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

MEETING

PACKET

for

October 4, 2010

5:00 p.m.

North Central Florida Regional Planning Council

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



September 27, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Paula DeLaney, Chair

SUBJECT: Meeting Announcement

The MTPO for the Gainesville Urbanized Area will meet on **Monday, October 4, 2010 at 5:00 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 the Transportation Planning, at 352-955-2200, extension 103.

Enclosures

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North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
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AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 5:00 p.m.
October 4, 2010

STAFF RECOMMENDATION

Page #3 **I. Approval of the Meeting Agenda and Consent Agenda** — **APPROVE BOTH AGENDAS**

The MTPO needs to review and approve both agendas

Page #61 **II. Year 2035 Cost Feasible Plan Public Hearing**

A. Welcome and Opening Remarks (Chair Paula DeLaney)*

Page #61 **B. Alternative 5- 30 Percent Transit Mode Share** — **NO ACTION REQUIRED**

MTPO staff will discuss the results of testing Alternative 5

Page #75 **C. Potential Future Land Use and Transportation Scenarios to Mitigate Effects of Peak Oil** — **NO ACTION REQUIRED**

The MTPO Consultant will discuss this report

Page #89 **D. Draft Cost Feasible Plan** **RECEIVE PRESENTATIONS**

The MTPO Consultant and staff will present the draft Bicycle/Pedestrian, Roadway and Transit Cost Feasible Plans

E. Public Comments and Questions*

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

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

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

F. Close Public Hearing*

Page #89 **III. Adoption of Year 2035 Cost Feasible Plan** **APPROVE JOINT RECOMMENDATIONS**

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

The MTPO must adopt an updated Cost Feasible Plan by November 3, 2010

Page #141 **IV. Depot Avenue Status Report** **NO ACTION REQUIRED**

The MTPO Chair has requested that City of Gainesville staff give the MTPO a status report on the Depot Avenue Project

Page #147 **V. City of Gainesville Community Redevelopment Agency (CRA) South Main Street Project** **NO ACTION REQUIRED**

The CRA has requested that the MTPO receive a 15-minute presentation concerning this project

Page #163 **VI. NW 16th Avenue/Boulevard/NW 23rd Avenue Bicycle/ Pedestrian Advisory Board (BPAB) Alternative Option** **NO ACTION REQUIRED**

The BPAB is recommending an alternative option for this road

Back Cover **VII. Next MTPO Meeting** **AGREE TO MEET ON DECEMBER 13TH**

MTPO staff is recommending that the MTPO cancel its November 1st meeting

VIII. Comments

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

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

*No handout included with the enclosed agenda material.

North Central Florida
Regional Planning Council
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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 5:00 p.m.
October 4, 2010

STAFF RECOMMENDATION

Page #9 **CA. 1** **MTPO Minutes- August 23, 2010** **APPROVE MINUTES**

This set of MTPO minutes is ready for review

Page #25 **CA. 2** **Selection of Auditor for Fiscal Years 2009-10, 2010-11 and 2011-12** **APPROVE RECOMMENDATION**

The Audit Committee of the Regional Planning Council is recommending an Auditor to conduct the next three MTPO audits

Page #27 **CA. 3** **Engagement Letter for Fiscal Year 2009-10** **APPROVE RECOMMENDATION**

This year's MTPO Audit will be prepared by Powell and Jones, Certified Public Accountants

Page #37 **CA. 4** **Citizens Advisory Committee Request- City of Gainesville Advisory Committee** **FORWARD REQUEST TO CITY**

The Citizens Advisory Committee (CAC) is requesting that the City reinstate the CAC as an advisory committee to the City on transportation issues

Page #41 **CA. 5** **Transportation Disadvantaged Board Member Appointment** **APPOINT MEMBER**

The Central Florida Community Action Agency nominated Ms. Monique Harrison to serve as the alternate representative on the Coordinating Board

Page #47 **CA. 6** **Transportation Disadvantaged Program Status Report** **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

Page #57 **CA. 7** **Citizens Advisory Committee (CAC) New Member** **NO ACTION REQUIRED**

Ms. Laurie Newsom has filled a vacant position on this Committee

Page #59 **CA. 8** **East University Avenue Landscape Project Member** **NO ACTION REQUIRED**

Enclosed is information from the Florida Department of Transportation concerning the type of tree that will be planted in the median

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Consent

Agenda

Enclosures

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

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

5:00 p.m.
Monday
August 23, 2010

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT
Paula DeLaney, Chair	Cynthia Moore Chestnut	See Exhibit A
Thomas Hawkins, Vice Chair	Jack Donovan	
Mike Byerly	Lee Pinkoson	
Scherwin Henry	Ed Poppell	STAFF PRESENT
Rodney Long	Larry Travis	
Craig Lowe		Scott Koons
Jeanna Mastrodicasa		Marlie Sanderson
Alan Mosely		Michael Escalante
Lauren Poe		
Randy Wells		

CALL TO ORDER

Chair Paula DeLaney called the meeting to order at 5:05 p.m.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, introduced Mr. Alan Mosely, Florida Department of Transportation (FDOT) District 2 Secretary.

Chair Delaney welcomed Secretary Mosely.

Secretary Mosely stated that he looked forward to working with the MTPO.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, suggested that agenda items V. Citizens Advisory Committee (CAC) Request- City of Gainesville Advisory Committee and VI. Depot Avenue Status Report could be deferred to the next MTPO meeting.

Chair DeLaney asked if there were any public comments on the consent agenda and amended meeting agenda. There was no public comment.

ACTION: Commissioner Lowe moved to approve the Consent agenda and Meeting Agenda amended to defer agenda items V. Citizens Advisory Committee (CAC) Request- City of Gainesville Advisory Committee and VI. Depot Avenue Status Report to the next MTPO meeting. Commissioner Poe seconded; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Sanderson stated that the FDOT has requested amendments to the TIP to add the E. University Avenue Landscaping Project, provide redistributed monies for the American Recovery and Reinvestment Act (ARRA)-funded Transit Vehicle Purchase Project and to roll forward funding for several projects from Fiscal Year 2009/2010 to Fiscal Year 2010/2011 as described in Exhibits 1 and 2.

Several MTPO members discussed their concerns regarding the installation of non-native vegetation for the landscaping project.

Mr. James Bennett, FDOT Urban Transportation Development Engineer, discussed the E. University Avenue landscaping Project. He noted that the District Landscape Architect could look into using native vegetation in the project. He also reported the status on the Williston Road landscaping project mitigation.

Chair Delaney asked for public comment. There was no public comment.

ACTION: Commissioner Byerly moved to:

1. **amend the Fiscal Years 2010/2011 – 2014/2015 Transportation Improvement Program for the projects shown in Exhibits 1 and 2; and**

2. **refer to staff to work with FDOT to use native trees instead of Chinese Elms for the E. university Avenue landscaping project.**

Commissioner Poe seconded; motion passed unanimously by a hand counted vote- 9-0.

III. YEAR 2035 NEEDS PLAN PUBLIC HEARING

Mr. Sanderson stated that the MTPO is required to update its long range transportation plan every five years.

A. WELCOME AND OPENING REMARKS

Chair Delaney opened the public hearing and welcomed everyone.

B. TESTING AND EVALUATION OF ALTERNATIVE 4

Mr. Sanderson stated that the MTPO's consultant has completed the Alternative 4 testing for the LRTP update. He introduced Mr. Whit Blanton, Renaissance Planning Group Vice President.

Mr. Blanton discussed the Alternative 4 evaluation and answered questions.

C. ALTERNATIVE 5- 30 PERCENT TRANSIT MODE SHARE

Mr. Sanderson stated that the MTPO requested an Alternative 5 test for 30 percent transit mode share.

Chair Delaney requested that this agenda item be placed on a future MTPO agenda.

D. DRAFT NEEDS PLAN

Mr. Sanderson stated that RPG has completed the draft Needs Plan and that it was presented to the MTPO Advisory Committees.

Mr. Blanton discussed the draft Roadway Needs Plan and Transit Needs Plan projects and answered questions.

Mr. Sanderson discussed the draft Bicycle/Pedestrian Needs Plan projects and answered questions.

A member of the MTPO asked about the status of the Depot Avenue Rail/Trail-Waldo Road Greenway connection.

Mr. Sanderson reported that Depot Avenue Rail/Trail-Waldo Road Greenway connection issues have been discussed with the Bicycle/Pedestrian Advisory Board and Alachua County Traffic Safety Team.

Mr. Martin Gold, Florida Design Center Director, discussed the Waldo Road Multiway Project and answered questions.

Mr. Sanderson discussed the Archer Road 4-laning project and answered questions

Mr. Jeff Hays, Alachua County Senior Planner, discussed the NE 39th Avenue 4-laning project and answered questions

A member of the MTPO noted that the funding for the Airport Entrance Road requires a 50 percent local match.

Mr. Bennett discussed the status of the Airport Entrance Road and answered questions.

Ms. Teresa Scott, City of Gainesville public Works Director, discussed the status of the SE 4th Street project and answered questions.

A member of the MTPO suggested placing a roundabout at the SE 15th Street and SE 4th Avenue intersection.

E. PUBLIC COMMENTS AND QUESTIONS

There were no comments from the public on the Year 2035 Needs Plan:

F. CLOSE PUBLIC HEARING

Chair DeLaney closed the public hearing.

IV. ADOPTION OF YEAR 2035 NEEDS PLAN

Mr. Sanderson stated that the MTPO needs to adopt the Year 2035 Needs Plan. He reported the MTPO Advisory Committees and Staff recommendations.

ACTION: Commissioner Byerly moved to approve the Year 2035 Bicycle/Pedestrian Projects Needs Plan, Year 2035 Transit Projects Needs Plan and Year 2035 Roadway Projects Needs Plan revised to delete the Archer Road 4-laning Project. Commissioner Lowe seconded.

A member of the MTPO suggested that the E. 27th Street Connector Project be added to the Needs Plan.

Mr. Blanton discussed the merits of including the E. 27th Street Connector Project in the Needs Plan.

FRIENDLY AMENDMENT:

Commissioner Long asked to amend the Year 2035 Roadway Projects Needs Plan to include the E. 27th Street Connector Project. Commissioner Byerly did not accept the amendment.

AMENDMENT: Commissioner Long moved to amend the Year 2035 Roadway Project Needs Plan to add the E. 27th Street Connector Project. Commissioner Henry seconded. Commissioner Long requested a roll call vote.

	CITY	COUNTY
Commissioner Henry	**Yes**	
Commissioner Long		**Yes**
Commissioner Lowe	**No**	
Commissioner Mastrodicasa	**No**	
Commissioner Poe	**No**	
Commissioner Wells	**No**	
Commissioner Byerly		**No**
Chair Delaney		**No**

Amendment failed.

A member of the MTPO requested that the motion be divided.

Mr. Brian Harrington discussed his support for the Archer Road 4-laning Project.

SPLIT ACTION PART ONE:

Commissioner Byerly moved to delete the Archer Road 4-laning Project from the Year 2035 Roadway Projects Needs Plan. Commissioner Lowe seconded. Commissioner Long requested a roll call vote.

	CITY	COUNTY
Commissioner Henry	**No**	
Commissioner Long		**No**
Commissioner Lowe	**Yes**	
Commissioner Mastrodicasa	**No**	
Commissioner Poe	**No**	
Commissioner Wells	**Yes**	
Commissioner Byerly		**Yes**
Chair Delaney		**No**

Motion failed.

A member of the MTPO requested that the original motion be divided.

SPLIT ORIGINAL ACTION PART ONE:

Commissioner Byerly moved to approve the Year 2035 Bicycle/Pedestrian Projects Needs Plan, Year 2035 Transit Projects Needs Plan Year 2035 and Year 2035 Roadway Projects Needs Plan excluding the Archer Road 4-laning Project. Commissioner Lowe seconded; motion passed by a hand counted vote of 8 to 0.

SPLIT ORIGINAL ACTION PART TWO RESTATED:

Chair DeLaney restated the motion as being to include the Archer Road 4-laning Project as part of the Year 2035 Roadway Projects Needs Plan. She requested a show-of-hands vote. Motion passed by a hand counted vote of 5 to 3.

Chair Delaney noted that the result of the MTPO's action was to approve the joint MTPO Technical Advisory Committee and Staff recommendations.

IV. NEXT MTPO MEETING

Mr. Sanderson stated that there was no business requiring the MTPO to meet in September. He said that the next MTPO meeting is scheduled for October 4th at 5:00 p.m.

It was a consensus of the MTPO to meet on October 4th beginning at 5:00 p.m.

V. COMMENTS

A. MTPO MEMBERS

A member of the MTPO encouraged people to get out and vote.

B. CITIZENS

There were no citizens comments

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

Chair Delaney adjourned the meeting at 6:47 p.m.

_____ _____

Date Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Whit Blanton	Mike Fay	Russ Blackburn	James Bennett
Jeff Cheek	Jeff Hays	Jesus Gomez	Karen Taulbee
Martin Gold	Sean McLendon	Debbie Leistner	
Brian Harrington	David Schwartz	Doug Robinson	
Helen Perez		Teresa Scott	
Jayson Spence		John Veilleux	

* By telephone
# Provided written comments

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EXHIBIT 1

Fiscal Years (FY) 2010/-2011 – 2014/2015 TIP Amendment #10-2 Additional Projects

PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FUND CODE Table 3	FED FUNDS
TABLE 10- LANDSCAPING PROJECTS										
University Avenue/ SR 26 FM: SE 15th Street TO: County Road 329B (2075893)	1	2.7	Landscaping	5 PE 16 CST 72 CST					DIH DIH DDR	NO
TABLE 17- TRANSIT- REGIONAL TRANSIT SYSTEM PROJECTS										
FIXED ROUTE CAPITAL ARRA Section 5307 (4263201)	-	-	Purchase Transit vehicles with ARRA funding	562 CAP 335 CAP 680 CAP	-	-	-	-	FTA FTA FTA	YES

EXHIBIT 2

Fiscal Years (FY) 2010/2011 – 2014/2015 TIP Amendment #10-2 Roll-Forward Projects

PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FUND CODE Table 3	FED FUNDS
TABLE 5- AIRPORT PROJECTS										
Airport Transit Improvement Section 5309 Earmark (4068473)	-	-	Expand passenger terminal parking lot	298 CAP	-	-	-	-	FTA	YES
TABLE 9- INTERSTATE / INTERCHANGE PROJECTS										
Interstate 75 AT: Newberry Road/SR 26 (4230712)	1		Operational improvement	1 PE	-	-	-	-	DIH	NO
Interstate 75 AT: Newberry Road/SR 26 (4244732)	1		Operational improvement @ NW quadrant	10 ROW 592 ROW	-	-	-	-	DIH NHAC	YES
TABLE 17- TRANSIT- REGIONAL TRANSIT SYSTEM PROJECTS										
Fixed Route System Capital Section 5307 (4040261)	-	-	Capital and Operating Grant	1,250 CAP 313 CAP	650 CAP 163 CAP	650 CAP 163 CAP	650 CAP 163 CAP	712 CAP 178 CAP	FTA	YES
Fixed Route System Capital Section 5307 (4044111)	-	-	AVL equipment hardware/software, radio system upgrade, furniture/office equipment, automatic passenger counters, computer equipment	600 CAP 150 CAP	215 CAP 54 CAP	215 CAP 54 CAP	215 CAP 54 CAP	200 CAP 50 CAP	FTA LF	YES
Fixed Route System Capital Section 5307 (4117581)	-	-	Shelters & passenger amenities, benches, shelters, signs & logos, shop equipment, signal preemption, preventative and associated capital maintenance	3,020 CAP 755 CAP	1,485 CAP 371 CAP	1,535 CAP 384 CAP	1,535 CAP 384 CAP	1,535 CAP 384 CAP	FTA LF	YES
Fixed Route System Capital Section 5309 (4068471)	-	-	Discretionary grants- purchase transit coaches neighborhood transfer center	4,165 CAP 1,041 CAP	4,500 CAP 1,125 CAP	4,773 CAP 1,193 CAP	5,059 CAP 1,265 CAP	-	FTA LF	YES
PTO Studies 5309 High Priority Project #213 (4068475)	-	-	RTS Rapid Transit Study	431 CAP 108 CAP	-	-	-	-	FTA LF	YES
Fixed Route System Capital Section 5307 (4117581)	-	-	Employee training, GFI/fare boxes, passenger information system	600 CAP 150 CAP	215 CAP 54 CAP	215 CAP 54 CAP	215 CAP 54 CAP	200 CAP 50 CAP	FTA LF	YES
Fixed Route System Capital Section 5309 (4117581)	-	-	Discretionary grants- purchase transit coaches neighborhood transfer center	2,928 CAP 732 CAP	1,260 CAP 315 CAP	1,323 CAP 331 CAP	1,639 CAP 410 CAP	2,000 CAP 500 CAP	FTA LF	YES
Fixed Route System Capital Section 5307 (4243901)	-	-	Small Transit Incentives Cities Allocation	752 CAP 188 CAP	752 CAP 188 CAP	752 CAP 188 CAP	752 CAP 188 CAP	752 CAP 188 CAP	FTA LF	YES
Fixed Route System Capital ARRA 5307 (4263891)	-	-	Purchase transit vehicles with ARRA funding	3,201 CAP	-	-	-	-	FTA	YES
Fixed Route System Capital HR1105 5309 (4267571)	-	-	RTS purchase transit vehicles with HR 1105 High Priority Project funding	475 CAP 119 CAP	-	-	-	-	FTA LF	YES
Fixed Route System Capital E2010-BUSP-057 Earmark 5309 (4286431)	-	-	RTS purchase buses with E2010-BUSP-057 Earmark 5309 funding	750 CAP 188 CAP	-	-	-	-	FTA LF	YES

North Central Florida Regional Planning Council

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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 5:00 p.m.
August 23, 2010

STAFF RECOMMENDATION

Page #9 **CA. 1** **MTPO Minutes- June 14, 2010** **APPROVE MINUTES**

This set of MTPO minutes is ready for review

Page #17 **CA. 2** **Proposed Amended Budget for FY 2009-2010 and Proposed Budgets for FY 2010-2011** **APPROVE BUDGETS**

These budgets will allow staff to monitor MTPO expenditures and make appropriate adjustments as needed

Page #23 **CA. 3** **Transportation Improvement Program (TIP) Administrative Amendments Resolution** **APPROVE RESOLUTION NO. 10-8**

This resolution authorizes the Executive Director to process administrative amendments to the TIP

Page #29 **CA. 4** **Long Range Transportation Plan (LRTP)- Supplemental Agreement** **APPROVE RESOLUTION NO. 10-9**

This resolution authorizes the MTPO Chair to execute Supplement Agreement No. 2 to the LRTP Agreement

Page #39 **CA. 5** **Transportation Disadvantaged Program Resolution of Appreciation** **APPROVE STAFF RECOMMENDATION**

This Resolution of Appreciation is for Mr. Charles Robert Kridner for his service as the Veterans Representative on the Coordinating Board

Page #45 **CA. 6** **Transportation Disadvantaged Program Status Report** **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

Page #57 **CA. 7** **East University Avenue Median Trees** **NO ACTION REQUIRED**

The Florida Department of Transportation will be planting trees in the East University Avenue median

RESOLUTION NO. 10-8

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING ITS EXECUTIVE DIRECTOR TO PROCESS ADMINISTRATIVE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS;AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Title 23, Section 134, United States Code, requires that a coordinated, continuing, and comprehensive urban transportation planning process be carried on cooperatively by state and local areas of more than 50,000 population;

WHEREAS, Title 23, Section 134, United States Code, further requires that a metropolitan planning organization's urban transportation planning process shall include the annual development of a transportation improvement program that includes a staged, multi-year program of transportation improvement projects consistent with the long-range transportation plan;

WHEREAS, 23 Code of Federal Regulations Part 450.326(a) provides that a metropolitan planning organization may revise the transportation improvement program at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this Part for its development and approval;

WHEREAS, 23 Code of Federal Regulations Part 450.326(a) further provides that public participation procedures consistent with 23 Code of Federal Regulations Part 450.316(a) shall be

utilized in revising the transportation improvement program, except that these procedures are not required for administrative modifications;

WHEREAS, the Federal Highway Administration, as provided for in Federal Technical Bulletin 04-01, dated June 10, 2004, recognizes that the three-month difference in the Federal versus State Fiscal Years presents metropolitan planning organizations with a situation of having some projects in the State Fiscal Year of a transportation improvement program that may not appear in the prior year transportation improvement program because these projects were added during the most recent Florida Department of Transportation Tentative Work Program cycle; and

WHEREAS, the Federal Highway Admistration, as provided for in Federal Technical Bulletin 04-01, dated June 10, 2004, allows the Executive Director of a metropolitan planning organization to process administrative transportation improvement program amendments under the following conditions:

1. The administrative amendments take place between July 1st and September 30th of each year; and
2. The projects included in the administrative amendment are identical projects already approved and included in the first year of the new transportation improvement program adopted on July 1st. There must be no change in the project description, funding or scope of work. The projects must appear in the administrative amendment exactly as they appear in the new transportation improvement program.

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) authorizes the MTPO Executive Director to process administrative transportation improvement program amendments in accordance with the following conditions as specified in Federal Technical Bulletin 04-01, dated June 10, 2004:
    1. The administrative amendments take place between July 1st and September 30th of each year; and
    2. The projects included in the administrative amendment are identical projects already approved and included in the first year of the new transportation improvement program adopted on July 1st. There must be no change in the project description, funding or scope of work. They must appear in the administrative amendment exactly as they appear in the new transportation improvement program; and
2. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 23rd day of August, A.D., 2010.

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

By: _____
Paula M. DeLaney, Chair

ATTEST:

_____
Cynthia Moore Chestnut, Secretary

APPROVED AS TO LEGAL FORM AND SUFFICIENCY

_____
MTPO Attorney

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North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
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September 24, 2010

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Selection of Auditor for Fiscal Years 2009-10, 2010-11 and 2011-12 Audits

RECOMMENDATION:

Approve the selection of the auditing firm of Powell and Jones, Certified Public Accountants, of Lake City to conduct the Fiscal Year 2009-10, Fiscal Year 2010-11 and Fiscal Year 2011-12 audits of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, with the understanding that this selection is for a three-year period unless the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area determines that the service being rendered is unsatisfactory.

BACKGROUND:

At its March 15th meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorized the Audit Committee of the Regional Planning Council to conduct a search for an auditing firm to recommend to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Since the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area traditionally engages the same firm to conduct its audit, Commissioner Cynthia Chestnut was appointed to the Committee to represent the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Committee was also instructed to conduct the search with the understanding that the firm selected would be engaged for a three-year period unless the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area determines that the service being rendered is unsatisfactory.

As instructed, the Committee accepted statements of qualifications through August 18, 2010. At its August 26, 2010 Committee meeting, the Committee evaluated the three firms that submitted expressions of interest, and ranked them, as follows:

1. Powell and Jones, Certified Public Accountants
2. Sexton & Schnoll, Certified Public Accountants
3. Carr, Riggs & Ingram, LLC

Consequently, the Audit Committee recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approve the selection of Powell and Jones, Certified Public Accountants to conduct the Fiscal Year 2009-10, Fiscal Year 2010-11 and Fiscal Year 2011-12 audits.

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

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North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
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September 24, 2010

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Engagement Letter for Fiscal Year 2009-10 Audit

RECOMMENDATION:

Authorize the Chair to execute an engagement letter with the auditing firm of Powell and Jones, Certified Public Accountants, of Lake City to conduct the Fiscal Year 2009-10 audit for a lump sum fee for this service of $5,700.

BACKGROUND:

The Audit Committee of the Regional Planning Council met with Mr. Richard Powell at the Council offices on September 8, 2010, at which time they discussed with the auditor the methodology to be employed, the staff capability, experience of the firm with similar audits, and the fee that would be charged. Please find attached a summary of the proposal made by Mr. Powell. As you can see, the fee to be charged is $5,700 with an annual adjustment based upon the change in the Consumer Price Index for Urban Consumers during the three-year period, not to exceed five percent each year. This fee is $22 more than the fee charged for the Fiscal Year 2008-09 audit.

Consequently, the Audit Committee recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorize its Chair to execute an engagement letter with Powell and Jones, Certified Public Accountants, to conduct the Fiscal Year 2009-10 audit. It is anticipated that work will begin on this effort in mid-November and a draft audit will be available for consideration by mid-February.

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

Attachment

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Powell & Jones
Certified Public Accountants

Richard C. Powell, Jr., CPA
Marian Jones Powell, CPA

1359 S.W. Main Blvd.
Lake City, Florida 32025
386 / 755-4200
Fax: 386 / 719-5504
powellandjones@bellsouth.net

September 20, 2010

Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 N.W. 67th Place, Suite A
Gainesville, Florida 32653-1603

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2010. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, which collectively comprise the entity's basic financial statements, of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of and for the year ended September 30, 2010. The following supplementary information accompanying the basic financial statements is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited.

1. Management's Discussion and Analysis

Also, the following additional information accompanying the basic financial statements will be subjected to the auditing procedures applied in our audit of the financial statements upon which we will provide an opinion in relation to the basic financial statements.

2. Schedule of Federal Awards and State Financial Assistance

Audit Objectives

The objective of our audit is the expression of an opinion as to whether your basic financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the additional information referred to in the first paragraph when considered in relation to the basic financial statements taken as a whole. The objective also includes reporting on:

Internal control related to the financial statements and compliance with laws, regulations, and the provisions of contracts or grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations.*

The reports on internal control and compliance will each include a statement that the report is intended solely for the information and use of the audit committee, management, specific

Florida Institute of Certified Public Accountants • American Institute of Certified Public Accountants

legislative or regulatory bodies, federal awarding agencies, and if applicable, pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Our audit will be conducted in accordance with U.S. generally accepted auditing standards, the standards of financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major programs in accordance with OMB Circular A-133, and other procedures we consider necessary to enable us to express such an opinion and to render the required reports. If our opinion on the financial statements or the Single Audit compliance opinion is other than unqualified, we will discuss the reasons with management in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for establishing and maintaining effective internal control and for compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. In fulfilling this responsibility, estimates and judgments by management are required to assess the expected benefits and related cost of the controls. The objectives of internal control are to provide management with reasonable, but not absolute, assurance that assets are safeguarded against loss from unauthorized use or disposition, that transactions are executed in accordance with management's authorizations and recorded properly to permit the preparation of financial statements in accordance with generally accepted accounting principles, and that federal award programs are managed in compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is responsible for making all financial records and related information available to us. We understand that you will provide us with such information required for our audit and that you are responsible for the accuracy and completeness of that information. Management's responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the representation letter that the effects of any correct material misstatements and for confirming to us in the representation letter that that effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; and for the fair presentation in the financial statements of financial position, changes in net assets, and cash flows in conformity with U.S. Generally accepted accounting principles. You are also responsible for management decisions and functions; for designating an individual with suitable skill, knowledge, or experience to oversee the services we provide; and for evaluating the adequacy and results of those services and accepting responsibility for them.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the Organization involving (a) management, (b) employees who have significant roles in internal control, and (c) others where the fraud or illegal acts could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the Organization received in communications from employees, former

employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the Organization complies with applicable laws and regulations and for taking timely and appropriate steps to remedy any fraud, illegal acts, or violations of contracts or grant agreements, or abuse that we may report. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on any reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan.

As part of the audit, we will prepare a draft of your financial statements, schedule of expenditures of federal awards, and related notes. In accordance with *Government Auditing Standards*, you will be required to review and approve those financial statements prior to their issuance and have a responsibility to be in a position in fact and appearance to make an informed judgment on those financial statements. Further, you are required to designate a qualified management-level individual to be responsible and accountable for overseeing our services.

Audit Procedures – General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (a) errors, (b) fraudulent financial reporting, (c) misappropriation of assets, or (d) violations of laws or governmental regulations that are attributable to the Organization or to acts by management or employees acting on behalf of the Organization. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse. As required by the Single Audit Act Amendments and OMB Circular A-133, our audit will include tests of transactions related to major federal award programs for compliance with applicable laws and regulations and the provisions of contracts and agreements.

Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect material misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform you of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform you of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit an does not extend to later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected funding sources, creditors, and financial institutions. We will also request written representations from the Organization's attorneys as part of the engagement, and they may bill the Organization for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from management about the financial statements and related matters.

Audit Procedures – Internal Controls

In planning and performing our audit, we will consider the internal control sufficient to plan the audit in order to determine the nature, timing, and extent of our auditing procedures for the purpose of expressing our opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements and on compliance with requirements applicable to major programs.

We will obtain an understanding of the design of the relevant controls and whether they have been placed in operation, and we will assess control risk. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and materials effect on the financial statements. Tests of controls relative to the financial statements are required only if control risk is assessed below the maximum level. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards.*

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify reportable conditions. However, we will inform the governing body or audit committee of any matters involving internal control and its operation that we consider to be reportable conditions under standards established by the American Institute of Certified Public Accountants. Reportable conditions involve matters coming to our attention relating to significant deficiencies in the design or operation of the internal control that, in our judgment, could adversely affect the entity's ability to record, process, summarize, and report financial data consistent with the assertions of management in the financial statements. We will also inform you of any nonreportable conditions or other matters involving internal control, if any, as required by *Government Auditing Standards* and OMB Circular A-133.

Audit Procedures – Compliance

Our audit will be conducted in accordance with the standards referred to in the section titled Audit Objectives. As part of obtaining reasonable assurance about whether the financial statements are fee of material misstatement, we will perform test of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance, and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards.*

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and agreements applicable to major programs. Our procedures will consist of the applicable procedures described in the "OMB Circular A-133 Compliance Supplement" for

the types of compliance requirements that could have a direct and material effect on each of the Organizations' major programs. The purpose of these procedures will be to express an opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Audit Administration, Fees, and Other

We understand that your employees will assist in the preparation of any cash, accounts receivable, and other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide requested copies of our reports to the Organization; however, it is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the designated federal clearinghouse and, if appropriate, to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditor's reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audit. At the conclusion of the engagement, we will provide the information to management as to where the reporting packages should be submitted and the number to submit.

The audit documentation for this engagement is the property of Powell & Jones, CPAs and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Powell & Jones, CPAs personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of three years after the auditor's report is issued or for any additional period requested by a federal agency. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit on approximately December 10, 2010, and to issue our report on approximately April 15, 2011, in accordance with your requested schedule.

The fees for this engagement will be as follows:

	09-30-10
Basic Services	
Annual audit	
Total fee, including all costs	$5,700

If unusual circumstances are encountered making it necessary for us to do added work in the year, we shall immediately report such conditions to the Organization and both parties may negotiate such additional compensation as appears justified.

Periodic progress billings shall be submitted as actual work is completed on the audit, but not more often than monthly. Progress billings shall be submitted in such form as to provide the Council with sufficient information to ascertain that at any point total billings will not exceed the proportional fee earned for the audit.

This agreement is specifically renewable based upon our proposal submitted to you.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2008 peer review report and letter of comment has been previously filed with you, and is also available on our website, PowellandJonesCPA.com.

We appreciate the opportunity to be of service to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Sincerely,

POWELL & JONES, CPAs

RESPONSE:

This letter correctly sets forth the understanding of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

By:_____
Paula DeLaney

Title: MTPO Chair

Date:_____

POWELL AND JONES, CPAs
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA
AUDIT AND ACCOUNTING SERVICES
FEE PROPOSAL

A. AUDIT AND ACCOUNTING SERVICES

1. Annual audit of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) in accordance with applicable auditing standards and regulations; specifically including the following services:

   A. Annual audit of MTPO.

   B. Routine telephone consultation to MTPO Board, Executive and financial staff.

   C. Audit of all grants received by MTPO. If any audit fee is provided for any grant, the fee will be refunded to the MTPO.

2. Compensation for services:

	Fiscal Year Ending		
	09-30-10	09-30-11	09-30-12
Lump sum fee for services described in Section A, including all costs.	$ 5,700	*	*

*Prior year fee adjusted by the change in CPI-U, not to exceed 5%.

B. CONSULTING SERVICES

As specifically authorized from time-to-time during our contract period, and as allowed by professional standards, we will provide consulting and management advisory services to MTPO, at the following hourly rates:

Firm partner	$90 per hour
Other CPA	$75 per hour
Accountant	$65 per hour
Technician	$40 per hour

Any associated travel would be billed at State of Florida rates.

These rates will not be increased throughout the duration of our audit contract.

C. RENEWAL AND TERMINATION

This contract is binding on our firm but is specifically renewable on the part of MTPO on a year-by-year basis.

North Central Florida
Regional Planning Council
2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

June 18, 2010

The Honorable Paula DeLaney, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653

Dear Chair DeLaney,

At its June 2, 2010 meeting, the Citizens Advisory Committee (CAC) approved a motion to ask the MTPO to forward on to the Gainesville City Commission a request to reinstate our committee as an advisory board to the City Commission concerning transportation issues. Our committee served in this capacity for over 17 years, a relationship ended by the City Commission in October 2002.

The CAC has also served Alachua County in this role for an extended period of time, including up to the present. The committee feels that serving again in that capacity would provide the City with an additional source of citizen input, on par with the Bicycle/Pedestrian Advisory Board, and would help our committee stay better informed on all transportation issues affecting our area.

Sincerely,

Jan Frentzen, Chair
MTPO Citizens Advisory Committee

T:\Marlie\MS10\CAC\jfcityadvise.docx

CITY OF GAINESVILLE

THOMAS D. BUSSING
MAYOR

November 6, 2002

Mr. Marlie Sanderson
Director of Transportation Planning
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653

NORTH CENTRAL FLORIDA
RECEIVED
NOV - 7 2002
REGIONAL PLANNING COUNCIL

Dear Mr. Sanderson:

On Monday, October 28, 2002, the Gainesville City Commission declined the request of the Citizens Advisory Committee (CAC) of the Metropolitan Transportation Planning Organization (MTPO) to serve as an advisory board to the City Commission.

The Commission wishes to express our appreciation for the very valuable contribution that the CAC provides on an ongoing basis through the MTPO. The entire City of Gainesville is included in the MTPO planning area, and thus comes under review by the MTPO and all of its advisory panels.

Furthermore, the City Commission will continue to welcome any future advice or recommendations that the CAC wishes to forward for consideration. The CAC will continue to be updated on the City's transportation improvement plans as they are presented to the MTPO. The CAC will always be heard, as it has been for the many years since its lapse as an officially designated city board.

Looking forward to continued cooperation and communication.

Sincerely,

Thomas D. Bussing
Mayor

200 EAST UNIVERSITY AVENUE • P.O. BOX 490-19 • GAINESVILLE, FL 32602-0490 • (352) 334-5015 • FAX (352) 334-2036

North Central Florida Regional Planning Council

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September 27, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Board Member Appointment

STAFF RECOMMENDATION

Appoint Ms. Monique Harrison as the alternate Community Action Agency Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND

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

The Central Florida Community Action Agency nominated Ms. Monique Harrison to serve as their alternate representative on the Board.

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CENTRAL FLORIDA COMMUNITY ACTION AGENCY, INC.

Levy County
215 S.W. 5th Street
Chiefland, FL 32626
(352) 493-1732

Alachua County
2606 N.W. 6th Street, Gainesville, FL 32609
P.O. Box 1503, Gainesville, FL 32602
Weatherization - (352) 373-9805 Customer Assistance - (352) 373-7667 Administration - (352) 378-5892
Fax - (352) 378-2168 E-Mail - info@cfcaa.org Website - www.cfcaa.org

Marion County
3510 N.E. 14th Street
Ocala, FL 34471
(352) 732-3008

Recipient of the 2010 Florida Association for Community Action (FACA) Exemplary Support Award, Participant in the 2010 Community Action Partnership Pathways to Excellence Program, and Recipient of the: 2009 FACA Volunteer of the Year Award, 2008 Southeastern Association of Community Action Agencies Agency of the Year and Family Self-Sufficiency Participant of the Year Awards, 2008 FACA Agency of the Year, Volunteer of the Year and Family Self-Sufficiency Participant of the Year Awards, and 2008 East Gainesville Development Corporation Advocate of the Year Award

Board of Directors

Alachua County

Mayor Harry Nichols
(Public Sector)

Charles J. Harris, Jr.
Treasurer
(Private Sector)

Mary Lou Wilkerson
(Community Sector)

Levy County

Carl "Dick" Tummond
Secretary
(Public Sector)

Nancy Bell
(Private Sector)

Pastor Joseph Wilcox, Jr.
(Community Sector)

Marion County

Brad Nimmo
Chair
(Public Sector)

Monica Bryant
(Private Sector)

Lena R. Smith
Vice Chair
(Community Sector)

Chief Executive Officer

Robert W. Wilford
(CCAM & CPP)

Agency Directors

Peggy Hunsucker
(Business Operations)

Steven Kruse, CCAM
(Finance and Personnel)

Monique Harrison, CCAM
(Family Services)

Mark Taylor
(Weatherization Services)

August 24, 2010

Ms. Lynn Godfrey, AICP, Senior Planner
North Central Florida Regional Planning Council (NCFRPC)
2009 N.W. 87th Place, Suite A
Gainesville, FL 32653-1603

RE: Appointment of Alternate for Central Florida Community Action Agency (CFCAA), Inc., to Alachua County Transportation Disadvantaged Board (ACTDB)

Dear Ms. Godfrey:

There is an open "Alternate" position on the ACTDB for CFCAA. Please accept this correspondence as official notification that Ms. Monique Harrison, Director of Family Services, will serve in the aforementioned "Alternate" position for CFCAA. Ms. Harrison's contact information is:

Monique Harrison, Director of Family Services
Central Florida Community Action Agency, Inc.
2606 N.W. 6th Street
Gainesville, FL 32609

352.378.5892, Extension, 204 - Telephone
352.378.2168 - Facsimile
mharrison@cfcaa.org - Email

Please let me know if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Robert W. Wilford
Chief Executive Officer

/rw

cc: Monique Harrison, CFCAA Director of Family Services

Our community action agency does not discriminate on the basis of race, color, national origin, age, gender, religion, disability, or veteran status in fulfilling the "Promise of Community Action" which is: "community action changes people's lives, embodies the spirit of hope, improves communities, and makes America a better place to live, and, we care about the entire community and are dedicated to helping people help themselves and each other." Customer diversity is wholeheartedly embraced in our service delivery systems and hiring practices as we strive to eliminate the causes of poverty in North Central Florida. Therefore, our stated mission is to implement programs that focus on achieving outcomes by engaging community partners in helping people living in poverty strengthen their lives.

North Central Florida
Regional Planning Council
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(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

October 8, 2010

Ms. Monique Harrison, Director of Family Services
Central Florida Community Action Agency, Inc.
2606 NW. 6th Street
Gainesville, FL 32609

RE: Florida's Transportation Disadvantaged Program

Dear Ms. Harrison:

This letter is in regard to Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. The purpose of this program is to assist individuals who are unable to transport themselves because of age, disability or income status.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) is the planning agency for this program and provides staff support to the Alachua County Transportation Disadvantaged Board. The Board oversees the provision of transportation disadvantaged services in Alachua County.

You were nominated to serve as the alternate Community Action Agency Representative. Therefore, the MTPO is appointing you to this position.

We look forward to working with you on the Board. Enclosed is information about Florida's Transportation Disadvantaged Program and the Board. The next meeting is scheduled for Wednesday, October 13, 2010. A meeting notice and materials will be sent to you about a week before this meeting. If you have any questions or need any additional information, please do not hesitate to call Ms. Lynn Godfrey, AICP Senior Planner, at extension 110.

Sincerely,

Paula DeLaney, Chair
MTPO

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North Central Florida Regional Planning Council

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

September 27 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program – Status Report

STAFF RECOMMENDATION

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

BACKGROUND

Enclosed are the following reports:

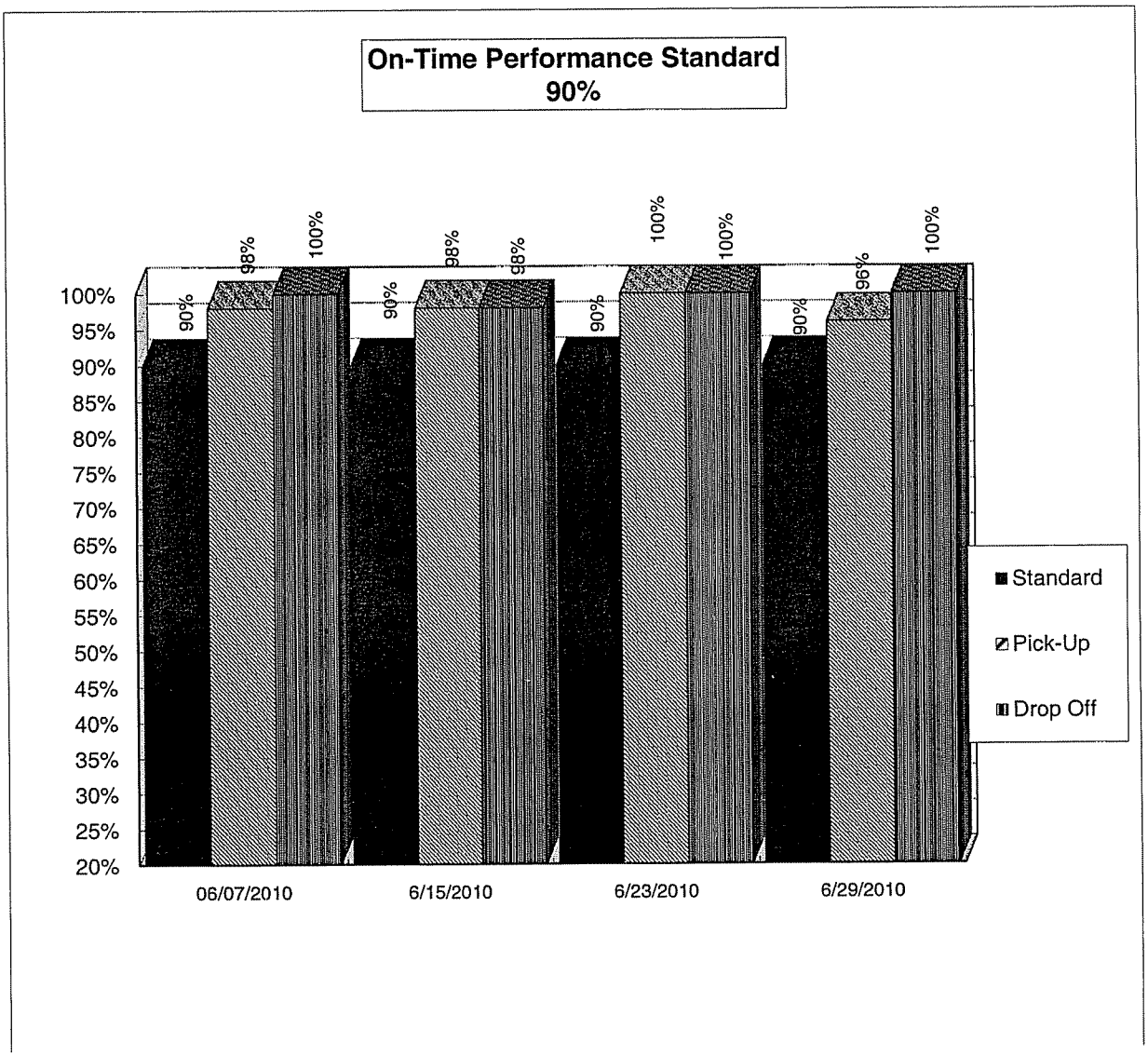
1. TDSP Standards Report shows that:

   - MV met the on-time performance standard;
   - MV met the complaint standard;
   - MV met the call hold time standard;
   - MV met the accident standard; and
   - MV did not meet the roadcall standard in June or August.

2. MV Transportation Operations Report July 2009 – August 2010.

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

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, JUNE 2010



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

Statistics by iWeb (c) 2006 MV Transportation, Inc. - Last Queried: 07/28/10 03:25:12 PAC

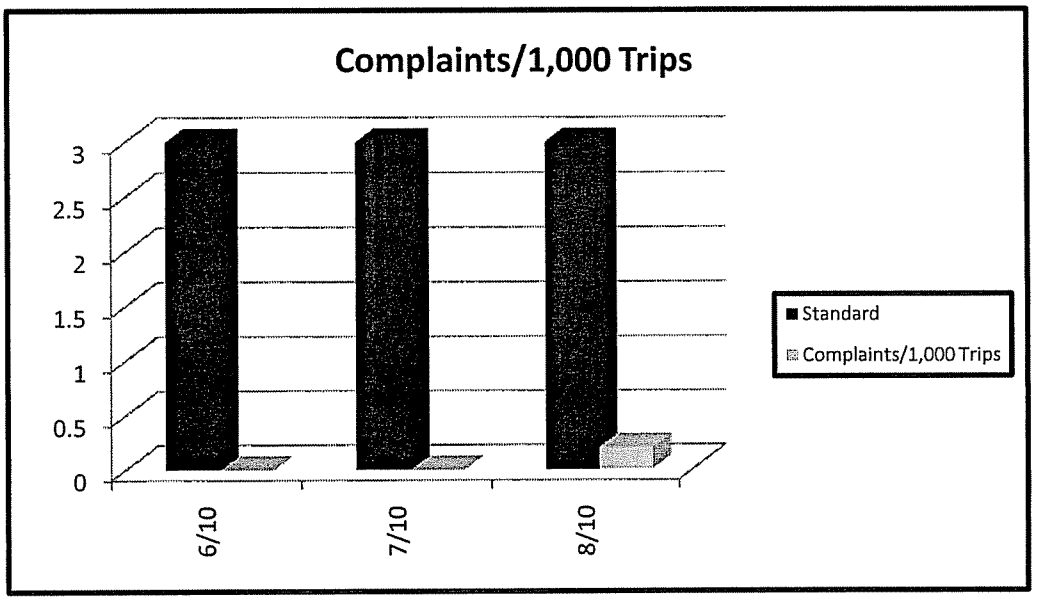
June 2010 (Early Win: 31 Late Win: 31)

			Stop Types					Total	Total	Total	Total	Sub Categories						
Date	DoW	Trips	NoShow	CAD	NS(Lt)	NS(Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	16to30	31to60	61to90	91+
06/01/10	Tue	318	35	0	0	0	0	353	344	9	97.45%	1	79	6	2	1	0	0
06/02/10	Wed	390	36	0	0	0	0	426	388	38	91.08%	6	80	23	9	3	3	0
06/03/10	Thu	372	57	0	0	0	0	429	393	36	91.61%	6	74	21	9	5	0	1
06/04/10	Fri	394	36	0	0	0	0	430	394	36	91.63%	5	80	17	14	4	0	1
06/05/10	Sat	177	16	0	0	0	0	193	175	18	90.67%	4	52	12	2	4	0	0
06/06/10	Sun	20	1	0	0	0	0	21	21	0	100.00%	0	10	0	0	0	0	0
06/07/10	Mon	360	40	0	0	0	0	400	380	20	95.00%	0	95	15	5	0	0	0
06/08/10	Tue	402	41	0	0	0	0	443	404	39	91.20%	7	84	22	10	7	0	0
06/09/10	Wed	425	26	0	0	0	0	451	425	26	94.24%	3	102	14	9	3	0	0
06/10/10	Thu	357	32	0	0	0	0	389	371	18	95.37%	2	82	11	5	2	0	0
06/11/10	Fri	380	24	0	0	0	0	404	381	23	94.31%	3	74	16	4	3	0	0
06/12/10	Sat	164	15	0	0	0	0	179	171	8	95.53%	0	48	7	1	0	0	0
06/13/10	Sun	12	1	0	0	0	0	13	13	0	100.00%	0	7	0	0	0	0	0
06/14/10	Mon	328	33	0	0	0	0	361	346	15	95.84%	2	87	6	7	2	0	0
06/15/10	Tue	331	45	0	0	0	0	376	353	23	93.88%	2	66	20	1	1	0	1
06/16/10	Wed	367	30	0	0	0	0	397	373	24	93.95%	5	83	15	4	4	1	0
06/17/10	Thu	334	31	0	0	0	0	365	353	12	96.71%	5	66	5	2	4	1	0
06/18/10	Fri	372	44	0	0	0	0	416	389	27	93.51%	4	79	15	8	3	1	0
06/19/10	Sat	153	21	0	0	0	0	174	168	6	96.55%	3	48	1	2	2	1	0
06/20/10	Sun	13	0	0	0	0	0	13	13	0	100.00%	0	5	0	0	0	0	0
06/21/10	Mon	353	44	0	0	0	0	397	371	26	93.45%	6	74	15	5	4	2	0
06/22/10	Tue	341	43	0	0	0	0	384	368	16	95.83%	3	95	9	4	3	0	0
06/23/10	Wed	365	45	0	0	0	0	410	384	26	93.66%	6	80	15	5	5	1	0
06/24/10	Thu	339	32	0	0	0	0	371	356	15	95.96%	2	88	11	2	1	0	1
06/25/10	Fri	346	28	0	0	0	0	374	353	21	94.39%	5	70	11	5	4	0	1
06/26/10	Sat	177	23	0	0	0	0	200	190	10	95.00%	0	48	4	6	0	0	0
06/27/10	Sun	14	1	0	0	0	0	15	15	0	100.00%	0	5	0	0	0	0	0
06/28/10	Mon	320	22	0	0	0	0	342	324	18	94.74%	1	62	12	5	1	0	0
06/29/10	Tue	329	43	0	0	0	0	372	350	22	94.09%	5	95	14	3	4	1	0
06/30/10	Wed	370	32	0	0	0	0	402	381	21	94.78%	4	64	13	4	4	0	0
	Total:	8,623	877	0	0	0	0	9,500	8,947	553	94.18%	90	1,982	330	133	74	11	5

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

ALACHUA COUNTY, JUNE 2010 - AUGUST 2010

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
6/10	3	0
7/10	3	0
8/10	3	0.2



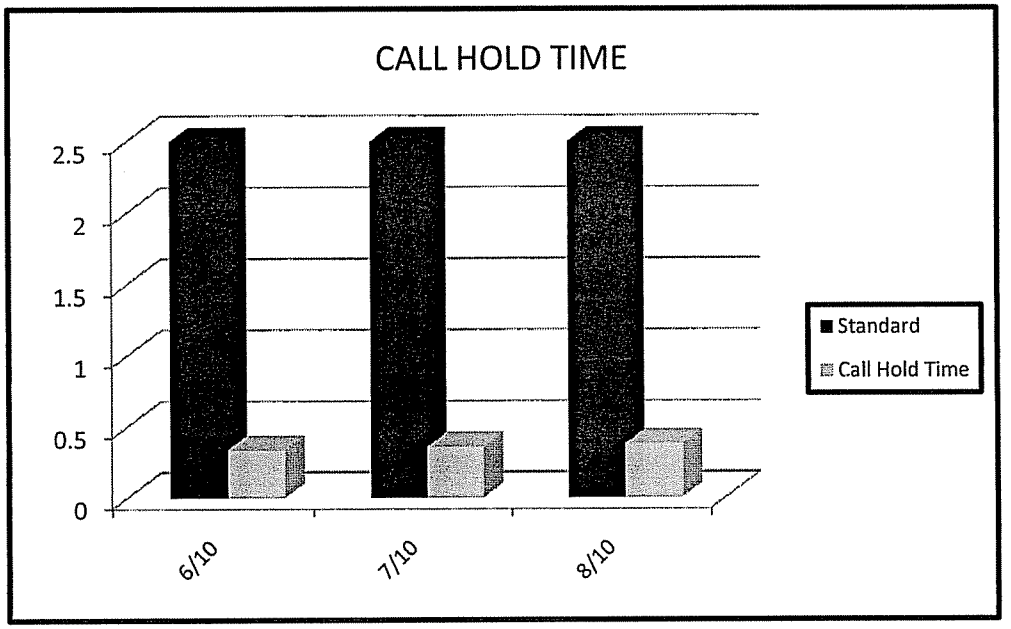
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MV TRANSPORTATION
SUMMARY OF SERVICE ISSUES

TYPE OF COMPLAINT	7/10	8/10	9/10	10/10	11/10	12/10	1/11	2/11	3/11	4/11	5/11	6/11
Late Drop-Off	0	0	0									
Pick-Up before Window Opens	0	0	0									
Late Return Pick-Up	0	1	1									
Excessive Ride Time	0	0	0									
Can't Get Through by Telephone	0	0	0									
On Hold for Excessive Periods of Time	0	0	0									
Phone System Problems	0	0	0									
Sunday Reservations	0	0	0									
Trip Denial	0	0	0									
Driver Training	0	0	0									
Driver Behavior	0	1	0									
No Passenger Assistance Provided	0	0	0									
No Driver ID	0	0	0									
Dispatcher Behavior	0	0	0									
Reservationist Behavior	0	0	0									
Unsafe Driving	0	0	0									
No Show by Driver	0	0	0									
Reservations/Scheduling	0	0	1									
Reservations	0	0	0									
Air Conditioning not Working	0	0	0									
Wheelchair/Scooter Securement	0	0	0									
Passenger Behavior	0	0	0									
No Show by Passenger	0	0	0									
Customer Service	0	0	0									
Safety	0	0	0									
Trip Cancelled, Ride Came Anyway	0	0	0									
Wheelchair Lift Not Working Properly	0	0	0									
Charged Wrong Passenger Fare	0	0	0									
Vehicle Condition	0	0	0									
MV Staff Availability	0	0	0									
Dropped Off at Wrong Location	0	0	0									
Improper Passenger Assistance	0	0	0									
TOTAL	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TRIPS	**8,316**	**9,086**										
COMPLAINTS/1,000 TRIPS	**0.0**	**0.2**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**######**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
Number of Individuals Submitting Complaints	0	2	2									
RTS	0	2	0									
CIL	0	0	2									
Foster Grandparents	0	0	0									
NCFRPC	0	0	0									
COMMENDATIONS	**0**		**1**									

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, JUNE 2010 - AUGUST 2010

MONTH	STANDARD	CALL HOLD TIME
6/10	2.5	0.34
7/10	2.5	0.36
8/10	2.5	0.38

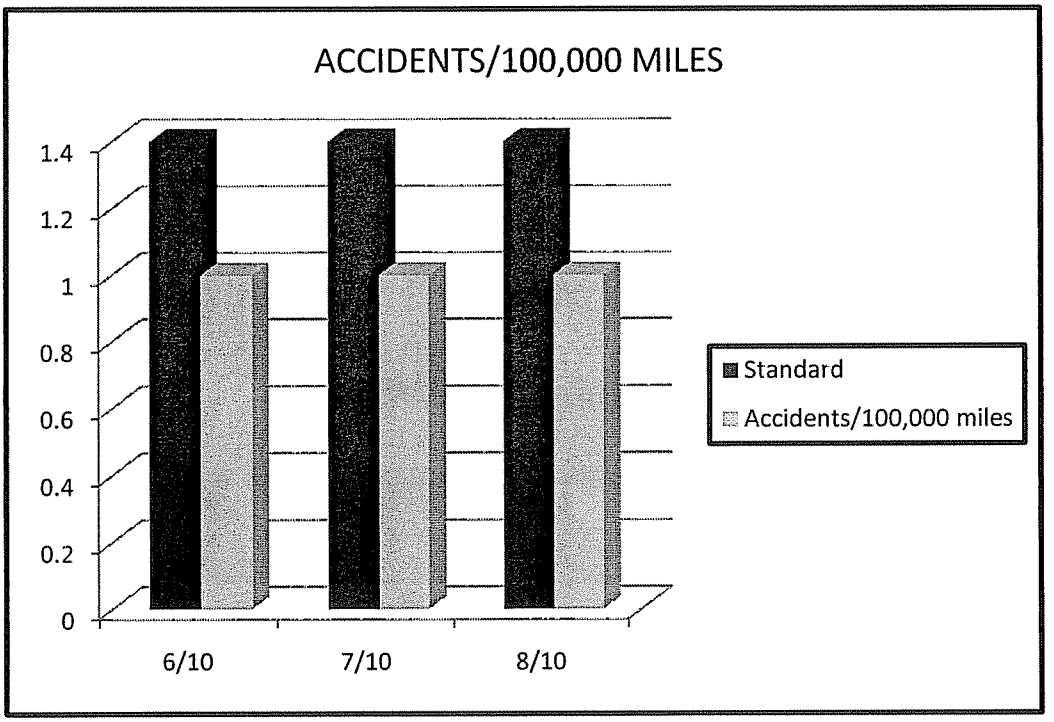


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TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

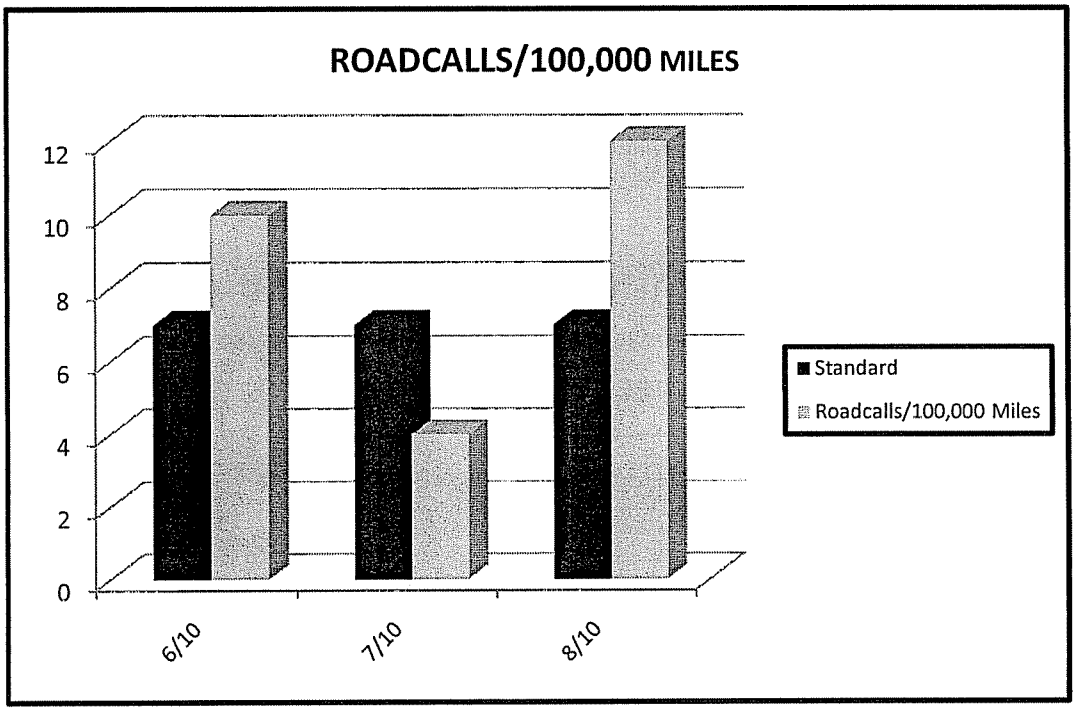
ALACHUA COUNTY JUNE 2010 - AUGUST 2010

MONTH	STANDARD	ACCIDENTS/100,000 MILES
6/10	1.4	1
7/10	1.4	1
8/10	1.4	1



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE 2010 - AUGUST 2010

MONTH	STANDARD	ROADCALLS/100,000 MILES
6/10	7	10
7/10	7	4
8/10	7	12



2010-2011 OPERATING DATA	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
Total No Trips Invoiced	8,316	9,086	0	0	0	0	0	0	0	0	0	0
Medicaid Alachua	3,301	3,301										
TD Trust Fund Alachua	1,052	1,304										
ADA	3,322	3,588										
NFG - 5317	28	51										
CICO - 5311	190	176										
County of Alachua - 5311	0	0										
County of Alachua, FGPA, RSVP	245	478										
Elder Care	77	63										
Bus Passes TD	96	119										
Bus Passes Medicaid	5	6										
Purchased Transportation	$ 248,512.43	$ 266,615.22	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Medicaid Alachua	$113,050.00	$113,050.00										
TD Trust Fund Alachua	$ 32,809.24	$ 36,702.39										
ADA	$ 84,823.93	$ 91,594.91										
NFG - 5317	$ 709.05	$ 1,268.15										
CICO - 5311	$ 5,233.58	$ 4,833.76										
County of Alachua - 5311	$ -	$ -										
County of Alachua, FGPA, RSVP	$ 7,609.70	$ 14,925.34										
Elder Care	$ 2,509.43	$ 2,053.17										
Bus Passes Total MED and TD	$ 1,767.50	$ 2,187.50										
Total Dollars Invoiced	$ 246,744.93	$ 264,427.72										
Total Expenses	$ 220,926.00	$ 259,735.00										
Average Cost Per Trip	$ 26.57	$ 28.59	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Total Vehicle Miles	101,874	101,874										
Total Vehicle Hours	6,096	6,096										
Avg Miles per Trip	12	11	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Mile	$2.17	$2.55	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Hour	$36.24	$42.61	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	614	557										
Number Trips Denied	0	0										
No Accidents	1	1										
No RoadCalls	4	12										
Telephone Calls Rec'd	9,831	10,786										
Avg. Telephone On-Hold Time	0.36	0.38										

North Central Florida Regional Planning Council

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

August 16, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Citizens Advisory Committee (CAC) New Member

MTPO STAFF RECOMMENDATION

For information only, there is no action required.

BACKGROUND

At its December 2007 meeting, the MTPO approved a CAC Designate Selection Procedure that would automatically fill up to three committee vacancies that occurred during the upcoming calendar year. At its December 2009 meeting, the MTPO appointed the following three CAC Designates:

1. Holly Blumenthal
2. Roderick Gonzalez
3. Laurie Newsom

In accordance with the selection procedures, Ms. Laurie Newsom has filled a CAC vacancy that occurred when a CAC member recently resigned.

Ms. Blumenthal and Mr. Gonzalez have already filled two CAC vacancies that occurred earlier this year.

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Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Friday, September 17, 2010 9:55 AM
To: Marlie Sanderson
Cc: Mike Escalante; Bennett, James
Subject: Landscape Project Follow up - MTPO

Marlie,

As a follow up to questions from the MTPO at their meeting on August 23rd, please include the following correspondence to the Board on behalf of the Department.

Commissioner Byerly requested the Department coordinate with Alachua County staff on another species of tree to be installed in median landscape project discussed, SR 26/East University Avenue.

The Department stipulated Ulmus parvifolia 'Emer II' which is commonly known as the Allee Elm for University Ave. This cultivar was chosen due to its habit, growth rate, hardiness, availability as well as the geometry of the narrow medians on University Ave. The Allee Elm's upright vase shape is a particularly suited as a street tree and the Department felt this would satisfy the shade tree preference of Gainesville as well as keeping with our Maintenance requirements.

Commissioner Henry expressed the need to water the installation of trees and monitor the effort to ensure they are properly established. Please note the contract document specifically outlines the details of an establishment period and lists 22 stipulations that cover what the contractor is responsible for during the establishment period. Four (4) of the stipulations address watering and water monitoring. We feel confident the terms of the contract will be enforced.

Please let us know if there are additional questions or other information that we can provide on behalf of the Department.

Karen S. Taulbee, AICP
Transportation Specialist
Jacksonville Urban Office
904-360-5652
karen.taulbee@dot.state.fl.us

Meeting

Agenda

Enclosures

North Central Florida Regional Planning Council

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

September 27, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Alternative 5- 30 Percent Transit Mode Share

MTPO STAFF RECOMMENDATION

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

BACKGROUND

At its meeting on June 14th, the MTPO approved a motion to:

> *"request that MTPO staff work with the MTPO Consultant to test and evaluate an alternative that results in a 25 to 30 percent transit mode share."*

This agenda item was deferred at the August 23rd MTPO meeting. Enclosed is Table 1 that summarizes the results of the testing and evaluation of Alternative 5- 30 Percent Transit Mode Share. Table 2 contains information about the existing transit mode share for several metropolitan areas. Also included is a copy of the powerpoint presentation that will be made on October 4th concerning this agenda item.

Non-MTPO members may view a full-color version of the MTPO October 4, 2010 meeting packet at the following link:

http://ncfrpc.org/mtpo/FullPackets/MTPO/MTPO_Oct_4_2010.pdf

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TABLE 1
YEAR 2035 ALTERNATIVE 5-
30 PERCENT TRANSIT MODE SHARE

STRATEGY (IN ORDER OF IMPLEMENTATION)	TRANSIT MODE SHARE (IN PERCENT)
Base Year 2007	2.2
Year 2035 Alternative 4	2.7
Convert parking garages at UF and downtown to other uses (in the model increase parking costs by 400 percent)	6.7
Convert Highway Lanes to Bus Rapid Transit (BRT) lanes on Newberry Road, Archer Road, SW 34th Street and US 441 and increase bus frequencies to every ten minutes	6.8
Construct light rail system on Archer Road (starting just west of Interstate 75) to Depot Avenue to Waldo Road to the Airport and delete any BRT lines on these roads (ten minute frequency)	8.1
Relocate all new jobs and dwelling units to the Archer Road, Depot Avenue and Waldo Road Corridors	10.0
Increase the cost of gasoline to $10 per gallon (peak oil scenario) by increasing Highway Operating Cost/Mile to $0.5/mile (current $0.095/mile) and (household auto ownership)	13.4
Increase the cost of gasoline to $20 per gallon by increasing Highway Operating Cost/Mile to $1.08/mile (current $0.095/mile) and (household auto ownership)	18.8
Increase the cost of gasoline to $30 per gallon by increasing Highway Operating Cost/Mile to $1.66/mile (current $0.095/mile) and (household auto ownership)	24.4
Increase the cost of gasoline to $40 per gallon by increasing Highway Operating Cost/Mile to $2.24/mile (current $0.095/mile) and (household auto ownership)	29.7

Note- strategies are cumulative- a strategy listed includes all of the strategies listed above it.

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TABLE 2

2008 TRANSIT MODE SHARE COMPARISON

HOST CITY	COLLEGES/UNIVERSITIES	MODE SHARE
Athens, Georgia	University of Georgia	2.30%
Atlanta, Georgia	Georgia Institute of Technology Georgia State University Emory University Clark Atlanta University Morehouse College Morris Brown College Spelman College	3.60%
Austin, Texas	University of Texas Austin Community College Concordia University- Austin St. Edwards University	3.00%
Bloomington, Indiana	University of Indiana	2.90%
Charlottesville, Virginia	University of Virginia	3.00%
Gainesville, Florida	University of Florida Santa Fe College	**3.40%**
Madison, Wisconsin	University of Wisconsin Concordia University- Madison	4.10%
Portland, Oregon	Portland State University University of Portland Portland Community College Concordia University- Portland Lewis & Clark College Warner Pacific College	6.40%
Washington DC	Georgetown University George Washington University American University	13.40%

Source: American Community Survey 1-Year Estimates
http://factfinder.census.gov/home/saff/main.html?_lang=en&_ts=

Notes:

1. Gainesville total transit trips is compared to other area journey to work trips.
2. Transit mode share compares Alachua County to other metropolitan areas.

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Year 2035- Alternative 5
30 Percent
Transit Mode Share

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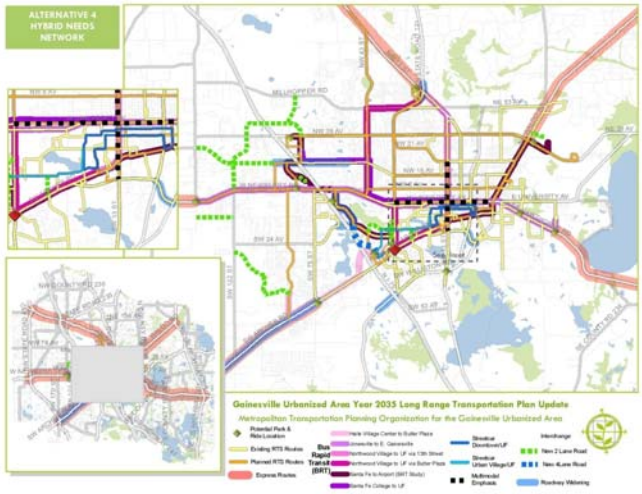
Year 2035- Alternative 5
Base Year 2007- 2.2 Percent



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Year 2035- Alternative 5

Strategy #1- Alternative 4 - 2.7 Percent



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Year 2035- Alternative 5

Strategy #1- Alternative 4 - 2.7 Percent





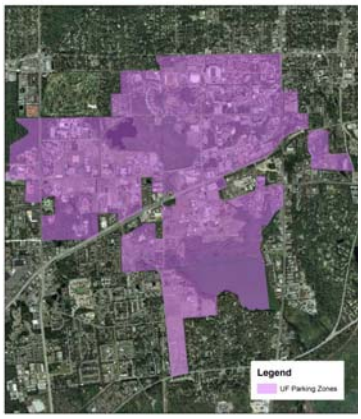


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Year 2035- Alternative 5

Strategy #1,2- Parking Costs - 6.7 Percent

UF Parking Zones



Downtown Parking



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Year 2035- Alternative 5

Strategy #1,2,3- 6.8 Percent

- ***Convert Highway Lanes to Bus Rapid Transit***



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Year 2035- Alternative 5

Strategy # 1,2,3- 6.8 Percent



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Year 2035- Alternative 5

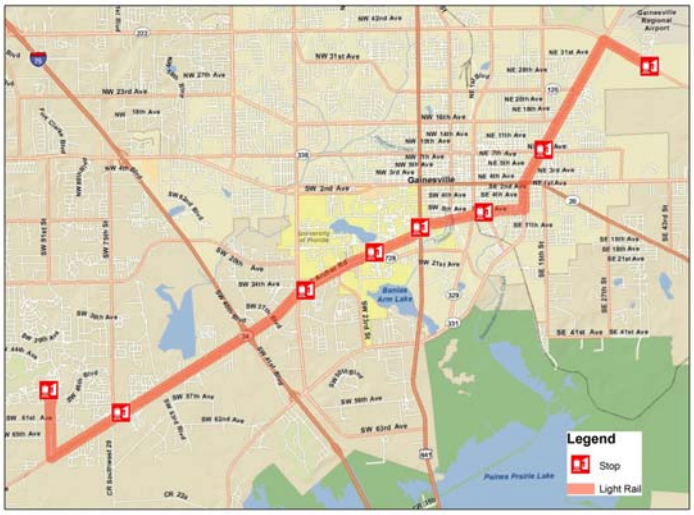
Strategy #1,2,3,4- Light Rail System -8.1 Percent



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Year 2035- Alternative 5

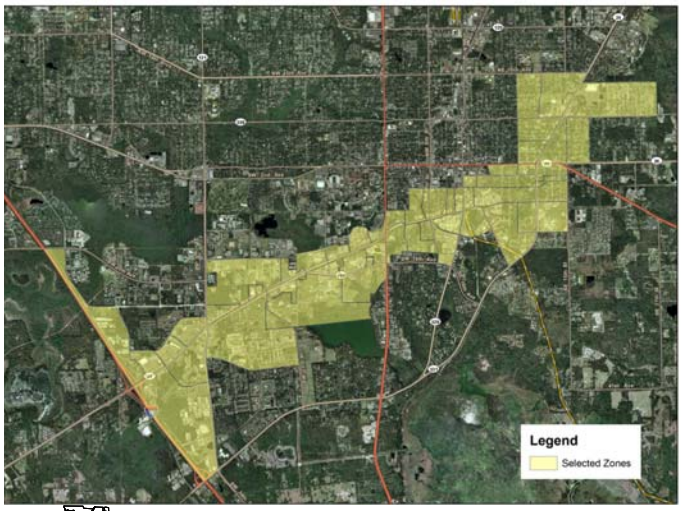
Strategy #1,2,3,4- Light Rail System -8.1 Percent



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Year 2035- Alternative 5

Strategy #1,2,3,4- Relocate Jobs and Dwellings to Light Rail Corridor- 10.0 Percent



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Year 2035- Alternative 5

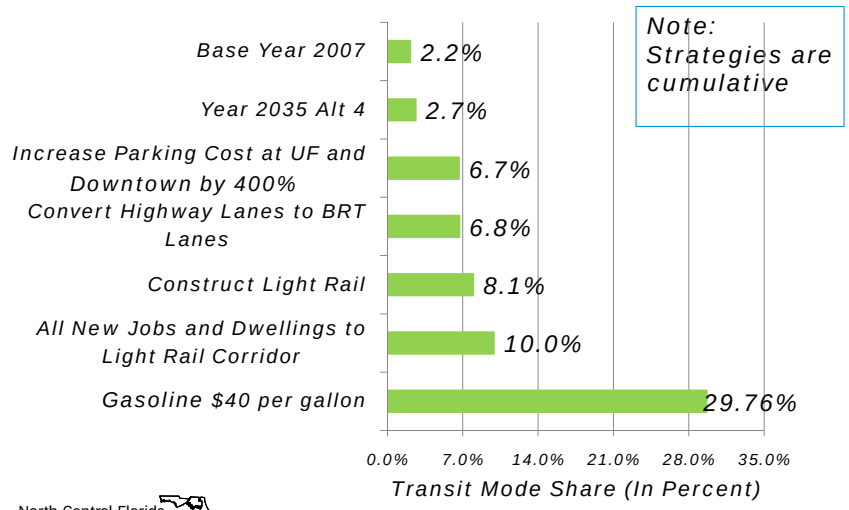
Strategy #1,2,3,4,5- 29.7 Percent

- **Gasoline $40 per gallon**



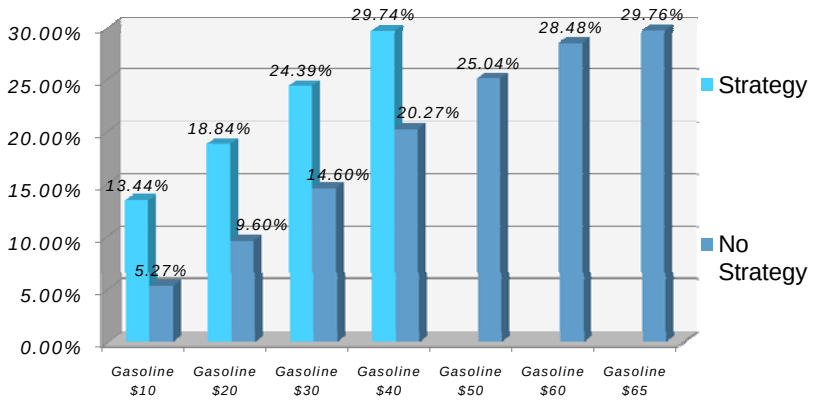
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Strategy In Order of Implementation



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Strategy Evaluation



North Central Florida Regional Planning Council

Questions?

Marlie Sanderson
Gainesville, Florida MPO
(352) 955-2200
sanderson@ncfrpc.org

North Central Florida Regional Planning Council

North Central Florida Regional Planning Council

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September 27, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Potential Future Land Use and Transportation Scenarios to Mitigate the Effects of Peak Oil

MTPO STAFF RECOMMENDATION

No Action Required. This material is for information only.

BACKGROUND

The MTPO's Scope of Services for the Year 2035 Long Range Transportation Plan Update contains the following task in Section 5.3.12 concerning *"peak oil."*

> *"In addition to testing four alternative networks, the CONSULTANT shall also review and test peak oil production and decline variables so as to determine potential future transportation and land use scenarios necessary to mitigate local effects of peak oil production and decline; and recommend alternatives to accomplish transportation and land use mitigation strategies."*

The enclosed draft report, entitled *Potential Future Land Use and Transportation Scenarios to Mitigate Effects of Peak Oil*, was prepared to address the requirements of Section 5.3.12.

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Potential Future Land Use and Transportation Scenarios to Mitigate Effects of Peak Oil

Introduction

According to various sources, peak oil theory states that any finite resource (including oil) will have a beginning, middle and an end of production, and at some point it will reach a level of maximum output. Oil production typically follows a bell shaped curve when charted on a graph, with the peak of production occurring when about half of the oil has been extracted. With some exceptions, this holds true for a single well, a whole field, an entire region, and presumably the world. In the US for example, oil production grew steadily until 1970 and declined thereafter, regardless of market price or improved technologies. World discovery of oil peaked in the 1960s, and has declined since then. If the 40 year cycle seen in the US holds true for world oil production, that puts global peak oil production right about now; after which oil becomes less available, and more expensive.

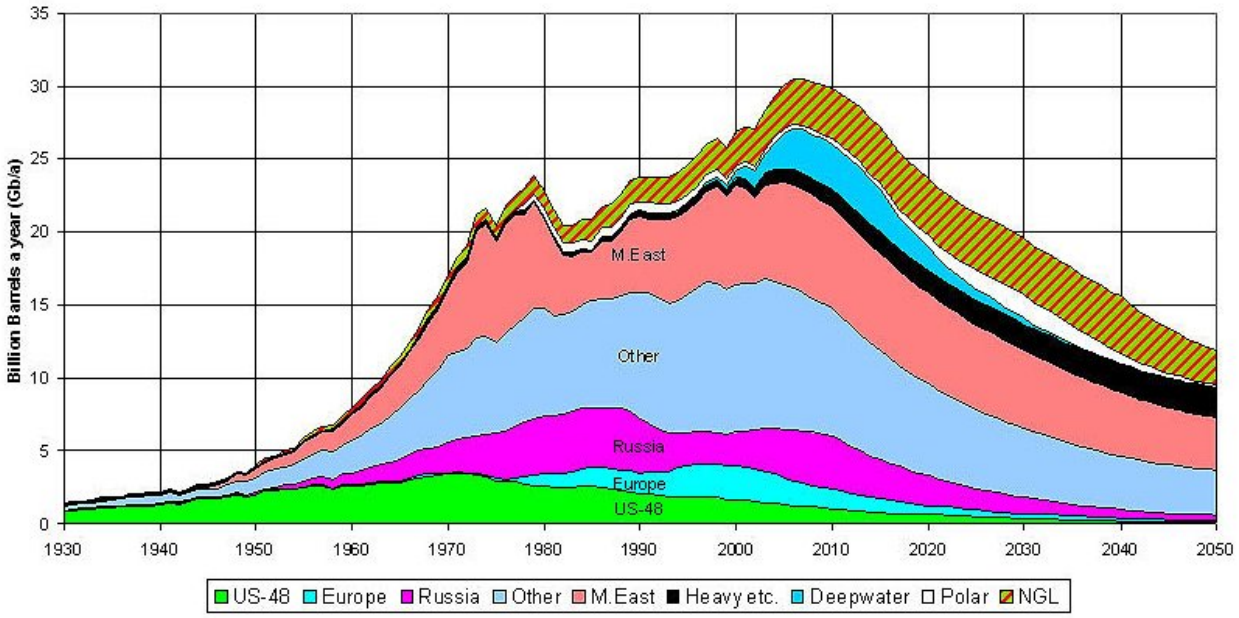


Figure 1 - Bell-shaped curve of world's oil production

Numerous respected authorities, including the International Energy Agency, predict rising demand for oil as global industrialization occurs, particularly in rapidly developing countries like China. This increasing demand, combined with harder to reach oil production sites and declining production levels, has significant environmental and geo-political implications. This confluence of factors is already leading to rising costs and greater price volatility, which is predicted to increase sharply as the world economy rebounds. This is expected to result in chain of events that threatens to dramatically affect how people

live, work and reach their destinations. Fuel prices will spike, then fall, but will generally trend upward, making many activities we now take for granted cost prohibitive. From review of the literature, at a minimum, transportation impacts may include dramatic changes in personal mobility as private automobiles become too expensive for the average citizen, and changes in freight mobility as the economic advantages of mass production, consolidated processing and truck distribution evaporate. Land use impacts are likely to mean the urban footprint contracts, agricultural production requires increased human labor, and employment is more labor-intensive and focused in centers of economic activity.

While better technology and renewable energy sources are becoming increasingly important, many sources dismiss their ability to prevent major changes to industrial society. Hydroelectricity aside, renewable sources of energy provide only about one percent of world energy production. For instance, a report prepared for the US Department of Energy analyzed what would be needed to mitigate the effect of a peak in oil production and found that a crash program of renewable energy measures would need to be begun 20 years before the peak occurred. Instead, we may have arrived at the peak with only tentative steps toward effectively developing solar, wind and other alternative energy sources for mass worldwide production.

Peak Oil in the 2035 Long Range Transportation Plan

The MTPO's 2035 Long Range Transportation Plan is evaluating transportation and land use strategies associated with peak oil. The approach taken for the Plan is to test each of the transportation alternative networks under a "peak oil scenario" and then develop recommendations for incorporation into the plan. An accessibility analysis examined the availability of various land use and transportation factors that support use of non-auto travel modes, and indicated that the core area around downtown Gainesville and the University of Florida provided a relatively high level of accessibility. A moderate level of accessibility was observed generally consistent with the city limits and portions of the unincorporated area, primarily east of I-75 and south of NW 39th Avenue, and the smaller cities outside of the urbanized area. The remainder of Alachua County was classified as having low accessibility, including much of the rapidly growing western areas of the county.

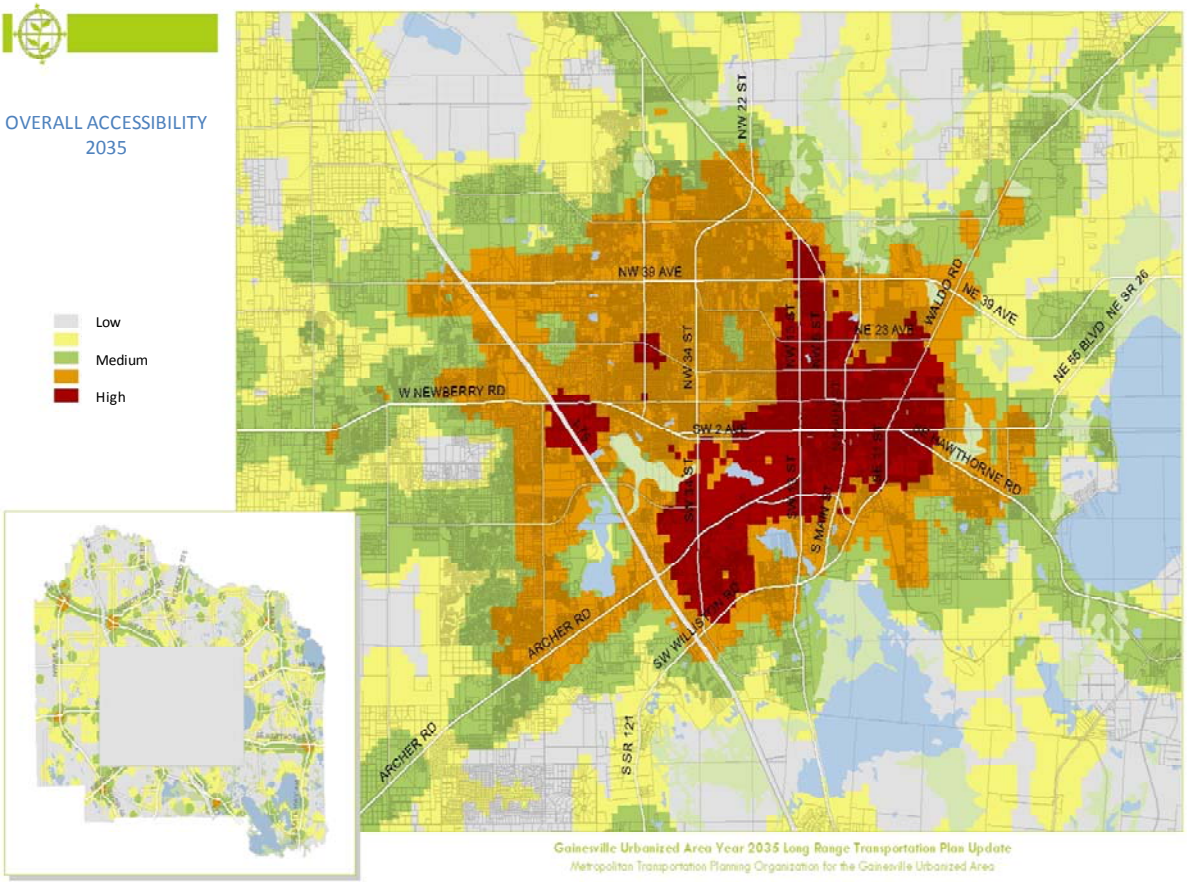


Figure 2 - Results of 2035 LRTP Accessibility Analysis

An important statewide context for this analysis is HB 697, which the Florida Legislature passed in 2008 to reduce energy consumption and lower greenhouse gas emissions. Among other things, HB 697 requires local governments to adopt greenhouse gas emission reduction and energy conservation strategies in the land use and transportation elements of the Comprehensive Plans. A similar bill was passed requiring MPOs to consider strategies to reduce greenhouse gas emissions in their Long Range Transportation Plans. HB 697 also commits the state to address energy demand and supply, develop new technologies and promote clean energy economic zones. Two pilot programs have been established in Miami and Sarasota.

Locally, the Alachua County Energy Conservation Strategies Commission (ECSC) addressed issues related to peak oil as part of a comprehensive report aimed at reducing energy consumption and saving money. In its report released last year, the ECSC identified transportation and land development imperatives to respond to the challenges of peak oil. For transportation, these strategies include maximizing modal choices available to people, emphasizing walkability, discouraging large-scale parking lots that create

barriers for pedestrian and transit accessibility, and requiring Bus Rapid Transit or other forms of premium transit in developing or redeveloping corridors. From a land development perspective, the ECSC recommended encouraging infill development and redevelopment, oriented to transit facilities along corridors, restricting new development to areas served by rapid transit, and incorporating a variety of uses and densities to form walkable centers or transit villages.

The MTPO's 2035 Long Range Transportation Plan seeks to address these key issues and build on complementary statewide and local efforts with development of the Needs and Financially Feasible Plans, and a policy framework that reflects strategies outlined in this memo.

Peak Oil Scenarios

The peak oil analysis conducted for the MTPO network alternatives included adjustments to the travel demand model to estimate the impacts of rising fuel prices on travel demand. Each network alternative entailed a set of similar peak oil adjustment factors to determine effects on travel behavior and implications for future transportation investments. While this is just one of many aspects of how peak oil may influence life in the future, the results were notable.

Volatile and generally rising fuel prices are likely to curtail automobile use and ownership. It is expected that more carpooling and ridesharing will take place for essential trips, and people will shift to other modes where practical, particularly for shorter trips, and reduce their non-essential auto trips. Eventually, people will lower their automobile ownership. Highways become less congested as workers telecommute and people use other modes and reduce trip-making. This likely would free up roadway space for other purposes, such as dedicated bus lanes, bike paths and wider paths for smaller electric vehicles, similar to golf carts.

Testing peak oil adjustments for the Needs Plan evaluation in the development of the 2035 LRTP entailed two primary factors: 1) adjusting automobile ownership, and 2) increasing vehicle operating costs. The accessibility analysis completed in the first phase of the study was the basis for the automobile ownership adjustments. As described above, the accessibility analysis employed various modal and land use factors to identity the relative accessibility of the entire county, based on 10-acre grid cells. For auto ownership, in traffic analysis zones (TAZs) rated as High for accessibility, the scenario assumes an increase in 0- and 1-auto households (10 percent and 15 percent, respectively) and a reduction of similar magnitude in 2- and 3+- auto households (10 and 15 percent, respectively) in those same TAZs. This adjustment represents changes in travel habits of residents due to availability of multiple transportation options, jobs, housing, and retail/services. For Medium accessibility, the scenario adjusted these same percentages by three and seven percent (10 percent total). No adjustments were made to TAZs in the Low accessibility areas.

For vehicle operating costs, the peak oil analysis quadrupled these costs, with the basis of $2.50 per gallon fuel price to roughly approximate a $10 per gallon fuel price. While this may be low from a real-

world perspective in 2035, this increase is a reasonable adjustment within the context of the 2007 validated model. The vehicle operating cost adjustments were made countywide, regardless of accessibility rating. There is little precedent regarding peak oil analyses for use as a guide for these adjustments. In the case of the auto ownership, the data used in the validated countywide travel demand model for the 2007 base year served as the basis for the percentage adjustments.

The results of the peak oil adjustment show substantial increases in transit ridership and significant decreases in the hours of travel and delay measures. Countywide, there were relatively modest changes in walking and bicycling, primarily due to how the pedestrian environment model is calibrated and the fact that the automobile ownership variable is primarily influencing transit propensity. On the whole, the peak oil adjustment shifts substantial trip-making from auto to transit, reflecting the more robust transit networks and limitations in auto availability (and operating cost) incorporated into the modeling. Congestion was essentially eliminated in the analysis, even for persistently congested corridors like Archer Road and Newberry Road.

Overall, the peak oil scenario reduces vehicle miles traveled by nearly 20 percent across all network alternatives, and reduces hours of travel by an even greater number, along with delay. In the corridors where premium transit investments are assumed, the peak oil adjustment has a significant impact on ridership and reduction in VMT. Within the Archer and Newberry corridors, for example, transit use increased by about 800 percent for the streetcar scenario (60 to 100% for the highway emphasis scenario) and bicycle/pedestrian travel increased by roughly 40 percent. There were substantial increases in mode share in other corridors, such as US 441 and East Gainesville.

Although they were not modeled, it is also expected that peak oil will have significant impacts on freight distribution, which could lead to substantial increases in price and reducing the availability of goods, as the manufacturing, shipping and agricultural industries pass along their rising costs to suppliers and consumers. This could mean a shift to rail freight from trucking, and could also isolate a community like Gainesville that is not closely located to a major port or rail facility, such as Jacksonville or Tampa. Recognizing these threats to their economic security, people will begin making decisions to change their behavior. Those who can will move into the urban core, where supplies are more available and travel is more convenient without automobiles. Those who cannot move will need to develop options for travel and access to goods and services.

Peak Oil Strategies

There are two primary ways to address transportation needs: through speed and proximity. Speed addresses the ability to cover relatively longer distances in a reasonable amount of time, reducing the cost of travel (time and money) to a point where the trip makes economic sense. Proximity enables shorter trips to occur that are less dependent on speed because the travel time, and the resulting cost, is less. Both are important parts of an urbanized area's transportation network, but under peak oil,

proximity and the accessibility of destinations by more energy-efficient travel modes becomes an increasingly important factor. As the urban footprint contracts, speed is less critical to mobility. This is an important consideration in developing policies and strategies for a peak oil condition in the future.

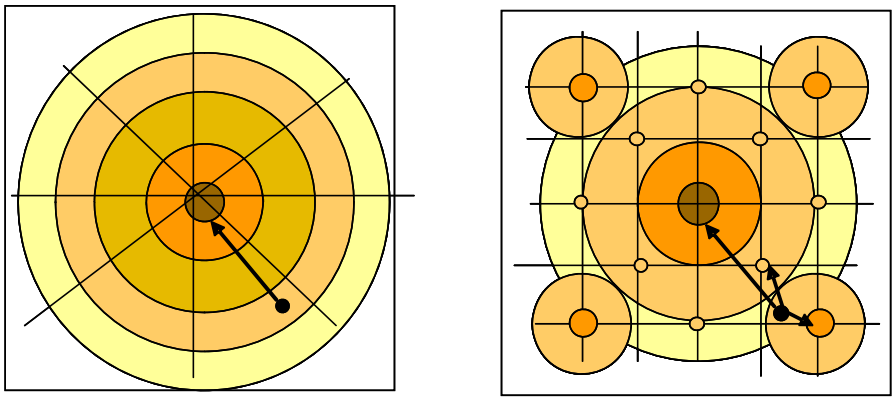
Land Use Strategies

Land use strategies related to peak oil relate to location efficiency and modifying existing land use patterns to expand the types of uses that will be more in demand with higher energy prices and scarcity of supplies. *Location efficiency* means creating more affordable housing choices close to public facilities and services, establishing better linkages of housing, jobs and other destinations in close proximity, ensuring that community services and facilities are located along public transportation corridors, and that convenient transit, bicycle and pedestrian networks exist to serve new development. *Modifying land use patterns* means adaptive re-use of existing sites, such as automobile dealerships and other auto-oriented uses into higher density transit-supportive uses or clean energy uses, such as solar energy catchment and distribution areas. Similarly, these existing uses can be converted into urban agricultural gardens that would provide locally-grown fresh food products.

In the context of the 2035 Needs Plan and peak oil, the MTPO should consider the following strategies:

Compact Urban Form

Create clusters of mixed-use development focal points that provide a high level of transportation accessibility with relatively intense complementary land uses. These should be located strategically in the Gainesville and Alachua County region to reduce trip lengths from the surrounding areas they serve, such as development within a 1-3 mile radius, which would encourage bicycling and walking. As the graphic illustrates below, a hierarchy of mixed use centers that can capture a share of home-based work and non-work trips can reduce the overall average trip length substantially, reducing vehicle miles of travel and creating better opportunities for trips to be made through less energy-dependent modes like bicycling, walking and shuttles.



There are several ways that compact urban form can be accomplished, including substantial increases in density within the core area of Gainesville, East Gainesville, and areas surrounding the University of Florida where many services and a good transportation grid network exist. However, with numerous well-established residential areas and sensitive natural systems, this may pose some conflicts that may limit the amount of higher density development in these areas.

Transit Oriented Development

The planned Bus Rapid Transit and streetcar network in the 2035 LRTP depends on higher density station areas that support use of the system, and provide convenient intermodal connections and transfers between lines. Under the principles of Transit Oriented Development (TOD), the land within the first quarter mile of the station should provide the highest density land uses, ideally with a strong vertical and horizontal mix of land uses with an employment base, civic space, and complementary residential and retail land uses. The core depends on short block sizes (400'-600') to increase walkability, minimum densities and limited parking. The next quarter mile, ½ mile from the station, is generally less intensely developed than the core, but retains a high degree of mixed uses and network connectivity. Land uses shift toward diverse residential development at higher densities, with complementary office and retail uses. Each of the BRT station areas should have a TOD framework plan in place, with planned intermodal stations having relatively more intense mixed-use development activity. Components should include the transit station as the centerpiece of development, minimum densities, maximum parking limits and pedestrian-oriented design standards.

The local governments should consider development or expansion of a program for Transfer of Development Rights (TDR) that would incentivize future development toward public transit corridors and provide financial return for landowners in the rural and suburban areas in exchange for giving up development rights. So-called "sending zones" could be defined as areas more than ½ mile from an existing or planned transit corridor, park-and-ride location or station area. "Receiving zones" targeted for future higher density development would include land along the transit corridor (within ¼ to ½ mile distance), in mixed-use centers and transit station areas. The goal would be to capture 75 to 80 percent of Alachua County's future growth in designated transit corridors or places that are pedestrian-oriented.

Schools

Schools are important community focal points and a source of much trip-making. Peak oil is likely to auger a shift toward neighborhood schools that reduce reliance on automobile travel, enabling more elementary, middle and high school students to walk or bicycle to class. With changes in population patterns over time in response to energy demand, there may be fewer schools needed in suburban areas and more demand in the urban focal points. Schools should be sited in efficient locations with services and facilities in place. Strategies should support adaptive reuse of auto-oriented land uses for schools along transit lines and in targeted mixed-use areas, with the school forming a key activity destination at the core area with higher density residential land uses. Transportation networks

supporting safe bicycle and pedestrian access should be developed to link schools with surrounding areas, reducing reliance on automobiles and school buses.

Urban and Suburban Agriculture

As peak oil threatens to affect the food supply due to shipping costs, it is important to preserve farmland and expand local food production to adequately serve the existing and future population of the area. Since American cities now import a substantial amount of food from long distances and the county is expected to add nearly 70,000 more people by 2035, Gainesville and Alachua County should create more agricultural land in proximity to development through the provision of community gardens and agricultural areas of varying sizes. Where practical, policies should enable the conversion of large surface parking lots or suburban auto-oriented land uses into larger farming tracts through a Transfer of Development Rights program working in a complementary manner with development of the BRT network.

Development in East Gainesville

East Gainesville already has a strong grid street network, and its proximity to downtown, the University and targeted development areas makes it a relatively accessible part of the county. The area also is in close proximity to agricultural lands and community gardens that already supply local produce for consumption. Under peak oil, East Gainesville is likely to become an even more attractive area for future growth, despite the likely impacts on the Gainesville Regional Airport and related industry. The mixed-use areas defined through the Plan East Gainesville process should be supported with investments in better multimodal transportation networks and greenways, which serve the dual purpose of improving connectivity while buffering more intense development from lower density areas and natural lands.

Create Alternative Energy Generation Systems in Rural Areas

Similar to the agricultural strategy, local governments and Gainesville Regional Utilities should use the TDR program defined above to establish economic value for rural and suburban area land for the development of solar and wind energy platforms that supply energy and tie to the electric grid. Existing parking areas that may not be needed in future may also be candidates for these modifications, as well as the rooftops of buildings in the urban area.

Transportation Strategies

There are a wide range of transportation strategies that would support efforts to respond to peak oil. In general, the transportation strategies are linked directly with land use strategies to reduce vehicle miles of travel and increase the ability of people to use human-powered transportation options for more of their trips. The following are suggested as ways to reduce energy demand and support both accessibility and mobility within the urbanized area and Alachua County.

Transit Priority Corridors

In conjunction with the planned Bus Rapid Transit network and rising prices of fuel, reduce the number of travel lanes for autos and provide dedicated lanes that make using transit more efficient on the major corridors serving the University of Florida, the Shands/VA medical district and downtown Gainesville. Establish park and ride spaces in garages in outlying mixed-use districts (e.g., smaller towns and in educational and commercial nodes)

Parking

Establish parking maximums for mixed-use and non-residential development areas, and substantially lower parking requirements for all other new development and redevelopment occurring within transit accessible areas (within ¼ mile of transit service). This would reduce on-site parking. Parking ratios for multi-family residential developments should be lowered to 1 or perhaps even .5 spaces per residential unit, and non-residential developments should have no more than 3 spaces per 1000 square feet. Structured parking with retail and residential components should be encouraged in mixed use districts to promote walkability. Additional parking should be discouraged and, as peak oil effects begin to occur, conversion of existing parking garages and lots should occur to reflect lower demand for auto travel and the need to adapt these uses for other needs (e.g., agriculture, housing, manufacturing).

Pricing

In preparation for peak oil changes, the MTPO and state and local agencies should consider some form of transportation pricing to induce shifts in travel behavior and generate revenue for the development of the BRT, streetcar and multi-use trail networks defined in the LRTP. There are various ways in which technology can be used to charge a fee for automobile travel on major corridors leading into the Gainesville urbanized areas, such as by time of day (peak period pricing), by occupancy or by simply crossing a cordon line. In the short-term this would discourage single-occupant vehicle travel for discretionary trips and encourage use of non-auto or non-SOV modes. In the longer term it could generate substantial local revenue to support improved public transportation services and redesign of facilities for walking and bicycling.

Complete Streets and Complete Corridors

Adapt existing roadways, where practical, to incorporate a full complement of pedestrian, bicycle and transit facilities to improve the accessibility, comfort, convenience and safety for people of all ages and abilities. This includes a range of strategies, such as wider sidewalks with adequate separation (buffer) from the travel way, clearly defined and marked crossing areas using pedestrian countdown signals and bicycle-actuated signals at intersections, lighting, bus shelters and various amenities to support use of these modes. Because not every street can or should undergo such a conversion due to cost and physical constraints, the concept of complete corridors is a way to make sure that good parallel and connecting networks for non-auto modes exist between logical origins and destinations. Complete

corridors can take advantage of parallel local street networks, which are generally lower in speed and traffic volume, to strengthen the multimodal network.

Enable Alternative Fuel Vehicles

There are emerging technologies involving solar- and electric-powered vehicles that can help provide carbon-free connectivity within and to highly developed mixed use activity centers in the Gainesville Urbanized Area. Low Speed Vehicles (LSV) or Neighborhood Electric Vehicles (NEV) should be considered as modes in the multimodal transportation network. LSVs, with a speed of at least 20 but not more than 25 mph, are used primarily for short trips and recreational purposes, and have some safety equipment such as lights, reflectors, mirrors, parking brake, windshield, and safety belts. LSV operation should be included in complete street design.

Establish and encourage Solar Electric Trolley (SET) zones, where solar electric transporters, known as Micro Transit Vehicles (MTV), weighing more than 3000 pounds, would legally provide transportation in certain zones, such as downtown Gainesville, the University of Florida, and mixed-use districts, etc.

Establish preferred routes for LSV/NEV and MTV, including marking certain roads as LSV-friendly. Establish mapped routes in communities similar to bicycle routes. Begin with streets that have traffic calming already; the key is to provide continuous routes that are 35 mph or less for street legal vehicles. Design new and retrofit existing parking lots to provide LSV-size spaces and electric plug-in capabilities. Require or encourage at least one fast charger in parking lots of new developments.

Foothill Transit in California is about to debut a new ecology bus electric vehicle. Known as the "Ecoliner," it is the nation's first heavy-duty, electric-powered bus to operate in revenue service. It can carry 68 passengers, drive 30-miles without charging, and can recharge in less than 10 minutes at an in-route docking station. By using quick charging lithium ion batteries and light-weight fiberglass, the Ecoliner is the world's only vehicle that does not emit gas. Foothill Transit will begin testing the Ecoliner on routes in San Gabriel and Pomona. These preliminary tests will help the city decide whether to continue with the project. Each prototype costs around $1 million — twice the amount of a regular bus. According to the manufacturer, companies will save more than $400,000 per vehicle in fuel costs over a 12-year period, along with savings due to less maintenance.

Bicycle and Pedestrian Networks

The 2035 LRTP calls for development of a stronger off-road network of trails ("braids") to complement on-street networks that exist and are planned. Under peak oil, this network will need to be developed and expanded to reflect the increasing importance of human-powered transportation. Among the key strategies to consider is the completion of road diets along major corridors to accommodate both transit and a continuous network of bikeways and pedestrian facilities. These defined bikeways should include bike stations strategically located at network connecting points (trailheads or hubs), which offer services for maintenance, sustenance (food/beverage), changing clothes and storage.

Efforts should be made to better define the bicycle network for safety and visibility through use of brightly-hued bike lanes and establishment of bicycle boulevards, where efficient bicycle travel is given priority. In addition, efforts should be made to increase bicycle and pedestrian access through cul-de-sacs to connect adjacent resident areas to larger regional networks and mixed-use destinations. This could be part of the complete corridors program. Expansion of bike sharing programs should be considered that enables use of bicycles at different locations for various time periods through a credit card reservation system.

Performance Monitoring

One of the important things the MTPO can do in partnership with state and local government is link on-going transportation performance monitoring of transportation outcomes identified in the Long Range Transportation Plan with energy and pollution levels. Plans developed by other communities, such as Portland, OR and San Buenaventura, CA, establish goals for reducing oil and natural gas consumption (50% by 2032 per the City of Portland's plan). The MTPO should work with the Florida Department of Transportation, Alachua County, City of Gainesville, other municipalities, the University of Florida and other appropriate entities to establish goals to reduce non-renewable energy consumption by the transportation sector. In addition to tracking trends of transit ridership, bicycling and mode share, consideration should be given to the following performance measures as indicators of reduced energy demand:

- Vehicle miles of travel by corridor, sub-area (district) and overall
- Development activity occurring within ¼ mile of planned major transit corridors (BRT, streetcar) relative to development occurring elsewhere
- Development activity occurring within planned BRT station areas versus other development areas
- Miles of bicycle and pedestrian facilities established or retrofitted to enhance walking and cycling

Other performance measures and a monitoring program should be defined to reflect broadly defined goals and benchmarks (performance targets) that are consistent with local government comprehensive plans and the MTPO Long Range Transportation Plan.

North Central Florida Regional Planning Council

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(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

September 27, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Draft Cost Feasible Plan

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board (BPAB), Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommend that the MTPO approve the enclosed draft Cost Feasible Plan Table 1- Bicycle/Pedestrian and Table 2- Roadway.

> *Please note that in Table 2- Roadway the last two projects (the four-laning of Archer Road and Williston Road) are not anticipated to be "cost feasible" after escalating project costs to "year of expenditure dollars" and are anticipated to be deleted from the final Table 2- Roadway cost feasible priority projects.*

ADDITIONAL BICYCLE/PEDESTRIAN ADVISORY BOARD AND TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

The BPAB and TAC recommend that the MTPO approve the enclosed draft Cost Feasible Plan Table 3- Transit and the Table 4- Intelligent Transportation System (ITS) Plan Appendix.

ADDITIONAL CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS

The CAC recommends that the MTPO approve the enclosed draft Cost Feasible Plan project Table 5- Transit and the Table 6- Intelligent Transportation System (ITS) Plan Appendix.

MTPO STAFF RECOMMENDATIONS

Approve the Joint Recommendations and the Additional BPAB and TAC Recommendations, with the understanding that the final list of projects will be consistent with the cost feasible plan priority projects adopted by the MTPO and will include those projects that are financially feasible after the Year 2010 cost estimates are converted to "year of expenditure dollars."

BACKGROUND

On October 4th, the MTPO will be conducting a public hearing on the recommended Year 2035 Cost Feasible Transportation Plan. Enclosed are the following backup materials for this agenda item:

Exhibit 1-	State Maintained Roadways in Gainesville map;
Exhibit 2A-	Committed Transportation Projects map;
Exhibit 2B-	Year 2035 Long Range Transportation Plan Existing Plus Committed (E+C) Capacity Projects table
Exhibit 3A-	Archer Bicycle/Pedestrian Trail Segment Priorities map
Exhibit 3B-	Existing & Future Bicycle & Pedestrian Network map [Adopted Bicycle/ Pedestrian Needs Plan];
Exhibit 3C-	Adopted Year 2035 Needs Plan Bicycle/Pedestrian Projects table];
Exhibit 4A-	Adopted Year 2035 Roadway Needs Plan map; and
Exhibit 4B-	Adopted Year 2035 Roadway Needs Plan Projects table.
Exhibit 5-	Adopted Needs Plan Roadway Projects Federal Aid Highway Eligibility Status;
Exhibit 6A-	Adopted Year 2035 Transit Needs Plan map; and
Exhibit 6B-	Adopted Year 2035 Transit Needs Plan Projects table.
Exhibit 7-	MTPO Needs Plan Prioritization Criteria and Scoring;
Exhibit 8-	Highway Component 2035 Cost Feasible Plan (Florida Strategic Intermodal System (SIS));
Exhibit 9-	George Burke email; and
Exhibit 10-	Alachua County ITS Projects table.

Cost Feasible Plan Tables- Bicycle, ITS, Roadway and Transit

Enclosed are the following draft Cost Feasible Plan project tables:

Table 1- Bicycle/Pedestrian (joint recommendations);

Table 2- Roadway (joint recommendations);

Table 3- Transit (recommended by B/PAB, TAC and MTPO Staff);

Table 4- Intelligent Transportation System (ITS) Plan Appendix (recommended by B/PAB, TAC and MTPO Staff);

Table 5- Transit (recommended by the CAC); and

Table 6- Intelligent Transportation System (ITS) Plan Appendix (recommended by the CAC).

Link to MTPO Packet

A full-color version of the MTPO October 4, 2010 meeting packet can be seen at the following link:

http://ncfrpc.org/mtpo/FullPackets/MTPO/MTPO_Oct_4_2010.pdf

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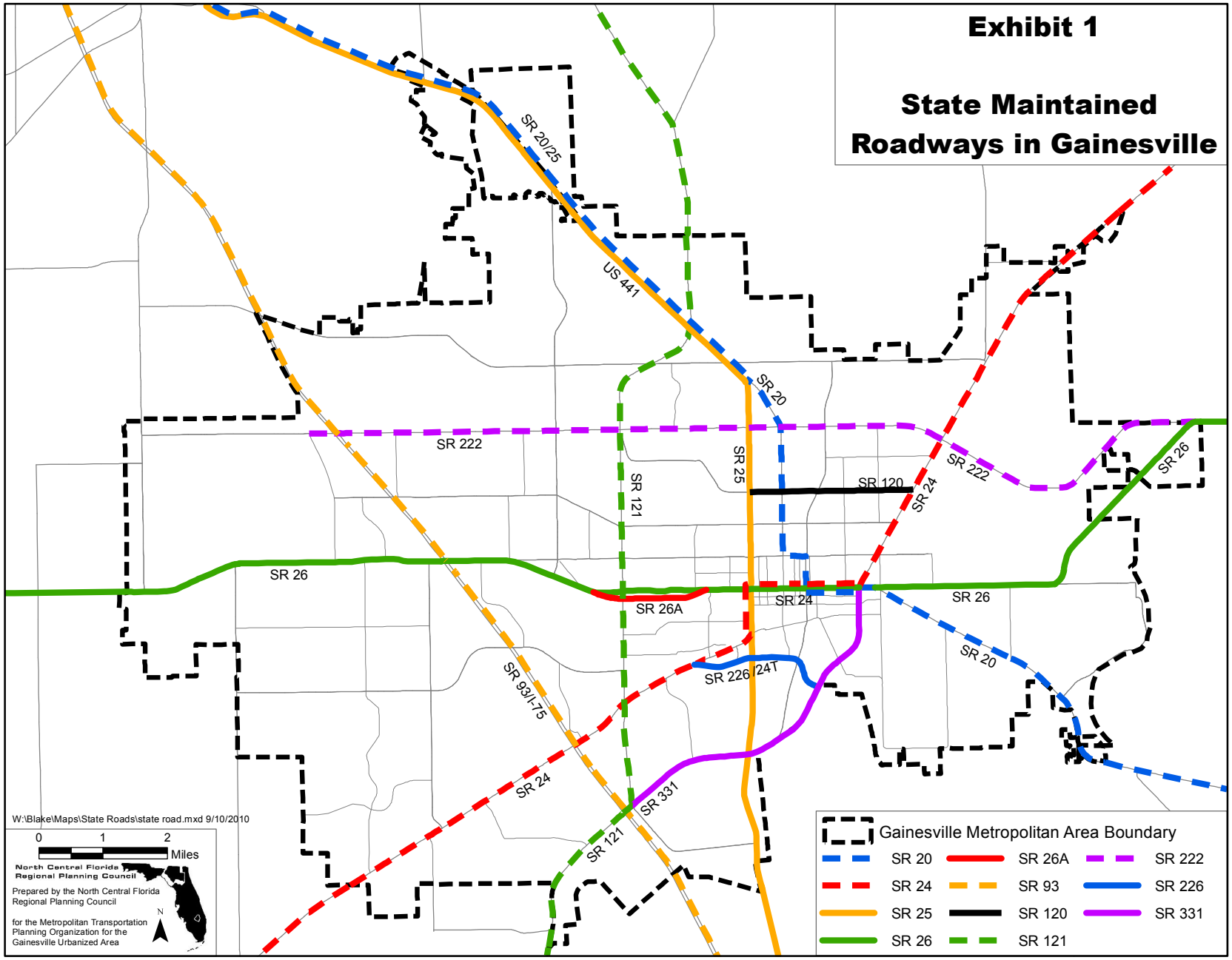

Exhibit 1
State Maintained Roadways in Gainesville
SR 20/25
US 441
SR 20
SR 222
SR 25
SR 121
SR 120
SR 24
SR 26
SR 26A
SR 93/I-75
SR 226/24T
SR 331
W:\Blake\Maps\State Roads\state road.mxd 9/10/2010
0 1 2
Miles
North Central Florida Regional Planning Council
Prepared by the North Central Florida Regional Planning Council
for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Gainesville Metropolitan Area Boundary
SR 20
SR 26A
SR 222
SR 24
SR 93
SR 226
SR 25
SR 120
SR 331
SR 26
SR 121

Exhibit 2A

Committed Transportation Projects

Committed Projects Defined as Funded Through FY 14-15

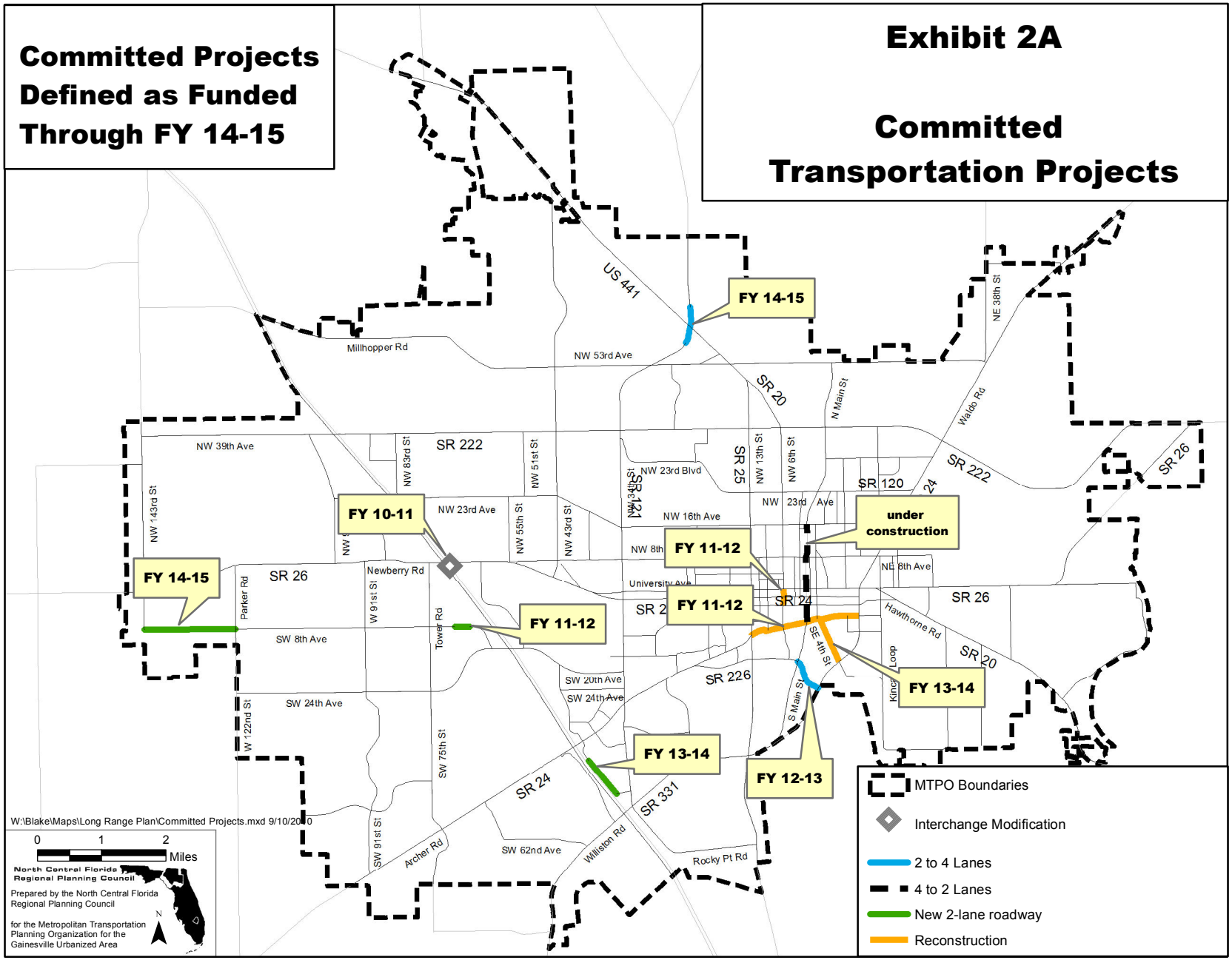


EXHIBIT 2B

Year 2035 Long Range Transportation Plan Existing Plus Committed (E+C) Capacity Projects

	FACILITY/LOCATION	TYPE	FISCAL YEAR	SOURCE
	I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)	Interchange Modification/Operational Improvement	2011	FDOT WP
	SE 4th Street from Williston Road to Depot Avenue- Phase 1	Reconstruction- Design & Right-of-Way	2014	MTPO - TIP
	SW 8th Avenue to SW 20th Avenue: Connection of SW 8th Avenue to SW 61st Street	New Road Connection - SW 8th Ave to SW 61st St	2012	MTPO - TIP
	SW 8th Ave from SW 122nd Street to SW 143rd Street- Phase 1	New Roadways/2 lane reconstruction	2015	Alachua County CIP
	SR 121 (NW 34th Street/NW 22nd Street) from NW 58th Avenue to NW 67th Place	4-laning	2015	City of Gainesville
	SR 226 (SE 16th Avenue) from Main Street to Williston Road	4-laning- Preliminary Engineering	2013	MTPO - TIP
	SR 329 (Main Street) from Depot Avenue to NW 8th Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	FDOT WP
	SR 329 (Main Street) from NW 8th Ave to NW 16th Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	Alachua County budget
	SW 40th Boulevard Extension to SW 47th Avenue	New 2-lane roadway	2014	Gainesville CIP
	Depot Avenue from US 441/SR 25/SW 13th Street to Williston Road	Reconstruction	2012	FDOT WP; Gainesville CIP
	SW 6th Street from SW 4th Avenue to University Avenue	Reconstruction	2012	Gainesville CIP

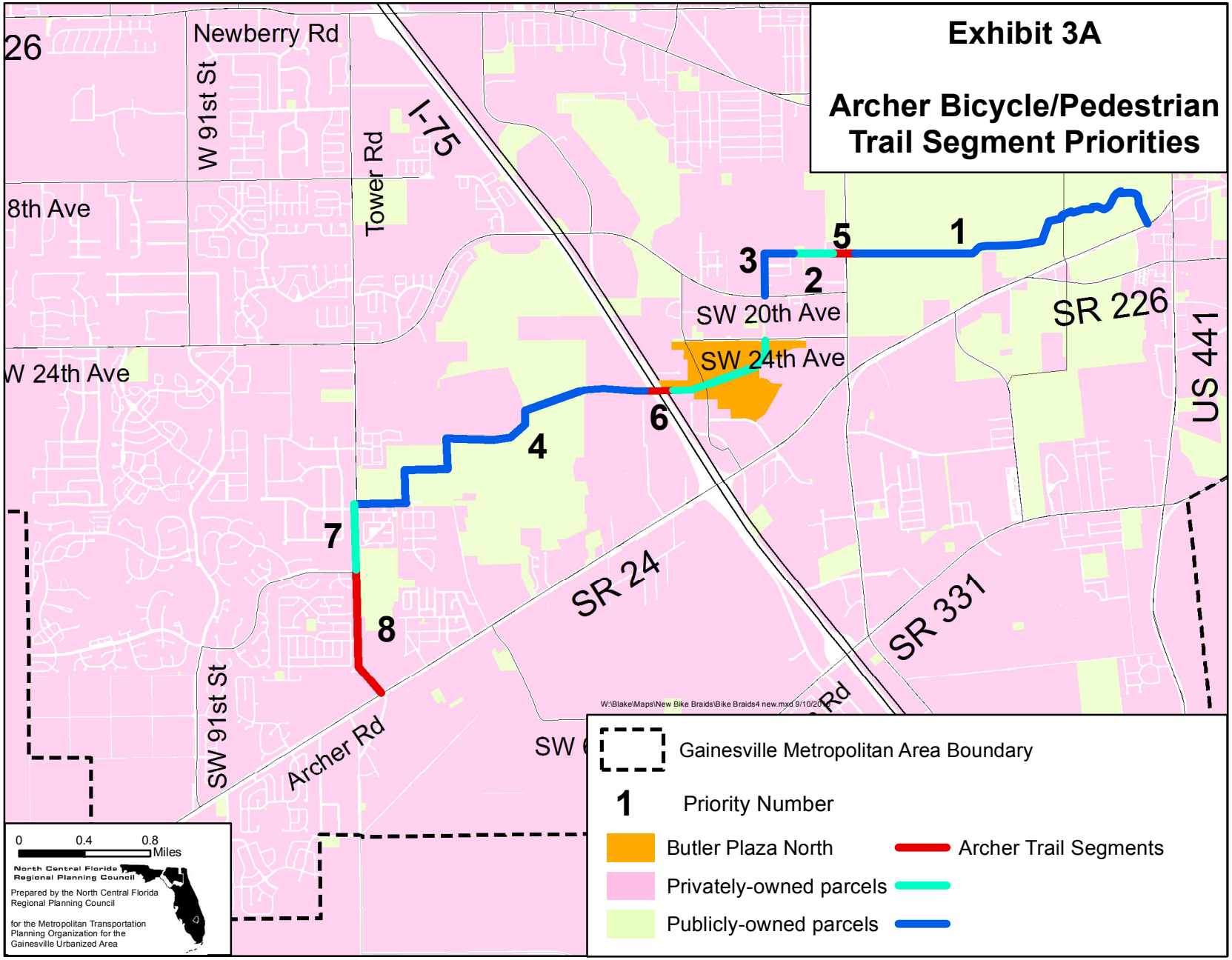
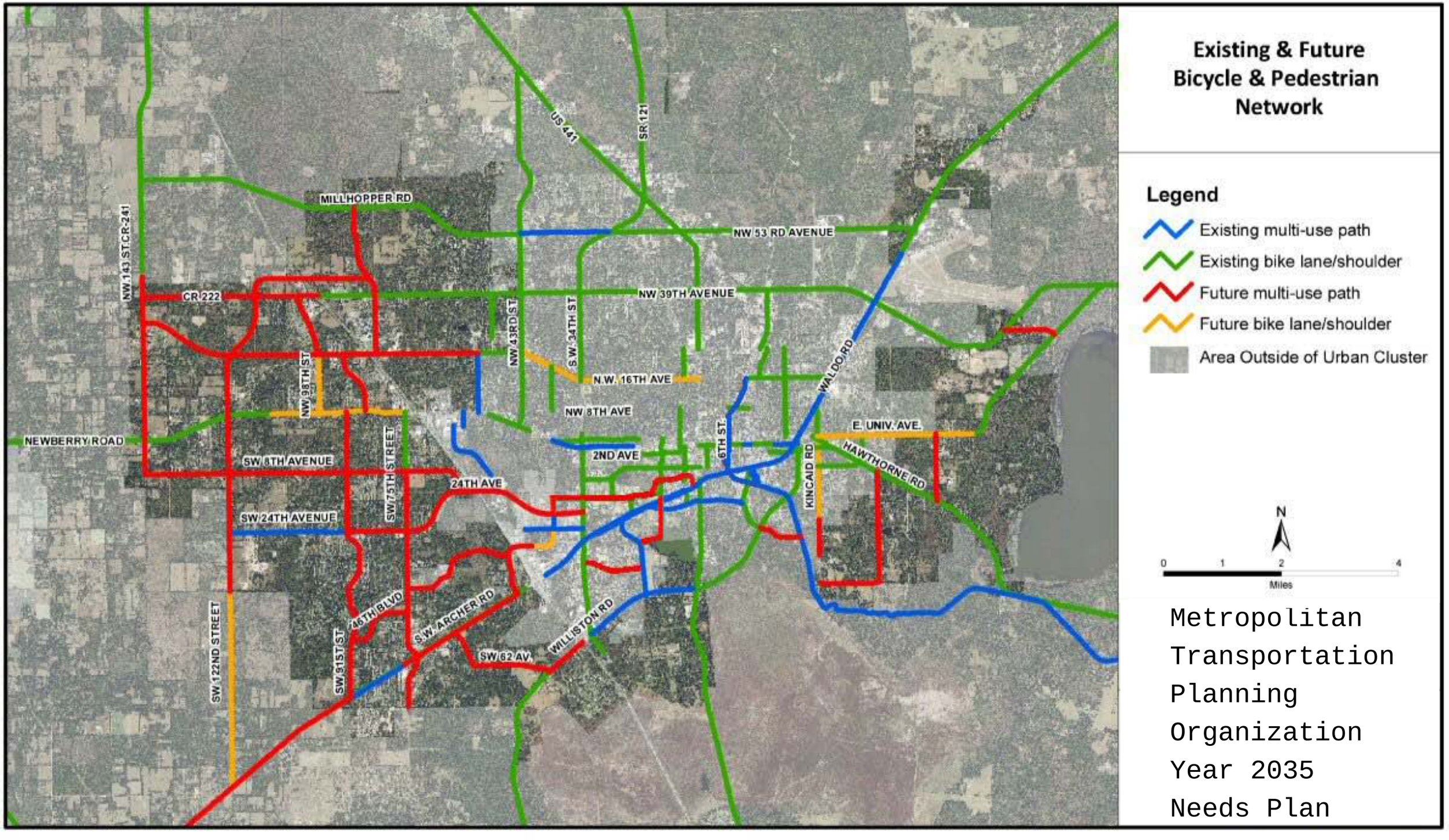

Exhibit 3A
Archer Bicycle/Pedestrian Trail Segment Priorities
26
Newberry Rd
W 91st St
Tower Rd
I-75
8th Ave
W 24th Ave
SW 20th Ave
SW 24th Ave
SR 226
US 441
SR 24
SR 331
SW 91st St
Archer Rd
1
2
3
4
5
6
7
8
0 0.4 0.8 Miles
North Central Florida Regional Planning Council
Prepared by the North Central Florida Regional Planning Council
for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Gainesville Metropolitan Area Boundary
Priority Number
Butler Plaza North
Archer Trail Segments
Privately-owned parcels
Publicly-owned parcels

EXHIBIT 3B



Metropolitan Transportation Planning Organization
Year 2035 Needs Plan

EXHIBIT 3C

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

(Note- Projects must not have significant environmental justice or civil rights impacts or policy, physical or environmental constraints)

BRAID	SEGMENT/DESCRIPTION
ARCHER	University of Florida Cross Campus Greenway Trail
	SW 34th Street Grade Separated Crossing
	Hull Road Parking Area to SW 34th Street
	SW 38th Terrace (north of SW 20th Avenue to Hull Road Parking Area)
	Butler Plaza Planned Development
	Interstate 75 Grade Separated Crossing
	Tower Road east to Interstate 75
	Tower Road north of Haile Boulevard
	Tower Road south of Haile Boulevard
	Enhance pedestrian crossing between Shands Hospital and Cancer Center
	Waldo Road Bicycle/Pedestrian Overpass at or near NE 8th Avenue
	SW 91st Street from Archer Road to Haile/SW 46th Boulevard
	Haile/SW 46th Boulevard from SW 91st Street to Tower Road
	SW 41st Place from Tower Road to SW 63rd Boulevard
	Archer Braid Trail from SW 41st Place to SW 45th Street Bridge
	SW 45th Street Bridge from SW 45th Street to SW 42nd Street
ALACHUA	US 441 Bikelanes (NW 23rd Avenue to Archer Road)
UNIVERSITY	Enhance bike trail crossing at E. University/Waldo/Williston Road Intersection
HAWTHORNE	(Bicycle/pedestrian trail has been completed)
BIVENS	SW 23rd Street Trail from Archer Road to SW 23rd Terrace
WESTSIDE	Enhance pedestrian crossing at SW 34th Street and Archer Road
	Bikelanes on NW 34th Street between NW 23rd Avenue and SW 2nd Avenue

1

EXHIBIT 3C CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

BRAID	SEGMENT/DESCRIPTION
MILLHOPPER	Bikelanes & sidewalks as part of NW 23rd Avenue 4-laning from NW 55th Street to NW 98th Street
	NW 83rd Street from NW 23rd Avenue to NW 39th Avenue
GLEN SPRINGS	Enhance pedestrian crossing at US 441 and NW 23rd Avenue
-	Bike Lane/Shoulder on E. University Avenue from NE 15th Street to State Road 26
-	Bike Lane/Shoulder on Kincaid Road from SE 22nd Avenue to Hawthorne Road
-	Bike Lane/Shoulder on Newberry Road from NW 115th Street to Tower Road/SW 75th Street
-	Bike Lane/Shoulder on NW 16th/23rd Avenue from NW 43rd Street to NW 13th Street
-	Bike Lane/Shoulder on NW 98th Street from Newberry Road to NW 23rd Avenue
-	Bike Lane/Shoulder on SW 122nd Street from Archer Road to Diamond Sports Complex
-	Multi-Use Path on Archer Road from SW 75th Terrace to SW 45th Street
-	Multi-Use Path on Archer Road from State Road 45 to SW 91st Street
-	Multi-Use Path on Downtown East Central Trail from Depot Avenue Rail/Trail to NE 39th Avenue
-	Multi-Use Path on Fort Clarke Boulevard from Newberry Road to NW 23rd Avenue
-	Multi-Use Path on NE 27th Avenue from NE 39th Boulevard to NE 55th Boulevard
-	Multi-Use Path on NW 23rd/32nd Avenue from NW 143rd Street to NW 98th Street

EXHIBIT 3C CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

BRAID	SEGMENT/DESCRIPTION
-	Multi-Use Path on NW 39th Avenue from NW 143rd Street to Interstate 75
-	Multi-Use Path on NW 83rd Street from NW 39th Avenue to Millhopper Road
-	Multi-Use Path on NW 98th Street from NW 23rd Avenue to NW 98th Street
-	Multi-Use Path on SE 15th Street from SE 32nd Place to SE 22nd Avenue
-	Multi-Use Path on SE 41st Avenue/ 27th Street from SE 15th Street to Hawthorne Road
-	Multi-Use Path on SE 43rd Street from Hawthorne Road to E University Avenue
-	Multi-Use Path on SW 8th Avenue from SW 143rd Street to SW 24th Avenue
-	Multi-Use Path on SW 20th/24th Avenue from SW 91st Street to SW 34th Street
-	Multi-Use Path on SW 45th Street from Archer Road to SW 45th Street Bridge
-	Multi-Use Path on SW 62nd Avenue/Williston Road from Archer Road to Interstate 75
-	Multi-Use Path on SW 91st Street from SW 46th Boulevard to Newberry Road
-	Multi-Use Path on Sweetwater Preserve from Williston Road to SE 15th Street
-	Multi-Use Path on Tower Road/SW 75th Street from SW 41st Place to SW 8th Avenue
	Multi-Use Path on Tower Road/SW 75th Street from SW 57th Avenue to Archer Road

EXHIBIT 3 CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

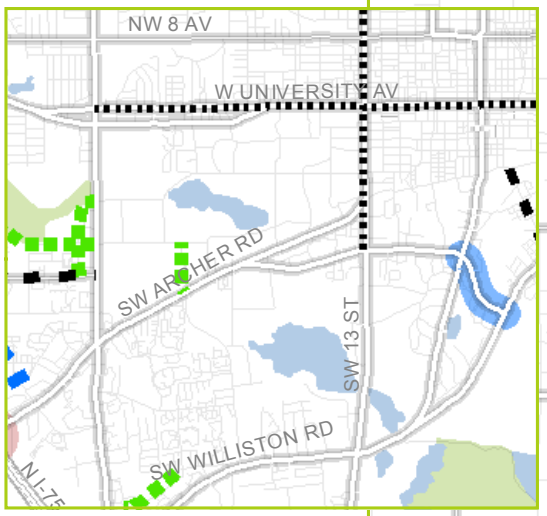
-	Multi-Use Path on W 122nd Street from Diamond Sports Complex to NW 39th Avenue
-	Multi-Use Path on W 143rd Street from SW 8th Avenue to NW 44th Avenue
-	Sidewalk on SW 35th Place from SW 23rd Terrace to SW 34th Street
-	Proposed I-75 Crossing from NW 115th Terrace to NW 83rd St
-	Trail corridor on east side of Interstate 75 from Newberry Road north to Millhopper Road

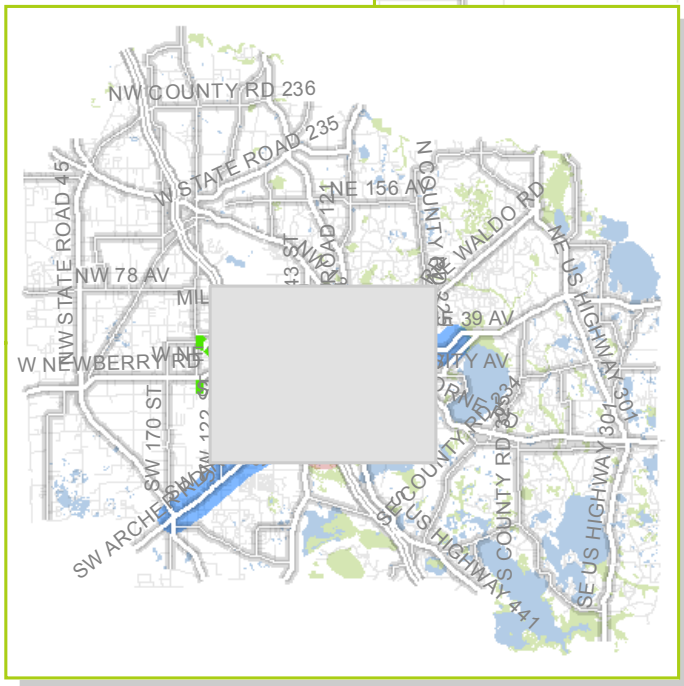
Notes- [1] *The Archer Braid from SW 91st Street to Tower Road is a committed project.*
[2] *The Archer Braid from SW 24th Avenue to SW 20th Avenue is constructed.*
[3] *TBD- grade-separated crossing size and cost to be determined by Renaissance Planning Group.*
[4] *Projects labeled with a - under the Braid column are not part of a braid.*

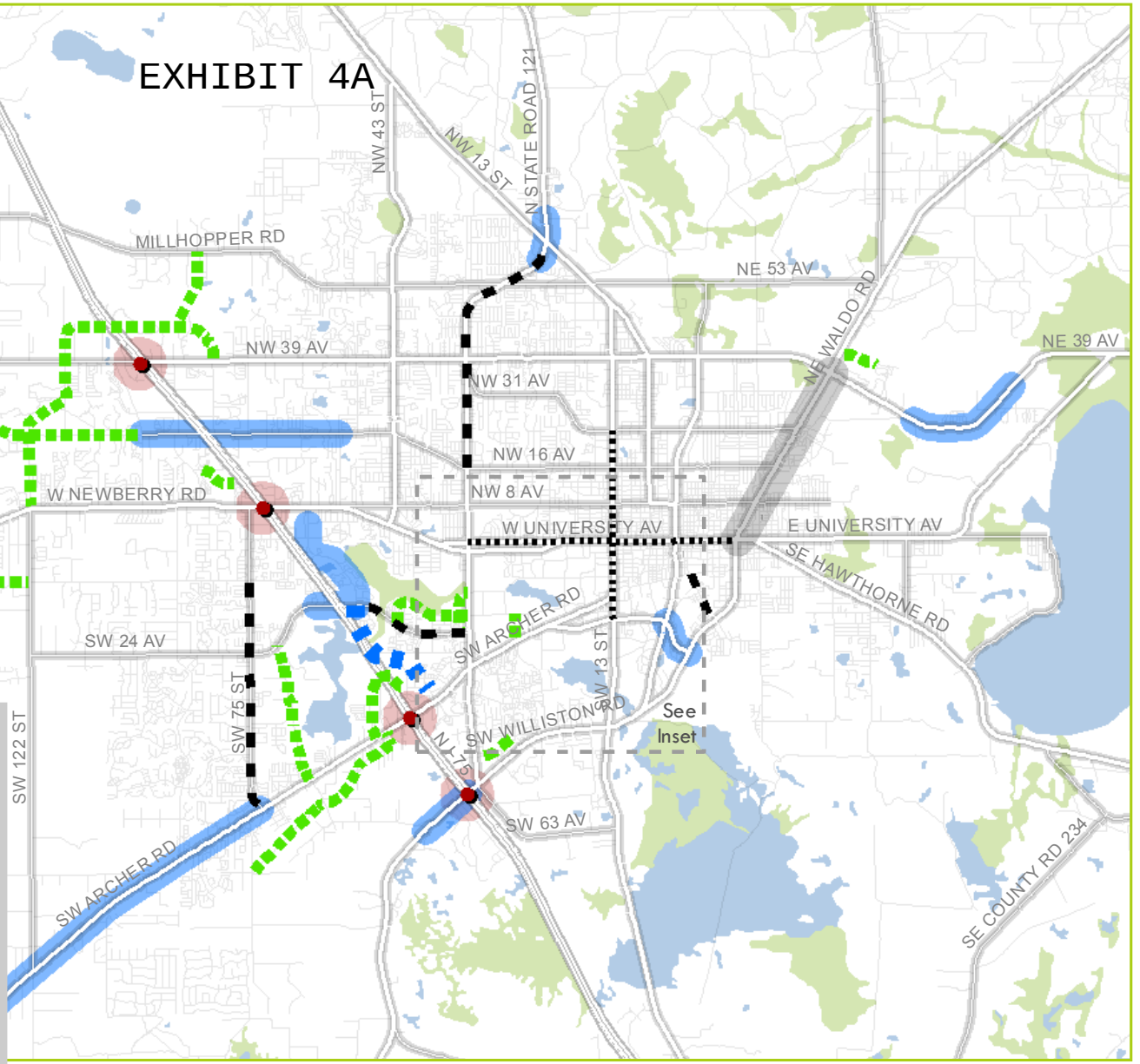
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2035 ROADWAY NEEDS PLAN

EXHIBIT 4A







Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- New 2 Lane Road
- New 4 Lane Road (with two additional BRT lanes)
- Multiway Blvd
- Roadway Widening
- Multimodal Emphasis Corridors
- Reconstruction / Turning Lane
- Interchange Modification

EXHIBIT 4B

Adopted Year 2035 Roadway Needs Plan Projects

	FACILITY/LOCATION	TYPE
	Archer Road (west of I-75 to Archer)	Add 2 lanes (2 to 4)
	NE 39th Avenue (SR 222) from Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)
	NW 23rd Avenue	Add 2 lanes (2 to 4)
	SE 16th Avenue	Add 2 lanes (2 to 4)
	SR 121 (NW 58th Avenue to NW 67th Place)	Add 2 lanes (2 to 4)
	SW 20th Avenue (SW 43rd Street to SW 62nd Boulevard)	Add 2 lanes (2 to 4)
	SW 62nd Boulevard	Add 2 lanes (2 to 4)
	Williston Road (West of I-75 to SW 62nd Avenue)	Add 2 lanes (2 to 4)
	NW 34th Street (NW 16th Ave to US 441)	Add turn lanes
	I-75 @ SR 222/39th Avenue	Interchange Modification
	I-75 @ SR 24/Archer Road	Interchange Modification
	I-75 @ SR 26/Newberry Road	Interchange Modification
	I-75 @ SR 331/Williston Road	Interchange Modification
	University Avenue (NW 34th Street to Waldo Road)	Multimodal Emphasis
	NW/SW 13th Street (SW 16th Avenue to NW 23rd Avenue)	Multimodal Emphasis
	Waldo Road Multiway Boulevard (University Avenue to NE 39th Street)	Multiway boulevard (additional one-way access road on west side separated from main roadway)
	Airport Access Road	New 2 lane road
	Hull Road Extension	New 2 lane road
	NW 122nd Street Extension	New 2 lane road
	NW 23rd Avenue Extension	New 2 lane road
	NW 76th Boulevard Extension	New 2 lane road
	NW 83rd Street Extension	New 2 lane road
	Radio Road Extension	New 2 lane road
	Springhills Boulevard	New 2 lane road
	SW 23rd Terrace Extension to University of Florida campus	New 2 lane road
	SW 43rd Street (Hull Road extension to SW 20th Avenue)	New 2 lane road
	SW 47th Street Extension (east to SW 40th Place)	New 2 lane road
	SW 57th Road from SW 75th Street to SW 63rd Boulevard	New 2 lane road
	SW 63rd/SW 67th Ave from SW 24th Ave to Archer Road	New 2 lane road
	SW 8th Avenue Extension	New 2 lane road
	SW 45th Street	New 2 lane road (with 2 dedicated transit lanes, bike lanes, trail)
	SW 62nd Boulevard Extension	New 4 lane road
	SE 4th Ave	Reconstruction (sidewalks, bike lanes, center turn lane)
	SW 20th Avenue	Reconstruction (sidewalks, center turn lanes, raised medians, bus bays, & transit "super stops")
	Tower Road	Reconstruction (two lane divided)

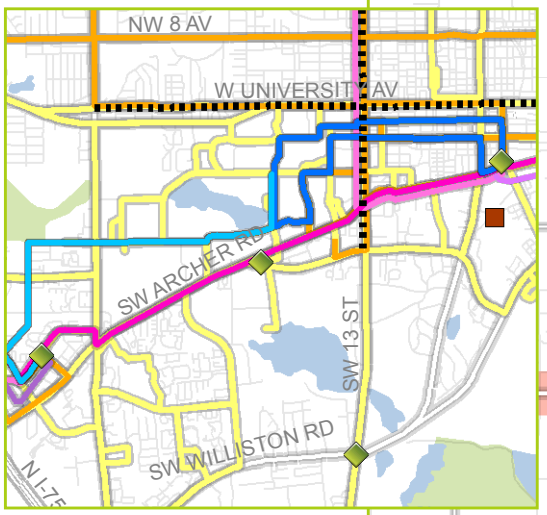
EXHIBIT 5

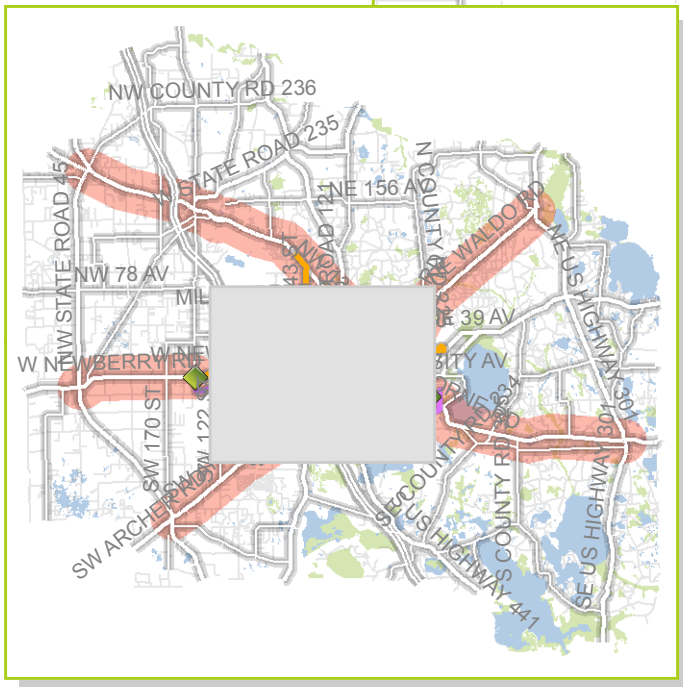
ADOPTED NEEDS PLAN ROADWAY PROJECTS
FEDERAL AID HIGHWAY ELIGIBILITY STATUS

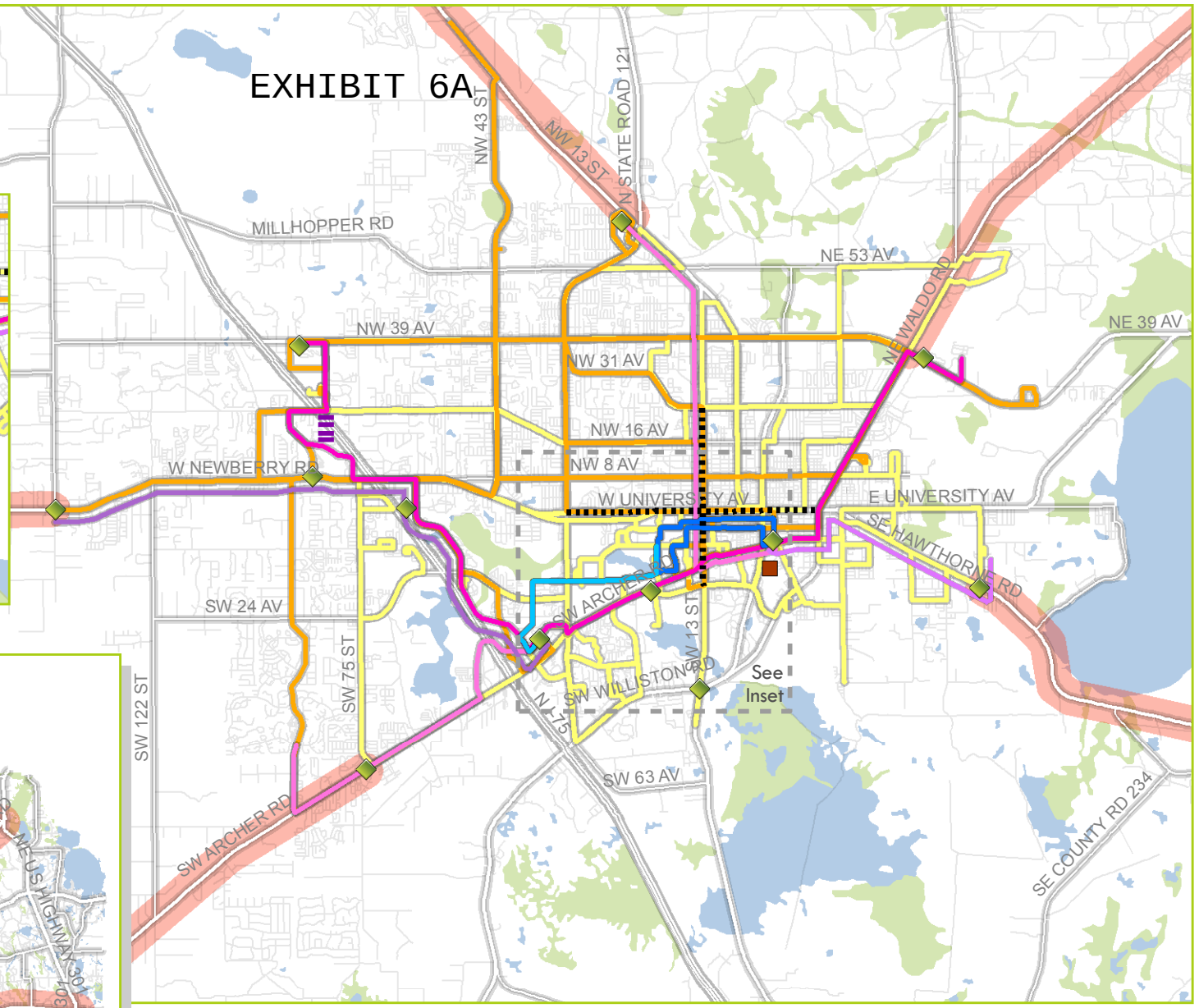
ROADWAY PROJECTS
STATE HIGHWAY SYSTEM PROJECTS- 92 Milliion Dollars
Archer Road [SR 24] 4-laning from City of Archer to Tower Road
NE 39th Avenue [SR 222] from Gainesville Regional Airport to NE 27th Avenue
NW 22nd Street/NW 34th Street [SR 121] 4-laning from NW 58th Avenue to NW 67th Place
NW 34th Street [SR 121] turnlanes from NW 16th Avenue to US 441
SE 16th Avenue [SR 226] 4-laning from Main Street to Williston Road
University Avenue [SR 26] Multimodal Emphasis Corridor from W 34th Street to Waldo Road
W 13th Street [SR 25] Multimodal Emphasis Corridor from SW 16th Avenue to NW 23rd Avenue
Waldo Road [SR 24] Multiway Boulevard from E University Avenue to NE 39th Avenue
Williston Road [SR 121] 4-laning from SW 62nd Avenue to SW 35 Way
OTHER FEDERAL AID HIGHWAY ELIGIBLE PROJECTS- 36.1 Million Dollars
NW 23rd Avenue 4-laning from NW 98th Street to NW 55th Street
SW 20th Avenue reconstruction with turnlanes from Sw 62nd Boulevard to SW 34th Street
SW 62nd Boulevard 4-laning with Bus Rapid Transit in median from SW 20th Avenue to Newberry Road
Tower Road reconstruction with turnlanes from Archer Road to SW 8th Avenue
EXTENSION PROJECTS TO OTHER FEDERAL AID HIGHWAY ELIGIBLE FACILITIES
NW 23rd Avenue Extension from NW 98th Street to NW 143rd Street- new 2-lane road
NW 83rd Street Extension from NW 39th Avenue to Millhopper Road- new 2-lane road
NW 122nd Street Extension from Newberry Road to NW 39th Avenue/SpringHill Boulevard- new 2-lane road
SW 8th Avenue Extension from SW 122nd Street to SW 143rd Street- new 2-lane road
SW 23rd Terrace Extension from Archer Road to Hull Road- new 2-lane road
SW 62nd Boulevard Extension 4-laning with Bus Rapid Transit in median from Arcehr Road to SW 24th Avenue
SW 62nd Boulevard Extension 4-laning with Bus Rapid Transit in median from SW 24th Avenue to SW 20th Avenue
OTHER NON-FEDERAL AID HIGHWAY ELIGIBLE PROJECTS
Airport Access Road- new 2-lane road
Hull Road Extension from SW 20th Avenue to SW 34th Street- new 2-lane road
NW 76th Boulevard Extension- new 2-lane road with Bus Rapid Transit
Radio Road Extension- new 2-lane road from SW 20th Avenue to SW 34th Street
Springhills Boulevard- new 2-lane road west of I-75 to east of I-75
SW 45th Street- new 2-lane road from Archer Road to SW 40th Boulevard
SW 47th Street Extension (east to SW 40th Place)- new 2-lane road
SW 57th Road from SW 75th Street to SW 63rd Boulevard- new 2-lane road
SW 63rd/SW 67th Ave from SW 24th Ave to Archer Road- new 2-lane road

2035 TRANSIT NEEDS PLAN

EXHIBIT 6A







Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- Intermodal Facility/ Park & Ride
- Existing RTS Routes
- Planned RTS Routes
- Express Routes

Bus Rapid Transit (BRT)

- Eastside Activity Center to Downtown Intermodal Center
- Haile Village Center to Buttler Plaza
- Jonesville to Butler Plaza Northwood Village (13th St) to UF to 2nd Ave S
- Santa Fe to Airport

- RTS Maintenance Facility
- Streetcar Downtown/UF
- Streetcar Urban Village/UF
- Multimodal Emphasis Corridors
- Transit Overpass

EXHIBIT 6B

Adopted Year 2035 Transit Needs Plan Projects

	FACILITY/LOCATION	TYPE
	Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	Bus Rapid Transit Trunk Line (dedicated lanes)
	Haile Village Center to Butler Plaza Intermodal Center	Bus Rapid Transit Feeder Route (dedicated lanes)
	Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	Bus Rapid Transit Feeder Route (dedicated lanes)
	Northwood Village to UF/ 2nd Ave S (via 13th Street)	Bus Rapid Transit Feeder Route (mixed traffic)
	Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	Bus Rapid Transit Feeder Route (mixed traffic)
	Downtown/UF	Streetcar
	Urban Village/UF	Streetcar
	High Springs to US 441/Northwood Village Intermodal Center	Express Bus Route
	Archer to Butler Plaza Intermodal Center (via Archer Road)	Express Bus Route
	Newberry to Newberry Road Intermodal Center (via Newberry Road)	Express Bus Route
	Waldo to Airport Area Intermodal Center (via Waldo Road/US301)	Express Bus Route
	Hawthorne to Eastside Intermodal Center (via Hawthorne Road)	Express Bus Route
	Existing RTS Fixed Route Bus (increased frequency)	Fixed Route Bus
	Planned RTS Fixed Route Bus (new service)	Fixed Route Bus
	Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Premium Fixed Route (15 minute frequencies)
	Multimodal Regional Transportation Center (Archer Road and SW 16th Avenue)	Multimodal Regional Transportation Center
	Downtown Intermodal Center (RTS Transfer Center)	Intermodal Center
	Newberry Road and CR 241 (Jonesville)	Intermodal Center & Park & Ride Lot
	Butler Plaza Area	Intermodal Center & Park & Ride Lot
	Archer Road and Tower Road (SW 75th Street)	Intermodal Center & Park & Ride Lot
	Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Intermodal Center & Park & Ride Lot
	NW 34th Street and US 441 (Northwood Village)	Intermodal Center & Park & Ride Lot
	NW 39th Avenue and I-75 (Springhills Area)	Intermodal Center & Park & Ride Lot
	NE 39th Avenue and Waldo Road (Airport Area)	Intermodal Center & Park & Ride Lot
	I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot
	Newberry Road and Ft. Clarke Road	Park & Ride Lot
	US 441 and Williston Road	Park & Ride Lot
	Transit Overpass (NW 83rd Street extension south over I-75)	Transit Overpass
	RTS Maintenance Facility	Transit Maintenance Facility Expansion
	Bus Replacement Program	Transit Capital

EXHIBIT 7

MTPO Needs Plan Prioritization Criteria

DRAFT

Criteria	Points
1. Is the project on or parallel to an existing or future congested roadway?	1.2 or more = 20 1.05 to 1.2 = 15 .80 to 1.05 = 10
2. Does the project extend existing transit service to serve areas meeting minimum population & employment density thresholds? (Average of 9 du/acre or 12 employees per acre using 2035 data)	Transit service = 20 Park-and-ride connection = 15 Roadway project to enable future transit service = 10
3. Where is the project located relative to the accessibility analysis for the metropolitan area?	Completely within highly accessibility area = 20 Partially within highly accessible area = 15 Within moderately accessible area = 10 Within low accessibility area = 5
4. Does the project connect two or more collector or arterial roads?	Both roads are congested = 20 One road is congested = 10
5. Does the project increase frequency of transit service to less than 30 minutes or expand operating hours?	Both = 20 One = 10

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YEAR 2035 LONG RANGE TRANSPORTATION PLAN
ROADWAY PROJECT PRIORITY SCORING

	FACILITY/LOCATION	FROM/TO	TYPE	Length	Plan Prioritization Criteria					
ROADWAY					#1	#2	#3	#4	#5	Total Score
ROADWAY										
A	Airport Access Road	Waldo Rd to Airport	New 2 lane road	0.5	0	0	10	0	0	10
B	Archer Road	West of I-75 to Archer (city limits)	Add 2 lanes (2 to 4)	7.0	15	0	10	20	0	45
D	Hull Road Extension	SW 34th St to SW 43rd St Ext	New 2 lane road	1.1	20	10	15	20	0	65
E	Radio Road Extension	SW 34th St. to Hull Rd Extension	New 2 lane road	1.0	20	0	20	20	0	60
F	Springhills Boulevard	NW 83rd St Ext to NW 115th St	New 2 lane road	2.3	20	0	10	0	0	30
AB	Tower Road	SW 8th Avenue to Archer Road	Reconstruct (2 lane upgrade)	3.2	20	0	20	0	0	40
G	University Avenue	NW 34th St to Waldo Rd	Multimodal Emphasis	3.7	20	10	15	20	0	65
AD	Waldo Road Multiway Boulevard	University Avenue to NE 39th Street	New 2 lane road	2.6	10	0	15	10	0	35
H	Williston Road	West of I-75 to SW 62nd Ave	Add 2 lanes (2 to 4)	0.8	20	0	10	10	0	40
AG	NE 39th Avenue (SR 222)	Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)	1.7	0	0	5	0	0	5
I	NW 122nd Street Extension	NW 46th Ave to Newbery Rd	New 2 lane road	2.2	0	0	10	20	0	30
J	NW 23rd Avenue	NW 55th St to NW 98th St	Add 2 lanes (2 to 4)	2.7	20	0	10	10	0	40
K	NW 23rd Avenue Extension	NW 98th St to NW 143rd St (CR 241)	New 2 lane road	3.12	20	0	5	0	0	25
L	NW 34th Street	NW 16th Ave to US 441	Add turn lanes	3.67	20	0	10	20	0	50
M	NW 34th Street/SR121	NW 58th Ave to NW 67th Place	Add 2 lanes (2 to 4)	0.7	15	0	15	0	0	30
N	NW 76th Boulevard Extension	NW 76th Blvd to Ft Clarke	New 2 lane road	0.6	10	0	15	0	0	30
O	NW 83rd Street Extension	NW 39th St to Millhopper Rd	New 2 lane road	1.5	20	0	15	20	0	55
P	NW/SW 13th Street	SW 16th Ave to NW 23rd Ave	Multimodal Emphasis	2.6	20	0	20	20	0	60
AC	SE 4th Street	Depot Ave to Williston Rd	Multimodal Emphasis	0.7	0	10	15	10	0	35
Q	SE 16th Avenue	Main St to Williston Rd	Add 2 lanes (2 to 4)	0.6	15	0	10	0	0	25
Z	SW 8th Avenue Extension	SW 122nd St to SW 143rd (CR 241)	New 2 lane road	1.4	10	0	5	0	0	15
R	SW 20th Avenue	SW 34th Ave to SW 43rd St	Add turn lanes	1.0	20	0	10	0	0	30
S	SW 20th Avenue	SW 43rd St to SW 62nd Blvd	Add 2 lanes (2 to 4)	0.6	20	0	20	0	0	40
T	SW 23rd Terrace Extension to University of Florida campus	Hull Rd to Archer Rd	New 2 lane road	0.3	20	0	10	0	0	30
V	SW 45th Street	Archer Rd to I-75	New 2 lane road	0.6	0	0	10	0	0	10
AA	SW 47th Street Extension	SW 47th St to SW 40th Place	New 2 lane road	0.5	0	0	20	0	0	20
AF	SW 57th Road	SW 75th Street to SW 63rd Boulevard	New 2 lane road	2.2	20	0	10	10	0	40
X	SW 62nd Boulevard*	Newberry Rd to SW 20th Ave	Add 2 lanes (2 to 4)	1.7	20	10	15	20	0	65
Y	SW 62nd Boulevard Extension*	SW 20th Ave to Windmeadows Blvd	New 4 lane road	0.97	20	10	15	20	0	65
AE	SW 63rd/SW 67th Ave	SW 24th Ave to Archer Road	New 2 lane road	1.9	0	0	10	20	0	30
	I-75 @ SR 222/39th Avenue		SIS Interchange Modification							
	I-75 @ SR 24/Archer Road		SIS Interchange Modification							
	I-75 @ SR 26/Newberry Road		SIS Interchange Modification							
	I-75 @ SR 331/Williston Road		SIS Interchange Modification							

NOTES

PD&E = 10% of Construction Costs
ROW = 20% of Construction Costs
Bridge = $10,000,000
*SW 62nd Blvd Cost from HNTB

YEAR 2035 LONG RANGE TRANSPORTATION PLAN
TRANSIT PROJECT PRIORITY SCORING

	FACILITY/LOCATION	TYPE	Length	Plan Prioritization Criteria					
TRANSIT				#1	#2	#3	#4	#5	Total Score
T-A	Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	Bus Rapid Transit (Dedicated Lane)	16.3	20	20	15	20	20	95
T-B	Haile Village Center to Butler Plaza Intermodal Center	Bus Rapid Transit (Dedicated Lane)	6.5	20	20	15	20	20	95
T-C1	Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	Bus Rapid Transit (Dedicated Lane)	14.2	20	20	15	20	20	95
T-C2	Northwood Village to UF/ 2nd Ave S (via 13th Street)	Bus Rapid Transit (Dedicated Lane)	5.3	10	20	20	20	20	90
T-D	Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	Bus Rapid Transit (Dedicated Lane)		20	20	15	20	20	95
T-G	Downtown/UF	Streetcar	5.4	20	20	20	20	20	100
T-H	Urban Village/UF	Streetcar	3.6	20	20	20	20	20	100
T-I	High Springs to US 441/Northwood Village Intermodal Center	Express Bus Route	13.2	20	0	5	20	20	65
T-J	Archer to Butler Plaza Intermodal Center (via Archer Road)	Express Bus Route	7.2	15	0	5	20	20	60
T-K	Newberry to Newberry Road Intermodal Center (via Newberry Road)	Express Bus Route	6.8	10	0	5	10	20	45
T-L	Waldo to Airport Area Intermodal Center (via Waldo Road/US301)	Express Bus Route	10.2	0	0	5	0	20	25
T-M	Hawthorne to Eastside Intermodal Center (via Hawthorne Road)	Express Bus Route	12.2	0	0	5	0	20	25
N	Existing RTS Fixed Route Bus (increased frequency)	Fixed Route Bus	5 Routes	0	20	15	0	20	55
O	Planned RTS Fixed Route Bus (new fixed route service)	Fixed Route Bus	6 Routes	0	20	15	20	20	75
AH	Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Fixed Route Bus		20	0	15	20	20	75
P	I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot		20	0	20	20	0	60
Q	Newberry Road and Ft. Clarke Road	Park & Ride Lot		15	0	10	0	0	25
U	US 441 and Williston Road	Park & Ride Lot		15	0	10	0	0	25
W	SE Hawthorne Road and SE 24th Street/SE 8th Ave	Park & Ride Lot		0	0	10	0	0	10
R	Newberry Road and CR 241 (Jonesville)	Intermodal Center/Park & Ride Lot		20	0	10	0	0	30
S	Butler Plaza Area	Intermodal Center/Park & Ride Lot		20	15	20	0	0	55
T	Archer Road and Tower Road (SW 75th Street)	Intermodal Center/Park & Ride Lot		20	0	10	0	0	30
V	Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Intermodal Center/Park & Ride Lot		0	0	10	0	0	10
X	NW 34th Street and US 441 (Northwood Village)	Intermodal Center/Park & Ride Lot		20	0	10	0	0	30
Y	NW 39th Avenue and I-75 (Springhills Area)	Intermodal Center/Park & Ride Lot		20	0	20	0	0	40
Z	NE 39th Avenue and Waldo Road (Airport Area)	Intermodal Center/Park & Ride Lot		10	0	5	0	0	15
AI	Downtown Intermodal Center (RTS Transfer Center)	Intermodal Center/Park & Ride Lot		0	0	20	0	20	40
AA	RTS Maintenance Facility	Transit Maintenance Facility		0	20	20	0	20	60
AB	Multimodal Regional Transportation Center (Archer Road and SW 16th Avenue)	Multimodal Regional Transit Center		20	15	20	0	0	55
	Bus Replacement Program								

HIGHWAY COMPONENT 2035 COST FEASIBLE PLAN

2009 EDITION

District 2

MAP ID	FACILITY	FROM	TO	State Managed Funds					State Managed MEGA Project			District Managed Funds					Other Funds	MOD TYPE
				PDE	PE	ROW	CON	TOTAL	COST	BEGINYEAR	#YEARS	PDE	PE	ROW	CON	TOTAL	TOTAL	
H21-023-0170	Outer Beltway/SR-23/BFC	I-10	I-95						$0	2020	16						$1,840,000	NR
H26-009-0110	SR 9A	I-95	Dames Point Bridge				$75,142	$75,142										M-INCH
H26-200-0060	SR-200/A1A	I-95	West of Still Quarters Road				$42,800	$42,800										A2-6
H26-200-0040	SR-200/A1A	West of Still Quarters Road	West of Rubin Road				$22,829	$22,829										A2-6
H26-200-0020	SR-200/A1A	West of Rubin Road	East of CR-107				$64,899	$64,899										A2-6
H23-295-0190	I-295	At Pritchard Road													$16,234	$16,234		M-INCH
H21-295-0170	I-295	SR-13	I-95				$42,240	$42,240										A2-AUX
H21-095-0170	I-95	International Golf Parkway	I-295				$200,000	$200,000										A2-8
H29-075-0910	I-75	At US-90											$2,300	$4,420		$6,720		M-INCH
H21-075-0140	I-75	Alachua County	4 Interchanges									$400	$6,000			$6,400		M-INCH
H24-026-0120	SR-26	US-19	Gilchrist/Alachua County Line										$4,200			$4,200		A2-4
H23-09A-0050	SR-9A	@ Hecksher Drive										$500	$6,000	$7,000		$13,500		M-INCH
H24-301-0060	SR-200/US-301	North of Thomas Creek	South of Callahan				$65,000	$65,000										A2-4
H23-09A-0019	SR-9A	SR-9B	J. Turner Butler Blvd										$1,000	$4,750		$5,750		M-INT.
H24-301-0040	SR-200/US-301	Duval/Nassau County Line	North of Thomas Creek				$73,000	$73,000										A2-4
H24-301-0020	SR-200/US-301	North of Baldwin	Duval/Nassau County Line				$40,000	$40,000										A2-4
H24-301-0220	SR-200/US-301 (Baldwin ByPass)	US-90	US-301 (North of Baldwin)				$76,000	$76,000										NR
H21-010-0510	I-10	SR-228	Baker/Nassau County Line										$4,634	$4,006		$8,640		A2-6
H21-010-0500	I-10	CR-125	SR-228										$4,680	$4,006		$8,686		A2-6
H21-010-0550	I-10	Nassau/Duval County Line	US-301										$5,300	$3,500		$8,800		A2-6
H21-010-0520	I-10	Baker/Nassau County Line	Nassau/Duval County Line										$200	$700		$900		A2-6
H21-010-0561	I-10	US-301	SR-23/Branan Field Chaffee				$71,368	$71,368						$18,056		$18,056		A2-6
H29-010-0130	I-10	At SR-200/US-301					$31,250	$31,250					$3,000	$5,460		$8,460		M-INCH
H21-295-0050	I-295	I-10	Commonwealth Avenue				$26,000	$26,000										A2-6
H21-295-0190	I-295	At Commonwealth					$7,500	$7,500										M-INCH
H24-026-0100	SR-26	Gilchrist/Alachua County Line	CR-26A										$4,441			$4,441		A2-4
			Funded CFP Totals:	$0	$0	$0	$838,028	*$838,028*				$900	$41,755	$51,898	$16,234	*$110,787*		
			Funded MegaProject Totals:						*$0*							*$0*	*$1,840,000*	
			Funded CFP and MegaProject Totals:						*$838,028*							*$110,787*		

LEGEND

Fiscal Year 2020 - 2025	Mega Projects Phased Over Time
Fiscal Year 2026 - 2030	Funded, Planned, Not Needed
Fiscal Year 2031 - 2035	Unfunded Needs Plan

Projects color coded by highest feasible phase year.

NOTES

(1) All values in thousands of Present Day Dollars (2009).
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support.
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) This plan is based on July 1, 2009 1st Five-Year Adopted Work Program and September 2009 Approved 2nd Five-Year Plan.

MODIFICATION TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A4-8: Add 4 Lanes to Build 8
A2-AUX: Add 2 Auxiliary Lanes
A2-RUL: Add 2 Reversible Use Lanes
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes

M-INCH: Modify Interchange
N-INCH: New Interchange
N-CONH: New Connector Highway
UP: Ultimate Plan - Maximum Build Out
NR: New Road
SERV: Service Road
BRIDGE: Bridge
MODAL: Intermodal Facility
AMS: Access Management System

EXHIBIT 9

Marlie Sanderson

From: George Burke [burkegeorge20@yahoo.com]
Sent: Wednesday, September 22, 2010 10:28 AM
To: Marlie Sanderson
Subject: Re: Comments

dear mr sanderson. the peopl that ride the bus need longer rout time-an hours from 6am to 11pm at night. some people work at night--let the bus run every hour on tower road from 7pm to 1130pm at night---this will help people that work at night -thank you for your time george burke

---

From: Marlie Sanderson <sanderson@ncfrpc.org>
To: burkegeorge20@yahoo.com
Cc: Scott Koons <koons@ncfrpc.org>
Sent: Tue, September 21, 2010 3:57:11 PM
Subject: Comments

George-

Here is my email address- Sanderson@ncfrpc.org. We look forward to getting your comments on the long range plan.

Marlie

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

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

Alachua County ITS Projects:

Prepared by Matthew Weisman
ITS Operations Engineer II
City of Gainesville

Project Priority:

1. I-75 ITS Corridor
    a. Dynamic Message Signs
    b. Cameras
    c. Detection
2. RTS Bus Priority System
3. Dynamic Message Signs on State Highway Arterials
4. Expand Automated Arterial Travel Time System

State Highway Project Limits

1. SR 93 (I-75)
    a. Marion County Line to Columbia County Line
2. RTS Priority System
    a. Route #9
        i. SR 24: SW 23rd Terr to 23rd Dr
        ii. SR 331: SW 25th Terr to 23rd St
    b. Route #20
        i. SR 121: Hull Rd to SW 20th Ave
    c. Route #21
        i. SR 121: Hull Rd to SW 20th Ave
    d. Route #35
        i. SR 24: SW 23rd Terr to SR 226
        ii. SR 226: SR 24 to Shealy Dr
        iii. SR 121: 35th Pl to SR 226
        iv. SR 226: SR 121 to 23rd St
3. Dynamic Message Signs on SHS
    a. SR 121 @ SW 20th Ave (SB)
    b. SR 121 @ SR 331 (EB)
    c. SR 25 @ SR 26 (SB)
    d. SR 25 @ SR 222 (WB)
    e. SR25 @ SR 226 (NB)
    f. SR 222 @ SR 93 (EB)
4. Expand Automated Arterial Travel Time System

a. SR 25
    i. SR 222 to SR 331
b. SR 121
    i. NW 16th Ave to SR 93 SB Ramp

Project Description

1. SR 93 (I-75) ITS Project
    a. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times.
    b. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the DMS's and the 511 information hotline.
    c. Add traffic detection technology so automated alerts can be sent to Gainesville TMC operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.
2. RTS Bus Priority System
    a. Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.
3. Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event I-75 is shut down, and travel times.
4. Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or DMS for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.

Planning Level Estimated Cost (Year 2010 dollars)

1. $9.9 million
2. $600,000
3. $700,000
4. $600,000

TABLE 1- JOINT RECOMMENDATIONS

BICYCLE/PEDESTRIAN COST FEASIBLE PLAN

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (2007 DOLLARS)
Surface Transportation Program (STP) Enhancements ***(Cost Feasible Plan Revenues = $11.5 million)***				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	$1,890,000
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	$180,000
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	$450,000
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	$2,070,000
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	$7,000,000
TOTAL STP ENHANCEMENT FUNDED PROJECTS				**$11,590,000**
LOCAL FUNDS **Alachua County Projects (identified as Cost Feasible by Year 2020)**				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	$395,000
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	$260,000
TOTAL ALACHUA COUNTY PROJECTS				**$655,000**
LOCAL FUNDS **City of Gainesville Projects (identified as Cost Feasible by Year 2015)**				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	$460,000
TOTAL CITY OF GAINESVILLE PROJECTS				**$460,000**
GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS				**$12,705,000**

NA- Not applicable

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TABLE 2- JOINT RECOMMENDATIONS

ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) ***(Cost Feasible Plan Revenues = $6.4 million)***				
-	**Interstate 75 Interchange Modifications**	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				**$6.4**
STATE HIGHWAY SYSTEM ***(Cost Feasible Plan Revenues = $92.0 million year of expenditure dollars)***				
1	**State Road 226 (SE 16th Avenue)** widen to four lanes	Main Street to Williston Road	0.6	$15.0
2	**State Road 121 (NW 34th Street)**-construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	$6.0
3	**State Road 26 (University Avenue)** Multimodal Emphasis Corridor(see footnote[a])	Gale Lemerand Drive to Waldo Road	1.5	$10.0
4	**US 441 (W. 13th Street)** Multimodal Emphasis Corridor (see footnote[a])	NW 33rd Avenue to Archer Road	2.8	$10.0
5	**Waldo Road Multiway Boulevard** redesign to support bus rapid transit and corridor redevelopment (see footnote[b])	University Avenue to NE 39th Avenue	2.5	$3.0
6	**Bus Rapid Transit (BRT) Corridor Infrastructure**	Santa Fe Village to Gainesville Regional Airport	14.0	$30.0
7	**State Road 24 (Archer Road)** widen to four lanes	Tower Road to SW 91st Street	1.3	$13.0
8	**State Road 331 (Williston Road)** widen to four lanes	SW 62nd Avenue to SW 35th Way	0.5	$5.0
TOTAL STATE HIGHWAY SYSTEM				**$92.0**

Note- yellow-hued priorities 7 and 8 are not anticipated to be "cost feasible" after escalating project costs to "year of expenditure dollars" and are anticipated to be deleted from this table.

TABLE 2- JOINT RECOMMENDATIONS (Continued)

ROADWAY AND TRANSIT COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)				
1	**SW 20th Avenue,** four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	$8.8
2	**SW 8th Avenue-Phase 2,** two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	$2.7
3	**NW 23rd Avenue,** four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	$1.8
4	**NW 23rd Avenue,** four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	$12.0
5	**SE 43rd Street,** construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	$0.9
6	**SW 45th / 47th Street,** new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	$4.5
7	**SW 30th Avenue,** new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	$13.0
8	**NW 83rd Street,** new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	$2.5
9	**Ft Clarke Boulevard** dedicated transit lanes	Newberry Road to NW 23rd Avenue	0.5	$3.0
10	**NW 83rd Street,** BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	$7.8
11	**NW 83rd Street,** BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	$14.0

TABLE 2- JOINT RECOMMENDATIONS (Continued)

ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
12	**NW 46th Avenue**, new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	$15.5
TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM				**$84.5**
City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)				
N/A	**SE 4th Street- Phase 2** reconstruction	Williston Road to Depot Avenue	0.7	$2.3
N/A	**SW 62nd Boulevard**-four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	$111.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				**$113.3**
GRAND TOTAL COMBINED ROADWAY SYSTEMS				**$289.8**

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

[b]Waldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

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TABLE 3- BPAB AND TAC

TRANSIT COST FEASIBLE PLAN

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Transit ***(Cost Feasible Plan Revenues = $3.7 million)***				
1	Transit Maintenance Facility	NA	NA	$50.0 ($3.7 available)
TOTAL				**$3.7**

Surface Transportation Program ***(Cost Feasible Plan Revenues = $36.1 million)***				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	$0.6
3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	$1.0
4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	$1.4
5	Transit Maintenance Facility	NA	NA	$32.7
TOTAL				**$36.1**

NA- Not applicable

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TABLE 4- BPAB AND TAC

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
1	**Interstate 75 Intelligent Transportation System Corridor** Marion County line to Columbia County Line	A. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times. B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline. C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center (TMC) operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.	$9,900,000
2	**Regional Transportation System Bus Priority System** Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.	*A.* ***Route #9*** **State Road 24 (Archer Road)** from SW 23rd Terrace to SW 23rd Drive **State Road 331 (Williston Road)** from SW 25th Terrace to SW 23rd Street *B.* ***Route # 20*** **State Road 121 (SW 34th Street)** from Hull Road to SW 20th Avenue *C.* ***Route# 21*** **State Road 121 (SW 34th Street)** from Hull Road to SW 20th Avenue *D.* ***Route #35*** **State Road 24 (Archer Road)** from SW 23rd Terrace to State Road 226 (SW 2nd Avenue) **State Road 226 (SW 16th Avenue)** from State Road 24 (Archer Road) to Shealy Drive **State Road 12 (SW 34th Street)** from SW 35th Place to State Road 226 (SW 16th Avenue) **State Road 226 (SW 16th Avenue)** from State Road 121 (SW 34th Street) to SW 23rd Street	$600,000

TABLE 4- BPAB AND TAC (Continued)

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
3	**Dynamic Message Signs on State Highway Arterials** Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.	A. State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound) B. State Road 121 (SW 34th Street) @ State Road 331 (Eastbound) C. State Road 25 (W 13th Steet) @ State Road 26 (W University Avenue) D. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound) E. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound) F. State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)	$700,000
4	**Expand Automated Arterial Travel Time System** Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.	**A. State Road 25 (NW 13th Avenue)** State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road) **B. State Road 121 (SW 34th Street)** NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp	$600,000
GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS			**$11,800,000**

NA- Not applicable

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TABLE 5-CAC

TRANSIT COST FEASIBLE PLAN

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Transit ***(Cost Feasible Plan Revenues = $3.7 million)***				
1	Transit Maintenance Facility	NA	NA	$50.0 ($3.7 available)
TOTAL				**$3.7**

Surface Transportation Program ***(Cost Feasible Plan Revenues = $36.1 million)***				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	$0.6
3	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	$1.4
4	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	$1.0
5	Transit Maintenance Facility	NA	NA	$32.7
TOTAL				**$36.1**

NA- Not applicable

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TABLE 6-CAC

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
1	**Regional Transportation System Bus Priority System** Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.	*A.* ***Route #9*** **State Road 24 (Archer Road)** from SW 23rd Terrace to SW 23rd Drive **State Road 331 (Williston Road)** from SW 25th Terrace to SW 23rd Street *B.* ***Route # 20*** **State Road 121 (SW 34th Street)** from Hull Road to SW 20th Avenue *C.* ***Route# 21*** **State Road 121 (SW 34th Street)** from Hull Road to SW 20th Avenue *D.* ***Route #35*** **State Road 24 (Archer Road)** from SW 23rd Terrace to State Road 226 (SW 2nd Avenue) **State Road 226 (SW 16th Avenue)** from State Road 24 (Archer Road) to Shealy Drive **State Road 12 (SW 34th Street)** from SW 35th Place to State Road 226 (SW 16th Avenue) **State Road 226 (SW 16th Avenue)** from State Road 121 (SW 34th Street) to SW 23rd Street	$600,000
2	**Interstate 75 Intelligent Transportation System Corridor** Marion County line to Columbia County Line	A. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times. B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline. C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center (TMC) operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.	$9,900,000

TABLE 6-CAC (Continued)

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
3	**Dynamic Message Signs on State Highway Arterials** Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.	A. State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound) B. State Road 121 (SW 34th Street) @ State Road 331 (Eastbound) C. State Road 25 (W 13th Steet) @ State Road 26 (W University Avenue) D. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound) E. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound) F. State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)	$700,000
4	**Expand Automated Arterial Travel Time System** Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.	**A. State Road 25 (NW 13th Avenue)** State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road) **B. State Road 121 (SW 34th Street)** NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp	$600,000
GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS			**$11,800,000**

NA- Not applicable

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Project Update:
DEPOT AVENUE
TRANSPORTATION CORRIDOR

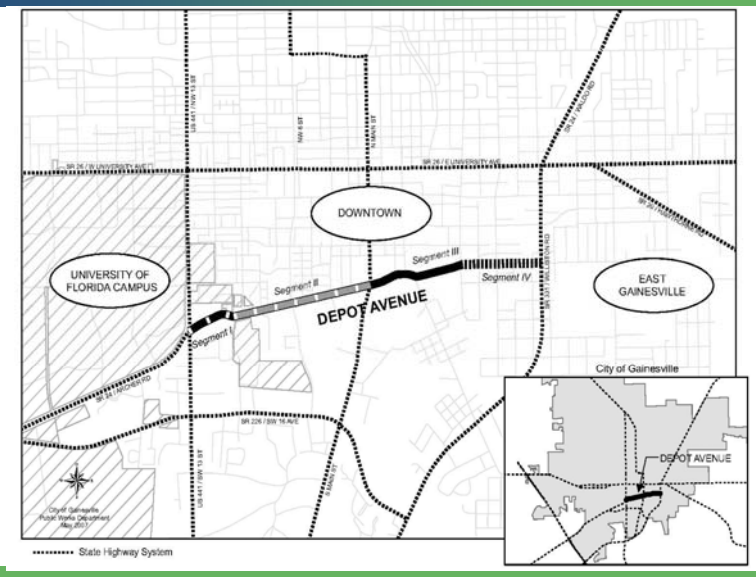
SW 13TH ST (US 441) TO SE 11TH ST (WILLISTON ROAD)

Presented by
City of Gainesville Public Works Department
to the
Metropolitan Transportation Planning Organization
August 23, 2010

Project Description

- The project is to provide for reconstruction of Depot Avenue from SW 13th St to Williston Road to an urban roadway, including roundabouts, pedestrian and bicycle facilities, decorative lighting, streetscape and landscape amenities.
- The corridor has been divided into 4 separate segments to accommodate the different roadway lane configurations.

Roadway Segments



Proposed Improvements

- Completed corridor study in 2003: identified multiple lane alternatives for each of the 4 segments
  - Segment 1: Milling and Resurfacing
  - Segment 2: Reconstruction, including roundabouts at SW 11th St, SW 6th St, and Main St
  - Segment 3: Reconstruction, including a roundabout at SE 4th St
  - Segment 4: Reconstruction, including a roundabout at SE 7th St

Project Status

Segment 1
- Not Begun

Segment 2
- Design: Underway (90%, est. completion- Dec. '10)
- ROW Acquisition: Underway (completion Mar '12)

Segment 3
- Design: Completed
- Construction: Underway (completion- Nov. '10)

Segment 4
- PD&E: Completed 2007
- Design: Underway (30%, est. completion- June '11)
- ROW Acquisition: Underway (complete Mar '12)

Cost Estimates

Phases Underway ($7.4M):

Segment 2: Design ($1.0M); ROW ($3.8M)
Segment 3: Construction ($1.3M)
Segment 4: Design ($0.4M); ROW ($0.9M)

Future Phases ($4.7M):

Segment 1: Design/Construction ($0.3M)
Segment 2: Construction ($3.2M)
Segment 4: Construction ($1.2M)

Total: $12.1M * based on latest contract prices

Funding

Available Funds:

- Federal Earmarks: $4.2M
- Local Funds (LOGT & Other): $4.8M
- County Incentive Grant: $3.8M (programmed for FY 12)
- HUD–EDI: $0.2M

Total: $13.0M

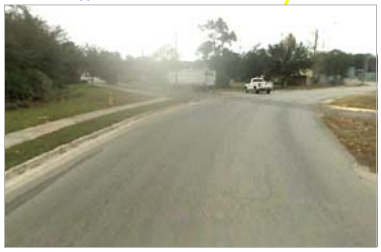
Project View

BEFORE

Segment 3: Intersection of Depot Avenue & SE 4th Street



Eastbound Approach



Northbound Approach



Project View

AFTER

Segment 3: Intersection of Depot Avenue & SE 4th Street



Eastbound Approach



Northbound Approach



V

Focused on Excellence
Delivered with Integrity

MEMORANDUM

TO: The Honorable Paula DeLaney, Metropolitan Transportation Planning Organization (MTPO), Chair

c/o: Marlie Sanderson, AICP, North Central Florida Regional Planning Council Assistant Executive Director & Director of Transportation Planning

FROM: Monique Heathcock, P.E., LEED AP, Senior Project Manager MWA
Gerry Dedenbach, AICP, LEED® AP, Director of Planning and GIS Services GD

DATE: September 23, 2010

RE: Gainesville Community Redevelopment Agency (CRA), South Main Street MTPO Presentation

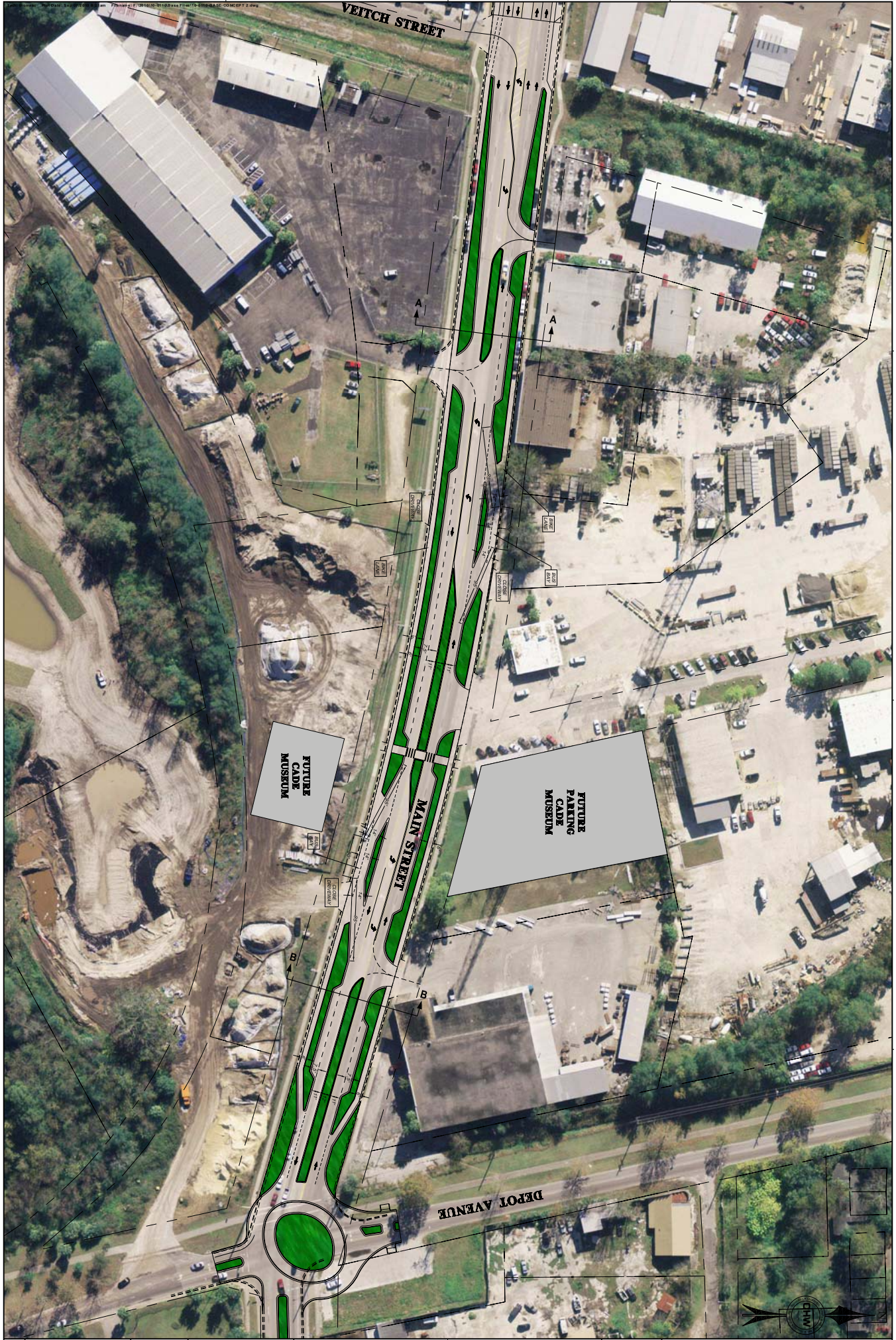
Attached, please find fifteen (15) copies of the Gainesville Community Redevelopment Agency (CRA), South Main Street presentation. We would like to present this item to the MTPO at their October 4th, 2010 meeting. This item has been presented to and well received by the MTPO's subcommittees, beginning with your Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) on September 22nd, 2010, and then with the Bicycle Pedestrian Advisory Board (B/PAB) on September 23rd, 2010.

Having met with the TAC, CAC, and B/PAB, the Gainesville CRA would like to share the Committees' input with the entire MTPO. The Gainesville CRA's goal is to obtain the MTPO's opinion on, and any direction they may offer, on this important project. Please allow us an opportunity to present the project to the MTPO, following your Long Range Plan items. We look forward to working with you and the entire MTPO on October 4th.

Chair DeLaney, please email or call me directly if you have any questions or need additional information. Thanks again to Marlie Sanderson for his kind assistance in our efforts.

cc: Mr. Anthony Lyons, Gainesville CRA Director

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2A

MONIQUE M. HEATHCOCK
FL P.E. No. 54352

TECHNICIAN: T.F. COWART
DESIGNER: M. HEATHCOCK, P.E.
QUALITY CONTROL: A.S. ROBERTS, P.E.
PROJECT NUMBER: 10-0110

CLIENT: CITY OF GAINESVILLE - CRA
PROJECT: SOUTH MAIN STREET MEDIAN IMPROVEMENTS
SHEET TITLE: CONCEPT PLAN #2

SUBMITTALS

REVISIONS

SCALE: 1"=100'

VERIFY SCALE
BAR IS ONE HALF INCH ON ORIGINAL DRAWING
0 1/2 1"
IF NOT ONE HALF INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

Causseaux, Hewett, & Walpole, Inc.
Engineering · Surveying · Planning
6011 NW 1st Place, Gainesville, Florida 32607
Phone: (352) 331-1976 · Fax: (352) 331-2476 · www.chw-inc.com
CA-5075

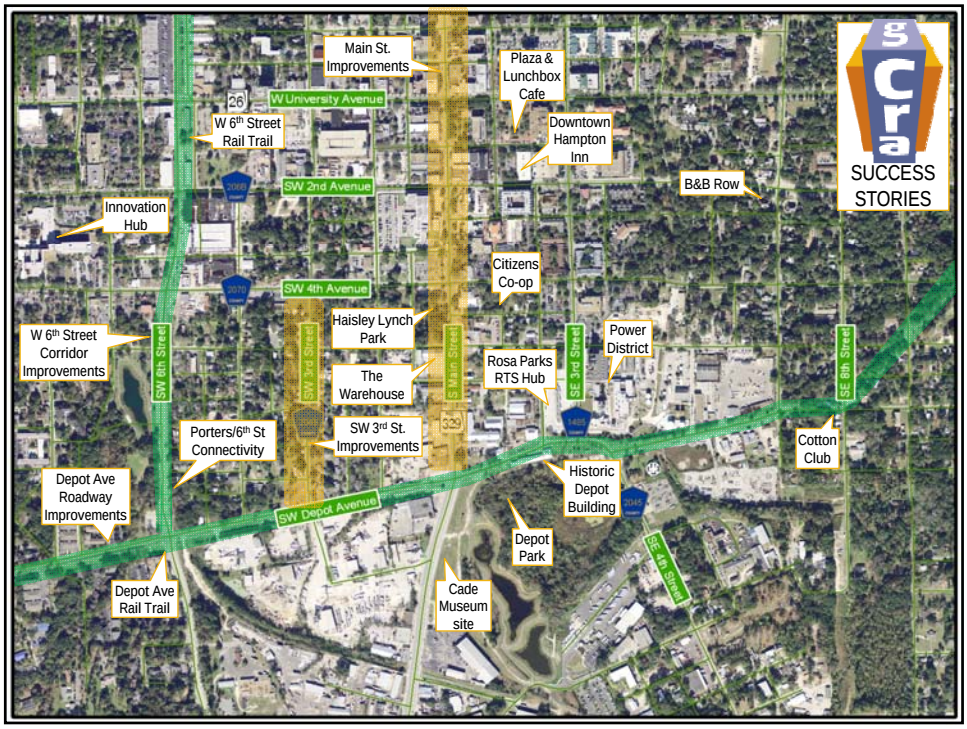
South Main Street



Technical and Citizens' Advisory Committee- 9/22/10

Bicycle/Pedestrian Advisory Board – 9/23/10

Metropolitan Transportation Planning Organization – 10/4/10



Power District
Redevelopment



- GRU Redevelopment Driven
- The Warehouse Restaurant
- Haisley Lynch Park
- Rosa Parks RTS Hub
- Bethel Station
- Citizens Co-op
- Cotton Club



Power District
Redevelopment



- The Warehouse Restaurant
- Haisley Lynch Park







Power District
Redevelopment



- Rosa Parks RTS Hub
- Bethel Station







Power District
Redevelopment



- Citizens Co-op
- Cotton Club







Depot Park
Phase I



Depot Building | Comfort Station | Children's Area



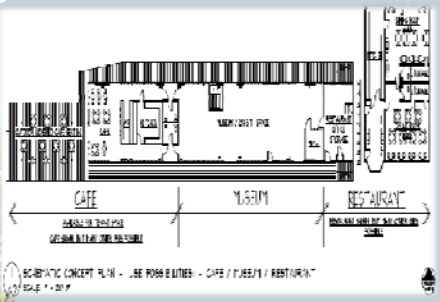
Promenade | Depot Context Area | Multi-use Trails

Depot Park
Phase I



- Depot Building
- Depot Context Area



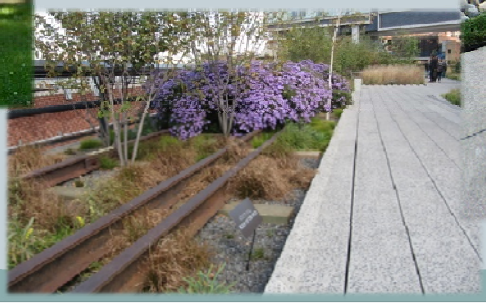


Depot Park
Phase I





Community Redevelopment Agency
The focus is on creating community.





The Cade Museum
South Main Street's Gem





South Main Street

Veitch Street to Depot Avenue



If you hadn't noticed...



Powered by The Gainesville Sun Gainesville.com

Published: Wednesday, August 25, 2010 at 1:33 p.m.

When completed, Main Street between North Eighth Avenue and Depot Avenue will be a two-lane road with a center turn lane, bicycle lanes, bus bays, on-street parking and upgraded traffic signals and underground utilities.

CHW

South Main Street

Veitch Street to Depot Avenue



Causseaux, Hewett, & Walpole Engaged in February to provide conceptual design



Two-week police crackdown focuses on pedestrian safety

Powered by The Gainesville Sun Gainesville.com

Published: Tuesday, August 31, 2010 at 12:39 p.m.

The campaign was begun after police determined an average of three pedestrians a week are involved in accidents in Gainesville. A subsequent study showed slightly more than 20 percent of drivers in the city have been yielding to pedestrians at crosswalks.

CHW

South Main Street

Existing Conditions



South Main Street

Existing Conditions



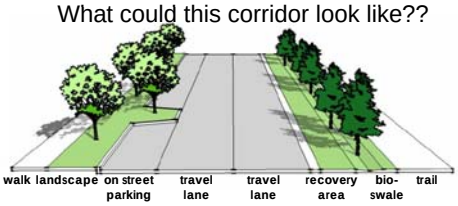
CONSTRAINTS

±120 feet of Right of Way,
80 feet of Existing Pavement,
Not Pedestrian Friendly,
Not Bicycle Friendly, and
No Medians.

OPPORTUNITIES

±120 feet of Enhancements,
36 feet of Proposed Pavement,
Protected Pedestrian Facilities,
Protected Bicycle Facilities, and
Lush Landscaped Medians.

What could this corridor look like??



South Main Street



Existing Conditions

With the current industrial nature of the Main Street corridor, 80 feet of unbroken asphalt is acceptable.

CONSTRAINTS

- not pedestrian friendly
- not bicyclist friendly
- no green spaces
- no medians
- no amenities
- 120 feet right of way
- 80 feet of existing pavement
- no streetscaping

"With the plans to build the Cade Museum and the Depot Park, a corridor that supports the facilities is needed. The roadway design should not detract from the urban form, but rather, compliment the Cade Museum, Depot Park, and promote safety for all users."

CHW

South Main Street



Limitations, constraints, requirements:

At a Minimum, the Design Must:

- ☑ Meet applicable FDOT, County, and City roadway requirements;
- ☑ Maintain consistent access to the corridor's existing businesses;
- ☑ Protect the museum's pedestrian traffic to/from the parking lot on the opposite side of the street;
- ☑ Accommodate all bicycle traffic crossing South Main corridor;
- ☑ Provide both public and private transit loading facilities;
- ☑ Enhance the safety and quality of bike lanes;
- ☑ Modify center turn lanes for safety and function; and
- ☑ Include onstreet parking where practicable.

CHW

South Main Street

Concept Development



Depot Park/ Cade Museum Design Elements

- ❖ Overall Traffic Calming
- ❖ Medians between Travel Lanes and Parking & Bicycle Lanes
- ❖ Pedestrian Crossing
- ❖ Designated Turn Lanes
- ❖ Designated Bicycle Lanes
- ❖ More Protected Parking

- ☑ Improve Corridor Safety
- ☑ Create in-street refuge area adding safety for users and adding greenspace
- ☑ Provide Hierarchy for Users
- ☑ Promote Proper Maneuvering
- ☑ Provide Hierarchy for Users
- ☑ Enhance Corridor's Urban Form

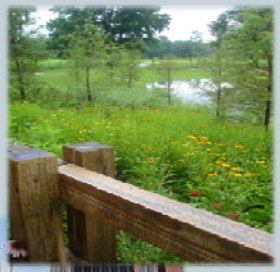
South Main Street



Design Goals

Incorporate:

- ☑ Connect All Depot Area Attractions
- ☑ Reduce the Amount of Asphalt
- ☑ Enhance Urban Streetscaping
- ☑ Improve All Pedestrian Facilities
- ☑ Add Traffic Calming Elements
- ☑ Create Green Spaces/Street
- ☑ Build Bike Friendly Facilities
- ☑ Use LID Where Appropriate







South Main Street

Concept Plan



South Main Street

Concept Plan, detail view



South Main Street

Concept Plan, detail view



The Cade Museum from the Northwest



Museum Parking

Pedestrian Crossing

Transit Pull-out

Museum Site

South Main Street

Next Steps

1) Review Design Concept

2) Provide Input on Design

- CRA Board Feedback received in Summer 2010
- CHW to meet with various agencies including:
  - TAC
  - CAC
  - Bicycle/Pedestrian Advisory Board (B/PAB)
  - MTPO
- Coordinate with DOT, Alachua County, and City of Gainesville to determine future ownership and long-term maintenance

Alachua County Commission
PO Box 2877
Gainesville FL 32502

Gainesville City Commission
200 E. University Ave.
Gainesville FL 32601

Dear Members of the County and City Commissions,

In mid-July a message and attachment was sent to Dekova Batey, city liaison to the Bicycle Pedestrian Advisory Board (BPAB), with copies to each of you describing an alternative option for the NW 16th Avenue/Boulevard/NW 23rd Avenue resurfacing project. In short, this option is a 2/3, i.e., two traffic lanes with a center turn lane (in this case the present or added medians).

At the last BPAB meeting (September 2), the Board voted this option as its first choice. Although the members of the Board are sympathetic to the concerns of the residents of the affected neighborhoods and would like to see these addressed, the primary goal of the Board is a safe east/west corridor for pedestrians and cyclists. Regarding the latter, members of the Board feel that it is mandatory to consider a variety of skill levels, and thus the necessity for off-road as well as in-road facilities.

We would have liked to discuss our option with county Public Works at our September 2nd BPAB meeting, but neither the project manager nor the county engineer came, even though they were on the agenda. As stated in the July message to Dekova, although the Public Works option 4 appeared initially fine with us, details of the plan were not explained, which is why now we cannot support it, because 1) it does not address the concerns of the affected neighborhoods, and 2) the in-road bike lanes do not meet AASHTO standards.

We have gone over the 2009 traffic counts for the corridor and have learned from Dan Burden, a traffic consultant, that lane reduction of such corridors has successfully been accomplished in other parts of the country, actually improving traffic conditions and liveability of the surrounding area. We feel that our proposal, if accepted, will produce the same positive outcome. But, to accomplish this it is necessary to revisit the design process with the inclusion of residents, shopkeepers and church/temple members.

The article, "County wants to change how we live, get around," on the front page of the Gainesville Sun (Sunday, September 5th) is particularly interesting in regard to the above. The four options presented by county Public Works do not promote compact growth and surely do nothing to help the residents and businesses along the corridor in question.

We ask that you, members of the MTPO consider 1) that this project is suitable for joint

planning between the city and county, and 2) a 2/3 option for this corridor with the idea of scheduling meetings that include all the stakeholders in the area.

Thank you for your consideration of this matter.

Sincerely yours,

Rajeev Das BPAB CHAIR

September 24, 2010

An alternative option for the NW 16th Ave/Blvd/NW 23rd Ave. resurfacing project

Two traffic lanes with a "center turn lane" (i.e., the present/added medians)

The measurements described below are predicated on a 100' width outside curb-to-outside curb (see county Public Works) typical sections)

1. Each vehicle travel lane - 12'

2. Median width 25.5', which is the AASHTO recommended width for allowing safe turns (county Public Works (PW) recognizes that the present and proposed median widths are substandard). In addition, add 25.5' medians to the present 5-lane portion west of NW 43rd St. and where they are missing at the eastern end of the project.

3. Include 6' marked in-road bike lanes (4' is the minimum AASHTO width)

4. With the now additional footage, increase the sidewalks on both sides (particularly the south side as there are GRU facility issues on the north side) to 10', allowing them to become shared use paths, similar to SW 2nd Avenue between SW 28th and SW 34th Streets.

Reasons for this alternative

1. This corridor runs through an area, which is mostly zoned RSF-1; in addition, there are three schools and six houses of worship adjacent to this thoroughfare. The existence of a high-speed, heavily used arterial (this road is actually considered a minor arterial) is incompatible with the land use/zoning of this area. (The same can also be said of the portion of NW 8th Ave. between NW 43rd St. and NW 34th St., which is likely the reason why most of these homes have become rental property.)

2. The portions of this corridor at the east and west ends of the project are two lanes.

3. This project is virtually entirely in the city, despite the fact that this is a county road. Infill is one of the goals of the city. One way to satisfy this goal is to make the inner city streets wholly compatible with their land use and zoning designations.

4. There are alternatives for those who want to move quickly east-west: W. Newberry Rd., NW 8th Ave. (as mentioned above) and NW 39th Ave.

5. Furthermore, residents should have the choice of using safe alternative modes of transportation, i.e., transit*, bicycle, walking.

6. *At the present time the headway for RTS Route 10 is over an hour; if this was reduced perhaps the ridership would increase along this corridor. Additionally, free bus fare for SFC students would do a lot to increase ridership and decrease traffic.

7. This option meets the full approval of the Bicycle Pedestrian Advisory Board and many residents who live on or adjacent to this corridor.

BPAB Alternative Option

- Two 12' travel lanes
- Center turn lane (present or added medians)
- In-road 6' bike lanes
- Off-road shared use facilities
- Potential bus bays
- Potential on-street parking at activity centers

Alachua County Public Works/Engineering
P.O. Box 1188; Gainesville, FL 32602
352-374-5245

Project Base Cost

The estimated cost of completing items 1 through 4 under the project scope is $5,388,646. This is a preliminary estimate and therefore includes a 20% cost variance.

3 of the 4 options that will be presented by county Public Works.

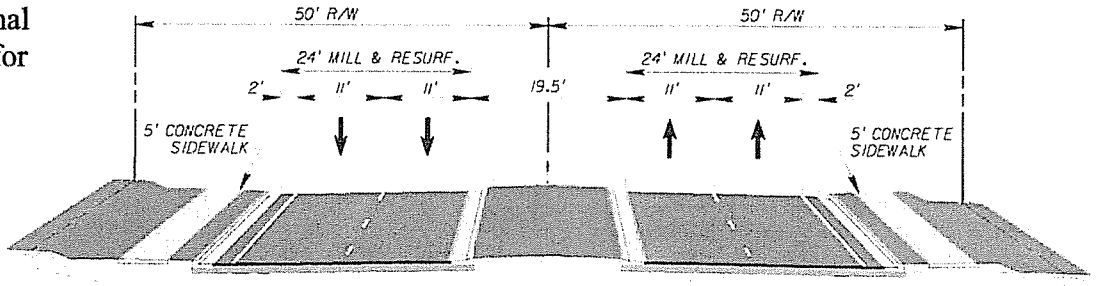
Optional Modifications

Three modification options have been identified along the project corridor to improve accommodation of pedestrians and bicyclists.

Option #1: Narrow lanes to create 2 foot wide shoulder

Goal: provide additional space in outside lane for bicyclists.

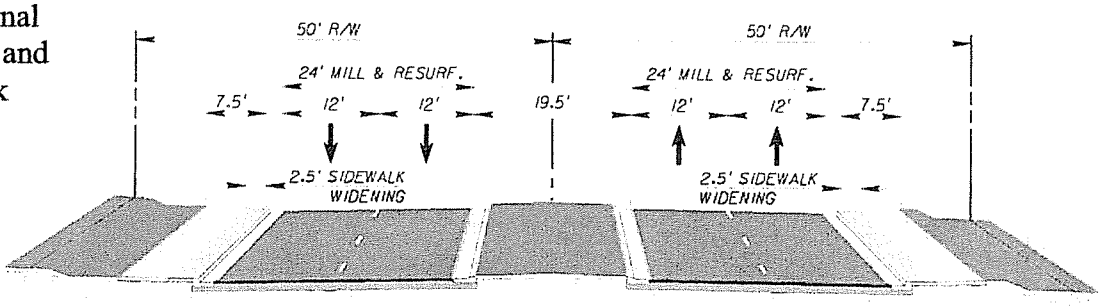
Additional cost to the project: $0



Option #2: Widen sidewalks

Goal: provide additional space for pedestrians and bicyclists on sidewalk

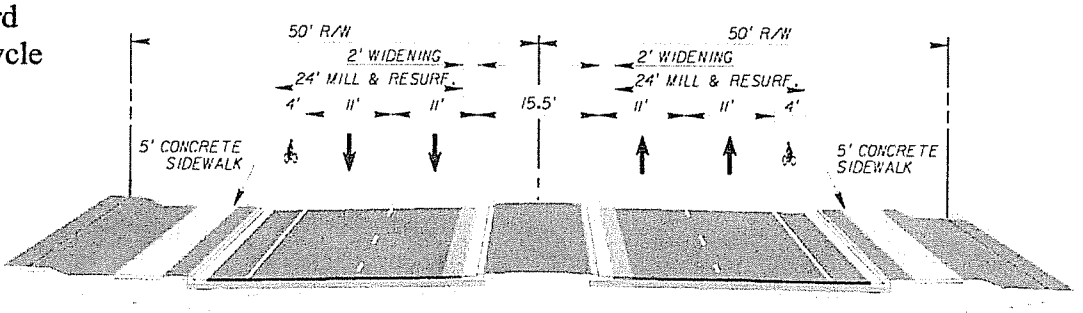
Additional cost to the project: $518,829



Option #3: Widen into median and narrow lanes to create bicycle lanes

Goal: provide standard width designated bicycle lanes

Additional cost to the project: $625,774



SCHEDULED 2010 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

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

Note, unless otherwise scheduled:

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