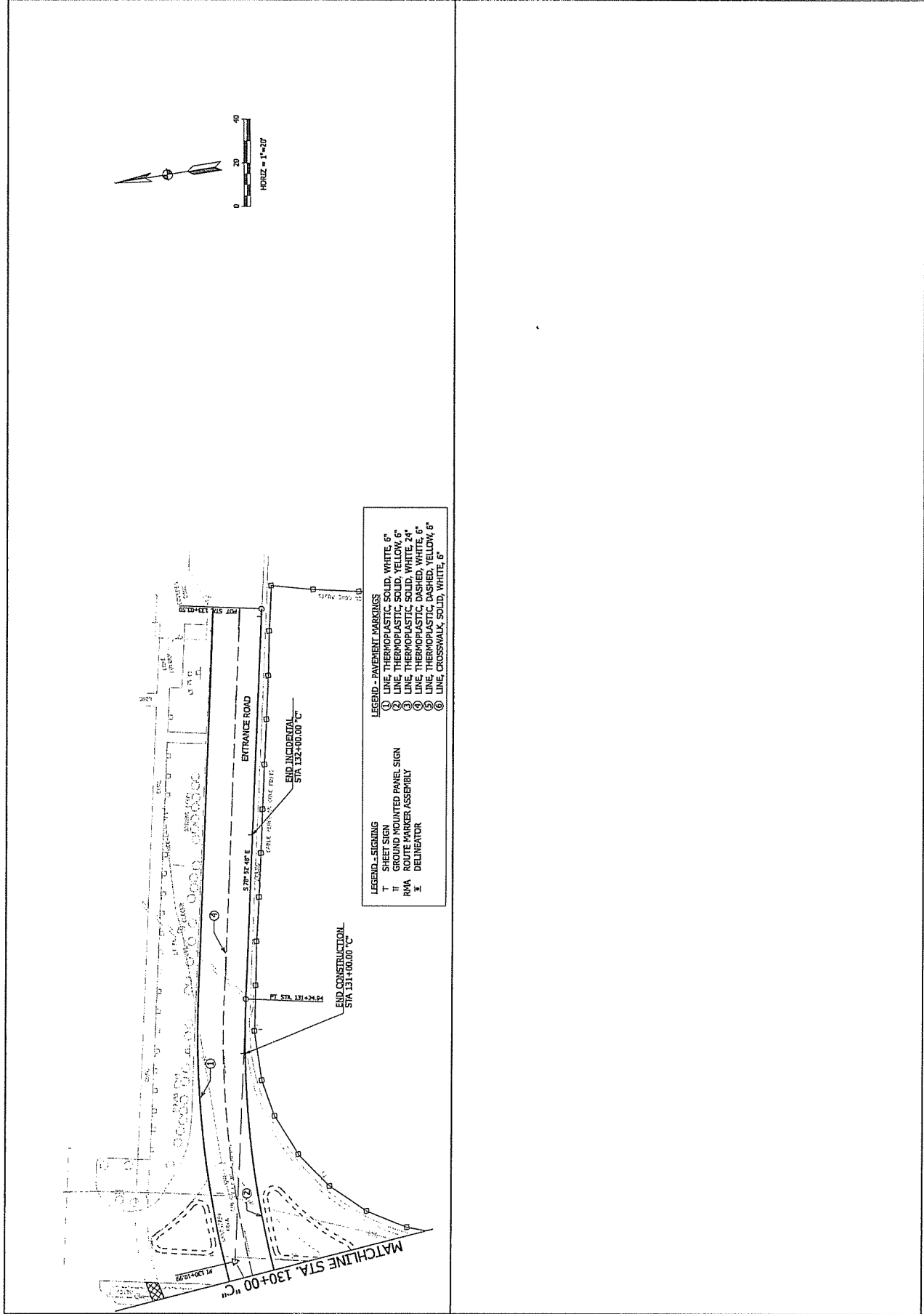
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& SIGN DETAILS - LINE "C"

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GAINESVILLE REGIONAL AIRPORT						
GAINESVILLE, FL						

4607 N.E. 40th, Tallahassee, Florida 90455  
GAINESVILLE, FL 32609  
OSD 277-0008  
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ARMSTRONG

Project # 0453  
Florida M. Hwy. P.S.

REV	DESCRIPTION	DATE	BY



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& SIGN DETAILS - LINE "D"

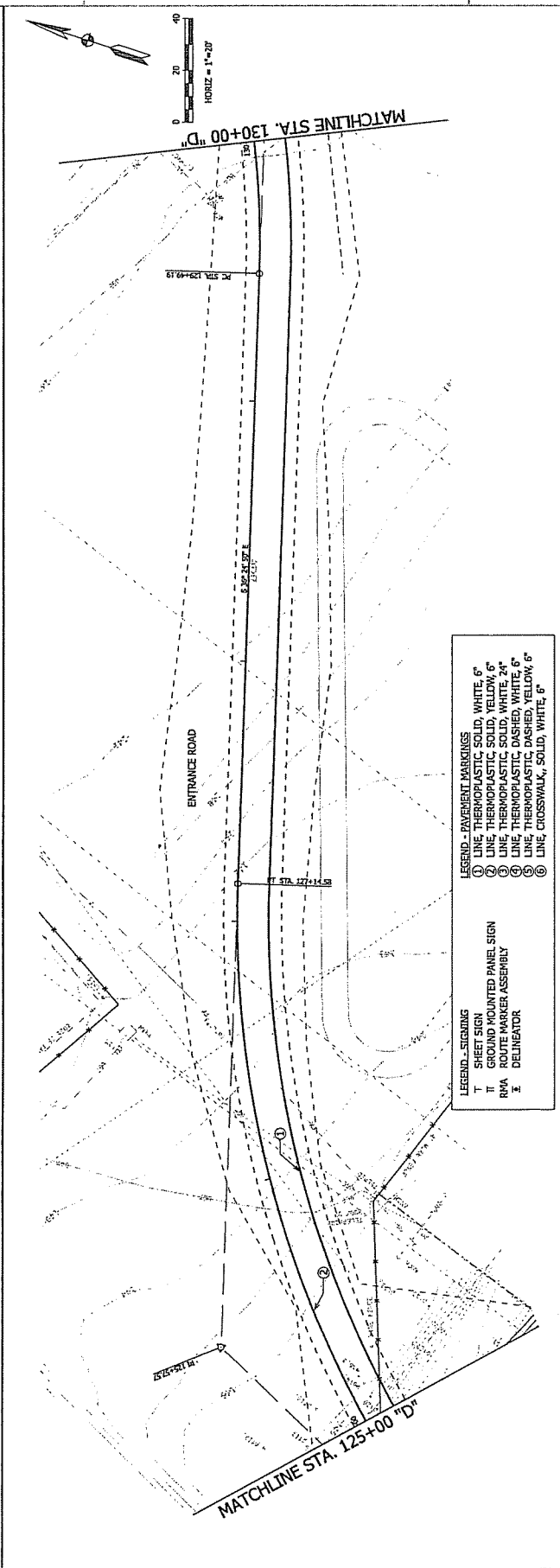
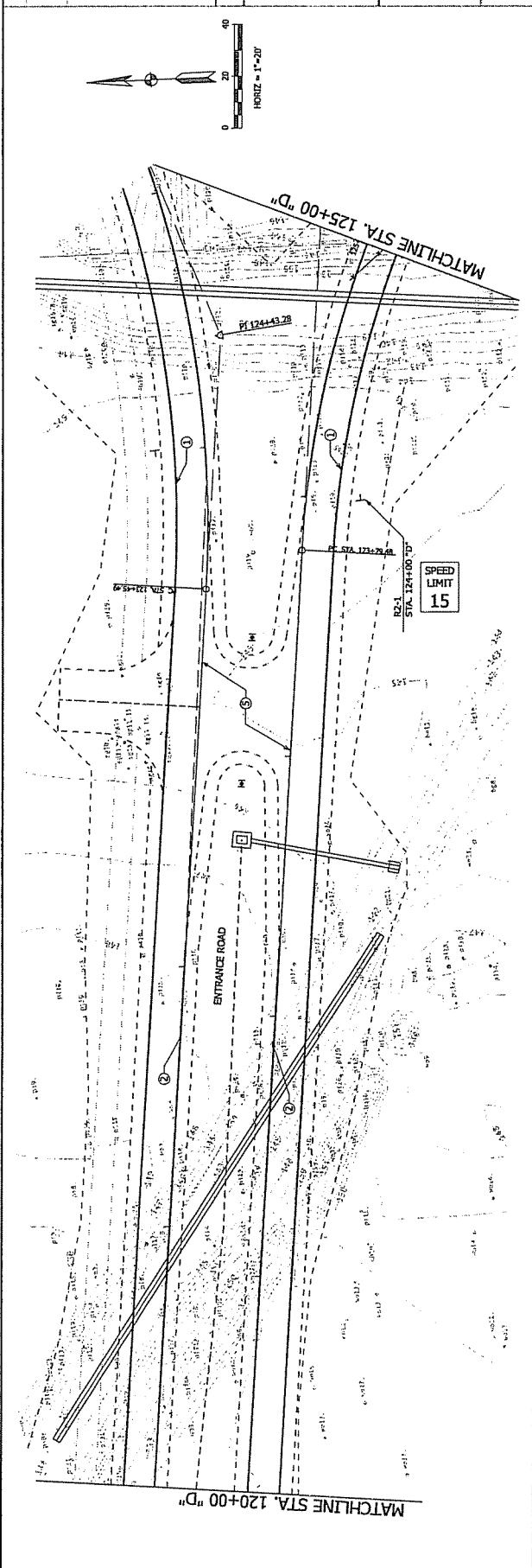
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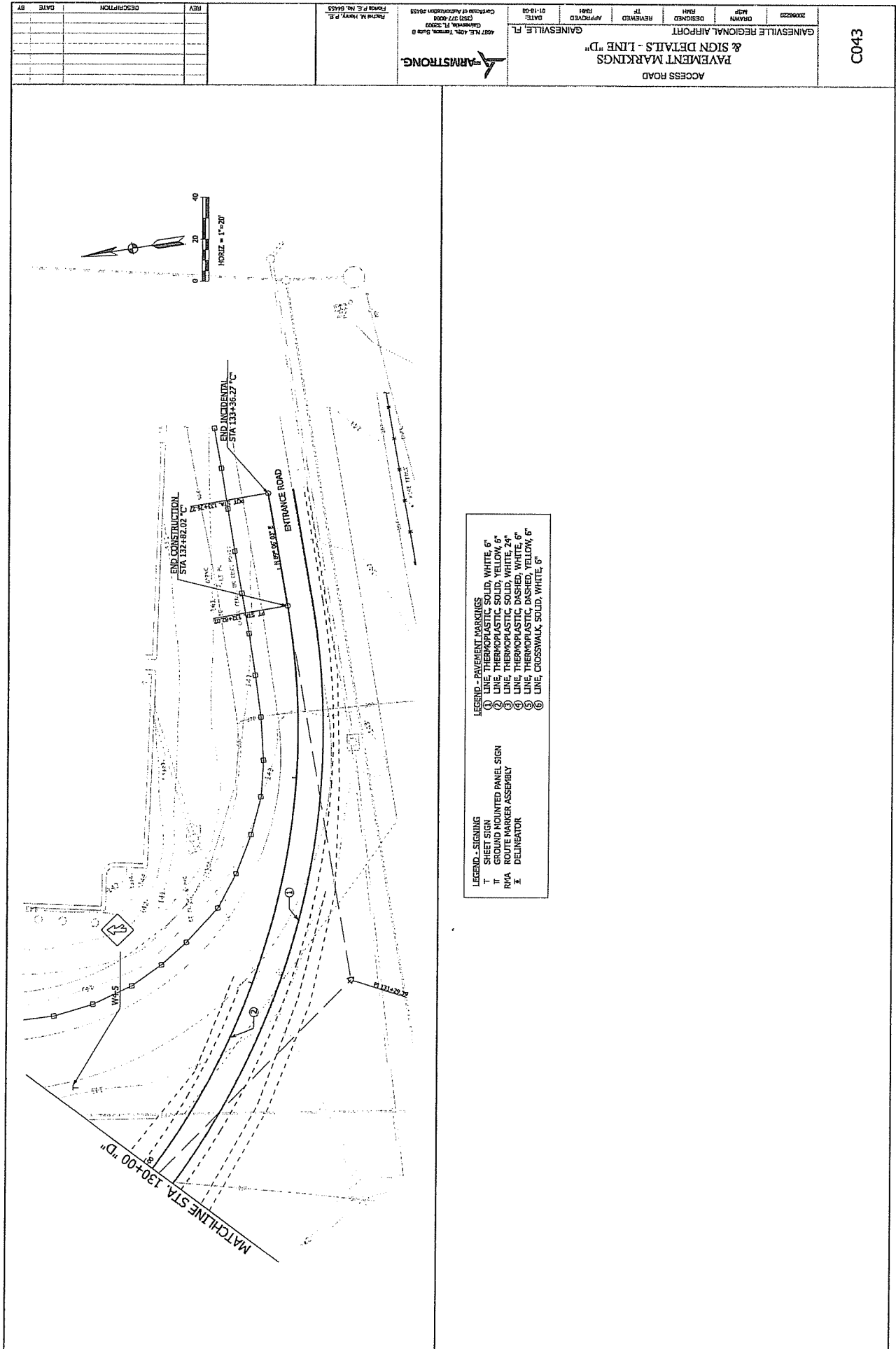
4027 N.E. 40th, Tamarac, FL 33063  
Tel: 954.277.4000  
Fax: 954.277.4000

Florida P.E. No. 14425  
Richard M. Harvey, P.E.

REV	DESCRIPTION	DATE	BY



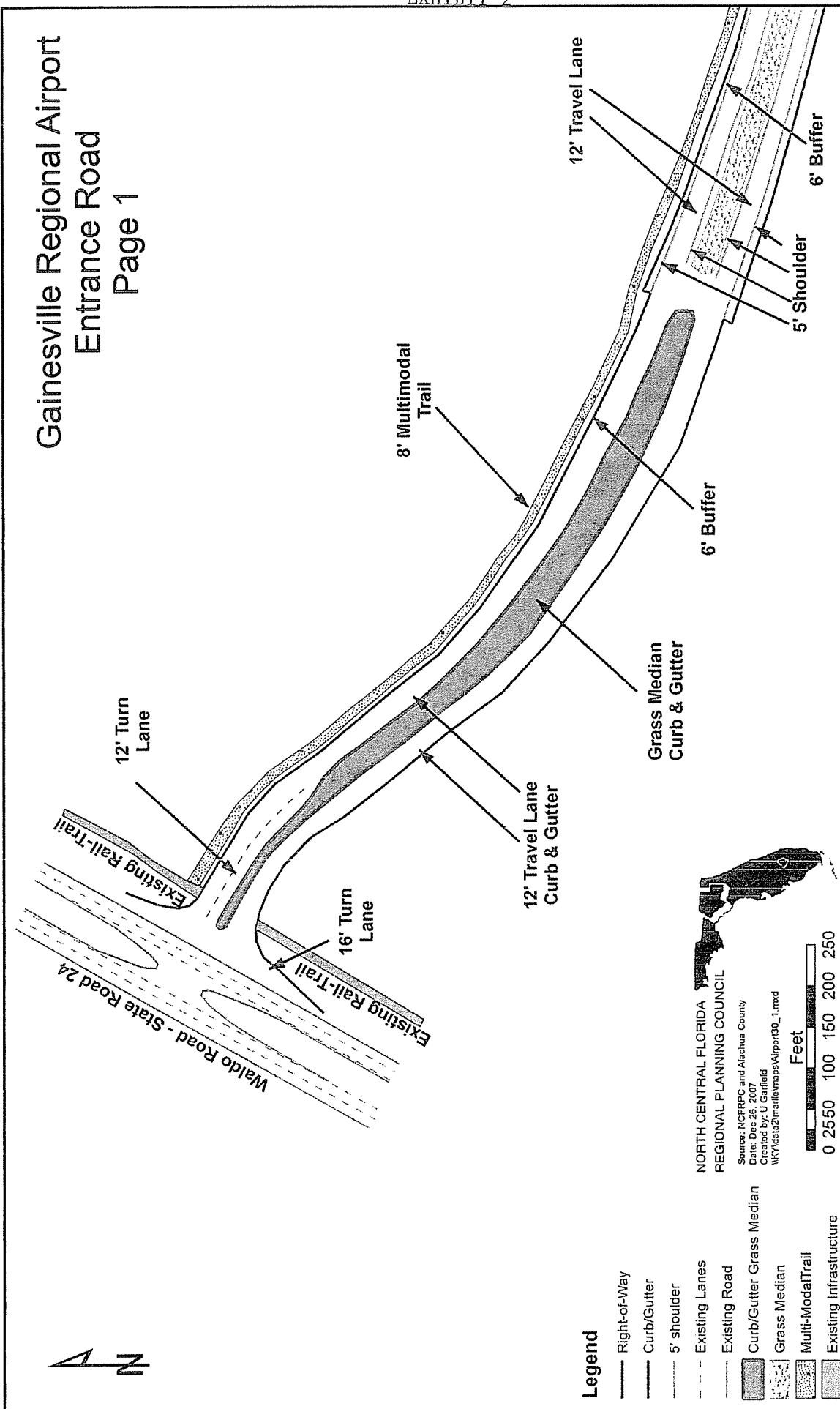
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  - ③ LINE THERMOPLASTIC SOLID, WHITE, 24"
  - ④ LINE THERMOPLASTIC DASHED, WHITE, 6"
  - ⑤ LINE THERMOPLASTIC DASHED, YELLOW, 6"
  - ⑥ LINE CROSSWALK, SOLID, WHITE, 6"
- LEGEND - SIGNING**
- T SHEET SIGN
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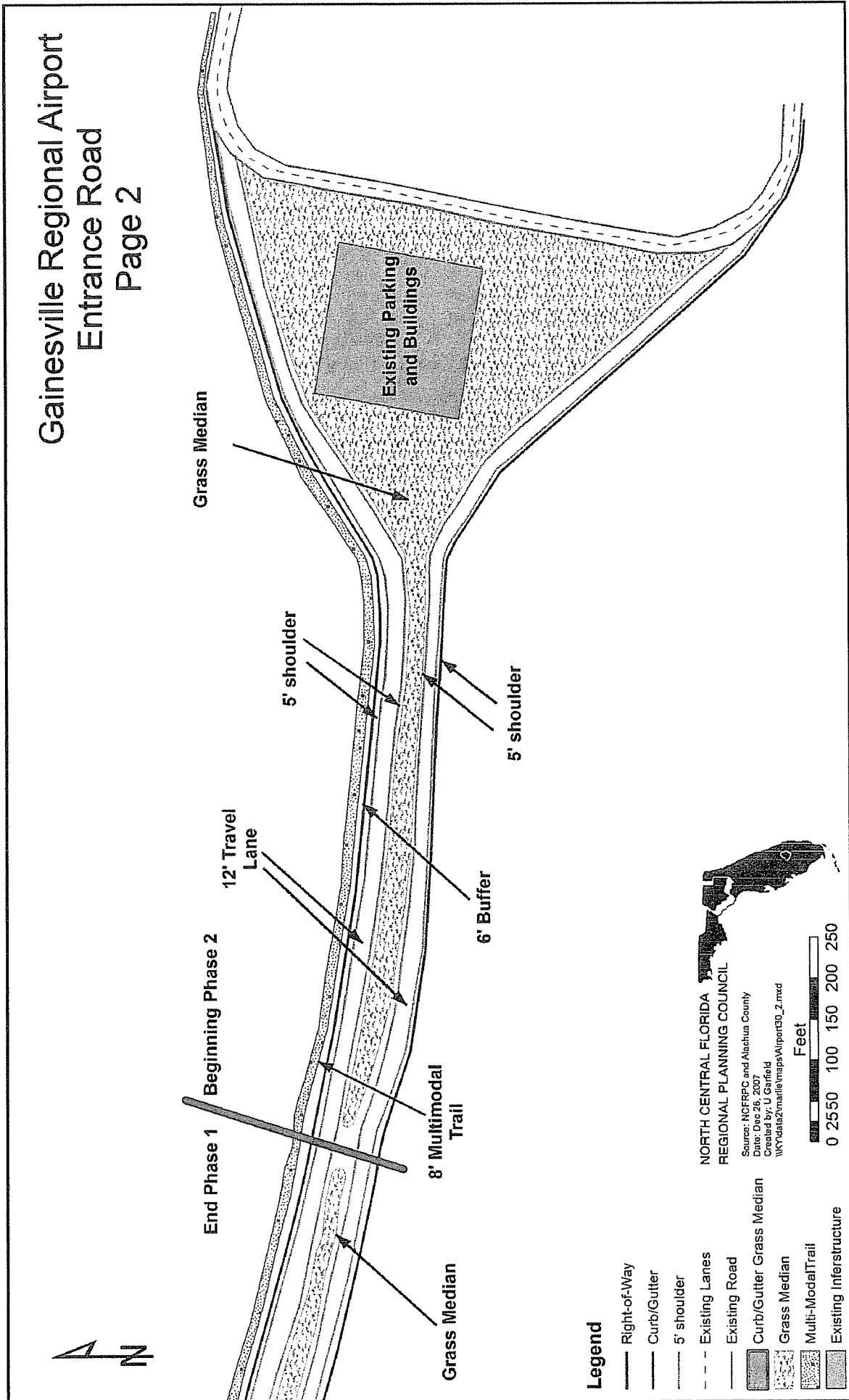


# Gainesville Regional Airport Entrance Road Page 1



# Gainesville Regional Airport Entrance Road

## Page 2



**Marlie Sanderson**

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**From:** Rachel Henry (Humphrey) [RHenry@rwa.com]  
**Sent:** Monday, May 19, 2008 1:15 PM  
**To:** Rachel Henry (Humphrey); Marlie Sanderson  
**Cc:** Mike Escalante; Michael A. Iguina (michael.iguina@flygainesville.com)  
**Subject:** RE: Airport 60% DRAWINGS

Marlie~

As we discussed on the phone, I have written a response to all of the committee recommendations listed below:

**BICYCLE/PEDESTRIAN ADVISORY BOARD**

Approved 60 percent plans revised to:

1. include a yield to pedestrian sign for the northbound right turnbay from Waldo Road; and  
Based on design requirements from the Manual on Uniform Traffic Control Devices (MUTCD), I have opted not to include this recommendation in the plans. The NB right turnbay does not have to yield to oncoming traffic since there is none due to the layout of the t-intersection, therefore, I have removed the yield sign on the NB right turnbay and replaced it with a bicycle crossing warning sign (W11-1, W16-7P) to warn motorists of the crossing. This was done in accordance with MUTCD requirements. Also, due to the fact that this is not a midblock crossing, we have no justification per MUTCD to place a yield to pedestrian sign at this location.
2. reduction of the northbound right turnbay turning radius.  
The radius of the northbound right turnbay has been reduced from 75 feet to 40 feet which is in accordance with AASHTO's "Policy on Geometric Design of Highways and Streets" as well as FDOT's Greenbook.

**TECHNICAL ADVISORY COMMITTEE**

Approve 60 percent plans revised to show bicycle and pedestrian facilities in Phase 1.  
After reviewing the construction estimate, as well as receiving some additional funding from FDOT, the shared use path will be constructed in Phase 1 from the intersection of the existing rail to trail through the limits of Phase 1 construction.

**CITIZENS ADVISORY COMMITTEE**

Approve 60 percent plans revised to provide safety features to slow all traffic at the intersection, such as rumble strips, in the automobile approaches to the intersection and appropriate devices for the bicycle/pedestrian trail approaches to the intersection.

Raised rumble strips have been placed on the northbound right turnbay as well as the exit approach of the intersection. These are in accordance with FDOT Standard Indexes. In addition to the rumble strips, bicycle crossing warning signs (W11-1, W16-7P, W16-2a) have been placed on the right turnbay as well as the exit approach. Bicycle path signing has also been included in the design. This signing consists of stop (R1-1) signage at the intersection of the path and roadway. In order to make the crossing more visible, we have also opted to use 12" wide longitudinal crosswalk lines in lieu of the 6" transverse lines. All design measures were done in accordance with the MUTCD and FDOT Standards.

Please let me know if you have any questions, or need additional information.

Thanks,

Rachel M. Henry, P.E.  
Project Manager

RW Armstrong  
2404 NW 43rd Street  
Gainesville, FL 32606



# North Central Florida Regional Planning Council

CA.3



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

May 19, 2008

TO:            Metropolitan Transportation Planning Organization (MTPO)

FROM:        Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:    Depot Avenue Section 3- 60 Percent Plans

## **JOINT RECOMMENDATION**

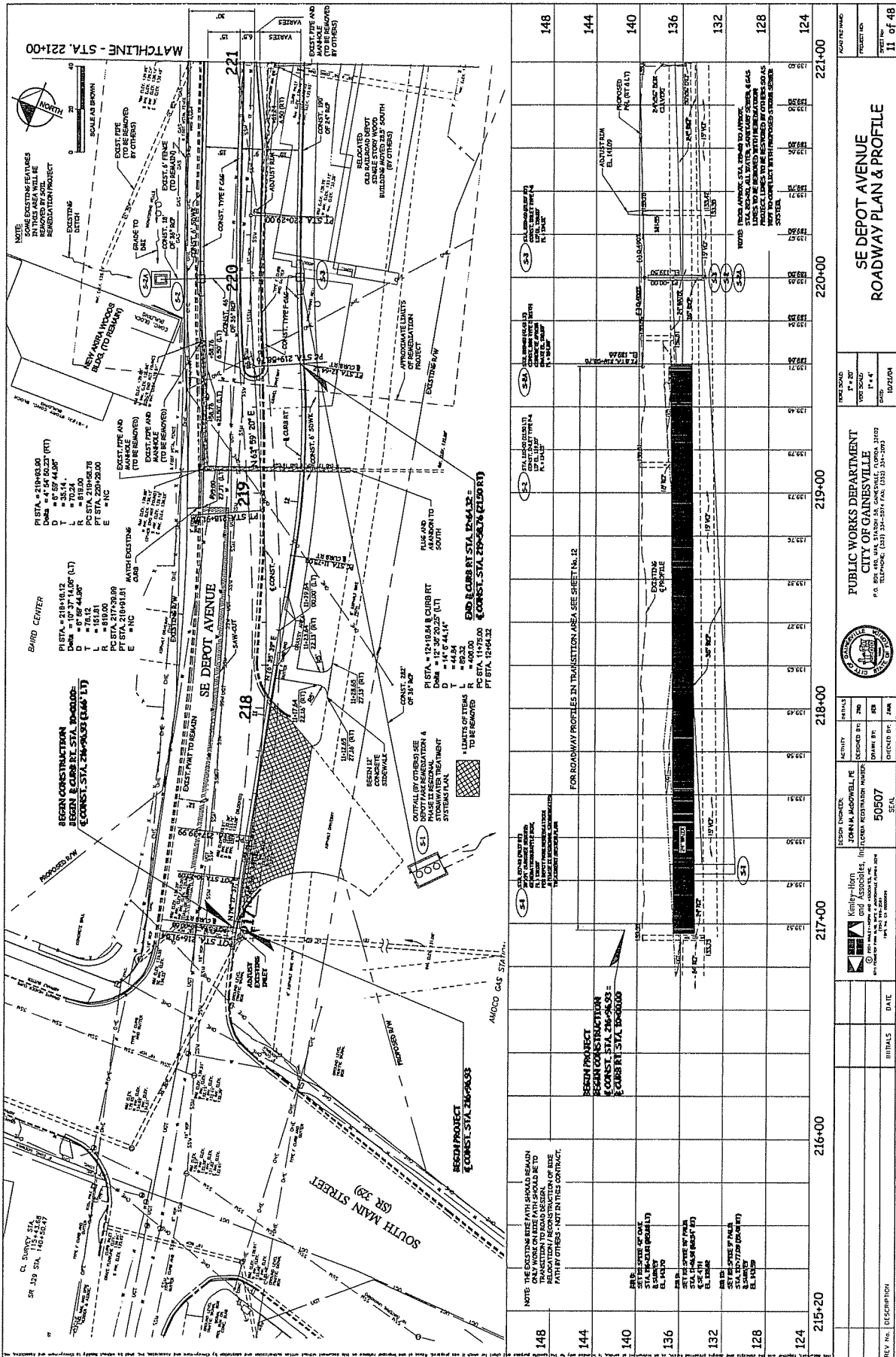
The MTPO Design Team, Bicycle/Pedestrian Advisory Board, Technical Advisory Committee, Citizens Advisory Committee and MTPO staff all recommend that the MTPO approve the Depot Avenue Section 3 60 percent plans, with the trees on the north side being retained or mitigated between Main Street and SE 7<sup>th</sup> Street.

## **BACKGROUND**

The City of Gainesville Public Works Department has submitted 60 percent design plans for Depot Avenue Section 3 (Main Street to SE 7<sup>th</sup> Street) (see Exhibit 1). Also enclosed as Exhibit 2 are planning summary drawings of this project.

Enclosures

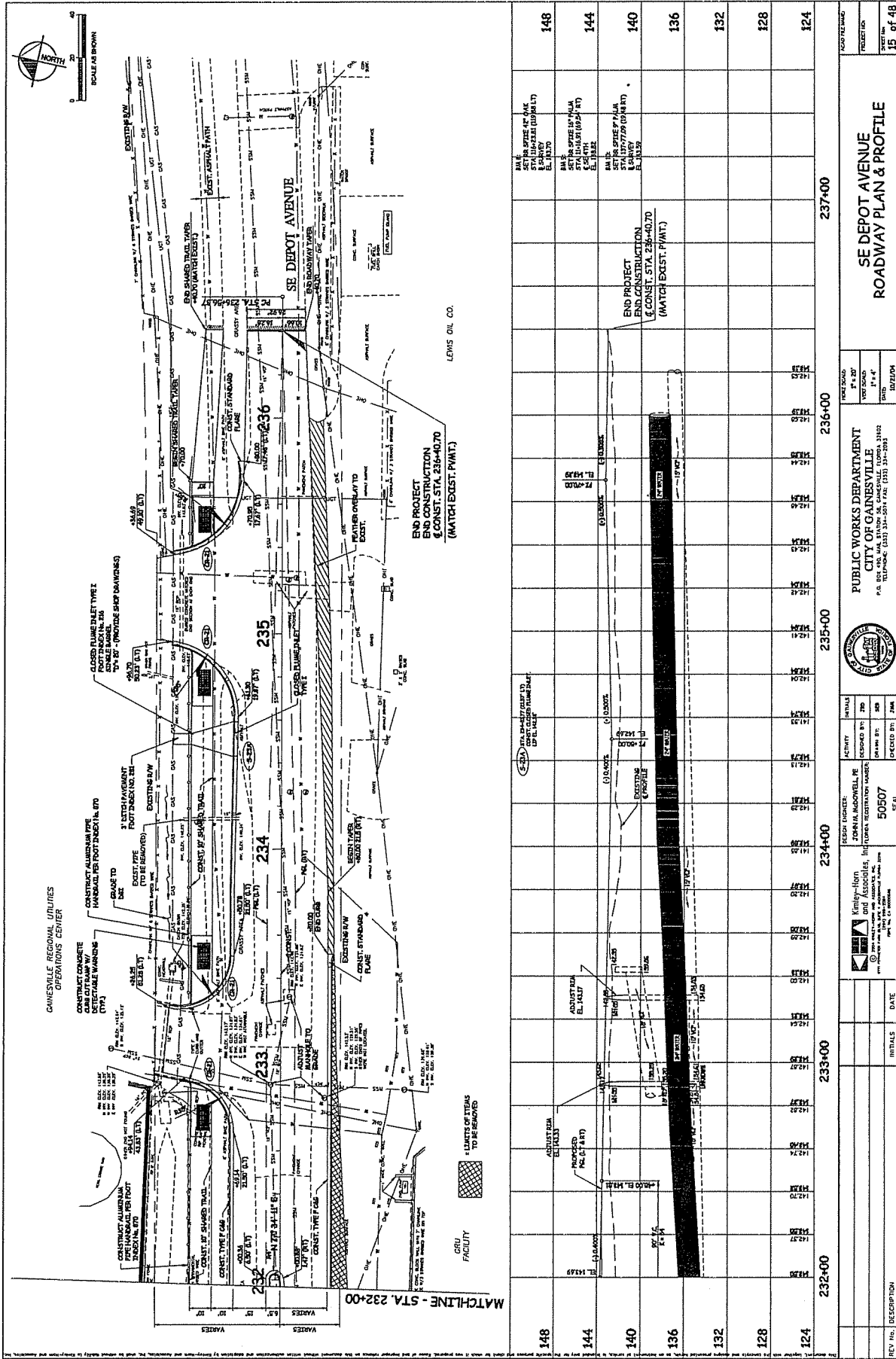










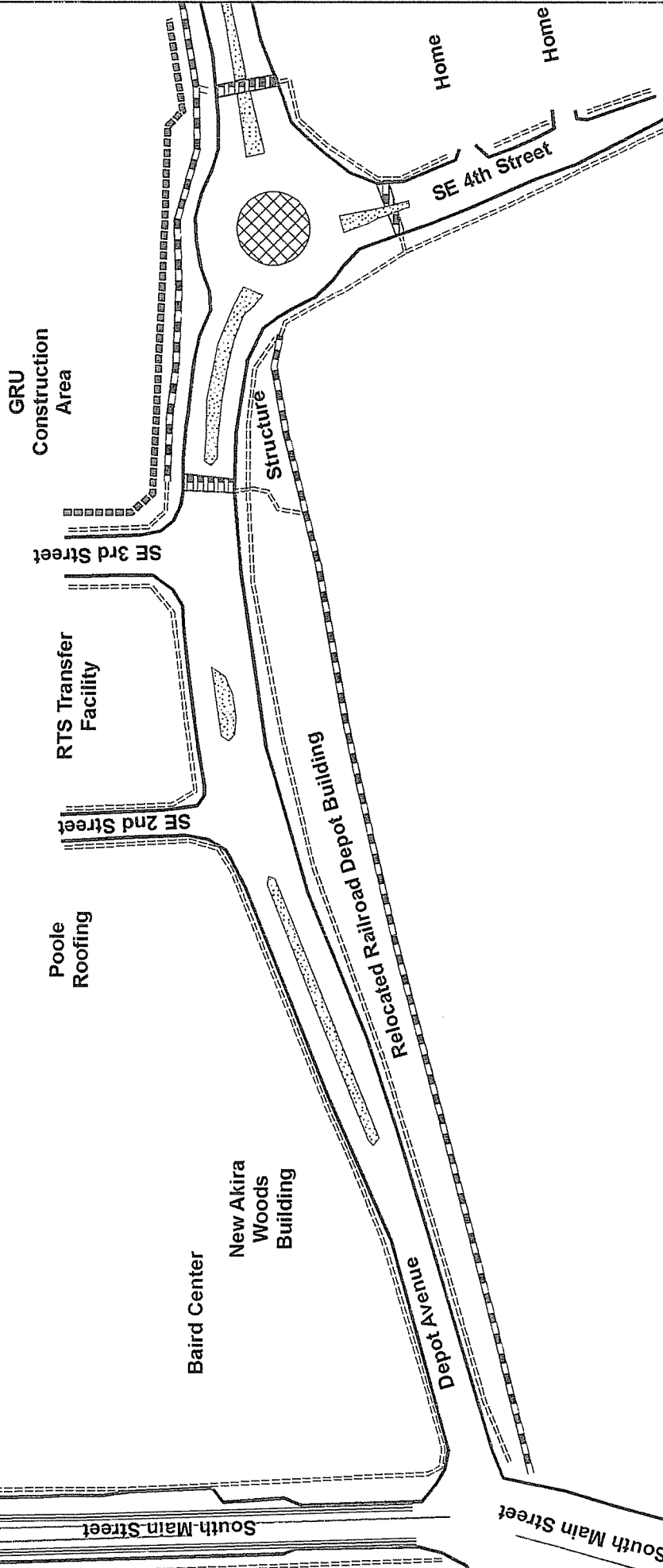




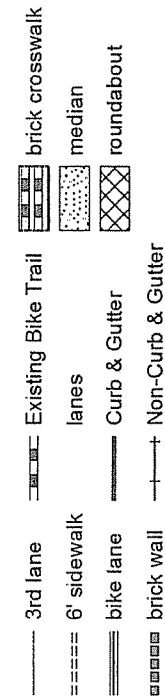


# Depot Avenue Corridor Reconstruction

Page 1

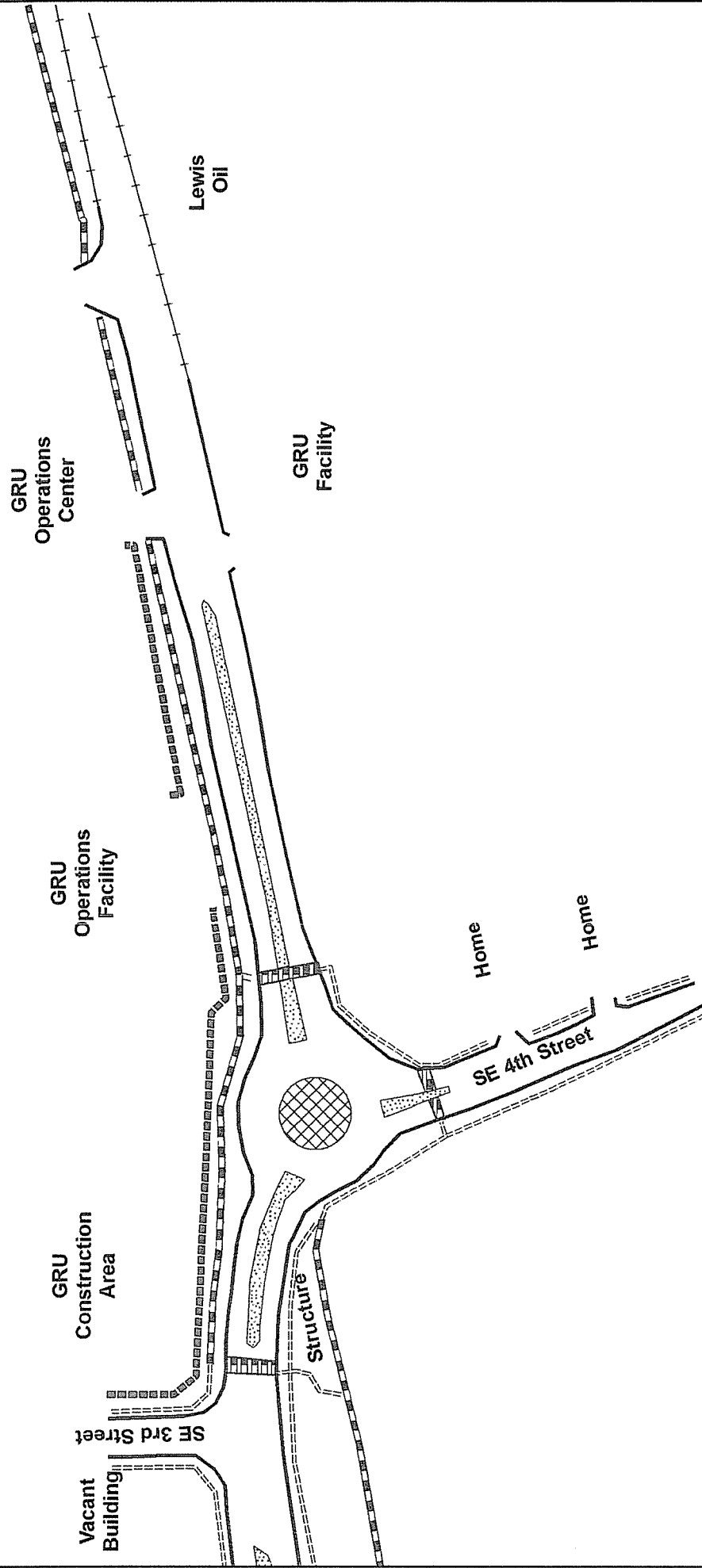


North Central Florida  
Regional Planning Council  
Disclaimer: This map was created for  
planning purposes only. The MTPCO  
is not responsible for errors, omissions  
or misuse.  
Source: NCFRPC, City of Gainesville  
Created by: U Garfield



# Depot Avenue Corridor Reconstruction

Page 2



North Central Florida  
Regional Planning Council

Disclaimer: This map was created for planning purposes only. The MPO is not responsible for errors, omissions or misuse.

Source: NCFRPC, City of Gainesville

Created by: U Garfield

- 3rd lane
- 6' sidewalk
- bike lane
- brick wall
- Existing Bike Trail
- lanes
- Curb & Gutter
- Non-Curb & Gutter
- brick crosswalk
- median
- roundabout



# North Central Florida Regional Planning Council



CA.4



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

May 19, 2008

TO:                    Metropolitan Transportation Planning Organization (MTPO)

FROM:                Marlie Sanderson, Director of Transportation Planning

SUBJECT:    **Enhancement Applications- 2008**

## JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, the Technical Advisory Committee, the Citizens Advisory Committee, and MTPO staff all recommend that the MTPO approve and submit the enclosed State Road 121 (NW 34<sup>th</sup> Street) sidewalk enhancement application this year (see Exhibit 2).

## BACKGROUND

According to Florida Department of Transportation (FDOT) District 2 staff, the deadline this year for applications for transportation enhancement projects from the MTPO is June 1<sup>st</sup> (see Exhibit 1). Transportation enhancement projects are designated federal funds that are used for "*projects that go beyond what is routinely provided in transportation projects.*" This includes such projects as facilities for pedestrians and bicyclists, landscaping and other scenic beautification, acquisition of scenic easements and control of outdoor advertising.

T:\Marlie\MS08\MTPO\MEMO\enhanceap.wpd







*Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

1109 S. Marion Avenue  
Lake City, Florida 32025-5874

STEPHANIE C. KOPELOUSOS  
SECRETARY

April 14, 2008

Sent via e-mail

Dear Mr. Sanderson,

The Florida Department of Transportation is soliciting project applications for the Transportation Enhancement Program for the Work Program cycle for Fiscal Year 2013/2014. The Transportation Enhancement Program was created in 1991 under the Intermodal Surface Transportation Efficiency Act or ISTEA. The approved procedure is attached (Topic No.: 525-030-300-j).

The Department receives an annual allocation of enhancement funds of approximately \$5,000,000, to be disbursed among the 18 counties that make up District Two. Currently, we have a backlog of approximately \$35 Million dollars from requests received as far back as the 1990s.

In the past, we have kept a running list of applications. This has largely contributed to the current backlog. Also, since submission of a lot of these applications, local priorities have changed. With this being a grass-roots program, that is understandable but it does cause instability with the program. Due to the backlog of older projects all previous unprogrammed requests will be purged and new project requests solicited. We will no longer maintain a running list of applications.

As stated in the procedure (1. SOLICITATION OF APPLICATIONS), the Department will begin to solicit, develop and program enhancement projects "in the same manner as other transportation projects through the work program development process." This means that when an application is received it will be evaluated for feasibility based on the local priority. If the project is programmed the local agency will be notified and the project added to the Tentative 5-Year Work Program. If the project is not programmed but remains a priority with the local agency, then the project will need to be requested in the next solicitation cycle.

In this solicitation cycle, the Department is asking for a maximum of two (2) projects to be submitted within the Metropolitan Transportation Planning Organization (MTPO) boundary. Please prioritize these projects when submitted. For your use, a spreadsheet displaying the enhancement projects currently programmed in your county is attached. The Department also sent a solicitation letter to Alachua County for projects outside the MTPO boundary.

If you have any questions or comments or need further clarification, please call me at 1 800 749-2967, Extension 7884. We appreciate your patience, understanding and cooperation in improving the process.

Sincerely,

Jordan L. Green, P.E.  
Rural Area Transportation Development Engineer

Cc: Mayors  
County Managers

Attachments: 2

ENHANCEMENT PROGRAM  
Fiscal Year 2008-2013

CO	Year	ItemSeq	Ph	Sq	Description	Co. Name	St. Description	Wkmx Description	Estimated
26	2008	207837-4	31	01	SR 24 (ARCHER ROAD) FROM CITY OF ARCHER TO I-75	ALACHUA	PRE-CONST.UNDERWAY	BIKE PATH/TRAIL	15,000
26	2011	211363-2	58	01	W.6TH ST. RAIL CORR. FROM SE 2ND STREET TO NW 23RD AVE	ALACHUA	ADOPTED, NOT BEGUN	BIKE PATH/TRAIL	665,000
26	2012	207837-4	58	01	SR 24 (ARCHER ROAD) FROM CITY OF ARCHER TO I-75	ALACHUA	PRE-CONST.UNDERWAY	BIKE PATH/TRAIL	1,500,000
26	2013	207837-4	58	01	SR 24 (ARCHER ROAD) FROM CITY OF ARCHER TO I-75	ALACHUA	PRE-CONST.UNDERWAY	BIKE PATH/TRAIL	1,500,000
Total: 26									3,680,000

## **Marlie Sanderson**

---

**From:** Crews, Stanley [Stanley.Crews@dot.state.fl.us]  
**Sent:** Wednesday, April 16, 2008 9:01 AM  
**To:** Ann Yarborough, Secretary to the Board; Arthur Bellot ; Brad Carter, County Mgr ;  
Chuck Iley, Director of Development Services / County Engineer; Dale Williams ; Danny  
Johnson; David Still ; Denise Bunnewith, Executive Director, First Coast MPO; Devonia  
Andrew, Executive Assistant to the Mayor; Dougla Seaman; Ed Sealover, ; Fred  
Moody ; Fritz Behring ; Jack Brown, County Administrator; Jeanna Mastrodicasa,  
Gainesville City Commissioner; Jeff Sheffield, MPO; Jeffrey Hays; Jerry Sikes ; joe cone,  
county mgr ; John Berchtold; John Wooley ; Jonathan Paul; June Neats ; Ken  
Holton; Laura Taylor, St. Johns County Assist. to the County Administrator ;  
Lisa Roberts ; Marlie Sanderson; Micheal Faye, Development Program Manager ;  
Rick Leary ; Ricky Lyons ; Ron McQueen ; Russ Blackburn, City Manager of  
Gainesville; Sharon Knowles, Levy County Road Department; Tim Sanders, Madison County  
Clerk; Yvonne Parrish  
**Cc:** Green, Jordan; Sadler, Katrina; Henderson, Bill  
**Subject:** Enhance Program

### **Additional information regarding Enhancement Program.**

**VERY IMPORTANT!!!** - If you do not already have ALL necessary Right-of-Way to construct, please do not apply until you call and talk with us. Once you apply, the project becomes "federalized" and the Right-of-Way process is lengthy and must follow the federal procedures and guidelines.

The following is an outline of activities and the current timeframe:

**June 1, 2008** - Return completed applications for NEW Project requests to the Department preferably via e-mail. Please do not submit both projects on one application.

**July 1, 2008** - The Department will have reviewed and determined eligibility. A new and revised spreadsheet with the new and the last 5 years of projects will be sent to you to prioritize. In an effort to clarify and "clean-up" the spreadsheet, please prioritize ALL projects. If a project is on the spreadsheet and has already been completed or is no longer wanted or needed, please note and we will remove.

Note: Please prioritize each project only once, 2 or more projects can not have the same priority number.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**SAMPLE APPLICATION FOR TRANSPORTATION  
 ENHANCEMENT PROJECTS**

01/2006  
 Page 1 Of 3

**Project Title:** SR 121/NW 34 Street SIDEWALK (SR 222 TO US 441)

**Project Sponsor** (municipal, county, state, or federal agency, or tribal council):

City of Gainesville

**Contact** Teresa Scott, P.E. **Title** Director of Public Works

**Address** P.O. Box 490 - MS 58, Gainesville, FL, 32602-2093

**Phone** (352) 334-5070 **FAX** (352) 334-2093

**Priority** (relative to other applications submitted by the Project Sponsor). 1

**Name of Applicant** (If other than Project Sponsor): \_\_\_\_\_

**1. Qualifying Enhancement Activities:**

Check the enhancement activity that the proposed project will address. **(NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in Appendix A of Procedure No. 525-030-300, Transportation Enhancement Projects).**

- ☒ Provision of facilities for pedestrians and bicycles
- ☐ The provision of safety and educational activities for pedestrian and bicyclists
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Historic preservation
- ☐ Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☐ Control and removal of outdoor advertising
- ☐ Archaeological planning and research
- ☐ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- ☐ Establishment of transportation museums

**2. Project Description:**

Use additional sheets as necessary to respond to the following:

- (a) What type of work is being proposed? (Check all that apply)

<input type="checkbox"/>	Planning Activities
<input type="checkbox"/>	Project Development and Environmental Studies
<input checked="" type="checkbox"/>	Engineering and Final Plans Preparation Work
<input type="checkbox"/>	Right of Way Acquisition
<input checked="" type="checkbox"/>	Construction
<input checked="" type="checkbox"/>	Construction Engineering and Inspection Activities

- (b) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact. (One or more may apply).
- (c) Where is the project located (and what is the project length and termini, if appropriate)? Include location map.
- (d) Summarize any special characteristics of project. Provide typical section drawings for appropriate projects.
- (e) Describe the project's existing right of way ownerships. This description shall identify when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys).
- (f) Describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.
- (g) Describe any related project work phases that are already complete or currently underway.
- (h) Other specific project information that should be considered.

**3. Project Implementation Information:**

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual (Topic No. 525-010-300)**.
- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).
- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.
- (d) Describe source of matching funds and any restrictions on availability.
- (e) Other specific implementation information that should be considered.

**4. Project Cost:**

What is the total estimated cost of the work requested to be funded as an enhancement project through this application?

Planning Activities.	\$ _____
Project Development and Environmental Studies.	\$ _____
Engineering and Final Plans Preparation Work.	\$ <u>90,000</u>
Right of Way Acquisition.	\$ _____
Construction.	\$ <u>585,000</u>
Construction Engineering and Inspection Activities.	\$ _____
Other. (Describe)	\$ _____
<b>TOTAL:</b>	\$ <u>675,000</u>

How will the project be funded?

FDOT Enhancement Funds \$ 675 K + Local \$ - = Total \$ 675,000

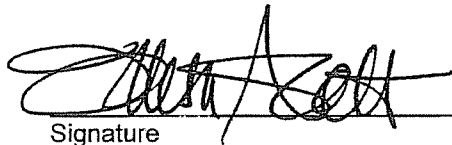
FDOT Enhancement Funds 100 % + Local - % = 100%

**CERTIFICATION OF PROJECT SPONSOR**

I hereby certify that the proposed project herein described is supported by City of Gainesville, (municipal, county, state or federal agency, or tribal council and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project, and (4) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered using the department's Local Agency Program (check one) yes X no \_\_\_\_\_

FOR FDOT USE ONLY	
	YES NO
Application Complete	
Project Eligible	
Implementation Feasible	
Include in Work Program	_____

  
Signature

Teresa Scott, P.E.

Name (please type or print)

Director of Public Works

Title

---

## 2. Project Description

---

- (a) What type of work is being proposed?

Engineering Design and Final Plans Preparation Work:

*A complete topographic survey will be required along with the preparation of Engineering and Final Plans that comply with the City of Gainesville and FDOT Design Standards. The final plans will include the proposed sidewalk layout, demolition, grading and drainage, SWPP and MOT requirements. The design project will be contracted out to a consultant with City of Gainesville Public Works Engineering staff review and oversight. The critical phases of the Engineering Design and Plans development process will be performed in coordination with FDOT.*

Construction:

*The construction of the project will be contracted out.*

Construction Engineering and Inspection Activities:

*The City of Gainesville Public Works Department will be responsible for engineering oversight and daily construction inspection activities during the construction phase. Coordination with FDOT staff will occur as needed.*

- (b) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact.

*This project involves the construction of a concrete sidewalk along the east side of SR121/NW 34<sup>th</sup> Street from SR222/NW 39<sup>th</sup> Avenue to US441/NW 13<sup>th</sup> Street. This project will enhance access to pedestrians and bicyclists along this corridor, and allow safe access to persons with disabilities by complying with current design standards and ADA requirements. In addition, the new sidewalk will improve access conditions to transit riders as the corridor is served by a transit route with 30 minute headways from 5:50 AM to 8:00 PM Monday to Friday, and 60 minute headways on Saturdays from 6:30 AM to 6:30 PM.*

- (c) Where is the project located (and what is the project length and termini, if appropriate)? Include location map.

*This project is located along the east side of SR121/NW 34<sup>th</sup> Street between SR222/NW 39<sup>th</sup> Avenue and US441/NW 13<sup>th</sup> Street, as shown in Figure 1. The project length is approximately 2.2 miles.*

- (d) Summarize any special characteristics of project. Provide typical section drawings for appropriate projects.

*This section of SR121/NW 34<sup>th</sup> Street is comprised of a non-curb and gutter two lane roadway with a total of 100 feet of prescriptive right-of-way. Topographical challenges exist and some grade revisions are envisioned along the YMCA frontage sections. The concrete sidewalk will comply with current FDOT Design Standards and ADA requirements. The proposed sidewalk will eliminate safety hazards posed by*



*steep slopes at transitions, proximity of the ditches and lack of ADA compliant ramps. A typical drawing is shown in Exhibit 1.*

- (e) Describe the project's existing right-of-way ownerships. This description shall identify when the right-of-way was acquired and how ownership is documented (i.e., plats, deeds, prescriptions, certified surveys).

*This project is located within the state right-of-way for SR121. Research of right-of-way maps indicates that the right-of-way width along the corridor is 100 feet and sufficient to accommodate this project. In addition, the attached letter dated March 5, 2008 from Ms. Karen Taulbee, FDOT Transportation Specialist, confirms that this proposed project is on the state right-of-way (see Exhibit 2). Construction of the sidewalk would be coordinated with FDOT Gainesville Maintenance office for review and permitting.*

- (f) Describe any proposed right-of-way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way.

*At this time, the City does not foresee the need for right-of-way acquisition for the completion of this project. The project will remain under the ownership of FDOT.*

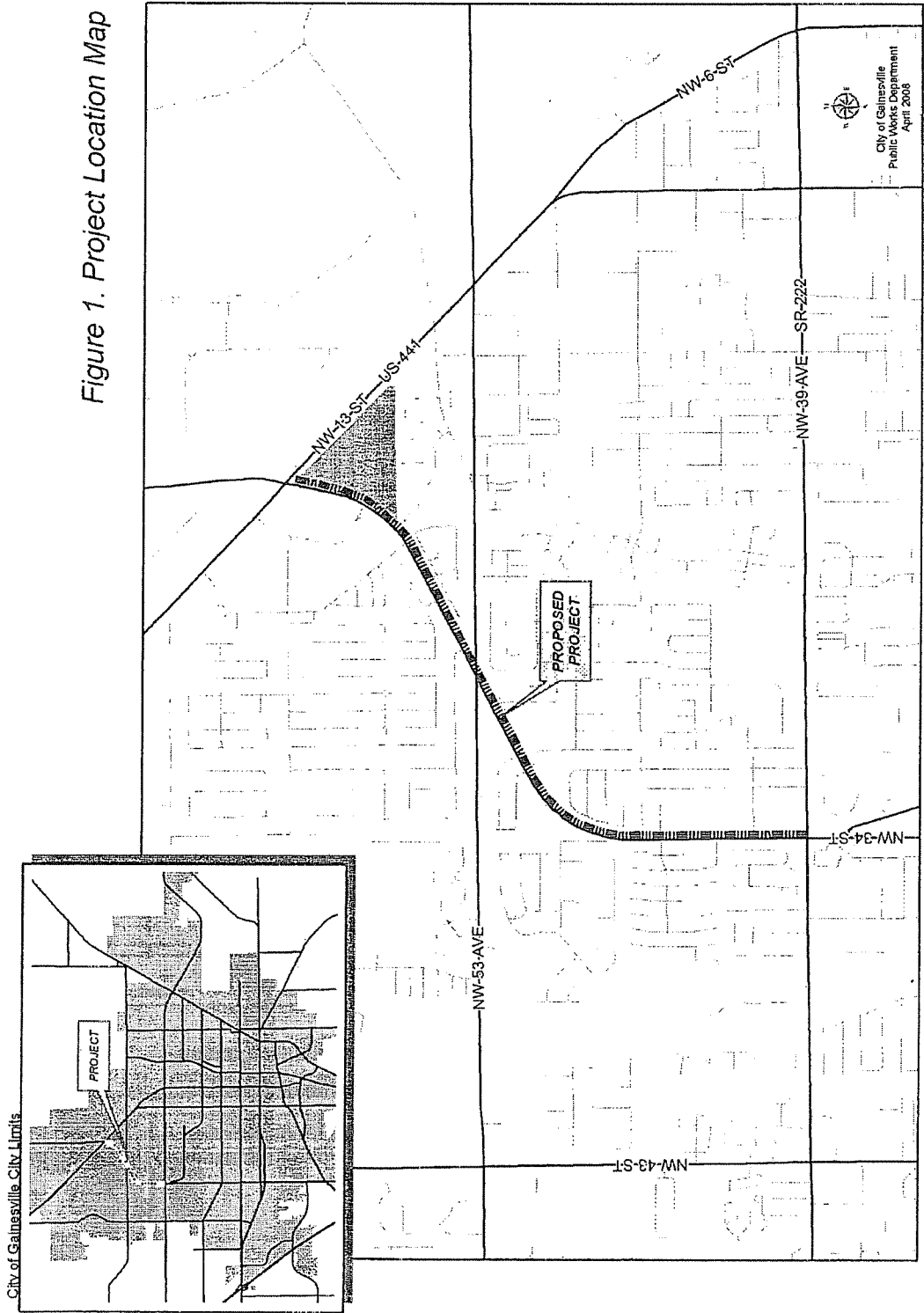
- (g) Describe any related project work phases that are already complete or currently under way.

*None.*

- (h) Other specific project information that should be considered.

*There are no sidewalks along this segment of roadway. An existing sub-standard asphalt path is present along a portion of the corridor.*

Figure 1. Project Location Map



---

### 3. Project Implementation Information:

---

- (a) Describe the proposed method of performing (i.e., contract or in-house) and administering (i.e., local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's *Local Agency Program Manual (Topic No. 525-010-300)*.

*The project will be contracted out for both the design and construction components. The administrative duties such as plans review, construction inspection and project coordination will be the responsibility of the City of Gainesville Public Works Department which is a certified agency to administer Federal Aid projects as required. A copy of the LAP certification is provided in Exhibit 3.*

- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

*This project is identified as priority project number 3 in the City of Gainesville Transportation Improvement Plan (see Exhibit 4). The project is also identified as a priority project in the Metropolitan Transportation Planning Organization (MTPO) List of Priority Projects, Table 1 – Enhancement Priorities Fiscal Years 2008/2009 – 2012/2013 (see Exhibit 5); this list is currently being revised with a proposed recommendation that the NW 34<sup>th</sup> Street Sidewalk project be moved up on the list (the MTPO will hear this item at its May 29<sup>th</sup> meeting). In addition, there is a strong support for this project from surrounding residents and neighborhood association which have presented this item for discussion in recent MTPO meetings. Copies of communications in support of the project and MTPO meeting agendas are presented in Exhibit 6.*

- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

*The project site will remain under FDOT ownership after the project is completed. Maintenance of the project will be assumed by the City of Gainesville under a signed maintenance agreement with the state.*

- (d) Describe sources of matching funds and any restrictions on availability.

*At this time there are no matching funds identified.*

- (e) Other specific implementation information that should be considered.

*The City will coordinate with the appropriate agencies on utilities and permitting issues throughout the development and implementation of the project.*



AMENDMENT NO. 3  
TO THE  
URBAN VILLAGE PLANNING TASKS  
BETWEEN  
ALACHUA COUNTY  
AND THE  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

This amendment entered into on \_\_\_\_\_ day of \_\_\_\_\_ 2008.

This is an amendment to an Agreement dated December 14, 2006 between Alachua County, hereinafter referred to as the Purchaser, and the Metropolitan Transportation Planning Organization, hereinafter referred to as the MTPO.

WHEREAS, the Agreement dated December 14, 2006 between Alachua County, hereinafter referred to as the Purchaser, and the MTPO covers the period December 14, 2006 through June 30, 2008; and

WHEREAS, the MTPO desires to extend the period of this Agreement from July 1, 2008 to September 30, 2008; and

NOW, THEREFORE the following section of the above referenced Agreement is hereby amended, as follows.

- Page 4 of 9     1.     This Agreement shall cover the period December 14, 2006 to September 30, 2008 and shall be deemed effective when approved by both parties, unless earlier terminated as provided herein.

All other terms and conditions of the above referenced Agreement shall remain in full force and effect.

IN WITNESS WHEREOF the parties hereto have made and executed this Amendment as of the day and year first above written.

ATTEST:

ALACHUA COUNTY

SEAL

---

---

Attest:

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION

SEAL

---

Cynthia Moore Chestnut  
Secretary

---

Lee Pinkoson  
Chairman

T:\Marlie\MS08\VILLAGE\amendment3may.wpd

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

**TITLE VI PROGRAM**

Metropolitan Transportation Planning Organization  
For The Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653

May 2008





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## I.

### INTRODUCTION

#### REPORTING REQUIREMENTS

Recipients of Federal Transit Administration (FTA) funds are required by 49 CFR [Code of Federal Regulations] Section 21.9 (b) to submit a report to the Federal Transit Administration Regional Office every three years. This report documents compliance with U.S. Department of Transportation Title VI regulations. Title VI is the Civil Rights Act of 1964.

#### OBJECTIVES

The objectives of the Title VI program are to:

- A. ensure that the level and quality of transportation service is provided without regard to race, color, national origin, sex, age, disability, family or religious status;
- B. identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- C. promote the full and fair participation of all affected populations in transportation decision making;
- D. prevent the denial, reduction or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- E. ensure meaningful access to programs and activities by persons with limited English proficiency.

#### CONTENTS

Title VI submissions shall include the following information-

- A. A summary of public outreach and involvement activities undertaken since the last submission and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.

- B. A copy of the agency's plan for providing language assistance for persons with limited English proficiency that was based on the U.S. Department of Transportation's Limited English Proficiency Guidance or a copy of the agency's alternative framework for providing language assistance.
- C. A copy of the agency procedures for tracking and investigating Title VI complaints.
- D. A list of any Title VI investigations, complaints or lawsuits filed with the agency since the time of the last submission. This list should include only those investigations, complaints or lawsuits that pertain to the agency submitting the report, not necessarily the larger agency or department of which the entity is a part.
- E. A copy of the agency's notice to the public that compiles with the Title VI and instructions to the public on how to file a discrimination complaint.

### COMMUNITY PROFILE

According to the Year 2000 Census, Alachua County consisted of 217,955 persons. The majority of these people resided within the Gainesville Metropolitan Area, with the City of Gainesville having 95,605 persons.

The City of Gainesville, the county seat, is the host of the University of Florida. The university draws faculty and students from across the country and from numerous foreign countries. Therefore, the county includes a diverse population.

In 2000, the racial proportions of the county included: 73.5 percent White; 18.8 percent Black; and 7.7 percent other races. In addition, 5.7 percent of the population was identified as Hispanic. Illustrations I and II show racial and poverty demographics for Alachua County according to the Year 2000 Census.

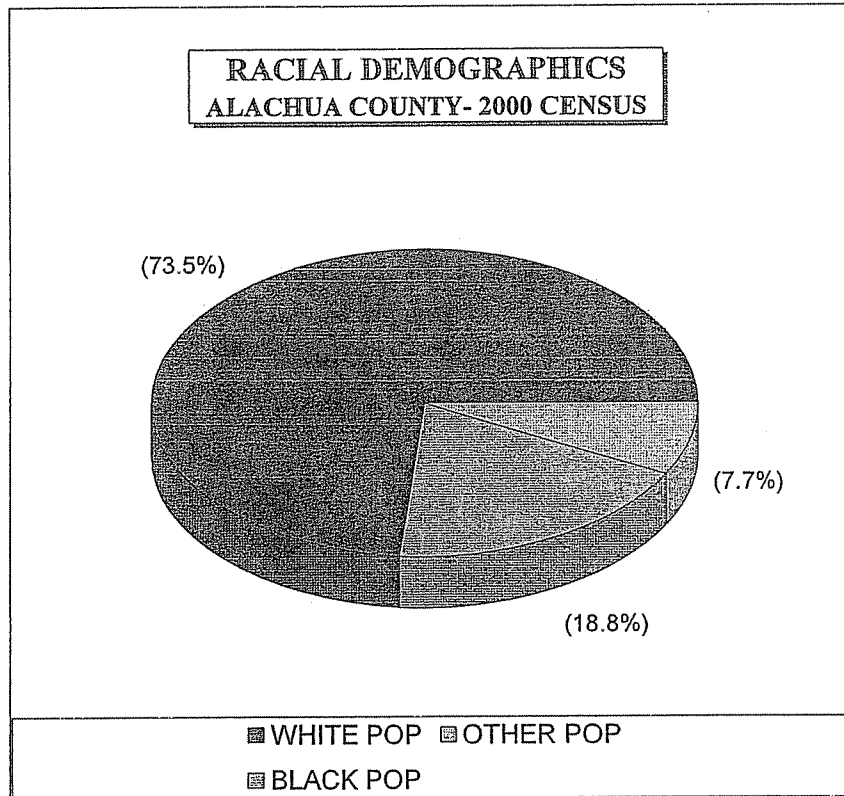
The census data shows that the majority of the persons living below the poverty level reside in the east and southeast portions of the Gainesville Metropolitan Area. There is also a significant proportion of the population in eastern Alachua County living below the poverty level. The census data also shows that the northwest quadrant of the Gainesville Metropolitan Area is the most affluent.

Illustrations III and IV show the areas of concentration, by census tract and block group, of persons living below the poverty level. Table 1 shows the ratio of persons by race that live below the poverty level according to the Year 2000 Census.

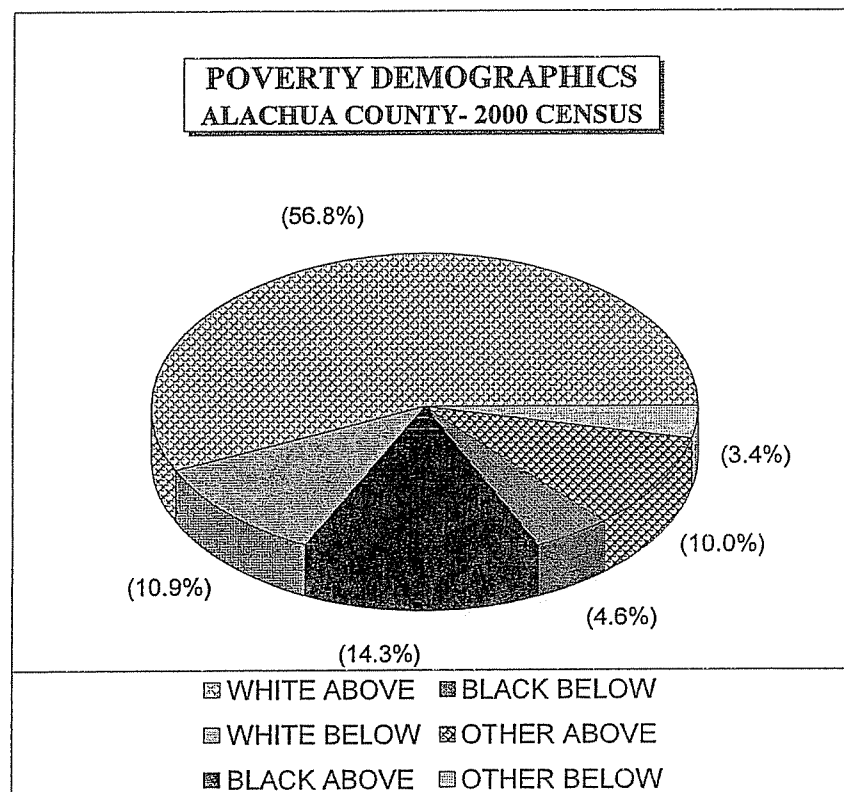
TABLE 1

ALACHUA COUNTY POVERTY STATUS- BY RACE [2000 CENSUS]			
RACE	POPULATION	PERSONS BELOW POVERTY LEVEL	PERCENT BELOW POVERTY LEVEL
WHITE	152,213	29,352	19.3
BLACK	38,356	12,242	31.9
OTHER	26,895	9,094	33.8

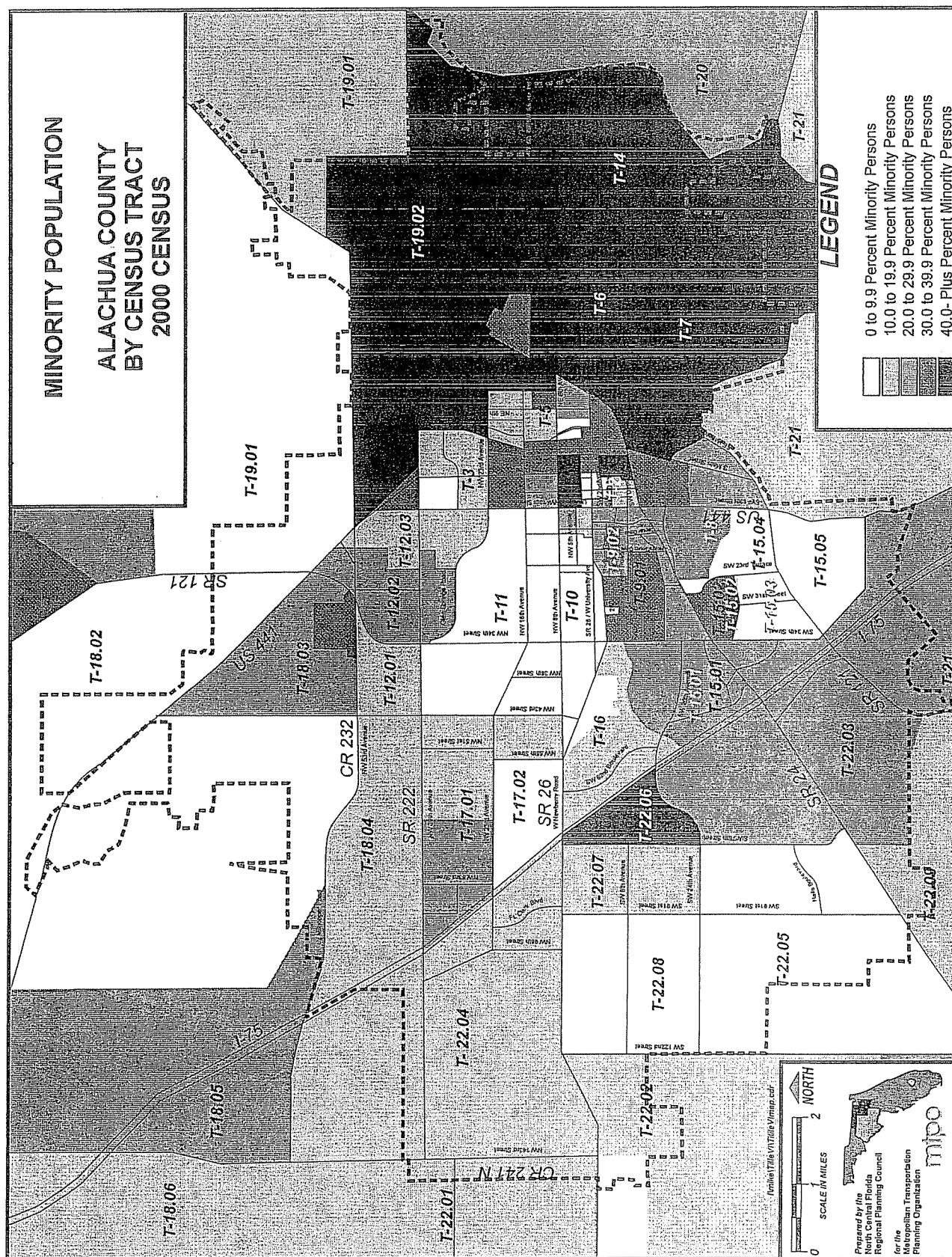
## ILLUSTRATION I



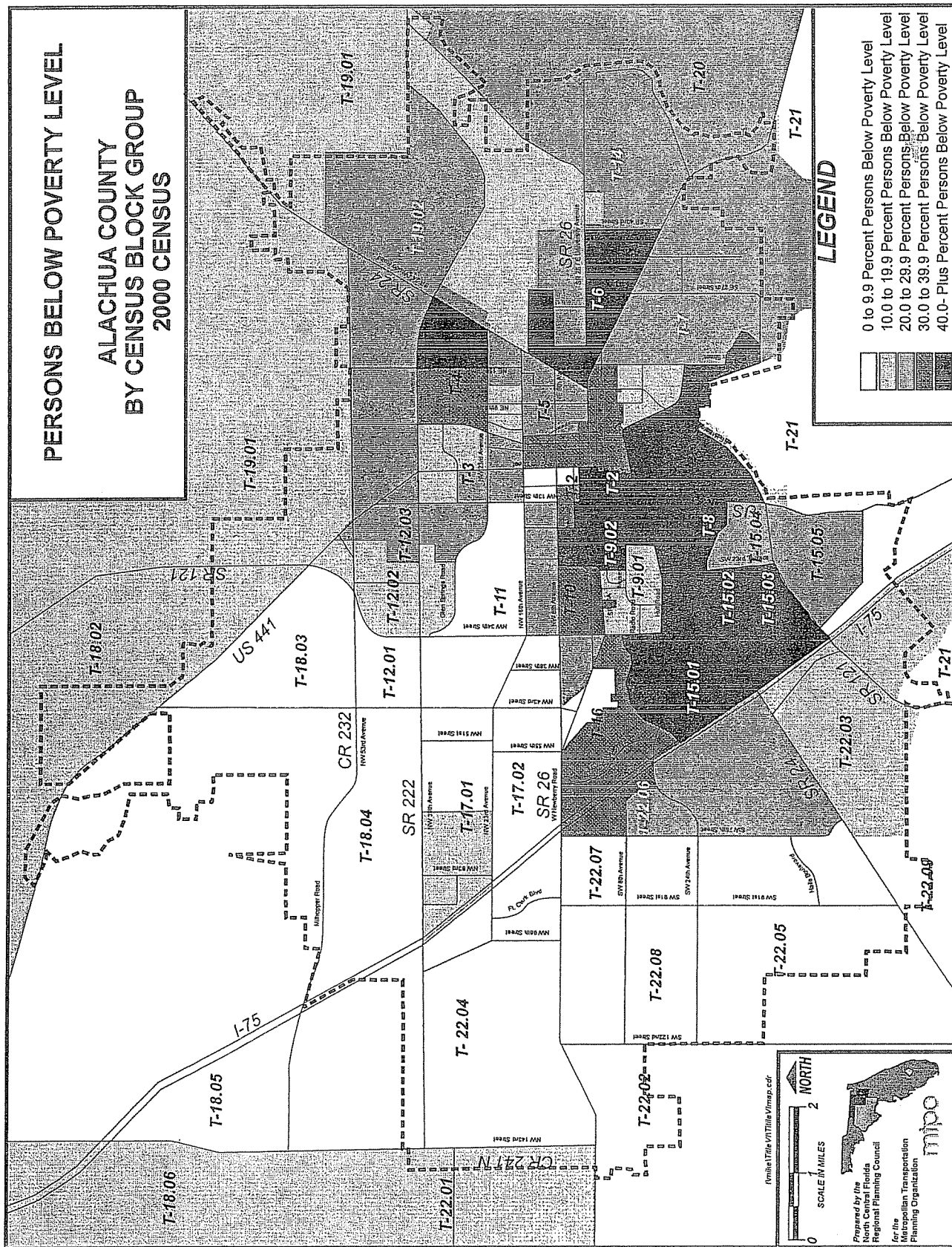
## ILLUSTRATION II



### ILLUSTRATION III



### ILLUSTRATION IV





## II.

### TITLE VI PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

This Section is a summary of public outreach and involvement activities undertaken since the last submission on June 16, 2005. Included in this section is a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.

According to Federal Transit Administration (FTA) Circular 4702.1A, effective activities include the following:

- A. coordinating with individuals, institutions or organizations and implementing community-based public involvement strategies to reach out to members in the affected minority and/or low-income communities;
- B. providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments;
- C. using locations, facilities and meeting times that are convenient and accessible to low-income and minority communities;
- D. using different meeting sizes or formats, or varying the type and number of news media used to announce public participation opportunities, so that communications are tailored to the particular community or population; and
- E. implementing U.S. Department of Transportation's policy guidance concerning recipients' responsibilities to Limited English Proficiency persons to overcome barriers to public participation.

### COMMUNITY-BASED PUBLIC INVOLVEMENT STRATEGIES

This Section discusses efforts to coordinate with individuals, institutions or organizations and implementing community-based public involvement strategies to reach out to members in the affected minority and/or low-income communities.

### Membership on the Citizens Advisory Committee (CAC)

The MTPO is required to have a Citizens Advisory Committee that reflects a broad cross-section of local residents. State law requires that this Committee include minorities, the elderly and the handicapped.

The MTPO has decided to publish a special newspaper ad in a local newspaper that primarily services minority and low-income areas to advertise vacant positions on the Citizens Advisory Committee. In addition, the MTPO decided to ask its members to contact minorities and encourage them to seek appointment to this Committee.

### Planning Process to Identify Needs of Low-income and Minority Populations

This Section discusses the planning process that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area uses to identify the needs of low-income and minority populations. This process is conducted each year when the MTPO develops its Transportation Improvement Program (TIP).

### Transportation Improvement Program (TIP)

Each year, the transportation improvement program identifies the needs of low income and minority populations by examining the distributions of benefits and impacts of transportation investments [i.e highway and transit projects in the long range transportation plan (LRTP) and transportation improvement program (TIP)] across these groups. The results of this effort is included in the TIP in an appendix

The purpose of this appendix is to identify the locations of different socioeconomic groups within the Gainesville Metropolitan Area. The socioeconomic groups identified in this assessment include low-income, minority, elderly and disabled populations. The source of this socioeconomic group data is the United States Census 2000. This appendix specifically examines the five most heavily concentrated block groups and census tracts within the Gainesville Metropolitan Area that include low-income, minority, elderly and disabled populations. This data is used for planning purposes, on a priority-level basis, to evaluate the needs of low-income, minority, elderly and disabled populations.

### Minority and Low-income Community Concentrations

Year 2000 Census data for Alachua County was evaluated for the five most heavily concentrated block groups and census tracts within the Gainesville Metropolitan Area for minority and low-income communities. Table 2 identifies the census tracts and block groups with heavy concentration disabled, elderly, low-income and minority socioeconomic groups within the Gainesville Metropolitan Area. Illustration V shows the relationship of the location of these socioeconomic group concentrations and roadway facilities operating at an unacceptable level of service.

### Analytical Process to Identify the Benefits and Burdens of Metropolitan Transportation System Investments for Different Socioeconomic Groups

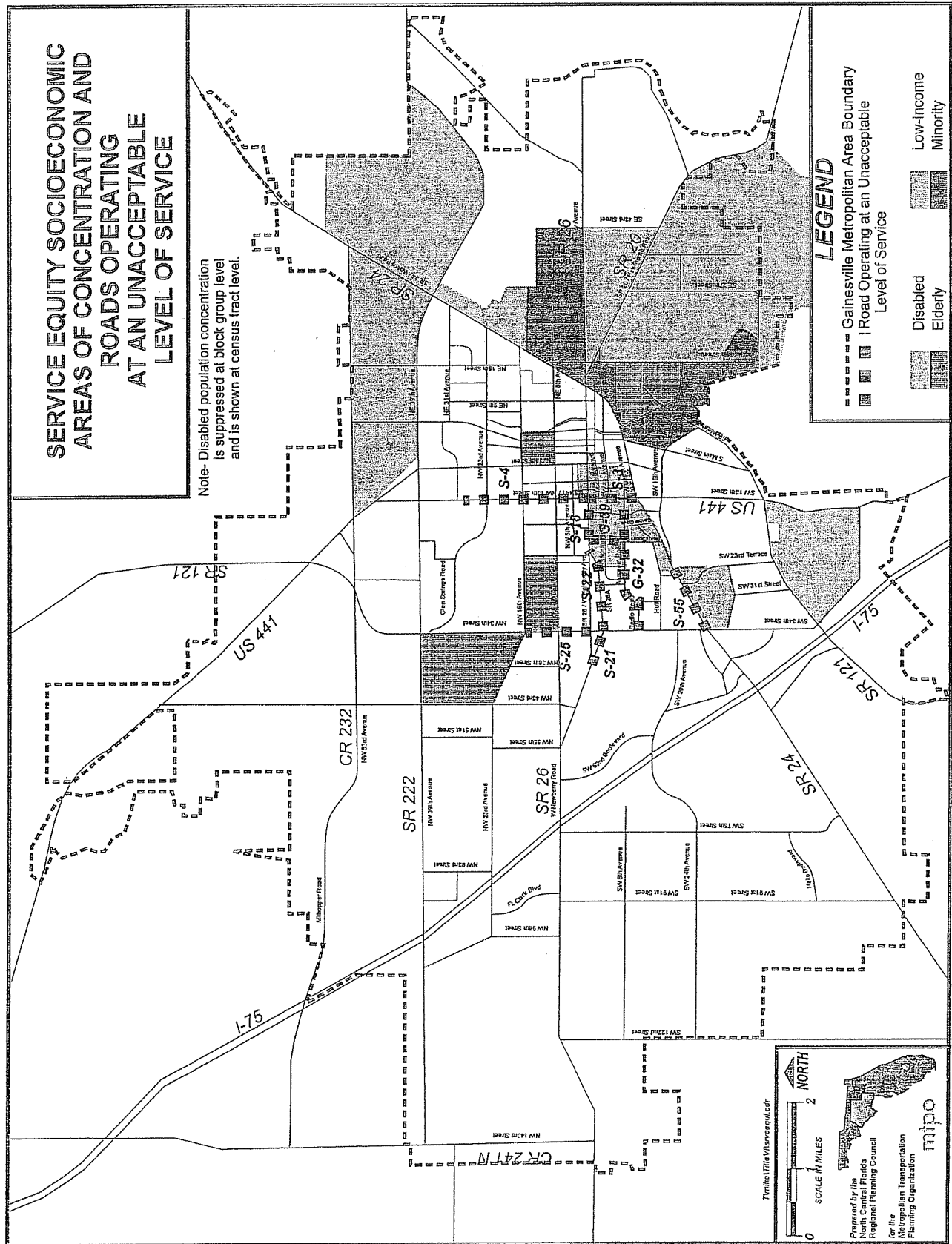
This Section discusses the analytical process that the Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area uses each year to identify the benefits and burdens of metropolitan transportation system investments for different socioeconomic groups. This process uses the annual development of the transportation improvement program. As the TIP is developed each year, major projects within the community are identified and located on maps which show low-income and minority areas. Illustrations VI and VII show this information for the latest transportation improvement program. Using these maps, information is obtained concerning the benefits and burdens of metropolitan transportation system investments for different socioeconomic groups.

**TABLE 2**  
**SOCIOECONOMIC COMMUNITY CONCENTRATION**  
**IN THE GAINESVILLE METROPOLITAN AREA**  
**2000 U.S. CENSUS**

SOCIOECONOMIC GROUP	RANK	CENSUS TRACT	BLOCK GROUP	PERCENT POPULATED
DISABLED	1	6	NA	32.6
	2	19.02	NA	32.3
	3	20	NA	27.3
	4	15.05	NA	26.9
	5	7	NA	25.7
ELDERLY	1	10	5	30.3
	2	7	2	28.9
	3	11	1	26.0
	4	3	6	25.1
	5	20	3	24.9
LOW-INCOME	1	2	4	74.3
	2	2	5	69.9
	3	2	6	67.9
	4	9.02	1	66.7
	5	15.02	2	63.8
MINORITY	1	6	1	100.0
	2	6	2	96.7
	3	7	1	96.1
	4	6	4	94.9
	5	7	5	91.4

NA- Census data is suppressed for these block groups.

ILLUSTRATION V



### ILLUSTRATION VI

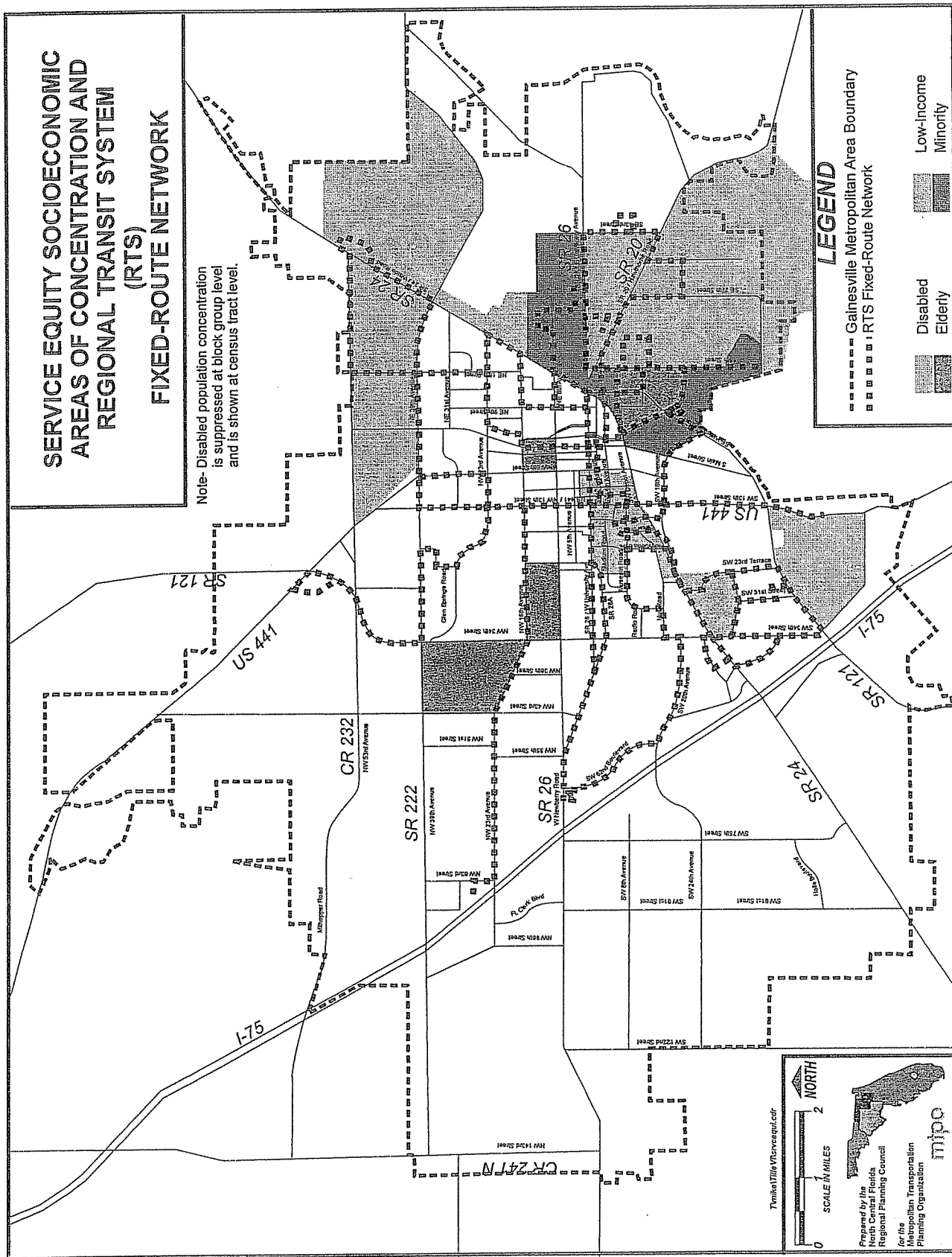
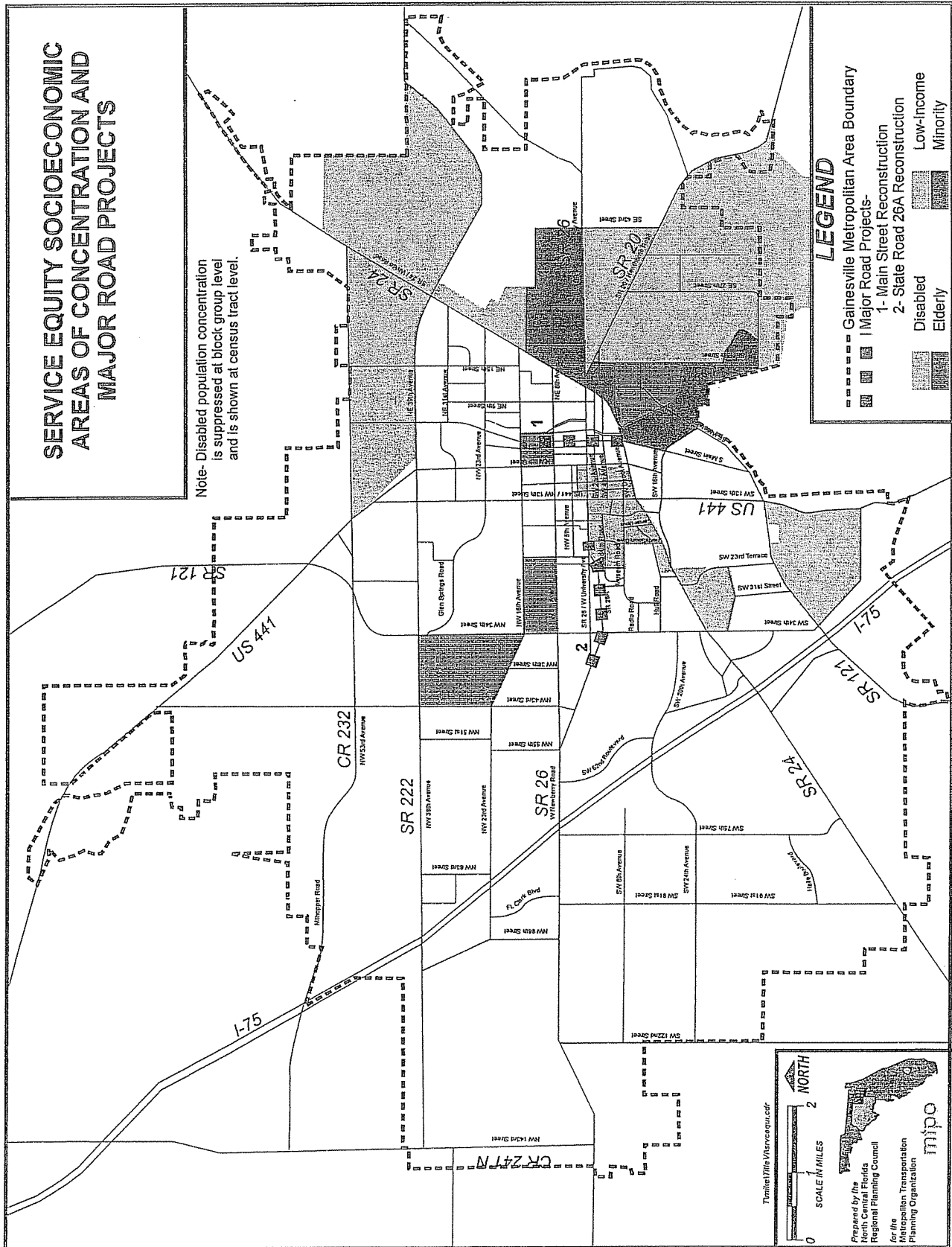


ILLUSTRATION VII



## OPPORTUNITIES FOR PUBLIC PARTICIPATION THROUGH MEANS OTHER THAN WRITTEN COMMUNICATION

This Section addresses opportunities for public participation through means other than written communication.

### Live Broadcast of MTPO Meetings

Through the City of Gainesville's franchise agreement with Cox Communications, the MTPO conducts live broadcasts of all of its meetings on cable TV Channel 12. This allows people who do not have the ability or time to get to a public meeting in person, to be able to participate remotely by watching live broadcasts or taped meetings of the MTPO.

The electronic information broadcasts are replayed the following week on both the local public access channel and the rural television stations. The on-screen marquee encourages citizens to call with questions or comments about agenda items or MTPO discussion. During the initial broadcasts, the public can call-in live and make comments or leave questions to be asked.

The MTPO Chairperson announces at each televised meeting that citizens may call into the meeting to speak on particular agenda items. MTPO staff take the calls and record the comments. During the citizen comment portion of the meeting, MTPO staff forwards the comments directly to MTPO members and those in attendance. The MTPO retains a copy of the MTPO meeting videotape, which can be copied for a nominal charge or viewed at the MTPO offices at no charge.

### Meeting Locations

The Metropolitan Transportation Planning Organization uses locations, facilities and meeting times that are convenient and accessible to low-income and minority communities. Meetings of the MTPO, the MTPO's Citizen Advisory Committee, and the Alachua County Transportation Disadvantaged Coordinating Board are located in close proximity to low-income and minority areas (see Illustration VIII). In addition, both the meeting locations and the low-income and minority areas are adequately served by the bus system (see Illustration VI)- the City of Gainesville Regional Transit System (RTS).

### Meeting Times

The MTPO schedules night meetings three time during the year. This was done in order to encourage greater public participation in the planning process from low-income and minority workers.



### News Media

The type and number of news media used to announce public participation opportunities is varied on occasions, so that communications are tailored to the particular community or population. This includes advertising in a local newspaper that primarily services minority and low-income areas- *The Guardian*.

### Meeting Notices, Flyers And/or Posters

To facilitate outreach to minority and low-income people for membership on the MTPO Advisory Committees and to inform affected minority and/or low-income communities of public hearings and community workshops on the Long Range Transportation Plan and Transportation Improvement Program, the MTPO distributes flyers and/or posters for display on RTS buses, information kiosks and paratransit vans.

Meetings notices, flyers and/or posters are placed on community service bulletin boards and information kiosks at:

- Community centers, recreation facilities and other public buildings located in lower income and minority neighborhoods, such as the:
  - Alachua County Administration Building
  - Alachua County One-Stop Centers
  - Alachua County Public Health Department
  - Alachua County Sheriff's Office
  - Gainesville City Hall
  - Gainesville Housing Authority
  - Gainesville Police Department
  - Gainesville Regional Utilities
  - Social Security Administration Offices
  - Regional Transit System's (RTS) Bethel Gas Station
  - Wilhemina Johnson Center
- Houses of worship and other private buildings that serve the public located in lower income and minority neighborhoods
- Public and private places serving special needs populations located within the Gainesville Metropolitan Area, such as:
  - adult congregate living facilities
  - assisted living facilities
  - Center for Independent Living
  - Division of Blind Services

- Eldercare of Alachua County
  
- The University of Florida in places such as:
  - Housing Administrative Office and residence halls
  - Parking Services Administration
  - Reitz Union Office of Student Activities

### III.

#### TITLE VI LANGUAGE ASSISTANCE PLAN

This Section includes a copy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's plan for providing language assistance for persons with limited English proficiency. This plan is as follows:

U.S. Department of Commerce Bureau of the Census Year 2000 Census for Alachua County data was evaluated for language as a barrier to public involvement in the transportation planning process. Table 3 shows Gainesville, Florida Metropolitan Statistical Area (MSA) Census of Population and Housing information that identifies language characteristics for Alachua County.

As host to the University of Florida, Alachua County attracts faculty and students from around the world. English is the language used for research and instruction at the University, Santa Fe Community College, and the Alachua County school system.

There are readily available instruction programs to teach English to non-English-speaking persons. Because of the relatively small percentage (1.0 percent) of the population five years old or older who are non-English-speaking and the fact that there are facilities to learn to speak English, MTPO documents are currently offered only in English.

**Table 3**  
**Alachua County, Florida Language Characteristics**  
**Year 2000**

<b>PERSONS IN HOUSEHOLDS SPEAKING A FOREIGN LANGUAGE</b> <b>PERSONS FIVE YEARS OLD OR OLDER</b> <b>ALACHUA COUNTY</b>		
<b>FOREIGN LANGUAGE GROUP</b>	<b>NUMBER</b>	<b>PERCENT</b>
Spanish-Speaking Persons	11,438	5.53
Spanish-Speaking Persons That Do Not Speak English "Very Well"	2,705	1.31
Spanish-Speaking Persons Linguistically Isolated	1,079	0.52
Other Indo-European Language-Speaking Persons	6,278	3.03
Other Indo-European Language-Speaking Persons That Do Not Speak English "Very Well"	1,328	0.64
Other Indo-European Language-Speaking Persons Linguistically Isolated	410	0.20
Asian & Pacific Island Language-Speaking Persons	4,781	2.31
Asian & Pacific Island Language-Speaking Persons That Do Not Speak English "Very Well"	2,113	1.02
Asian & Pacific Island Language-Speaking Persons Linguistically Isolated	548	0.26
Other Language-Speaking Persons	936	0.45
Other Language-Speaking Persons That Do Not Speak English "Very Well"	215	0.10
Other Language-Speaking Persons Linguistically Isolated	32	0.02
Total Persons Linguistically Isolated	2,069	1.00
Total Persons Five Years Old or Older	206,860	100.00

#### IV.

### TITLE VI COMPLAINT PROCEDURES

The following material is the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted procedures for tracking and investigating Title VI complaints.

#### Title VI Complaint Procedure Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area

1. Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation prohibited by the Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a written complaint. All written complaints received by the MTPO shall be referred immediately by the MTPO Director of Transportation Planning to the FDOT's District Two Title VI Coordinator for processing in accordance with approved State procedures.
2. Verbal and non-written complaints received by the MTPO shall be resolved informally by the MTPO Director of Transportation Planning. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the MTPO Director of Transportation Planning shall refer the Complainant to the FDOT's District Two Title VI Coordinator for processing in accordance with approved State procedures.
3. The MTPO Director of Transportation Planning will advise the FDOT's District Two Title VI Coordinator within five (5) calendar days of receipt of the allegations. The following information will be included in every notification to the FDOT's District Two Title VI Coordinator.
  - (a) Name, address, and phone number of the complainant.
  - (b) Name(s) and address(es) of respondent.
  - (c) Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).
  - (d) Date of alleged discriminatory act(s).

- (e) Date of complaint received by the MTPO.
  - (f) A statement of the complaint.
  - (g) Other agencies (state, local or Federal) where the complaint has been filed.
  - (h) An explanation of the actions the MTPO has taken or proposed to resolve the allegation(s) raised in the complaint.
- 4. Within ten (10) calendar days, the MTPO Director of Transportation Planning will acknowledge receipt of the allegation(s), inform the complainant of action taken or proposed action to process the allegation(s), and advise the complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).
  - 5. Within sixty (60) calendar days, the MTPO Director of Transportation Planning will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will render a recommendation for action in a report of findings to the Chief Staff Official of the MTPO.
  - 6. Within ninety (90) calendar days of the verbal or non-written allegation(s) receipt, the Chief Staff Official of the MTPO will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with the FDOT's EEO, if they are dissatisfied with the final decision rendered by the Chief Staff Official of the MTPO. The MTPO Director of Transportation Planning will also provide the FDOT's District Two Title VI Coordinator with a copy of this decision and summary of findings.
  - 7. The MTPO Director of Transportation Planning will maintain a log of all verbal and non-written complaints received by the MTPO. The log will include the following information:
    - a. Name of complainant.
    - b. Name of respondent.
    - c. Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).
    - d. Date verbal or non-written complaint was received by the MTPO.
    - e. Date MTPO notified the FDOT's District Two Title VI Coordinator of the verbal or non-written complaint.
    - f. Explanation of the actions the MTPO has taken or proposed to resolve the issue raised in the complaint.

V.

RECORD OF TITLE VI INVESTIGATIONS,  
COMPLAINTS OR LAWSUITS

There have not been any Title VI investigations, complaints and lawsuits filed with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area since the time of the last Title VI submission on June 16, 2005.

## VI.

### TITLE VI AGENCY NOTICE

This Section discusses how the public is notified that the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area complies with Title VI, how the public is notified of their rights under Title VI and the procedures the public may follow to file a discrimination complaint.

#### WEBSITE

The following language is posted on the the MTPO's website at:

<http://ncfrpc.org/mtpo/Nondiscrimination.pdf>.

### **Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area**

#### **Nondiscrimination Notice**

It is the policy of the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any MTPO program or activity.

It is the policy of the MTPO that minority business enterprises (MBE) as defined in 49 CFR Part 23, as amended, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with MTPO funds.

For further information about these laws, regulations and discrimination complaint procedures for resolution of complaints of discrimination, contact Mr. Marlie Sanderson, MTPO Title VI Liaison, at 2009 NW 67th Place, Gainesville, Florida 32653-1603, telephone number (352) 955-2200 extension 103.



## DISPLAY ADS AND LEGAL ADS

The following language is included in all newspaper display ads and legal ads that are published by the MTPO.

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Marlie Sanderson at (352) 955-2200, extension 103, at least seven (7) days before the public meeting.*

## POLICY STATEMENT

The following policy statement has been issued by the MTPO's Chief Staff Official.

### **TITLE VI/ NONDISCRIMINATION POLICY STATEMENT**

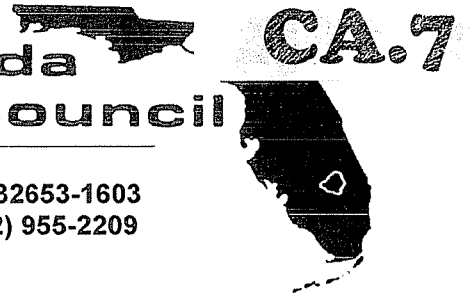
The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights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

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

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



# 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

May 22, 2008

TO:            Metropolitan Transportation Planning Organization (MTPO)

FROM:        Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:    **Transportation Disadvantaged Program - Coordinator Request For  
Proposal Presentations**

## **STAFF RECOMMENDATION:**

MTPO invite the three firms that submitted proposals to make short (ten minute or less) presentations at the next MTPO meeting.

## **BACKGROUND:**

The MTPO is the Designated Official Planning Agency for the Transportation Disadvantaged Program in Alachua County. The Florida Commission for the Transportation Disadvantaged requires that the designated official planning agencies use a competitive request for proposals process to select Community Transportation Coordinators at the end of each contract period.

MV Transportation, Inc. is the designated Community Transportation Coordinator for Alachua County. MV Transportation, Inc.'s Memorandum of Agreement will expire September 30, 2008. The MTPO issued a request for proposals for Alachua County Community Transportation Coordinator on February 1, 2008. The following firms submitted proposals in response to the request for proposals:

1.      First Transit, Inc.;
2.      MV Transportation, Inc.; and
3.      TMS Management Group, Inc.

Memo to TD Board  
May 22, 2008  
Page 2

The Request for Proposals Selection Team met on May 14, 2008 to evaluate and rank the proposals for Alachua County Community Transportation Coordinator. After evaluating the proposals and conducting oral interviews, the Selection Team ranked the proposals in the following order:

1. MV Transportation, Inc.;
2. TMS Management Group, Inc.; and
3. First Transit, Inc.

The Selection Team also agreed to recommend to the MTPO that MV Transportation be designated the Community Transportation Coordinator for Alachua County.

The MTPO will review the recommendation of the Selection Committee and any comments provided by the Board and forward a recommendation to the Florida Commission for the Transportation Disadvantaged including any terms of designation. The Florida Commission for the Transportation Disadvantaged will make the final designation.

If you have any questions concerning the enclosed materials, please contact Ms. Lynn Godfrey, AICP Senior Planner, at extension 110.

T:\Lynn\RFP\ala08\RFPMTPO.wpd

March 18, 2008

To: The Members of the MTPO

From: The Passenger's Advisory Committee

Re: CTC for Alachua County

To Whom It May Concern:

We, the members of the Passengers advisory committee, would like to request that MV Transportation to remain the CTC for Alachua County. As riders of the service or representatives of riders we have noted a marked increase in the quality of the service that MV has provided since bringing Mr. Ron Marovich on board. While no system is ever perfect, MV and Mr. Marovich have strived to improve their service to the citizens of Alachua County and have, in this committee's opinion, made great progress in doing so. The Passenger Advisory Committee would encourage the MTPO to take into consideration the vast improvements to the system under MV and Mr. Marovich when making their decision on who will be the next CTC for Alachua County.

The Passenger's Advisory Committee is:

Mr. Todd Baker  
Mr. Jim Hilliard  
Mr. Spencer Morton  
Mrs. Maxine Stallings  
Mrs. Nimia Iturraspe  
Mrs. Peggy Crawford  
Mrs. Carol Massey

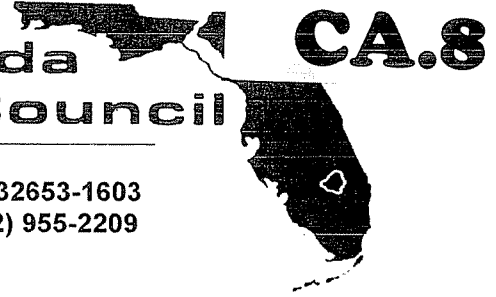
Sincerely,

Todd Baker  
P.A.C Chairman



# 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



May 22, 2008

TO:            Metropolitan Transportation Planning Organization (MTPO)

FROM:        Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:    **Transportation Disadvantaged Program - 2008-2009 Planning Grant Application**

## **STAFF RECOMMENDATION**

Approve the enclosed resolution authorizing the filing of the Fiscal Year 2008-2009 planning grant application for \$22,091 in state planning funds for Alachua County.

## **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.

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# 2008/2009 Transportation Disadvantaged Trust Fund Grant Acknowledgement Form

GRANT RECIPIENT LEGAL NAME: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FEDERAL IDENTIFICATION NUMBER: 59-1264177

REMITTANCE ADDRESS: 2009 NW 67 Place, Ste. A

CITY AND STATE: Gainesville, FL

ZIP CODE: 32653

CONTACT PERSON FOR THIS GRANT: Mr. Marlie Sanderson

PHONE NUMBER: 352-955-2200 x103

FAX NUMBER: 352-955-2209

(**REQUIRED**) E-MAIL ADDRESS: sanderson@ncfrpc.org

PROJECT LOCATION [County(ies)]: Alachua

PROPOSED PROJECT START DATE: 7/1/08

ENDING DATE: 6/30/09

PLANNING FUND ALLOCATION TRANSFERRED TO TRIP GRANT

\$ 0.00

I Scott R Koons, AICP, Chief Staff Official, as the authorized Grant Recipient Representative, hereby certify that the information contained in these forms is true and accurate and is submitted in accordance with the instructions.

\_\_\_\_\_  
Grant Recipient Representative (Signature)

\_\_\_\_\_  
Date



## EXHIBIT B

### PROPOSED BUDGET

#### I. COUNTY: ALACHUA

ACCOUNTING CATEGORY	DOLLAR (\$) AMOUNT OF TDTF GRANT*	PERCENT (%) OF TDTF GRANT
Personnel	\$12,311.63	56%
Fringe Benefits	Included above	Included above
Travel	\$345.65	1.6%
Supplies	\$0.00	0%
Contractual	\$0.00	0%
Other (postage, advertising)	\$200.00	1%
<b>TOTAL DIRECT CHARGES</b>	<b>\$12,857.28</b>	<b>58%</b>
Indirect Charges **	\$9,233.72	42%
<b>TOTAL</b>	<b>\$22,091.00</b>	<b>100%</b>
	<b>TDTF ALLOCATED TO SALARY</b>	<b>TDTF ALLOCATED TO FRINGE BENEFITS</b>
PERSONNEL/POSITION		
Senior Planner	\$12,311.63	Included in Salary
<b>TOTAL*</b>	<b>\$12,311.63</b>	Included in Salary

\* Personnel and Fringe Benefit totals of both charts must equal.

\*\* If indirect charges are to be applied, you must attach a cost allocation plan to this budget.



## RESOLUTION 08-2

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 for the total amount of \$22,091 of Transportation Disadvantaged Trust funds.
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 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.
5. That this resolution shall take effect immediately upon its adoption.

DULY ADOPTED in regular session, this 29th day of May A.D., 2008.

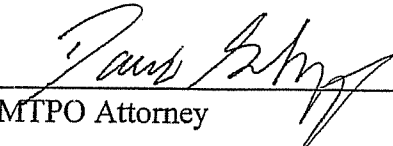
METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

By: \_\_\_\_\_  
Lee Pinkoson, Chair

ATTEST:

\_\_\_\_\_  
Cynthia Moore Chestnut, Secretary

APPROVED AS TO FORM

  
\_\_\_\_\_  
MTPO Attorney

## 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, creed, religion, sex, age, and handicap 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.

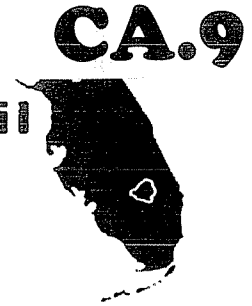
This certification is valid for no longer than the contract period for which the grant application is filed.

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





# 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

May 22, 2008

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:

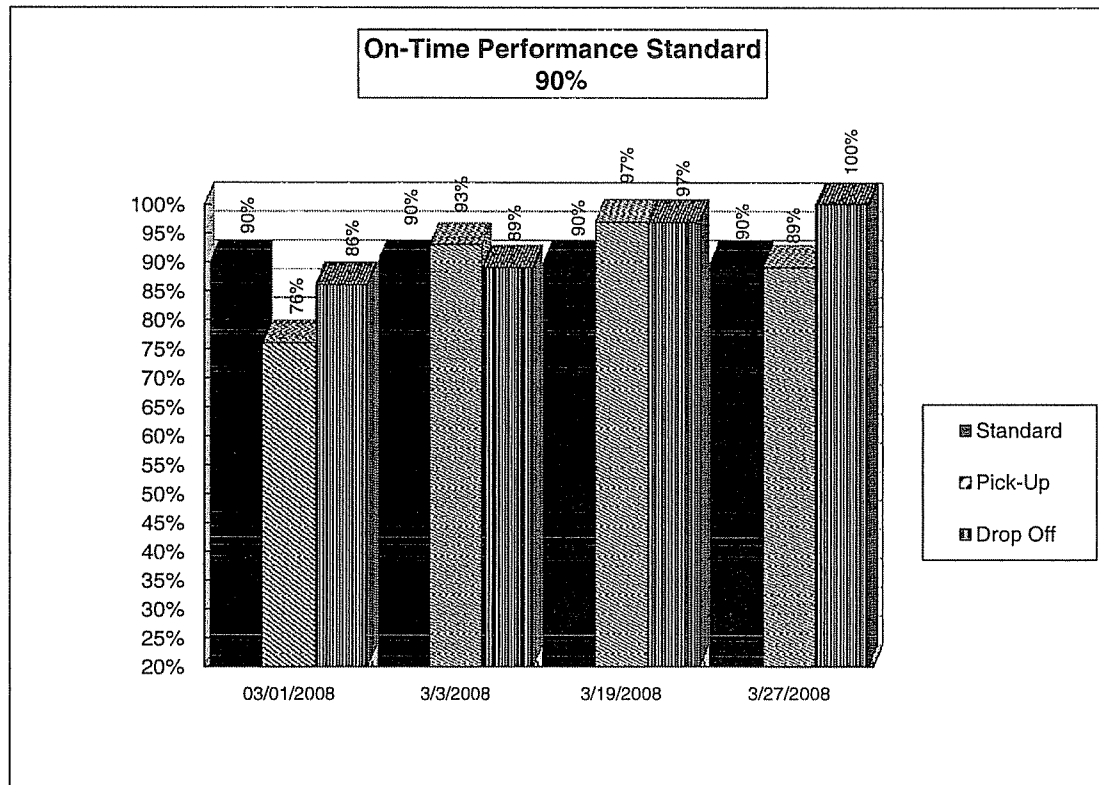
1.      TDSP Standards Report
  - MV did not meet the pick-up on-time performance standard on March 1, or March 27. MV met the pick-up on-time performance standard on March 3, March 19, April 3, April 14, April 23 and April 28.
  - MV did not meet the drop-off standard on March 1, or March 3. MV met the drop-off on-time performance standard on March 19, March 27, April 3, April 14, April 23 and April 28.
  - MV met the standard of no more than 3 complaints per 1,000 trips in February, March and April 2008.
  - MV met the call hold time standard in February, March and April 2008.
  - MV met the accident standard of no more than 1.4 accidents per 100,000 miles in February, March and April
  - MV met the roadcall standard in February, March and April 2008.
2.      MV Transportation Operations Report July 2007- April 2008.

If you have any questions concerning the enclosed materials, please contact Ms. Lynn Godfrey, Senior Planner, at extension 110.

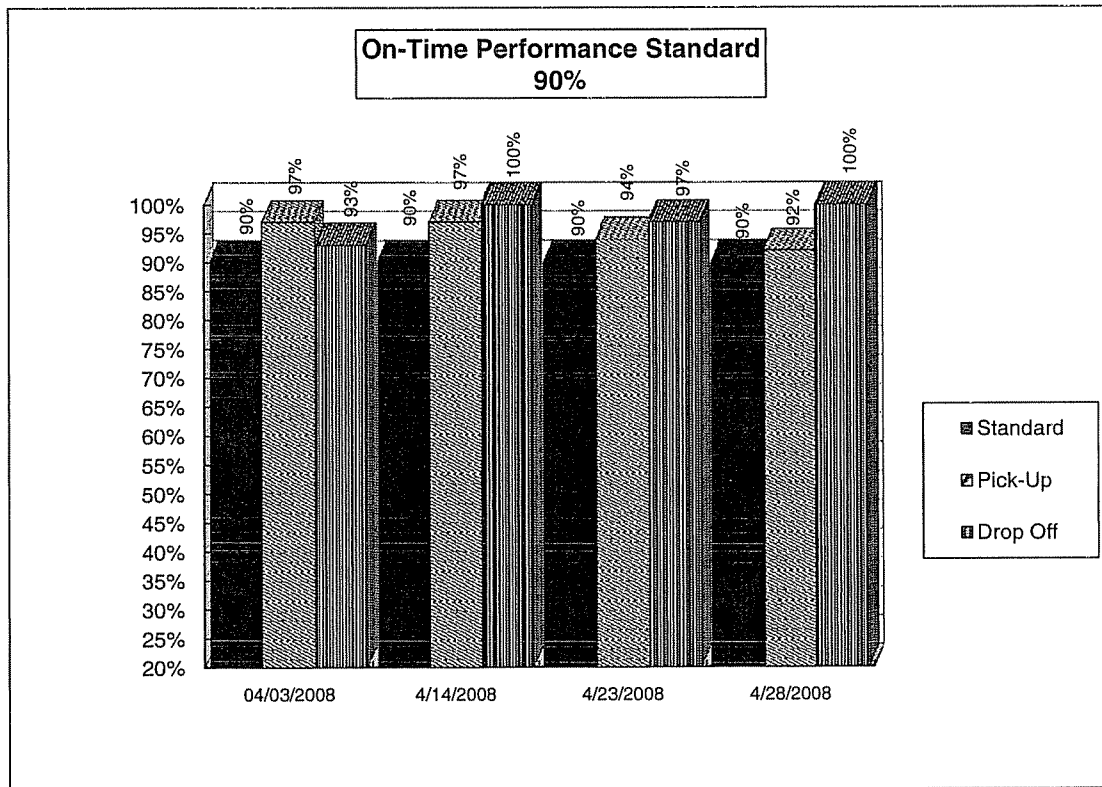
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TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, MARCH 2008



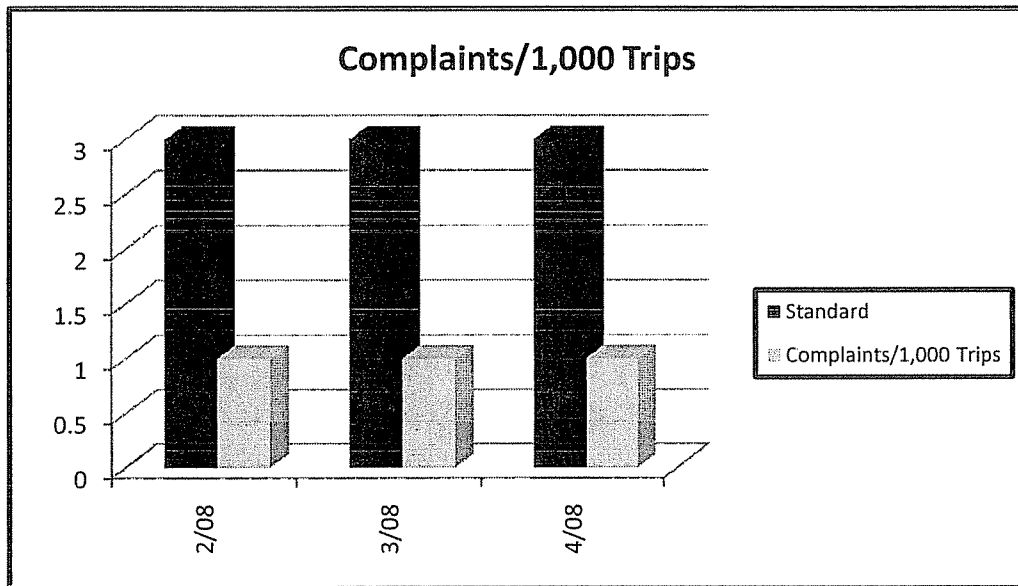
TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, APRIL 2008



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

**ALACHUA COUNTY, FEBRUARY 2008 - APRIL 2008**

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
2/08	3	1
3/08	3	1
4/08	3	1



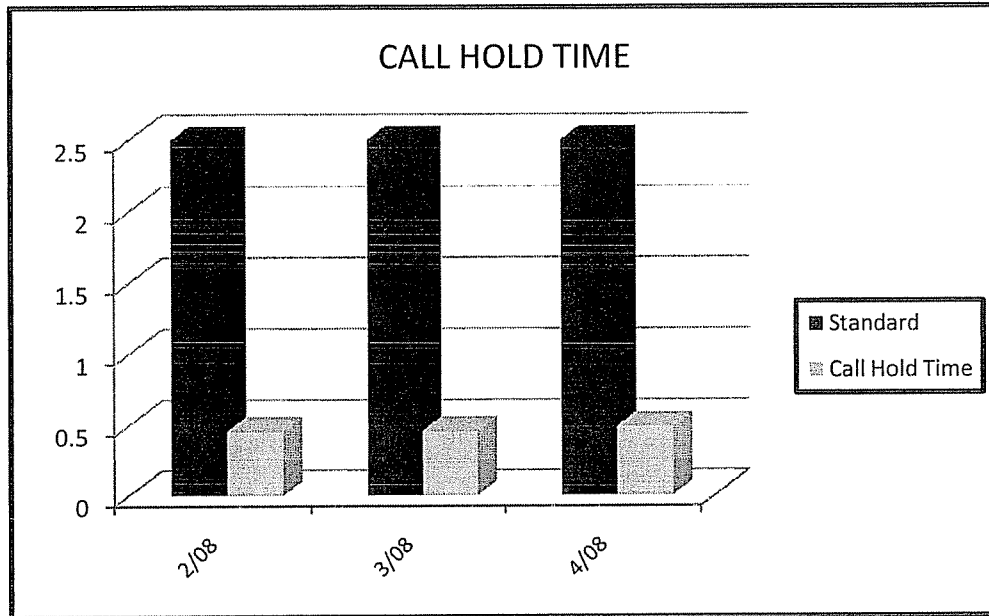
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**MV TRANSPORTATION  
SUMMARY OF SERVICE ISSUES**

TYPE OF COMPLAINT	7/07	8/07	9/07	10/07	11/07	12/07	1/08	2/08	3/08	4/08
Late Drop-Off	4	14	18	7	7	2	1	4	3	2
Pick-Up before Window Opens	0	0	0	0	0	0	0	0	1	0
Late Return Pick-Up	3	11	11	12	5	0	4	2	4	1
Excessive Ride Time	0	1	1	1	0	0	0	0	0	0
Can't Get Through by Telephone	0	8	5	2	0	0	0	0	1	1
On Hold for Excessive Periods of Time	0	0	1	2	0	0	0	0	0	0
Phone System Problems	0	0	0	0	0	0	0	0	0	0
Sunday Reservations	0	0	0	0	0	0	0	0	0	0
Trip Denial	0	0	0	0	0	0	0	0	0	0
Driver Training	0	3	1	0	0	0	0	0	0	0
Driver Behavior	1	3	0	0	0	0	5	1	0	0
No Passenger Assistance Provided	0	0	7	1	0	0	5	0	1	0
No Driver ID	0	0	2	0	0	0	0	0	0	0
Dispatcher Behavior	0	4	0	2	1	0	0	2	0	1
Reservationist Behavior	0	0	0	0	0	0	0	0	0	0
Unsafe Driving	0	0	0	0	0	0	0	0	0	0
No Show by Driver	0	4	4	1	3	0	0	1	0	0
Reservations/Scheduling	0	0	6	1	2	1	1	0	1	0
Reservations	0	1	0	0	0	0	0	0	0	0
Air Conditioning not Working	0	3	0	0	0	0	0	0	0	0
Wheelchair/Scooter Securement	0	0	1	0	0	0	0	0	0	0
Passenger Behavior	0	0	0	0	0	0	0	0	0	0
No Show by Passenger	0	0	0	0	0	0	0	0	0	0
Customer Service	0	3	0	0	0	1	0	0	0	0
Safety	0	0	0	0	0	0	0	0	0	0
Trip Cancelled, Ride Came Anyway	0	0	0	0	0	0	1	0	0	0
Wheelchair Lift Not Working Properly	2	0	0	0	0	0	0	0	0	0
Charged Wrong Passenger Fare	0	0	0	0	0	0	0	0	0	0
Vehicle Condition	0	0	0	1	0	0	0	0	1	0
MV Staff Availability	0	0	0	0	0	0	0	0	0	0
Dropped Off at Wrong Location	0	1	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>10</b>	<b>56</b>	<b>57</b>	<b>30</b>	<b>18</b>	<b>4</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>5</b>
<b>TRIPS</b>	<b>10,547</b>	<b>11,824</b>	<b>8,757</b>	<b>9,837</b>	<b>8,800</b>	<b>8,391</b>	<b>9,347</b>	<b>9,186</b>	<b>9,365</b>	<b>9,776</b>
<b>COMPLAINTS/1,000 TRIPS</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>
Number of Individuals Submitting Complaints	8	29	27	15	9	3	8	6	10	3
RTS	3	19	7	7	5	3	4	4	7	1
CIL	7	9	11	5	1	0	6	2	2	2
Foster Grandparents	0	4	9	2	3	0	0	0	0	0
NCFRPC	0	3	2	1	1	0	0	0	1	0
<b>COMMENDATIONS</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, FEBRUARY 2008 - APRIL 2008**

MONTH	STANDARD	CALL HOLD TIME
2/08	2.5	0.46
3/08	2.5	0.46
4/08	2.5	0.49

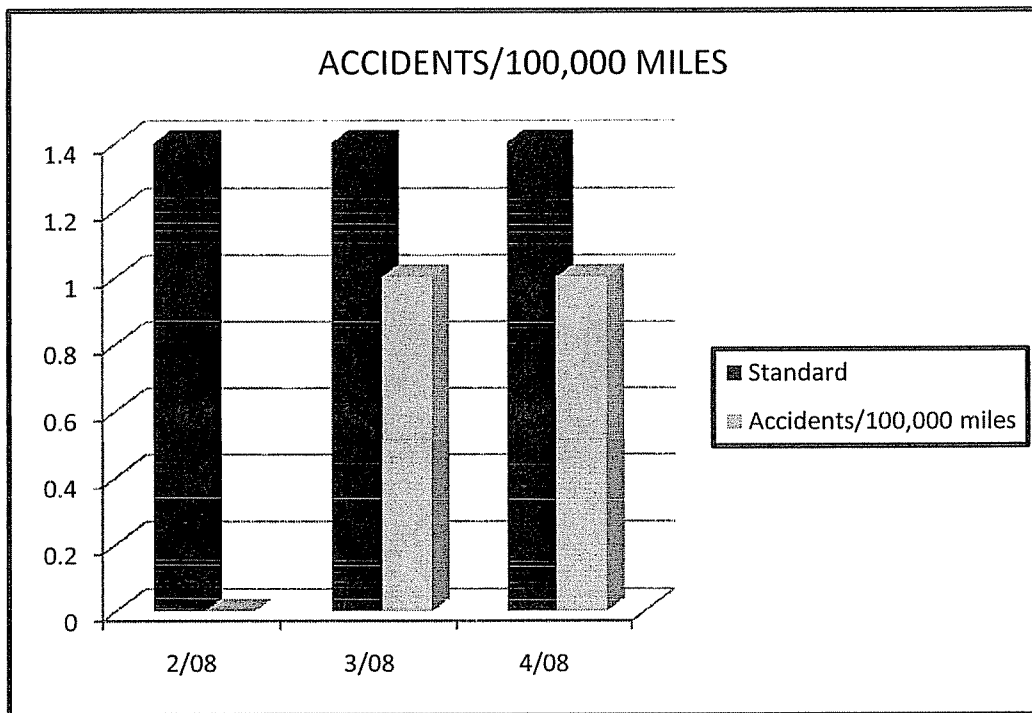


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# **TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS**

**ALACHUA COUNTY FEBRUARY 2008 - APRIL 2008**

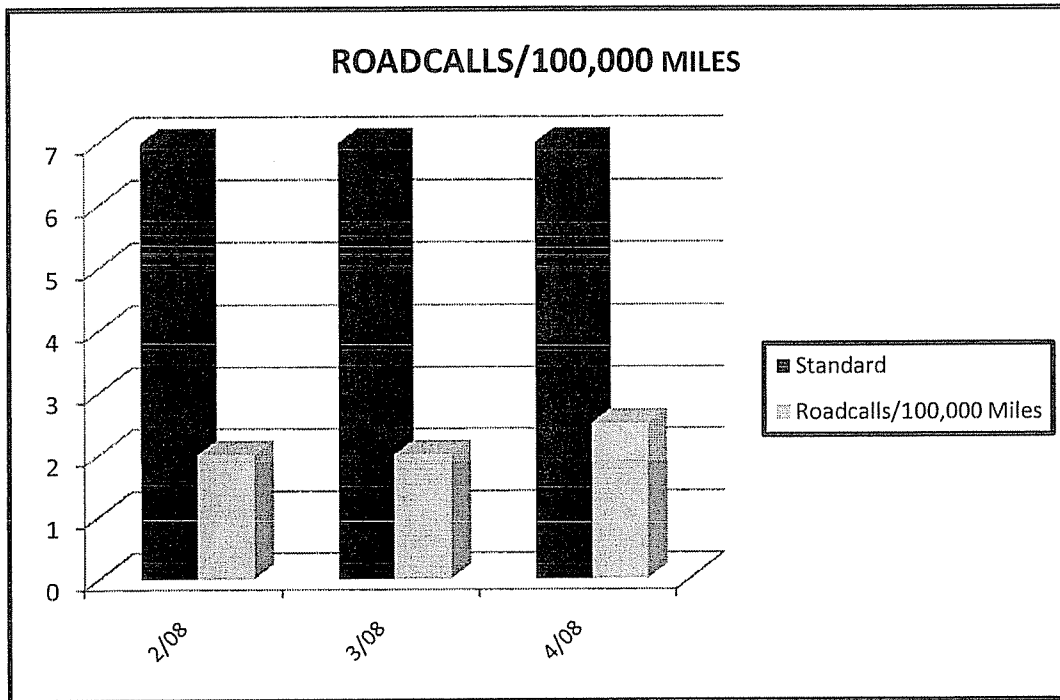
MONTH	STANDARD	ACCIDENTS/100,000 MILES
2/08	1.4	0
3/08	1.4	1
4/08	1.4	1





**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, FEBRUARY 2008 - APRIL 2008**

MONTH	STANDARD	ROADCALLS/100,000 MILES
2/08	7	2
3/08	7	2
4/08	7	2.5



2007-2008 OPERATING DATA										
	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08
<b>Total No Trips Invoiced</b>	8,382	9,384	8,733	9,837	8,800	8,391	9,347	9,186	9,365	9,776
Medicaid Alachua	3,402	3,818	3,089	3,649	3,845	3,633	4,010	3,787	3,789	4,058
TD Trust Fund Alachua	1,849	2,178	2,146	2,258	1,706	1,584	1,604	1,544	1,459	1,560
ADA	2,304	2,494	2,588	2,881	2,447	2,437	2,726	2,888	3,149	3,287
County of Alachua - 5311	393	191	35	0	0	0	0	0	0	0
County of Alachua, FGPA, RSVP	258	516	690	862	648	549	799	809	815	666
Elder Care	83	77	80	94	61	109	123	74	68	122
Bus Passes TD	71	80	87	71	71	57	70	72	74	66
Bus Passes Medicaid	22	30	18	22	22	22	15	12	11	17
<b>Purchased Transportation</b>	\$ 177,289.32	\$ 220,522.37	\$ 207,586.29	\$ 268,093.79	\$ 206,308.01	\$ 196,222.28	\$ 218,908.92	\$ 208,876.79	\$ 214,011.82	\$ 224,271.63
Medicaid Alachua	\$ 67,108.32	\$ 89,077.65	\$ 85,817.00	\$ 96,510.40	\$ 99,691.48	\$ 94,005.58	\$ 105,800.38	\$ 95,508.76	\$ 99,005.80	\$ 105,148.56
TD Trust Fund Alachua	\$ 46,493.73	\$ 56,337.45	\$ 49,865.85	\$ 41,312.58	\$ 43,925.48	\$ 38,971.50	\$ 38,704.56	\$ 36,988.87	\$ 34,193.92	\$ 36,552.50
TD Trust Fund Local Match	\$ 4,649.37	\$ 5,633.75	\$ 5,540.65	\$ 57,822.37	\$ 4,392.55	\$ 3,897.15	\$ 3,870.45	\$ 3,698.89	\$ 3,419.39	\$ 3,655.25
ADA	\$ 41,509.19	\$ 50,028.62	\$ 49,769.16	\$ 53,291.49	\$ 43,925.00	\$ 45,689.24	\$ 51,138.80	\$ 54,081.64	\$ 58,962.70	\$ 61,684.61
County of Alachua - 5311	\$ 9,596.55	\$ 6,928.95	\$ 831.25	\$ -	\$ -	\$ -	\$ -	\$ 0.00	\$ 0.00	\$ 0.00
County of Alachua, FGPA, RSVP	\$ 4,501.84	\$ 9,042.88	\$ 12,250.00	\$ 15,478.61	\$ 11,373.04	\$ 9,657.27	\$ 15,171.54	\$ 15,369.24	\$ 15,456.88	\$ 12,747.32
Elder Care	\$ 1,990.32	\$ 1,823.07	\$ 1,862.38	\$ 2,178.34	\$ 1,500.46	\$ 2,651.54	\$ 2,948.19	\$ 1,954.39	\$ 1,698.13	\$ 3,133.39
Bus Passes Total MED and TD	\$ 1,440.00	\$ 1,650.00	\$ 1,650.00	\$ 1,500.00	\$ 1,500.00	\$ 1,350.00	\$ 1,275.00	\$ 1,275.00	\$ 1,275.00	\$ 1,350.00
<b>Total Dollars Invoiced</b>	\$ 171,199.95	\$ 213,238.62	\$ 200,395.64	\$ 208,771.42	\$ 200,415.46	\$ 190,975.13	\$ 249,001.00	\$ 203,902.90	\$ 209,317.43	\$ 219,266.38
<b>Total Expenses</b>	\$ 268,643.00	\$ 299,748.00	\$ 235,166.00	\$ 296,852.00	\$ 238,627.00	\$ 239,798.00	\$ 213,763.47	\$ 240,432.00	\$ 264,537.00	\$ 266,024.00
Total Vehicle Miles	100,123	111,707	109,149	117,831	106,426	100,607	107,656	104,735	106,740	117,656
Total Vehicle Hours	7,538	8,393	7,418	8,061	7,147	6,764	7,252	7,099	7,136	7,402
Avg Miles per Trip	12	12	12	12	12	12	12	11	11	12
Avg Cost Per Mile	\$2.68	\$2.68	\$2.15	\$2.52	\$2.24	\$2.38	\$1.99	\$2.00	\$2.48	\$2.26
Avg Cost Per Hour	\$35.64	\$35.72	\$31.70	\$36.82	\$33.39	\$35.45	\$29.48	\$34.00	\$37.07	\$35.94
Number of No Shows	790	876	804	664	540	648	532	470	409	453
Number Trips Denied	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported
No Accidents	0P-5NP-0Inc	1P - ONP- 0Inc	0 P - 3NP- 0Inc	0	2P-2NP	5P-1NP	1P - ONP -0Inc	0	1P - 3NP - 0Inc	1P/ONP/0INC
No RoadCalls	0	2	2	2	2	1	1	2	2	3
Telephone Calls Rec'd	19,478	20,248	22,374	21,870	19,420	18,086	20,289	19,375	18,622	19,234
Avg. Telephone On-Hold Time	0.36	0.54	0.52	0.51	0.56	0.42	0.51	0.46	0.46	0.49

**CA.10**

## Florida Department of Transportation

CHARLIE CRIST  
GOVERNOR

1109 South Marion Avenue  
Lake City, Florida 32025-5874

STEPHANIE C. KOPELOUSOS  
SECRETARY

1109 S. Marion Avenue  
Lake City, Florida 32025-5874  
May 12, 2008

NORTH CENTRAL FLORIDA  
RECEIVED

MAY 14 2008

Ms. Jane Greene  
8401 NW 13<sup>th</sup> Street, #7  
Gainesville, FL 32653-1016

REGIONAL PLANNING COUNCIL

Dear Ms. Greene:

Thank you for your letter dated April 23, 2008, regarding the concerns for automobile and bicycle traffic in Gainesville. The Florida Department of Transportation (FDOT) is committed to providing safe transportation system that seeks to preserve the quality of our environment and communities.

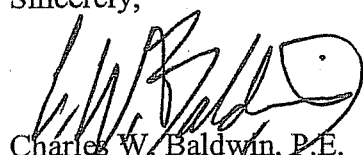
Your first question references US 441/13<sup>th</sup> Street near the University of Florida. The FDOT has a project in fiscal year 2008/2009 to resurface US 441/13<sup>th</sup> Street from State Road 24/Archer Road, north to State Road 20/NW 6<sup>th</sup> Street. During the development of the resurfacing project, the FDOT coordinated with the University of Florida and the Metropolitan Transportation Planning Organization (MTPO) to create a design that would provide an additional median island for pedestrian refuge and to provide as much shoulder area as possible to accommodate bicycles. The resurfacing project will construct the additional median as requested by the University of Florida on US 441/13<sup>th</sup> Street immediately south side of Inner Drive. Additionally, as requested by MTPO board, the resurfacing project will provide a wider outside travel lane in the final configuration of US 441/13<sup>th</sup> Street, north of SR 26/University Avenue. The wider outside travel lane will better accommodate bicyclist on this segment of roadway. The existing street width is not wide enough to mark the roadway with a dedicated bicycle lane. In order to develop a dedicated bike lane, the curb would have to be reconstructed to widen the roadway, which would require purchasing rights of way.

Both the City of Gainesville and Alachua County have extensive Bicycle Trails and are actively seeking funding to continue a coordinated trail system in Gainesville and Alachua County. Available information on current trail projects and future trail connection projects can also be obtained by contacting the MTPO transportation staff, Mr. Marlie Sanderson, at (352) 955-2200. Pedestrian and Bicycle projects in the City of Gainesville are also prioritized by the MTPO board. The MTPO has a website that provides a current List of Priority Projects and the bicycle Master Plan. The website address is: <http://www.ncfrpc.org/mtpo/index.html>

With respect to additional funding sources, the Department's funding includes gasoline taxes. However, information regarding the allocation of the local option gas tax for specific projects in the City of Gainesville can be obtained from the City Public Works Director, Ms. Teresa Scott, P.O. Box 490-58, Gainesville, FL, 32602, telephone 352-334-5070.

The FDOT and the MTPO work in a continuing, coordinated and comprehensive process when it comes to transportation planning in the Gainesville Urbanized Area. Should you need additional information on the FDOT projects or planning process in Gainesville, you may contact me or James Bennett, P.E., Urban Area Transportation Development Engineer, at 1-800-207-8236 or via email at James.Bennett@dot.sate.fl.us

Sincerely,



Charles W. Baldwin, P.E.  
District Two Secretary

XC: James Bennett, P.E., Urban Area Transportation Development Engineer  
Mr. J. Bernard Machen, President, University of Florida  
Mr. Marlie Sanderson, AICP, Director of Transportation, MTPO  
Ms. Theresa Scott, City of Gainesville, Director of Public Works

**Meeting**

**Agenda**

**Enclosures**



# 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

May 22, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Transportation Improvement Program (TIP)

## JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, the Technical Advisory Committee, the Citizens Advisory Committee, and MTPO staff all recommend that the MTPO approve the Fiscal Years 2008/2009 - 2012/2013 TIP.

## BACKGROUND

Enclosed please find a draft copy of the Fiscal Years 2008/2009 - 2012/2013 TIP. The TIP is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. Exhibit 1 is a copy of the advertisement that appeared in the Gainesville Sun on Sunday, May 4, 2008 and in the Gainesville Guardian on Thursday, May 8, 2008.

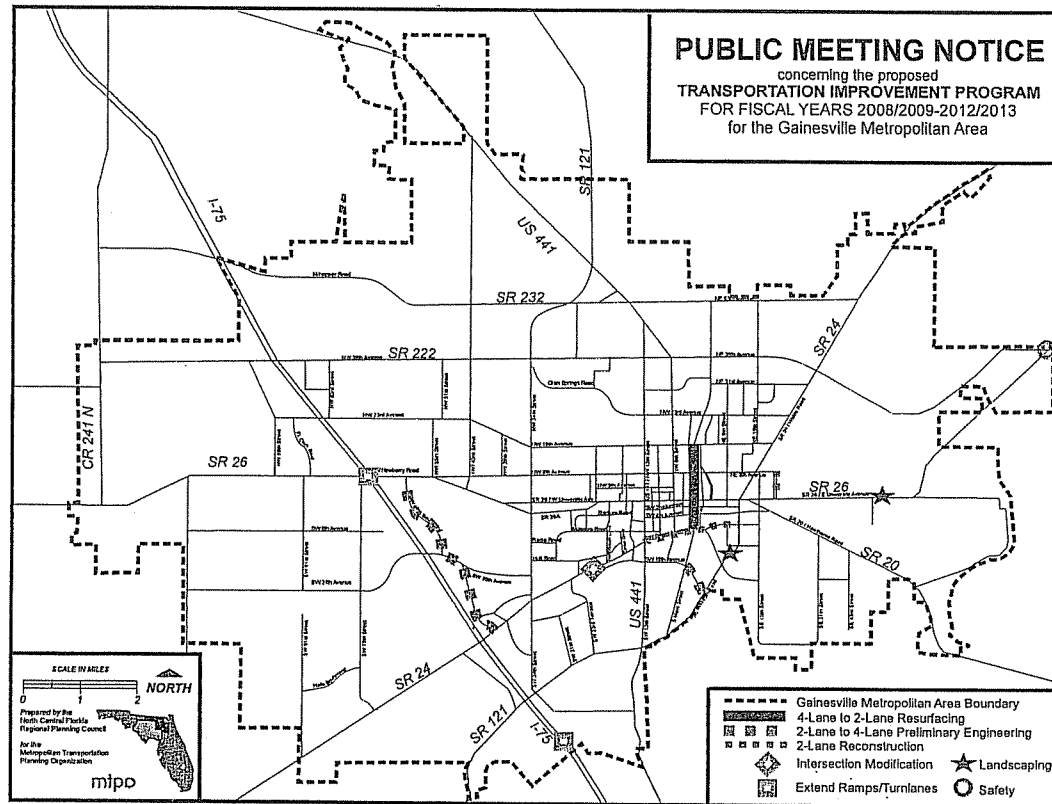
## Authorization of Funds

The TIP is the most important document that is approved annually by the MTPO. *In order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report.* Approval of the TIP at the May 29<sup>th</sup> MTPO meeting authorizes about \$31 million in federal funds for Fiscal Year 2008/2009.





# EXHIBIT 1



## COMMUNITY TRANSPORTATION MEETING

May 29, 2008 at 6:00 p.m.

Jack Durrance Auditorium, County Administration Building,  
12 SE 1<sup>ST</sup> STREET, GAINESVILLE, FLORIDA

**PURPOSE:** The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program (TIP) for Fiscal Years 2008/2009-2012/2013. The TIP is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed TIP are also consistent with the Gainesville Metropolitan Area 2025 Transportation Plan- The Livable Community Reinvestment Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2025. A final decision regarding all projects contained in the TIP will be forwarded to the Florida Department of Transportation (FDOT) by the adoption of this TIP document.

This map only shows some of the transportation projects scheduled during the next five years. The proposed TIP also includes: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation enhancement; and transit projects, including transportation disadvantaged projects.

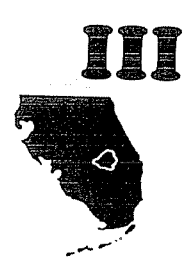
THE MEETING ROOM WILL BE OPEN AT 5:30 PM FOR THE PUBLIC TO REVIEW THE PROPOSED TIP  
AND STAFF WILL BE PRESENT TO ANSWER QUESTIONS.

Copies of the meeting agenda and more detailed information concerning the proposed TIP can be obtained by writing to the MTPO, North Central Florida Regional Planning Council (NCFRPC), 2009 NW 67<sup>th</sup> Place, Suite-A, Gainesville, Florida 32653, by appearing in person at the above address during business hours, at the [www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo) website, or by calling (352) 955-2200. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Marlie Sanderson at (352) 955-2200, extension 103, at least seven (7) days before the public meeting.

The MTPO consists of the Gainesville City Commission, the Alachua County Commission and nonvoting representatives of the University of Florida, FDOT and the Alachua County League of Cities. The MTPO is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.



# 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

May 20, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Alachua County- Long Term Concurrency Management System

## JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board (BPAB), Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) all recommend that the MTPO request that Alachua County coordinate the proposed Long Term Concurrency Management System with:

1. the projects in the MTPO's Adopted Year 2025 Needs Plan and the update of the MTPO's Year 2035 Long Range Transportation Plan;
2. the Bus Rapid Transit Feasibility Study and System Master Plan; and
3. the adopted Countywide Bicycle Master Plan.

## ADDITIONAL CAC RECOMMENDATIONS

The Citizens Advisory Committee (CAC) also recommends that Alachua County revise the projects shown on the County's Long Term Concurrency Management System - Staff Recommendations and Future Roadway Capacity Needs & Alternatives to Staff Recommendations maps as recommended by the CAC in Exhibit 2.

## MTPO STAFF RECOMMENDATION

Recommend that the MTPO:

1. approve the joint recommendations; and
2. test and evaluate all of the proposed projects in the Alachua County Commission-approved Long Term Concurrency Management System as part of the next update of the MTPO's long range transportation plan that will be completed by November 2010.

## **BACKGROUND**

The Alachua County Board of County Commissioners has requested that Alachua County staff present the County's proposed Long Term Concurrency Management System (see Exhibit 1) to the MTPO, the MTPO's Plan East Gainesville Subcommittee and its Advisory Committees.

Alachua County is required to adopt a Long Term Concurrency Management System. Several projects in the County staff's recommendation are not in the MTPO's Year 2025 Needs Plan. Since the MTPO's Long Range Transportation Plan needs to be consistent with the City of Gainesville's and Alachua County's adopted comprehensive plans, projects in the County's Long Term Concurrency Management System will also need to be incorporated in the MTPO's Long Range Transportation Plan update process. Exhibit 3 shows the County staff's Long Term Concurrency Management System and Future Roadway Capacity Needs recommendations that are also identified in the MTPO's Year 2025 Needs Plan.

### **Plan East Gainesville Subcommittee**

Alachua County staff presented the proposed Long Term Concurrency Management System to the MTPO's Plan East Gainesville Subcommittee on May 14<sup>th</sup>. During this presentation, the Subcommittee commented on several aspects of this proposed Management System. However, the Subcommittee did not take any official action during this meeting.

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**ALACHUA COUNTY**  
**DEPARTMENT OF GROWTH MANAGEMENT**

10 SW 2<sup>nd</sup> Avenue • Third Floor • Gainesville, Florida 32601-6294  
Zoning (352) 374-5244 • Building (352) 374-5243  
Fax (352) 491-4510 • Suncom 651-5244  
Home Page: <http://growth-management.alachua.fl.us>

Rick Drummond, AICP  
*Director*  
*Growth Management*

DATE: March 13, 2008

Richard Wolf  
*Assistant Director*  
*Growth Management*

TO: Marlie Sanderson,  
Director Gainesville MTPO

Carol Hurst  
*Building Official*

RE: Presentation of the Long Term Concurrency Management System

Benny Beckham  
*Zoning Administrator*

Dear Marlie:

Steven Lachnicht, AICP  
*Principal Planner*  
*Development Services*

The Alachua County Board of County Commissioners has directed Staff to present the Long Term Concurrency Management System to the Gainesville MTPO Board, TAC, CAC, BPAB and Plan East Gainesville subcommittee. The intent of the presentation is to solicit feedback from the Gainesville MTPO Board and the various committees. Staff request that any recommendations be provided in writing. A presentation of the Long Term Concurrency Management System will be made to a number of stakeholder groups and will also be presented to the public through a series of three (3) public workshops to be held within the western portions of Alachua County. The responses from the stakeholder groups, the public, and the MTPO Board and its committees will be presented to the Board of County Commissioners for their review and direction on the development of a comprehensive plan amendment for the adoption of the Long Term Concurrency Management System.

Ken Zeichner, AICP  
*Principal Planner*  
*Comprehensive Planning*

Tom Webster  
*Housing Programs*  
*Manager*

Juna Papajorgji  
*GIS Manager*

The 2005 amendments to Florida's growth management legislation directed local governments to enact concurrency management ordinances by December 1, 2006, that allow for "proportionate share" contributions from developers toward concurrency requirements (§163.3180(16), Florida Statute). The legislation also enabled local governments to adopt a ten (10) year Long Term Concurrency Management System to address roadways with a lack of vehicular capacity.

The previous concurrency legislation required all roadway capacity projects to be fully funded and commence construction within a five (5) year period identified in an adopted Capital Improvements Program. Since much of the land in Alachua County is publicly owned and our community has a slower rate of growth compared with other parts of the state, the ability to collect enough revenue to fully fund and construct roadway capacity projects is limited. The development of a Long Term Concurrency Management System would provide the County with additional time to collect the necessary revenues to construct the capacity needed to ensure that adopted level of service standards are achieved. The amended concurrency legislation requires that all local governments, by December 2008, adopt a financially feasible Plan for addressing transportation concurrency.

Growth Management Staff, in conjunction with Staff from the Public Works Department, has spent the last year developing a Long Term Concurrency Management System to ensure the Comprehensive Plan will include a financially feasible Capital Improvements Element for transportation prior to the December 2008 deadline.

The development of the Long Term Concurrency Management System (LTCMS) required an evaluation of roadways within Alachua County that are either over capacity or will be over capacity in the near future due to existing traffic volumes, anticipated traffic volumes due to trip reservations for approved developments and long-term trip reservations for planned developments. The evaluation consisted of determining the capacity needed to ensure that roadways would operate at the adopted level of service (LOS) standard.

The overall focus in evaluating the various roadway capacity alternatives was the development of an interconnected transportation network that will accommodate all modes of travel within the existing urban area boundary. Emphasis was placed on roadway corridors that would: (1) make the most efficient use of existing underutilized roadway capacity, (2) address concurrency issues on multiple roadways, (3) limit right-of-way acquisition needs and (4) minimize impacts to the environment, business and residential developments. The document titled Roadway Corridor Alternatives & Priority Analysis provides specific details on the various roadway alternatives

evaluated by Staff. The analysis identifies the recommended Staff alternative. Based on input received from the stakeholder groups, the MTPO and the public, the Board of County Commissioners may select a roadway project that differs from Staff's recommendation.

As part of the Long Term Concurrency Management System, Staff has identified a future Bus Rapid Transit (BRT) corridor plan that identifies corridors where bus only dedicated lanes should be constructed to accommodate a future transit network for western Alachua County. The dedicated lanes would be constructed in conjunction with proposed developments and the construction of new roadways or widening of existing roadway corridors. The continued development of the BRT network will potentially require significant changes to activity center policies and potentially the development of new activity centers. The conversion of activity centers into Transit Oriented Development (TOD)'s would be needed in order to provide the density and support services to make a BRT network feasible. Staff has requested direction from the BOCC on the continued development of a BRT network and substantive changes to existing land use policies to create Transit Orientated Development (TOD) policies that could support a dedicated transit network. There are several pending large scale developments and DRI's along the I-75 corridor that if coordinated properly could result in the development of a BRT network with dedicated lanes and high-frequency transit service well before the 2020 LTCMS time horizon.

The total projected cost in 2008 dollars for the Long Term CMS is \$82.6 million dollars. This figure does not include the cost estimate from the SW 62nd Blvd PD& E study currently being undertaken or the round-a-bouts on Tower Road. The projected impact fee revenue to be paid by already approved development is \$60.5 million. Staff believes that the additional revenue needed to fund the identified capacity projects would be addressed through proportionate fair-share contributions paid by future developments.

The adoption of a Long Term Concurrency Management System (LTCMS) would demonstrate that the County has a finically feasible plan to address transportation concurrency, as required by state statue. In addition, the adoption of a Long Term Concurrency Management System

(LTCMS) would provide applicants for development an opportunity to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their share of the cost of improving the impacted transportation facility. The Long Term Concurrency Management System (LTCMS) provides the County with additional time to collect the necessary revenue and to fund and construct the required roadway capacity to ensure that roadway level of service standards are achieved.

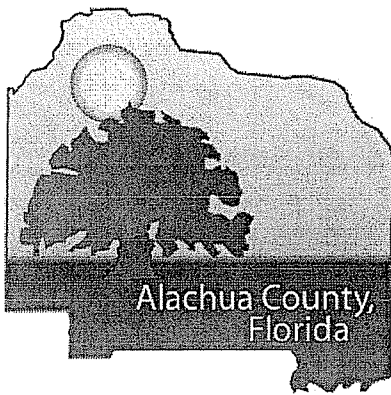
Staff request comments and recommendations from the Gainesville MTPO Board and the various MTPO committees on the Long Term Concurrency Management System. Staff request that any recommendations be provided in writing. Staff will present the recommendations to the Alachua County BOCC prior to proceeding with a Comprehensive Plan Amendment. If you have any further questions or would like to set up a meeting to discuss this matter further, I can be reached via email at [jbpaul@alachuacounty.us](mailto:jbpaul@alachuacounty.us) or telephone at 352-264-6971.

Sincerely,

*Jonathan B. Paul*

Jonathan B. Paul, AICP, MA<sup>2</sup>  
Alachua County – Growth Management Department  
Concurrency & Impact Fee Manager





**ALACHUA COUNTY  
DEPARTMENT OF GROWTH MANAGEMENT  
OFFICE OF CODES ENFORCEMENT**

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Rick Drummond, AICP  
Director  
Growth Management

February 13<sup>th</sup>, 2008

**MEMORANDUM**

Richard Wolf  
Assistant Director  
Growth Management

TO: Mr. Randall H. Reid  
County Manager

Carol Hurst  
Building Official

FROM: Jonathan B. Paul, AICP  
Transportation Planning Manager / Impact Fee Administrator

Benny Beckham  
Zoning Administrator

CC: Rick Drummond  
Assistant County Manager /Director of Growth Management

Steven Lachnicht, AICP  
Principal Planner  
Development Services

SUBJECT: Bus Rapid Transit (BRT) & Transit Oriented Development

Ken Zeichner, AICP  
Principal Planner  
Comprehensive Planning

Tom Webster  
Housing Programs  
Manager

Juna Papajorgji  
GIS Manager

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In conjunction with the Proposed Long Term Concurrency Management System (LCTMS), Staff is seeking direction to further develop a Bus Rapid Transit (BRT) network and draft Comprehensive Plan policies which would allow for Transit Oriented Development (TOD) and would replace the policies which relate to Transportation Concurrency Exceptions for Projects that Promote Public Transportation (TCEPPT).

The TOD policies would relate to the proposed Bus Rapid Transit (BRT) corridors which are included in the LTCMS packet. Additionally, the policies would lay out the ability for Proportionate Fair Share Contributions to be used towards transit projects. Policies regarding transit frequency, length of transit service, construction of dedicated transit lanes and multi-modal trails beyond the property boundary would be varied based on the size of the development and its transportation impact. The current TCEPPT language treat all development equal, regardless if the project generates 100 peak hour trips or 1,000 peak hour trips. The larger the project, the more significant the impact to the transportation system. The following are examples of policies that would reflect the following TOD principles amongst others:

- Development shall be in accordance with fundamental urban design principles commonly referred to as 'new urbanism'. Both vertical and horizontal mixing of uses is required. A minimum of fifty (50) percent of all non-residential structures shall be vertically mixed. The entire street frontage of non-residential uses shall be pedestrian oriented with active retail and office uses.

- Development shall be in the form of a single mixed-use planned development.
- Development shall be designed to support multi-modal access and to encourage pedestrian, bicycle and public transit use. Multi-modal paths shall be provided through the development. There shall be separate dedicated bus rapid transit lanes constructed through the development that connect with the regional system and provide transit accessibility to non-residential and residential portions of the development. Dedicated bus facilities beyond the project boundary may be required depending upon the transportation impact of the development.
- There shall be transit stops within a 1/2 mile walk from residences, businesses and offices.
- There shall be requirements for structured and shared parking, with developments generating more than a to be determined number of peak hour trips being required to provide a minimum of fifty (50) percent of required parking in parking structures.
- Public transit shall be provided with a maximum of 15 minute peak hour headways and 25 minute non-peak headways, in order to provide a realistic alternative to automobile usage. Transit frequency shall increase based upon the size and impact of the development.
- Non-residential structures should not exceed 50,000 square feet per floor. Large scale retail uses greater than 50,000 square feet are permitted if parking is provided in structure parking, the primary entrance fronts a public roadway, and the entire frontage and sides of the store along public streets shall be surrounded with retail, office and civic uses oriented towards pedestrians.
- Single-family detached units shall be no more than 10% of the total housing units.
- A transit shelter or a station shall be provided on the public transit line of sufficient size to accommodate the persons expected to live, work and shop within the project boundaries.
- Based upon a to be determined peak hour threshold, a network of multi-use trails shall extend out at least two (2) miles along major roadway corridors from the development to provide multi-modal access to the BRT station.
- Auto oriented uses shall be discouraged with specific design criteria established for drive-thru uses.
- Transit Oriented Development (TOD) shall strive to be carbon neutral.

**ALACHUA COUNTY  
2020**

**LONG TERM  
CONCURRENCY  
MANAGEMENT  
SYSTEM**

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**ROADWAY CORRIDOR  
ALTERNATIVES & PRIORITIES  
ANALYSIS**

The development of the Long Term Concurrency Management System (LTCMS) required an evaluation of roadways within Alachua County that are either over capacity or will be over capacity in the near future due to existing traffic volumes, anticipated traffic volumes due to trip reservations for approved developments and long-term trip reservations for planned developments. The evaluation consisted of determining the capacity needed to ensure that roadways would operate at the adopted level of service (LOS) standard. The Alachua County Comprehensive Plan encourages the development of an interconnected roadway network that provides multiple transportation route alternatives. While widening existing roadways was evaluated, emphasis was placed on identifying feasible parallel roadways.

The standard approach utilized by communities across the state for multi-lane roadways is to widen existing roadways to six (6) lane and eight (8) lane facilities. For existing four (4) lane roadways, Growth Management and Public Works staff are recommending parallel roadway corridors as opposed to widening a roadway to six (6) lanes. In some instances, Staff determined that the widening of an existing roadway from two (2) to four (4) lanes was the most appropriate alternative. In other instances, pursuing the creation of multi-modal transportation districts (MMTD) where priority is given to pedestrian, bicycle and transit mobility is the recommended alternative.

The overall focus in evaluating the various alternatives was the development of an interconnected transportation network that will accommodate all modes of travel within the existing urban area boundary. Emphasis was placed on roadway corridors that would make the most efficient use of existing underutilized roadway capacity, addressed the concurrency issues on multiple roadways, limited right-of-way acquisition needs and minimized impacts to the environment, business and residential developments.

The roadway corridors alternative and priority analysis has been utilized to develop the draft Long Term Concurrency Management System (LTCMS). The adoption of a LTCMS and inclusion of the recommend roadways in a Capital Improvements Program (CIP) would enable development to meet its concurrency obligations through

contributing a proportionate fair-share of the cost to construct the identified capacity projects or constructing one of the capacity projects included in the CIP.

The following are the identified roadway corridors and alternatives evaluated based on the roadway corridors that are currently over capacity, those that are over capacity due to reserved trips from approved development and those roadway corridors that have utilized over 90% of the available roadway capacity (roadways are not in a ranked order).

**Roads presently operating below LOS Standard (over capacity)**

1. SW 20<sup>th</sup> Avenue from SW 62<sup>nd</sup> Blvd to SW 34<sup>th</sup> Street
2. Newberry Road (SR 26) from SW 8th to I-75

**Roads operating below LOS Standard with reserved trips**

3. Archer Road (SR 24) from SW 34<sup>th</sup> to I-75
4. Newberry Road (SR 26) from I-75 to CR 241 (NW 143<sup>rd</sup>)
5. Archer Road (SR 24) from I-75 to Tower Road (SW 75<sup>th</sup>)
6. Archer Road (SR 24) from Tower Road (SW 75<sup>th</sup>) to SW 91<sup>st</sup>
7. NW 23<sup>rd</sup> Avenue from NW 98<sup>th</sup> to NW 55<sup>th</sup>
8. Tower Road (SW 75<sup>th</sup>) from Archer Road (SR 24) to SW 8<sup>th</sup> Ave

**Roads operating between 90 - 99 % of capacity with reserved trips**

9. NW 83<sup>rd</sup> Street from NW 39<sup>th</sup> (SR 222) to NW 23<sup>rd</sup>
10. SW 20<sup>th</sup> Avenue from SW 61<sup>st</sup> to SW 62<sup>nd</sup> Blvd (Over I-75)
11. Williston Road (SR 121) from SW 62<sup>nd</sup> Ave to I-75
12. NW 39<sup>th</sup> Avenue (SR 222) from I-75 to NW 83<sup>rd</sup> Street

The following are the roadway corridors, the alternatives evaluated and Growth Management and Public Works Staff recommended capacity projects. In some instances, viable alternatives were not feasible and only one recommendation to address capacity issues was identified. Alternative 1 for each roadway corridor represents Staff's recommendation.

**1. SW 20<sup>th</sup> Avenue from SW 62<sup>nd</sup> Blvd to SW 34<sup>th</sup> Street**

**Alternative 1: (Staff Recommended)**

- Implement outcomes from PD&E Study
- Identify an interconnected roadway network
- Adopt a Multi-Modal Transportation District (MMTD) in conjunction with the City of Gainesville and the Urban Village plan

**Alternative 2:**

- Widen from two (2) lanes to four (4) lanes with the possibility that two of the lanes would be dedicated to bus rapid transit (1.63 miles)

**Alternative 3:**

- Extend SW 62<sup>nd</sup> Blvd from SW 20<sup>th</sup> to SW 43<sup>rd</sup> (two (2) lane road)
- Full median and signalization at SW 24<sup>th</sup> and SW 34<sup>th</sup> and intersection modification and removal of the traffic signal at SW 34<sup>th</sup> and Windmeadows Blvd.

**Alternative 4:**

- Hull Road extension from SW 34<sup>th</sup> to SW 43<sup>rd</sup> (two (2) lane road)
- Widen SW 20<sup>th</sup> from Hull Road Extension to SW 62<sup>nd</sup> Blvd (2 to 4 lanes)

**2. Newberry Road (SR 26) from SW 8th to I-75**

- Adopt a Multi-Modal Transportation District (MMTD) with City of Gainesville
- Add turn lanes at I-75 Interchange

**3. Archer Road (SR 24) from SW 34<sup>th</sup> to I-75**

- Adopt a Multi-Modal Transportation District with the City of Gainesville
- Add turn lanes at I-75 Interchange

**4. Newberry Road (SR 26) from I-75 to CR 241 (NW 143<sup>rd</sup>)**

**Alternative 1: (Staff Recommended)**

- Extend SW 8<sup>th</sup> Ave from SW 122<sup>nd</sup> to SW 143<sup>rd</sup> as two (2) lane (.6 miles)
- Extend SW 8<sup>th</sup> Ave from East of Tower Road to SW 24<sup>th</sup> Ave as two (2) lane (.3 miles) Upgrade SW 63<sup>rd</sup> Street and SW 63<sup>rd</sup> Street/SW 24<sup>th</sup> Ave intersection (.5 miles)
- Upgrade SW 143<sup>rd</sup> from SW 8<sup>th</sup> to Newberry Road (SR 26) (.6 miles)
- Add turn lanes at major intersections on Newberry Road

**Alternative 2:**

- Extend NW 23<sup>rd</sup> from NW 98<sup>th</sup> to CR 241 (NW 143<sup>rd</sup>) as two (2) lane (3.15 miles)
- Add turn lanes at major intersections on Newberry Road

**Alternative 3:**

- Widen NW 39<sup>th</sup> Ave from NW 98<sup>th</sup> to CR 241 (2 to 4 lanes)
- Add turn lanes at major intersections on Newberry Road

**Alternative 4:**

- Widen from a four (4) lane divided road to a six (6) lane divided road
- Add turn lanes at major intersections on Newberry Road

**5. Archer Road (SR 24) from I-75 to Tower Road (SW 75<sup>th</sup>)**

**Alternative 1: (Staff Recommended)**

- Widen Williston Road (SR 121) from I-75 to SW 85<sup>th</sup> (2 to 4 lanes) (.75 mi)
- Pave SW 85<sup>th</sup> Ave from SW 75<sup>th</sup> to Williston Road (SR 121)
- Add turn lanes at major intersections on Archer Road

**Alternative 2:**

- Construct SW 57<sup>th</sup> Way from SW 75<sup>th</sup> to SW 62<sup>nd</sup> as two (2) lane
- Upgrade SW 62<sup>nd</sup> from SW 57<sup>th</sup> to Williston Road
- Widen Williston Road (SR 121) from I-75 to SW 63<sup>rd</sup> (2 to 4 lanes) (.75 mi)
- Add turn lanes at major intersections on Archer Road

**Alternative 3:**

- Construct SW 47<sup>th</sup>/57<sup>th</sup> Way from Archer Road to SW 75<sup>th</sup> as two (2) lane
- New overpass at I-75 and SW 24<sup>th</sup> with collector roadway to Archer Rd
- Re-align SW 41<sup>st</sup> Blvd. (Fred Bear Drive) at Archer Road west to SW 45<sup>th</sup>
- Add turn lanes at major intersections on Archer Road

**Alternative 4:**

- Widen from four (4) lanes to six (6) lanes
- Add turn lanes at Archer Road / I-75 Interchange

**6. Archer Road (SR 24) from Tower Road (SW 75<sup>th</sup>) to SW 91<sup>st</sup>**

**Alternative 1: (Staff Recommended)**

- Widen from two (2) lanes to a four (4) lanes



**Alternative 2:**

- Extend SW 85<sup>th</sup> from SW 75<sup>th</sup> to SW 91<sup>st</sup> Street Extension (2 lanes)
- Extend SW 91<sup>st</sup> from Archer Road (SR 24) to SW 85<sup>th</sup> Extension (2 lanes)

**7. NW 23<sup>rd</sup> from NW 98<sup>th</sup> to NW 55<sup>th</sup>**

**Alternative 1: (Staff Recommended)**

- Widen from two (2) lanes to four (4) lanes
- Add intersection turn lanes

**Alternative 2:**

- Widen NW 39<sup>th</sup> Ave from I-75 to NW 43<sup>rd</sup> (4 lanes to 6 lanes)
- Amend City of Gainesville Comprehensive Plan to allow 6 lane roadway
- Add intersection turn lanes

**8. Tower Road (SW 75<sup>th</sup>) from Archer Road (SR 24) to SW 8<sup>th</sup> Ave**  
**At this present time, Staff is not recommending that Tower Road be added to the CIP. Tower Road will not be eligible for proportionate share contributions. The potential for development along the corridor is not sufficient to contribute towards the roadway without obligating the County to fund a significant portion of the project. Tower Road is over capacity and a solution for the corridor and a funding source will need to be addressed in the near future.**

**Alternative 1: (Staff Recommended)**

- Widen from two (2) lanes to a four (4) lanes

**Alternative 2:**

- Reconstruct as two (2) lane divided with round-a-bouts

**Alternative 3:**

- Reconstruct SW 63<sup>rd</sup> as two (2) lanes from Archer Road to SW 41<sup>st</sup> Place
- Extend SW 63<sup>rd</sup> from SW 41<sup>st</sup> Place to SW 24<sup>th</sup> as two (2) lane roadway

**Roads operating 85 - 95 % of LOS Standard w/ reserved trips**

**9. NW 39<sup>th</sup> Avenue (SR 222) from I-75 to NW 83<sup>rd</sup> Street**

**Alternative 1: (Staff Recommended)**

- Widen NW 23<sup>rd</sup> from NW 83<sup>rd</sup> to NW 55<sup>th</sup> to four (4) lanes
- Add turn lanes at major intersections

**Alternative 2:**

- Widen from four (4) lanes to six (6) lanes from I-75 to NW 83<sup>rd</sup> Street
- Add turn lanes at major intersections on NW 39<sup>th</sup>

**10. Williston Road (SR 331) from SW 62<sup>nd</sup> Ave to I-75**

**Alternative 1: (Staff Recommended)**

- Widen from two (2) lane to four (4) lanes
- Add intersection turn lanes

**Alternative 2:**

- Construct SW 47<sup>th</sup>/57<sup>th</sup> Way from Archer Road to SW 75<sup>th</sup> as two (2) lane
- New overpass at I-75 and SW 24<sup>th</sup> with collector roadway to Archer Rd
- Re-align SW 41<sup>st</sup> Blvd (Fred Bear Drive) at Williston Road west to SW 35<sup>th</sup> Way
- Add turn lanes at major intersections on Archer Road

**Alternative 3:**

- Widen Archer Road (SR 24) from four (4) lanes to six (6) lanes
- Realign SW 41<sup>st</sup> Blvd (Fred Bear Drive) west to align with SW 45<sup>th</sup> Street
- Add turn lanes at Archer Road / I-75 Interchange

**11. NW 83rd from NW 39<sup>th</sup> (SR 222) to NW 23rd**

- Widen from two (2) lanes to four (4) lanes
- Add intersection turn lanes

**12. SW 20<sup>th</sup> from SW 61<sup>st</sup> to SW 62nd Blvd/SW 52<sup>nd</sup> Street intersection just east of I-75 (Over I-75)**

- Widen from two (2) lane to four (4) lanes
- Add intersection turn lanes



# Long Term Concurrency Management System

## **WHAT IS A LONG TERM CONCURRENCY MANAGEMENT SYSTEM?**

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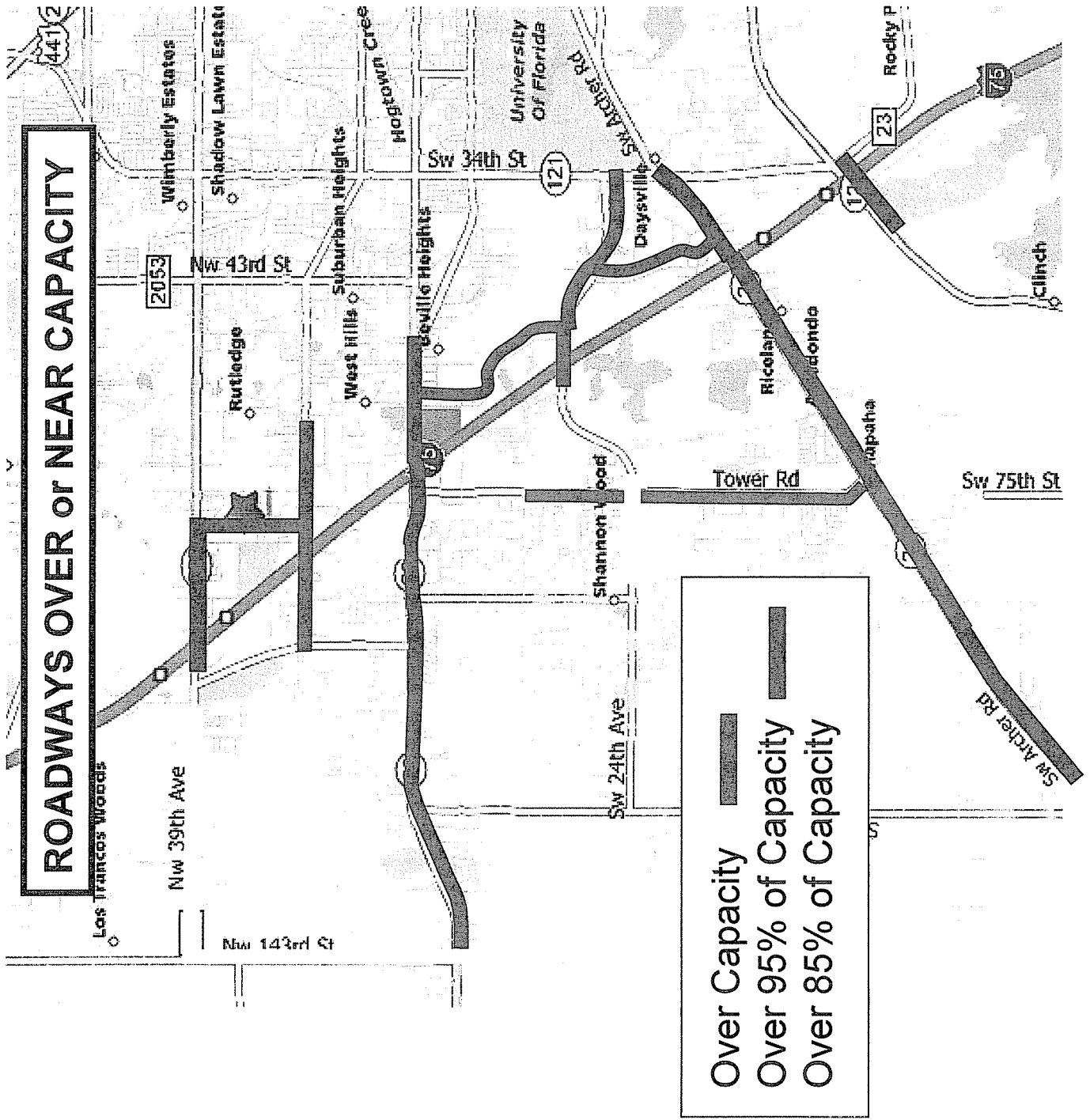
- ★ **PLAN TO ADDRESS TRANSPORTATION CONCURRENCY**
  - ★ **FOCUS ON CURRENT CAPACITY NEEDS**
  - ★ **ALLOWS FOR A 10 – 15 YEAR FUNDING HORIZON**
  - ★ **FUNCTIONS AS A CAPITAL IMPROVEMENT PROGRAM**
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**THIS IS NOT THE GAINESVILLE MTPO  
LONG RANGE TRANSPORTATION PLAN!!**

## **WHY DO WE NEED A LONG TERM CONCURRENCY MANAGEMENT SYSTEM?**

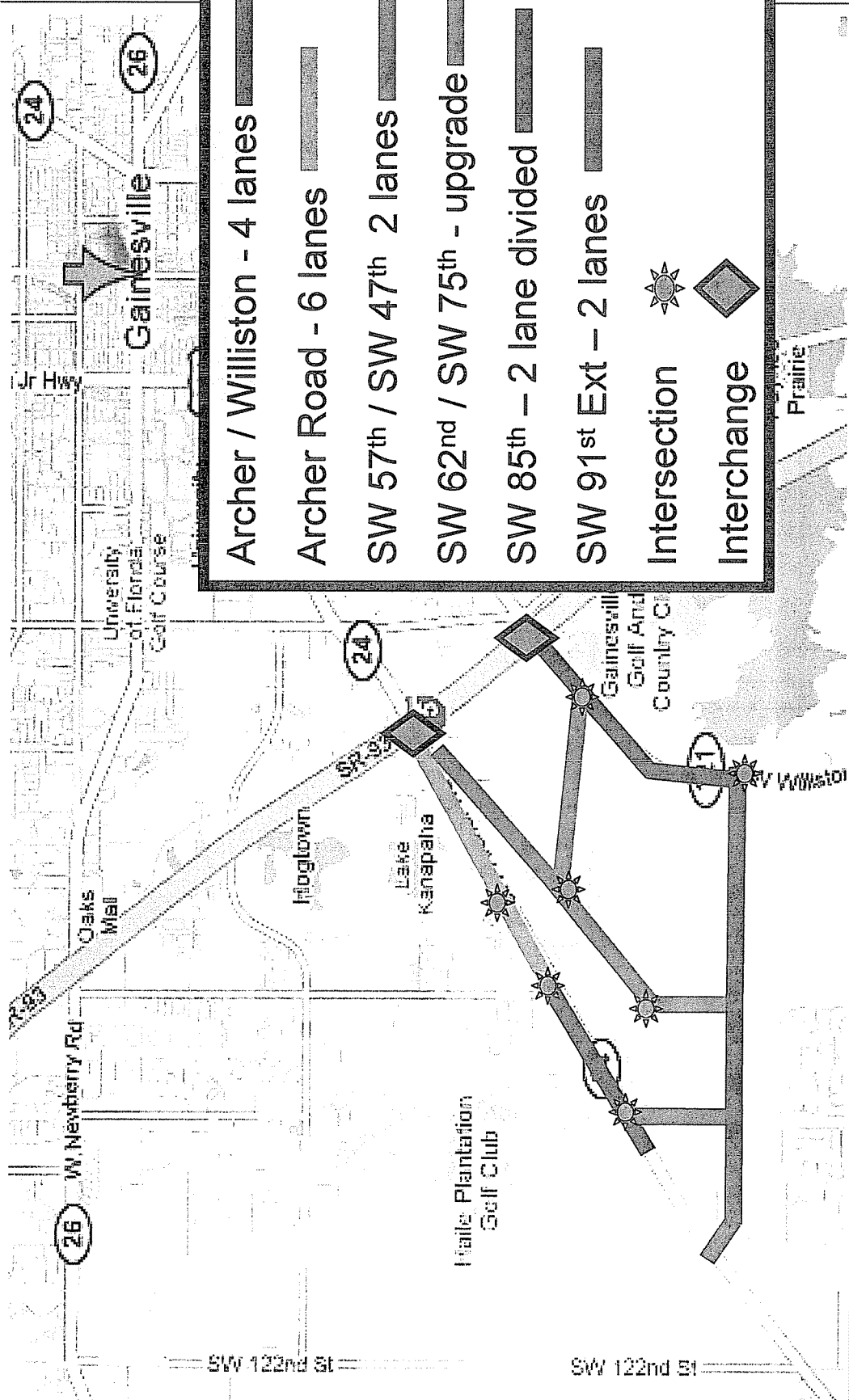
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- ✦ **FLORIDA STATUTE CONCURRENCY REQUIREMENTS**
- ✦ **FINANCIALLY FEASIBLE COMPREHENSIVE PLAN**
- ✦ **CURRENT ROADWAYS OVER OR NEAR CAPACITY**
- ✦ **SOME DEVELOPMENTS ARE CURRENTLY STOPPED**
- ✦ **COMPREHENSIVE PLAN ALLOWS DEVELOPMENT**
- ✦ **ENABLES PROPORTIONATE SHARE MITIGATION**





# LONG TERM CONCURRENCY MANAGEMENT SYSTEM Alternatives for Archer Road & Williston Road Corridors



This map has not been adopted or approved by the Board of County Commissioners. It is a working draft only. Letters are for reference purposes, not a ranking.

# LONG TERM CONCURRENCY MANAGEMENT SYSTEM -

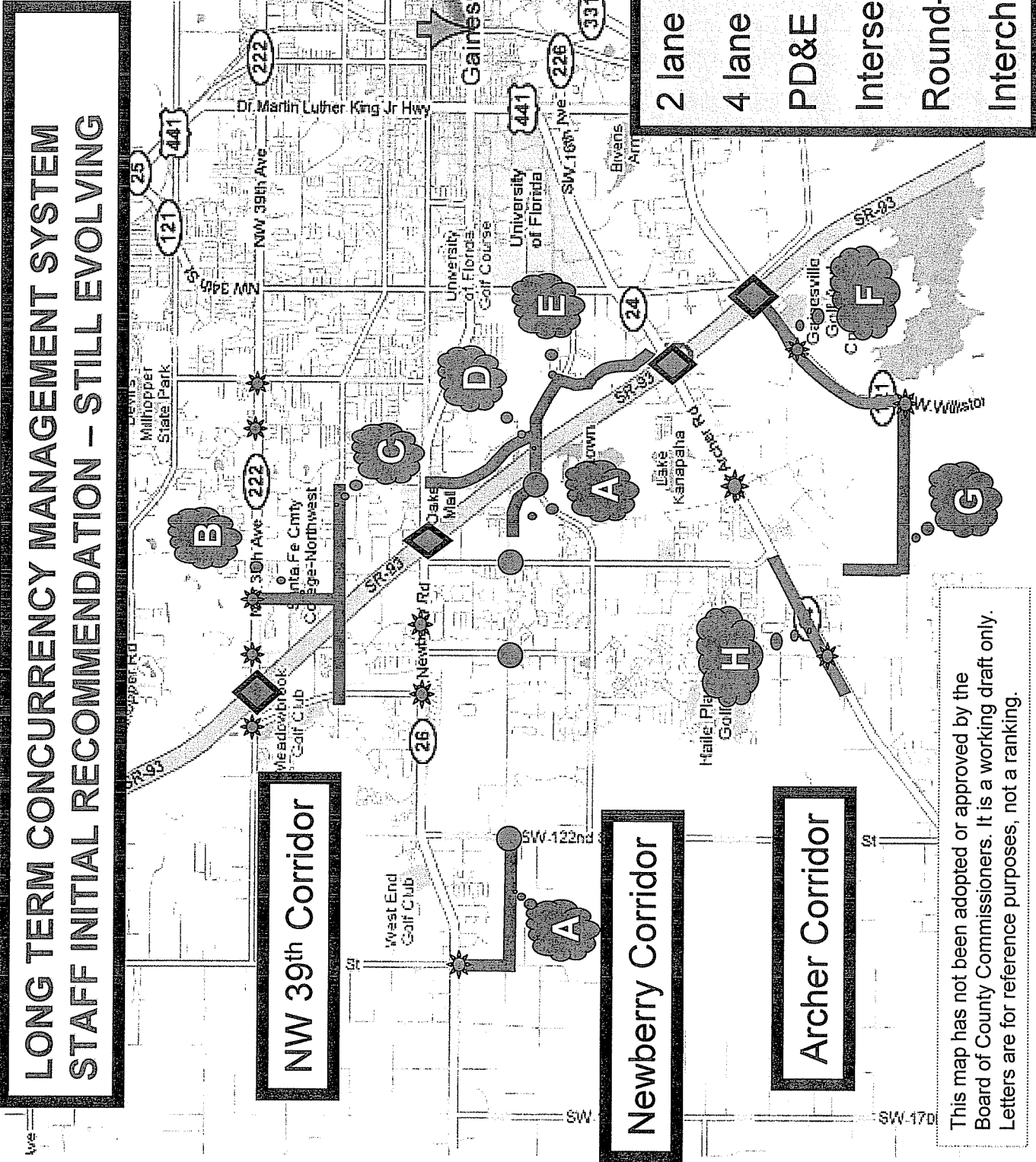
Alternatives for Newberry, NW 39th & NW 23rd



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**LONG TERM CONCURRENCY MANAGEMENT SYSTEM  
STAFF INITIAL RECOMMENDATION – STILL EVOLVING**



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LONG TERM CONCURRENCY MANAGEMENT SYSTEM				
Segment Number	Road Segment	Proposed Improvements	Segment Length (Miles)	2008 COST ESTIMATE (based on 2006 FDOT Cost Plus Inflation)
A	SW 143rd Street - Newberry (SR 26) to SW 8th	Upgrade, 2 lanes	0.58	\$ 547,412
A	SW 8th Avenue, West of Tioga	Extend SW 8th, 2 lanes	0.42	\$ 2,227,475
A	SW 8th Avenue, Tioga to 122nd	Extend SW 8th, 2 lanes	1.00	\$ 5,302,771
B	NW 83rd Street - NW 39th (SR 222) to NW 23rd	Widen, 4 lanes	1.00	\$ 7,862,921
C	NW 23rd Avenue - NW 55th to NW 98th	Widen, 4 lanes, including Bridge Widening	2.71	\$ 24,789,285
D	SW 20th Avenue - SW 61st to SW 62nd	Widen, 4 lanes, including Bridge Widening	0.54	\$ 9,644,234
E	SW 40th / SW 62nd Blvd	Widen, 4 lanes		PD & E Study
F	Williston Road - SW 85th to I-75	Widen, 4 lanes	2.10	\$ 15,362,013
G	SW 85th Avenue - Williston (SR 121) to SW 75th	New Construction, 2 lanes	1.84	\$ 5,785,650
G	SW 75th Avenue - Bryan to SW 85th	Upgrade, 2 lanes	1.00	\$ 942,393
H	Archer Road - SW 75th to SW 91st	Widen, 4 lanes	1.39	\$ 10,168,280
Total			12.58	\$ 82,632,434

## PROJECTED IMPACT FEE REVENUE

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- ★ FINAL DEVELOPMENT PLAN APPROVAL
- ★ 5,000 residential units
- ★ 1,000 multi-family / SF attached
- ★ 485K commercial
- ★ 700K office
- ★ 152K industrial
- ★ 120K religious
- ★ 550 hotel rooms
- ★ APPROXIMATELY \$60.5 Million

# **BUS RAPID TRANSIT (BRT) NETWORK**

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- ★ NETWORK OF BRT TRANSIT CORRIDORS
- ★ CONSTRUCTED WITH FUTURE PROJECTS
- ★ EMPHASIS ON NORTH-SOUTH ROUTE
- ★ CONNECTS MAJOR DESTINATIONS:
  - ★ SANTA FE DRI
  - ★ SPRING HILLS DRI
  - ★ SANTA FE COMMUNITY COLLEGE
  - ★ NORTH CENTRAL FLORIDA REGIONAL HOSPITAL
  - ★ OAKS MALL
  - ★ STUDENT VILLAGE
  - ★ BUTLER PLAZA
- ★ ROUTES TO JONESVILLE, TOWER / ARCHER, HAILE PLANTATION
- ★ ROUTES TO UF, SHANDS, DOWNTOWN EAST GAINESVILLE



**Proposed Bus Rapid Transit Corridors**

**Legend:**

- Primary Route (thick solid line)
- Feeder Route (dashed line)
- Signal Priority (thick solid line)
- Alt Route (dotted line)
- Transit Station (star symbol)

**Map Labels:**

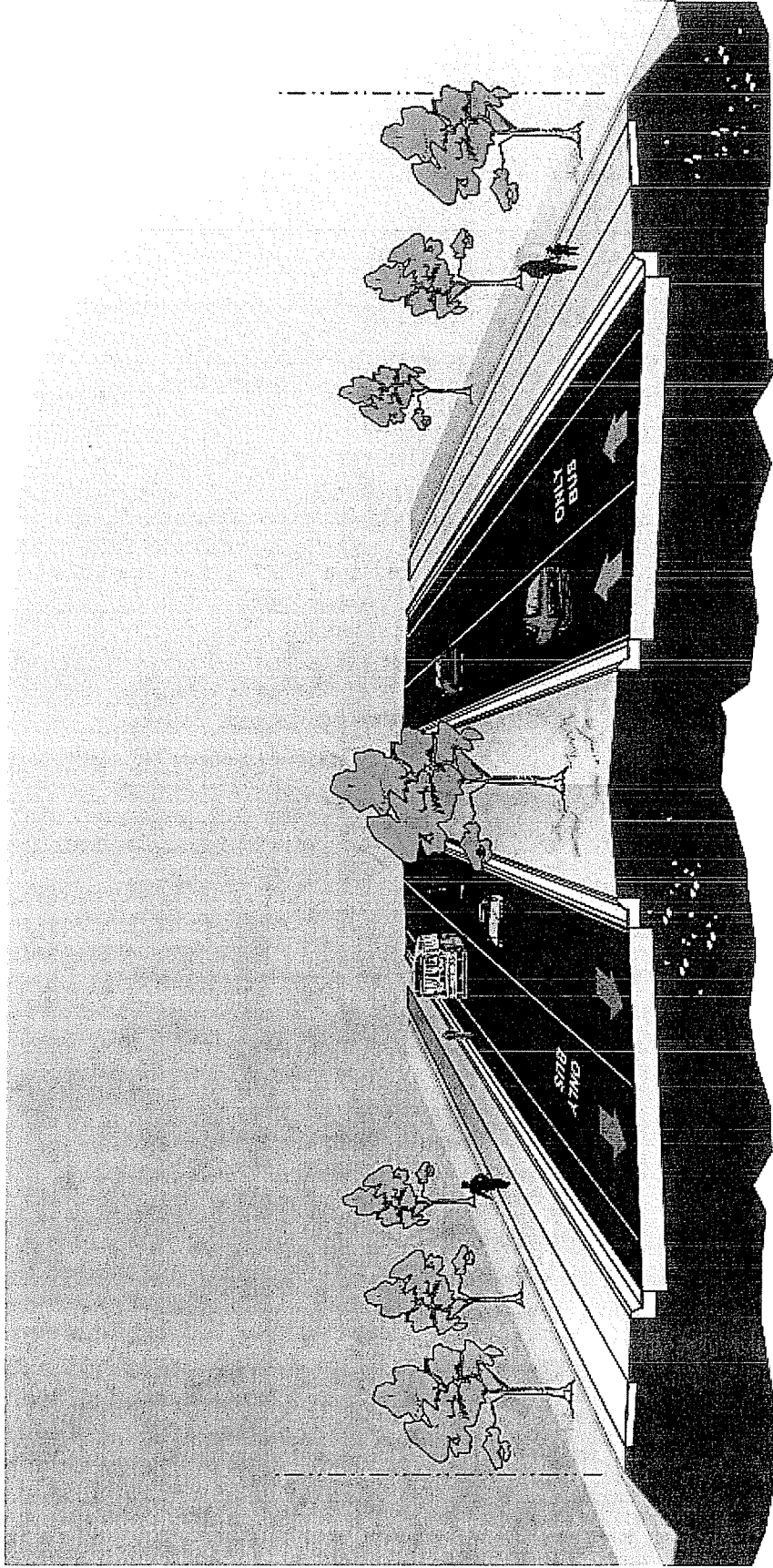
- Los Trancos Woods
- Mt. Top
- State Park
- NW 39th Ave
- NW 24th Ave
- SW 122nd St
- SW 16th Ave
- SW 143rd St
- Dr. Martin Luther King Jr. Hwy
- University of Florida
- University of Florida Golf Course
- Suburban Heights
- Hogtown
- Lake Kanapaha
- Haile Plantation Golf Club
- Kanapah
- Arredondo
- Gainesville Golf & Country Club
- Paynes Prairie

**Route Numbers:** 241, 26, 25, 441, 222, 76, 4

**Disclaimer:** This map has not been adopted or approved by the Gainesville Board of County Commissioners. It is a working draft only.

This map has not been adopted or approved by the Board of County Commissioners. It is a working draft only.





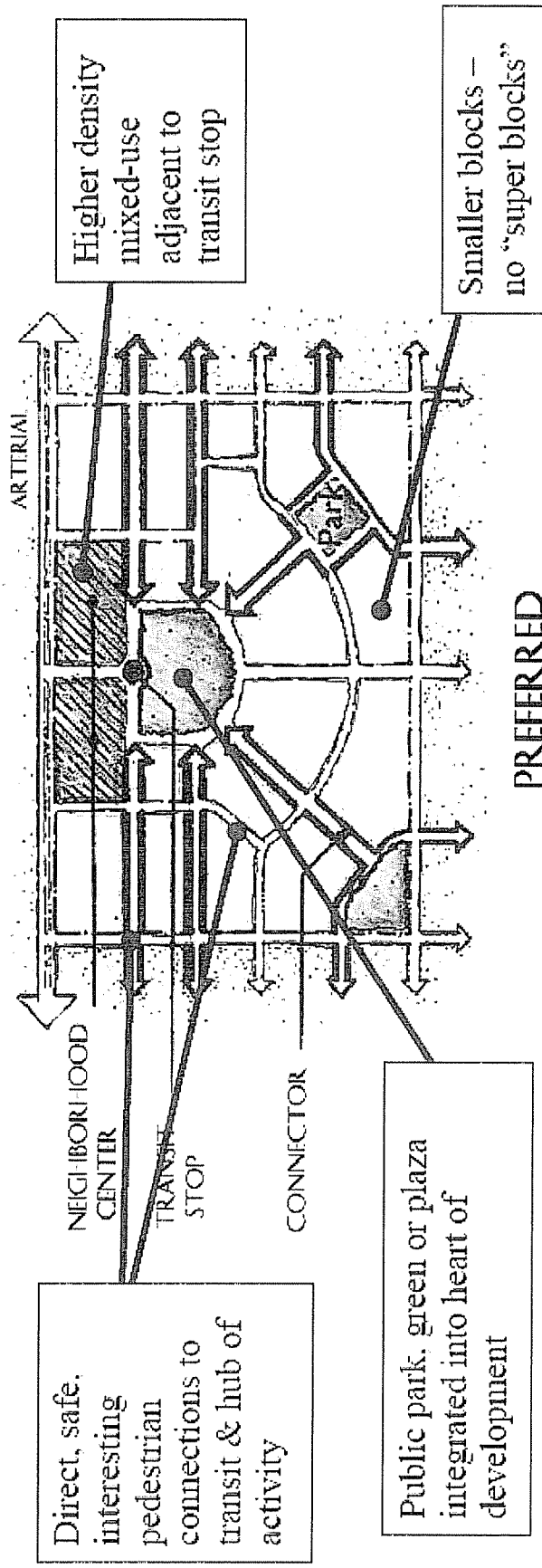
Four Lane Urban (Two Dedicated Bus Lanes)

Photo from HNTB

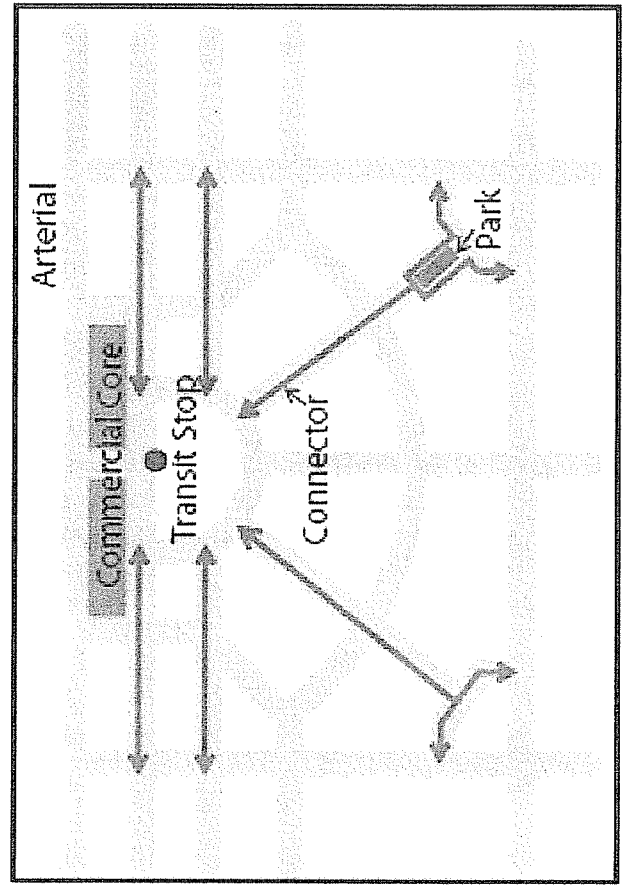
# **TRANSIT ORIENTED DEVELOPMENT (TOD)**

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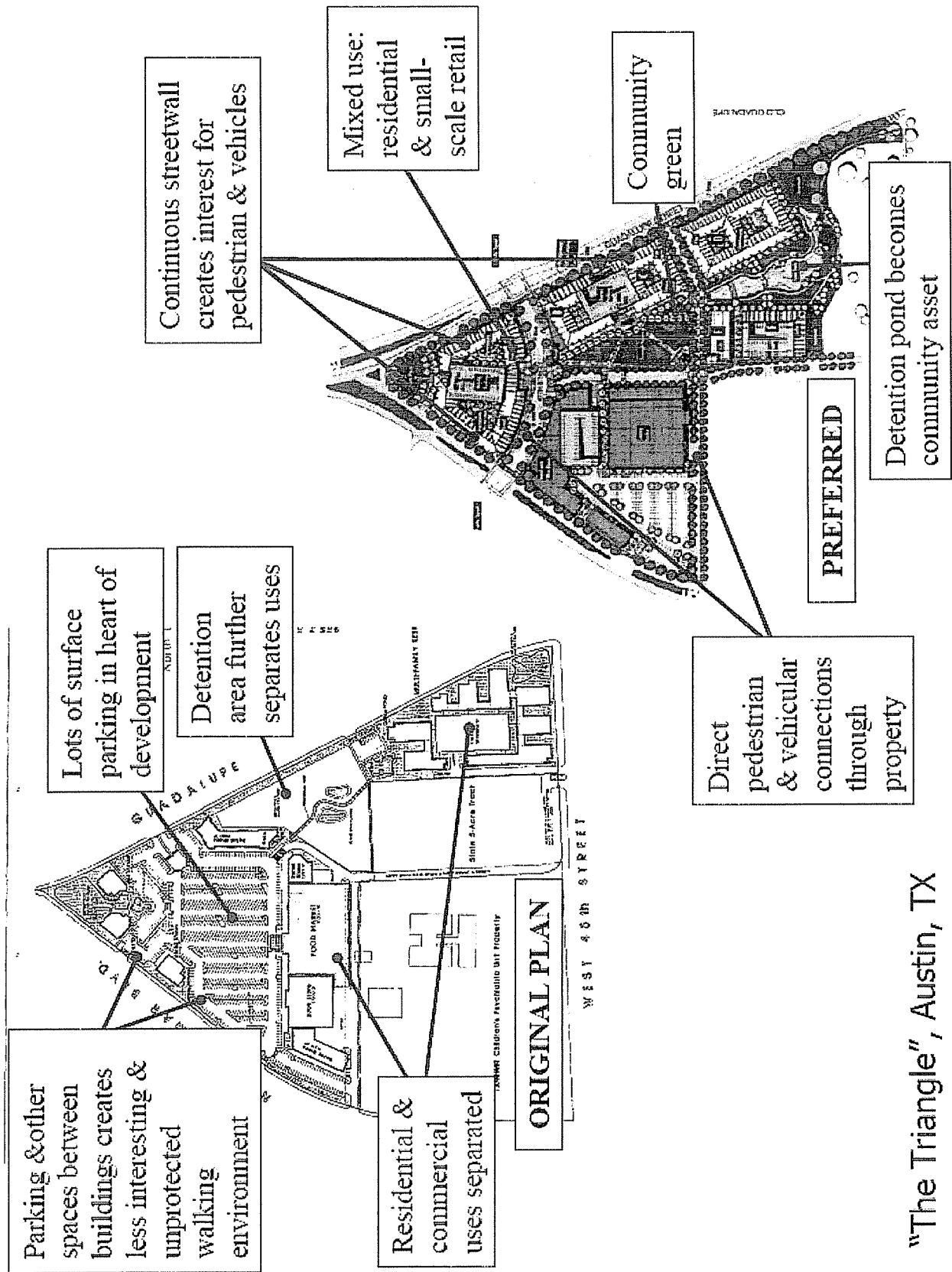
- ✦ **SIGNIFICANT INCREASE IN DENSITY & INTENSITY**
- ✦ **REQUIRE VERTICAL MIXED-USE**
- ✦ **DEDICATED TRANSIT LANES THROUGH PROJECT**
- ✦ **PARKING STRUCTURES**
- ✦ **FUNDING OF TRANSIT SERVICE**
- ✦ **CONSTRUCT DEDICATED ROUTES OFF-SITE**
- ✦ **PEDESTRIAN EMPHASIS**
- ✦ **LIMIT SINGLE FAMILY DETACHED**
- ✦ **PARK N RIDE FACILITIES**
- ✦ **MULTI-USE PATHS ALONG MAJOR ROADWAYS**

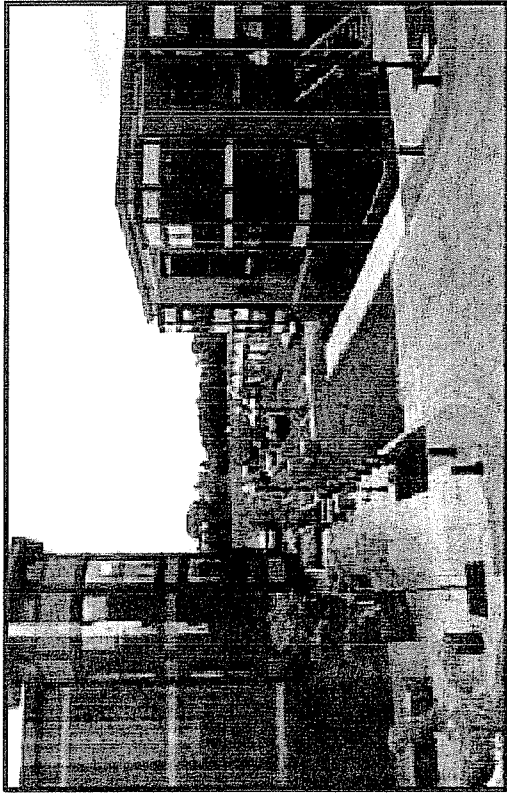


# PREFERRED



Calthorpe, 1994

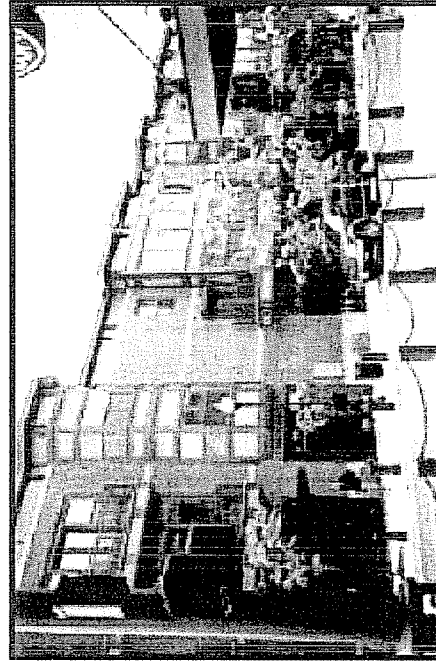
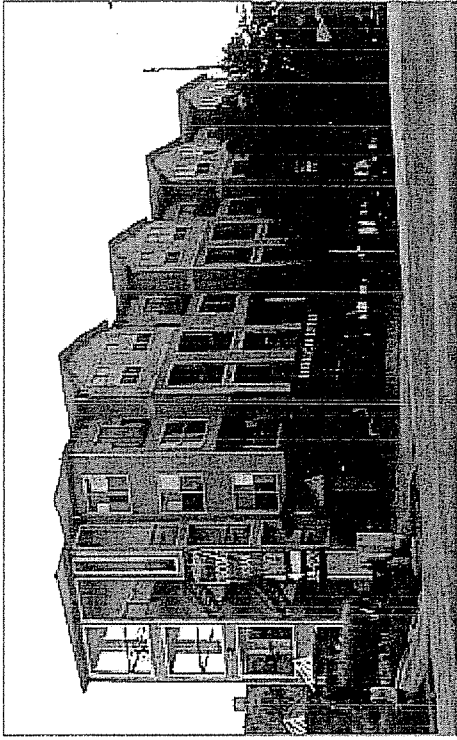




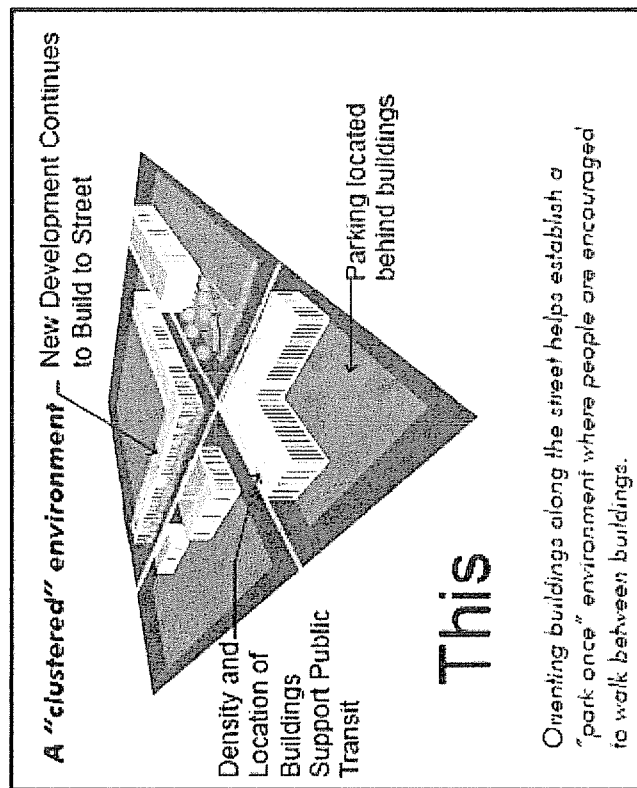
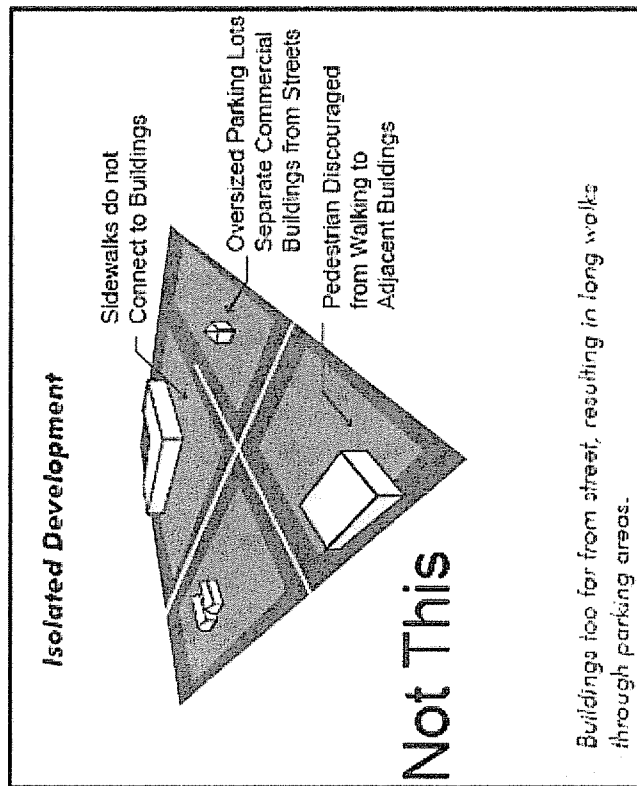
Parking areas can be located behind buildings to keep the street oriented to pedestrians.  
Orenco station, Hillsboro, OR



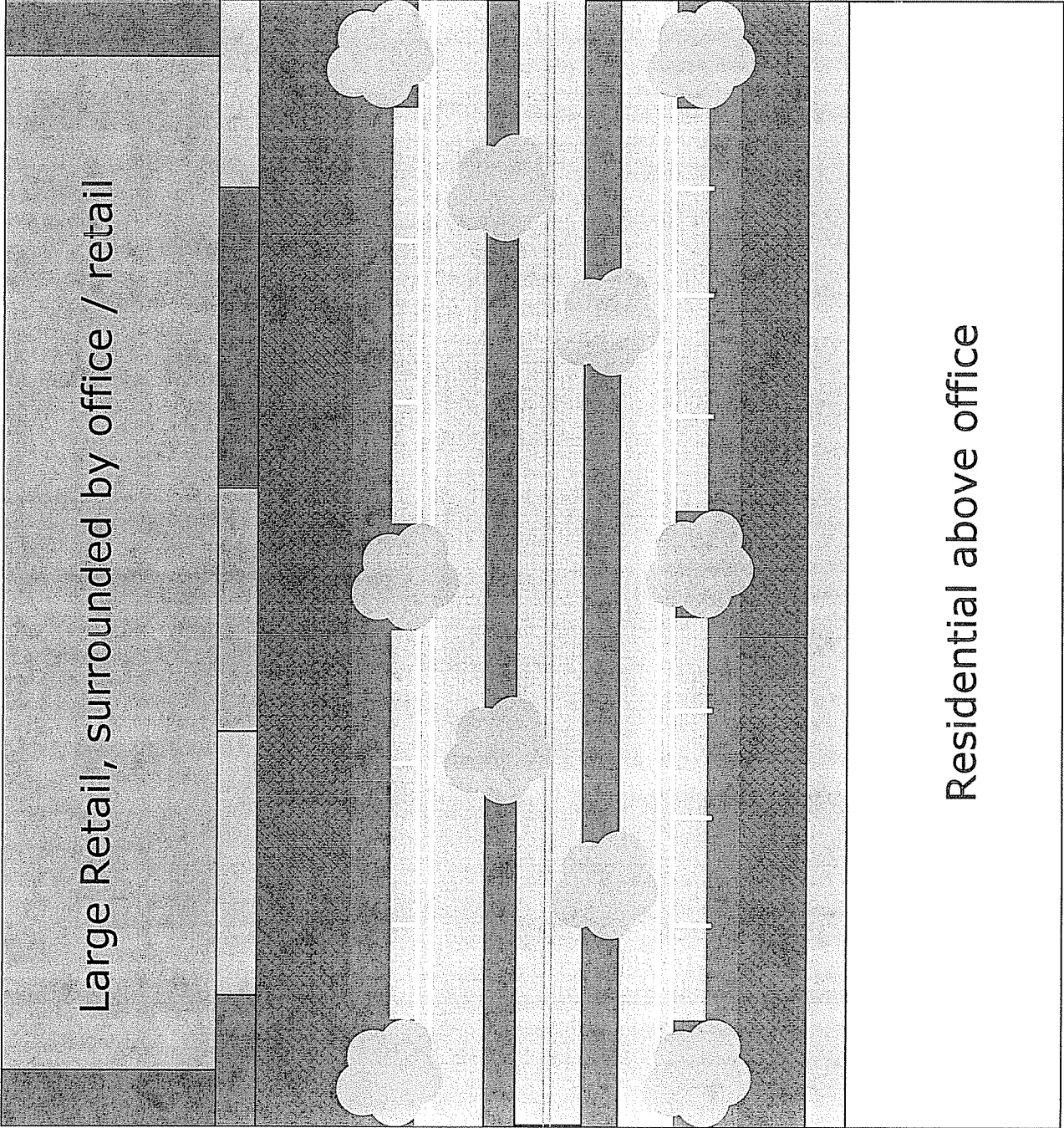
Unique transit stops and buildings act as landmarks for the station area -  
Fish Creek/Lacombe, Station Calgary

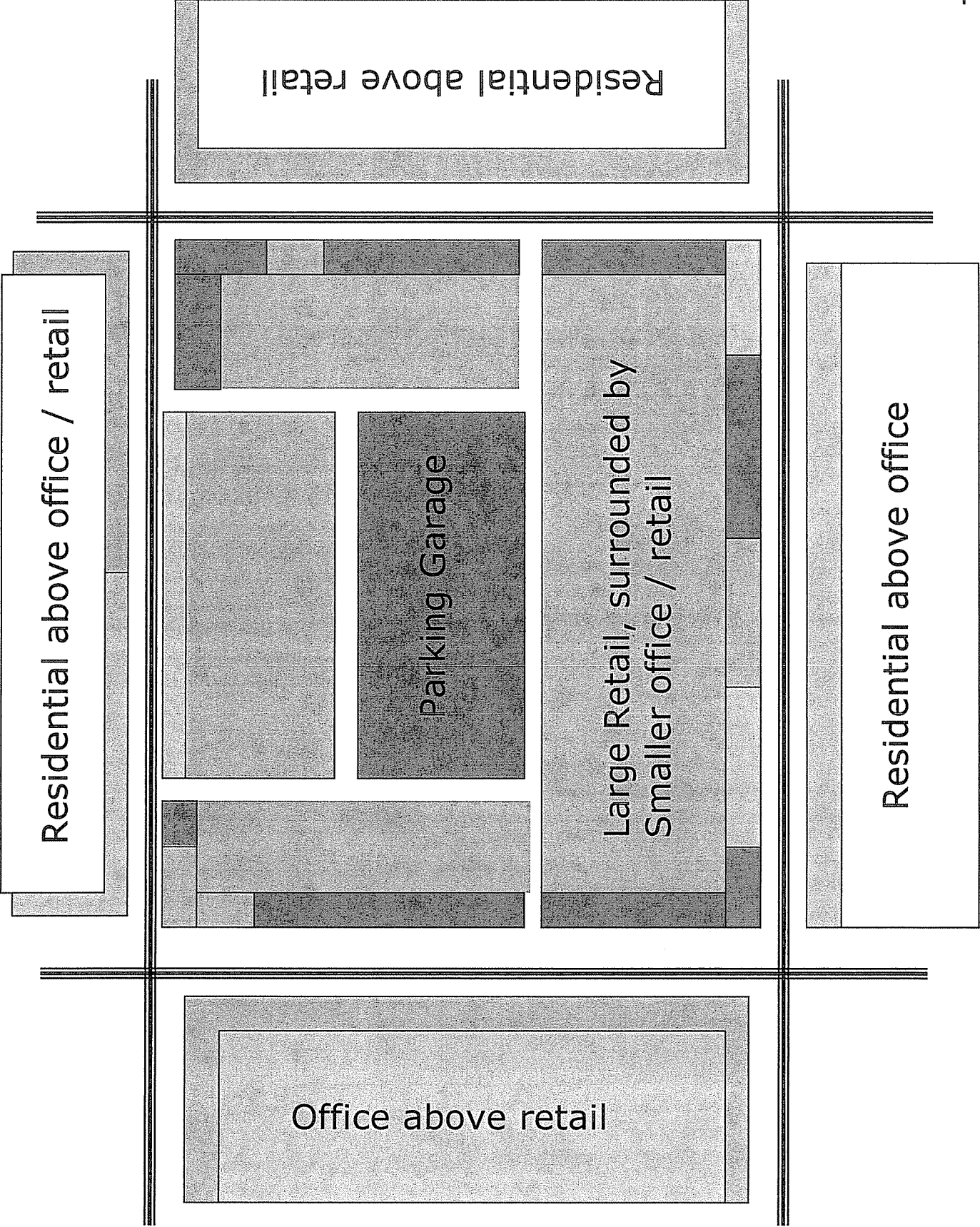


Architecture and street related uses can make the street interesting. \_Orenco Station, Hillsboro, OR.











## NEXT STEPS

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- ★ PUBLIC PARTICIPATION PLAN
- ★ PRESENT COMMENTS TO COUNTY COMMISSION
- ★ COMPREHENSIVE PLAN AMENDMENT
- ★ Email: [jbpaul@alachuacounty.us](mailto:jbpaul@alachuacounty.us) or  
[jhays@alachuacounty.us](mailto:jhays@alachuacounty.us)
- ★ Website: [http://growth-management.alachuacounty.us/  
Draft Long Term Concurrency Management System Documents](http://growth-management.alachuacounty.us/Draft%20Long%20Term%20Concurrency%20Management%20System%20Documents)
- ★ Select Corridor Alternatives – Comment Form on  
Growth Management Website

**ALACHUA COUNTY**

**LONG TERM**

**CONCURRENCY MANAGEMENT**

---

**UNDERSTANDING**

**PROPORTIONATE SHARE**

## INTRODUCTION

Florida Statutes (§163.3180) requires that land use and transportation facilities be coordinated to ensure there is adequate roadway capacity to support the future land use adopted in the Comprehensive Plan. Policy 1.1.8 in the Transportation Element of the Alachua County Comprehensive Plan requires that adequate roadway capacity needed to support new development shall be required to be available “concurrent” with the impact from development. The capacity of roadways is based upon the adopted level of service standards in the Comprehensive Plan. The State’s Growth Management Act calls for implementation of this mandate through a combination of regulation and capital improvement programming, also known as “Concurrency management.” The regulatory component consists of review of the impact of new development to determine if there is adequate roadway capacity to serve the traffic generated by the new development. Concurrency approval is granted to the new development if there is sufficient roadway capacity available at the time of approval or if new capacity is fully funded for construction within three years of development approval (see s.163.3180 (2)(c), F.S.). Local governments are also required to adopt a financially feasible Capital Improvements Element Program (CIE) to provide the roadway capacity needed to maintain adopted roadway level of service standards. The State’s Growth Management Act has included a longstanding requirement that a local government include a Capital Improvement Element (CIE) in the adopted Comprehensive Plan that identifies roadway capacity projects required to serve the traffic impact of future land uses. Local governments have been required to show in the five (5) year Capital Improvements Program (CIP) that needed roadway capacity can be fully funded and constructed in a five (5) year period, if transportation deficiencies exist. The legislature has put added emphasis on the requirement for a financially feasible Comprehensive Plan, mandating that local governments update their CIE to ensure it is *financially feasible by December 2008 (emphasis added)* or be subject to various sanctions (see s.163.3177(2)(b)(1), F.S.), such as prohibitions on the ability to amend the future land use map.

The Concurrency Management System in Alachua County, especially in the western urban area, has been under increasing level of stress as a number of roadways west of 34<sup>th</sup> Street (SR 121) are operating either near or over capacity. The majority of roadways over capacity, except for portions of Newberry Road and SW 20<sup>th</sup> Avenue, are operating below the adopted level of service when reserved trips from already approved development are taken into account. Proposed developments along portions of Archer Road and Newberry Road are currently unable to receive

final development plan approval due to a lack of available roadway capacity. The typical options for a proposed development that does not meet transportation concurrency are as follows: (1) don't build, (2) reduce the size of the project, (3) construct the needed capacity or (4) wait until capacity is constructed by a governmental entity. A developer seeking permission to build on their land is unlikely to pursue the don't build option. If a roadway is already over capacity, then reducing the size of a project won't help. Larger scale developments are typically the only ones who can afford to construct the needed roadway capacity, leaving a number of developments that are unable to build on their property. Due to the escalating costs of adding new road capacity and limited revenues available for capital improvements for new capacity, it is very difficult if not impossible for a local government to develop a financially feasible capital improvement program to add new capacity within the standard five (5) year CIP time horizon. This situation is both untenable in the long term from a legal perspective and undesirable from a planning perspective to the extent that build out within the Urban Cluster area at more efficient land use densities and intensities established in the Comprehensive Plan is impeded while potentially encouraging development to more outlying areas

The Florida Legislature has recently amended the State's Growth Management Act to provide two potential tools or strategies to address this situation: One is to lengthen the time horizon for the Capital Improvement Program from the standard five (5) years to a ten (10) year or longer time frame as part of a "Long Term Concurrency Management System" (LTCMS). The other is the use of "Proportionate Fair Share Mitigation" as a means by which those applying for new development that would either result in a roadway deficiency or impact a deficient roadway can contribute a proportionate fair share of the cost to construct additional roadway capacity projects to overcome the deficiency. This report explains how these two strategies can be used by Alachua County to meet the mandate for a financially feasible Capital Improvements Element and establish a framework within which development can proceed consistent with the adopted Future Land Use map and Comprehensive Plan.

### **LONG TERM CONCURRENCY MANAGEMENT SYSTEM**

The Florida Legislature has recently amended the state statute regarding concurrency (§163.3180 (9) (a), Florida Statute) that enables local governments to adopt a ten (10) year Long Term Concurrency Management System to address current and future roadway deficiencies (15 years may be allowed in some instances). By extending the time horizon for the Capital Improvement Program, the establishment of a Long Term Concurrency

Management System provides a mechanism to allow development to continue while at the same time allowing for the needed roadway capacity to be planned, designed and constructed and sufficient funds accumulated to carry out those projects. Through a Long Term Concurrency Management System, a local government could permit a roadway to operate below its LOS standard for a short period of time, allowing for the needed roadway capacity to be constructed.

## **PROPORTIONATE FAIR SHARE MITIGATION**

The establishment of the option for a developer to address transportation concurrency through the contribution of a proportionate fair share of the cost to mitigate impacts on the transportation system is permitted under state statute regarding concurrency (§163.3180(16), Florida Statute). This option is triggered when a development impacts a roadway that does not have available capacity, or the roadway would be over capacity with the addition of project traffic. Under this provision, the developer pays a proportionate fair share of the cost to add capacity to a roadway that would be deficient, if the roadway is included in the adopted Capital Improvement Program or an adopted financially feasible Long Term Concurrency Management System. State statute (§163.3180(16), Florida Statute) also allows for a developer to offer proportionate fair share mitigation through the construction of roadway capacity so long as the project is equivalent to the Developers proportionate fair share impact.

## **CONSISTENCY WITH THE COMPREHENSIVE PLAN**

In all situations, in order to make use of proportionate fair share at development plan review, the proposed development would need to be otherwise consistent with the adopted Comprehensive Plan. In limited instances, such as when a developer is required to address the impact on a Florida Department of Transportation (FDOT) Strategic Intermodal System Roadway, the Board of County Commissioners may elect to allow a developer to address proportionate fair share contributions in conjunction with a land use amendment to the Comprehensive Plan.

## **PROPORTIONATE FAIR SHARE METHODOLOGY**

A methodology meeting shall be held with County Staff prior to beginning discussions regarding proportionate fair share. The necessary capacity projects to be evaluated are dependant upon the identified study area per the concurrency management system requirements contained within the Land Development Code. The capacity projects needed to meet concurrency may be the adversely impacted roadway or a parallel roadway consistent with an adopted Long Term Concurrency Management System.

## **PROPORTIONATE FAIR SHARE CALCULATION**

The calculation for determining proportionate fair share is based upon development traffic, the additional capacity added by a capacity project and the total cost to construct the capacity project. The Proportionate Fair Share Ordinance contains extensive detail on the calculation. The following is an example of how to calculate a proportionate fair share contribution for a theoretical 100 unit single-family development that impacts the deficient portion of Archer Road between Tower Road (SW 75<sup>th</sup>) and SW 91<sup>st</sup>:

**Project traffic = 100 peak hour vehicles**

**Added capacity = 1,830 peak hour vehicles**

**Total Cost = \$9,139,000**

**1. Project traffic divided by Added Capacity ( $100 / 1,830$ ) = 5.5% of new capacity utilized**

**2. New Capacity utilized multiplied by Total Cost ( $5.5\% * \$9,139,000$ ) = \$502,645**

**3. Proportionate Fair Share Contribution = \$502,645**

*Notes: Trip Generation based on ITE Trip Generation Manual, 7<sup>th</sup> edition, Land Use Code (210)*

*Added capacity on widening Archer Road from two (2) to four (4) lane roadway calculation*

*3,390 (capacity 4 lane road) – 1,560 (capacity 2 lane road) = 1,830 vehicles of new capacity*

*Capacity data based on FDOT Generalized Tables*

*Preliminary cost based on 2006 FDOT District 2 figures to widen from Tower Rd (SW 75<sup>th</sup>) to SW 91<sup>st</sup>*

## PROPORTIONATE SHARE ALTERNATIVES

### ***PAY AND GO ALTERNATIVE***

In order for a developer to contribute a proportionate share payment, the impacted roadway, or a parallel roadway that adds capacity to the roadway corridor, must be included in an adopted Capital Improvement Program as part of a Long Term Concurrency Management System (LTCMS). If an eligible project is included in an adopted CIP, then a developer *has the right* to address transportation concurrency through a proportionate share contribution.

### ***DEVELOPMENTS OF REGIONAL IMPACT (DRI)***

Developments of Regional Impact are allowed by Florida Statute to address concurrency through a proportionate share contribution regardless if a capacity project is included in an adopted CIP. The BOCC does not have the option to deny a DRI from utilizing proportionate share, so long as the DRI does not require a Comprehensive Plan amendment. The BOCC still has the ability to require a DRI to fully address concurrency if the DRI requires a Comprehensive Plan amendment.

### ***PETITION BOCC TO ADD PROJECT TO CIP and LTCMS***

A developer may formally request that the Board of County Commissioners (BOCC) add a roadway capacity project to the CIP. However, the developer would have to *demonstrate* to the BOCC that the capacity project would be *fully funded* by identifiable revenue sources. It would then be up to the BOCC to decide whether to accept the developer's analysis, include the project in the CIP and LTCMS and provide assurance that the project would be fully funded if the developer identified revenue sources were not adequate to complete the project. The BOCC *is under no obligation* to add a project to the CIP and LTCMS to allow for a proportionate fair share contribution.

### ***CONSTRUCT ROADWAY CAPACITY***

A developer has the option to construct a roadway and or intersection capacity project that is equivalent to the developments proportionate fair share contribution if an impacted

deficient roadway is not included in the CIP. The developer would be required to petition the BOCC to accept the capacity project and to add the project to the CIP. The BOCC *is under no obligation* to add a project to the CIP to allow for the construction of the capacity project. However, a capacity project fully funded and constructed by a developer that significantly addresses a capacity issue and does not obligate the BOCC to commit to funding a portion of the project would likely receive Staff support for adding the project to the CIP.

### **IMPACT FEE CREDIT**

Proportionate fair share contributions should not be confused with transportation impact fees. The primary difference is that proportionate fair share is intended as a means to address specific impact to a deficient roadway; whereas transportation impact fees are imposed on new development to pay for the impact on the overall transportation system. Generally, impact fee credits shall be provided for any proportionate share contribution or construction of a capacity project so long as the roadway or intersection project adds new capacity and is consistent with the comprehensive plan. For the construction of capacity projects that also provide access to a development, impact fees credits would be based on the additional capacity added minus project traffic. The Transportation Impact Fee Ordinance includes specific detail regarding impact fee credit and should be reviewed to gain a better understanding of the process for receiving impact fee credit.

### **LOOKING FORWARD**

Alachua County Staff will recommend that the Board of County Commissioners adopt a twelve (12) year time horizon for the Long Term Concurrency Management System in order to accumulate the necessary funds to address transportation capacity needs and to be consistent with the current 2020 Comprehensive Plan time horizon. A preliminary presentation will be made to the Board of County Commissioners on February 19<sup>th</sup>, 2008 to present the process utilized to select the various alternatives for addressing adverse roadways in addition to a plan to present the information to the public for input and comments. The goal is to have a Comprehensive Plan amendment with the final LTCMS completed before the BOCC to vote on sometime in late spring 2008. If the BOCC elected to approve the LTCMS, then the Comprehensive Plan amendment would be transmitted to the Department of Community Affairs



(DCA) for review and comment. Florida Statute requires that the County have a financially feasible Comprehensive Plan demonstrated through either a five (5) year CIP or a LTCMS by December 2008.

It is recommended that individuals desiring additional information and insight review the Alachua County Proportionate Fair-Share, DCA Model Proportionate Fair-Share, and Transportation Impact Fee Ordinances and Florida Statute 163.3180. These documents will be available to view and download from the Alachua County Growth Management website.

## **TECHNICAL ANALYSIS**

The following information is specifically designed to address more technical aspects of the proportionate fair share calculation included in the proportionate fair-share ordinance. This information is directed at planning and engineering consultants whom already have a firm understanding of proportionate share but require additional information on the various factors that go into calculating a proportionate fair-share contribution for their clients.

## ***PROJECT TRAFFIC***

The total amount of peak hour development traffic utilized in the proportionate fair-share calculation is the total amount of development traffic that impacts an adverse roadway. This applies regardless if the additional capacity is based upon the adversely impacted roadway or a parallel roadway that would add capacity to the corridor. For example, if a project has 100 peak hour trips on Newberry Road and 50 peak hour trips on NW 98<sup>th</sup> Ave and Newberry Road is a deficient roadway, then the 100 peak hour trips impacting the deficient roadway are utilized as *project traffic* in the proportionate fair-share calculation. The 100 peak hour trips are utilized as project traffic regardless if the additional capacity added is based on the widening of Newberry Road or the construction of a parallel roadway.

### ***ADDITIONAL CAPACITY***

The ***additional capacity*** portion of the proportionate fair share calculation is based on the increase in capacity on a roadway by adding new travel lanes either to an existing roadway or a new roadway. For example, if Archer Road (SR 24) west of Tower Road (SW 75<sup>th</sup>) is to be widened to four (4) lanes from the existing two (2) lanes, the ***additional capacity*** would be 1,830 peak hour vehicles ( $3,390 = \text{peak hour capacity for four (4) lane roadway} - 1,560 = \text{existing peak hour capacity for 2 lane roadway}$ ). If SW 8<sup>th</sup> Avenue was extended from Parker Road (SW 122<sup>nd</sup>) to NW 143<sup>rd</sup>, the ***additional capacity*** would be 1,560 ( $1,560 = \text{peak hour capacity for new two (2) lane roadway}$ ). Capacities shall be based upon the most recent version of the FDOT Generalized Tables. The roadways utilized for determining ***additional capacity*** are based on the capacity projects required to address a deficient impacted roadway.

For a development required to address the current deficiency on Newberry Road from Parker Road (SW 122<sup>nd</sup>) to NW 143<sup>rd</sup>, the consultant would determine the ***additional capacity*** added based on the need to widen Newberry Road (adversely impacted roadway) from four (4) to six (6) lanes to ensure that roadway operates at the adopted level of service. If SW 8<sup>th</sup> Avenue from Parker Road (SW 122<sup>nd</sup>) to NW 143<sup>rd</sup> were to be identified in an adopted LTCMS as a parallel roadway to address the lack of capacity on Newberry Road, then the consultant would utilize SW 8<sup>th</sup> Avenue to determine additional capacity. However, until SW 8<sup>th</sup> Avenue or an alternative roadway to Newberry Road is identified as an approved parallel roadway as part of an adopted LTCMS, a traffic consultant would utilize the ***additional capacity*** associated with widening Newberry Road from four (4) to six (6) lanes as part of the proportionate fair-share calculation.

### ***COST***

The ***total cost*** of the capacity project shall be based on FDOT District 2 construction cost estimates. The construction cost estimates shall be adjusted for future year inflation. The future year shall be based on the year in which a project is identified in the CIP or the year in which a developer intends to construct an improvement equal to the projects proportionate fair share impact. For County roadways, the cost for design and

engineering (ENG) and right-of-way (ROW) shall be 20% and 27%, respectively of construction cost. For State roadways, an additional 20% of construction cost shall be added to the calculation for PD&E and Construction, Inspection and Engineering (CIE). The total cost calculation for County roadways shall be construction cost \* inflation + ENG (20%) + ROW (27%). The total cost calculation for State roadways shall be construction cost \* inflation + ENG (20%) + ROW (27%) + PD&E (10%) + CIE (10%). For multi-lane roadways, the construction cost shall be based on an urban cross-section with 120 feet of right-of-way for four (4) lane roadways and 160 feet of right-of-way for six (6) lane roadways. Two (2) lane urban sections shall require 80 feet of right-of-way; two (2) lane rural sections shall require a 100 foot right-of-way. If a capacity project is included in a CIP or LTCMS, the total cost of the capacity project shall be based on the cost contained in the CIP or LTCMS. If a capacity project is not included in a CIP or LTCMS, the *total cost* of the capacity project shall be based on the required capacity projects needed to ensure that all roadways operate at the adopted LOS.

### ***CONSTRUCTION OF CAPACITY PROJECTS***

If a developer is required or elects to construct a capacity project, then the developer is required to demonstrate that the total cost of the capacity project they intend to construct is equal to their proportionate share contribution utilizing the cost parameters described above. For intersections, the construction cost would be based on the cost to add the equivalent number of lanes times the length of the turn lanes. For example, a two (2) lane roadway where two (2) turn lanes are to be constructed, the consultant would utilize construction cost based on a four (4) lane section of roadway.

In some instances, it may be financially feasible for larger development to construct a roadway capacity project rather than make a proportionate share contribution. Prior experience has shown that private development can typically construct capacity projects far cheaper than a governmental entity. Proportionate share contributions are based upon the cost from FDOT. The developer is required to demonstrate that the proposed capacity project to be constructed is equal in cost to the proportionate share impact. If the developer is internally able to construct the capacity project cheaper than the cost

projected utilizing FDOT cost estimates, then the developer may elect to construct the capacity project in lieu of contributing a proportionate share payment. However, the ability to construct a capacity project in-lieu of making a proportionate share contribution is subject to acceptance of the project by the BOCC and inclusion of the capacity project in the CIP.

**Additional Information**

To reiterate, a methodology meeting shall be held with County Staff prior to beginning discussions regarding proportionate fair share. The proportionate fair-share ordinance should be reviewed prior to meeting with County Staff.

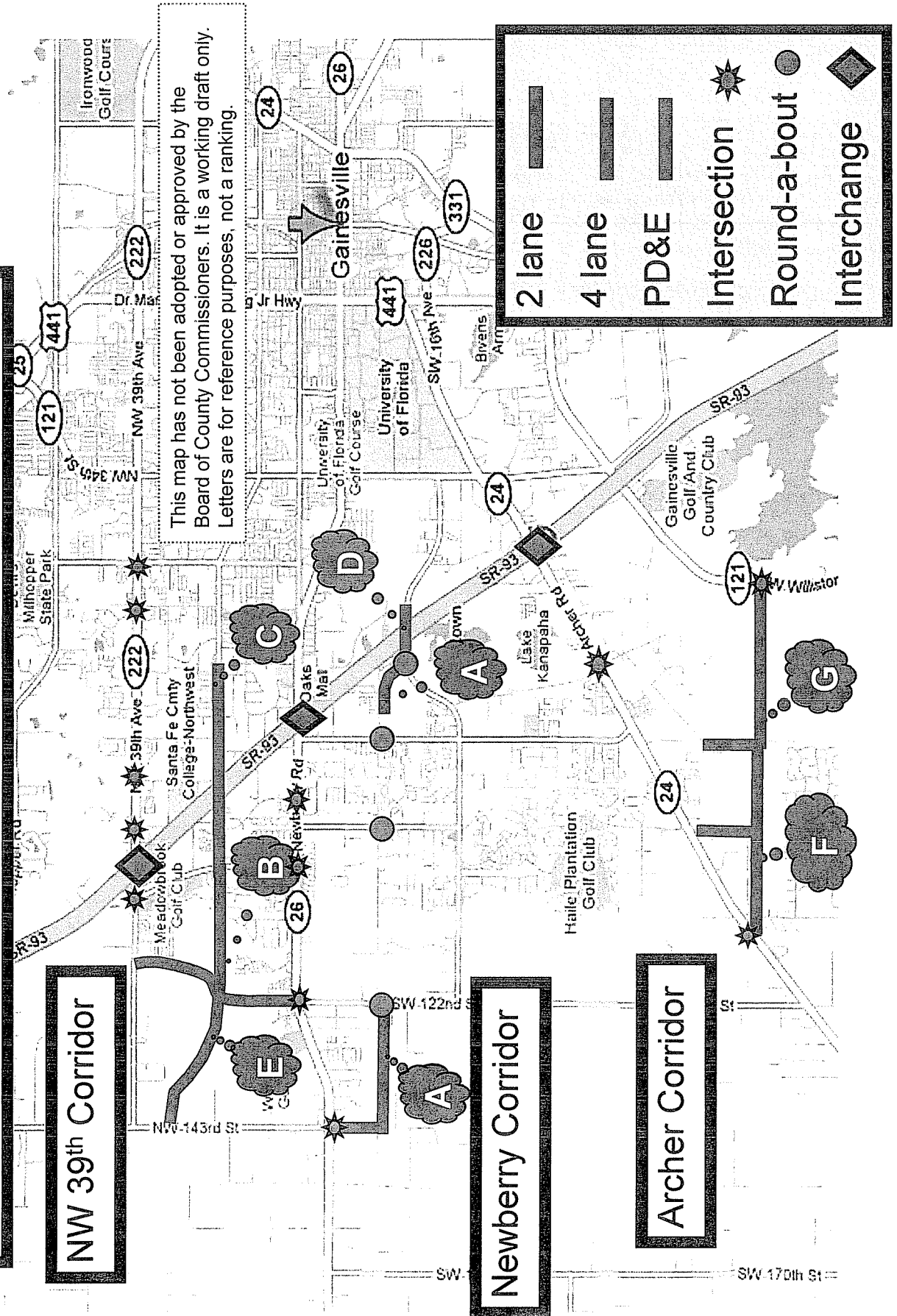
## EXHIBIT 2

### CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS

LONG TERM CONCURRENCY MANAGEMENT SYSTEM		
Segment Number	Road Segment/Service Area	Proposed Modification
A	SW 143 <sup>rd</sup> Street - Newberry (SR 26) to SW 8 <sup>th</sup>	Upgrade, 2 lanes
A	SW 8 <sup>th</sup> Avenue, West of Tioga	Extend SW 8 <sup>th</sup> Avenue, 2 lanes
A	SW 8 <sup>th</sup> Avenue- Tioga to SW 122 <sup>nd</sup> Street	Extend SW 8 <sup>th</sup> Avenue, 2 lanes with roundabout
A	SW 8 <sup>th</sup> Avenue- SW 67 <sup>th</sup> Terrace to SW 20 <sup>th</sup> Ave	Extend SW 8 <sup>th</sup> Avenue 2 lanes with roundabout
B	NW 115 <sup>th</sup> Street	New Construction, 2 lanes, avoid strategic ecosystem
B	NW 122 <sup>nd</sup> Street	Extend SW 122 <sup>nd</sup> , 2 lanes, avoid strategic ecosystem
B	NW 115 <sup>th</sup> /122 <sup>nd</sup> Street, Connector	New Construction, 2 lanes, avoid strategic ecosystem
C	NW 23 <sup>rd</sup> Avenue - NW 55 <sup>th</sup> to NW 98 <sup>th</sup>	Widen, 4 lanes, Including Bridge Widening
D	SW 20 <sup>th</sup> Avenue - SW 61 <sup>st</sup> to SW 62 <sup>nd</sup>	Widen, 4 lanes, Including Bridge Widening
E	NW 23 <sup>rd</sup> Avenue- NW 98 <sup>th</sup> St to NW 143 <sup>rd</sup> St	Extend NW 23 <sup>rd</sup> , 2 lanes, avoid strategic ecosystem
F	SW 107 <sup>th</sup> Street - Archer Rd (SR 24) to SW 85 <sup>th</sup>	Upgrade, 2 lanes
F	SW 85 <sup>th</sup> Avenue - SW 107 <sup>th</sup> to SW 91 <sup>st</sup>	New Construction, 2 lanes
G	SW 85 <sup>th</sup> Avenue - Williston (SR 121) to SW 75 <sup>th</sup>	New Construction, 2 lanes
G	SW 75 <sup>th</sup> Avenue - Brytan to SW 85 <sup>th</sup>	Upgrade, 2 lanes



# LONG TERM CONCURRENCY MANAGEMENT SYSTEM - CAC RECOMMENDATIONS







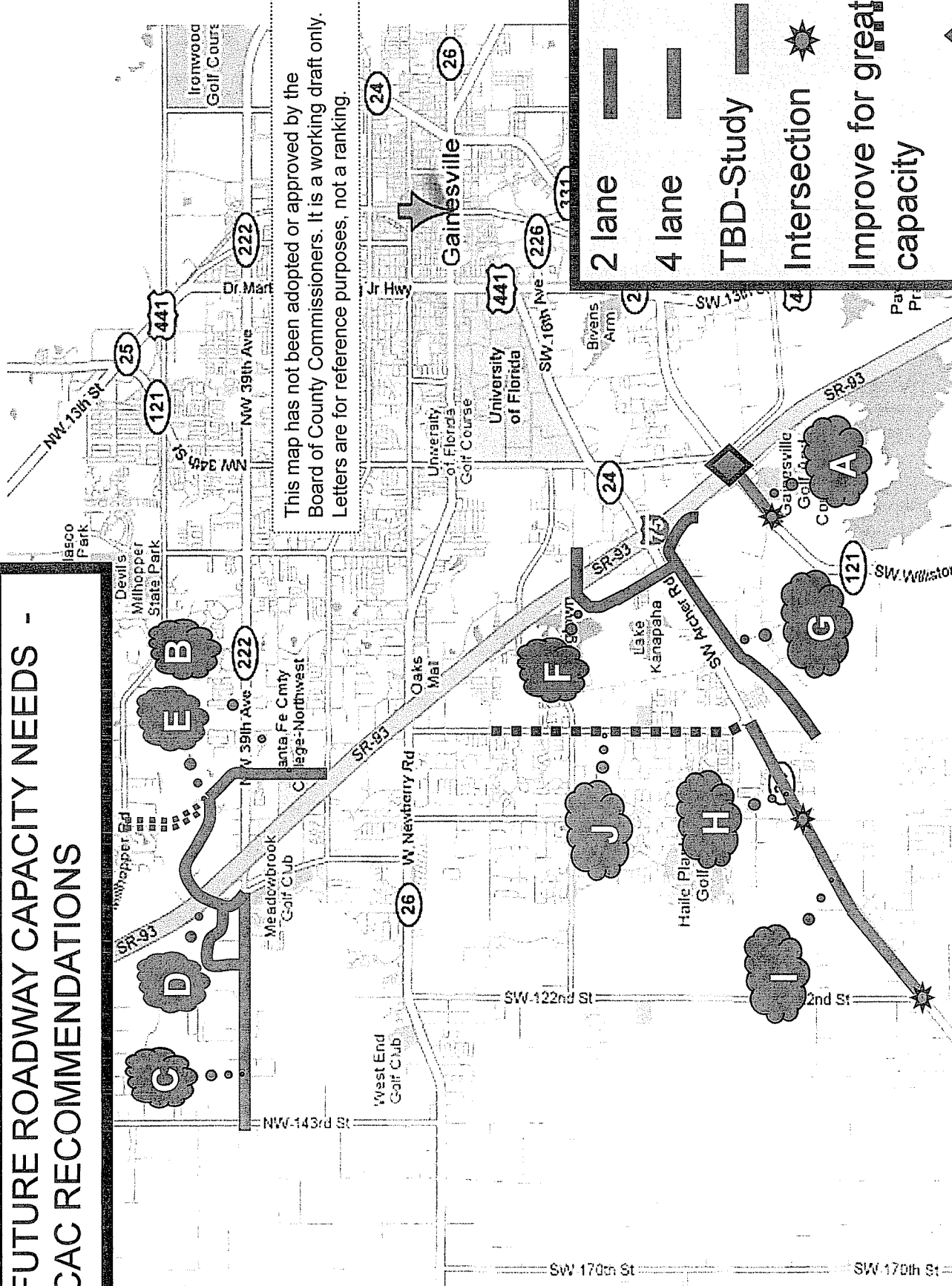
## EXHIBIT 2

### CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS

FUTURE ROADWAY CAPACITY NEEDS		
Segment Number	Road Segment	Proposed Modification
A	Williston Road - SW 85 <sup>th</sup> to I-75	Widen, 4 lanes
B	NW 83 <sup>rd</sup> Street - NW 39 <sup>th</sup> (SR 222) to NW 23 <sup>rd</sup>	Widen, 4 lanes
C	NW 39 <sup>th</sup> Ave - CR 241 to NW 98 <sup>th</sup>	Widen, 4 lanes
D	NW 98 <sup>th</sup> Street Extension - NW 39 <sup>th</sup> to NW 83 <sup>rd</sup> Ext	New Construction, 2 lanes with 4 lane bridge
E	NW 83 <sup>rd</sup> Street Extension	New 2 lane roadway built with a linear park design
F	SW 24 <sup>th</sup> I-75 Bridge - SW 45 <sup>th</sup> to SW 24 <sup>th</sup>	New 4 lane bridge over I-75
G	SW 57 <sup>th</sup> Road - SW 75 <sup>th</sup> to SW 63 <sup>rd</sup>	New Construction, 2 lanes
G	SW 57 <sup>th</sup> Road - SW 63 <sup>rd</sup> to Fred Bear Road	New Construction, 2 lanes
H	Archer Road - SW 75 <sup>th</sup> to SW 91 <sup>st</sup>	Widen, 4 lanes
I	Archer Road - SW 91 <sup>st</sup> to SW 122 <sup>nd</sup>	Widen, 4 lanes
J	Tower Road	Improve for greater capacity

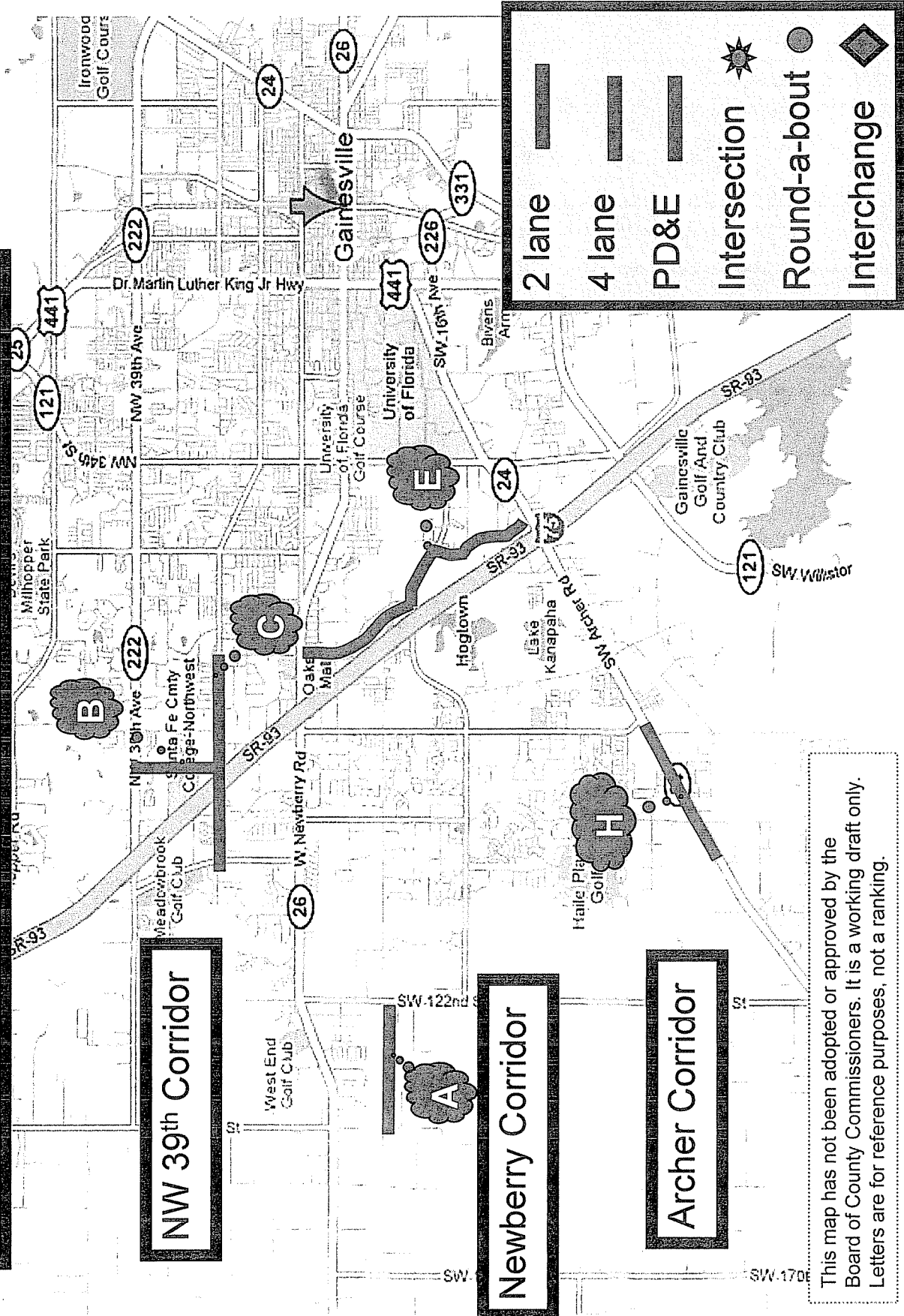


# FUTURE ROADWAY CAPACITY NEEDS - CAC RECOMMENDATIONS





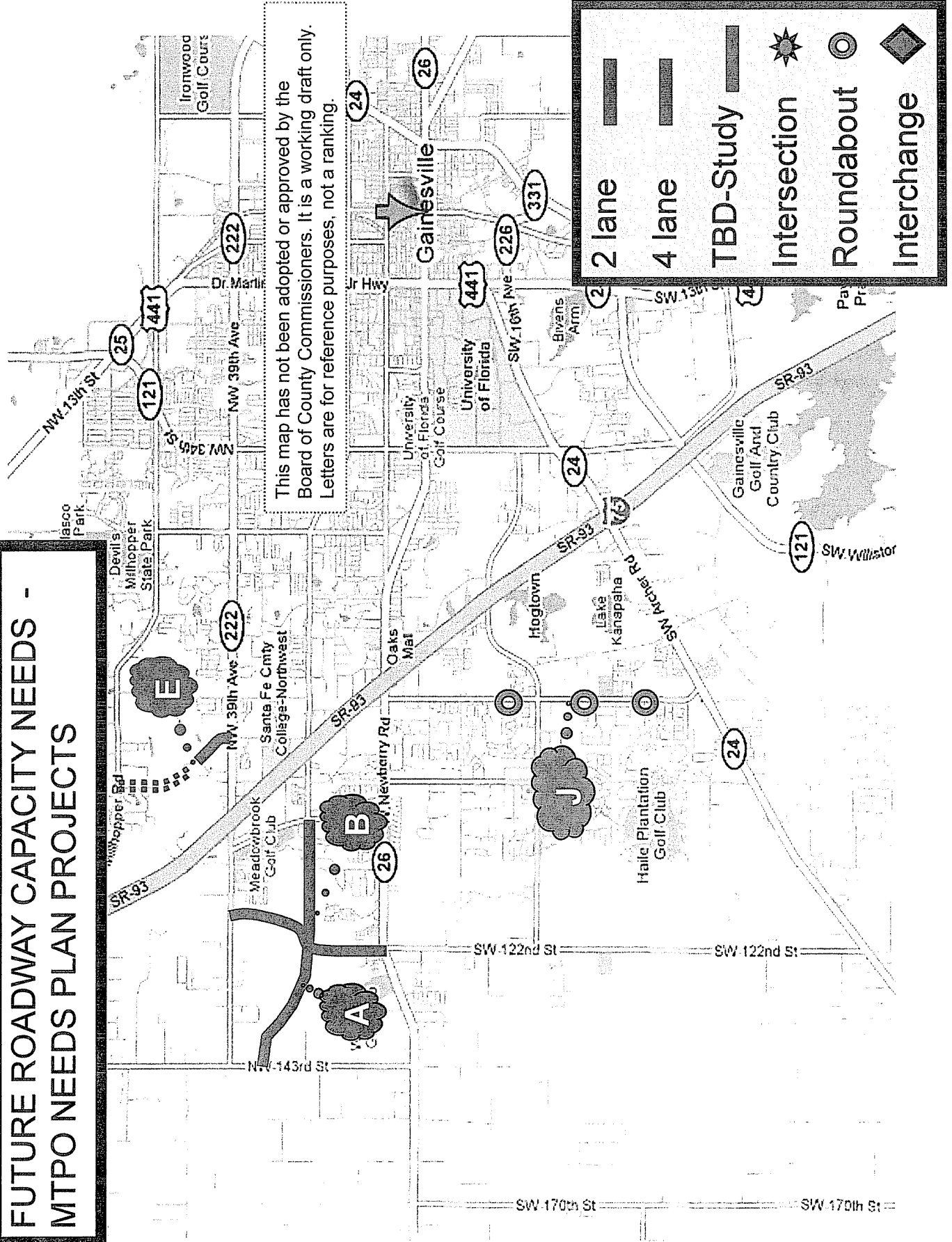
LONG TERM CONCURRENCY MANAGEMENT SYSTEM -  
MTPO NEEDS PLAN PROJECTS



This map has not been adopted or approved by the Board of County Commissioners. It is a working draft only. Letters are for reference purposes, not a ranking.



# FUTURE ROADWAY CAPACITY NEEDS - MTPO NEEDS PLAN PROJECTS







# 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

May 19, 2008



TO:            Metropolitan Transportation Planning Organization (MTPO)  
                 Advisory Committees

FROM:        Marlie Sanderson, Director of Transportation Planning

SUBJECT:    Unfunded Project Priorities

## **JOINT RECOMMENDATION**

The Technical Advisory Committee and MTPO staff recommend that the MTPO approve the draft *Fiscal Years 2009/2010 - 2013/2014 List of Priority Projects*.

## **BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION**

Recommend that the MTPO approve the draft *Fiscal Years 2009/2010 - 2013/2014 List of Priority Projects* with one revision to replace Table 1 in the draft document with the enclosed Exhibit 1- BPAB Enhancement Priorities.

## **CITIZENS ADVISORY COMMITTEE RECOMMENDATION**

Recommend that the MTPO approve the draft *Fiscal Years 2009/2010 - 2013/2014 List of Priority Projects* with one revision to replace Table 1 in the draft document with the enclosed Exhibit 2- CAC Enhancement Priorities.

## **ALACHUA COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD RECOMMENDATION**

Recommend that the MTPO revise Table 9 to make the purchase of five paratransit vehicles priority number one.

## **BACKGROUND**

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded. This information is used by the Florida Department of Transportation (FDOT) each fall to develop its Tentative Five Year Work Program. This year, FDOT has asked for MTPO project priorities by July 1<sup>st</sup> (see Exhibit 3).

The enclosed document entitled *Fiscal Years 2008/2009 - 2012/2013 List of Priority Projects* contains draft project priorities that have been developed working with the:

1. Alachua County Public Works Department staff;
2. Alachua County Traffic Safety Team;
3. Alachua County Transportation Disadvantaged Coordinating Board;
4. Bicycle/Pedestrian Advisory Board;
5. Gainesville/Alachua County Regional Airport staff;
6. Gainesville Public Works Department staff; and
7. Regional Transit System staff.

TABLE 1-B/PAB

**FISCAL YEARS 2009/2010 - 2013/2014  
ENHANCEMENT PRIORITIES  
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

<b>NUMBER</b>	<b>PROJECT</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>
1	Hull Road Extension Trail North [part of the Archer Braid*]	AT: SW 34 <sup>th</sup> Street	Construct bicycle/pedestrian grade-separated crossing
2	Hull Road Extension Trail North [part of the Archer Braid*]	FM: SW 20 <sup>th</sup> Avenue at SW 43 <sup>rd</sup> Street TO: SW 34 <sup>th</sup> Street [SR 121]	Construct bicycle/pedestrian trail
3	NW 34 <sup>th</sup> Street [SR 121]	FM: NW 39 <sup>th</sup> Avenue [SR 222] TO: US 441	Construct ADA-compliant concrete sidewalk on east side
4	Downtown East Central Trail	FM: Depot Avenue TO: NE 39 <sup>th</sup> Avenue [SR 222]	Construct bicycle/pedestrian trail
5	SW 8 <sup>th</sup> Avenue	FM: Parker Road TO: East of Tower Road	Construct ADA-compliant concrete sidewalk
6	SW 43 <sup>rd</sup> Street	FM: SW 40 <sup>th</sup> Boulevard TO: SW 20 <sup>th</sup> Avenue	Construct ADA-compliant sidewalk
7	SW 23 <sup>rd</sup> Road Trail [part of the Bivens Braid*]	FM: SW 23 <sup>rd</sup> Terrace TO: Archer Road [SR 24]	Construct bicycle/pedestrian trail
8	NW 34 <sup>th</sup> Street [SR 121]	FM: NW 16 <sup>th</sup> Avenue TO: NW 39 <sup>th</sup> Avenue [SR 222]	Replace asphalt sidewalk with ADA-compliant concrete sidewalk on both sides

\*2004 Alachua Countywide Bicycle Master Plan Addendum

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**TABLE 1-CAC**

**FISCAL YEARS 2009/2010 - 2013/2014  
ENHANCEMENT PRIORITIES  
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

<b>NUMBER</b>	<b>PROJECT</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>
1	SW 8 <sup>th</sup> Avenue	FM: Parker Road TO: East of Tower Road	Construct ADA-compliant concrete sidewalk
2	NW 34 <sup>th</sup> Street [SR 121]	FM: NW 39 <sup>th</sup> Avenue [SR 222] TO: US 441	Construct ADA-compliant concrete sidewalk on east side
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\*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act

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*Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

2198 Edison Avenue MS 2812  
Jacksonville, FL 32204-2730

STEPHANIE C. KOPELOUSOS  
SECRETARY

May 2, 2008

Honorable Lee Pinkoson, Chair  
Metropolitan Transportation Planning Organization  
North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653-1603

**Subject: List of Priority Projects 2009/2010 – 2013/2014**

Dear Chair Pinkoson:

The Florida Department of Transportation (FDOT) requests the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area provide FDOT with the List of Transportation Priority Projects (LOPP) for fiscal years 2009/2010-2013/2014. We request the MTPO list be provided to the Department by **July 1, 2008**.

A submission date of July 1, 2008 for the LOPP will provide the Department sufficient time to plan our tentative work program, respond to local governments' transportation request and will also allow more time for our continuing, cooperative planning efforts.

Please contact me at (800) 207-8236, if you have questions or need additional information.

Sincerely,

Karen S. Taulbee, AICP  
Transportation Specialist

xc: James Bennett  
James Green  
Marlie Sanderson





# 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



May 22, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Lynn Godfrey, AICP, Senior Planner

SUBJECT: Transportation Disadvantaged Program- Minority Set Aside for Vendors

## STAFF RECOMMENDATION

No action required.

## BACKGROUND

Commissioner Rodney Long held a meeting on March 17, 2008 with MTPO staff and Mr. Wilson Paulas, Unimet Transportation, to discuss the provision of paratransit service in Alachua County. Mr. Paulas is interested in providing paratransit service in Alachua County. MV Transportation, the Alachua County Community Transportation Coordinator, does not subcontract any of the paratransit service. Commissioner Long requested a discussion of this issue by the MTPO.

The Florida Commission for the Transportation Disadvantaged executes a Memorandum of Agreement with the Community Transportation Coordinator. The Memorandum of Agreement does not require the Community Transportation Coordinator to subcontract Transportation Disadvantaged Program or Medicaid Non-Emergency Transportation Program service. In addition, the Florida Commission for the Transportation Disadvantaged does not have a Disadvantaged Business Enterprise (DBE) Program requirement.

MTPO staff has discussed this issue with Florida Commission for the Transportation Disadvantaged staff. They informed us that, because the MTPO does not hold a contract with MV Transportation, the MTPO cannot require MV Transportation to subcontract any of the service. In addition, we were also informed that the Florida Commission for the Transportation Disadvantaged cannot statutorily require Community Transportation Coordinators to subcontract service.

If you have any questions or need any additional information, please contact Ms. Lynn Godfrey, Senior Planner, at extension 110.

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# Interstate 75 Master Plan Study



Newsletter Edition No. 2

[www.i75northflorida.com](http://www.i75northflorida.com)

Summer 2008

## About the Study

The Florida Department of Transportation has begun an Interstate Master Plan Study for the I-75 corridor. The study will evaluate the I-75 corridor through Alachua, Columbia, Suwannee, and Hamilton counties.

The Interstate Master Plan Study will identify potential improvements along the I-75 corridor from now through 2035. An improved interstate will better serve the travel needs of people and freight, encourage economic growth and development and decrease travel related fuel consumption and air pollution.

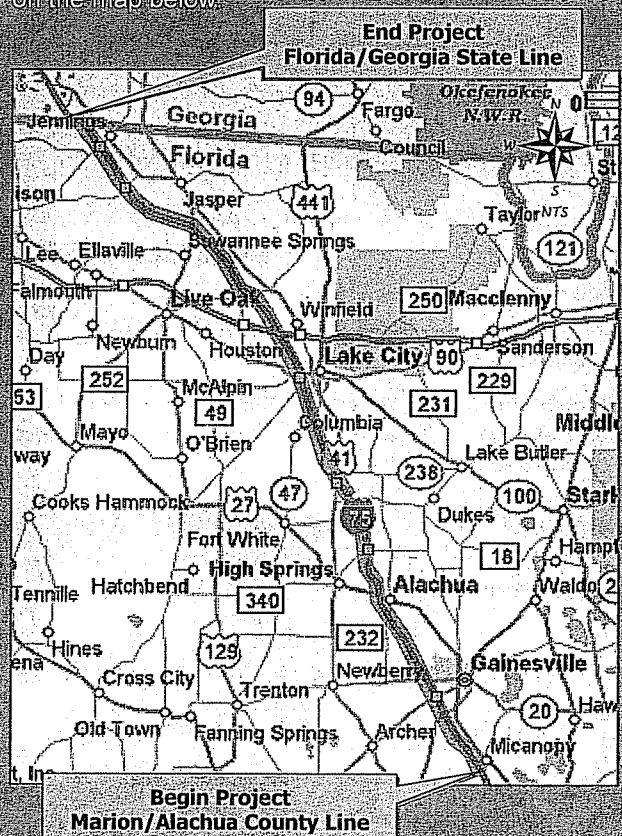
## Study Objectives

The primary goal of the I-75 Master Plan Study is to develop a plan to improve travel along the I-75 corridor. There are five objectives to the I-75 Master Plan Study.

1. **Enhance overall travel along I-75** and identify potential improvements at interchanges.
2. **Develop a reasonable schedule** for building proposed improvements, both short-term and long-term.
3. **Present alternatives** that will increase mobility while minimizing impacts to the environment and surrounding communities.
4. **Identify any additional right-of-way** needed for proposed improvements.
5. **Coordinate with other ongoing projects** that would affect the I-75 corridor.

## Project Location

The project area extends approximately 100 miles from the Marion/Alachua County line to the Florida/Georgia state line. These limits are shown on the map below.



*A key to the success of the I-75 Interstate Master Plan Study will be the continued involvement of the local community. Public Involvement will occur throughout the study.*

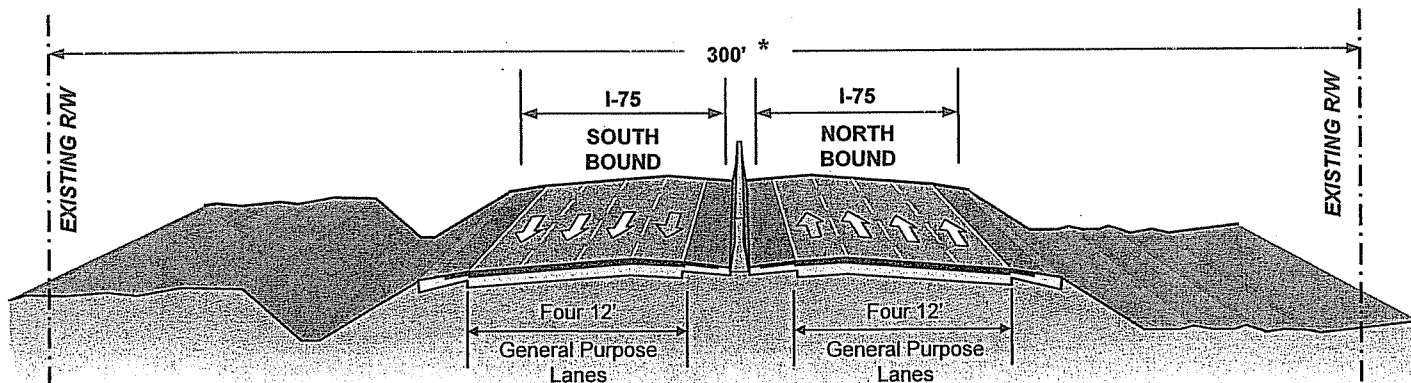


## Tier 1 Alternatives

As part of the study process, four Tier 1 alternatives are being developed for the I-75 corridor. Alternatives evaluated in this process will provide a combination of concepts that best meet the overall transportation needs. These alternatives will continue to be analyzed and evaluated.

### Alternative 1

**Eight General Purpose Lanes** -- This option will add one lane in each direction with a 2-foot barrier wall separating lanes of opposite direction. The additional General Purpose lanes will increase the capacity of the interstate.



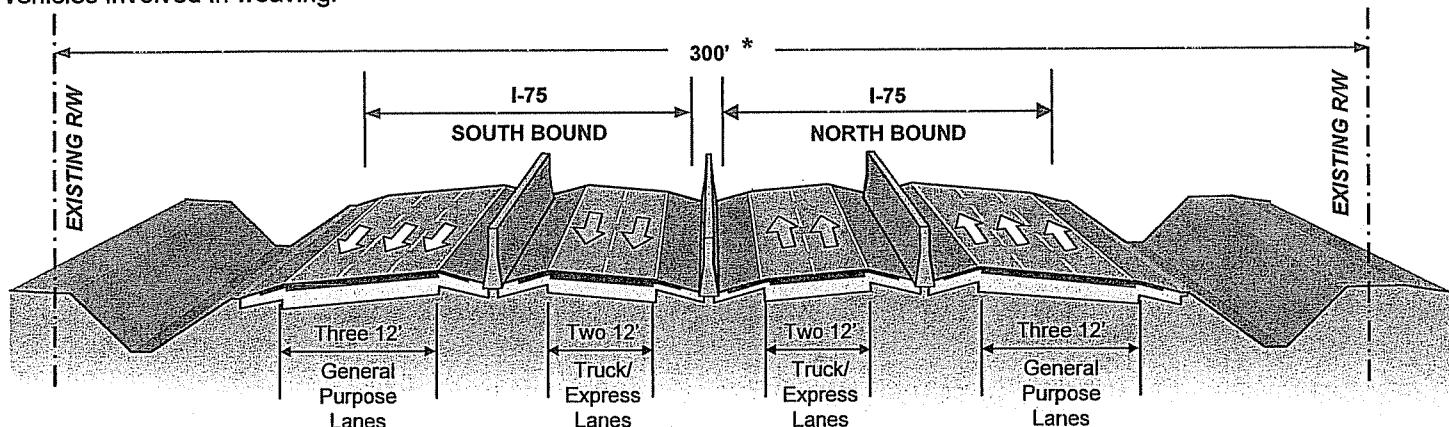
**TYPICAL SECTION - ALTERNATIVE 1**

\* Border width variance required.

### Alternative 2A

**Six General Purpose Lanes + Four Truck/Express Lanes** -- The Truck/Express lanes will be located to the inside of the General Purpose lanes and separated by a 2-foot barrier wall. Another 2-foot barrier wall will separate the Truck/Express lanes of opposite direction.

The purpose of the Truck/Express lanes is to remove heavy trucks and other vehicles from the traffic stream that will not be utilizing the interchanges through urban areas. This will improve traffic flow and increase safety by reducing the number of vehicles involved in weaving.



**TYPICAL SECTION - ALTERNATIVE 2A**

\* Border width variance required.

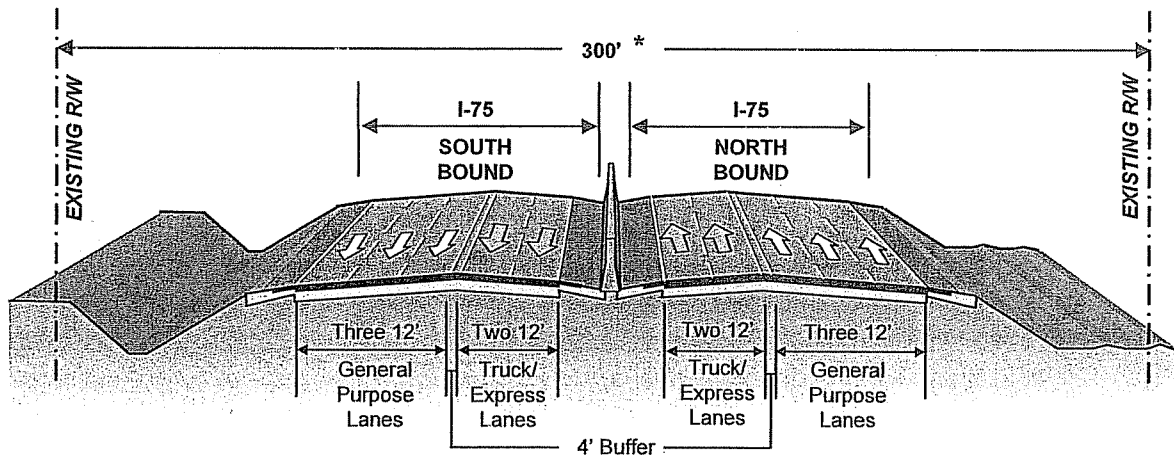
# Interstate 75 Master Plan Study



## Alternative 2B

**Six General Purpose Lanes + Four Truck/Express Lanes** – The Truck/Express lanes will be located to the inside of the General Purpose lanes and separated by a 4-foot buffer. A 2-foot barrier wall will separate the Truck/Express lanes of opposite direction.

The purpose of the Truck/Express lanes is to remove heavy trucks and other vehicles from the traffic stream that will not be utilizing the interchanges through urban areas. This will improve traffic flow and increase safety by reducing the number of vehicles involved in weaving.

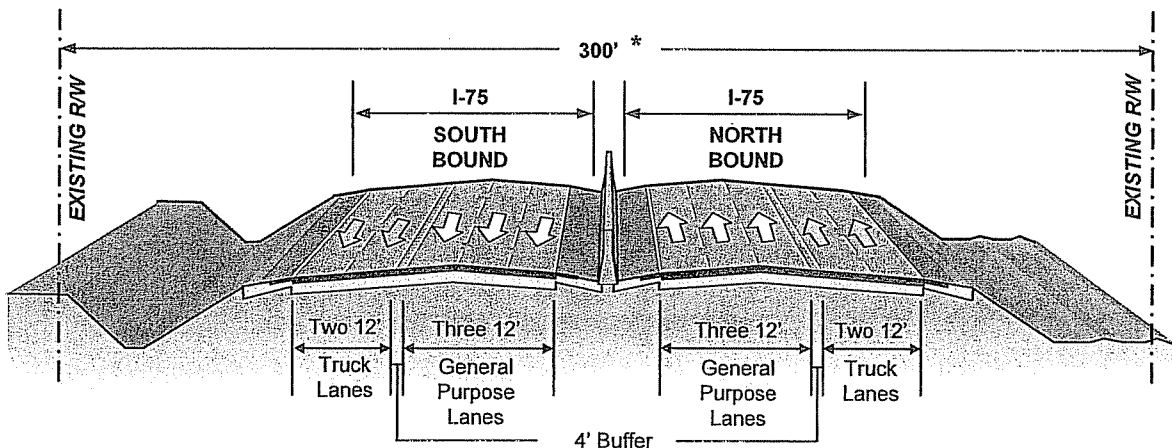


**TYPICAL SECTION – ALTERNATIVE 2B**

*\* Border width variance required.*

## Alternative 3









**Six General Purpose Lanes + Four Truck Lanes** – The Truck lanes will be located to the outside of the General Purpose lanes and will only serve heavy trucks. The Truck lanes will be separated from the General Purpose lanes by a 4-foot buffer. A 2-foot barrier wall will separate the lanes of opposite direction.



**TYPICAL SECTION – ALTERNATIVE 3**


*\* Border width variance required.*

## Study Schedule

Task / Activity	2006	2007	2008
Public Involvement		    	
Data Collection & Analysis			
Tier 1 & Tier 2 Analysis			
Tier 3 Interstate Master Plan			

 Public Meetings

 Newsletters

 End Project

## Public Involvement

Public Involvement is an important aspect of the study process. We view the public as a member of the study team and we need input. Our goal is to inform and educate the public about the project status, encourage a positive and open interaction between stakeholders and respond to any questions that may arise.

A Project Kick-Off Meeting was held July 2007 in Gainesville. The first newsletter and other materials from the kick-off meeting are available on the project website.

Public Involvement will occur throughout the study. Each of the meetings will contain updated information about the project. Coordination will also occur with the Gainesville Metropolitan Transportation Planning Organization (MTPO) and its Technical and Citizens Advisory Committees. A newsletter will be provided to interested parties along the project corridor. The newsletter will provide updated information at key milestones of the project. Project information will also be available on our website.

We invite you to visit our web site at  
[www.i75northflorida.com](http://www.i75northflorida.com)

## Who to Contact

This study is being conducted by the Florida Department of Transportation, District Two. All inquiries concerning this project should be addressed to:



Mr. Jordan L. Green, P.E., Project Manager  
Florida Department of Transportation  
1109 S. Marion Avenue, Mail Station 2014, Lake City, FL 32025-5874  
Telephone: (386) 961-7884 Toll Free: (800) 749-2967 Ext. 7884  
Email: [jordan.green@dot.state.fl.us](mailto:jordan.green@dot.state.fl.us)

## Tier / Alternative Selection Process

### TIER 1: Travel Lanes

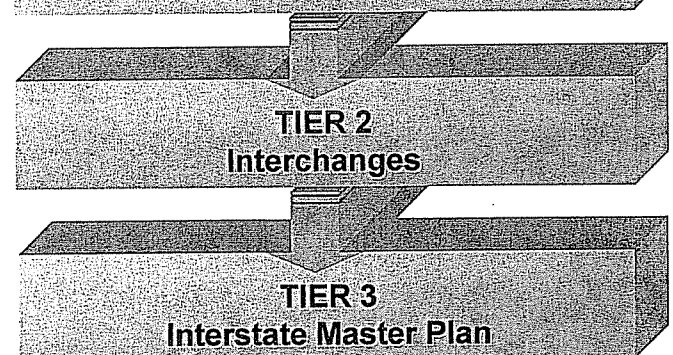
Tier 1 focuses on the travel lanes of I-75 and determines the number, type and configuration of those lanes. During the Tier 1 stage, conceptual alternatives were developed based on an analysis of current and anticipated corridor needs, as well as potential regional transportation, intermodal access, air quality, applicable long-range transportation plans, and other factors. Key factors in evaluating Tier 1 alternatives are:

- right-of-way and relocation impacts;
- roadway and structural costs;
- drainage and permitting impacts;
- traffic/transit operation and capacity; and
- maintenance of traffic considerations.

Other factors such as utility impacts, relocation costs, community cohesion, and local traffic circulation may also be considered. Concepts that have extreme or obvious detrimental impacts are rejected.

The specific alternatives considered to meet the study's objectives and be reasonable and feasible concepts will be carried into the Tier 2 analysis. Tier 2 focuses on the interchanges and determines the number, location, and configuration of those interchanges.

Tier 3 combines the preferred alternatives of Tier 1 and Tier 2 to create the desired alternative needed to improve the I-75 corridor.





## SCHEDULED 2008 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	B/PAB [At 7:00 p.m.]	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	MTPO MEETING
JANUARY	January 8	<i>CANCELLED</i>	<i>CANCELLED</i>
FEBRUARY	January 29	January 30	February 14 at 3:00 p.m.
MARCH	February 26	TAC @ NCFRPC February 27	March 13 at 3:00 p.m.
APRIL	March 25	CAC Orientation @ 6:00 pm March 26	April 10 at 3:00 p.m.
MAY	May 13	<b>CAC-only April 16</b> TAC & CAC @ NCFRPC May 14	May 29 at 6:00 p.m.
JUNE	May 27	<i>CANCELLED</i>	June 12 at 3:00 p.m.
JULY	July 1	July 2	July 17 at 6:00 p.m.
AUGUST	August 5	August 6	August 21 at 6:00 p.m.
SEPTEMBER	September 2	CAC @ NCFRPC September 3	September 18 at 6:00 p.m.
OCTOBER	September 30	October 1	October 16 at 6:00 p.m.
NOVEMBER	October 28	October 29	November 13 at 3:00 p.m.
DECEMBER	December 2	December 3	December 11 at 6:00 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.

