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

MEETING PACKET

for

September 11, 2008 3:00 p.m.

North Central Florida Regional Planning Council

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

September 4, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Lee Pinkoson, Chair

SUBJECT: Meeting Announcement

The MTPO for the Gainesville Urbanized Area will meet on <u>Thursday</u>, <u>September 11th at 3:00 p.m.</u> This meeting will be held in the <u>Jack Durrance Auditorium</u>, <u>Alachua County Administration Building</u>, Gainesville, Florida.

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

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

Enclosures

North Central Florida Regional Planning Council

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

AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium

Alachua County Administration Building
Gainesville, Florida

Thursday, 3:00 p.m. September 11, 2008

STAFF RECOMMENDATION

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

The MTPO needs to review and approve both agendas

Page #137 II. Archer Road/SW 16th Avenue Project APPROVE STAFF

Development and Environment Study RECOMMENDATION

<u>City of Gainesville staff and the City's consultant (Kimley-Horn and Associates, Inc.) will give the MTPO a status report on this project</u>

Page #145 III. Proposed Alachua County Long Term APPROVE TAC/STAFF
Concurrency Management System (LTCMS) RECOMMENDATION

The MTPO requested a report on the consistency of the proposed LTCMS with the Countywide Vision and Conceptual Land Use Plan and MTPO plans

Page #147 IV. Year 2009 MTPO Meeting Days and Times POLICY DECISION

Since the City of Gainesville has moved its meetings to Thursdays, the MTPO needs to decide when it wants to meet in 2009

Back V. Next MTPO Meeting AGREE TO MEET ON NOVEMBER 13TH Cover

At this time, we are not aware of any agenda items that require the MTPO to meet on October 9th

VI. Comments

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

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

^{*}No handout included with the enclosed agenda material.

North Central Florida Regional Planning Council

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

CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium

Alachua County Administration Building
Gainesville, Florida

Thursday, 3:00 p.m. September 11, 2008

STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes-July 17, 2008

APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #15 CA. 2 Draft Strategic Intermodal System (SIS) 2035 Cost Feasible Plan

APPROVE JOINT RECOMMENDATIONS

FDOT is requesting MTPO comments on this material

Page #37 CA. 3 Year 2035 Long Range Plan Update- FDOT Resolution and Reimbursement Agreement

APPROVE STAFF RECOMMENDATION

The Florida Department of Transportation is providing financial assistance for the update of the MTPO long range transportation plan

Page #53 CA. 4 Year 2035 Long Range Plan Update-Consultant Contract APPROVE STAFF RECOMMENDATION

The MTPO is contracting with a consultant to assist with the update of the its long range transportation plan

Page #117 CA. 5 Engagement Letter for Fiscal Year 2007-08 Audit

APPROVE STAFF RECOMMENDATION

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

Page #127 CA. 6 Transportation Disadvantaged Program-Status Report NO ACTION REQUIRED

The MTPO has asked for regular status reports concerning this program

Consent Agenda **Enclosures**



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

Jack Durrance Auditorium6:00 p.m.Alachua County Administration BuildingThursdayGainesville, FloridaJuly 17, 2008

MEMBERS PRESENT MEMBERS ABSENT OTHERS PRESENT

Lee Pinkoson, Chair Cynthia Moore Chestnut See Exhibit A

Scherwin Henry, Vice Chair Jack Donovan

James Bennett/Charles Baldwin Jeanna Mastrodicasa
Mike Byerly STAFF PRESENT

Mike Byerly
Paula DeLaney

STAFF PRE

Mayor Pegeen Hanrahan

Thomas Hawkins

Rodney Long

Craig Lowe

Michael Escalante

Craig Lowe Michael Escalante
John Martin
Lauren Poe

CALL TO ORDER

Ed Poppell

Chair Lee Pinkoson called the meeting to order at 6:06 p.m. Since a quorum was not yet present, he asked for presentation of non-action items.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that Florida Department of Transportation (FDOT) staff was prepared to discuss its adopted <u>Five Year Work Program</u>.

IV. FDOT ADOPTED FIVE YEAR WORK PROGRAM

Mr. James Bennett, FDOT District Urban Area Development Engineer, discussed the adopted <u>Five Year Work Program</u> and answered questions. He noted that:

1. the Williston Road Landscaping Project [FIN *2078014] is still in the <u>Five Year Work Program</u>;

- 2. as requested by the MTPO, the purchase of lift-equipped vehicles with Surface Transportation Program (STP) funds [FIN #4048331] in fiscal years 2010/2011 and 2011/2012 has been deleted from current adopted Five Year Work Program;
- 3. as requested by the MTPO, project, development and environment (PD&E) study funding for the SE 16th Avenue 4-Laning Project [FIN #4236082 & #4236083] has been placed in the current adopted <u>Five Year Work Program</u>;
- 4. the Main Street Resurfacing Project plans [FIN *2077851] would be completed in September; and
- 5. there is funding for the Paynes Prairie Visitors Center [FIN #4243661], a new project funded by the Scenic Byways Program.

A member of the MTPO asked about the possible dedication of bikelanes on W 13th Street.

Mr. Bennett noted that there was not enough pavement width to provide an appropriate typical section with a bikelane consistently throughout the W 13th Street corridor. He said that FDOT will stripe the road with an 11-foot inside lane and a wide outside curblane.

A member of the MTPO asked about the landscaping legislation criteria.

Mr. Bennett said that the Governor vetoed the legislation that would have eliminated the Williston Road Landscaping Project and that's why the project remains in the <u>Five Year Work Program</u>.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson asked for approval of the consent agenda amended to add CA. 10 Transportation Improvement Program (TIP) Amendments and the remaining meeting agenda amended to delete IV. FDOT Adopted <u>Five Year Work Program</u>, which has already been discussed. He noted that the two TIP amendments were administrative changes for the funding years of existing projects.

ACTION: Commissioner Byerly moved to approve the:

- 1. Consent Agenda amended to add CA. 10 Transportation Improvement Program (TIP) Amendments; and
- 2. the remaining Meeting Agenda amended to delete IV. FDOT Adopted Five Year Work Program which has already been discussed.

Commissioner Lowe seconded; motion passed unanimously.

II. TRANSPORTATION DISADVANTAGED (TD) PROGRAM-MINORITY SET-A-SIDE FOR VENDORS

Mr. Sanderson stated that a member of the MTPO requested an opportunity to discuss Minority Set-A-Side for Vendors.

A member of the MTPO discussed his concerns regarding the lack of provision of subcontracts for local vendors, in particular local minority vendors, for the TD program.

Mr. Wilson Paulus, Unimet Transport, Inc., discussed his interest in providing paratransit service in Alachua County.

A member of the MTPO noted that the County recently updated its minority contracting policy.

It was a consensus of the MTPO to have MTPO staff prepare a report that includes:

- 1. advantages and disadvantages for Minority Business Enterprise (MBE), Small Business Enterprise (SBE), Women Business Enterprise (WBE) and Disadvantage Business Enterprise (DBE) contract set-a-side for transportation disadvantaged service, including the impact on the number of rides provided; and
- 2. information on local minority/small business set-a-side providers for other transportation disadvantaged programs in the state.

Ms. Lynn Godfrey, MTPO Senior Planner, stated that the MTPO must follow Chapter 427, Florida Statutes, which does not have a DBE requirement. She said a DBE requirement can not be added to the request for proposal (RFP).

Mr. Dave Schwartz, MTPO Attorney, stated that he would provide information to MTPO staff on the Alachua County's DBE.

III. TRANSPORTATION DISADVANTAGED PROGRAM-COMMUNITY TRANSPORTATION COORDINATOR (CTC)

Mr. Sanderson stated that it was time to forward a CTC recommendation to the Florida Transportation Disadvantaged Commission. He said that Ms. Godfrey would discuss the CTC selection process.

Ms. Godfrey discussed the CTC selection process and answered questions. She reported the selection committee and Alachua County Transportation Disadvantaged Coordinating Board's recommendations.

Commissioner Paula DeLaney, Alachua County Transportation Disadvantaged (TD) Coordinating Board Chair, noted that the TD Board would be monitoring the CTC's performance.

The following persons	s commented	on this	agenda	item:
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Marie Giancaterino

Judy Hamilton

Zachary Andrews

ACTION: Commissioner Henry moved to adopt the resolution for the recommendation of MV Transportation, Inc. Commissioner DeLaney seconded; motion passed unanimously.

V. NEXT MTPO MEETING

Mr. Sanderson stated that the next MTPO meeting is scheduled for August 14th. He said that currently there are no items that need action in August and the MTPO could meet in September.

Action: Commissioner Byerly moved to cancel the August MTPO meeting. Commissioner DeLaney seconded; motion passed unanimously.

VI. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no citizens comments.

C. CHAIRS REPORT

There was no Chair's report.

ADJOURNMENT

Chair Pinkoson adjourned the meeting a	t 6:56 p.m.
Date	Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Zachary Andrews	Michael Fay	Russ Blackburn	Karen Taulbee
Andrew DeVault	Jonathan Paul	Millie Crawford	
Brenda Fernandez	Dave Schwartz	Paul Folker	
Marie Giancaterino		Jesus Gomez	
Staci Graff		Debbie Leistner	
Ed Griffin			
Judy Hamilton			
Ron Marovich			
Wilson Paulus			

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^{*} By telephone * Provided written comments

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 Thursday, 6:00 p.m. July 17, 2008

STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes- May 29, 2008

APPROVE MINUTES

This set of MTPO minutes is ready for review

Page#19 CA. 2 Title VI Nondiscrimination Policy

APPROVE POLICY

The MTPO needs to adopt a nondiscrimination policy

Page#27 CA. 3 SW 20th Avenue Corridor Study

AUTHORIZE CHAIR TO SEND LETTER

The MTPO asked FDOT to suspend work on this Study until the Urban Village Subcommittee forwarded its final report and recommendations to the MTPO

Page #35 CA.4 Proposed Budgets for FY 2007-2008 and FY 2008-2009

APPROVE STAFF RECOMMENDATION

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

Page #41 CA. 5 Transportation Disadvantaged Program-Resolution of Appreciation

APPROVE RESOLUTION

This resolution is for a member of the Coordinating Board who recently resigned

Page #47	CA. 6	Transportation Disadvantaged Program- Status Report	NO ACTION REQUIRED
		The MTPO has asked for regular status reports conc	erning this program
Page #57	CA. 7	US 441 Bikelanes	NO ACTION REQUIRED
		Enclosed for your information are copies of recent leads on US 441 from the University of Florida and FDO	
Page #61	CA. 8	State Road 121 (NW 34th Street)	NO ACTION REQUIRED
		Enclosed for your information are copies of recent e resurfacing project on NW 34th Street	mails about FDOT's
Page #75	CA. 9	State Road 331 (Williston Road)	NO ACTION REQUIRED
		Enclosed is a letter from FDOT informing the MTP on Williston Road has been restored to FDOT's Wo	
Amended to the Consent	CA. 10	Transportation Improvement Program (TIP) Amendments	APPROVE AMENDMENTS
Agenda		FDOT requests TIP amendments (1) to begin the SR 2008 and (2) to roll forward the Airport Transit Hub	

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September 4, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Draft Strategic Intermodal System (SIS) 2035 Cost Feasible Plan

JOINT RECOMMENDATIONS

The Technical Advisory Committee, the Citizens Advisory Committee and MTPO staff all recommend that the MTPO authorize the MTPO Chair to send a letter to the Florida Department of Transportation (FDOT) District 2 Secretary thanking FDOT for the opportunity to review the Draft <u>Strategic Intermodal System (SIS) 2035 Cost Feasible Plan</u> and stating that the MTPO does not have any review comments.

BACKGROUND

Enclosed is the Draft Florida Department of Transportation Strategic Intermodal System (SIS) 2035 Cost Feasible Plan. FDOT is requesting MTPO review comments on this material by October 31st.

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Statewide Video Teleconference for the

<u>Draft Strategic Intermodal System</u> 2035 Cost Feasible Plan

August 25, 2008 2:00pm – 4:00pm Video Bridge #3 (850) 414-4660

> Florida Department of Transportation Intermodal Systems Development Systems Planning Office

<u>AGENDA</u>

- · Welcome and Introductions
- Overview
- SIS Planning Process
- CFP Methodology
- Project Identification and Selection
- CFP Schedule
- Current Draft 2035 CFP
- 2nd 5 Years Plan
- Questions
- · Closing Remarks

Introduction and Overview

- Purpose of our Video Teleconference
- Overview of the Strategic Intermodal System

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Purpose of Video Teleconference

- Distribute the Draft CFP to MPOs
 - Seek input by the end of September
- Provide CFP Schedule for Completion
 - Final approval in mid-October
- Distribute 2nd 5 Years Plan to MPOs
 - Covers FY 2013/14 2017/18
- · Answer Questions from MPOs

Overview of the Strategic Intermodal System

- SIS created by the 2003 Florida Legislature
- Florida Statutes 339.61-64, 334.044-045
- Statutes Amended in 2004 to include provisions for funding

Components of the SIS

- Hubs
 - Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight Terminals
 - Spaceport
- Highways
- Connectors
- Railroads
- Waterways



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SIS Highway Modal Plan - Four Key Components:

- Long Range Unfunded Needs Plan
- · Long Range Cost Feasible Plan
- 2nd 5 Years Plan
- · Adopted Work Program

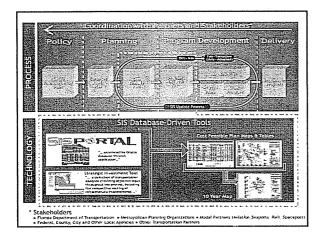
Statewide SIS Planning Efforts

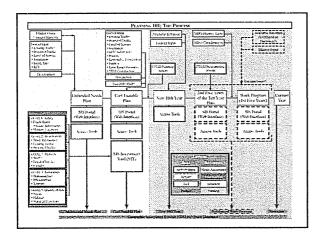
- 2003 -- FIHS 2025 Cost Feasible Plan
 - -- Approved in August 2003
 - Only Included Highways on FIHS
- 2003 and 2004 Creation/Funding of SIS
- 2004-05 SIS Highway Component Unfunded Needs Plan
- 2005-06 SIS 2030 Multimodal Unfunded Needs Plan
- 2006 Began 2035 CFP Update for SIS highways
- 2007 Completed Draft Update of CFP (on website)

SIS Planning Process

- The SIS planning process provides the framework for planning and programming transportation projects.
- The process supports investment of limited transportation funds in an effective manner.
- The planning process is coordinated statewide with our districts and transportation partners.

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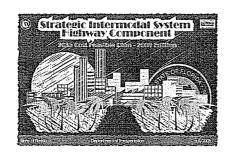
Cost Feasible Plan Methodology

- Began with FIHS 2025 CFP (Aug 2003)
- 2035 Revenue Forecast
- Identification of Needs and Priorities
 - MPD Priorities
 District Priorities
 Unfunded Needs Plan
- · Review of Local Plans
 - Metropolitan Planning Organization (MPO) LRTPs, Master Plans, Corridor Plans, Expressway Authority Plans
- Analysis Tools Review of safety, freight, capacity and on SIS roadways
- Review and Refinement of Cost Estimates and Project Phasing
- District Offices Provide Input via a Web-based Tool
- Coordination with Transportation Partners
- Review of Draft with Department and District Management
- · Review of Draft with Executive Board

Project Identification and Selection • Projects in the CFP: - Contribute to the Expansion of Major Roadway Trade and Tourism Corridors. - Contribute to the Completion of a Corridor. - Contribute to the Overall Connectivity of the SIS. - are Consistent with Local Transportation Plans. - are of Statewide importance. **SIS Goals** Safer and more secure transportation system for residents, businesses, and Preservation Adequate and cost-efficient maintenance and preservation of Florida's transportation assets Mobility -- A stronger economy through enhanced mobility for people and freight • Economic Competitiveness Economic Sustainable transportation investments for Florida's future Quality of Life Enriched quality of life and responsible environmental stewardship **Project Identification & Prioritization**

- Quantitative Analysis of Roadway Segments
- Safety Issues
- District and MPO Priorities
- SIS/FIHS Policies and Procedures
- Funding Availability
- · Project Costs and Phasing
- Production Schedule
- Continuity of Projects
- System Connectivity
- Senior Management/Executive Guidance

	1.	SCHEDULE FOR CFP DEVELOPMENT (Named 01711279)	
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The Draft SIS 2035 Cost Feasible Plan:

- Evaluates Statewide SIS Highway Needs in Light of Future Revenues
- Develops a Coordinated Phased Plan for Future Highway Improvements
- Is Consistent with the Goals and Objectives of the Florida Transportation Plan (FTP)

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<u>Draft SIS 2035 Cost Feasible Plan</u>

- · Color Bands:
 - Yellow Band 2019-2025 time period
 - Blue Band 2026-2030 time period
 - Pink Band 2031-2035 time period
- Project Costs are in \$2008 PDC
- State Managed/District Managed Funds
- Conversion to Year of Expenditure dollars upon final approval in October

2008 Draft CFP Update

- Current 2035 CFP Update includes the following changes:
 - Projects recently deferred from 2nd 5 year plan (approved August 2008)
 - Up-to-date project costs (\$2008 PDC) and phasing.
 - Projects advanced from the Unfunded Needs Plan
 - District and MPO project priority refinement.
 - Other information relative to the projects.

SIS 2nd Five Years Plan

- FY 2013/2014 2017/2018 Time Period
- SIS Highway Capacity Improvements
- State Managed Funds on SIS Highway Facilities
- Bridges Gap Between Adopted Work Program and long range Cost Feasible Plan
- · Approved after Work Program is Finalized
- Project Costs shown in Year of Expenditure Dollars

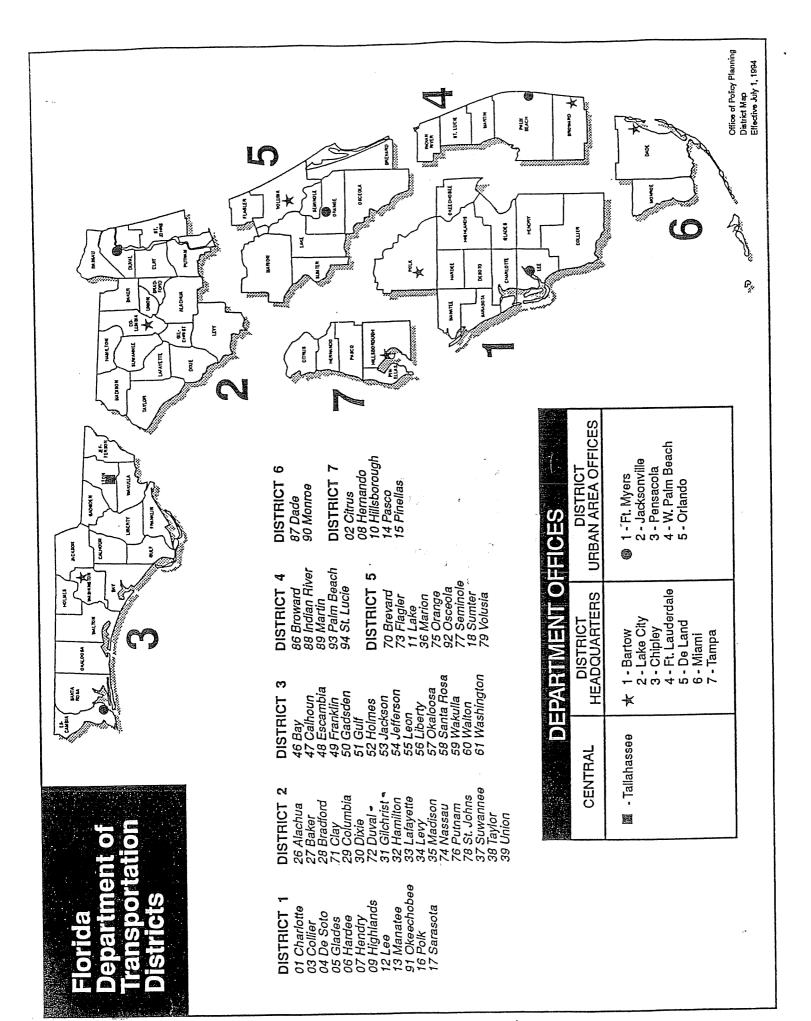
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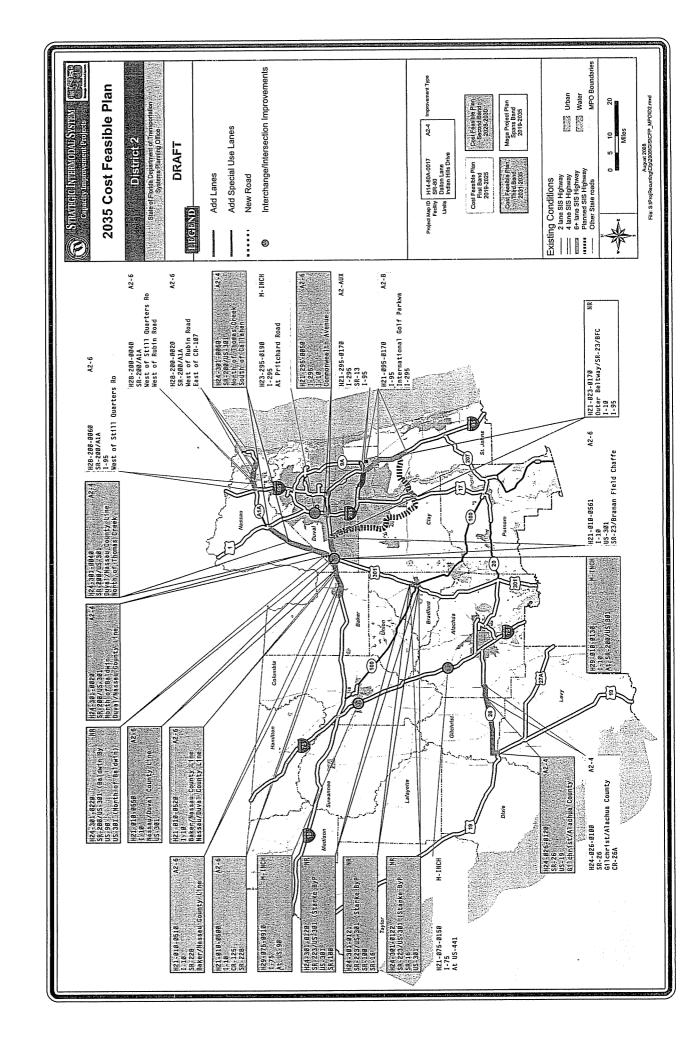
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	Taran Kabupaten	
For Additional Information Contact:		
George A. Sirianni, Jr., AICP		# 15
Florida Department of Transportation		
Systems Planning Office		
605 Suwannee St. MS 19	TOTAL S	
Tallahassee, Fl 32399-0450		A Committee
(850)414-4923	1/1/	
George.Sirianni@dot.state.fl.us		

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Item Segment Phase	Phase Local Name	From	To	Improvement	Yr Move	YR 2014	YR 2015	YR 2016	YR 2017	YR 2018	Notes (1)	GMR
4110371 CON	1-75	SOUTH OF SR-82	SOUTH OF LUCKETT ROAD	A2-6		\$35,386,864						
\vdash	1	ETT ROAD	SOUTH OF SR-80	A2-6		\$31,789,008						
4110421 CON	Ī	AT SR-80 INTERCHANGE		M-INCH			\$71,454,000					
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4231021 CON	INTERSTATE OPER	BOXED FUNDS				\$3,987,000	\$4,119,000	\$4,254,000	\$4,395,000			×
	Т	BOXED FUNDS						\$21,975,000			m	×
4231051 CON	US-27 CORRIDOR	BOXED FUNDS						\$18,580,000	\$13,300,000			×
H		BOXED FUNDS						\$14,650,000			3	×
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1969043 CON	SR-70	NE 80TH AVENUE	BERMAN ROAD	A2-4			\$45,510,000				2,3	×
_	I-75 CORRIDOR				3				\$57,672,489	\$2,586,000	2,3	×
4231081 CON		BOXED FUNDS			2			\$27,480,000	\$2,584,000	\$4.000,000	2,3	×
<u> </u>	Г	EVARD	RIVER ROAD	A2-6				\$9,205,000			4	
4130444 RW		SUMTER BOULEVARD	RIVER ROAD	A2-6				1.45 (1.77)		\$34,001,000	Ð	
4199501 PE	i		DANIELS ROAD	A4-6				\$10,454,000			4	×
4199501 RW	ı	LEE BOULEVARD	DANIELS ROAD	A4-6						\$28,334,000	4	×
4082685 CON.			CR-540A	A2-6					\$33,104,000		4	
4145471 RW	US-17	DESOTO COUNTY LINE	CR-534	A2-4	1				\$9,994,000		4	×
4178761 RW	US-17	SW COLLINS	CR-760A	A2-4						\$27,070,000	4	×
1938982 RW	US-17	CR-760A	HEARD STREET	A2-4				\$49,965,000			4	×
1938982 CON	US-17	CR-760A	HEARD STREET	A2-4						\$68,865,601		
4082865 PE	SR-80	DALTON LANE	INDIAN HILLS DRIVE	A2-4				\$8,745,000			4	
4082865 RW	SR-80	DALTON LANE	INDIAN HILLS DRIVE	A2-4						\$14,000,000	4	
4082863 RW	SR-80	BIRCHWOOD DRIVE	DALTON LANE	A2-4						\$24,094,000	Þ	×
4166492 CON	1-75	AIRPORT ACCESS	PHASE 2 CD SYSTEM	SERV					\$76,000,000		4	
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District 1 - 2nd 5 Year State Managed Highway Total \$968,049,938

Projects currently located in 2nd Five Years.

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Item Segment	Phase	Local Name	From	To	Improvement	Yr Move	YR 2014	YR 2015	YR 2016	YR 2017	YR 2018	Notes (1,5)	GMR
2092944	34	SR-9B PHASE III	1-95	SOUTH OF US-1	M-INCH		\$10,600,000					3	×
2092944	NOS.	SR-9B PHASE III	1-95	SOUTH OF US-1	M-INCH				\$75,435,375			3	×
2092947	CON	SR-9B PHASE II	SOUTH OF US-1	NORTH OF US-1	M-INCH				\$63,564,285			9	×
2096594	CON	SR-23/BFCR	SR-134/103RD STREET	NEW WORLD AVENUE	A2-4					\$34,774,354		3	×
2132582	A8	I-10 INTERCHANGE	AT BRANAN CHAFEE ROAD		N-INCH			\$16,881,940				3	
2096595	A8	BFCR	BFC REPAYMENT		NR			\$18,538,060				3	
2092932	00 NO	SR-9B (STUB)	SOUTH OF SR-9A/9B SPLIT	SR-9A/9B	NR		\$45,893,703	\$504,104				3	×
2100245	RW	SR-20	LAKE SHORE DRIVE	CR-315 IN INTERLACHEN	A2-4		\$14,730,990					3	
2096594	W.	SR-23/BFCR	티	NEW WORLD AVENUE	A2-4	2			\$10,140,000			. 6	×
2106873	SON	CON SR-200/A1A	STRATTON ROAD	GRIFFIN ROAD	A2-4	2			\$73,334,925			2,3	
2100244	RW	RW SR-20	ALACHUA COUNTY LINE	LAKE SHORE DRIVE	A2-4	2			\$29,283,658			2,3	
2092941	NOO	CON SR-9B PHASE I	NORTH OF US-1	SR-9A/9B SPLIT	NR	1881 1880 E	\$1,830,000	とはいいのでは、大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大		Signam Care Control	and the second of the second of the second	3,7	×
2096584	SON	CON SR-9A	1-95	DAMES POINT	A2-6						\$80,201,230	4	×
2107124	NOO	CON SR-200/A1A	WEST OF RUBIN ROAD	EAST OF CR-107	A2-6	7				TOICEP		4	
2095451	CON	SR-115/MARTIN LUT	CON SR-115/MARTIN LUT KING JR PKWYJ/215T ST	(TALLEYRAND, AVENUE)	M-INCH	. 2				TOICEP			
				CHACK	I ctot Longard Adams I charl	Letot be	¢72 054 602	\$35 924 10A	¢751 758 743	\$30 770 350	\$80.201.230		×

District 2 - 2nd 5 Year State Managed Highway Total \$475,712,624

District 3

Item Segment		Phase Local Name	From	To	Improvement Yr Move	Yr Move	YR 2014	YR 2015	YR 2016	YR 2017	YR 2018	Notes [1,3]	GMR
2202311	CON	SR-85 @ SR-123	S OF GEN BOND BLVD	N OF OKA REG AIRPORT	M-INCH		\$1,629.308						
2207733	SON	SR-79	WASHINGTON CO. LINE	SR-8/I-10	A2-4					\$21,215,697			×
2207734	SON	SR-79	STRICKLAND ROAD	N OF MILL BRANCH BRIDGE	A2-4		\$1,926,584						×
2224771	CON	SR-8/I-10	SR 291 DAVIS HIGHWAY	SR-10A/US-90/SCENIC	A2-6		\$69,299,967		\$2,314,438				
4181811	8	SR-85	OKALOOSA REGIONAL AIRPGGRADE	GRADE SEPERATION ENTRAN	TNI-M		\$773,546						
2207735	SON	SR-79	N OF MILL BRANCH BR.	N OF REEDY BRANCH BRIDGE	A2-4	Н					\$84,812,367	2	×
2207735	RW	SR 79	N OF MILL BRANCH BR.	N OF REEDY BRANCH BR	A2-4	1				\$400,000		2	
2179763	RW	SR-30/US-98	AT SR-368/23RD STREET	INTERSECTION PHASE I	M-INT	2				\$66,618,228		2	×
2198431	SON		SR-10/US-90/MAHAN CR-0353/DEMPSEY MAYO	WALDEN ROAD	A2-4	1				\$28,777,392		2	
2206791	CON	SR-83/US-331	N END CHOCTAW REL	0.5 MI SOUTH OF SR-20	A2-4	1		\$90,369,639				2	×
2207736	RW	SR-79	N OF REEDY BRANCH	COURT STREET	A2-4	1				\$46,705,352		2	×
2207738	WH	SR-79	N OF CYPRESS CREEK BR	HOLMES COUNTY LINE	A2-4					\$6,000,000	\$4,200,000		×
2186031	W.	US-29	1-10	N OF NINE MILE RD	A2-6		:				\$21,026,050		×
2204423	CON	SR-87	FIVE FORKS ROAD	EGLIN AIR FORCE BASE	A2-4					\$58,000,000			
				Annua	State Manage	ed Total	Annual State Managed Total \$73,629,405	\$90,369,639	\$2,314,438	\$2,314,438 \$227,716,669	\$110,038,417		8
	***************************************							*************************************					

District 3 - 2nd 5 Year State Managed Highway Total \$504,068,568

Projects currently located in 2nd Five Years.
Projects deferred based on Nov-May 2008 Revenue reductions.
Projects deferred from 5-Year Work Program into 2nd 5-Years (June 2008).
Projects moved forward into 2nd Five Years from Draft SIS Cost Feasible Plan (October 2007).
Project moved to Draft Cost Feasible Plan (CFP) based on District statutory balancing.

SIS/FIHS Highway Capacity 2nd 5-yr Plan (July 2008)

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Item Segment	Phase	Local Name	From	To	Improvement	Yr Move	YR 2014	YR 2015	YR 2016	VR 2017	VR 2018	Martine (1)	gyg
4208095	CON	1-595/P3/CEI	-75	WEST OF I-95	- AN		\$425.000					,	,
4208097	CON	1-595/P3/GEO TECH	EAST OF I-75	WEST OF I-95	ΔN		\$425,000					,	٦,
4130462	PE	I-95/5R-9	AT SR-70 & SR-68	TWO INTERCHANGES	M-INCH	2			\$150 000				<
4130471	PE	I-95/SR-9	SR-614/INDRIO ROAD	IR/ST LUCIE COUNTY LINE	A2-6	1		\$180.000					T
4130482	RW	I-95/SR-9	AT OSLO ROAD	INTERCHANGE	HUNI-Y	-		\$5 500 000					Ţ
4130462	CON	I-95/SR-9	AT SR-70 & SR-68	TWO INTERCHANGES	M-INCH	1		2000000	\$31 576 140			,	1
4130471	CON	I-95/SR-9	SR-614/INDRIO ROAD	IR/ST LUCIE COUNTY LINE	A2-6	-		\$43 210 780	\$745 850			57	
4130461		CON 1.95/5R-9	SR-70/OKEECHOBEE	1 -	A) C	To Control of the Control	A DATA CONTROL SANDA SANDA	42 000 000	0.000	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1000	573	T
4200004		101	200100000000000000000000000000000000000	OWON OWON /LTONG	0.74	1		\$2,000,000				7	
1508024		1-595	I-75/SAWGRASS	SR-5/US-1	3		\$3,125,000	\$125,000	\$125.000	\$125,000	\$125,000	2.5	×
4208093	82	1-595	REIMBURSEMENT		dD		\$12.560.315	\$10.881.044	\$9 999 45E	\$9 277 791	¢8 919 307	,	,
4208093	CON	I-595/SR-862/P3	FROM EAST OF 1-75	WEST OF I-95	di		\$103 631 000	\$71 712 000	\$140,007,010	C105 003 100	ארם שרים כסרים	a's	\
4130501	SON	1-95	CR-512	INDIAN RIVER/BREVARD COLLI	A2-6		CONTROLL	71.11.12.000	017'167'615	2100,302,130	5405,444,511	3,6	<
			200000000000000000000000000000000000000			1					UCC, / C2, / 4¢	*	
				Annual	State Manage	d lotal	\$120,166,315	Annual State Managed Total \$120,165,315 \$133,608,824 \$191,894,672 \$196,354,981	\$191,894,672	\$196,354,981	\$339,525,148		9

District 4 - 2nd 5 Year State Managed Highway Total \$981,549,940

District 5												
Item Segment	Phase	Phase Local Name	From	To	Improvement vr Move	ve YR 2014	YR 2015	YR 2016	YR 2017	VR 2018	SAME AND ADDRESS OF THE PERSON	N/S
4130721	SON	1-95	BREVARD COUNTY LINE	S OF SR-514/MALABAR RD	A2-6	\$148 165 880	l			۱	i irris cason	
2424844	SON	1-4	SOUTH OF US-441/OBT	SOUTH OF IVANHOE BLVD.	A2-8	1	\$147 650 000	¢151 050 000	C165 500 000	\$40.40¢ 74¢	-	Ţ,
2384231	CON	SR-25/US-27	1000 NIAKE I OI IISA	NORTH OF CLISTER OAV DE	2 2 2	-1-	DOO'OCO'C'STTC	000,000,1016	000,000,001¢	\$40,486,713	4	×
				INCHES CHARGOLICANON	C 0.3W	וטינייר						
				Annual	State Managed To	Annual State Managed Total \$299,365,880 \$142,650,000 \$151,050,000 \$166,680,000	\$142,650,000	\$151,050,000	\$166,680,000	\$40,486,715		-

District 5 - 2nd 5 Year State Managed Highway Total \$800,232,595

District 6

Item Segment	Phase	Phase Local Name	From	To	Improvement	-	0 tot 07	1200	2000 411	1			
					niplovenient rrmove	Yr Move	1R 2014	TR 2015	YR 2016	YR 2017	YR 2018	Notes (1,3)	GMR
2495811	CON	SR-826 & SR-836 INT	NW 87TH	NW 57TH AVENUE	M-INCH	-		\$40.763.700					>
2511851		CON NW 25th STREET	NW 89TH COURT	SR-826	A2.6	10 TO	or de the face of the first series.	CEA 701 EA7	Street and the street of the s				<
7511567	i c	TOOR TOTAL STATE			0	-		J04,101,342	The second secon	The second of the second of the second of		2,7	×
7057757	2	PURI OF INITAINI TON PORT OF MIAMI	PORT OF MIAMI	SR-836/I-395	ž	_	\$250,000	\$250,000	\$250,000	\$250,000	\$250.000	,	×
2511563	PE	PORT OF MIAMI TUN PORT OF MIAMI	PORT OF MIAMI	SR-836/I-395	AN	-	\$125,000	\$125,000	\$125,000	\$125,000	\$175,000		Ţ,
2511563	CON	PORT OF MIAMITIN PORT OF MIAMI	PORT OF MIANA	50 036/1 205	2		200 100 100	200	200,0220	000,000	000,0310		{
			INCIN O DO	- 1	471		\$77,987,308	\$77,468,213	\$23,308,064	\$22,452,492	\$23,290,451	9	×
2511563	82	PORT OF MIAMI TUN REIMBURSEMENT	REIMBURSEMENT		ž		\$16.071.298	\$16.723.150	\$17.050.040	\$19 107 355	\$10 507 101	ļ	>
7515001	SAME DIAL SAME	TO A LA LO CO	The state of the s	THE RESERVE THE PROPERTY OF TH	Section of the Sectio	The state of the s		DOTTON COLLA	0.0000	יייייייייייייייייייייייייייייייייייייי	TCT' (OC'CTC	٥	<
TOOOTES	AAU	2	EAST OF 1-95	MACAR HUR CSWY BRIDGE	M-INCH				TOCEP			と 日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日	1865 A 1855
4231261	200	SR-836/I-95	INTERCHANGE RAMPS	NW 12TH AVE TO L95	TUNITA	THE PROPERTY OF STREET	Contract of the Contract of th	COL CH					
THE PARTY OF THE P	100 J. C. L. S. C. L.	100000000000000000000000000000000000000			5	10 000000	The second secon	CCL					
2430130	CON	CON SK-99 //KROME AVE	MP 2.754	MP:5.122	A2-4	5	TO CFP						41. X 11.33
									The second secon	The second secon		September of the Control of the Cont	
				Annual	State Manage	d Total	Annual State Managed Total \$38,433,606	\$195.031.605	\$40.733.104	\$41 934 847	\$43 172 642		a
											1. 2/1	_	-

District 6 - 2nd 5 Year State Managed Highway Total \$359,305,804

Projects moved forward Into 2nd Five Years from Draft SIS Coat Feasible Plan (October 2007). Project moved to Draft Coat Feasible Plan (CFP) based on District statutory balancing.

District 7

Item Segment Phase	Local Name	From	To	Improvement Yr Move	Yr Move	YR 2014	YR 2015	YR 2016	YR 2017	YR 2018	Notes (1,3)	GMR
CON	I-275/SR-93	HOWARD FRANKLAND B	HIMES AVENUE	A2-8		\$90,007,554						×
CON	I-75/SR-93A	S OF FOWLER AVENUE	N OF CR-581/BB DOWNS	A2-6			\$92,413,773					×
CON	US-19/SR-55	NORTH OF SUNSET POINT	S OF COUNTRYSIDE BLVD	M-INCH				\$49,495,032				×
×	US-19/SR-55	NORTH OF SUNSET POINT	S OF COUNTRYSIDE BLVD	M-INCH				\$12,670,000			2	×
CON	1-75/SR-93A	N OF BB DOWNS BLVD	SOUTH OF SR-56	A2-6	7				\$61,785,536		7	×
RW	I-75/SR-93	PASCO/HERNANDO CO/L	NORTH SR-50/CORTEZ BLVD	A2-6	7	2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -				\$54,069,120	2	×
NO	I-75/SR-93	SOUTH OF SR-56	NORTH OF CR-54	A2-6	1					\$44,900,000	2	×
3W	I-75/SR-93	SR-50	HERNANDO/SUMTER CO/L	A2-6	3			TOICEP				×
			Annua	I State Manag	ed Total	Annual State Managed Total \$90,007,554	\$92,413,773	\$62,165,032	\$61,785,536	\$98,969,120		8

District 7 - 2nd 5 Year State Managed Highway Total \$405,341,015

\$1,080,548,849 \$4,494,260,483 Statewide - 2018 State Managed Highway Total: Statewide - 2nd 5 Year State Managed Highway Total:

> Projects moved forward into 2nd Five Years from Draft SIS Cost Feasible Plan (October 2007). Project deferred from 5-Year Work Program into 2nd 5-Years (June 2008). Projects deferred based on Nov-May 2008 Revenue reductions. Projects currently located in 2nd Five Years.

Project moved to Draft Cost Feasible Plan (CFP) based on District statutory balancing.

Notes:

All costs estimated in year of expenditure dollars and State Managed funds only.
 Deferred phases have been inflated using Work Program Instruction factors.
 Project cost data extracted from Tentative Work Program on 04/01/2008.
 Project cost starcated from Darkf 1SC Oast Feasible Plan (October 2007).
 First Coast Outer Deltway Mega Project is not shown, but is scheduled to begin payback in 2018 with funding from toll revenue.
 First Coast Outer Deltway Mega Project is not shown, but is scheduled to begin payback in 2018 with funding from toll revenue.
 Projects deferred from 5-Year Work Program (June 2008).
 Projects deferred from 5-Year Work Program (June 2008).
 This plan assumes a \$20 million deduction from both Operational Fixes and Future Corridors each year (2014-2017) and a \$30 million deduction from both In 2018.

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2036 Cost Feasible Diam - 2008 Edition HERE THE PROPERTY OF THE PROPE



District 2

IMPRV	 E	Α.	A2-8	A2-6	A2-6	A2-AUX	M-INCH	A2-6	A2-6	MHNCH	A2-4	M-INCH	A2-4	NR	NR	A2-6	A2-6	A2-4	A2-4	NR.	A2-6	A2-6	A2-6	AR.	M-INCH	A2-4
Other Funds	TOTAL	\$1,840,000											STATE OF THE PROPERTY OF		の の の の の の の の の の の の の の の の の の の											
	TOTAL		\$38,948				\$16,234	\$10,684	\$21,400	\$3,210	\$4,441	\$38,420	A STANSON AND A STANSON	\$24,955	\$22,470	\$4,829	\$7,893	\$38,706		\$22,470	\$6,670	\$6,670	\$6,670	\$27,752	\$16,392	\$21,718
ged Funds	SON		_				\$16,234		\$21,400		2000年1000年	THE RESIDENCE OF	新 公本公文		THE WASHINGTON		金のマンの外間	\$38,706			_		おけれるのでは		中国の国際の	- 100分割の
District Managed Funds	ROW		\$38,948					\$10,684		\$3,210	超级数据的	\$6,420 530,000		\$20,675	\$18,190	\$4,828	\$2,593	L		\$18,190	\$1,712	\$1,712	\$1,712	Ľ		\$17,518
Dist	PE				L						\$4,441	\$6,420	L	\$4,280	\$4,280	L	\$5,300			\$4,280	54,958	\$4,958	\$4,958	\$9,562	\$4,836	\$4,200
	S PDE		L	L	L	L					L	751	253	3,0	285	-86h	100		L	L	L	L		L		
State Managed MEGA Project	BEGINYEAR #YEARS	4			_		L	_	_		_	CONTRACTOR	施工工程 水流	NORTH THE	经基础 数据	· 经股份的	William Street		_					-	_	
	BEGINY	0 2018	_	L	_	_		L	_	_	_	THE PRINCIPAL PR	Substitution of the	3,23,553, 32	36,000,00	A STATE OF	高级蒙蒙 傷		_							
State Ma	COST	os										and the second second	SAME DESCRIPTION	Make property	*SEC. (2) (4)	Mary States										
	TOTAL		\$197,736	\$52,013	\$24,427	\$64,200		\$83,567	\$21,400	\$32,100		\$64,200	\$73,392	26310401036	· · · · · · · · · · · · · · · · · · ·	\$23,289	\$53,002	\$42,918	\$45,546		\$3,339			\$95,619		
State Managed Funds	CON		\$197,736	\$52,013	\$24,427	\$64,200	_	\$83,567	\$21,400	\$32,100		\$64,200	\$73,392		TO SERVICE STATE OF	\$23,289	\$53,002	\$42,918	\$45,546	深 教 表	\$3,339	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The state of the s	\$95,619	はないから	123 (4) (6) (2)
	ROW										经过程的	No. P. Contraction			会議を言	2015/2015	の記録を記さ				は ない は ない					
State	PE						Ī							1000	SANGED STATE					あるない						
	PDE													200	49.0					-						
Ç	2	1-95	1-295	East of CR-107	West of Rubin Road	1-95		SR-23/Branan Field Chaffee	West of Still Quarters Road		CR-26A		South of Callahan	SR-100 ****	SR-16	Commonwealth Avenue	US-301	North of Thomas Creek	Duval/Nassau County Line		Nassaw/Duval County Line	Baker/Nassau County Line	SR-228	US-301 (North of Baldwin)		Gilchrist/Alachua County Line
NC D	N. C.	1-10	International Golf Parkway	West of Rubin Road	West of Still Quarters Road	SR-13	At Pritchard Road	US-301	56-1	At US-441	Gilchrist/Alachua County Line	At SR-200/US-301	North of Thomas Creek	. US:301	SR-100	1:10	Nassau/Duval County Line	Duval/Nassau County Line	North of Baldwin	SR-16	Baker/Nassau County Line	SR-228	CR-125	US-90	At US-90	US-19
EACILITY		Oufer Beltway/SR-23/BFC	1-95	SR-200/A1A	SR-200/A1A	1-295	1-295	1.10	SR-200/A1A	1-75	SR-26	[-10 · · · · · · · · · · · · · · · · · · ·	SR-200/US-301	SR-223/US-301 (Starke ByPass)	SR-223/US-301 (Starke ByPass)	1-295	1510	SR-200/US-301	SR-200/US-301	SR-223/US-301 (Starke ByPass)	[-10	1-10	[-10	SR-200/US-301 (Baldwin ByPass)	F.75	SR-26
CIOVW	OI LYIM	H21-023-0170	H21-095-0170	HZ8-200-0020	H28-200-0040	HZ1-295-0170	HZ3-295-0190	H21-010-0561	HZ8-200-0060	HZ1-075-0150	H24-026-0100	HZ9-010-0130	H24-301-0060	HZ4-301-0120	H24-301-0121	HZ1-295-0050	HZ1-010-0550	H24-301-0040	H24-301-0020	HZ4-301-0122	H21-010-0520	H21-010-0510	HZ1-010-0500	H24-301-0220	H29-075-0910	HZ4-026-0120

Funded MegaProject Totals: Funded CFP and MegaProject Totals:

\$876,748

20

\$1,840,000

\$0 \$338,532

INTROMEMENTARY

Salion

Projects color coded by highest feasible phase year.

Mega Projects Phased Over Time Funded, Planned. Not needed

Fiscal Year 2025 - 2030 Fiscal Year 2031 - 2035 Unfunded Needs Plan Fiscal Year 2019 - 2025

A2-4; Add 2 Lanes to Build 6 A2-6; Add 2 Lanes to Build 6 A2-6; Add 2 Lanes to Build 6 A4-6; Add 4 Lanes to Build 8 A4-6; Add 4 Lanes to Build 8 A2-AUX: Add 2 Auxillary Lanes A2-RUI: Add 2 Special Use Lanes A4-SUI: Add 2 Special Use Lanes A4-SUI: Add 2 Special Use Lanes

All values in thousands of Present Day Dollars (2008).
 All phase costs shown as supplied by each District.
 CON includes both Construction (CONS2) and Construction Support.
 ROW includes both Right-of-Way Acquisition/Miligation (ROW43145) and Right-of-Way Support.
 Project costs are subject to change.

M-INCH: Modify Interchange
I-INCH: New Interchange
N-CONH: New Connector Highway
UP: Ultimate Improvement
NR: New Road
SERV: Service Road
BRIDGE: Bridge
RRDGE: Bridge
MODAL: Intermodal Facility
AMS: Access Management System

State of Florida Department of Transportation

August 2008 DRAFT

Page 8

August 27, 2008

TO:

Metropolitan Transportation Planning Organization (MTPO)

FROM:

Marlie Sanderson, Director of Transportation Planning

SUBJECT:

Year 2035 Long Range Plan Update-FDOT Resolution and

Reimbursement Agreement

MTPO STAFF RECOMMENDATION

Approve the enclosed Resolution authorizing the MTPO Chair to sign the enclosed Reimbursement Agreement with the Florida Department of Transportation.

BACKGROUND

The MTPO must update its long range transportation plan by November 2010. The Florida Department of Transportation is providing \$200,000 in funding assistance to the MTPO to help pay for the Year 2035 Long Range Transportation Plan Update.

In order to receive these funds, the MTPO must approve the enclosed Resolution. This Resolution authorizes the MTPO Chair to sign the enclosed Reimbursement Agreement with the Florida Department of Transportation

If you have any questions or need any additional information, please do not hesitate to call me at extension 103.

T:\Marlie\MS09\MTPO\MEMO\fdotagreesep.wpd

CERTIFICATE

he undersigned as the duly qualified and acting Secretary of the Metropolitan Transportation
lanning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a
ue and correct copy of Resolution 08-5, which was adopted at a legally convened meeting of
ne Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area,
rhich meeting was held on the day of, A.D., 2008.
WITNESS my hand this day of, A.D., 2008.
Cynthia Moore Chestnut, Secretary

RESOLUTION 08-5

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING A REIMBURSEMENT AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE METROPOLITAN TRANSPORTATION FOR THE GAINESVILLE LONG RANGE TRANSPORTATION PLAN, PLANNING STUDY, PLAN DEVELOPMENT AND ADOPTION, PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into said Agreement and to undertake the project hereinafter described, as authorized under Section 339.175(9)(b), *Florida Statutes*;

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

- 1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) has the authority to enter in the Agreement.
- 2. That the MTPO authorizes its Chairperson to execute the Agreement on behalf of the MTPO with the Florida Department of Transportation (FDOT) to facilitate the Gainesville Long Range Transportation Plan, FDOT Financial Project Identification # 424402-1-18-01, for reimbursement in an amount not to exceed \$200,000.

3. That the MTPO authorizes its Chief Staf	f Official to sign any and all agreements,
assurances, reimbursement invoices, warrant	ies, certification, and any other documents that
may be required in connection with the Agre	ement or subsequent agreements.
4. That this resolution shall take effect imm	nediately upon its adoption.
DULY ADOPTED in regular session, this _	day of A.D., 2008.
	METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA
By:	Lee Pinkoson, Chair
	Lee I likoson, Chan
ATTEST:	
Cynthia Moore Chestnut, Secretary	APPROVED AS TO FORM
	MTPO Attorney

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION REIMBURSEMENT AGREEMENT

THIS AGREEMENT, made and entered into this day of	
, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, ar	'n
agency of the State of Florida, hereinafter referred to as the "Department", and the METROPOLITAN	1
TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED)
AREA, hereinafter referred to as the "Agency".	

WITNESSETH:

WHEREAS, the Agency has the authority to enter into said Agreement and to undertake the project hereinafter described, and the Department has been granted the authority to function adequately in all areas of appropriate jurisdiction including the implementation of an integrated and balanced transportation system and is authorized under Section 334.044, Florida Statutes, to enter into this Agreement; and

WHEREAS, the Agency, by Resolution No. ______, a copy of which is attached hereto as Exhibit "B", and made a part hereof, has authorized its officers to execute this Agreement on its behalf; and

WHEREAS, the project provides Single Audit Information as further described in Exhibit "1", and made a part hereof and

WHEREAS, the Department is authorized to contract with local governmental entities to the maximum extent possible for performance of its transportation responsibilities; and

WHEREAS, the parties mutually agree that it is in their joint best interest to facilitate the transportation project known as the Gainesville Long Range Transportation Plan (LRTP), the purpose of this plan is to encourage and promote a safe and efficient transportation system to serve future year transportation demands in the Gainesville Urbanized Area in Alachua County, Florida, hereinafter referred to as the "Project", and more specifically described in Exhibit "A".

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations herein, the parties agree as follows:

- 1. The purpose of this Agreement is to provide funding to assist the Gainesville Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area to update its Long Range Transportation Plan (LRTP). The purpose of this plan is to encourage and promote a safe and efficient transportation system to serve future year transportation demands. The Department has determined that this Project is in the best interests of the Department. Said Project is further described in Exhibit "A", attached hereto and by this reference made a part hereof. The further purpose of this Agreement is to provide Departmental financial reimbursement to the Agency, state the terms and conditions upon which such reimbursement will be provided and the understandings as to the manner in which the Project will be undertaken and completed.
- 2. The Agency agrees to complete the project on or before <u>June 30, 2011</u>. If the Agency does not complete the project within this time period, this Agreement will expire on the last day of scheduled completion as provided in this paragraph unless an extension of the time period is requested by the Agency and granted in writing by the DEPARTMENT prior to the expiration of the Agreement. Expiration of this Agreement will be considered termination of the project. The cost of

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any work performed after the expiration date of the Agreement will not be reimbursed by the Department.

- 3. The Agency shall commence, and complete the Project as described in Exhibit "A" with all practical dispatch, in a sound, economical and efficient manner, and in accordance with the provisions herein, and all applicable laws.
- 4. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is requisite under applicable law to enable the Agency to enter into this Agreement or to undertake the Project hereunder, or to observe, assume or carry out any of the provisions of the Agreement, the Agency will initiate and consummate, as provided by law, all actions necessary with respect to any such matters so requisite.
- 5. The Agency shall initiate and prosecute to completion all proceedings necessary to enable the Agency to provide the necessary funds for completion of the Project.
- 6. The Agency shall submit to the Department such data, reports, records, contracts and other documents relating to the Project as the Department may require.
- 7. The total Department funds available for this project shall not exceed \$200,000.00. (\$50,000.00 for FY 08/09; \$80,000.00 for FY 09/10 and \$70,000.00 for FY 10/11) The Agency agrees to bear all expenses in excess of the \$200,000.00 and any deficits involved.
- 8. The Department agrees to a maximum participation in the Project in the amount of **\$200,000.00**. The Agency will invoice the Department providing a detailed accounting of expenses. Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper pre-audit and post-audit thereof.
- 9. Recipients of federal and state funds are to have audits done annually using the following criteria:

Federal awards are to be identified using the Catalog of Federal Domestic Assistance (CFDA) title and number, award number and year, and name of the awarding federal agency. State awards will be identified using the Catalog of State Financial Assistance (CSFA) title and number, award number and year, and name of the awarding state agency.

In the event that a recipient expends \$500,000 or more in federal awards in its fiscal year, the recipient must have a single or program specific audit conducted in accordance with the United States Office of Management and Budget (OMB) Circular A-133.

If a recipient expends less than \$500,000 in federal awards during its fiscal year, an audit conducted in accordance with the **OMB Circular A-133** is not required. If a recipient expends less than \$500,000 in federal awards during its fiscal year and elects to have an audit conducted in accordance with **OMB Circular A-133**, the cost of the audit must be paid from non-federal funds.

In the event that a recipient expends \$500,000 or more in state awards during its fiscal year, the recipient must have a state single or program specific audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.600, Rules of the Auditor General.

If a recipient expends less than \$500,000 in state awards during its fiscal year, an audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.600, Rules of the Auditor General is not required. If a recipient expends less than \$500,000 in state awards during its fiscal year and elects to have an audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.600, Rules of the Auditor General, the cost of the audit must be paid from non-state funds.

Reporting Packages and management letters generated from audits conducted in accordance with **OMB Circular A-133** and Financial Reporting Packages generated in accordance with **Section 215.97**, **Florida Statutes**, **and Chapter 10.600**, **Rules of the Auditor General** shall be submitted to the awarding FDOT office, by the recipient, within 30 days of receiving it. The aforementioned items are to be received by the appropriate FDOT office no later than 9 months after the end of the recipient's fiscal year.

The recipient shall follow up and take corrective action on audit findings. Preparation of a summary schedule of prior year audit findings, including corrective action and current status of the audit finding is required. Current year audit findings require corrective action and status of finding.

Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is completed or the dispute is resolved. Access to project records and audit work papers shall be given to the FDOT, the Comptroller, and the Office of the Auditor General.

The recipient shall submit required audit documentation as follows:

A Reporting Package and Data Collection Form for each audit conducted in accordance with **OMB Circular A-133** shall be sent to:

Federal Audit Clearinghouse Bureau of the Census 1201 East 10th Street Jefferson, IN 47132

A Financial Reporting Package of audits conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.600, Rules of the Auditor General shall be sent to:

State of Florida Auditor General ATTN: Ted. J. Sauerbeck Room 574, Claude Pepper Building 111 West Madison Street Tallahassee, FL 32303-1450

- 10. Agencies providing goods and services to the Department should be aware of the following time frames. Upon receipt, the Department has five (5) working days to inspect and approve the goods and services, unless the Agreement specifies otherwise. The Department has 20 days to deliver a request for payment (voucher) to the Department of Banking and Finance. The 20 days are measured from the latter of the date the invoice is received or the goods or services are received, inspected and approved.
- 11. If a payment is not available within 40 days, a separate interest penalty at a rate as established pursuant to Section 55.03(1), Florida Statutes, will be due and payable, in addition to the invoice amount, to the Agency. Interest penalties of less than one (1) dollar will not be enforced unless the Agency requests payment. Invoices that have to be returned to an Agency because of Agency preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department.
- 12. A Vendor Ombudsman has been established within the Department of Banking and Finance. The duties of this individual include acting as an advocate for contractor/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 410-9724 or by calling the State Comptroller's Hotline, 1-800-848-3792.
- 13. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may

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not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

- 14. Upon final payment to the contractor for the entire Project, the Agency shall, within one hundred eighty (180) days, furnish the Department with two (2) copies of its final and complete billing of all cost incurred in connection with the work performed hereunder, such statement to follow as closely as possible the order of items contained in the job estimate. The final billing shall show the description and site of the Project; the date on which the first work was performed or the date on which the earliest items of billed expense was incurred; the date on which the last work was performed or the last item of billed expense was incurred; and the location where records and accounts billed can be audited. Records of costs incurred under terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for three (3) years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred includes the Agency's general accounting records and the project records, together with supporting documents and records, or the contractor and all subcontractors performing work on the Project, and all other records of the contractor and subcontractors considered necessary by the Department for a proper audit of costs.
- 15. The parties recognize and accept the funding restrictions set forth in Section 339.135(6)(a), Florida Statutes, which may affect the Department's obligations hereunder:
 - "(a) The department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money shall be paid hereon. The Department shall require a statement from the comptroller of the department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein shall prevent the making of contracts for a period exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and having a term for a period of more than 1 year."
- 16. If the Agency abandons or, before completion, discontinues the Project, or for any other reason, the commencement, prosecution, or timely completion of the Project by the Agency is rendered improbable, infeasible, impossible, or illegal, the Department will, by written notice to the Agency, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Department may terminate any or all of its obligations under this Agreement.
- 17. Except as otherwise authorized in writing by the Department, the Agency shall not execute any contract with any third party with respect to the Project or obligate itself in any manner requiring the disbursement of Department funds without the written approval of the Department. Failure to obtain such approval shall be sufficient cause for nonpayment by the Department. The Department specifically reserves unto itself the right to review the qualifications of any contractor and to approve or disapprove the employment of the same.
- 18. The Department reserves the right to unilaterally cancel this Agreement for refusal by the contractor or Agency to allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes and made or received in conjunction with this Agreement.
- 19. The Agency shall make the project records available to the Department for inspection and shall require its consultants to permit the Department's authorized representatives to inspect all work,

payrolls, records, and to audit the books, records and accounts pertaining to the financing, development and construction of the Project.

- 20. Execution of this Reimbursement Agreement constitutes a certification by the Agency that the Project will be carried out in conformance with all applicable environmental regulations including the securing of any applicable permits. The Agency will be solely responsible for any liability in the event of non-compliance with applicable environmental regulations, including the securing of any applicable permits, and will reimburse the Department for any loss incurred in connections therewith.
- 21. To the extent permitted by law, the Agency shall indemnify, defend, save, and hold harmless the Department and all its officers, agents and employees from any claim, loss damage, cost, charge or expense arising out of any act, error, omission, or negligent act by the Agency, its officers, agents, or employees during the performance of the Agreement, except that neither the Agency, its officers, agents or its employees will be liable under this paragraph for any claim, loss, damage, cost, charge or expense arising out of any act, error, omission, or negligent act by the Department or any of its officers, agents, or employees during the performance of the Agreement.

The parties agree that this clause shall not waive the benefits or provisions of Chapter 768.28, Florida Statutes, or any similar provision of law.

When the Department receives a notice of claim for damages that may have been caused by the Agency in the performance of services required under this Agreement, the Department will immediately forward the claim to the Agency. The Agency and the Department will evaluate the claim and report their findings to each other within 14 working days and will jointly discuss options in defending the claim. After reviewing the claim, the Department will determine whether to require the participation of the Agency in the defense of the claim or to require the Agency defend the Department in such claim as described in this section. The Department's failure to promptly notify the Agency of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by the Agency. The Department and the Agency will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any. However, if only one party participates in the defense of the claim at trial, that party is responsible for all expenses at trial.

- 22. Nothing herein shall be construed to create any third party beneficiary rights in any person not a party to this Agreement.
- 23. This Agreement shall commence on the date above written and remain in effect and binding on the parties until cancellation, or performance of the parties' obligations hereunder. Any amendment to or modification of this Agreement shall be in writing and signed by both parties. No assignment shall be effected until prior written consent has been given by the Department, which consent shall not be unreasonably withheld.
- 24. If any provision of the Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of the applicable law.
- 25. The Agency warrants that it has not employed or obtained any company or person, other than bona fide employees of the Agency to solicit or secure this Agreement, and it has not paid or agreed to pay any company, corporation, individual, or firm, other than a bona fide employee employed by the Agency. For breach or violation of this provision, the Department shall have the right to terminate the Agreement without liability.
- 26. The Agency agrees to maintain any project not on the State System, constructed under this Agreement.
- 27. This Agreement shall be governed and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first above written.

	DATE FUNDING APPROVED BY COMPTROLLER
	(See attached Encumbrance Form)
METROPOLITAN TRANSPORTAION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
BY:	BY:
DATE:	DATE:
ATTEST: (SEAL) TITLE:	ATTEST: (SEAL) Executive Secretary
APPROVED AS TO FORM	APPROVED AS TO FORM, LEGALITY
Attorney	Office of District Two General Counsel

EXHIBIT "A" PROJECT DESCRIPTION AND RESPONSIBILITIES

This exhibit forms an integral part of that certain Reimbursement Agreement between the State of Florida Department of Transportation and the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, dated ______.

PROJECT LOCATION:

This project will include all state roadways and federal highways in Alachua County as well as county and city transportation facilities.

PROJECT DESCRIPTION:

This Project will include, but is not limited to the following work activities, as directed by FDOT in coordination with the Metropolitan Transportation Planning Organization:

Every five years the State of Florida and the Federal Highway Administration requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to update its Long Range Transportation Plan. The major components of this update process will be mapping, data development, and model validation. The public participation process will be consistent with federal and state guidelines as established in the Metropolitan Planning Organization Program Management Handbook. Results of the LRTP process are intended to serve the overall mobility needs of the area while being cost effective and consistent with Federal, state and local goals and objectives, and consistent with requirements of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as further outlined in Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59.

SPECIAL CONSIDERATION:

AGENCY RESPONSIBILITIES:

- The Agency is required to provide a copy of the study for the Department's review and approval.
- The Agency shall commence the PROJECT activities subsequent to the execution of this Agreement and shall perform in accordance with the following schedule:

Study to be completed on or before June 30, 2011.

If this schedule can not be adhered, notify the Department, in writing, with a revised schedule or the project is subject to the withdrawal of Department funding.

EXHIBIT "B"

EXHIBIT "1" Florida Single Audit Act

Fiscal Year 2008-2009

CSFA Number:

55.014

State Project Title:

INTERMODAL DEVELOPMENT PROGRAM

Agency:

Department of Transportation

Program:

55100000 - Transportation Systems Development

Budget Entity:

55100100 - Transportation Systems Development

Specific Appropriation: GAA 1997

Appropriation Category: 088792 and 088809

Related CFDA Code:

20.509 Formula Grants for Other Than Urbanized Areas

Authorization:

Section 341.053, Florida Statutes

Objectives:

To provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports, and other transportation terminals, providing for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people

and goods.

Types Of Assistance:

Grants

Applicant Type:

Local Government, Non-Profit, and For-Profit

Restrictions:

Projects funded under the program should be consistent to the maximum extent feasible with approved local government comprehensive plans for the unit of government in which the project is located. Projects are also identified through legislative proviso. No single transportation authority or single fixed-guideway transportation system receiving funds under the Intermodal Development Program is to receive more than 33 1/3 percent of the total intermodal development funds appropriated between July 1,

1990, and June 30, 2015.

Procedures:

District Offices consult with appropriate Metropolitan Planning

Organizations in urbanized areas, or Boards of County Commissioners in

non-urbanized area, to identify projects that may be eligible for Intermodal Development Program funding. For each candidate project an Intermodal Project Description is prepared. Application procedures are described in the work program instructions and are established by

each District.

Award Procedures:

District personnel are responsible for the review and approval of the

intermodal projects selected for annual formula funding.

Information Contact:

Department of Transportation Public Transportation Office

605 Suwannee Street, Mail Station 68

Tallahassee, FL 32399-0450 Phone: (850) 414-4551

Web Address:

Associated Subjects:

Transportation/Transportation Systems

September 4, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Year 2035 Long Range Plan Update- Consultant Contract

MTPO STAFF RECOMMENDATION

Approve, and authorize the MTPO Chair to sign, the enclosed Contract Agreement with Renaissance Planning Group subject to the Reimbursement Agreement being executed by the Florida Department of Transportation.

BACKGROUND

The MTPO must update its long range transportation plan by November 2010. For this plan update, the MTPO is hiring a consultant to assist with this effort.

In April, the MTPO approved the <u>Request for Technical Proposals</u> for the consultant selection process. This process included the appointment of a Technical Review Committee to interview, score and rank consultants.

This Committee recently completed this process and ranked Renaissance Planning Group number one. We are pleased to report that we have successfully negotiated a contract with Renaissance Planning Group for the budgeted amount of \$400,000.

If you have any questions or need any additional information, please do not hesitate to call me at extension 103.

T:\Marlie\MS09\MTPO\MEMO\contractrpgsep.wpd

GAINESVILLE URBANIZED AREA

YEAR 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

AGREEMENT

BETWEEN

"CONSULTANT"

and the

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FOR THE GAINESVILLE URBANIZED AREA

This Agreement is entered into this ____ day of _____, 2008 by and between Renaissance Planning Group, hereinafter referred to as the "CONSULTANT", and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereinafter referred as the "MTPO."

THIS AGREEMENT/CONTRACT IS ENTERED BASED ON THE FOLLOWING FACTS:

The MTPO desires to engage the CONSULTANT to render certain technical or professional services; and

The CONSULTANT possesses the qualifications and expertise to perform the services required.

NOW THEREFORE, THE MTPO AND THE CONSULTANT DO MUTUALLY AGREE AS FOLLOWS:

I. COVENANT FOR SERVICES

The MTPO does hereby contract with the CONSULTANT to perform the services described herein and the CONSULTANT does hereby agree to perform such services under the terms and conditions set forth in this Agreement.

II. AVAILABILITY OF FUNDS

Payments pursuant to this Agreement are subject to, and conditioned upon, the total release of authorized appropriations and receipt of such funds from the Florida Department of Transportation by the MTPO.

III. <u>DEFINITION, SCOPE AND QUALITY OF SERVICE</u>

(A) Intent of the Agreement

The CONSULTANT agrees, under the terms and conditions of this Agreement and the applicable state and local laws and regulations, to undertake, perform, and complete all of the work tasks as outlined in Exhibit A, and by this reference made a part hereinafter called the project and the Consultant agrees to perform such work tasks and abide by the provisions of Exhibit A.

(B) Exhibit A, Scope of Services is hereto incorporated by reference.

IV. CONSIDERATION

As consideration for work rendered under this Agreement, the MTPO agrees to pay the CONSULTANT a fixed fee of \$400,000 dollars and no cents, subject to funds being made available by the Florida Department of Transportation to support this amount. Funds may be used by the CONSULTANT in preparing the work tasks contained in the scope of services attached hereto and incorporated by reference.

In the event it becomes necessary to cancel this Agreement due to lack of appropriations, the CONSULTANT will be reimbursed for its incurred costs up to the date of Agreement termination. The reimbursement for these costs shall be inclusive of a fair and reasonable fee.

V. METHOD OF PAYMENT

(A) The MTPO shall pay on a percent complete basis for the amount of work actually completed each month as documented in a progress report reviewed and accepted by the MTPO as specified in Exhibit B. The MTPO reserves the right to withhold payment or payments, in whole or in part, and to continue to withhold any such payments for work not completed, completed unsatisfactorily, work that is behind schedule or work that is otherwise performed in an inadequate or untimely fashion

- as determined by the MTPO. Any and all such payment previously withheld shall be released and paid to the CONSULTANT promptly when the work is subsequently satisfactorily performed.
- (B) Subject to approval of the invoice and progress report, the MTPO will pay the CONSULTANT within 30 days of receiving funds from the Florida Department of Transportation for each CONSULTANT invoice and progress report. Progress reports will identify percent of project completed by task, as well as by total percent complete.
- (C) The CONSULTANT will submit a correct final invoice to the MTPO within 60 days after the date of expiration of this Agreement. Invoices received after this date will not be honored unless an extension of this Agreement has been granted in accordance with Article XI.

VI. REOUIRED REPORTS, RECORDS AND CERTIFICATES

- (A) The CONSULTANT shall provide the MTPO a contract closeout report certifying that a copy of each work product has been submitted to the MTPO for their review and approval. The report shall be received by the MTPO no later than June 30, 2011.
- (B) If all required reports and copies, prescribed above, are not sent to the MTPO or are not completed in a manner acceptable to the MTPO, the MTPO shall withhold further payments until they are completed. The MTPO may terminate this Agreement with the CONSULTANT if reports are not received within ten days after notice. "Acceptable to the MTPO" means that the work product was completed in accordance with professional planning principles and is consistent with the scope of services.
- (C) The CONSULTANT shall execute a truth-in-negotiation certificate stating that wage rates and other factual unit costs supporting the compensation are accurate, complete and current at the time of contracting.

VII. AUDIT REQUIREMENTS

(A) The CONSULTANT agrees to maintain adequate financial procedures and adequate support documents to account for the expenditure of funds under this Agreement.

- (B) These records shall be available at all reasonable times for inspection, review or audit by the MTPO and State of Florida personnel at the location where such records are stored and maintained by the CONSULTANT. "Reasonable" shall be construed according to circumstances, but ordinarily shall mean normal business hours of 8:00 a.m. to 5:00 p.m., local time, Monday through Friday.
- (C) The CONSULTANT shall retain all financial records, supporting documents, statistical records and any other documents pertinent to this Agreement for a period of five (5) years after the date of submission of the final expenditures report. However, if litigation or an audit has been initiated prior to the expiration of the five-year period, the records shall be retained until the litigation or audit findings have been resolved.
- (D) Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and postaudit thereof.

VIII. PUBLIC RECORDS

The CONSULTANT shall allow public access to all documents, reports, papers, letters or other material, subject to the provision of Chapter 119, Florida Statutes, prepared or received by the CONSULTANT in conjunction with this Agreement.

IX. SUBCONTRACTS

- (A) Except as otherwise authorized in writing by the MTPO, the CONSULTANT shall not execute any contract or obligate itself in any manner requiring the disbursement of funds with any third party with respect to the project without the written concurrence of the MTPO. The MTPO specifically reserves unto itself the right to review the qualifications of any subconsultant or contractor and to approve or disapprove the employment of the same after the subconsultant is selected but before a subconsultant contract is executed.
- (B) If, after receiving written approval by the MTPO, the CONSULTANT subcontracts any or all of the work required under this Agreement, the CONSULTANT agrees to include in the subcontract that the subcontractor is bound by the terms and conditions of this Agreement with the MTPO.
- (C) The CONSULTANT agrees to include in the subcontract that the subcontractor shall hold the MTPO and CONSULTANT harmless against all claims of whatever nature arising out of the subcontractor's performance of work under this Agreement, to the extent allowed and required by law.

- (D) If, after receiving written approval by the MTPO, the CONSULTANT subcontracts, a copy of the executed subcontract must be forwarded to the MTPO within ten (10) days after execution.
- (E) It is understood and agreed by the parties hereto that participation by the MTPO in a project with a CONSULTANT, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the CONSULTANT complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. As a further condition, the CONSULTANT will involve the MTPO in the Subconsultant Selection Process for all projects. In all cases, the CONSULTANT's Attorney shall certify to the MTPO that selection has been accomplished in compliance with the Consultant's Competitive Negotiation Act.
- (F) It is the policy of the MTPO that minority business enterprises (MBE) as defined in 49 CFR Part 23, as amended, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with MTPO funds under this Agreement. The MBE requirements of 49 CFR Part 23, as amended, apply to this Agreement.

X. <u>LIABILITY</u>

To the extent permitted by law, the CONSULTANT shall indemnify, defend, save, and hold harmless the MTPO and all its officers, agents or employees from all suits, actions, claims, demands, liability of any nature whatsoever arising out of, because of, or due to material breach of the Agreement by the CONSULTANT or its subcontractors, agents or employees the extent of or due to any negligent act, or occurrence of omission or commission of the CONSULTANT, its subcontractors, agents or employees.

XI. CONTRACT TERMS

The Agreement shall commence on the last date of signing by the parties involved, that being the day and year first above written, and will terminate on February 28, 2011, unless terminated earlier in accordance with the provisions of Section XIV of this Agreement. Requests for contract extensions must be submitted ninety (90) days prior to expiration date of the contract in time to be approved by the MTPO.

XII. MODIFICATION OF CONTRACT

Either party may request modification of the provisions of this Agreement. Changes which are mutually agreed upon shall be made in written form and shall be incorporated as part of this Agreement.

XIII. DOCUMENTS

The CONSULTANT shall furnish one word processing disk (WordPerfect or other acceptable alternative in a suitable format) containing the draft or final version of each required document. Upon completion of the project, the CONSULTANT shall deliver to the MTPO, in an organized manner, all project files, maps, sketches, worksheets, and other materials used or gathered during the study process. This material shall become the property of the MTPO.

The cover page or title page of all reports, maps and other documents completed as a part of this Agreement shall acknowledge the date (month and year) the document was prepared and the name of the CONSULTANT shall also be shown.

XIV. TERMINATION

- (A) This Agreement may be terminated by the written mutual consent of the parties, provided that the CONSULTANT shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.
- (B) If the CONSULTANT shall fail to fulfill in a timely and proper manner its obligations under this Agreement, the MTPO shall have the right, without liability, to terminate this Agreement within ten (10) days after giving written notice to the CONSULTANT of such termination. The MTPO may also require a pro rata repayment of funds paid to the CONSULTANT provided that the CONSULTANT shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.

In the event the CONSULTANT substantially or materially fails to fulfill its obligations under this Agreement, in advance of terminating the contract for default, MTPO shall issue a formal written notice stating the basis for termination and providing a reasonable opportunity for the CONSULTANT to cure and correct the deficiencies in its contract performance within ten (10) calendar days after first being informed of the basis for the contract termination. If after the cure notice period, the CONSULTANT fails to fulfill in a timely and proper manner its obligations under this Agreement, the MTPO shall have the right to terminate this Agreement by giving written notice to the other party of such termination, the basis thereof and specifying the effective date of such termination, which shall in no event precede the cure notice period.

In the event of contract termination for whatever reason, costs incurred in providing services under the contract prior to the effective date of the termination shall be reimbursable. It is understood that this reimbursement shall include a fair and reasonable fee.

- (C) Notwithstanding the above, the CONSULTANT shall not be relieved of liability to the MTPO by virtue of any breach of contract by the CONSULTANT. The MTPO may withhold any payments to the CONSULTANT for purpose of set-off until such time as the exact amount of damages due the MTPO from the CONSULTANT is determined.
- (D) Either party may terminate this Agreement without cause by providing fifteen (15) days written notice to the other, provided that the CONSULTANT shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.
- (E) In the event funds to finance this contract become unavailable, the MTPO may terminate the Agreement with no less than twenty-four (24) hours written notice to the CONSULTANT. Notice shall be delivered by certified mail, return receipt requested, or in person, with proof of delivery. Notice shall be effective upon receipt, the MTPO shall be the final authority as to the availability of funds.

XV. PROHIBITED INTERESTS

(A) Neither the CONSULTANT nor any of its subcontractors shall enter into any contract, subcontract or arrangement in connection with the project or any property included or planned to be included in the project, in which any member, officer or employee of the CONSULTANT or the locality during his/her tenure for one (1) year thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of his/her tenure any such interest, and if any interest is immediately disclosed to the CONSULTANT, the CONSULTANT with prior approval of the MTPO, may waive the prohibition contained in the subsection: provided that any such present member, officer or employee shall not participate in any action by the CONSULTANT or the locality relating to such contract, subcontract or arrangement.

The CONSULTANT shall insert in all subcontracts entered into in connection with the project or any property included or planned to be included in any project the following provision:

"No member, officer or employee of the CONSULTANT or of the locality during his tenure or for one (1) year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this subsection shall not be applicable to any agreement between the CONSULTANT and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

- (B) No Member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.
- (C) The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT to solicit or secure this agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the CONSULTANT any fee, commission, percentage, gift, or other consideration, contingent upon or resulting from the award or making of this agreement.
- (D) A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods and services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.

XVI. NOTICE AND CONTRACT REPRESENTATIVES

- (A) The representative of the MTPO responsible for the management of this Agreement is Mr. Scott R. Koons, AICP, the Chief Staff Official of the MTPO.
- (B) The Representative of the CONSULTANT responsible for the administration of this Agreement, and who will also serve as the technical and primary point of contact for this Agreement, is Mr. Whit Blanton.
- (C) In the event that different representatives are designated by either party after execution of this Agreement, notice of the name, title and address of the new representative will be rendered in writing to the other party and said notification attached to the original of this Agreement.

XVII. NON-DISCRIMINATION

The MTPO in accordance with Title VI, of the Civil Rights Act of 1964, 42 USC 2000d et. Seq., and 49 CFR Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notices all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, religion or family status in consideration for an award.

During the performance of this Agreement, the CONSULTANT, for itself, its assignees and successors in interest agrees as follows:

- (A) Compliance with Regulations: The CONSULTANT shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (B) **Nondiscrimination:** The CONSULTANT, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.
- (C) Solicitations for Subcontractors, including Procurements of Materials and Equipment: In all solicitations made by the CONSULTANT, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the CONSULTANT of the CONSULTANT's obligations under this Agreement and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (D) **Information and Reports:** The CONSULTANT shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of*

Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a CONSULTANT is in the exclusive possession of another who fails or refuses to furnish this information the CONSULTANT shall so certify to the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

- (E) Sanctions for Noncompliance: In the event of the CONSULTANT's noncompliance with the nondiscrimination provisions of this Agreement, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:
 - 1. withholding of payments to the CONSULTANT under the Agreement until the CONSULTANT complies, and/or
 - 2. cancellation, termination or suspension of the Agreement, in whole or in part.
- (F) **Incorporation of Provisions:** The CONSULTANT shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The CONSULTANT shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a CONSULTANT becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the CONSULTANT may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the CONSULTANT may request the United States to enter into such litigation to protect the interests of the United States.

XVIII. VENUE AND JURISDICTION FOR LITIGATION BETWEEN PARTIES

This Agreement shall be construed according to the laws of the State of Florida. Venue shall be exclusively in the County or the Circuit Court of Alachua County, Florida for all litigation between the parties and all issues litigated between the parties shall be litigated exclusively in the Circuit Court of Alachua County, Florida.

XIX. TERMS AND CONDITIONS

This Agreement contains all the terms and conditions agreed upon by the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their undersigned officials as duly authorized on the day and year first above written.

AT]	ΓEST:			CONSULTAN	Г NAME
SEA	AL	Ву:	[Insert Name and Title]		ByWhit Blanton, Vice- President
AT	TEST:			PLANNING (TAN TRANSPORTATION DRGANIZATION FOR THE LE URBANIZED AREA
SEA	AL				
By:			ons, AICP of Staff Official	By:	Lee Pinkoson MTPO Chair
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EXHIBIT A-

SCOPE OF SERVICES

FOR THE

GAINESVILLE URBANIZED AREA

YEAR 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Prepared for:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

With Assistance from:

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

September 3, 2008

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INTRODUCTION

Every five years, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area updates its Long Range Transportation Plan (LRTP). The purpose of this plan update is to encourage and promote a safe and efficient transportation system to serve future year transportation demands. Results of the LRTP process are intended to serve the overall mobility needs of the area, while also being cost effective and consistent with state and local goals and objectives.

The Gainesville Urbanized Area is located in the center of Alachua County, Florida and incorporates the City of Gainesville, as well as the surrounding urban and transitioning areas. Census 2000 data indicates that this area is inhabited by approximately 159,000 residents and accounts for about half of the county's total population.

The MTPO manages the transportation network and mobility needs for the defined urban area and recognizes the inter-connectivity between network accessibility and land use development patterns. Prior decision making has focused on producing a multi-modal transportation network consisting of roads, transit service, bicycle/pedestrian facilities, and a regional airport. These modes of transportation provide a foundation for handling the flow of goods and services to and from the area, as well as establish a system for area residents to access jobs, shopping and recreational facilities.

This document presents the tasks and data requirements to identify and develop a list of transportation projects to meet anticipated future demand needs of the Gainesville Urbanized Area through the year 2035. Major components of this update process include consistency with federal and state guidelines as established in the Metropolitan Planning Organization Program Management Handbook and significant attention to public participation, mapping, data development, and model validation. These components will establish a policy foundation for long range transportation decisions affecting the Gainesville area and are described in more detail in the following list of tasks.

Unless otherwise stated, all tasks discussed in the following pages will be the responsibility of the CONSULTANT.

SAFETEA-LU REQUIREMENTS

Federal and state statutes outline the general requirements for Long Range Transportation Plan updates. These outlines are broadly defined by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and include the following provisions:

- A. Modifies the requirements for the long range transportation plan by adding requirements for a discussion of mitigation activities and expanding the consultation requirements to include other types of planning activities affected by transportation.
- B. Requires that the following eight (8) planning factors are explicitly considered, analyzed and reflected in the planning process products:
 - 1. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - 2. increase the safety of the transportation system for motorized and nonmotorized users;
 - 3. increase the security of the transportation system for motorized and nonmotorized users;
 - 4. increase the accessibility and mobility of people and freight;
 - 5. protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - 6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - 7. promote efficient system management and operation; and
 - 8. emphasize the preservation of the existing transportation system.
- C. In addition to the 8 planning factors, described above, there are multiple requirements for the metropolitan long range transportation plan as specified in federal law and regulation. They require that the LRTP, at a minimum:

- identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state and regional transportation functions.

 [23 U.S.C.134 (i)(2)(A); 23 C.F.R. 450.322(f)(2)]
- 2. include discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with federal, state, and tribal, wildlife, land management, and regulatory agencies. [23 U.S.C. 134 (i)(2)(B)(i); 23 C.F.R. 450.322(f)(7)]
- include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that are reasonably expected to be available to carry out the plan. [23 U.S.C. 134 (i)(2)©; 23 C.F.R. 450.322(f)(10)]
- 4. include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 U.S.C. 134 (i)(2)(D); 23 C.F.R. 450.322(f)(3)]
- 5. include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs. [23 U.S.C. 134 (i)(2)(E); 23 C.F.R. 450.322(f)(5)]
- 6. include proposed transportation and transit enhancement activities. [23 U.S.C. 134 (i)(2)(F); 23 C.F.R. 450.322(f)(9)]
- 7. identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan. [23 C.F.R. 450.322(f)(1)]
- 8. identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.322(f)(8)]
- 9. within Transportation Management Areas (TMAs), the plan should address congestion management through a metropolitan-wide strategy of new and existing transportation facilities and the use of travel demand reduction and operational management strategies. [23 USC 134 (k)(3); 23 C.F.R. 450.322(f)(4)]
- 10. describe proposed improvements in sufficient detail to develop cost estimates. [23 C.F.R. 450.322(f)(6)]

TECHNICAL TASKS

This Scope of Services is subdivided into five separate tasks that outline the basic requirements of the LRTP update. Unless otherwise noted, the CONSULTANT is expected to fulfill each of the defined tasks and provide written documentation in the form of technical reports and/or memorandums. The tasks to complete the LRTP update are defined as follows:

Task 1:

Public Involvement - It is imperative that the public involvement aspect of this update conform to federal and state guidelines and provide ample opportunity for public review and comment.

Task 2:

Data Collection, Mapping and Data Development - Aspects of this task include development of the highway and transit networks, review and update of the model's traffic analysis zones (TAZ), development of socioeconomic data (ZDATA) and the research of future financial resources.

Task 3:

Data Review and Verification - Task III includes a careful review and analysis of socioeconomic data and model input files.

Task 4:

Model Update and Validation - This task involves the validation of each of the components of the travel demand model to federal and state recommended thresholds.

Task 5:

Year 2035 Transportation Needs Plan and Cost Feasible Plan - Elements within this task provide for the development of the Year 2035 Needs Plan and Year 2035 Cost Feasible Plan.

TECHNICAL REPORTS

For reference purposes, it is important that the entire work effort be well documented. Technical reports detailing methodology and technique are required for each task. Specifically, the following seven technical reports are required.

<u>Technical Report 1-</u> documents public involvement in the plan development process.

<u>Technical Report 2</u>- develops required maps, background data and financial resource information.

<u>Technical Report 3-</u> documents data review and verification.

Technical Report 4- documents model update and validation.

<u>Technical Report 5-</u> documents the development of the Year 2035 Needs Plan.

<u>Technical Report 6</u>- documents the identification, evaluation and selection of the Year 2035 Preliminary and Constrained Needs Plan, all Needs Plan Alternatives and the Year 2035 Needs Plan project ranking.

Technical Report 7- documents the development of the Year 2035 Cost Feasible Plan.

TASK 1 - PUBLIC INVOLVEMENT

Public participation is a critical component of the long range transportation planning process. Therefore, the CONSULTANT will develop a proactive public involvement plan that will have early and continuing involvement of the public in the plan development process. This plan will allow adequate opportunity for involvement of public officials (including elected officials) and citizens in the development of the long range transportation plan before approval by the MTPO.

The CONSULTANT shall develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, representatives of public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with responsible opportunities to be involved in the development of the long range transportation plan.

1.1 PUBLIC INVOLVEMENT PLAN

The public participation plan developed by the CONSULTANT shall describe explicit procedures, strategies, and desired outcomes for:

- 1. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed long range transportation plans;
- 2. Providing timely notice and reasonable access to information about transportation issues and processes;
- 3. Employing visualization techniques to describe proposed long range transportation plans:
- 4. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- 5. Holding any public meetings at convenient and ADA accessible locations and times;
- 6. Demonstrating explicit consideration and response to public input received during the development of the long range transportation plan;
- 7. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and

8. Providing an additional opportunity for public comment, if the final long range transportation plan differs significantly from the version that was made available for public comment by the MTPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

When significant written and oral comments are received on the draft long range transportation plan (including the financial plan), the CONSULTANT shall prepare a summary, analysis, and reports on the disposition of public comments and include this material as part of the adopted Year 2035 Cost Feasible Plan. Agendas for all public hearings will be available in Braille or large print upon request, as will recorded versions of the same. With advance notice, sign language interpretation will be available for all public meetings. The availability of these media alternatives will be advertised.

Elements of this work task are integrated throughout the study process and includes the following:

- 1. Development of Vision Statement, Goals, Objectives and Evaluation Criteria;
- 2. Presentations to the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), Bicycle/Pedestrian Advisory Board (BPAB) and the MTPO;
- 3. Public presentations;
- 4. Preparation of an Executive Summary; and
- 5. Preparation of a Year 2035 Plan poster similar in design to the Year 2020 and Year 2025 MTPO <u>Livable Community Reinvestment Plan</u> posters.

1.2 DEVELOPMENT OF PUBLIC INVOLVEMENT STRATEGIES

The CONSULTANT will develop a public involvement strategy for the long range transportation plan update. This strategy will be consistent with the MTPO's *Public Involvement Plan* and an outreach program will be conducted to involve the elderly, persons with disabilities, minorities and low income community and other groups traditionally under-represented in the plan update process. Strategies to solicit input from the business, environmental and other communities of local significance will also be addressed.

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- 1.2.1 Communication approaches to be used include the use of periodic newsletters and Internet Web site. This site will be a direct link from the North Central Florida Planning Council's web site and will provide access to materials prepared during the plan update process.
- 1.2.2 The CONSULTANT will work with the public, the MTPO Advisory Committees and the MTPO to develop a vision statement and a list of goals and objectives that will govern the development of the LRTP, including long-range and short-range strategies and actions consistent with state and local goals and objectives. The CONSULTANT will develop a process that will insure that the public has ample opportunity to provide input in developing the vision statement and the goals and objectives for the LRTP.

The CONSULTANT will develop draft goals and objectives that include a careful review of the goals and objectives adopted by the City of Gainesville and Alachua County in their Comprehensive Plans. The State Comprehensive Plan and the North Central Florida Strategic Regional Policy Plan will also be reviewed. Efforts will be made to ensure that the goals and objectives of this update are consistent with other local and regional comprehensive plans.

The CONSULTANT will include goals concerning safety and security. This information will be provided to the public during the first series of public workshops. These workshops will be held at locations throughout the urbanized area.

- 1.2.3 The CONSULTANT will incorporate visualization techniques in the public participation process to describe various aspects of the long range transportation plan.
- 1.2.4 At least eight (8) briefings each will be held for the MTPO's Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and MTPO, including representatives of the FDOT, with the understanding that if the CAC and TAC meet on the same day, and the CONSULTANT meets with each Committee separately, this only counts as one briefing. The MTPO's Bicycle/Pedestrian Advisory Board will be invited and encouraged to attend briefings that are made to the CAC and TAC.

The CONSULTANT will be responsible for all handout material, graphics, visual aids and equipment necessary for these presentations. The purpose of these briefings will be to discuss the progress of the update, key decisions and milestones.

1.2.5 The CONSULTANT, will advertise and conduct at least three (3) public informational meetings during the planning process. One of these meetings will inform the public of the upcoming LRTP update and occur early in the project to outline the study scope, goals and timing. A portion of each meeting will be devoted to questions and answers and the public will be asked to identify and provide information about problem areas.

The MTPO shall conduct a minimum of two (2) public hearings, one to solicit public comment on the proposed Year 2035 Needs Plan, and one to solicit public comment on the proposed Year 2035 Cost Feasible Plan. The CONSULTANT will send mailers to announce all public meetings at least ten days in advance.

1.2.6 The CONSULTANT shall document the entire public involvement effort in Technical Report 1. This document will include photographs, a review of materials and subjects discussed, recurrent issues or themes, and results of the process. The CONSULTANT is responsible for preparing meeting minutes for all public workshops, meetings and hearings, including documenting all public comments. All meeting minutes, emails, comments from the public, and related information will be compiled in Technical Report 1.

TASK 2 - DATA COLLECTION, MAPPING AND DATA DEVELOPMENT

The purpose of this task is to develop the maps, model networks and data files needed to validate and run the transportation model. Data inputs to the model include socioeconomic data in the form of ZDATA files, traffic counts and transit ridership. This task will also develop existing and projected financial resources to fund needed transportation projects by the Year 2035. **Technical Report 2** will describe the entire map development effort, as well as the development of ZDATA and the research of future financial resources.

2.1 DATA COLLECTION

CONSULTANT will collect datasets from the existing model and determine if they contain any usable information. CONSULTANT will collect, create, and/or compile datasets necessary to validate and calibrate the Gainesville Urban Area Transportation SYSTEM (GUATS) travel demand model. CONSULTANT will revise screenlines and cutlines as necessary. CONSULTANT will collect and utilize all necessary traffic count data. CONSULTANT will conduct a roadway inventory to develop a 2007 Highway System Network including facility type, number of travel lanes in each direction, presence of turn lanes, posted speed, functional classification and other information as necessary. This roadway inventory will incorporate existing roadway inventory data for the state system from FDOT. The CONSULTANT will be responsible for the coding, reviewing, editing and debugging of the 2007 base year network. CONSULTANT will collect necessary transit service data in order to construct transit networks and validata/calibrate the GUATS model.

- 2.1.1 The screenlines and cutlines developed for the previous Update will be revised as appropriate and used in the validation of the 2007 Base Year Model. The CONSULTANT will be responsible for the review and modification of the screenlines and cutlines.
- 2.1.2 The CONSULTANT is responsible for all traffic count data necessary to validate/calibrate the 2007 Base Year Model. Extensive traffic count data has been collected by the MTPO, FDOT, the City of Gainesville and other partner agencies. The data will be made available to the CONSULTANT. The CONSULTANT will review the traffic count data/locations for adequacy and shall adjust the counts to average weekday peak season counts. Seasonal adjustment factors for local roads developed by the MTPO will be used where appropriate.
- 2.1.3 A highway network shall be developed by the CONSULTANT for the 2007 Base Year. The structure of this network will be consistent with the highway network for the previous update. This network must also include double digit coding to allow for more accurate facility type representation. The revised model network will incorporate changes to networks since the last plan update.
- 2.1.4 A Transit Network shall be developed by the CONSULTANT for the 2007 Base Year. The structure of this model system will be consistent with the transit base year network for the previous Update.

2.1.5 Transit service data necessary to validate/calibrate the travel demand model will be obtained from the Regional Transit System (RTS) by the CONSULTANT for both City and University of Florida (UF) campus routes. All appropriate data obtained from special transit studies will be reviewed and incorporated by the CONSULTANT where suitable.

Transit service data will include, but not be limited to:

- A. AM Peak Screenline Ridership by route, mode and corridor;
- B. Midday (off-peak) Screenline Ridership by route, mode and corridor;
- C. Average Weekday Ridership by route, mode and corridor; and
- D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

2.2 MAPPING

The CONSULTANT will be required to provide maps and digital copies of the data collected to MTPO staff to facilitate the review and revision of the data prior to its use during model validation and calibration. Maps and data may include the study area boundary, the principal street system, traffic analysis zones (TAZ), the highway system network maps (link/node plots) and data files, the transit system network maps and data files and other such maps that will be used as working instruments.

All shapefiles are to be delivered to the MTPO by the CONSULTANT in FSUTMS format and in ESRI ArcView shapefile format (Version 9.0 or later). Network maps will be in line format with all roadway and/or transit network attributes and shall be used on the City of Gainesville's Street Centerline File unless an alternative road dataset is agreed upon by MTPO staff. The data shall be projected using NAD83 North Florida State Plane Feet coordinate system unless an alternative projection system is agreed upon by MTPO staff.

- 2.2.1 A new Traffic Analysis Zone (TAZ) Map will be developed for the GUATS 2035 Update. This task will be prepared by the CONSULTANT and provided to the MTPO staff for review prior to model validation.
- 2.2.2 A Highway System Network Map shall be developed by the CONSULTANT for the 2007 Base Year Network and include double-digit coding for more specific facility and area type designations. The CONSULTANT will provide draft Highway System Network maps and data to MTPO staff for review prior to model validation. The Network will also utilize the true shape display function in CUBE for more accurate graphical representation.

- 2.2.3 A Transit System Network Map shall be developed by the CONSULTANT for the 2007 Base Year. The format of this map will be consistent with the transit base year network for the previous Update. The CONSULTANT will provide draft Transit System Network maps and data to MTPO staff and RTS staff for review prior to model validation.
- **2.2.4** The development of all maps will be documented by the CONSULTANT in Technical Report 2.

2.3 DATA DEVELOPMENT

The socioeconomic data developed for the Year 2035 Update will be prepared by MTPO staff. Base year data (2007) will be developed by using information obtained from the 2000 Census, FDOT's 2000 Household Survey, Info USA employment data, Chamber of Commerce Employment Statistics and Property Appraiser records where necessary.

The scope of services for this plan update will test and evaluate one future land use scenario. This scenario represents the most realistic forecast of where people will live and work in Alachua County in the Year 2035 based upon currently adopted comprehensive plans.

MTPO staff will also work with the University of Florida staff to develop specific socioeconomic data related to model production and attraction rates for the University campus and surrounding areas. In coordination with the University of Florida's Comprehensive Master Plan Update, more specific information regarding campus trip generation rates, mode splits and auto occupancy rates will be included in the Year 2035 Update by the CONSULTANT.

The CONSULTANT will assist MTPO staff in review of this data, perform necessary edit checks and make any corrections as may be required. Additionally, the CONSULTANT will deliver all ZDATA in FSUTMS format and in ArcView format for the TAZ and boundary maps.

The CONSULTANT will obtain data relating to travel demand for airports, intermodal facilities, recreation areas, significant commercial activity centers and freight distribution facilities. The intent is to accumulate sufficient data suitable for analyzing the adequacy of "access" to such facilities. MTPO staff and the CONSULTANT will coordinate the development of this list with the City of Gainesville, Alachua County and FDOT.

The CONSULTANT will insure that all data is based upon the latest available estimates and assumptions for population, land use, travel, employment, congestion and economic activity.

- **2.3.1 ZDATA1:** Population and household data for each model TAZ will be obtained from the following sources by MTPO staff:
 - A. Base year (2007) population and housing data for each TAZ will be obtained from the 2000 U.S. Census for the following:

- 1. Population and the number of single-family and multi-family units;
- 2. Auto availability;
- 3. Percentage of vacant single-family and multi-family units; and
- 4. Population and number of single-family and multi-family units occupied by non-permanent residents.

This information will be cross referenced with 2007 Property Appraisers' parcel records.

- B. Future year population forecasts will be obtained from the University of Florida, Bureau of Economic and Business Research (BEBR). County level forecasts will be interpolated to estimate the Year 2035 study area population. These forecasts will be developed by MTPO staff and used as control totals for future population and provide a basis for estimating other socioeconomic factors, such as housing and employment.
- C. The number of hotel/motel units will be obtained from the Florida Department of Business Regulation, Division of Hotels and Restaurants. This data will be supplemented by an MTPO staff survey of hotel/motels to determine the percentage of occupied units and persons per occupied unit during the peak season.
- D. In the absence of local data, the percentage of vacant single-family and multi-family dwelling units (DUs) as identified in the Year 2000 Census data will be used.
- **ZDATA2:** Base Year (2007) employment data will be developed by MTPO staff for each TAZ, classified by type (service, commercial, industrial). This data will be verified using Property Appraiser records, occupational licenses and Info USA data provided by FDOT. Employment data will be cross referenced with the Chamber of Commerce's large employers database for consistency (as it relates to size and location).
 - A. Parking cost will be developed for the City and UF campus TAZs where short term (average 3 hours) paid parking is available and/or where long term (average 9 hours) paid parking is offered.
 - B. Base Year (2007) public school enrollment will be obtained from the Alachua County School Board. Comparable data will be developed for private schools within the study area. (Note: Private school enrollment data is available from the Florida Department of Education.)

- **2.3.3 ZDATA3:** The CONSULTANT shall develop data for airports, universities, regional shopping malls, military installations, etc., which function as special generators. The identification of the special generators shall be initiated under this task in coordination with the MTPO, FDOT, the City of Gainesville, Alachua County and the University of Florida.
- **2.3.4 ZDATA 4 and EETRIPS files** developed for the previous update will be reviewed and updated. The CONSULTANT will be responsible for updating the ZDATA4 and EETRIPS files.

2.4 DESIGNATION OF SCREENLINES

The screenlines and cutlines developed for the previous Update will be revised as appropriate and used in the validation of the 2007 Base Year Model. The CONSULTANT will be responsible for the review and modification of the screenlines and cutlines.

2.5 TRAFFIC COUNT DATA

The CONSULTANT is responsible for all traffic count data necessary to validate/calibrate the 2007 Base Year Model. Extensive traffic count data has been collected by the MTPO and FDOT and will be made available to the CONSULTANT. The CONSULTANT will review the traffic count data/locations for adequacy and shall adjust the counts to average weekday peak season counts. Seasonal adjustment factors for local roads developed by the MTPO will be used where appropriate.

2.6 HIGHWAY AND TRANSIT NETWORKS

- 2.6.1 A highway network shall be developed by the CONSULTANT for the 2007 Base Year. This network will be compatible with the Arc View GIS format. The structure of this network will be consistent with the highway network for the previous update. This network must also include double digit coding to allow for more accurate facility type representation and true shape format for graphical representation. The revised model network will incorporate changes to networks since the last plan update.
- 2.6.2 A Transit Network shall be developed by the CONSULTANT for the 2007 Base Year. This network will be compatible with the Arc View GIS format. The structure of this model system will be consistent with the transit base year network for the previous Update.

2.7 TRANSIT SERVICE DATA

Transit service data necessary to validate/calibrate the travel demand model will be obtained from the Regional Transit System (RTS) by the CONSULTANT for both City and University of Florida (UF) campus routes. All appropriate data obtained from special transit studies will be reviewed and incorporated by the CONSULTANT where suitable.

Transit service data will include, but not be limited to:

- A. AM Peak Screenline Ridership by route, mode and corridor;
- B. Midday (off-peak) Screenline Ridership by route, mode and corridor;
- C. Average Weekday Ridership by route, mode and corridor; and
- D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

2.8 DATA PROJECTIONS

MTPO staff, with the assistance of FDOT, the City of Gainesville and Alachua County staffs will develop and project the socioeconomic data files (ZDATA1, ZDATA2) for the Year 2035. If available, population projections developed by the Bureau of Business and Economic Research (BEBR) will be used as control totals. The CONSULTANT will be responsible for developing the ZDATA4 and EETRIPS Files for the Year 2035. MTPO staff, FDOT, City of Gainesville and Alachua County planning staff will also participate in this effort. In addition, representatives from other municipalities in Alachua County will also be invited to participate in developing this information.

The methodology used to project transit ridership developed for the RTS Transit Development Plan, the RTS Comprehensive Operational Analysis and the MTPO's adopted <u>Livable Community Reinvestment Plan</u> will be used to project future transit ridership. This data will be distributed to existing and projected RTS routes.

2.9 FINANCIAL RESOURCES

The CONSULTANT will be responsible for the accumulation and aggregation of information regarding existing and projected funding sources for modifications outlined in the Year 2035 Needs Plan that will be used in the development of the Year 2035 Cost Feasible Plan. The CONSULTANT shall develop estimates of funds that will be available to support Year 2035 Cost Feasible Plan implementation with the Florida Department of Transportation.

2.9.1 IDENTIFY AND PROJECT AVAILABLE RESOURCES

<u>Identify and Project Available Resources:</u> Historical financial information relative to the funding of transportation services within the study area will be obtained from appropriate federal, state, and local agencies. Based on this historical information and the planning data forecast prepared in the development of the ZDATA, potential financial resources will be forecasted for the Year 2035. The CONSULTANT will report future revenues by funding category. Included in this information, will be financial information from the latest adopted MTPO Transportation Improvement Program.

2.9.2 IDENTIFY SYSTEM OPERATIONS, MAINTENANCE AND CAPITAL COSTS

The CONSULTANT will confirm revenues and costs related to system operations and maintenance activities covered in the long range transportation plan. The financial plan will contain system-level estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain Federal-aid Highways and public transportation.

2.9.3 IDENTIFY NEW PROJECT FUNDING SOURCES

The funding available for new projects is the difference between the funds reasonably expected to be available for transportation modifications minus the funds required to construct committed projects and those funds required to operate and maintain the transportation system. This difference will be the funding available to develop the Year 2035 Cost Feasible Plan.

2.9.4 IDENTIFY AND PROJECT POTENTIAL FUNDING SOURCES

Alternative funding sources such as bonds, transit fares, tolls, special taxing districts, impact fees and local option gas tax shall also be investigated and will be included in the final report by the CONSULTANT as potential funding sources for projects not included in the Year 2035 Cost Feasible Plan. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

Should any of these alternatives sources be recommended to fund projects in the Year 2035 Cost Feasible Plan, strategies to ensure the availability and commitment of these sources will be included as part of the recommendation. These "strategies" must include a plan of action describing the steps necessary to enact the sources. The analysis will discuss past successes or failures to secure similar funding sources.

2.9.5 TRANSPORTATION SYSTEM OPERATIONS AND MAINTENANCE

The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). The system level costs for operations and maintenance will be included in the main summary Plan document (in addition to the technical report) as a short narrative for both the state and local systems. This material will also discuss how this information was developed.

2.9.6 YEAR OF EXPENDITURE DOLLARS

Revenue and cost estimates must use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information.

2.10 TECHNICAL REPORT 2

Technical Report 2 will document the entire data development process detailed in Tasks 2.1 through 2.8. As noted earlier, documentation of all tasks, including the development of all maps, data, and financial resources, will be in the form of Technical Memoranda. These memoranda are to be delivered to the MTPO within thirty days of completion of the task.

Technical Report 2 also will document the development of the financial resources estimates. The FDOT's Statewide Revenue Forecast shall be used to develop an appendix that reflects the use of federal and state funding for "non-capacity projects." This appendix will be made part of Technical Report 2. A similar effort will be made for documentation of similar local-and/or privately funded projects.

TASK 3 – DATA REVIEW AND VERIFICATION

The primary purpose of this task is to review the model inputs and outputs to ensure that the data sets are adequate for planning purposes. A brief Technical Memorandum will document completion of each task. All Technical Memoranda will be delivered to the MTPO within thirty days of completion of the task.

3.1 REVIEW ZDATA INPUTS

The CONSULTANT shall review the ZDATA to verify that it is in the standardized model format, is accurate, logical and properly coded. This review shall include the use of LUCHECK or similar software programs, as well as random manual checks. All errors and or deviations shall be corrected and documented by the CONSULTANT. MTPO staff will be notified of all errors/corrections/changes through a technical memorandum.

- 3.1.1 The TAZ structure shall be analyzed by the CONSULTANT based on the number of productions and attractions generated. The necessary changes shall be made by the CONSULTANT to ensure a homogeneous TAZ structure in which zones are compatible as to the number of trips generated. The socio-economic data will also be checked for statistical validity and ratio comparisons.
- **3.1.2** The CONSULTANT shall incorporate special generators identified in Task 2.3.3 and ensure compatibility with all other socioeconomic data.
- 3.1.3 The CONSULTANT shall make all necessary changes related to the adjustments made to TAZ boundaries, including all the ZDATA Files and all the Network Files. All activities under this task shall be coordinated with the MTPO, FDOT, City of Gainesville and Alachua County.

3.2 REVIEW 2007 HIGHWAY AND TRANSIT NETWORK

The CONSULTANT shall review the Highway Network for coding errors in facility types, area types, number of lanes and coordinates.

- **3.2.1** The review of the Highway Network shall also include the review of all turn prohibitors.
- 3.2.2 The CONSULTANT shall review the network to determine whether links should be added or deleted to obtain a better assignment and a better reflection of the actual travel pattern.

- **3.2.3** The CONSULTANT shall review the coding of Interstate facilities to ensure that directional links, ramp systems and interchanges are correctly coded.
- **3.2.4** Double digit coding will be used for area and facility type identification on all links.
- 3.2.5 All necessary corrections shall be made by the CONSULTANT and fully documented.
- 3.2.6 All input files and other related transit files will be reviewed and updated as needed.
- **3.2.7** The CONSULTANT will maintain and update bicycle coding.

3.3 REVIEW 2007 TRAFFIC COUNT AND 2007 TRANSIT RIDERSHIP DATA

The CONSULTANT shall review all traffic counts for accuracy and consistency. All traffic counts shall represent peak season weekday traffic and shall be reviewed by the Florida Department of Transportation (FDOT), MTPO, the City of Gainesville and Alachua County prior to model input.

- 3.3.1 The consultant will review the location and number of counts available to ensure that screenlines, cutlines and cordon lines are fully represented. The CONSULTANT will also review the number of counts available within each cell matrix for each facility and area type for the purpose of validation/calibration.
- 3.3.2 The CONSULTANT is responsible for the review of all transit service data and any other input variables needed for the transit and access modes. This effort will include a review and use of data developed for the RTS Transit Development Plan and the RTS Comprehensive Operational Analysis.

3.4 REVIEW TRIP GENERATION RATE

The CONSULTANT shall review trip rates (input files) in the study area for multi-family and single-family dwelling units in the cell matrixes used in the GUATS Model. Modifications to the standard trip generation will be based on FDOT's 2000 Household Survey for Alachua County. Variable attraction rates may be used to add flexibility to the model. All Tranplan-Fortran Trip Generation modules will be converted into a Cube Voyager platform.

The CONSULTANT shall review the trip rate on the total number of productions and attractions in the area, as well as on the FDOT District 2 level. All ZDATA Files shall be double checked if the output of the generation step falls beyond the acceptable range of ten thousand trips per TAZ.

3.5 REVIEW TRIP LENGTH DISTRIBUTION

The CONSULTANT shall review, and if necessary update, the Friction Factor Files used in the GUATS Year 2025 Update and review the trip length distribution curves for each trip purpose.

3.6 REVIEW AUTO OCCUPANCY RATES

The CONSULTANT shall compare the GUATS model auto occupancy rates to results of the 2000 U.S. Census and revise where necessary.

3.7 REVIEW TRANSIT PARAMETERS

The CONSULTANT will review and, if necessary, revise the FSUTMS system files to ensure that all modes currently used in the study area (local bus, express bus and walk modes) are accommodated. The CONSULTANT shall review and update the parameters used in the input files based on information obtained from the household travel behavior survey and on data used in other urbanized areas of similar size within the State of Florida. The CONSULTANT shall coordinate this task with the MTPO and the FDOT.

3.8 TECHNICAL REPORT 3

The CONSULTANT shall prepare a Technical Memorandum for each of the tasks under Task 3. All Technical Memoranda are to be delivered to the MTPO within thirty days of completion of the task. Once the review as outlined under Task 3 has been completed, the CONSULTANT shall document completion of Task 3 in **Technical Report 3**. This Technical Report may consist of an assemblage of the required Technical Memoranda.

TASK 4 - MODEL UPDATE AND VALIDATION

The purpose of this task is to update, validate and calibrate the 2007 Base Year Model with year 2007 traffic counts and transit ridership figures. The CONSULTANT shall use the Gainesville Urbanized Area model developed by the Florida Department of Transportation (FDOT) and shall follow the process outlined below for the validation/updating and calibration purposes.

The end product of this task will be a validated travel demand model capable of forecasting and evaluating future travel demand for alternative highway and transit networks using Cube Voyager as the primary FSUTMS engine. The entire validation process will be documented in **Technical Report 4** and will include a summation of each of the related technical memoranda.

A brief Technical Memorandum will document the completion of each task. All Technical Memoranda will be delivered to the MTPO within thirty days of completion of the task. Documentation will include flow charts and a step-by-step procedural guide for the complete model set and identify all parameters specific to the GUATS travel models. Details will be provided describing key decisions and conclusions from each step of the process, including trip generation, trip distribution, mode-split and traffic assignment to completion.

The acceptable or tolerable range/limits for the various parameters generated in the model validation procedures that follow will be those established by the FDOT and Federal Highway Administration. These parameters are documented in the FDOT publication Model Update-Phase 2, TASK C.

The CONSULTANT will provide all associated files in a format compatable with Cube Voyager as the primary FSUTMS engine. All Tranplan modules will be converted to a Cube Voyager environment. The CONSULTANT will ensure that the final model has been converted to a fully operational Cube Voyager platform.

4.1 VALIDATE EXTERNAL TRIPS

The CONSULTANT shall review and, if necessary, update the ZDATA4 and EETRIPS files developed for the GUATS Year 2025 Update.

4.1.1 The CONSULTANT shall perform a Base Year assignment using Year 2007 ZDATA4 and EETRIPS Files. Results of this model run will be reviewed by the CONSULTANT to compare the volume/count ratio on the cordon line capturing the links connecting to the external stations to actual counts.

4.1.2 The CONSULTANT shall compare the projected 2035 volumes at the external stations with the growth rates of the adjacent counties, as well as the historical growth rate at the count stations. Adjustments to the ZDATA4 and EETRIPS files will be made as necessary.

4.2 VALIDATE THE TRIP GENERATION MODEL

The CONSULTANT shall review and, if necessary, update the input files developed for the GUATS Year 2025 Update. All revisions will be documented in the accompanying technical memorandum.

4.2.1 Based on the results of the distribution and assignment process, the CONSULTANT shall identify the special generators. The output of the Trip Generation Model will be analyzed at the TAZ level, as well as at the District level.

At the TAZ level, the CONSULTANT shall review the total number of productions and attractions generated by the Year 2035 Model using the methodology described in the FDOT publication TASK B, Review and Refinement of Standard Trips Generation Model, to ensure a proper zone size and trip range per zone.

- 4.2.2 At the District level, the CONSULTANT shall conduct an analysis to ensure a direct correlation between land use and the relative number of productions and attractions per District. The total number of unadjusted attractions relative to the total number of adjusted attractions (productions) shall be compared with the Institute of Transportation Engineers (ITE) ratios and other national ratios, as will the percentage of total trips, by purpose, of the total number of trips produced.
- 4.2.3 The statistical information provided as part of the Trip Generation Model output, such as total permanent population, total number of employees, number of dwelling units, truck generation by class etc.... shall be checked against census information and other local data. In addition, all ratios such as number of persons per dwelling unit will be checked against national ratios. Any major deviations from the above mentioned totals and/or ratios shall be traced back to the ZDATA1 and/or ZDATA2 File(s) and researched, corrected and/or documented in the Technical Memorandum.

4.3 VALIDATE THE TRANSIT PATH BUILDING MODEL

The CONSULTANT shall review all of the zones reported in the output file as not having access to transit. These will be double checked against the ridership information obtained by the CONSULTANT.

- 4.3.1 All transfer fares, transfer points, maximum and minimum limits on all parameters such as: waiting time, transfer time, walking distances, etc., as well as allowed mode transfers, park-and-ride connections and walk network connections, will also be checked.
- 4.3.2 The CONSULTANT shall correct all errors in the AM and Midday Routecards and input files. All obvious errors will be corrected and documented in a Technical Memorandum. Further corrections may be necessary after the transit and highway assignments have been run.

4.4 VALIDATE THE TRIP DISTRIBUTION MODEL

The CONSULTANT shall validate the trip distribution model consistent with threshold parameters established by FDOT as noted in FSUTMS Cube Framework Phase 1. This process will be documented in a technical memorandum and identify major revisions to model input files necessary to meet the identified minimum thresholds.

- 4.4.1 The CONSULTANT shall review and document the percentage of intrazonal trips and ensure that no trip purpose exceeds the five percent (5 %) threshold. If there are purposes that exceed this threshold, the CONSULTANT shall analyze the trip distribution patterns at the District and TAZ Levels.
- 4.4.2 The CONSULTANT shall summarize the output of the Distribution Model at the District Level in order to identify the origin-destination pairs. This summary shall be checked for consistency with the land use in each planning district.
- 4.4.3 The CONSULTANT shall review the assigned volumes on the links adjacent to special generators and check them against existing counts. Based on the magnitude of difference, the assignment will be iteratively adjusted by adding or subtracting trips from the special generator in the ZDATA3 File. The accepted method to code the ZDATA3 File is described in TASK B, Review and Refinement of Standard Trip Generation Model.

4.4.4 Once the ZDATA3 File is adjusted, the CONSULTANT shall check the volume/count ratio on all screenlines, cut lines and cordon lines. In addition, the volume/count ratios within all matrices will be checked for all facility and area types using the standard procedures and ratios and ranges described in the documentation published by FDOT and FHWA.

The CONSULTANT will then make all necessary adjustments to all network and/or data files to obtain a proper distribution as outlined in the FSUTMS documentation. All adjustments made to obtain a proper distribution shall be documented in the Technical Memorandum.

4.5 VALIDATE THE MODE CHOICE MODEL

- 4.5.1 The CONSULTANT shall validate a mode choice model that will be capable of accurately dividing the generated trips among the different modes. This process will accommodate the existing modes that include the local bus, the express bus and any additional modes that might need to be tested for the future networks.
- 4.5.2 The CONSULTANT shall review the auto occupancy factors, as well as the mode choice coefficients, making the necessary corrections to obtain a proper mode choice model as listed in the documentation of the FDOT and FHWA. The process to obtain the mode choice coefficients, as well as a comparison with the variables used in the GUATS Year 2025 Update, shall be documented in a Technical Memorandum.
- 4.5.3 The CONSULTANT shall use the data from the household travel behavior survey conducted in Year 2000 by FDOT to obtain coefficients related to the attractiveness of additional future transit modes. The information obtained in the survey regarding sample size, adjustment factors and the methodology used to obtain mode choice information shall also be documented in the Technical Memorandum.

4.6 VALIDATE THE TRANSIT ASSIGNMENT MODEL

4.6.1 The CONSULTANT shall be responsible for analyzing all transit-related data and making the necessary corrections to all the data files in order to obtain a proper transit assignment as listed in the documentation published by the FDOT and FHWA. Data developed for the RTS Transit Development Plan and the RTS Comprehensive Operational Analysis will be used where appropriate.

- 4.6.2 The CONSULTANT shall summarize the number of trips assigned to the transit network and compare the results to the ridership data for the AM and Midday networks. The CONSULTANT shall review the total trips assigned, the total trips assigned by mode, the total trips assigned by corridor, the total number of transfers and the total number of transfers by mode. In addition, transit operating characteristics such as: average speed by mode, number of vehicles, total fare collected and other level of service information as provided in the output of the Transit Assignment Model shall be reviewed and summarized.
- **4.6.3** The CONSULTANT shall document the procedures used in adjusting the Transit Assignment Model and all results in a Technical Memorandum.

4.7 VALIDATE THE HIGHWAY ASSIGNMENT MODEL

- 4.7.1 The CONSULTANT shall validate the highway assignment model using the current standard FSUTMS procedure. The CONSULTANT shall be responsible for all necessary corrections to be made to the data and network files in order to obtain a proper highway assignment as listed in FDOT and FHWA documentation.
- 4.7.2 The CONSULTANT shall check the highway assignment against the actual ground counts throughout the highway network and check the accuracy of the highway assignment against the volume/count ratios grouped by facility type, area type, vehicle miles traveled and vehicle hours traveled.
 - The CONSULTANT will refer to the existing documentation for allowable percentage of deviation of assignment versus count and compare to model results. If necessary, corrections to the appropriate files will be made to obtain a proper assignment, consistent with the parameters defined by FDOT and FHWA.
- **4.7.3** The CONSULTANT shall ensure accurate assignment of transit trips. The methodology used to achieve accurate assignment of transit trips shall first be reviewed and approved by the MTPO and FDOT and documented in a Technical Memorandum.
- 4.7.4 The CONSULTANT shall run color coded plots listing the volume/count ratios by link to be reviewed for errors. The plots shall be color coded in four (4) groups as follows: less than 0.50, 0.51 to 0.85, 0.86 to 1.0, and over 1.0. If discrepancies are found in a particular district and/or along certain corridors, the network shall be checked for errors such as loadings of centroid connectors, possible errors in the Turn Prohibitor File, ZDATA File errors, etc. The CONSULTANT shall make all necessary corrections to obtain a proper assignment.

4.8 FINAL MODEL VALIDATION

- **4.8.1** The CONSULTANT shall perform a highway only run using the base year network and the socioeconomic dataset for Year 2035.
- 4.8.2 The CONSULTANT shall summarize the output of the generation and distribution steps by district and compare them with the Base Year 2007 socio-economic data. The results of the assignment for Year 2035 runs will also be summarized using the evaluation program included as part of FSUTMS. Screenline projections, Base Year counts and historical growth rates will also be compared.
- **4.8.3** The CONSULTANT shall review the model output data with the MTPO and FDOT pointing out any inconsistencies or errors in the socioeconomic data. The results of this analysis will be documented in a Technical Memorandum.
- **4.8.4** The CONSULTANT shall also perform a transit only validation of the model (highway and transit).

4.9 GUATS MODEL TRANSIT PROCEDURE TECHNICAL MEMORANDUM

The CONSULTANT will develop a technical memorandum for the GUATS model transit procedure. The main purpose of this documentation is to describe any non-standard FSUTMS procedures used in the GUATS model transit procedure. In order to provide the whole process of the GUATS model Transit Procedure, the CONSULTANT shall also provide descriptions on some standard FSUTMS executable files, input files and output files as necessary. The CONSULTANT will incorporate the new Public Transit procedures noted in the new FSUTMS Transit Modeling Framework Document.

- 4.9.1 The consultant will prepare a Technical Memorandum to describe the GUATS transit model. This Memorandum will include the flow charts of GUATS transit model, the descriptions of all special executable files and descriptions of all special input and output files.
- 4.9.2 For the flow charts, all the executable files (includes both standard FSUTMS executables and non-standard FSUTMS executables) shall be included in the flow charts and all the input and output files shall also be included in the flow charts.

4.9.3 For each of the nonstandard FSUTMS executable files, the CONSULTANT shall describe the function of the file, the purpose it serves in the process and required input and output files. All variables and parameters and their data format shall be described.

4.10 TECHNICAL REPORT 4

The CONSULTANT is responsible for documenting all activities related to the completion of Task 4 in **Technical Report 4**. The CONSULTANT shall prepare and deliver a Technical Memorandum for each task to the MTPO within thirty days of completion of the task.

TASK 5 – YEAR 2035 TRANSPORTATION NEEDS PLAN AND COST FEASIBLE PLAN

The purpose of this task is to develop a long range transportation plan that identifies the transportation system modifications required to meet future year mobility demands. This will be accomplished through the development of a Year 2035 Needs Plan that identifies highway and transit system modifications, including a bus rapid transit system, in response to model projected demands.

A Year 2035 Cost Feasible Plan will also be developed by ranking projects and eliminating those for which financial resources cannot be identified. This plan builds upon the Needs assessment to select a list of projects that can be funded with available revenue sources.

Both the Year 2035 Needs Plan and the Year 2035 Cost Feasible Plan will include narrative descriptions of the "major" and more significant projects in the Plan. Any preliminary engineering studies and NEPA phases shall also be included in the LRTP.

Technical Reports 5 and 6 will document the development of the Year 2035 Needs Plan, while **Technical Report 7** will document the development of the Year 2035 Cost Feasible Plan. A Technical Memorandum will document completion of each task and will be submitted to the MTPO within thirty days of completion of the task.

5.1 NETWORK CODING, EDITING AND DEBUGGING

The CONSULTANT will be responsible for the coding, review, editing and debugging of all networks leading to an adopted Year 2035 Cost Feasible Plan. These networks will include the Year 2014 Existing Plus Committed Network and the Year 2035 Needs Plans and the Year 2035 Cost Feasible Plan.

5.2 DEVELOPMENT OF THE YEAR 2014 EXISTING PLUS COMMITTED NETWORK

5.2.1 The Year 2014 Existing Plus Committed (E+C) Network will be developed by the CONSULTANT by coding all projects listed for construction by the Year 2014 in the MTPO Transportation Improvement Program (TIP) to the Base Year Networks.

- 5.2.2 The CONSULTANT shall also review the RTS Transit Development Plan and the Comprehensive Operational Analysis for transit related ridership and operational information.
- 5.2.3 Only projects for which federal, state, local or private funding for construction, or for the acquisition of right-of-way (and assumed to be completed and open to traffic in 2014), will be identified and included in the E+C Network.
- 5.2.4 The CONSULTANT shall make an "all or nothing" assignment to the Year 2014 E+C Network and include a Year 2035 Trip Table to determine the deficiencies on the highway and transit networks that will occur by the Year 2035.

5.3 DEVELOPMENT OF THE YEAR 2035 NEEDS PLAN

- **5.3.1** The CONSULTANT will use the following information to develop the Year 2035 Needs Plan:
 - A. the adopted Cost Feasible Plan identified in the MTPO's adopted Year 2025 <u>Livable Community Reinvestment Plan</u>;
 - B. the <u>Gainesville Metropolitan Area Congestion Management Process-Mobility Plan</u> (to identify problem areas that will be addressed);
 - C. the adopted Regional Transit System (RTS) Transit Development Plan; and
 - D. strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions.
- 5.3.2 The CONSULTANT will further develop the Year 2035 Needs Plan by testing multi-modal alternatives to satisfy person and freight travel demand deficiencies identified in the previous step.
- 5.3.3 A maximum of four (4) solutions to transportation deficiencies will be developed as discussed in Sections 5.3.7 through 5.3.10. These alternative needs plans will consider the Vision Statement and the Goals and Objectives of this Update.
- 5.3.4 The identification, evaluation and selection of the Year 2035 Needs Plan will be documented in **Technical Report 5**.

- 5.3.5 A Preliminary Needs Plan will be developed by running 2035 ZDATA with the 2014 Existing Plus Committed Network and identifying facilities with a volume/capacity (v/c) ratio of 0.9 or greater. The CONSULTANT and MTPO Staff will review the facilities identified during this task. At the option of MTPO Staff, the CONSULTANT will use NCHRP-255 to smooth and adjust the travel demand outputs for identified facilities as necessary.
- **5.3.6** A Constrained Needs Plan will be developed by identifying facilities in the Preliminary Needs Plan which cannot be improved for any of the following reasons:
 - A. The impact widening of the road would have on the community;
 - B. The geography or development of the area causes a project to be too difficult or expensive;
 - C. The road is already as wide as allowed by state or local policies;
 - D. The potential impact to a designated historic district; or
 - E. The potential impact on environmentally sensitive lands.

Constrained facilities will be eliminated from the Needs Plan (for consideration of highway modifications only) prior to development of subsequent alternatives.

- 5.3.7 One alternative network will be created that includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications.
- 5.3.8 A second alternative network will be created that includes a mix of highway and transit solutions, but will primarily consider highway related modifications that expand the grid network of roads. This network alternative will include transit modifications, but will consist primarily of new roads or projects that add capacity to existing roads. This alternative will also include the projects in the currently adopted Year 2035 Livable Community Reinvestment Cost Feasible Plan.

- 5.3.9 A third alternative network will be created that includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications. In this alternative network, a future light rail system will be tested and evaluated.
- **5.3.10** A fourth alternative network will be created that includes a combination of effective approaches identified in the previous three tasks. This alternative will also consider innovative demand management techniques, such as congestion pricing, high occupancy vehicle (HOV) lanes, park-and-ride facilities and ridesharing programs.
- 5.3.11 In all four alternative networks discussed in the preceding sections, the CONSULTANT will address non-motorized activity in the model using the pedestrian environment variable procedures discussed on pages 14 and 15 of Technical Report 4 from the adopted Gainesville Urbanized Area Year 2025 Long-Range Transportation Plan Update. This information will be validated using bicycle and pedestrian counts taken by MTPO staff and the University of Florida.
- 5.3.12 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 results of this effort, will be reported in a Technical Memorandum. The following are resource documents for this task.

Resources:

"Peaking of World Oil Production: Impacts, Mitigation and Crisis Management," commissioned by the U.S. Department of Energy, February 2005.

"Crude Oil: Uncertainty about Future Oil Supply Makes It Important to Develop a Strategy for Addressing a Peak and Decline in Oil Production," US General Accountability Office, February 2007 (at: www.gao.gov/new.items/d07283.pdf).

- **5.3.13** The CONSULTANT shall coordinate the development of the Needs Plan process, including selection of the final Year 2035 Needs Plan, with the MTPO. The criteria by which the alternative needs plans will be evaluated shall include:
 - A. Those listed in the Urban Transportation Planning Model Update-Phase II, Task D, Develop Standard System Evaluation Model, and Task J, Transit Evaluation, as amended and other appropriate technical publications.
 - B. Requirements of SAFETEA-LU and appropriate rules issued by FHWA and FTA including the eight planning factors.
 - C. The Vision Statement and the Goals and Objectives established for this Study and documented in **Technical Report 1**.
- 5.3.14 The analysis of the Needs Plan will include sufficient information to understand the composition of the identified need. The CONSULTANT will develop cost estimates for Needs Plan projects that include all costs (operations, maintenance, capacity expansion, etc.) associated will all modes in year of expenditure dollars. The CONSULTANT will use Florida Department of Transportation adopted estimates of inflation to adjust costs from present day costs to year of expenditure costs.
- **5.3.15** Presentation materials, including graphics and support documentation for the Year 2035 Needs Plan Alternatives, will be prepared by the CONSULTANT and presented to the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC).
- **5.3.16** A proposed Year 2035 Needs Plan will be developed by the MTPO to take to a public hearing.
- **5.3.17** The CONSULTANT, in cooperation with MTPO Staff, shall present the proposed Year 2035 Needs Plan at the MTPO public hearing and include a discussion of the process by which the plan was developed.
 - The CONSULTANT shall prepare presentation materials that will include graphics, visual aids and handout materials. The MTPO will be responsible for preparing a transcript of the public hearing.
- **5.3.18** The Needs Plan may be screened for environmental issues using the ETDM / EST GIS database. This process will occur at the University of Florida Geo Plan Center and will not be subject to an ETAT review.

The process includes the development of a GIS shape file by the CONSULTANT that contains the line-work for the proposed roadway projects. These projects would be major capacity improvements, new alignments, major interchange modifications, and bridge replacements. In addition to the creation of a GIS shape file, a spread sheet will be prepared by the CONSULTANT with the project identification number, roadway name and beginning and end points (locations).

The CONSULTANT will deliver this information to the FDOT District 2 ETDM Coordinator who will provide the data to the University of Florida Geo Plan Center for analysis. Upon completion of the analysis, the FDOT District 2 ETDM Coordinator will provide a summary of the CIS analysis to the MTPO Liaison. This data will be used as a first level environmental screening for Needs Plan projects.

When a list of Needs Plan projects that will be likely candidates for the Cost Feasible Plan is available, the CONSULTANT will provide these projects to the FDOT District 2 ETDM Coordinator for entry into the EST as Planning Screen projects. The CONSULTANT will provide all necessary project related data and information necessary to enter the project into the EST for a Planning Screen event.

5.3.19 After the Needs Plan is adopted by the MTPO, the CONSULTANT will classify Needs Plan projects by system and mode. For example, Strategic Intermodal System (SIS) facility needs will be identified separately from needs on non-SIS state highway facilities and highway needs not on the state highway system.

5.4 RANKING OF PROJECTS AND PROGRAMS IN THE YEAR 2035 NEEDS PLAN

- 5.4.1 The CONSULTANT shall develop a methodology to rank projects and programs in the Year 2035 Needs Plan and shall coordinate the ranking process with the MTPO and FDOT. All projects and programs included in the adopted Year 2035 Needs Plan will be ranked based on the following criteria:
 - A. Output from the Congestion Management System;
 - B. Existing level of service;
 - C. Safety rankings that consider historic crash data, ability to manage traffic as an incoming emergency evacuation route from coastal counties and compatibility to non-motorized travel;
 - D. Consistency with the LRTP vision statement and the goals and objectives established through the public involvement process;
 - E. Forecast travel demand for the Year 2035;

- F. Cost estimates (in base year dollars) and the scheduled availability of funding; and
- G. Assessment of the distribution of social, cultural and environmental benefits and adverse impacts of proposed long range transportation plan projects on various socioeconomic groups.
- 5.4.2 The CONSULTANT shall prepare and distribute a list of the project rankings to the MTPO for review and approval. The list will include project rank, as well as the ranking factors, for each proposed project. Any modifications by the MTPO will be incorporated into the Adopted Year 2035 Needs Plan.

5.5 TECHNICAL REPORT 6

The identification, evaluation and selection of the Year 2035 Preliminary and Constrained Needs Plan, all Needs Plan Alternatives and the Year 2035 Needs Plan ranking will be documented in **Technical Report 6**.

5.6 DEVELOPMENT OF THE YEAR 2035 COST FEASIBLE PLAN

Upon the approval of the Year 2035 Needs Plan by the MTPO, the proposed Year 2035 Cost Feasible Plan will be developed based on the financial resources identified in Task 2.9 and the cost analysis undertaken in Task 5.4. The CONSULTANT will use evaluation criteria established earlier as a basis for ranking projects to be considered in the Cost Feasible Plan.

The CONSULTANT will include an estimate of the cost of all projects and all phases, regardless of mode, in year of expenditure dollars. The CONSULTANT will use Florida Department of Transportation adopted estimates of inflation to adjust costs from present day costs to year of expenditure costs. The CONSULTANT will also clearly state in the proposed Year 2035 Cost Feasible Plan the costs of operating and maintaining the existing and future transportation system.

Based upon this process, the CONSULTANT will develop <u>up to</u> three Alternative Cost Feasible Plan Scenarios that will establish the basis for identifying a final Year 2035 Cost Feasible Plan. These scenarios will be based on prior input received from the public and will represent three unique proposals to address transportation system needs through the Year 2035. According to FHWA and FDOT guidelines, the Year 2035 Cost Feasible Plan must be the final plan adopted by the MTPO. The development of the Year 2035 Cost Feasible Plan will be documented in **Technical Report 7**.

SAFETEA-LU Enhancement Projects will be identified, and if appropriate, coded in the Year 2035 Cost Feasible Plan Network. A list of applicable projects will be included in the technical report for this task. Also included in the technical report for this task will be materials discussing the activities in the following subsections.

- 5.6.1 The CONSULTANT will evaluate the effectiveness of the proposed Year 2035 Cost Feasible Plan by comparing it with the Year 2035 Needs Plan using the evaluation criteria established and documented in Technical Report 6. This evaluation will include an impact analysis and explanation of transportation programs/projects included in the Year 2035 Needs Plan, for which there is no funding and eliminated in the Year 2035 Cost Feasible Plan.
- 5.6.2 The CONSULTANT will identify those projects which would allow the proposed Year 2035 Cost Feasible Plan to accomplish the vision statement and the goals and objectives identified in Technical Report 6, but cannot be included because of their costs.
- 5.6.3 The CONSULTANT will review the alternative funding sources identified in Technical Report 2 as a possible funding source(s) and make appropriate recommendations. Should any of these alternative sources be recommended to fund projects in the Cost Feasible Plan, strategies to ensure availability of these funds will be included in the CONSULTANT'S recommendation. These strategies must include a plan of action describing the steps necessary to enact the proposed revenue sources and a discussion of past successes or failures to secure similar funding sources, as appropriate.
- Element as part of the proposed Year 2035 Cost Feasible Plan. This will include maps showing the location of airports, railroads and state/city/county or other emergency evacation routes. During development of this Element, safety stakeholders will be contacted requesting their input. The CONSULTANT will insure that the portion of the State Highway System Plan and the Transit Safety Program Plan related to the Gainesville Metropolitan Area will be incorporated into the proposed Year 2035 Cost Feasible Plan. The CONSULTANT will also review the evaluation criteria to insure that they reflect safety priorities. The Safety Element will incorporate or summarize the priorities, goals, countermeasures or projects for the Gainesville Metropolitan Area contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148. The Safety Element will also be consistent with emergency relief and disaster preparedness plans and strategies and policies that support homeland security.

5.6.5 The CONSULTANT will develop a Security Element as part of the proposed Year 2035 Cost Feasible Plan to include emergency planning/security elements. This Element will reference that the MTPO has an adopted Continuity of Operations Plan (COOP). Elements of the Transit Safety Program Plan related to the Gainesville Metropolitan Area will be incorporated into the proposed Year 2035 Cost Feasible Plan.

The CONSULTANT will define the role of the public transportation operators, MTPO and Florida Department of Transportation in promoting security by reviewing State/local legislation for roles and responsibilities. The CONSULTANT will also identify critical facilities and transportation system elements (e.g., transit system, rails, ports, Interstate system, National Highway System routes and STRAHNET routes).

The Security Element will incorporate emergency relief and disaster preparedness plans and strategics and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.

- 5.6.6 The CONSULTANT will review the current process to coordinate transportation and land use/economic development. Based upon this review, the CONSULTANT will develop recommendations concerning how to improve or expand coordination and promote consistency of the transportation plan and transportation modifications with State and local planned growth and economic development patterns. In addition, the CONSULTANT will also identify implementation timeframes for all recommendations.
- 5.6.7 The CONSULTANT will include a discussion of potential environmental mitigation activities at the policy/strategy-level (not project specific) as part of the proposed Year 2035 Cost Feasible Plan.
- 5.6.8 The CONSULTANT will include a discussion of the development of the Coordinated Public Transit-Human Services Transportation Plan as part of the proposed Year 2035 Cost Feasible Plan.
- 5.6.9 The CONSULTANT will develop strategies for the proposed Year 2035 Cost Feasible Plan that adequately address operations and management for both the transit and highway network. This will include the development of performance measures for transportation systems operations and management, with the focus on mobility and safety.

- 5.6.10 The CONSULTANT will insure that the proposed Year 2035 Cost Feasible Plan includes both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe efficient movement of people and goods in addressing current and future transportation demand.
- **5.6.11** The CONSULTANT will also insure that the proposed Year 2035 Cost Feasible Plan includes the following:
 - 1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
 - 2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions, including Strategic Intermodal System (SIS) and Transportation Regional Incentive Program (TRIP) facilities, over the period of the transportation plan;
 - 3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
 - 4. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;
 - 5. All proposed modifications shall be described in sufficient detail to develop cost estimates;
 - 6. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the proposed Year 2035 Cost Feasible Plan;
 - 7. Pedestrian walkway and bicycle transportation facilities;

- 8. Transportation and transit enhancement activities, as appropriate; and
- 9. Consideration of strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse emissions.
- 5.6.12 The CONSULTANT will consult, as appropriate, with State and local agencies responsible for land use, management, natural resources, environmental protection, conservation and historic preservation concerning the development of the proposed Year 2035 Cost Feasible Plan. The consultation shall involve, as appropriate, comparison of transportation plans with State conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.
- 5.6.13 The CONSULTANT will insure that citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, the traditionally underserved, such as low-income and minority households, and other interested parties with a reasonable opportunity to comment on the proposed Year 2035 Cost Feasible Plan.

5.7 TECHNICAL REPORT 7

The development of the Year 2035 Cost Feasible Plan will be documented in Technical Report 7. Changes to the Cost Feasible Plan made in response to public comment, committee recommendation or MTPO action will also be documented in this Technical Report.

5.8 APPROVAL OF THE YEAR 2035 COST FEASIBLE PLAN

The culmination of the long range transportation plan endeavor is the adoption of a fiscally constrained long range transportation plan. This plan is a list of bicycle, highway, pedestrian and transit projects consisting of those modifications deemed most needed to address deficiencies in the transportation system, while also being financially feasible.

5.8.1 As soon as the proposed Year 2035 Cost Feasible Plan is developed and reviewed by the MTPO's Advisory Committees, the CONSULTANT and MTPO staff shall present it to the MTPO at a public hearing.

- 5.8.2 The CONSULTANT will insure that the projects in the proposed Year 2035 Cost Feasible Plan are listed in five-year band increments (based upon year of need). In addition, Cost Feasible Plan projects will be broken into two parts- preliminary engineering and right-of-way (part one) and construction (part two). Cost Feasible Plan project costs will be in year of expenditure dollars.
- **5.8.3** The CONSULTANT will insure that the financial plan demonstrates how the adopted transportation plan can be implemented.
- 5.8.4 The CONSULTANT shall present the proposed Year 2035 Cost Feasible Plan at the MTPO public hearing and include a discussion of the process by which the plan was developed. The CONSULTANT shall prepare presentation materials that will include graphics, visual aids and handout materials. The MTPO will be responsible for preparing a transcript of the public hearing.
- 5.8.5 The MTPO will adopt the final Year 2035 Cost Feasible Plan with such additional modifications as deemed appropriate. Included in the adopted Year 2035 Cost Feasible Plan will be all supporting analyses, including all GIS files.
- **5.8.6** The MTPO will send copies of the adopted Year 2035 Cost Feasible Plan to the Governor, the Federal Highway Administration and the Federal Transit Administration.

5.9 PROJECT TIME LINE

The CONSULTANT shall develop a detailed project time line that identifies the development of each task and the delivery of work products. Additionally, the time line will include identifiers that represent the approximate date of public presentations and workshops. The CONSULTANT will meet monthly with the MTPO's Project Manager to present work completed, confirm action items for the next work period and provide the Project Manager with a revised detailed project time line if changes are necessary.

REQUIRED DOCUMENTS

TECHNICAL REPORTS AND MEMORANDUMS

As outlined in preceding sections, technical documentation is required for all tasks. These include Technical Reports for each task and Technical Memoranda for each subtask. The CONSULTANT will provide one clean, single-sided, black and white draft of the Technical Memorandums for review by the MTPO and its advisory committees. Subsequent to this review, the CONSULTANT will include all review comments and provide one clean, single-sided, loose-leaf, black and white original of each final Technical Memorandum.

Consideration should be given to presentation of final documents including maps, in color and non-color version, to allow for easy reproduction of documents. Also, copies of all final documents and maps shall be provided to the MTPO on compact disks (CDs) in editable text/graphic software format and Adobe PDF format.

The Adopted Year 2035 Cost Feasible Plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

FINAL REPORT

Although this update is being developed in coordination with the University of Florida's Campus Master Plan 2010 - 2020 Transportation Element Update, the long range transportation plan will be presented as a stand alone document and provided in a 3-ring binder. The CONSULTANT will provide fifty (50) color printed copies, a copy of the final report on CD-ROM/DVD media, as well as produce one clean, single-sided, loose-leaf, black and white final report for future duplexing needs.

SUMMARY REPORT

A summary report of less than 15 pages will accompany the final report. This summary is expected to document the major steps and final results of the LRTP process and include the following sections:

- A. Introduction
- B. Growth Forecasts
- C. Vision Statement and the Goals and Objectives
- D. Study Process
- E. Year 2035 Cost Feasible Project Ranking

The CONSULTANT will provide sixty (60) copies of the summary report as well as one clean, single-sided, loose-leaf, black and white summary for future duplexing needs.

SUMMARY POSTER

The final LRTP report will also include a folded, color poster of the adopted Year 2035 Cost Feasible Plan. Summary information in this poster shall include the vision statement, graphic representations of the Year 2035 Cost Feasible Plan and a table representation of the Project Priority Ranking list. Other information may include the goals and objectives of the plan. Fifteen hundred (1,500) copies of the summary poster will be provided upon final approval of the MTPO.

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EXHIBIT B SCHEDULE OF DELIVERABLES

GAINESVILLE URBANIZED AREA

YEAR 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Payments shall be made to the CONSULTANT based upon acceptance and approval of deliverables by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) according to the schedule below.

Deliverables	Due Date	Amount
Task 1- Public Involvement	February 28, 2011*	\$93,600
Task 2- Data Collection, Mapping and Data Development	January 31, 2009	41,200
Task 3- Data Review and Verification	August 31, 2009	47,400
Task 4- Model Update and Validation	August 31, 2009	82,300
Task 5- Year 2035 Transportation Needs & Cost Feasible Plan	November 30, 2010	110,400
Task 6- Required Documents	February 28, 2011	25,100
	TOTAL	\$400,000

^{*}Task begins at project initiation and continues throughout the duration of the project.



September 4, 2008

TO:

Metropolitan Transportation Planning Organization for the

Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Engagement Letter for Fiscal Year 2007-08 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 2007-08 audit of its accounts for a lump sum fee of \$5,800.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization selects an auditor for a three-year period, with the condition that an engagement letter be approved each year to ensure that the auditor is conducting the audits in an acceptable manner. The current auditor was selected in 2007 and has conducted one audit under this series. Therefore, it is recommended that a second engagement letter be entered into for the audit of Fiscal Year 2007-08.

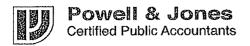
The proposed letter of engagement is attached for your information. The lump sum fee has been set at \$5,800 in accordance with the proposal made last year by the auditor to adjust the fee each year in an amount equal to the percent increase of the Consumer Price Index for All Urban Consumers, not to exceed five percent each year. This fee is \$200 more than the fee charged for the Fiscal Year 2006-07 audit.

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

Attachment

T.\Marlie\MS09\MTPO\MEMO\auditengage.wpd

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

September 4, 2008

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

powellandjones@bellsouth.net

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, 2008. 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, 2008. 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 opinions 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 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 of 1996; 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 tax 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 of 1996 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 March 1, 2009, and to issue our report on approximately April 15, 2009, in accordance with your requested schedule.

The fees for this engagement will be as follows:

Basic Services
Annual audit
Total fee, including all costs \$ 5,800

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 Council 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 2005 peer review report and letter of comment has been previously filed with you.

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 & Gones
POWELL & JONES, CPAs
RESPONSE:
This letter correctly sets forth the understanding of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
Ву:
Title: MTPO Chair
Date:

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

September 4, 2008

TO:

Metropolitan Transportation Planning Organization (MTPO)

FROM:

Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:

Transportation Disadvantaged Program-Status Report

STAFF RECOMMENDATION

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

BACKGROUND

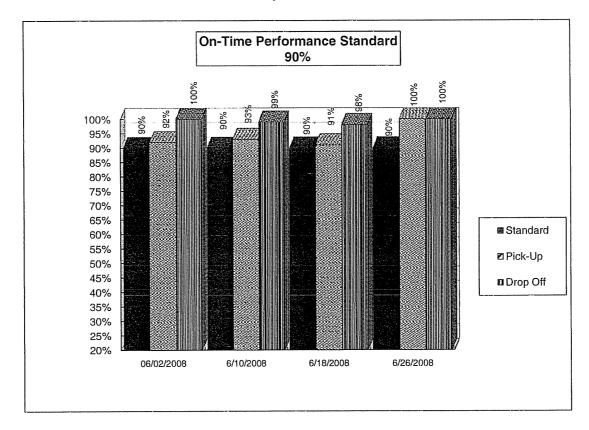
Enclosed are the following reports:

- 1. TDSP Standards Report that shows:
 - MV met the pick-up on-time performance standard in June;
 - MV met the standard of no more than 3 complaints per 1,000 trips in May 2008;
 - MV met the call hold time standard in May 2008;
 - MV met the accident standard of no more than 1.4 accidents per 100,000 miles in May 2008; and
 - MV met the roadcall standard in May 2008.
- 2. MV Transportation Operations Report July 2007- May 2008.

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

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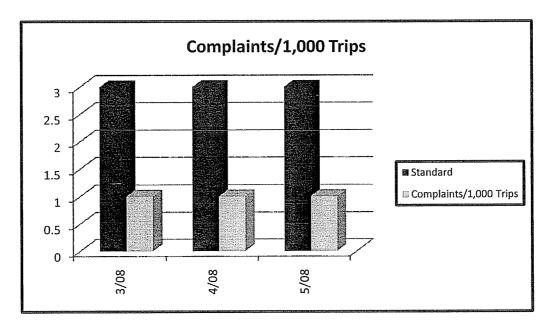
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, JUNE 2008



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

ALACHUA COUNTY, MARCH 2008 - MAY 2008

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
3/08	3	1
4/08	3	1
5/08	3	1



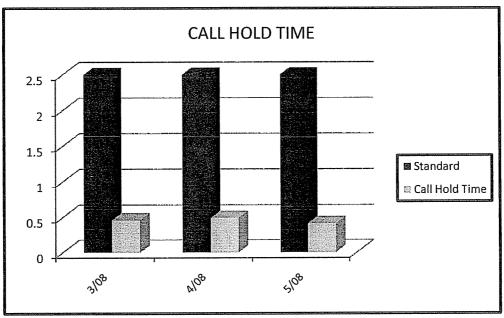
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MV TRANSPORTATION SUMMARY OF SERVICE ISSUES

TWIN IGMOS DECT	7/07	8/07	40/6	10/07	11/07	12/07	1/08	2/08	3/08	4/08	2/08	80/9
I TE OF COMPLESION	Ш				╢				,	6	-	
Late Drop-Off	4	14	18	+	1	7	_	4	2	7	- - -	
Pick-Up before Window Opens	0	0	0	0		0)		ا
Late Return Pick-Up	ო	-	11	12	2	0	4	2	4		-	0
Excessive Ride Time	0	1	-		0	0	0	0	0	0	0	0
Can't Get Through by Telephone	0	8	5	2	0	0	0	0		1	0	0
On Hold for Excessive Periods of Time	0	0	-	2	0	0	0	0	0	0	-	0
Phone System Problems	0	0	0	0	0	0	0	0	0	0	0	0
Sunday Reservations	0	0	0	0	0	0	0	0	0	0	0	0
Trip Denial	0	0	0	0	0	0	0	0	0	0	0	0
Driver Training	0	3	-	0	0	0	0	0	0	0	0	0
Driver Behavior		3	0	0	0	0	5	1	0	0	0	0
No Passender Assistance Provided	0	0	7	-	0	0	5	0	1	0	-	0
No Driver ID	0	0	2	0	0	0	0	0	0	0	-	0
Dispatcher Behavior	0	4	0	2	-	0	0	2	0	+	0	0
Reservationist Behavior	o	0	0	0	0	0	0	0	0	0	0	0
Unsafe Driving	0	0	0	0	0	0	0	0	0	0	0	0
No Show by Driver	0	4	4	-	3	0	0	-	0	0	~-	0
Reservations/Scheduling	0	0	9	-	2	τ	-	0	₹""	0	0	0
Reservations	0	-	0	0	0	0	0	0	0	0	0	0
Air Conditioning not Working	0	3	0	0	0	0	0	0	0	0	0	0
Wheelchair/Scooter Securement	0	0	-	0	0	0	0	0	0	0	0	0
Passender Behavior	0	0	0	0	0	0	0	0	0	0	0	0
No Show by Passenger	0	0	0	0	0	0	0	0	0		0	0
Customer Service	0	3	0	0	0	1	0	0	0	0	0	0
Safety	0	0	0	0	0	0	0	0	0	0	0	0
Trip Cancelled, Ride Came Anyway	0	0	0	0	0	0		0	0	0	0	0
Wheelchair Lift Not Working Properly	2	0	0	0	0	0	0	0	0	0	0	0
Charged Wrong Passenger Fare	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Condition	0	0	0	1	0	0	0	0	-	0	0	
MV Staff Availability	0	0	0	0	0	0	0	0	0		0	0
Dropped Off at Wrong Location	0		. 1			0	- 1	- 1	0	- [- 1	0
TOTAL	10	56		30	18	4	17	9	12	2	7	0
TRIPS	10,547	11,824	8,757	9,837	8,800	8,391	9,347	9,186	9,365	9,776	10,213	
COMPLAINTS/1,000 TRIPS	-	5		3	2	0	2	1	-	_	-	#DIV/0I
Number of Individuals Submitting Complaints	8	29		15	6	3	8	9	10	က	2	0
RTS	3	19		7	5	3	4	4	7	-	-	0
TIO	7	6	111	5	-	0	9	2	2	2	_	0
Foster Grandparents	0	4	6	2	3	0	0	0	0	0	0	0
NCFRPC	0	3		_	-	0	0	0	_	0	0	O
COMMENDATIONS	2	4		8	7	0	0	0	ဖ	Ę	7	6

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

MONTH	STANDARD	CALL HOLD TIME
3/08	2.5	0.46
4/08	2.5	0.49
5/08	2.5	0.41

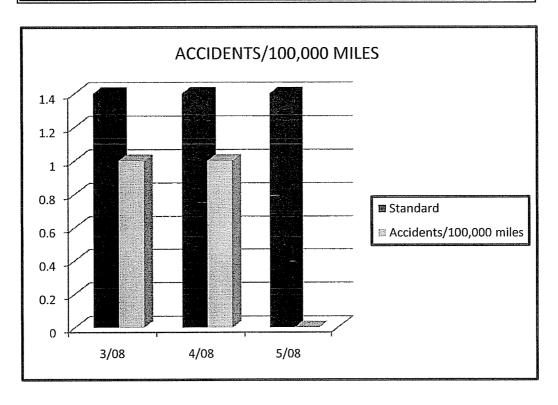


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TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

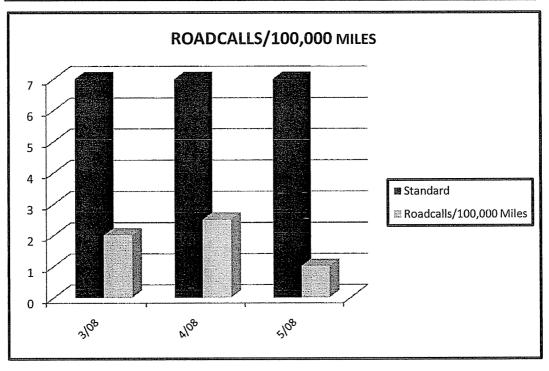
ALACHUA COUNTY MARCH 2008 - MAY 2008

MONTH	STANDARD	ACCIDENTS/100,000 MILES
3/08	1.4	1
4/08	1.4	1
5/08	1.4	0



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

MONTH	STANDARD	ROADCALLS/100,000 MILES
3/08	7	2
4/08	7	2.5
5/08	7	1



2007-2008 OPERATING DATA	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08
Total No Trips Invoiced	8.382	9,384	8,733	9,837	8,800	8,391	9,347	9,186	9,365	9,776	10,213
Medicaid Alachua	3.402		3,089	3,649	3,845	3,633	4,010	3787	3,789	4,058	4,164
TD Trust Fund Alachua	1,849	2,178	2,146	2,258	1,706	1,584	1,604	1544	1,459	1,560	1,690
ADA	2,304			2,881	2,447	2,437	2,726	2888	3,149	3,287	3,371
County of Alachua - 5311	393	191	35	0	0	0	0	0	0	0	0
County of Alachua, FGPA, RSVP	258	516	069	862	648	549	799	808	815	999	797
Elder Care	83	77	08	94	19	109	123	74	89	122	105
Bus Passes TD	71	80	87	11	71	57	70	72	74	99	73
Bus Passes Medicaid	22	30	18	22	22	22	15	12	11	17	13
Purchased Transportation	\$ 177,289.32	\$ 220,522.37	\$ 207,586.29	\$ 268,093.79	\$ 206,308.01	\$ 196,222.28	\$ 218,908.92	\$ 208,876.79		\$ 224,271.63	\$ 179,748.31
Medicaid Alachua	\$ 67,108.32	\$ 89,077.65	\$ 85,817.00	\$ 96,510.40	\$ 99,691.48	\$ 94,005.58	\$105,800.38	\$95,508.76	\$99,005.80	\$105,148.56	\$109,532.42
TD Trust Fund Alachua	\$ 46,493,73	\$ 56,337,45	\$ 49,865.85	\$ 41,312.58	\$ 43,925.48	\$ 38,971.50	\$38,704.56	\$36,988.87	\$34,193.92	\$36,552.50	\$40,494.54
TD Trust Fund Local Match		\$ 5,633.75	\$ 5,540.65	\$ 57,822.37	\$ 4,392.55	\$ 3,897.15	\$3,870.45	\$3,698.89	\$3,419.39	\$3,655.25	\$4,049.45
ADA		\$ 50,028.62	\$ 49,769.16	\$ 53,291.49	\$ 43,925.00	\$ 45,689.24	\$51,138.80	\$54,081.64	\$58,962.70	\$61,684.61	\$6,291.30
County of Alachua - 5311		\$ 6.928.95	\$ 831.25	•		- \$	- 8	\$0.00	\$0.00	\$0.00	\$0.00
County of Alachua, FGPA, RSVP		\$ 9,042.88	\$ 12,250.00	\$ 15,478.61	\$ 11,373.04	\$ 9,657.27	\$ 15,171.54	\$15,369.24	\$15,456.88	\$12,747.32	\$15,386.76
Elder Care	\$ 1,990.32	\$ 1.823.07	\$ 1,862.38	\$ 2,178.34	\$ 1,500.46	\$ 2,651.54	\$ 2,948.19	\$1,954.39	\$1,698.13	\$3,133.39	\$2,703.84
Bus Passes Total MED and TD		\$ 1,650.00	\$ 1,650.00	\$ 1,500.00	\$ 1,500.00	\$ 1,350.00	\$ 1,275.00	\$1,275.00	\$1,275.00	\$1,350.00	\$1,290.00
Total Dollars Invoiced	17	\$ 213,238.62	\$ 200,395.64	\$ 208,771.42	\$ 200,415.46	\$ 190,975.13	\$249,001.00	\$203,902.90	\$209,317.43	\$219,266.38	\$174,408.86
Total Expenses		\$ 299,748.00	s	\$ 296,852.00	\$ 238,627.00	\$ 239,798.00	\$213,763.47	\$ 240,432.00	\$ 264,537.00	\$266,024.00	\$276,740.00
Total Vehicle Miles	100,123	111,707	109,149	117,831	106,426	100,607	107,656	104,735	106,740	117,656	122,891
Total Vehicle Hours	7,538	8,393	7,418	8,061	7,147	6,764	7,252	7,099	7,136	7,402	7,610
Avg Miles per Trip	12	12	12	12	12	12				12	12
Avg Cost Per Mile	\$2.68	\$2.68	\$2.15	\$2.52				\$2.00		\$2.26	\$2.25
Avg Cost Per Hour	\$35.64	\$35.72	\$31.70	\$36.82	\$33.39	\$35.45	\$29.48	\$ 34.00	\$37.07	\$35.94	\$36.37
Number of No Shows	790	876	804	664	540	548	532	470	409	453	451
Number Trips Denied	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	0	0	0
No Accidents	0P-5NP-0Inc	1P - 0NP- 0Inc 0	0 P - 3NP- 0Inc	9	0 2P-2NP	5P-1NP	1P - 0NP -0Inc	0	0 1P - 3NP - 0Inc	1P/0NP/0INC 0P/3NP/1INC	0P/3NP/1INC
No RoadCalls	0			2	2	***		2		3	-
Telephone Calls Rec'd	19,478	20,248	22	21	45	18	20	19,375	18	19,234	19,975
Avg. Telephone On-Hold Time	0.36	0.54	1 0.52	0.51	0.56	0.42	0.51	0.46	0,46	0.49	0.41

Meeting

Agenda

Enclosures

	•

North Central Florida Regional Planning Council

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

August 28, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Archer Road/SW 16th Avenue Project Development and

Environmental (PD & E) Study

MTPO STAFF RECOMMENDATION

Request that the City of Gainesville give the MTPO additional presentations concerning this project at the following two stages:

- 1. when alternatives have been developed; and
- 2. when the recommended alternative has been identified.

BACKGROUND

The Gainesville City Commission is conducting a Project Development and Environmental (PD & E) Study for the Archer Road/SW 16th Avenue area in coordination with the Florida Department of Transportation and the University of Florida. Exhibit 1 is a summary from the official website (www.archerroadpde.com) that provides background information about this project. Also included with this meeting packet is a project brochure.

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EXHIBIT 1

Archer Road / SW 16th Avenue PD&E Study

SUMMARY

The Project Development and Environment (PD&E) study will evaluate build alternated that will allow Florida's Department of Transportation (FDOT) to re-designate the position of the

SUMMARY

SCHEDULE

PD&E STUDY

PUBLIC INVOLVEMENT

ALTERNATIVES

PROJECT NEWSLETTERS

FAQs

LINKS

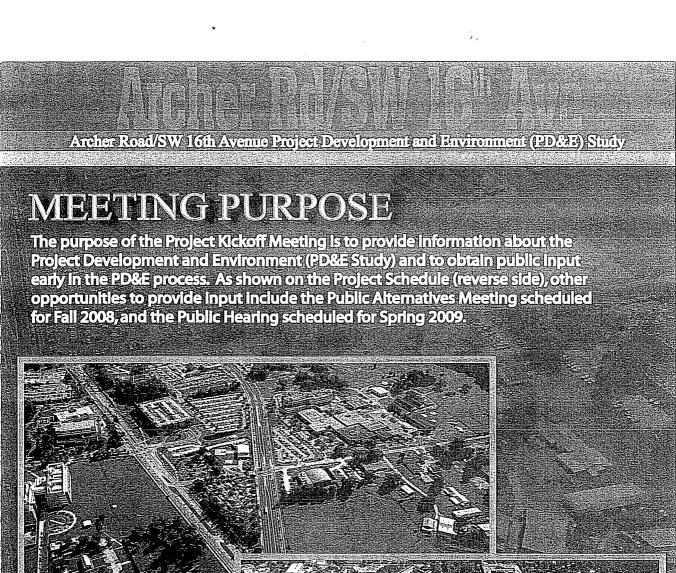
CONTACT US

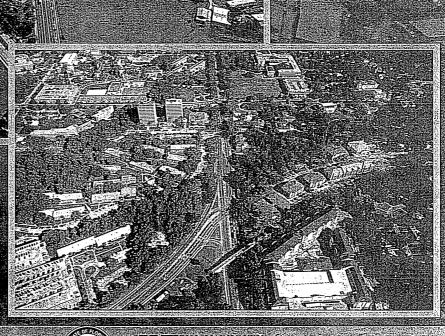
HOME

The Project Development and Environment (PD&E) study will evaluate build alterna that will allow Florida's Department of Transportation (FDOT) to re-designate the po of State Road (SR) 24 from Archer Road between the intersections with SW 16th Av (SR 226) and SW 13th Street (SR 25/US 441) to SW 16th Avenue (SR 226) betwee intersections with Archer Road and SW 13th Street and then along SW 13th Street intersection with Archer Road.

Over the last 20 years, Archer Road, from SW 16th Avenue to SW 13th Street, has changed dramatically with the introduction of expansive medical facilities and parkir garages supporting these facilities. With this growth, pedestrian traffic has increased significantly. Safety associated with pedestrian movement has become a major contribute. The City of Gainesville, in connection with the University of Florida and other stakeholders in the area, recognized the need to address this issue by re-designating portion of Archer Road as a campus road, therefore giving the University greater fle on the future design of the area. This would in turn involve re-routing the through trathat desires to stay on SR 24 over to SW 16th Ave in this area (removing the State I designation of SR 24 from Archer Road and transferring it to SW 16th Avenue).

The alternatives developed as a part of this study will include design concepts for th modification of Archer Road to address the issues of safety, pedestrian access, accessibility and traffic congestion to provide a multimodal facility primarily serving t Health Science Campus as well as the University of Florida. As part of this study th improvements to the intersections of Archer Road and SW 16th Avenue and Archer and SW 13th Street will be considered. Alternatives will also consider modifications SW 16th Avenue (including any intersections along these roadways) that may be required to maintain an acceptable level of service. The extension of Gale Lemeran-Drive to SW 16th Avenue, as well as other potential north-south connections betwee SW 16th Avenue and Archer Road, will also be evaluated. The "no-build" alternative also be evaluated. The limits of the PD&E study extend from just west of the Archer and SW 16th Avenue intersection to and including the intersections with SW 13th S along both Archer Road and SW 16th Avenue. The limits of the traffic analysis are defined as the area between the intersections of Archer Road and SW 34th Street to west, and SW 16th Avenue and Williston Road/SR 331 to the east.









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PROJECT DESCRIPTION

The purpose of this meeting is to kick off the Project Development and Environment (PD&E) study, which will evaluate build alternatives that will allow for the Florida Department of Transportation (FDOT) to redesignate the portion of State Road (SR) 24 from Archer Road between the intersections with SW 16th Avenue (SR 226) and SW 13th Street (SR 25/US 441) to SW 16th Avenue (SR 226) between its intersections with Archer Road and SW 13th Street and then along SW 13th Street to the intersection with Archer Road. See location map on the back page.

Over the last 20 years, Archer Road, from SW 16th Avenue to SW 13th Street, has changed dramatically with the introduction of expansive medical facilities and parking garages. With this growth, pedestrian traffic has increased significantly. Safety associated with pedestrian movement has become a major concern. The City of Gainesville, in connection with the University of Florida and other stakeholders in the area, recognize the need to address this issue by redesignating this portion of Archer Road as a campus road, therefore giving the University greater flexibility on the future design of the area. This would in turn involve evaluating the possible re-routing of through traffic that desires to stay on SR 24 to SW 16th Ave in this area (removing the State Road designation of SR 24 from Archer Road and transferring it to SW 16th Avenue).

The alternatives developed as a part of this study will include design concepts for the modification of Archer Road to address the Issues of safety, pedestrian access, accessibility and traffic congestion to provide a multimodal facility primarily serving the Health Science Campus as well as the University of Florida. As part of this study the improvements to of the intersections of Archer Road and SW 16th Avenue and Archer Road and SW 13th Street will be considered. Alternatives will also consider modifications to SW 16th Avenue (including any intersections along these roadways) that may be required to maintain an acceptable level of service. The extension of Gale Lemerand Drive to SW 16th Avenue, as well as other potential north-south connections between SW 16th Avenue and Archer Road, will also be evaluated. The "no-build" alternative will also be evaluated. The limits of the PD&E study extend from just west of the Archer Road and SW 16th Avenue intersection to and including the intersections with SW 13th Street along both Archer Road and SW 16th Avenue. The limits of the traffic analysis are defined as the area between the intersections of Archer Road and SW 34th Street to the west, and SW 16th Avenue and Williston Road/SR 331 to the east.

www.archerroadpde.com

lopment and Environment (PD&E) Study

COMMUNITY COORDINATION & PUBLIC INVOLVEMENT

Communicating project-related information to interested people, groups, and government organizations will occur through the mailing of newsletters, public alternatives meetings, inquiries made by the public and at the Public Hearing. Newsletters will be mailed to state and local officials, all interested people, and all property owners within 400 feet of the centerline of Archer Road, SW 16th Avenue and SW 13th Street all adjacent affected sidestreets. The newsletters will be mailed at important milestones in the schedule to update the public regarding the project's progress, to inform the public of upcoming events, and to request comments. A website (www.archerroadpde.com) has been created for public access about current project status, upcoming events, frequently asked questions, and comment forms. Please see the Project Schedule below for more information.

PROJECT SCHEDULE

Agency Kickoff Meeting Public Kickoff Meeting Public Alternatives Meeting Public Hearing August 7, 2008 August 7, 2008 Fall 2008 Spring 2009

ACTIVITY	2008			2009			
	SPRING	SUMMER	FAUL	WINTER	SPRING	SUMMER	FAIL
Begin RD&E Silley	×						
Kickoff Meeting		À					
Public Alternatives Meeting			*				
Identify Preferred Alternative(s)				Ż			
Public Hearing					食		
Identify Recommended Alternative(s)						食	
Final PD&E Approval							*





UFICE INVERSITY of FLORIDA

The Foundation for The Gator Nation

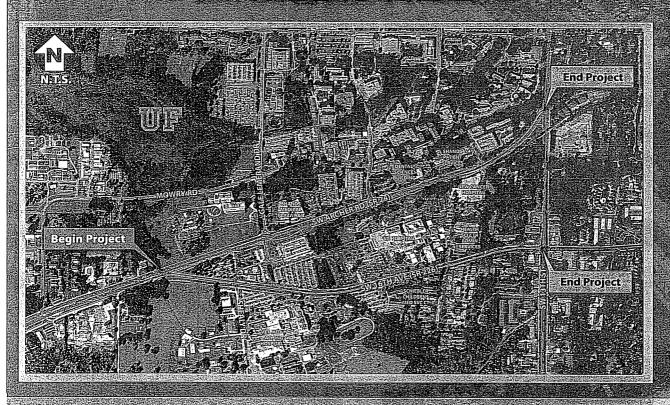


Kimley-Horn and Associates. Inc. Archer Road/SW1(6th/Avenue Project Development and Environment (2D&E) Sudy

CONTACTAINFORMATION

Ms. Despina Veilleux, P.E. Project Manager City of Gainesville P.O. Box 490 Gainesville, Florida 32602-0490 Phone: (352) 334-5070 veilleuxdj@cityofgainesville.org

LOCATION MAP



www.archerroadpde.com

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

September 4, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Proposed Alachua County Long Term Concurrency Management

System

MTPO ACTION

This agenda item does not require any action by the MTPO. However, the following sections contain MTPO recommendations that have been developed by MTPO Advisory Committees and MTPO staff.

TECHNICAL ADVISORY COMMITTEE AND MTPO STAFF RECOMMENDATION

Over the next two years, the MTPO will be updating its long range transportation plan and Alachua County will be preparing its Evaluation and Appraisal Report to update its Comprehensive Plan. During these plan update processes, the MTPO requests that the Alachua County Board of County Commissioners work with the MTPO to resolve inconsistencies between the <u>Alachua County Comprehensive Plan</u>, including the proposed <u>Concurrency Management System</u>, and the MTPO's <u>Livable Community</u> Reinvestment Plan.

BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

Approve the Technical Advisory Committee and MTPO staff recommendation with one revision to state that the inconsistencies should be resolved in favor of the the MTPO's *Livable Community Reinvestment Plan*.

CITIZENS ADVISORY COMMITTEE RECOMMENDATION

Since the MTPO will be updating its long range transportation plan and Alachua County will be preparing its Evaluation and Appraisal Report to update its Comprehensive Plan over the next two years, that the MTPO request that the Alachua County Board of County Commissioners work with the MTPO, City of Gainesville and other adjacent communities to ensure that transportation impacts are addressed during these plan update processes, in order to resolve inconsistencies between the <u>Alachua County Comprehensive Plan</u>, including the proposed <u>Concurrency Management System</u>, and the MTPO's <u>Livable Community Reinvestment Plan</u> with the inconsistencies resolved in favor of the MTPO's <u>Livable Community Reinvestment Plan</u>.

BACKGROUND

At its meeting on May 29, 2008, the MTPO received a presentation concerning Alachua County's proposed *Long Term Concurrency Management System*. This presentation was requested by the Alachua County Commission in order to "solicit feedback" from the MTPO and its Advisory Committees. At the conclusion of this presentation, the MTPO approved a motion to:

"request that the Alachua County Commission not approve a Long Term Concurrency Management System until an evaluation for consistency with the adopted MTPO Livable Community Reinvestment Plan, the Bus Rapid Transit Feasibility Study and System Master Plan, the adopted Countywide Bicycle Master Plan and the guiding principles of the Alachua Countywide Visioning and Planning Committee's July 2005 Countywide Vision and Conceptual Land Use Plan is completed and reported back to the MTPO so that the MTPO may provide recommendations to the Alachua County Commission."

Enclosed with this meeting packet is a report entitled <u>Proposed Alachua County Long Term Concurrency Management System Consistency Report</u> that provides this evaluation for consistency. For those who would desire to view a full color copy of the Concurrency Management System Consistency Report, it is available at the MTPO's website:

http://ncfrpc.org/mtpo/Full%20packets/TAC CAC/REPORTaug22web.pdf

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August 29, 2008

TO:

Metropolitan Transportation Planning Organization (MTPO)

FROM:

Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:

Year 2009 MTPO Meeting Days and Times

MTPO STAFF RECOMMENDATION

Recommend that the MTPO revise its regular meeting days to the second Monday of each month at 3:00 p.m. and to conduct MTPO public hearings on Monday evenings beginning at 6:00 p.m.

BACKGROUND

Recently, the Gainesville City Commission changed its regular meeting day to the first and third Thursday of each month. This has created a conflict with MTPO meetings. The MTPO needs to decide when it wants to schedule future meetings starting in January, 2009.

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SCHEDULED 2008 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

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MTPO MEETING MONTH	B/PAB [At 7:00 p.m.]	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	MTPO MEETING CANCELLED		
JANUARY	January 8	CANCELLED			
FEBRUARY	January 29 January 30		February 14 at 3:00 p.m.		
MARCH	TAC @ NCFRPC IARCH February 26 February 27		March 13 at 3:00 p.m.		
APRIL	March 25	CAC Orientation @ 6:00 pm March 26	April 10 at 3:00 p.m.		
MAY	May 13	CAC-only April 16 TAC & CAC @ NCFRPC May 14	May 29 at 6:00 p.m.		
JUNE	May 27	CANCELLED	CANCELLED		
JULY	July 1	CANCELLED	July 17 at 6:00 p.m.		
AUGUST	August 5	CANCELLED	CANCELLED		
SEPTEMBER	September 2	CAC @ NCFRPC September 3	September 11 at 3:00 p.m.		
OCTOBER	September 30	TAC @ NCFRPC October 1	October 9 at 3:00 p.m.		
NOVEMBER	October 28	October 29	November 13 at 3:00 p.m.		
DECEMBER	December 2	December 3	December 11 at 6:00 p.m.		

Note, unless otherwise scheduled:

- 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.

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