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September 11, 2013

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, September 18, 2013, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue**. Also on Wednesday, September 18, 2013, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

- | | | | |
|----------------------|------|---|----------------------------|
| 7:00 p.m. | I. | Introductions (if needed)* | |
| | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3
7:05 p.m. | III. | Approval of Committee Minutes | APPROVE MINUTES |
| Page #9
7:10 p.m. | IV. | Multimodal Emphasis Corridor- University Avenue | DEVELOP REVIEW
COMMENTS |

The MTPO wants sufficient detail developed so that the Florida Department of Transportation can fund a specific University Avenue project.

- | | | | |
|-----------------------|----|--|--------------------|
| Page #19
7:45 p.m. | V. | Year 2040 Long Range Transportation Plan Update-
Overview | NO ACTION REQUIRED |
|-----------------------|----|--|--------------------|

MTPO staff will overview the Consultant's proposal and answer questions.

- | | | | |
|-----------------------|-----|----------------------------|---------------------|
| Page #37
8:15 p.m. | VI. | Needed Unmarked Crosswalks | RECOMMEND LOCATIONS |
|-----------------------|-----|----------------------------|---------------------|

The MTPO has requested a priority list of needed unmarked crosswalks.

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

Page #41
8:45 p.m.

VII. Top Ten Needed Bus Pullout Locations

**APPROVE STAFF
RECOMMENDATION**

The MTPO has requested the top ten needed bus pullout locations that includes the University of Florida campus.

VIII. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #49
Page #51
Page #53
Page #57
Page #59

- A. CAC and TAC Attendance Records
- B. Meeting Calendar- 2013
- C. Funds by Mode Information
- D. FDOT letter dated September 4, 2013
- E. NW 34th Street at YMCA

*No handout included with the enclosed agenda matter

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TECHNICAL ADVISORY COMMITTEE (TAC)

Gainesville Regional Utilities
301 SE 4th Avenue
Gainesville, Florida

2:00 p.m.
Wednesday
July 24, 2013

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Debbie Leistner, Vice Chair Dekova Batey Chris Dawson Steve Dopp Ron Fuller Dean Mimms Matthew Muller Brian Singleton	Linda Dixon John Gifford Mike Iguina Steve Kabat Harrell Harrison Karen Taulbee	None	Marlie Sanderson Michael Escalante

CALL TO ORDER

Vice Chair Debbie Leistner, City of Gainesville Transportation Planning Manager, called the meeting to order at 2:08 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Leistner asked for approval of the agenda.

MOTION: Chris Dawson moved to approve the meeting agenda. Dean Mimms seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Leistner asked for approval of the May 22, 2013 minutes.

MOTION: Steve Dopp moved to approve the May 22, 2013 TAC minutes. Dean Mimms seconded; motion passed unanimously.

IV. TRANSPORTATION ALTERNATIVE PROJECTS

Mr. Marlie Sanderson, Director of Transportation Planning, stated that it was time to submit Transportation Alternative Projects applications.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed the Transportation Alternative Projects applications and answered questions.

Mr. Chris Dawson, Alachua County Transportation Planner, discussed the Waldo Trail extension project. He noted that future applications will show the project in phases.

MOTION: Chris Dawson moved to recommend that the MTPO approve the submission of two Transportation Alternatives Program applications by the City of Gainesville for E. University Avenue and Norton Elementary Trail. Steve Dopp seconded; motion passed unanimously.

V. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT- ARCHER ROAD PROJECT

Mr. Sanderson stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the four-laning of Archer Road from Tower Road to Parker Road. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

MOTION: Chris Dawson moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the four-laning of Archer Road along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. xxx Dean Mimms seconded; motion passed unanimously.

VI. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT- TOWER ROAD PROJECT

Mr. Sanderson stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the Tower Road Resurfacing/Sidewalk/Bikelane project. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

MOTION: Steve Dopp moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the Tower Road Resurfacing/Sidewalk/Bikelane project along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. Dean Mimms seconded; motion passed unanimously.

VII. SOCIOECONOMIC WORKING GROUP

Mr. Sanderson stated that the Year 2040 Socioeconomic Report that is use for long range plan modeling is being developed. He recommended a Socioeconomic Working Group to advise MTPO staff in the development of the report.

**MOTION: Chris Dawson moved to approve the Socioeconomic Working Group (Exhibit 1).
Dean Mimms seconded; motion passed unanimously.**

VIII. INFORMATION ITEMS

Mr. Dean Mimms, City of Gainesville Lead Planner, discussed an Archer Road Trail stop sign on a private road.

Vice Chair Leistner asked about the status of the Archer Road/SW 34th Street intersection proposal.

Mr. Sanderson stated that FDOT has provided bike and pedestrian county information that the MTPO requested.

Mr. Matt Muller asked about the status of the mode split information that was requested by the MTPO.

Mr. Sanderson stated that the mode split topic was still being developed and would be placed in a future MTPO agenda packet.

ADJOURNMENT

The meeting was adjourned at 2:43 p.m.

Date

Jeff Hays, Chair

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Exhibit 1

Technical Advisory Committee
Socioeconomic Working Group

AREA/AGENCY	NAME
Alachua	Justin Tabor
Archer	Al Grieshaber Jr. (City Manager)
Gainesville	Onelia Lazzari
Hawthorne	Mike Castine
High Springs	Edwin Booth (City Manager)
La Crosse	Charlene Thomas (Town Clerk)
Micanopy	Charles Kelley (Town Administrator)
Newberry	Lowell Garrett
Waldo	Kim Worley (City Manager)
Unincorporated Area	Jeff Hayes
Florida Department of Transportation	Karen Taulbee

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
CITIZENS ADVISORY COMMITTEE (CAC)

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

7:00 p.m.
Wednesday
July 24, 2013

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Jan Frentzen, Chair
Rob Brinkman, Vice Chair
E. J. Bolduc
Thomas Bolduc
Nelle Bullock
Rajeeb Das
Mary Ann DeMatas
Melinda Koken
Chandler Otis
John Richter
James Samec
Ruth Steiner

Holly Shema
Ewen Thomson

Dekova Batey

Michael Escalante

CALL TO ORDER

Vice Chair Jan Frentzen called the meeting to order at 7:00 p.m.

I. INTRODUCTIONS

Vice Chair Frentzen introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Frentzen asked that the agenda be approved.

MOTION: Ruth Steiner moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

Mr. Michael Escalante, MTPO Senior Planner, discussed corrections to the minutes.

MOTION: Rob Brinkman moved to approve the May 22, 2013 CAC minutes as modified with staff-recommended corrections. James Samec seconded; motion passed unanimously.

IV. TRANSPORTATION ALTERNATIVE PROJECTS

Mr. Escalante discussed the Transportation Alternative Projects applications and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the submission of two Transportation Alternatives Program applications by the City of Gainesville for E. University Avenue and Norton Elementary Trail. James Samec seconded; motion passed unanimously.

V. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-
ARCHER ROAD PROJECT

Mr. Escalante stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the four-laning of Archer Road from Tower Road to Parker Road. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

MOTION: Ruth Steiner moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the four-laning of Archer Road along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. xxx James Samec seconded; motion passed unanimously.

VI. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-
TOWER ROAD PROJECT

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MOTION: Ruth Steiner moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the Tower Road Resurfacing/Sidewalk/Bikelane project along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. James Samec seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

Mr. Dekova Batey, Bicycle/Pedestrian Coordinator, discussed a kid's triathlon and bike parade.

ADJOURNMENT

The meeting was adjourned at 7:18 p.m.

Date

Jan Frentzen, Chair



September 11, 2013

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Multimodal Emphasis Corridors- University Avenue and W. 13th Street

STAFF RECOMMENDATION

Review Exhibit 3 and let us know if there are any additional design elements that should be considered.

BACKGROUND

At its August 5, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the "Multimodal Emphasis Corridors" in the adopted Year 2035 Cost Feasible Plan (see enclosed Exhibit 1- Table 65 Priorities #3 and 4 and Exhibit 2). In the long range transportation plan, "multimodal emphasis corridors" are defined as roads that should have design solutions

"that achieve balance among modes [of travel] to enhance safety, comfort, convenience and access for all users, whether in car, on foot, on a bicycle or using transit. Design elements may include signage, pavement markings, medians, facility modifications or additions (including narrower travel lanes, wider sidewalks and bike lanes), operational strategies, curb extensions and other measures to enhance multimodal mobility and accessibility. Lane reductions are not currently under consideration."

At the August 5, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the following motion:

"to request that the Advisory Committees and City, County, MTPO and University of Florida staffs provide sufficient detail for the Cost feasible Plan's Multimodal Emphasis Corridors [University Avenue and W. 13th Street] and Waldo Road Multiway Boulevard for the Florida Department of Transportation to fund specific projects after considering the design standards in the Transportation Design for Livable Communities and request that University of Florida planners participate with respect to roads segments adjacent to campus."

Design Elements- Source Documents

The following documents have been researched so far to identify specific design elements that should be considered-

1. Florida Department of Transportation, Plans Preparation Manual, Volume 1, Chapter 21- Transportation Design for Livable Communities;
2. Gainesville Regional Transit System Transit Development Plan, August 2009; and
3. Florida Department of Transportation District 2, Gainesville Multimodal Corridor and Park and Ride Study, July 1997.

One additional document that we plan to review is entitled "*Complete Streets: Best Policy and Implementation Practices.*"

Design Elements- Options to Consider

Based upon our review so far, the following design elements in Exhibit 3 will be evaluated.

EXHIBIT 1
 2035 Long Range Transportation Plan Update
 Year 2035 Cost Feasible Plan



Table 65: Year 2035 Roadway Cost Feasible Plan

Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 Million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)				
1	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	State Road 121 (NW 34th Street)- construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor ^a	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study ^a	NW 33rd Avenue to Archer Road	2.8	\$4.75
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit , multi-trail and corridor redevelopment study (PD&E) ^b	University Avenue to NE 39th Avenue	2.5	\$3.0
6	Bus Rapid Transit (BRT) Corridor Infrastructure-Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$28.0

EXHIBIT 2

2035 Long Range Transportation Plan Update Year 2035 Cost Feasible Plan



West 13th Street (US 441) and University Avenue (SR 26) Multimodal Emphasis Corridors

The Year 2035 LRTP allocates a limited amount of funding for projects that support improved multimodal accessibility and mobility within segments of West 13th Street and University Avenue in the core part of the Gainesville Urbanized Area. There is nearly \$5 million set aside in 2010 dollars (\$7.4 million and \$6 million in Year of Expenditure, respectively) for each roadway that would be allocated to roadway modifications to be determined that improve multimodal accessibility and mobility along these vital corridors. These “placeholder” funds may or may not fully fund the desired treatments for these two roadway segments, which will be determined following additional more detailed study and consultation with the Florida Department of Transportation.

The West 13th Street (US 441) and University Avenue (SR 26) Multimodal Emphasis Corridors are candidates for design elements that may include signage, pavement markings, medians, facility modifications or additions (including narrower or fewer lanes, wider sidewalks and bike lanes), operational strategies, curb extensions and other measures to enhance multimodal mobility and accessibility. At this time, the projects do not include lane reductions. In general, the intent for multimodal treatments on these major transportation facilities is to accommodate auto, bus, bicycle and pedestrian travel. These corridors provide for travel across town and connect with the regional transportation system. The objective is to support increased travel frequency of multiple modes and link land use destinations. In the future, these corridors will facilitate linking different modes together (i.e., bikes on buses, access to transit, walking or park and ride) by employing elements of “Complete Streets” policies and design elements that strive to accommodate the safety and convenience of all uses, including pedestrians, bicyclists, public transit users, children, older individuals, motorists and individuals with disabilities.

Intermodal Center/Park and Ride Lot

Working closely with the University of Florida, the MTPO has identified funding for a future intermodal center/park and ride lot that would help improve mobility and access to the University of Florida main campus via public transportation. The University's 2010-2020 Campus Master Plan included an analysis of park and ride lot opportunities to identify the best location for a future park and ride facility location. The analysis evaluated potential lot locations relative to residential locations of students, faculty and staff, and their travel time to campus. The analysis was not complete at the time of the public hearing adoption in October 2010, so a placeholder project was included in the Cost Feasible Plan with sufficient funding allocated to include both a park and ride lot and bus transfer facility for the interface of future Bus Rapid Transit networks and local fixed routes and/or express bus routes. Several priority locations emerged from the UF analysis, with a

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

Category	Design Element	TDLC ¹	Comment
Pedestrian	Construct Missing Sidewalk Sections		No sections missing
	Wider Sidewalks	✓	
	Pavement Markings (Painted Crosswalks)	-	
	Midblock Crossing (Frequent and Safe Crossings for Pedestrians)	✓	
	Pedestrian Median Islands	✓	
	Illuminated Pedestrian Crossings	-	
	Illuminated Blank-out Message Sign- No Right Turn on Red		
	Pedestrian Access to Transit		
	Pedestrian Traffic Signal Timing (MTPO approved June 4, 2012)		
	“Barn Dance” at University Avenue and W. 13th Street		
	Leading Pedestrian Interval at Signalized Crossing		
	Accessible Pedestrian Signals	✓	
	Audible Cues for Pedestrians with Low Vision	-	
	Pedestrian Buttons Reachable by People in Wheelchairs	-	
	Curb Cuts	-	
	Pedestrian Overpass/Underpass		Not feasible- too expensive
	Pedestrian Friendly Intersection Design/ Compact Intersections (Curb Extensions/Sidewalk Bulb-outs)	✓	
	On-street Parking to Buffer Travel Lanes and Pedestrian Areas	-	
	Pedestrian Amenities (Street Trees for Shading, Adequate Lighting, Benches, Planter Strips, etc)	-	

¹TDLC- Transportation Design for Livable Communities identifies this design element as “appropriate” which should be included in all TDLC projects unless there are compelling reasons not to do so.

Shading means this specific design element has been eliminated from further consideration (see comment column).

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

Category	Design Element	TDLC¹	Comment
Bicycle	Bicycle Friendly Design and Parking	✓	
	Bike Lanes	✓	
	Wide Paved Shoulders	✓	
	Wide Curb Lanes	-	
	Shared-use Bicycle and Pedestrian Paths	-	
	Bikes on Buses	-	
	Bicycle Loop Detectors on Side Streets		
	Removal of Street Parking to Construct Bicycle Lanes	-	Current MTPO policy decision to leave on-street parking
Roadway	Access Management		
	Raised Medians		
	Addition of General Purpose Lanes		Right-of-way not available
	Reduce Lane Widths to Add a Lane		
	Intersection Widening		
	Limiting Heavy Trucks		City Truck Route Ordinance
	Limit accommodation of left turning vehicles in off peak direction		
	Traffic Control Center		City Traffic Management Center
	Traffic Signal Progression		Progression has been optimized
	Additional Green Time		
Carpooling/Vanpooling		University Program implemented	

¹TDLC- Transportation Design for Livable Communities identifies this design element as “appropriate” which should be included in all TDLC projects unless there are compelling reasons not to do so.

Shading means this specific design element has been eliminated from further consideration (see comment column).

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

Category	Design Element	TDLC¹	Comment
Transit	Safe and Accessible Transit Stops	-	
	Bus Pullouts	-	
	Transit Superstop (similar to the one on SW 20th Avenue)		Right-of-way not available/existing traffic signal density adequate
	Transit Signal Priority	-	
	Transit System Amenities (Bus Shelters, Benches, etc...)	✓	
	Incorporate Transit-oriented Design	✓	
	Dedicated Bus Lanes	-	Right-of-way not available
	Park and Ride Facilities		
	Bus Rapid Transit Route	-	
	Bus Rapid Transit Infrastructure	-	
	Parking Management (Controlling the Price and Supply)		Not under the purview of FDOT
Traffic Calming	Narrower Travel Lanes	-	
	Raised Crosswalks	-	Not permitted on the State Highway System
	Shorter Curb Corner Radii	-	
	Elimination of Free-flow Right-turn Lanes	-	
Other	Linking Modal Facilities	✓	
	Use of Route Markings/Signing for Historical and Cultural Resources	✓	

¹TDLC- Transportation Design for Livable Communities identifies this design element as “appropriate” which should be included in all TDLC projects unless there are compelling reasons not to do so.

Shading means this specific design element has been eliminated from further consideration (see comment column).



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

September 11, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Year 2040 Long Range Transportation Plan Update- Overview

STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

In order to receive federal and state funds for transportation projects, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must update the adopted Year 2035 Long Range Transportation Plan to the Year 2040. A consulting firm (Atkins, North America Inc.) has been selected to assist with this effort.

Enclosed as Exhibit 1 is the proposal submitted by Atkins that describes the approach they plan to use for this project. The last page of this material shows the timeline for important milestones over the next two years.

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June 14, 2013

Mr. Marlie Sanderson, AICP
Director of Transportation
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
2009 N.W. 67th Place
Gainesville, Florida 32653

Atkins North America, Inc.
7406 Fullerton Street, Suite 350
Jacksonville, Florida 32256

Telephone: +1.904.363.6100
Fax: +1.904.363.8811

www.atkinsglobal.com/northamerica

Re: RFP #13-2 Gainesville Urbanized Area Year 2040 Long Range Transportation Plan (LRTP) Update

Dear Mr. Sanderson:

The Year 2040 Plan Update will continue to identify opportunities to shape the regional vision, affect future land use decisions, and make strategic investments in transportation infrastructure that will serve the future mobility needs of the citizens of the region.

The Atkins team comprised of Renaissance Planning Group, HDR, and Quest Corporation shares the goal of creating a transportation plan for the Year 2040 that looks beyond current borders and seeks to explore the role transportation will play in implementing the vision of the region.

We are committed to working with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) and each of your partners on improving the safety and efficiency of the movement of not only people, but goods and freight as well. As our proposed project manager for this assignment, I have been working for and with metropolitan planning organization (MPO)/transportation planning organizations (TPO) for more than 20 years. Over this time, I have developed LRTPs for a number of urbanized areas both large and small across Florida. Supporting me on this project will be Wyatt F. Bowers, AICP, who will serve as the deputy project manager for the Year 2040 Plan Update. Mr. Bowers has more than 16 years of transportation planning experience working with clients developing corridor studies, transit feasibility studies, and LRTPs.

Atkins, along with our teaming partners, have assembled a team that can provide a timely, creative, flexible, and cost-efficient approach to addressing the many opportunities that will present themselves during the Year 2040 LRTP Update. These opportunities will include approaches creative finance, development of a cost feasible plan that implements the regional vision, and effective public outreach.

With this submittal, Atkins wishes to express our sincere enthusiasm for providing services for the completion of the Year 2040 LRTP Update. We believe we are the right team for the MTPO and are confident in our skills as they relate to this opportunity. We know we can exceed your expectations and would greatly appreciate the opportunity to prove it. Should you have any questions, please contact me at 904.363.8164 or via email at wiley.page@atkinsglobal.com.

Sincerely,
Atkins

Wiley C. Page, AICP
Florida Transportation Group Manager

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Introduction

Today's long range transportation plan (LRTP) includes more than a list of projects. It must focus on multimodal solutions, the relationship between land use and transportation, and continue to lead the region toward a more balanced transportation system of automobiles, trucks, public transportation, and personal mobility (e.g. pedestrian, bicycle, etc.). This plan will build upon the existing regional relationships and expand the vision for future mobility in the North Central Florida region. The plan will seek to maximize the operational efficiency and safety of the transportation system by incorporating intelligent transportation system (ITS) elements, travel demand management and congestion management enhancements, efficient movement of freight and goods, and overarching security goals.

Beyond that, the plan will focus on **what's next** for the region. This plan will seek to identify projects and techniques that enhance connections between the core and the surrounding areas. We will consider how people and goods travel into, out of, and through the main employment and activity centers. The 2040 LRTP will examine the issues related to commuters and their struggles as they come and go from the main employment centers.

Physical, social-economic, and natural systems impacts must be considered for each alternative. Environmental justice will be sought, not only in public involvement aspects, but also in the allocation of financial resources and in the location of recommended system improvements.

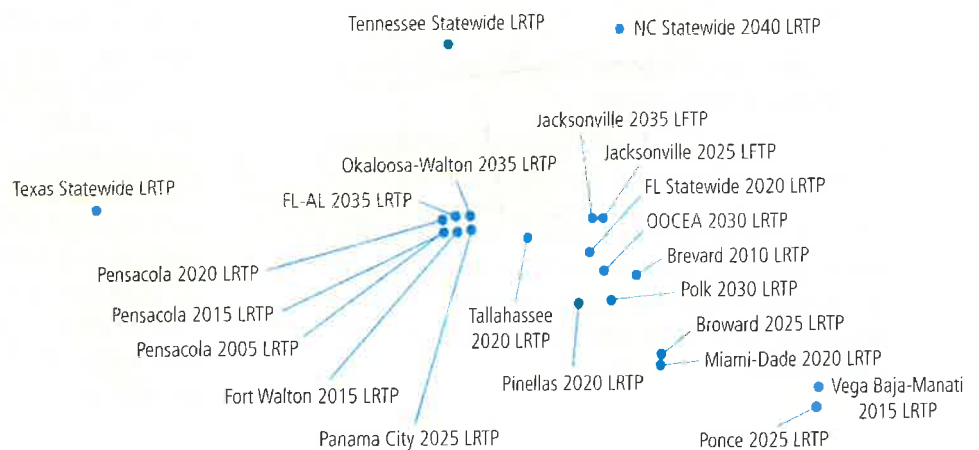
The Year 2040 LRTP update will engage the public at a level beyond that usually associated with long range plan updates. The LRTP for 2040 is challenged to help develop

and deliver the vision for the way we travel in and around North Central Florida.

Transportation infrastructure lasts for decades. The investments we make in transportation infrastructure, therefore, must be based on anticipated future needs at least as much as the needs of today. The Atkins team has successfully completed the development of numerous recent LRTPs assisting communities visualize and meet their transportation needs for both today and tomorrow. Selected projects are listed below.

- Puerto Rico Island Wide 2040 Plan Update
- Gainesville 2020, 2025, and 2035 Plan Updates (RPG)
- Okaloosa-Walton 2035 Plan Update
- Space Coast 2040 Plan Update (RPG)
- Florida-Alabama 2035 Plan Update
- Hillsborough County 2035 Plan Update (RPG)
- Jacksonville 2035 Plan Update (Atkins and RPG)
- Lake Sumter 2035 Plan Update (RPG)
- Bay County 2030 Plan Update (HDR)
- Polk County 2030 Plan Update
- MetroPlan 2025 Plan Update (HDR)
- Jacksonville 2025 Plan Update
- Broward County 2025 Plan Update
- HART Long Range Transit Plan (HDR)

Atkins' LRTP projects



- Ponce 2025 Update (Puerto Rico)
- Miami-Dade 2020 Plan Update
- Panama City 2025 Plan Update
- Pinellas County 2020 Plan Update
- Pensacola 2020 Plan Update
- Florida Statewide Model 2020 Plan Update
- Fort Walton 2015 Plan Update

In preparing this long range plan update, the Gainesville MTPO and its partner agencies must address growing congestion on area roadways, and financial challenges of the regional implementing agencies in an increasingly complex and evolving planning environment. In addition, the 2040 Plan must look beyond the borders of the core area and the activity centers and consider how this larger area will continue to grow, develop, and connect. Those needs and mobility demands will shape the vision for 2040 and this LRTP update will establish the blueprint for implementing that vision.

As we have considered the challenges of this study, we have concluded that it will require a team that brings the following qualities:

- Mature senior project management.
- Local planning experience and knowledge.
- Demonstrated success in completion of long range transportation plans and in the application of all associated LRTP elements and gaining the approval of Federal Highway Administration (FHWA).
- Intimate understanding of local transportation and land use policy opportunities and constraints.
- Excellence in linking transit and highway demand forecasting.
- Development of innovative finance plans based on financial resource reality.

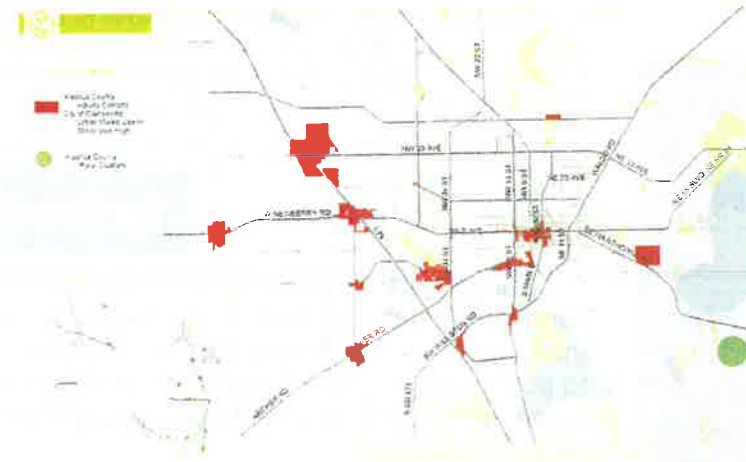
Atkins has established a team that provides all of these qualities. We are excited about the prospect of working with the Gainesville MTPO, the regional partnerships, and the public to create such a bold plan.



Approach to project

How will we choose to travel from place to place in the year 2040 and beyond? How will we travel to work, shopping, and recreational activities in 2040? What modes of transportation will take us there? How will the regional transportation system look in 2040? The answers to these and similar questions will help us develop solutions to the long-term transportation needs of the region.

What we can continue to do is invest in mobility options and create long-term solutions. Strong links between modes and enhancements of grids will pay off as we continue to seek ways to connect the employment and activity centers with the developing areas. We should also begin to consider how commuting is effecting our workforce. The commute that employees face each morning and afternoon has a direct impact on their productivity. Studies have estimated that employees with 30 minute or higher commute times, can average 20 minutes to recover from their commute to the office before they become productive. This commute recovery time impacts both the employer's bottom line and the employee's quality of life. Long-term transportation and land use solutions should take this into account. Atkins has evaluated varying land use patterns as integral elements of LRTPs. We understand the challenges and opportunities associated with this approach to solving our future transportation needs. We will work alongside the MTPO staff, committees, and associated colleagues to evaluate these opportunities.



Another consideration for the 2040 LRTP should be consideration of a shift in thinking when it comes to driving among the millennial generation. According to the National Household Travel Survey, from 2001 and 2009, the annual number of vehicle-miles traveled by 16 to 34 year-olds (a group that included a mix of Millennials and younger members of Generation X) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent. The percentage of young people with a driver's license has been dropping for years. In 2011, the percentage of 16 to 24 year-olds with driver's licenses dipped to 67 percent—the lowest percentage since at least 1963.

Why are Millennials driving less? The economy is likely one factor. The recession has been particularly difficult for young Americans—reducing job prospects, curtailing disposable income, and causing many young people to delay forming new households. But is something else going on as well? According to the recently released report from USPIRG, “A New Direction: Our Changing Relationship with Driving and the Implications for America's Future,” Millennials are more likely to want to live in urban and walkable neighborhoods. They also fully embrace the mobile Internet technologies, which are creating new norms for communication and how people relate to each other. These new communication options allow us to be less reliant on transportation.

This paradigm shift has been occurring in Gainesville for more than a decade. Continued growth at the University of Florida and the community at large has not led to a similar increase in traffic on

area roads. Instead, ridership on the transit system and bicycle use have increased.

Mobility alternatives to the automobile will begin to address driver fatigue and workforce accessibility. The more balanced system we can plan and implement, the more competitive the region will be and the more sustainable our communities will become. A balanced transportation system will also enable the North Central Florida region to implement a vision that meets the challenges of being both a world-class destination and home to those seeking to enjoy the many features available in the greater Gainesville area that current residents and visitors enjoy today.

These are some of the long-term strategies that begin to address mobility needs in the future and that will begin to change the travel sheds we see today to something that creates an improved quality of commuting life.

Public involvement

One of the purposes of the 2040 LRTP Update is to respond to new ideas and changes in the social, economic, and environmental factors affecting the regional transportation system and travel needs since the plan was previously adopted. To accomplish this goal, a comprehensive open minded view of the area's transportation challenges is necessary.

We will work closely with the MTPO staff to identify key environmental and business communities to participate in the process, in addition to targeting the traditionally underserved areas for inclusion in the 2040 LRTP Update process. The metropolitan planning process is designed to encourage consensus about regional transportation priorities. The Gainesville MTPO is the agency charged with this responsibility. The public involvement process will engender support for and increase the credibility of the MTPO in its consensus-building role by working cooperatively with a multitude of agencies, organizations, and citizens groups.

Public participation will add value to the continuing metropolitan planning process through candid and open dialogue with its partners. Forging partnerships with the community will lay the founda-

tion for sustainable decisions about the future transportation system.



Our team will do everything necessary to support the MTPO as it embarks on the development and implementation of a public involvement process that will increase the level of participation from a diverse array of citizens and interests to support sustainable decisions for transportation planning throughout the urbanized area.

Listed below are examples of potential strategies that could be implemented as part of the 2040 LRTP Update.

Project specific website

The internet is an effective means of providing information to those who own or have access to a computer. It provides a means to obtain information and/or ask questions at any time of the day or night. Because it is interactive, citizens can ask questions that can be posted and answered on a website. It is an effective avenue for providing general information, identifying persons to contact, highlighting project milestones, showing the project schedule, announcing future meeting times and locations, summarizing past meetings, etc.

Atkins would propose an interactive website to post all public information materials. This site would be created in a non-technical format, friendly to the average citizen.

Mindmixer



One creative way to get more community involvement is through the use of technology. Mindmixer capitalizes on technology and allows communities

to brainstorm in a virtual "town hall." There are no time or location constraints, allowing participants to share ideas while planners gain community insights. We could consider using Mindmixer for the LRTP Update posing questions about what sort of projects are needed to increase mobility options.

facebook

Facebook page

Social internet sites such as Facebook and Twitter continue to gain in popularity for local government agencies. The Atkins team would propose to post materials, host discussions, and promote meetings on the Gainesville MTPO's Facebook page.

Transportation planning games

A "new" approach to getting public participation at meetings and/or on social media is having the audience participate in planning games or exercises. Our team will explore several options and work with the MTPO staff in choosing the most appropriate games for the different communities. One game that we have used successfully in other LRTPs is known as "Transportation Madness."

"Transportation Madness"

In a spin on the college basketball tournament, a new transportation planning game is born. In addition to March Madness with the college basketball championship tournament, there's now another bracket people can fill out: "Transportation Madness." The game, developed by planners in York County, Pennsylvania, helps planning officials and the general public figure out what the public believes the transportation priorities for the next 25 years should be.

Do motorists want a faster commute or smoother roads? Would people prefer smoother roads or a lower chance of getting into a crash?

The game is intended to show the public that there really is a competition between projects for funding. Gathering the information for the brackets will occur as one of the first steps in the development of the 2040 LRTP.

This game can be played at workshops, or online. The online version will be able to track who has taken/completed the brackets and where they live using their postal zip code.

Media (print and electronic)

A majority of the general public and agencies receive information through the radio, TV, newspaper, or internet. A significant amount of outreach will utilize these mediums. Press releases, editorials, and media interviews are generally free, yet effective, means of providing information to the public. The media is a great avenue to provide information to large audiences and stimulate public understanding/support of the transportation improvements and decisions at hand. To provide consistent information and contact, any direct association with the media will be coordinated and approved through the MTPO.

Radio is an effective and inexpensive means of providing information to all segments of the population because each radio station has a well-defined target audience. The utilization of a variety of radio stations will ensure that all income levels, literacy levels, age groups, and races can be targeted, regardless of the language they speak. Public service announcements by individuals that the various communities trust would be beneficial to increasing participation from all segments of the population. Officials and members of the consultant team could participate in call-in shows. These would provide opportunities for officials to address citizen concerns and provide real-time responses.

Local television news and public interest programs are effective ways to “get the message out,” discuss both detailed and broader picture items, provide call-in possibilities and report “live from the scene” situations such as public meetings. When done early in a local news segment, these “live from the scene” segments often generate a second wave of the public to come out to a meeting.

There are a number of local, regional, and community newspapers that serve the area’s non-minority and minority markets. Press releases,

interviews with local officials, meeting summaries, feature articles, and public notices will be disseminated through a variety of newspapers. Using newspapers is an effective method to reach the majority of the population; however, it is somewhat ineffective in reaching the low-income population. Subscribing to a newspaper is not a priority to the low-income population because they have limited incomes and more pressing needs.

Speaker’s bureau

One of the most effective and successful outreach tools to promote awareness is through a project Speakers Bureau. This method provides an informal and personal report of the project status and a comfortable environment for soliciting information and ideas. Our team can partner with the MTPO to schedule a number of these presentations with question and answer sessions at organized neighborhood and civic associations and business groups. For communities that lack this formal framework, religious institutions may be a preferred location. The Speakers Bureau may consist of consultant team members, MTPO staff, and other interested individuals. Presentations to the business communities and neighborhoods will continue to be a focus of information exchange. By going out into the communities, rather than asking the communities to come to a central meeting place, the attendance at meetings should be increased. Meetings held within the communities are often convenient for those that are transportation dependent and provide a sense of safety that locations outside their communities do not convey.

Meeting calendar

The Atkins team will create and maintain a meeting calendar of all public workshops, presentations and events. A planning calendar with tentative schedules and internal meetings will be maintained on the project management site and we will upload all LRTP public meetings and events to the MTPO site.

Newsletters and brochures

Newsletters will be developed commencing in the weeks leading up to of each round of workshops to serve as meeting notices and provide study



information. We will develop a print version and pdf for electronic distribution. These types of print materials are excellent ways to inform the public and solicit ideas. Continued development of informational materials will provide necessary project information and encourage feedback.



An effective tool in other LRTP updates, Atkins could aid in the creation of a standard rack over-view brochure at the beginning of the project for distribution at the first round of workshops and outreach activities. At the conclusion of the project, we will develop a larger multi-

panel summary brochure with an anticipated shelf life of 5 years. The brochures will encompass the project branding and contain graphics and copy that are visually appealing and easy to understand.

Because of the higher illiteracy rates generally found in the low-income communities, creative techniques may need to be employed in order to reach those adults who cannot read or do not read well. Having school students take home newsletters written at the 5th and 6th grade level is an innovative way to get information to parents. If the parent cannot read, the student can read to their parent. This is also an effective way for students to survey their parents and obtain information such as what would be the most convenient place to attend a meeting, the best day of the week, and the best time of the day or night to attend a meeting. It provides an easy and inexpensive way to get the public to define where and when they think a meeting would be appropriate.

Information booth

Distributing information where people are already gathering is an effective way to get the word out. The Atkins team has developed information sheets, survey forms and applications that can be distributed at information booths. We have set

these booths up at festivals, shopping centers, and other community events.

Public workshop advertising

Appropriate and effective advertising of workshops will be a critical component to making them successful. Workshop advertising will include press releases, e-news blasts in conjunction with the LRTP newsletter, and message board postings to special interest sites. We specifically recommend customizing ads and e-news to target markets and media as appropriate.

It is important to have workshop dates, times, and locations at least two months in advance to take advantage of monthly and weekly publications, as well as allow time for web posting by civic, business, minority, and environmental groups. The Atkins team will work with the MTPO staff and the LRTP Steering Committee to develop a master meeting schedule in the initial stages of the long range plan update.

Because of our team's strong media relations capabilities we can support the MTPO in your media outreach efforts to generate pre-workshop publicity via print, TV, and radio.

Presentations to the committees

Throughout the update process our team will meet with the MTPO Board and its advisory committees, including the Citizens Advisory Committee and Technical Advisory Committee to brief the members on the following milestones:

- Study initiation
- Development of goals and objectives
- Completion of the Existing-Plus-Committed Network Deficiency Analysis
- Development of the Year 2040 Needs Plan Alternatives
- Presentation and approval of the Year 2040 Needs Plan Alternatives
- Recommendation and approval of the Year 2040 Cost Feasible Plan

Atkins team members will be available to attend, present, or facilitate at all of these meetings and will be responsible for developing all handout materials, graphics, and visual aids related to the agenda/workshop items.

Public meetings

Through the LRTP specific public involvement plan (PIP) the Atkins team will assist the MTPO staff in locating suitable meeting locations as well as establishing appropriate meeting formats. With all of the public meetings called for in the scope of work it will be essential that the consulting team selected for this project be creative and flexible in its approach to these public meetings. One size does not fit all. In other words, each meeting should be tailored towards its targeted audience. A presentation should be modified if four people versus forty show up. A PowerPoint presentation may be the appropriate media in one location and not another. The Atkins team has the experience and the willingness to be both creative and flexible in our approach to these very important public meetings.

Data collection and review

A thorough review of the socio-economic (SE) data for the Gainesville MTPO study area will be conducted by the Atkins team, led by Santanu Roy with HDR. The review of the SE data will be conducted using GIS to the maximum extent feasible. The use of GIS for the analysis of the SE data enables both the transportation professional and local public officials to view the differences in the data in a graphical format that has proven itself to be much more consistent, easier to understand, and thorough.

The SE data variables, their sources, and examples of GIS analysis for each variable are summarized below.

- Dwelling unit data including type, vacancy rates, occupancy rates, and life style information
- Employment
- Hotels/motels
- School enrollment

The TAZ structure will be analyzed based on a number of factors such as highway network configuration, homogeneity of land uses within TAZs, preliminary trip generation estimates, physical boundaries, accessibility, and political boundaries. Atkins and HDR will review the existing TAZ system and recommend zone splits where neces-

sary to improve the accuracy of centroid loadings to the highway network.

Model update and validation

The Atkins team understands it is essential to have a very well validated and calibrated base-year model in order to ensure a solid base for future models. Therefore the primary objective of this task is to develop credible and defensible future forecasts to inform decision making in the LRTP process. HDR will lead our team's modeling efforts and will work closely with the Gainesville MTPO to develop quality datasets, adequately calibrate and validate the base year model following Florida Standard Urban Transportation Model Structure (FSUTMS) procedures, develop future forecasts that will allow the MTPO to understand future transportation needs and anticipated network deficiencies, develop potential alternate solutions, and ultimately develop a fiscally constrained model that best satisfies the future demand.

The Atkins team has successfully completed numerous model validation and calibration efforts in the state of Florida and is aware of the data sources used in the state and in Northcentral Florida. The development of the highway and transit networks will involve the use of the latest information available from the MTPO and its' partners. The Atkins team utilizes ArcGis for most of its' GIS work and will use it for this project as well. Most, but not all, network information is available in GIS, so we propose to update the model networks to 2010 and then hold a meeting to review them with all of the stakeholders. Once this is complete, then we will proceed to update the traffic analysis zones (TAZ) structure of the model and will hold another meeting with the stakeholders to review the results and gather feedback.

Calibration and validation processes require the comparison of model outputs to known data. The Atkins team has developed a detailed process for the analysis of these data. A significant amount of this data comes from the HEVAL program when it is set to the validation mode, but some of it comes at the end of each step in the model chain. Our team has extensive experience in creating scripts, CUBE reports, and custom pro-

grams to create and extract this data into various formats. This will also be analyzed in the model update to determine where those processes can be implemented, saving time, and increasing accuracy. The updated 2010 model will meet or exceed the accuracy of the existing model and will be in compliance with FDOT, FHWA, and Federal Transit Administration (FTA) standards to the highest extent possible.

Our experience with FTA over the past few decades and in past few years, allows us to bring to the MTPO the knowledge of what is expected by FTA and how to accomplish it inside your travel demand model. This is key given the premium transit initiatives currently being studied in Gainesville.

Our thorough knowledge of the FSUTMS standards and the Gainesville Urbanized Area model will allow us to deliver a quality model cost effectively. We will meet with the MTPO staff upfront to discuss the model update and any process enhancements that may be desired during this LRTP cycle. We will also meet with MTPO management and staff periodically to discuss progress, identify issues, and develop innovative solutions. Our approach to travel demand modeling is not only about conducting robust technical analysis, but also communicating the results to policy and decision makers clearly to inform decision making along the plan development process.

Year 2040 plan update

An element of our society that is often overlooked in the planning process is our aging population, which becomes ever more important as the baby boom generation moves into retirement. A significant portion of Florida's residents are over the age of 65, and many in this segment of the population are attracted to university towns and the medical, cultural, and educational amenities they provide. This segment of our community has different mobility needs and those should be considered in the long range planning process. Many citizens over the age of 65 no longer work and have the choice as to when they travel, so they may not produce as much demand as a 30 year old employed growing technology industry in Gainesville. Many may choose to walk or utilize public transportation and may choose to live in

areas that afford them access to those modes of travel. This segment of our community is expected to grow faster than any other segment over the next 15 to 20 years. The Atkins team will identify the needs of this group and work to incorporate their needs into the Year 2040 Plan.

Another age group that is increasingly interested in walkable and transit-friendly communities is the millennial generation. As with our elderly population, this generation may not have the same travel habits considered "the norm" for decades. Their work schedules are often more flexible, which leads to a flattening of the morning and evening peaks. However, mid-day and late evening traffic may be higher, as this age group looks to meet their need for social interaction in what are called "third places."

The needs plan for any LRTP is essentially the vision the community has for the future. This vision answers the question "How do we get from point A to point B?" It is important that the needs plan and the vision that it promotes truly reflects the desires of the community if elements of it are to be implemented.

The public and officials are generally responsive to graphical depictions of change over time. Atkins will prepare citizen friendly graphics depicting growth in dwelling units, employment, and other SE characteristics by TAZ or District along with FSUTMS/Cube estimations of congestion by link for different years. Atkins will generate GIS file layers of the FSUTMS/Cube model network, TAZs, and a local street map and import this information into graphics illustration software packages to enhance the look of the plan update related maps for public presentation. GIS can also be used to overlay other factors on maps depicting transportation deficiencies such as constrained corridors and sensitive features. The severity of volume/capacity ratios on certain corridors will be evaluated to identify potential refinements to the forecasting of land use, socioeconomic, special generator, and external trip data.

A preliminary needs assessment will be developed which will address the following:

- Roadway level of service
- Transit performance

- Transit availability
- Bicycle and pedestrian
- Access to intermodal facilities

Needs Plan alternatives will be developed and modeled to address policy-driven issues based on the deficiency analyses as follows:

- Highway and transit solutions with an emphasis on transit solutions (including bus rapid transit [BRT] and streetcar options).
- Highway and transit solutions with an emphasis on highway solutions.
- Multimodal alternative with a combination of the best solutions from the previous two alternatives.

Atkins will work with the LRTP subcommittee to identify constrained roadway facilities. These will be facilities that cannot be improved for any number of reasons, including:

- The roadway is already as wide as allowed by state and/or local policies.
- The impact widening the roadway would have on the community.
- The geography or development of the area causes a project to be too difficult or expensive to implement.
- The potential impact on environmentally sensitive lands.
- The potential impact to a designated historic district.

Year 2040 cost feasible plan development

The Atkins team will work with the MTPO and the LRTP subcommittee in the development of the 2040 Cost Feasible Plan. In developing the Cost Feasible Plan, unit costs will be estimated for each phase and type of mobility project under consideration. Once these costs are established, each project will be evaluated and ranked.

Using the Needs Plan, the costs of each project, scores and rankings from the evaluation criteria, and the estimates of transportation revenues, a recommended 2040 Cost Feasible Plan will be prepared.

Evaluation of the Year 2040 Cost Feasible Plan

The Atkins team will evaluate the effectiveness of the proposed Year 2040 Cost Feasible Plan. This evaluation will include an impact analysis and explanation of transportation programs/projects included in the Needs Plan, for which there is no funding, based on the projected financial resources. We will use graphics to depict the likely reduction in level of service highlighting the problem areas.

Measures of effectiveness (MOEs)

Measures of effectiveness have become critical items in the development of LRTPs. Not only will MOEs assist in the identification of the projects best suited for meeting the mobility needs of the community but FHWA is now requiring them in the planning process. The Atkins team has experience developing MOEs for all aspects of the LRTP process. This includes public involvement, development of the needs and cost feasible elements, and prioritization of the ultimate 2040 Cost Feasible Plan. Our team will bring this experience to the Gainesville 2040 LRTP and use the MOEs as guiding principles in the development of the plan.



Other considerations

Transportation funding

A possible exercise for the 2040 LRTP Update could be to examine possible funding scenarios. Across the county, local and state agencies are struggling with how to fund infrastructure needs. There are a number of ideas being tested including the possibility of funding transportation projects through sales tax revenues. We understand that Alachua County may be considering this. The Atkins team could look at the potential revenue generated at the county level should a sales tax be implemented. An analysis could also be completed looking at the varying results of increasing the sales tax and reducing the gas tax.

Safety program

Keeping people safe when traveling to their destinations throughout the community is a constant priority. Efforts to improve the safety of residents, reduce the frequency and severity of crashes, and provide transportation resources and information could be incorporated in the 2040 LRTP Update through a MTPPO Safety Program. The Safety Program could further transportation safety awareness, conduct outreach, provide crash data and analysis, and assist in coordinating safety efforts across many local jurisdictions and agencies.

The MTPPO's Safety Program could provide detailed crash data for the MTPPO study area for the years 2008 to 2012, and identify safety hot spots. With the high crash corridors identified, the root causes of the crashes could be determined, such as lane departure and intersection crashes, and solutions proposed. An improvement plan could be developed with short- and long-term solutions which would increase safety and reduce crashes.

Project prioritization (performance-based)

Project evaluation criteria and project prioritization processes are the two most important elements in the development of a regional LRTP. The Atkins team will work closely with the Gainesville

MTPO to develop the most appropriate evaluation criteria and performance measures that can be used to select alternatives that best meet the overall vision, goals, and objectives of the plan. In recent years, the transportation industry has placed greater emphasis on performance based evaluation in transportation planning as seen in MAP-21. MPOs and state departments of transportation across the nation are in the process of fine-tuning their project evaluation and prioritization processes to meet federal requirements. In order to incorporate best practices and standardize project evaluation across different modal categories, the Gainesville MTPO must partner with a consultant team that fully understands the Gainesville MTPO's planning process, has a wealth of experience and expertise in this area, and can assist staff with the research and development of a robust alternatives selection framework for the LRTP. HDR is working with MPOs and DOTs around the country in this area and will help the team achieve the best desired outcome.

How Mosaic Nests Within the Typical Oregon Planning Process



Some of the key enhancements to the project evaluation criteria and project prioritization processes may include consideration of return-on-investment (ROI), mode-neutral evaluation, and better defining criteria that can be objectively assessed utilizing available information at our disposal. HDR has developed a value and cost informed planning tool, Mosaic (<http://www.oregonmosaic.org/>), for Oregon DOT which can be incorporated in the Gainesville MTPO LRTP process. It offers the analysts an efficient, trans-

parent way to evaluate the social, environmental, and economic costs and benefits of transportation programs and investments. HDR is also working on a statewide sustainable return-on-investment (SROI) tool for FDOT Central Office which incorporates economic indicators in the decision making process. By supporting decision makers with identifying investments that provide the best value for money, the analysis will help make the most of limited resources.

One of the challenges MPOs face in prioritizing projects is the fact that each mode is different and it is difficult to compare them side by side given the structure of different transportation funding programs. The comparison, however, is important to understand the tradeoffs between modes and arrive at the most efficient modal solution for a given corridor. HDR is currently advising Metro-Plan Orlando in Florida on a similar initiative and will bring the lessons learned from that initiative. The Atkins team will revisit the criteria used for project evaluation to ensure that the framework allows for analyzing all modes including highway, transit, walking, biking, etc., in adequate detail and that the variables can be objectively assessed utilizing available data at our disposal.

TransValU – Ranking projects using ROI

How do you compare the relative benefits and costs of multiple project alternatives? Transportation agencies are increasingly considering ROI when evaluating projects for inclusion in plans and programs. Projects are commonly evaluated on the basis of costs and benefits. Costs usually include project development and construction, but not full life-cycle costs. Benefits typically include safety (reductions in fatalities, injuries, and property loss accidents), delay savings, and possibly direct economic impacts (effects of labor and material expenditures multiplied appropriately through the local and state economy). To better consider the public's return on the investment of its transportation funds, "costs" should also reflect life-cycle costs. "Benefits" should include the economic value of increased capacity and travel time reliability, and economic development/growth stimuli. The current trend of trying to le-

verage private capital investments through public-private-partnerships (PPPs) further complicates the evaluation of ROI.

Transportation Value to You (TransValU) is a tool designed by HDR for corridor-level benefit-cost analysis of proposed transportation investments comparing the benefits and costs of each project relative to each other. TransValU shares theoretical and analytic concepts with the Triple Bottom Line ROI Analysis Model originally developed for the Urban Stability Directors Network, which includes the cities of Boston, Calgary, and Atlanta. The TransValU tool focuses on three types of transportation investments: highway, transit, and bicycle/pedestrian (and any combination of these modes). It provides a comprehensive framework to include all capital and operations and maintenance (O&M) costs and a wide range of benefits. The tool provides a side-by-side comparison of multiple alternatives by calculating the following:

- Net present value (NPV)
- Internal rate of return (IRR)
- Benefit to cost ratio (BCR)
- Return on investment (ROI)
- Discounted payback period (DPP)

In addition, TransValU estimates the short-term economic impacts associated with construction activity including jobs, income, business output (sales), and tax. The Atkins team has experience developing ROI information and using it to help determine the ranking of projects. This is an element that could be considered as part of the development of the Gainesville 2040 Cost Feasible Plan.



Staffing

We have reviewed our current and near-future workload and commit that the necessary resources are available to complete this project for the MTPO. Additionally, Atkins' team is able to adjust to any unforeseen delays or modifications in timing or scope by assigning additional staff to the project to assist in meeting deadlines or bringing additional technical expertise as needed.

The Atkins team realizes that on-time delivery of services is a key element to the success of any project. Our current workload and proposed staffing is such that we do not anticipate any problems meeting reasonable project schedules for any task assignments given to the team by the MTPO.

Atkins has structured its transportation planning practice, as well as every other technical practice, in a manner that encourages sharing of resources. This structure allows for assignment of additional staff from any office to address modifications in timing or scope to assist in meeting deadlines, providing quality control review, or producing deliverables.

The Atkins team has managed and conducted numerous long range plan updates similar in scope and size to the MTPO's project. This team has consistently delivered an excellent product that successfully fulfills the goals, objectives, budgetary requirements, and schedules identified in the respective scope of services.

Support staff ability/ experience

Based on our understanding of your scope of service, we have assembled a comprehensive team that addresses all of the task descriptions outlined in the request for proposals. We have assembled a team with vast experience throughout Florida and beyond that is well

suitable for this project. The Atkins team is composed of qualified professionals with the specialized expertise required by a complex regional plan update.

Our team led by Atkins' project manager, Wiley Page, AICP, and deputy project manager, Wyatt Bowers, AICP, also includes several select sub-consultants: HDR, Renaissance Planning Group, and Quest Corporation. Each team member was selected based on the experience and value they bring to the project.

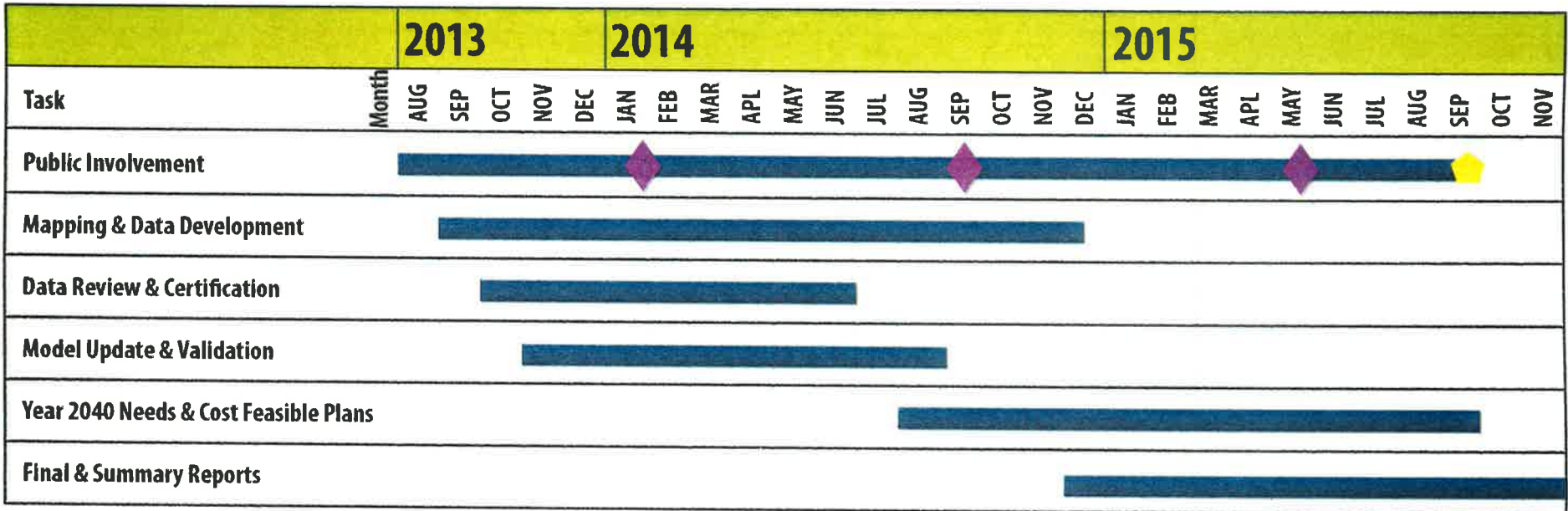
Several of the project team members have previously served as staff members to TPOs and local government agencies, gaining a unique understanding of the MPO/TPO, state, and local transportation planning policies and programs. An organizational chart depicting Atkins' proposed project team members and roles is included at the end of this section.

The chart below provides our team's experience with the development of the typical LRTP components.

Project	ZData	Validation	Goals & Objectives	Needs Plan	Cost Feasible Plan	Public Involvement	Bike/ Pedestrian	Transit	Freight/ Goods
Okaloosa-Walton 2035			✓	✓	✓	✓	✓	✓	✓
Florida-Alabama 2035			✓	✓	✓	✓	✓	✓	✓
Jacksonville 2035	✓	✓	✓	✓	✓	✓	✓	✓	✓
Broward 2025		✓		✓	✓				
Ponce, PR 2025	✓	✓	✓	✓	✓				✓
Jacksonville 2025	✓	✓	✓	✓	✓	✓	✓	✓	
Miami Dade 2020		✓		✓	✓			✓	
Panama City 2025	✓	✓	✓	✓	✓	✓	✓		
Pinellas 2020	✓	✓	✓	✓	✓	✓			✓
Pensacola 2020	✓	✓	✓	✓	✓	✓	✓		
FL Statewide 2020	✓	✓	✓	✓	✓				✓
Fort Walton 2015	✓	✓	✓	✓	✓	✓			
Tallahassee 2020	✓	✓	✓	✓	✓	✓	✓	✓	

Schedule

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September 11, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Needed Unmarked Crosswalks

STAFF RECOMMENDATION

Recommend locations where marked mid-block pedestrian crosswalks are needed.

BACKGROUND

At its meeting on August 5, 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed marking pedestrian mid-block crossings. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

“request that MTPO staff develop a priority list of pedestrian crossing locations that need crosswalk markings to include in the List of Priority Projects next year.”

Exhibit 1 is an email from City of Gainesville Public Works Department staff that provides additional information concerning this issue.

t:\marlie\ms14\mtpo\memo\crosswalkssept18.docx

EXHIBIT 1

Marlie Sanderson

From: Leistner, Deborah L. [leistnerdl@cityofgainesville.org]
Sent: Tuesday, August 27, 2013 7:37 AM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; Scott, Teresa A.
Subject: RE: Unmarked Crosswalks

Marlie – below is a list of locations, with the language from the City Commission agenda item related to this issue:

- Installation of signalized midblock crossings along major corridors with high transit ridership to facilitate pedestrian access to/from RTS bus stops and increase motorist awareness. The locations initially targeted are listed below; additional evaluation, design and permitting will be required as most are under State or County ownership:
 - o Archer Rd between SW 28th Pl and SW 31st St;
 - o SW 16th Ave between SW 6th St and SW 13th St;
 - o SW 13th St between SW 21st Ave and SW 25th Pl;
 - o NW 43rd St between NW 19th Ave to NW 13th Pl;
 - o NW 39th Ave between NW 23rd Ter and NW 19th St;
 - o Consideration will also be given to additional installations along SW 62nd Blvd and SW 20th Ave.

Debbie Leistner
PW Planning Manager
City of Gainesville, Public Works Department
P.O. Box 490 – MS 58 | Gainesville, FL 32627
Phone: (352) 393-8412

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Monday, August 26, 2013 11:13 AM
To: Leistner, Deborah L.
Cc: Scott Koons; Mike Escalante; Scott, Teresa A.
Subject: FW: Unmarked Crosswalks

Debbie-

Attached are two pages from the draft MTPO August 5, 2013 minutes for the agenda item concerning “Marking Pedestrian Crossings.” During the discussion of this agenda item, we were asked to contact you concerning specific “mid-block” locations (not at signalized intersections) that you have identified where additional pedestrian markings are needed. Please let us know if you have developed this information and, if so, please send us a copy.

Thanks, Marlie



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

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From: Copier2 [mailto:ncfrpc@ncfrpc.org]
Sent: Monday, August 26, 2013 11:57 AM



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September 11, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Top Ten Needed Bus Pullout Locations

STAFF RECOMMENDATION

Recommend that the MTPO approve the top ten bus pullout locations shown in Exhibit 1 (according the ranking shown in the last column on the right-hand side).

BACKGROUND

At its meeting on August 5, 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed needed bus pullouts. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

“request the top ten bus pullout locations, including the University of Florida campus, from the MTPO Advisory Committees, including the involvement of bus drivers.”

Exhibit 1 and Illustration I identify needed bus pullouts in the Gainesville Urbanized Area. This information was developed by Regional Transit System staff after consulting with the following-

1. University of Florida staff; and
2. Regional Transit System Operations Manager and Supervisor (who receive direct feedback from bus drivers about needed bus pullouts).

In Exhibit 1, Regional Transit System staff standardized boardings and buses per hour to create a composite score that was then used to develop the ranking for 24 needed bus pullouts. Illustration II shows the location of the top ten ranked bus pullouts.

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Exhibit 1

Bus Bay Priorities*

Stop ID	Stop Name	Stop Description	Daily Boardings (Spring 2013)	Buses per Hour	# of Routes at Stop	Location	Area	Standard Score Boarding	Standard Score Buses per hour	Combined Score	Rank
696	University Police Department	Southbound Newell DR @ Farside Museum RD	1,071	11	3	Intersection	UF	3.76	-0.50	3.258	1
797	Hume Hall	Westbound Museum RD @ Farside Gale Lemerand DR	411	36	6	Midblock	UF	0.45	2.24	2.688	2
15	Benton Hall	Southbound Center DR @ Farside Museum RD	389	32	11	Midblock	UF	0.34	1.80	2.139	3
1146	Springs Residence Building	Eastbound Fraternity Row @ Nearside Woodlawn DR	502	22	6	Midblock	UF	0.90	0.70	1.609	4
1193	Rawlings Hall	Southbound Newell DR @ Nearside McCarty DR	269	28	7	Intersection	UF	-0.27	1.36	1.097	5
1253	Graham Hall	Northbound Gale Lemerand DR @ Farside Museum RD	404	21	5	Midblock	UF	0.41	0.59	1.007	6
962	Keys Residential Complex	Eastbound Stadium RD @ Farside Woodlawn DR	294	25	7	Intersection	UF	-0.14	1.03	0.894	7
842	Southwest Recreation Center	Northbound Bledsoe DR @ Farside Hull RD	282	23	6	Midblock	UF	-0.20	0.81	0.614	8
449	Campus Lodge Apartments	Westbound SW 40th TER @ Nearside SW 38th PL	530	11	3	Intersection	City	1.05	-0.50	0.542	9
849	Hume Hall	Eastbound Museum RD @ Nearside Gale Lemerand DR	276	20	4	Midblock	UF	-0.23	0.48	0.255	10
41	Shands Hospital @ Dental Science Building	Northbound Center DR @ Farside Archer RD	248	20	7	Midblock	UF	-0.37	0.48	0.114	11
637	Aspen Ridge Apartments	Northbound SW 34th ST @ Farside SW 37th BLVD	319	16	6	Intersection	City	-0.01	0.05	0.031	12
463	University Commons Apartments	Northbound SW 23rd TER @ Nearside Archer RD	295	16	4	Midblock	City	-0.13	0.05	-0.089	13
636	Greenwich Green Apartments	Eastbound SW 37th BLVD @ Nearside SW 34th ST	465	7	3	Midblock	City	0.72	-0.94	-0.223	14
457	Hickory Place Apartments	Eastbound SW 35th PL @ Nearside SW 23rd TER	254	16	4	Midblock	City	-0.34	0.05	-0.295	15
810	Windsor Terrace Apartments	Westbound SW 20th AVE @ Farside SW 34th ST	178	16	4	Midblock	City	-0.72	0.05	-0.676	16
450	Lexington Crossing Apartments	Northbound SW 27th ST @ Nearside SW 38th PL	263	11	3	Intersection	City	-0.30	-0.50	-0.798	17
635	Gateway at Gainesville Apartments	Southbound SW 37th BLVD @ Farside SW 38th ST	318	7	3	Midblock	City	-0.02	-0.94	-0.961	18
451	Lexington Crossing Apartments	Northbound SW 27th ST @ Farside SW 38th PL	219	11	3	Midblock	City	-0.52	-0.50	-1.019	19
818	The Woodlands Apartments	Northbound SW 62nd BLVD @ Farside SW 20th AVE	255	8	4	Midblock	City	-0.34	-0.83	-1.168	20
685	The Landings Apartments	Northbound SW 13th ST @ Farside SW 36th PL	223	6	2	Midblock	County	-0.50	-1.05	-1.548	21
683	Meridian Behavioral Healthcare	Northbound SW 13th ST @ Nearside Williston RD	67	6	2	Midblock	County	-1.28	-1.05	-2.331	22
326	Eastwood Meadows Community	Northbound SE 44th ST @ Farside SE 10th PL	125	3	2	Midblock	County	-0.99	-1.38	-2.369	23
1077	Eastbound SW 6th Place @ SW 67th Terrace	Eastbound SW 6th PL @ Nearside SW 67th TER	67	2	1	Intersection	County	-1.28	-1.49	-2.770	24

Average

322 16

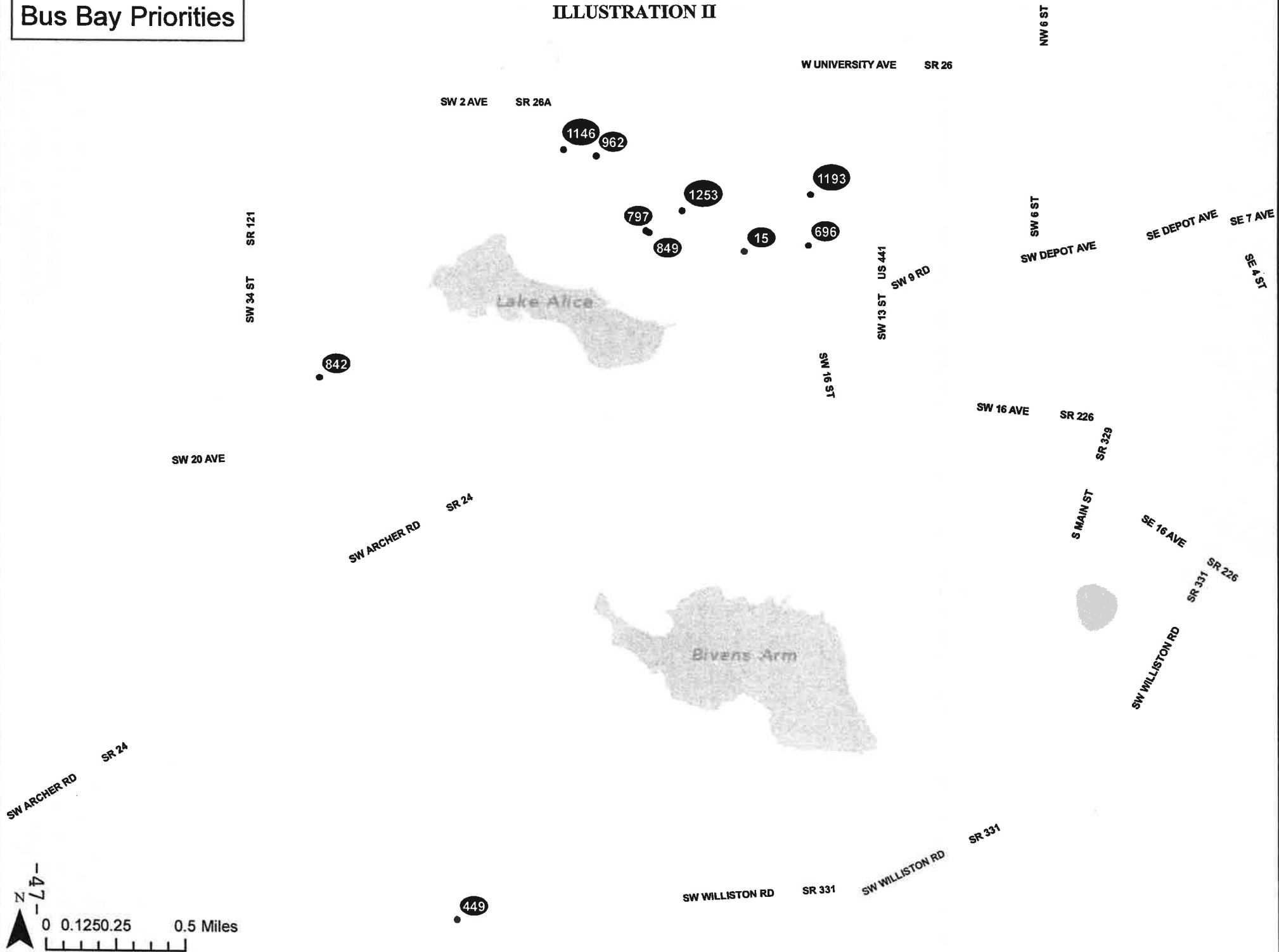
Standard Deviation

199 9

*Stops first identified for each jurisdiction by minimum daily boarding active of 50 or more passengers and then ranked based on boardings and buses using the stop per hour. Stops on private roads excluded.

Bus Bay Priorities

ILLUSTRATION II



TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 5/22/2013	MEETING DATE 7/24/2013	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
Vacant Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	A	A	YES
ERIK BREFDELDT Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons**	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER [Vice Chair] Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- Matthew Muller Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
MICHAEL IGUINA Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	A	A	YES
KAREN TAULBEE Alt - Thomas Hill Alt - Vacant	Florida Department of Transportation	P	E	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	P	P	NO
BILL REESE~	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	E	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	E	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

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* City of Gainesville Level of Service (LOS) Subcommittee Member; ** LOS Subcommittee Alternate only.

~ Santa Fe College representative currently is a non-voting position.

Attendance Rule:

- Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
- Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	9/19/2012	11/28/2012	1/23/2013	2/20/2013	5/22/2013	7/24/2013	PERCENT IF ABSENT AT NEXT MEETING 9/18/2013
E J Bolduc	14-Dec	P	P	P	P	P	P	86%
Thomas Bolduc	15-Dec	-	-	P	P	P	P	-
Rob Brinkman	14-Dec	A	P	P	P	P	P	71%
Nelle Bullock	13-Dec	P	P	P	P	P	P	86%
Rajeeb Das	15-Dec	-	-	P	E	P	P	-
Mary Ann DeMatas	14-Dec	P	P	P	P	P	P	86%
Luis Diaz	13-Dec	-	-	-	-	-	P	-
Jan Frentzen	15-Dec	-	-	A	E	P	P	-
Melinda Koken	15-Dec	-	-	P	P	P	P	-
Chandler Otis	15-Dec	-	-	P	P	P	P	-
John Richter	13-Dec	E	P	P	P	P	P	71%
James Samec	14-Dec	P	P	A	P	P	P	71%
Holly Shema	13-Dec	-	-	A	P	P	A	-
Ruth Steiner	14-Dec	P	P	P	P	E	P	71%
<i>Ewen Thomson</i>	<i>13-Dec</i>	<i>P</i>	<i>P</i>	<i>P</i>	<i>E</i>	<i>P</i>	<i>A</i>	<i>57%</i>

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

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ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive unexcused absences, or that the overall attendance record of any such person (including excused and unexcused absences) is less than 66-2/3% for any six (6) month consecutive period or less than 66-2/3% for six (6) consecutive meetings if meetings are not held each month, whichever is longer. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chairman prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

- On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
 - all CAC meetings will require mandatory attendance by all members; and
 - attendance is recorded at all CAC meetings, even if a quorum is not present.
- On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
- Members denoted in **ITALICS** are at risk for attendance rule violation if the next meeting is missed.

VIII.B

SCHEDULED 2013 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 23	January 24	February 4 at 3:00 p.m.
MARCH	February 20	February 21	March 4 at 3:00 p.m.
JUNE	May 22	May 23	June 3 at 5:00 p.m.
AUGUST	July 24	July 25	August 5 at 3:00 p.m. August 12 at 5:00 p.m.
SEPTEMBER	September 18	September 19	September 30 at 5:00 p.m.
DECEMBER	November 20	November 21	December 2 at 5:00 p.m.

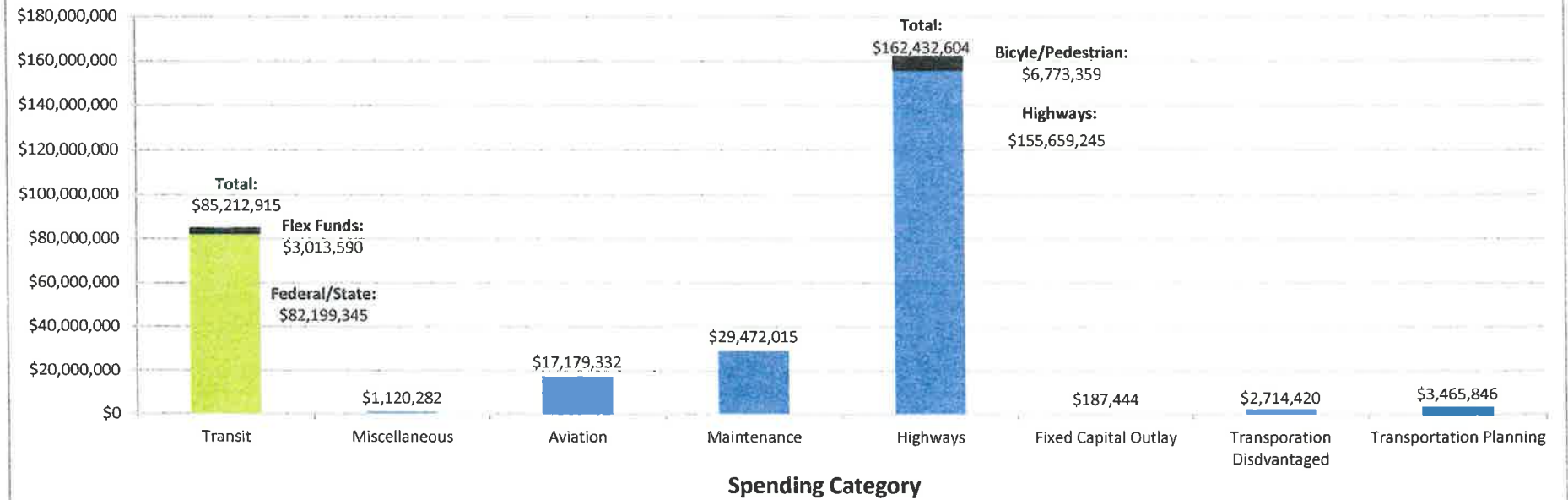
Note, unless otherwise scheduled:

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

T:\Marlie\MS13\MTPO\MEET2013.doc

August 14, 2013

Alachua County Federal and State Funds by Mode - Florida Department of Transportation Work Program Fiscal Years 2008 to 2013



Source: Florida Department of Transportation, Work Program: 2008-2013: 6 Year History.

T:\Luke\June\08_132FDOTFunds_2.xlsx



**Summary of Transportation Funding
By Transportation Mode
Gainesville MTPO Agenda – August 6, 2012**

Transportation Mode/Summary Detail

Public Transportation: TRANSIT

Includes Federal Transit Administration (FTA) formula funding for capacity, operations, transit development, capital purchase, includes other FTA or Federal grant awards specific to transit, transit studies, transit programs 5307, 5309, 5310, 5311, 5339, includes state funding and local match funding for transit programs

Miscellaneous:

Includes any emergency operations, tropical storms, Old Depot Building.

Public Transportation: AVIATION

Includes all new construction, reconstruction, structures and maintenance that occur specific to the airport and on airport property (excluding planning).

Maintenance

includes maintenance on bridges and highways, contracted maintenance for highways, and maintenance lighting agreements.

Highways:

Includes projects on state system, non state system, interstate, intrastate, SIS/non SIS highway, intersection, traffic operations, landscaping, resurfacing, new construction, reconstruction, railroad and utilities for rail crossing projects, Transportation Regional Incentive Program (TRIP), sidewalks (both Enhancement and Safe Routes), bike paths or trails. Included in the totals are all phases associated with the projects, such as right of way, Planning-Design & Environmental (PDE), design plans, construction, environmental mitigation, CEI construction support and contract incentives.

Fixed Capital Outlay:

State dollars associated with FDOT owned maintenance facility in Alachua County and includes projects to maintain and repair the state owned facility.

***Public Transportation: RAIL**

There was a capital capacity project in 2007 for Newberry Northern Railroad Red Level Power Plan. There were no further capacity/capital funded Rail projects in subsequent years.

***Public Transportation: TRANSPORTATION DISADVANTAGED**

Includes funding from Transportation Disadvantaged Commission to provide for the Community Transportation Coordinator and Medicaid non-emergency transportation services.

Transportation Planning

Includes Federal PL planning funds for the MTPO, State planning funds for requested special transportation studies, state funding for the long range transportation plan, and associated local funds, if required.

*There were no additional capacity Rail projects programmed after 2007.

Transportation Disadvantaged funding is programmed annually. The funding level for current year 2012 is not yet available in the current five year work program summary.



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Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

2007-2012 G1

6 YEAR HISTORY

(Updated: 4/4/2013-21:15:01)

District 02 - Alachua County

	2007	2008	2009	2010	2011	2012
Freight Logistics And Passenger Operations Program: Transit	6,612,589	38,555,744	6,529,203	5,399,593	8,496,512	6,249,923
Miscellaneous			536			6,654
Freight Logistics And Passenger Operations Program: Aviation	6,040,432	2,496,738	2,870,641	4,130,027	779,162	1,265,000
Maintenance	4,382,714	4,407,024	4,712,209	5,243,313	5,132,781	5,274,076
Highways	25,654,619	43,791,862	41,053,335	14,480,017	10,560,590	28,679,836
Fixed Capital Outlay	48,947	24,500	133,444	29,500		
Freight Logistics And Passenger Operations Program: Rail	3,999,702					
Transportation Disadvantaged	555,205	573,554	547,754	525,973	526,037	541,102
Transportation Planning	347,598	267,779	410,474	842,976	705,227	602,286
Grand Total	\$47,641,806	\$90,117,201	\$56,257,596	\$30,651,399	\$26,200,309	\$42,618,877

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:

(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)

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VIII.D

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 S. Marion Avenue
Lake City, FL 32025

ANANTH PRASAD, P.E.
SECRETARY

September 4, 2013

The Honorable Randy Wells, Chairman
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, Florida 32653-1603

Dear Chairman Wells:

Thank you for your letter of August 14, 2013 regarding Metropolitan Transportation Planning Organization (MTPO) board action on Archer Road (State Road 24) at SW 34th Street (State Road 121).

The Department will not be able to incorporate construction of the right turn lane on the east approach of State Road 24 at the State Road 121 intersection as part of the resurfacing project, 430547-1. The right turn lane will affect right of way needs and utilities.

This request would be considered for a future intersection modification project and should be incorporated in the next List of Priority Projects.

Referencing the additional MTPO board action, the Department will not move forward with incorporating the south bound left turn lane modification at State Road 121 and Windmeadows Boulevard intersection.

The Department will look to the List of Priority Projects for 2014 when reviewing the next Tentative Work Program.

Please contact me or James Bennett (904-360-5646) for additional information or any questions you may have regarding the State Highway System.

Sincerely,

Greg Evans
District Two Secretary

Cc: James Bennett, FDOT District 2 Planning Manager
Karen Taulbee, FDOT District 2 MTPO Liaison
Dr. Morya Willis, Alachua County Safety Team Chair
Andrea Atran, FDOT District 2 Safety Team Liaison

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Marlie Sanderson

From: Windham, Laurie K [Laurie.Windham@atkinsglobal.com]
Sent: Tuesday, September 10, 2013 3:53 PM
Cc: Bobbi Goss (bobbi.goss@dot.state.fl.us); Carrie Stanbridge; Dick Kane; Gina Busscher (Gina.Busscher@dot.state.fl.us); Justice, Shawn R; Kim Williams; Reifeiss, Monica R; Sanderson, Laurie E; Sara Shepherd; Secretary Greg Evans; Windham, Laurie K
Subject: FDOT - Turn lane coming to Northwest 34th Street at YMCA



September 10, 2013

Laurie Windham, 800-475-0044
Laurie.windham@atkinsglobal.com

Turn lane coming to Northwest 34th Street at YMCA

Gainesville – Construction of a left turn lane on Northwest 34th Street (State Road 121) at the North Central Florida YMCA entrance is scheduled to begin September 17.

Work includes widening the roadway by six feet on each side to allow for the new 12-foot left turn lane, upgrading drainage and replacing guardrail between Northwest 30th Terrace/ 52nd Place and Northwest 29th Terrace.

V.E. Whitehurst & Sons, Inc. of Williston is doing the work at a cost of \$370,600 and have approximately two months to finish, depending on weather and other unexpected circumstances.

Lane closures will be allowed between 8:30 a.m. and 4 p.m. weekdays. Flaggers will direct traffic in lane closures and all businesses and driveways will remain accessible during construction.

An average of 15,000 vehicles travel this section of Northwest 34th Street each day.

For additional information, visit www.nflroads.com or call 800-475-0044. Follow the FDOT on Twitter @MyFDOT_NEFL or http://twitter.com/MyFDOT_NEFL.

www.dot.state.fl.us

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Laurie Windham
Public Information
Atkins
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