North Central Florida Regional Planning Council

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May 13, 2015

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

**SUBJECT: Meeting Announcement and Agenda**

On Wednesday, May 20, 2015, 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, May 20, 2015, 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** **III.** **Approval of Committee Minutes** — **APPROVE MINUTES**

**Page #11** **IV.** **University Avenue Multimodal Study- Phase 2 Report** — **APPROVE STAFF RECOMMENDATION**
**7:10 p.m.**

The MTPO's consultant (Sprinkle Consulting) will discuss this report.

**Page #21** **V.** **List of Priority Projects- Draft 2015 Transportation Alternatives Program** — **NO ACTION REQUIRED**
**7:40 p.m.**

The Committee needs to review and discuss the draft "Transportation Alternatives" priority table that will be on the July 22, 2015 Committee meeting agenda.

**Page #37** **VI.** **Transportation Improvement Program** — **APPROVE STAFF RECOMMENDATION**
**8:00 p.m.**

The MTPO must approve all projects in this Program that include federal funds (other projects are included for information only).

**Page #41** **VII.** **Long Range Transportation Plan Update-** **NO ACTION REQUIRED**
**8:15 p.m.** **Draft Needs Plan**

Enclosed in the meeting packet is the latest version of the draft Year 2040 Needs Plan.

**VIII. Information Items**

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

**Page #51** A. CAC and TAC Attendance Records
**Page #53** B. Meeting Calendar- 2015
**Page #55** C. System-wide Fare-free Service, City of Gainesville Regional Transit System

*No handout included with the enclosed agenda item.

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III

MINUTES

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

North Central Florida Regional Planning Council
2009 NW 67 Place
Gainesville, Florida

2:00 p.m.
Wednesday
April 1, 2015

| MEMBERS PRESENT | MEMBERS ABSENT | OTHERS PRESENT | STAFF PRESENT |
|---|---|---|---|
| Debbie Leistner, Chair | Paul Adjan | Wiatt Bowers | Michael Escalante |
| Dekova Batey | James Speer | Chandler Otis | |
| Linda Dixon | | Wiley Page | |
| James Green | | | |
| Ruth Findley | | | |
| Ron Fuller | | | |
| Dean Mimms | | | |
| Jeff Hays | | | |
| Matthew Muller | | | |

CALL TO ORDER

Chair Debbie Leistner, Gainesville Transportation Planning Manager, called the meeting to order at 2:10 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

**MOTION: Chris Dawson moved to approve the meeting agenda. Paul Adjan seconded; motion passed unanimously.**

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner ask stated that the January 21, 2015 minutes are ready for consideration of approval by the TAC.

**MOTION: Chris Dawson moved to approve the January 21, 2015 TAC minutes. Ruth Findley seconded; motion passed unanimously.**

IV. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Mike Escalante, MTPO Senior Planner, stated that the consultant tested and evaluated two alternatives for the future transportation network, a roadway project emphasis network and a transit project emphasis network. He stated that the consultant worked with staff to develop the draft Needs Plan.

Mr. Wiley Page, Atkins Project Manager, and Mr. Wiatt Bowers, Atkins Project Manager, discussed the draft Needs Plan and answered questions.

**MOTION: Chris Dawson moved to recommend that the MTPO approve the Draft Needs Plan in Exhibit 1 with the following revisions:**

1. **Moving the NW 83 Street 4-Laning Project (#22) to a new Illustrative Project List and have the consultant work with County Staff to include other transit dedicated lane projects in the Illustrative Project List; and**

2. **Delete the Bivens Braid Section- SW 23rd Terrace from SW 63 rd Avenue to Williston Road (#68).**

**Ron Fuller seconded; motion passed unanimously.**

V. FUTURE CORRIDORS PROGRAM

Mr. Escalante stated that the Florida Department of Transportation is conducting a study to identify future transportation corridors. He discussed the Future Corridors Program and answered questions.

VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:15 p.m.

_____ _____

Date Debbie Leistner, Chair

## EXHIBIT 1

**2040 Long Range Transportation Plan - Proposed Needs Plan Projects [Draft 4/1/15]**

| | |
|---|---|
| | **Roadway Projects** |
| 1 | NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue |
| 2 | NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b) |
| 6 | NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 7 | Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street |
| 8 | NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 9 | NW 91st Street – Two-lane extension from terminus to Springhills Boulevard |
| 10 | Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road |
| 11 | NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street |
| 12 | NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard |
| 13 | Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary) |
| 14 | SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard |
| 15 | SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue |
| 17 | SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to I-75 |
| 18 | SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road |
| 22 | NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue |
| 27 | SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue |
| 28 | W 24th Avenue – Two-lane extension of SW 40th Boulevard to SW 43rd Street |
| 29 | Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street |
| 30 | Radio Road – Two-lane extension from SW 34th Street to Hull Road |
| 31 | SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road |
| 32 | SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue |
| 33 | SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road |
| 34 | SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street |
| 36 | SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road |
| 37 | NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue |
| 38 | NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue |
| 39 | NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441 |
| | **Transit Projects** |
| 41 | Increase weekday frequencies on City routes (minimum 30 min. frequency) |
| 42 | Increase weekday operating hours on City routes (minimum 14 hours service) |
| 43 | Expand weekend service on City routes (minimum 60 minute frequency & 10 hours service) |
| 44 | Butler Plaza Transit Center / Park and Ride Facility |
| 45 | Oaks Mall Transit Center / Park & Ride Facility |
| 50 | Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area) |
| 51 | Extend service in south Gainesville (South Main Street and Williston Road area) |
| 52 | Intercity Service to/from High Springs & Alachua |
| 53 | Intercity Service to/from Newberry |
| 54 | Intercity Service to/from Archer |
| 55 | Intercity Service to/from Hawthorne |
| 56 | Intercity Service to/from Waldo |
| 57 | University of Florida Transit Center |
| 58 | Santa Fe College Transit Center |
| 59 | Hawthorne Park & Ride Facility |
| 60 | Celebration Pointe Park and Ride |
| 61 | Springhills Area Park and Ride (North of 39th Avenue) |
| 62 | Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Boulevard) |
| 63 | Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road) |
| 64 | Waldo Park & Ride Facility |
| 65 | Archer Park & Ride Facility |

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
April 1, 2015

| MEMBERS PRESENT | MEMBERS ABSENT | OTHERS PRESENT | STAFF PRESENT |
|---|---|---|---|
| Rob Brinkman, Chair | Rajeeb Das | Wiatt Bowers | Michael Escalante |
| Jan Frentzen, Vice Chair | Chandler Otis | Wiley Page | |
| E. J. Bolduc | | | |
| Thomas Bolduc | | | |
| Nelle Bullock | | | |
| Luis Diaz | | | |
| Melinda Koken | | | |
| Kamal Latham | | | |
| Gilbert Levy | | | |
| Ron Lieberman | | | |
| James Samec | | | |
| Ewen Thomson | | | |
| Chris Towne | | | |

CALL TO ORDER

Chair Rob Brinkman called the meeting to order at 7:00 p.m.

I. INTRODUCTIONS

Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Brinkman asked that the agenda be approved.

**MOTION: Luis Diaz moved to approve the meeting agenda. Thomas Bolduc seconded; motion passed unanimously.**

III. APPROVAL OF COMMITTEE MINUTES

Mr. Michael Escalante, MTPO Senior Planner, noted corrections to the minutes for the Long Range Transportation Plan Performance Measures and Committee Officer Elections items and asked for approval of the CAC meeting minutes.

**MOTION: Melinda Koken moved to approve the January 21, 2015 CAC minutes with the corrections. James Samec seconded; motion passed unanimously.**

IV. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Escalante stated that the consultant tested and evaluated two alternatives for the future transportation network, a roadway project emphasis network and a transit project emphasis network. He stated that the consultant worked with staff to develop the draft Needs Plan.

Mr. Wiley Page, Atkins Planning Manager, and Mr. Wiatt Bowers, Atkins Project Manager, discussed the draft Needs Plan and answered questions. Mr. Page noted that Illustrative Projects are those projects anticipated to be implemented beyond the plan horizon.

**MOTION: Jan Frentzen moved to recommend that the MTPO approve the Draft Needs Plan in Exhibit 1 as revised to delete the NW 91st Street Extension to SpringHills Boulevard project(#9). Motion failed for lack of a second**

**MOTION: Melinda Koken moved to recommend that the MTPO approve the Draft Needs Plan in Exhibit 1 with the following revisions:**

1. **Moving the NW 83 Street 4-Laning Project (#22) to a new Illustrative Project List and have the consultant work with County Staff to include other transit dedicated lane projects in the Illustrative Project List; and**

2. **Delete the Bivens Braid Section- SW 23rd Terrace from SW 63 rd Avenue to Williston Road (#68).**

**Ewen Thomson seconded. After further discussion Melinda Koken called the question; Question call passed unanimously. The motion passed 12 to 1.**

V. FUTURE CORRIDORS PROGRAM

Mr. Escalante stated that the Florida Department of Transportation is conducting a study to identify future transportation corridors. He discussed the Future Corridors Program and answered questions.

VI.D. INFORMATION ITEMS- MTPO STAFF MEMORANDUM
"NW 19TH LANE CYCLE TRACK" DATED MARCH 25, 2015

**MOTION: Ewen Thompson moved to recommend that the MTPO accept the inclusion of the NW 19th Lane Cycletrack Project in the Florida Department of Transportation Work Program should funds become available. Melinda Koken seconded; motion passed unanimously.**

**FRIENDLY AMENDMENT**

**Kamal Latham requested to add a statement advising the MTPO that the funding for this project could be lost to another project in District 2 if it is not moved forward.**

**MOTION AS AMENDED:**

**Ewen Thompson moved to recommend that the MTPO accept the inclusion of the NW 19th Lane Cycletrack Project in the Florida Department of Transportation Work Program should funds become available and advise the MTPO that the funding for this project could be lost to another project in District 2 if it is not moved forward. Melinda Koken seconded; motion passed unanimously.**

ADJOURNMENT

The meeting was adjourned at 8:40 p.m.

_____ _____

Date Rob Brinkman, Chair

## EXHIBIT 1

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May 13, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: University Avenue Multimodal Study- Phase 2 Report

STAFF RECOMMENDATION

**Accept the Phase 2 Report as a completed planning document and forward the report to the Florida Department of Transportation.**

BACKGROUND

Priority #3 in the State Highway portion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Year 2035 Cost Feasible Plan is the State Road 26/University Avenue Multimodal Emphasis Corridor (from Gale Lemerand Drive east to Waldo Road). The purpose of this Study is to identify specific multimodal projects within this portion of State Road 26 that may be included in the Year 2040 long range transportation plan update and programmed for implementation by the Florida Department of Transportation in its Five Year Work Program.

Sprinkle Consulting, Inc. is the firm selected to work on the University Avenue Multimodal Emphasis Corridor Study. The attached Exhibit A is the Scope of Services for this project. At the June 1, 2015 meeting, they will discuss the draft Phase 2 Report. Below is the weblink to the draft Phase 2 Report.

http://ncfrpc.org/mtpo/FullPackets/SR26_Phase_2_Draft_Report_051215me.pdf

Attachment

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# EXHIBIT A

## SCOPE OF SERVICES

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## State Road 26 (University Avenue)
## Multimodal Emphasis Corridor Scope of Services

### Purpose

Priority #3 in the State Highway portion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Year 2035 Cost Feasible Plan is the State Road 26/University Avenue Multimodal Emphasis Corridor (from Gale Lemerand Drive east to Waldo Road). The purpose of this Study is to identify specific multimodal projects within this portion of State Road 26 that can be programmed for implementation by the Florida Department of Transportation in its Five-Year Work Program. Part of this project is to document existing conditions within the corridor and data collection for bicycle, pedestrian and transit users.

### Definition

Multimodal emphasis corridors are defined, as follows:

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

### Lead Agency

The lead agency is the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

### Methodology

The selected firm will review and evaluate the attached Exhibit 1- Multimodal Emphasis Corridor Design Elements, and use other appropriate resources, in order to identify specific multimodal projects that can, and should, be implemented within the State Road 26 Corridor.

Phase 1 will include:

1. documenting existing conditions within the corridor, including right-of-way (using existing right-of-way information [note original surveys do not need to be prepared]), existing multimodal corridor design elements, other existing multimodal infrastructure, bicycle/pedestrian counts, average annual daily traffic, transit levels of service, crash data and environmental or hazardous locations;

2. preparing an existing conditions report (and mapping); and

3. preliminary review and ranking of multimodal corridor design elements for the corridor or segments of the corridor.

Phase 2 will include a final listing of preferred multimodal corridor design elements to implement on the corridor (or segments of the corridor). The recommendation will include documentation of costs and phasing to the best effort available for implementation and maintenance, if element requires perpetual maintenance. Final report and final mapping are included in Phase 2.

**Public Participation**

In order to provide adequate public involvement in the planning process, the Consultant will conduct two community workshops. One after the existing conditions report in Phase 1 is prepared and one near the end of the project to report the final draft results for Phase 2. Both community workshops will be conducted by the firm selected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In advance of each workshop, the selected firm will also make presentations to the Technical Advisory Committee, Citizens Advisory Committee and the Bicycle/Pedestrian Advisory Board.

**Technical Review Committee**

A Technical Review Committee will be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to review work products and provide advice and direction to the selected firm. This Committee will consist of the following Technical Advisory Committee members or their designees:

1. Debbie Leistner, City of Gainesville Public Works Department;
2. Dekova Batey, City of Gainesville Bicycle/Pedestrian Coordinator;
3. Matt Muller, City of Gainesville Regional Transit System;
4. Jeff Hayes, Alachua County Department of Growth Management;
5. Brian Singleton, Alachua County Public Works Department;
6. James Green, Florida Department of Transportation District 2;
7. Linda Dixon, University of Florida;
8. Marlie Sanderson, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; and
9. Mike Escalante, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

**Phasing**

Phase 1 will begin on June 23, 2014 and end December 31, 2014. Phase 2 will begin January 1, 2015 and end June 30, 2015.

**Estimated Cost**

The estimated cost for this project is $50,000, with $50,000 for Phase 1 and, contingent upon acceptance of Phase 1 by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, an additional $50,000 being allocated for Phase 2.

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

| Category | Design Element |
|---|---|
| **Pedestrian** | Construct Missing Sidewalk Sections |
| | Wider Sidewalks (12 feet in commercial areas for landscaping and street furniture) |
| | Pavement Markings (Painted Crosswalks with highly visible markings) |
| | Midblock Crossing (Frequent and Safe Crossings for Pedestrians- every 200-600 feet) |
| | Pedestrian Median Islands (6 feet minimum if used as pedestrian refuge) |
| | Illuminated Pedestrian Crossings |
| | Illuminated Blank-out Message Sign- No Right Turn on Red |
| | Pedestrian Traffic Signal Timing |
| | "Barn Dance" at University Avenue and W 13th Street |
| | Accessible and Audible Pedestrian Signals with Count-down Heads that do not require activitation |
| | Short traffic signal cycle lengths to reduce pedestrian waiting time |
| | Pedestrian crossing intervals adequate for slower-walking pedestrians |
| | Leading Pedestrian Interval at Signalized Crossing |
| | Pedestrian Buttons Reachable by People in Wheelchairs |
| | Wheelchair Accessible Curb Cuts and Ramps |
| | Pedestrian Overpass/Underpass |
| | Pedestrian Friendly Intersection Design/ Compact Intersections (curb-return radius as small as possible) |
| | Crosswalks Shortened by Curb Extensions In Areas With On-street Parking |
| | On-street Parking to Buffer Travel Lanes and Pedestrian Areas |
| | Pedestrian Amenities (Street Trees for Shading, Benches, Planter Strips and Street Trees in Tree Wells) |
| | -Pedestrian Scale Safety Lighting |
| | Provide As Much Curb Parking As Possible |
| | Consider Eliminating Some Left-turn Bays (to reduce pedestrian conflicts) |
| | Vehicle Access Across Sidewalks (24 feet or less) |

## Exhibit 1- Continued (Page 2 of 3)
## Multimodal Emphasis Corridor Design Elements

| Category | Design Element |
|---|---|
| **Bicycle** | Bicycle Friendly Design and Parking |
| | Bike Lanes |
| | Wide Paved Shoulders |
| | Wide Curb Lanes |
| | Sharrow Markings |
| | Additional Bicycle Facility Signage |
| | Shared-use Bicycle and Pedestrian Paths |
| | Bikes on Buses |
| | Provide Bicycle Repair Station |
| | Bicycle Loop Detectors on Side Streets |
| | Removal of Street Parking to Construct Bicycle Lanes |
| | Reduce Lane Widths to Add Bicycle Facilities |
| **Roadway** | Access Management |
| | Raised Medians |
| | Addition of General Purpose Lanes |
| | Reduce Lane Widths to Add a Lane |
| | Intersection Widening |
| | Limiting Heavy Trucks |
| | Limit accommodation of left turning vehicles in off peak direction |
| | Traffic Control Center |
| | Traffic Signal Progression |
| | Additional Green Time |
| | Carpooling/Vanpooling |

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

| Category | Design Element |
|---|---|
| **Transit** | Safe and Accessible Transit Stops |
| | Bus Pullouts |
| | Bus Stops with Shelters |
| | Transit Superstop (similar to the one on SW 20th Avenue) |
| | Transit Signal Priority |
| | Transit System Amenities (Bus Shelters and Benches) |
| | Incorporate Transit-oriented Design |
| | Provide Curb Extensions (where parking is allowed) |
| | Dedicated Bus Lanes |
| | Park and Ride Facilities |
| | Bus Rapid Transit Route |
| | Bus Rapid Transit Infrastructure |
| | Parking Management (Controlling the Price and Supply) |
| **Traffic Calming** | Narrower Travel Lanes |
| | Raised Crosswalks |
| | 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 |

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May 13, 2015

TO: Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: List of Priority Projects- Draft 2015 Transportation Alternatives Program

STAFF RECOMMENDATION

**Review and provide comments on the draft Transportation Alternatives priorities in Exhibit 6.**

BACKGROUND

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This year, the MTPO will approve these priorities at its August 3, 2015 meeting. This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program.

Enclosed are the following exhibits-

| | |
|---|---|
| Exhibit 1 | the latest Transportation Alternatives Program Priorities approved by the MTPO on June 2, 2014. |
| Exhibit 2 | the currently adopted Year 2035 Bicycle/Pedestrian Cost Feasible Plan project priorities. |
| Exhibit 3 | the currently adopted Year 2035 State Highway System Cost Feasible Plan project priorities (*note that University Avenue is priority #3*). |
| Exhibit 4 | the MTPO approved "Braids Priority Summary Table" from the Alachua County Bicycle Master Plan Addendum (*note that the University Avenue Braid is priority #3*). |
| Exhibit 5 | Florida Department of Transportation email dated May 6, 2015. |
| Exhibit 6 | the first draft of the Transportation Alternatives Program Priorities for this year. This material assigns a high priority to recommended projects from the University Avenue Multimodal Study- Phase 2. |

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# B. Transportation Alternatives Program Priorities

Table 2 identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program.

**Table 2**
**Transportation Alternatives Program Priorities**
**Fiscal Years 2015-16 to 2019-20**
**(within the Gainesville Metropolitan Area)**

| Number | Project | Location | Description |
|---|---|---|---|
| 1 | E University Avenue [SR 26] | FM: E 9 Street<br>TO: Waldo Road [SR 24] | Pedestrian refuge islands [19,250 AADT] |
| 2 | Norton Elementary Trail | FM: NW 39 Avenue<br>TO NW 45 Avenue | Construct bicycle/pedestrian trail |
| 3 | NW 19 lane | FM: NW 16 Terrace<br>TO: NW 13 Street | Construct two-way cycle track tying to the W 12 Street bike boulevard |
| 4 | NE 15 Street | FM: NE 12 Avenue<br>TO: NE 16 Avenue | Construct ADA-compliant sidewalk |
| 5 | NW 2 Street | FM: NW 10 Avenue<br>TO: NW 14 Avenue | Construct ADA-compliant sidewalk |
| 6 | Bus Stop Upgrades | AT: RTS Systemwide | Construct bus stops and sidewalk connections |
| 7 | SW 13 Street | FM: Mosque<br>TO: One-Stop Job Center | Construct ADA-compliant sidewalk |
| 8 | SW 40 Boulevard/<br>SW 47 Avenue | FM: Archer Road<br>TO SW 34 Street | Construct bicycle/pedestrian trail |
| 9 | E 10 Street | FM: Depot Avenue Trail<br>TO: NE 3 Avenue | Construct bicycle/pedestrian trail; add refuge island at NE 3 Avenue/ Waldo Road intersection |
| 10 | W 6 Street | FM: SW 16 Avenue<br>TO: NW 13 Street | Install bicycle signage R4-11 Bicycles May Use Full Lane |
| | W 13 Street | FM: Archer Road<br>TO: NW 23 Avenue | Install bicycle signage R4-11 Bicycles May Use Full Lane or sharrows |
| 11 | NW 3 Street | FM: W University Avenue<br>TO: NW 8 Avenue | Construct ADA-compliant sidewalk [490 AADT] |
| 12 | SW 34 Street Grade-Separated Crossing* | AT: SW 34 Street [SR 121] | Construct bicycle/pedestrian grade-separated crossing [38,000 AADT] |
| 13 | SW 32 Terrace | FM: SW 35 Place<br>TO: Existing Sidewalk | Construct ADA-compliant sidewalk |
| 14 | SW 35 Place | FM: SW 34 Street<br>TO: SW 35 Place | Construct ADA-compliant sidewalk |
| 15 | Glen Springs Braid | FM: NW 16 Avenue<br>TO: NW 39 Avenue | Construct bicycle/pedestrian trail |

## Table 2 (Continued)
## Transportation Alternatives Program Priorities
## Fiscal Years 2015-16 to 2019-20
## (within the Gainesville Metropolitan Area)

| Number | Project | Location | Description |
|---|---|---|---|
| **16** | NW 34 Street [Westside Braid] | FM: W University Avenue TO: NW 16 Avenue | Construct instreet bikelanes |
| **17** | NW 16 Avenue [Millhopper Braid] | FM: NW 13 Street TO: NW Main Street | Construct instreet bikelanes |
| **18** | NE 39 Avenue | FM: RTS Bus Stop TO: Grace Market Place | Construct bicycle/pedestrian trail |

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.
*2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; NW = Northwest; RTS = Regional Transit System; SW = Southwest;
UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by the Bicycle/Pedestrian Advisory Board.

*Table 64: Year 2035 Bicycle/Pedestrian Cost Feasible Plan*

| Priority | Description | From/To | Length (In Miles) | Estimated Cost In Millions (In 2007 Dollars) |
|---|---|---|---|---|
| **Surface Transportation Program (STP) Enhancements (Cost Feasible Plan Revenues = $11.5 million)** | | | | |
| 1 | Cross Campus Greenway | Archer Road to SW 34th Street | 2.1 | $1.9 |
| 2 | Hull Road Parking Area | SW 34th Street to End of Hull Road Parking Area | 0.2 | $0.2 |
| 3 | Hull Road Connector | Hull Road Parking Area/SW 20th Avenue | 0.5 | $0.5 |
| 4 | Lake Kanapaha Trail | Tower Road west to Interstate 75 | 2.3 | $2.1 |
| 5 | SW 34th Street Grade Separated Crossing | SW 34th Street at Hull Road | 0.2 | $7.0 |
| **TOTAL STP ENHANCEMENT FUNDED PROJECTS** | | | | **$11.7** |
| **LOCAL FUNDS Alachua County Projects (identified as Cost Feasible by Year 2020)** | | | | |
| NA | SW 8th Avenue multi-use offroad facility | SW 122nd Street to SW 91st Street | 2.0 | $0.4 |
| NA | NW 98th Street multi-use offroad facility | NW 23rd Avenue to NW 39th Avenue | 1.0 | $0.3 |
| **TOTAL ALACHUA COUNTY PROJECTS** | | | | **$0.7** |
| **LOCAL FUNDS City of Gainesville Projects (identified as Cost Feasible by Year 2015)** | | | | |
| NA | SW 35th Place sidewalk | SW 34th Street ot SW 23rd Terrace | 1.1 | $0.5 |
| **TOTAL CITY OF GAINESVILLE PROJECTS** | | | | **$0.5** |
| **GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS** | | | | **$12.9** |

NA – Not Applicable

Note – Priorities 1 through 5 are segments of the Archer Braid.

*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<br>At Archer Road<br>At Newberry Road<br>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 |

## Braids

Braids recommendations and priorities are based in part on the 2001 Master Plan data analysis and cost benefit rankings. Updated destination matrix analysis, aggregated segment analysis, public survey prioritization analysis and opportunities for funding that are currently in place or on the horizon represent the major influences of this study on current recommendations. Initial Braids proposals were identified based on three functional provisions — coherence (a connected network structure), directness (reduction of distance and detours between destinations) and safety (minimizing the encounters between cyclists and motor-vehicles). Iterations have been modified and refined based on Steering Committee recommendations and public comments.

The Braids Priority Summary Table below lists the immediate priority Braids in rank order from highest to lowest. Public ranking, aggregated cost benefit and latent demand scores predicted the prioritization schedule as discussed in the sections below.

**Braids Priority Summary Table**

| Priority (highest to lowest) | Braid Designation | Public (low score highest priority) | Cost Benefit (100 best) | Latent Demand (100 best) | Funds |
|---|---|---|---|---|---|
| 1 | Archer (Hull Rd ext) | 1 | 98 | 70 | partial |
| 2 | Alachua | 2 | 100 | 81 | initial |
| 3 | University | 3 | 91 | 78 | no |
| 4 | Hawthorne ($6^{th}$ St. rail-trail) | 4 | 98 | 92 | partial |
| 5 | Bivens | 6 | 92 | 68 | no |
| 6 | Westside | 8 | 100 | 80 | no |
| 7 | Millhopper | 5 | 87 | 79 | no |
| 8 | Glen Springs | 7 | 75 | 82 | no |

The Prioritization Summary table above balances the criteria between public interest, safety, latent demand and cost benefit scores to optimize prioritization. Other interests include projects with the momentum of existing funding. These are ranked to promote funding initiatives and public focus on critical linkages. If opportunities become available from linking to related projects or designated funding sources, lower priority projects may be implemented in advance higher priority initiatives.

**EXHIBIT 5**

## Marlie Sanderson

**From:** Green, James [James.Green@dot.state.fl.us]
**Sent:** Wednesday, May 06, 2015 9:21 AM
**To:** Marlie Sanderson
**Cc:** Peyton McLeod; Scott Koons; Mike Escalante; Knight, James; Landis, Bruce; Cooper, Rodney
**Subject:** RE: University Avenue Multimodal Study

Good Morning, Marlie

As part of the studies mentioned in our comment #18, the Department will evaluate different countermeasures if the pedestrian volumes are met (i.e. RRFB, Hybrid beacon, signal, etc.). So we will consider the different options available at that time. So, until we complete our study this fall, we cannot say what measures are appropriate for these locations.

| | | |
|---|---|---|
| 18. | Page 16 | Gale Lemerand Drive ... (Enhanced Pedestrian Crossings)<br>The FDOT D2 Safety Office conducted a Pedestrian Road Safety Audit (PRSA) this area in late 2014. One recommendation from the PRSA was to study the NW 16th Street location for a possible mid-block crossing. We will include the NW 19th Street location in our study, as well. The study should be performed in the fall of 2015 when UF fall semester has begun. In addition, we would like to obtain the pedestrian counts for these locations if possible. |

Please let me know if you have any questions.
Thank you

James Green
Gainesville MTPO / Alachua County Liaison
Florida Department of Transportation - District 2
Planning, Jacksonville Urban Office - MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730
904-360-5684
E-mail: james.green@dot.state.fl.us

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**From:** Marlie Sanderson [mailto:sanderson@ncfrpc.org]
**Sent:** Tuesday, 05 May, 2015 10:28 AM
**To:** Green, James
**Cc:** Peyton McLeod; Scott Koons; Mike Escalante; Knight, James; Landis, Bruce
**Subject:** RE: University Avenue Multimodal Study

Jim-

Thanks for sending us FDOT comments on the draft University Avenue Multimodal Study. We noticed that FDOT's comments did not address the issue that is raised in the last sentence on page 16- *"However, it may be that FDOT would prefer to fully signalize these intersections instead of providing the hybrid beacon."* What is the

FDOT District 2 position on this issue at NW 16th Street and NW 19th Street- signalized intersections or hybrid beacons?

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:** Green, James [mailto:James.Green@dot.state.fl.us]
**Sent:** Tuesday, May 05, 2015 9:03 AM
**To:** Marlie Sanderson
**Cc:** Peyton McLeod
**Subject:** RE: University Avenue Multimodal Study
**Importance:** High

Good Morning, Marlie
My apologies, I finished my comments Thursday, and was sure I had sent them. But Outlook tells me I did not. Here are our comments, including several from Rodney Cooper in the Safety Office of Traffic Operations.

Please let me know if you have any questions.

James Green
Gainesville MTPO / Alachua County Liaison
Florida Department of Transportation - District 2
Planning, Jacksonville Urban Office - MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730
904-360-5684
E-mail: james.green@dot.state.fl.us

---

**From:** Marlie Sanderson [mailto:sanderson@ncfrpc.org]
**Sent:** Tuesday, 05 May, 2015 8:38 AM
**To:** Green, James
**Cc:** Peyton McLeod
**Subject:** FW: University Avenue Multimodal Study

Jim- Please see emails below. When will we receive your comments on the draft University Avenue Multimodal Study- Phase 2? Marlie

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

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

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**From:** Marlie Sanderson
**Sent:** Wednesday, April 29, 2015 10:52 AM
**To:** 'Green, James'
**Cc:** 'Peyton McLeod'
**Subject:** RE: University Avenue Multimodal Study

Jim- Just a reminder that we need comments on the University Avenue Study by Monday. 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:** Marlie Sanderson
**Sent:** Tuesday, April 21, 2015 8:55 AM
**To:** 'Green, James'
**Cc:** Scott Koons; 'Knight, James'
**Subject:** University Avenue Multimodal Study

Jim-

Attached is a draft of the Phase 2 Report for the University Avenue Multimodal Study for your review. We would appreciate any comments that you have about this draft Report by Monday, March 4th. This will be presented to the TAC at its next meeting on May 20th.

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***

**EXHIBIT 6**

## Table 2- Draft
## Transportation Alternatives Program Priorities- 2015

| Number | Project | Location | Description |
|---|---|---|---|
| 1 | West University Avenue | FM: Gale Lemerand Drive<br>TO: West 13th Street | Bikeway/Sidewalk |
| 2 | West University Avenue | At NW 16th Street | Pedestrian Hybrid Beacon |
| 3 | West University Avenue | At NW 19th Street | Pedestrian Hybrid Beacon |
| 4 | East University Avenue | At Waldo Road | Pedestrian-oriented Intersection Design |
| 5 | East University Avenue | FM: East 7th Street<br>TO: East 10th Street | Raised Median |

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May 13, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program

JOINT RECOMMENDATIONS

**Recommend approval of the Fiscal Years 2015-16 - 2019-20 Transportation Improvement Program.**

BACKGROUND

Enclosed please find a draft copy of the Fiscal Years 2015-16 - 2019-20 Transportation Improvement Program. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 1 is a copy of the advertisement that appeared in the Gainesville Guardian and Gainesville Sun on Thursday, May 7, 2015 and in The Independent Florida Alligator on Thursday, May 14, 2015. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

http://ncfrpc.org/mtpo/publications/TIP/TIPDOC15dft.pdf
http://ncfrpc.org/mtpo/publications/TIP/TIPDOC14dft4web.pdf

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

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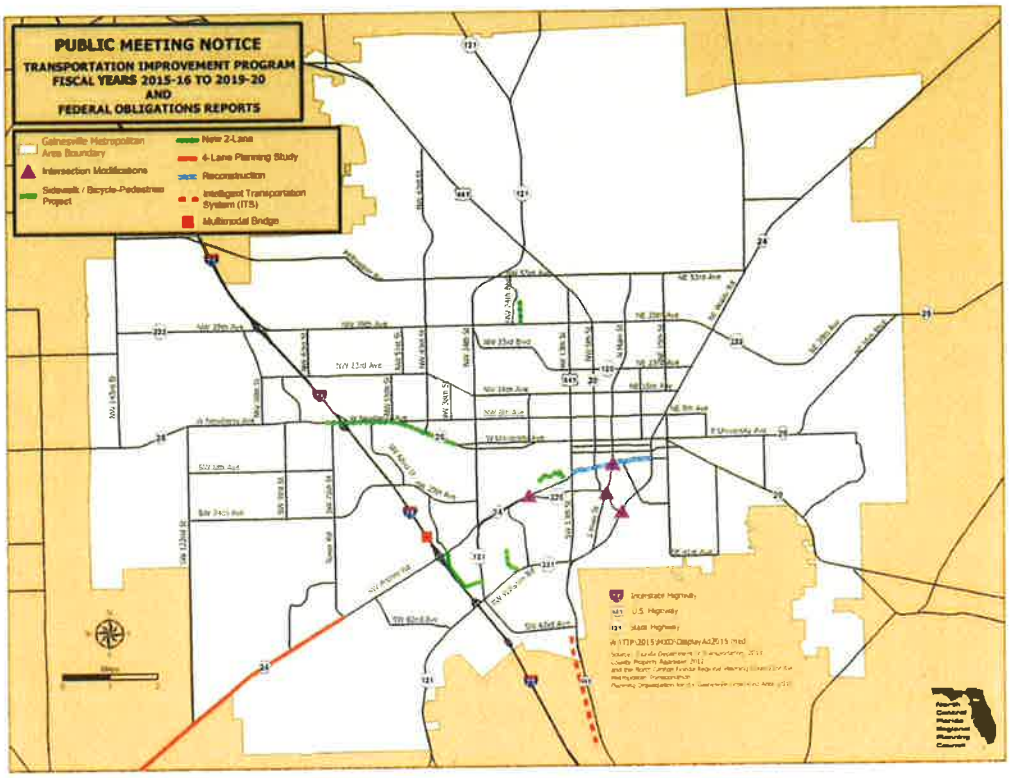
**EXHIBIT 1**




# COMMUNITY TRANSPORTATION MEETING

June 1, 2015 at 5:00 p.m.

Jack Durrance Auditorium, County Administration Building,

12 SE 1ST STREET, GAINESVILLE, FLORIDA

**PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2015-16 to 2019-20. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.**

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2035 Transportation Plan - The Livable Community Reinvestment Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2035. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2013 through September 30, 2014.

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

THE MEETING ROOM WILL BE OPEN AT 2:30 PM FOR THE PUBLIC TO REVIEW THE PROPOSED
TRANSPORTATION IMPROVEMENT PROGRAM
AND STAFF WILL BE PRESENT TO ANSWER QUESTIONS.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, by appearing in person at the above address during business hours, at the www.ncfrpc.org/mtpo website, or by calling 352.955.2200. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Mr. Marlie Sanderson at 352.955.2200, extension 103, at least seven (7) days before the public meeting.

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

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May 13, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Draft Year 2040 Transportation Needs Plan

JOINT RECOMMENDATION

**The Citizens Advisory Committee, Technical Advisory Committee and Staff recommend approval of the Draft Year 2040 Transportation Needs Plan in Exhibits 1 and 2.**

***Note- the Bicycle/Pedestrian Advisory Board did not have a quorum at its scheduled April 2, 2015 meeting.***

BACKGROUND

In order to receive federal and state funds for transportation projects, the adopted Year 2035 Long Range Transportation Plan must be updated to the Year 2040. The first plan element to be updated is the Year 2040 Needs Plan. On January 24, 2013, the Metropolitan Planning Organization Advisory Council Governing Board adopted the following definition of the Needs Plan-

> *"a list of transportation projects that are necessary to meet identified future transportation demand or advance the goals, objectives and policies of the Metropolitan Transportation Planning Organization for the urbanized area, the region and the state."*

This policy also stated that projects should not be included in the Needs Plan if they are unlikely to be implemented because they are constrained for policy, physical, or environmental reasons or will have significant adverse environmental justice or civil rights impacts.

The draft Needs Plan was reviewed by the MTPO at its April 13, 2015 meeting. The MTPO will conduct a public hearing on the draft Needs Plan at its June 1, 2015 meeting. Enclosed are the following exhibits-

Exhibit 1 draft Needs Plan map;

Exhibit 2 table listing all Needs Plan projects; and

Exhibit 3 document that explains why the "orange" projects in Exhibit 2 were not included in the draft Needs Plan.

Enclosures

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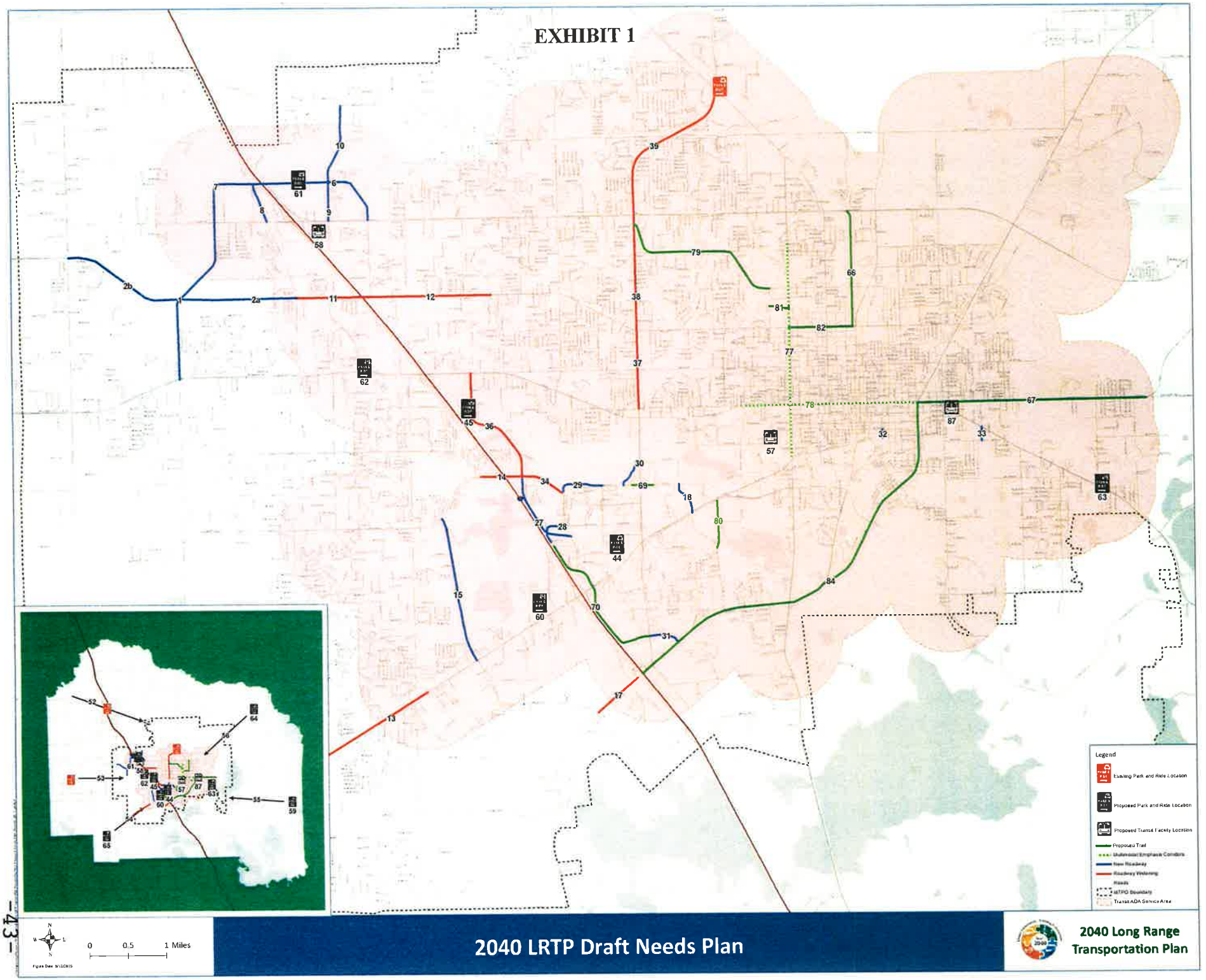
**EXHIBIT 1**


Legend
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Proposed Park and Ride Location
Proposed Transit Facility Location
Proposed Trail
New Roadway
Roadway Widening
Roads
MTPO Boundary
Transit ADA Service Area
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0.5
1 Miles
2040 LRTP Draft Needs Plan
2040 Long Range Transportation Plan

# EXHIBIT 2

## 2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects

| | |
|---|---|
| | **Roadway Projects** |
| 1 | NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue |
| 2 | NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b) |
| 3* | NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension |
| 4* | NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place |
| 5* | NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue |
| 6 | NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 7 | Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street |
| 8 | NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard |
| 9 | NW 91st Street – Two-lane extension from terminus to Springhills Boulevard |
| 10 | Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road |
| 11 | NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street |
| 12 | NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard |
| 13 | Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary) |
| 14 | SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard |
| 15 | SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue |
| 16* | SW 57th Avenue – New two-lane roadway from Tower Road to SW 41st Boulevard |
| 17 | SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to I-75 |
| 18 | SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road |
| 19* | NE 39th Avenue – Widen to 4 lanes from Airport Entrance to SR 26 |
| 20* | NW 98th Street – Widen to 4 lanes from Newberry Road to NW 23rd Avenue |
| 21* | NW 98th Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue |
| 22* | NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue |
| 23* | NW 39th Avenue – Widen to 4 lanes from NW 98th Street to NW 143rd Street |
| 24* | Oaks Mall Connector – New 2-lane bridge over I-75 from University Avenue to SW 62nd Boulevard |
| 25* | Tower Road – Widen to 4 lanes from Archer Road to SW 24th Avenue |
| 26* | Tower Road – Widen to 4 lanes from SW 24th Avenue to SW 8th Avenue |
| 27 | SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue |
| 28 | SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street |
| 29 | Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street |
| 30 | Radio Road – Two-lane extension from SW 34th Street to Hull Road |
| 31 | SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road |
| 32 | SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue |
| 33 | SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road |
| 34 | SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street |
| 35* | SW 23rd Drive – Widen to 4 lanes from Archer Road to Mowry Road |
| 36 | SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road |
| 37 | NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue |
| 38 | NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue |
| 39 | NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441 |
| 40* | SW 23rd Terrace – Widen to 4 lanes from SW Williston Road to Archer Road |
| | **Transit Projects** |
| 41 | Increase weekday frequencies on City routes (minimum 30 min. frequency) |
| 42 | Increase weekday operating hours on City routes (minimum 14 hours service) |
| 43 | Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service) |
| 44 | Butler Plaza Transit Center / Park and Ride Facility |
| 45 | Oaks Mall Transit Center / Park & Ride Facility |
| 46* | Premium Transit Service (10 min headways) in dedicated lanes from Oaks Mall to Springhills area |
| 47* | Premium Transit Service (10 min headways) in dedicated lanes from Butler Plaza to Celebration Pointe |
| 48* | Premium Transit Service (10 min headways) in dedicated lanes from Archer Road to SW 122nd Street |
| 49* | Premium Transit Service (10 min headways) in dedciated lanes from Five Points to Eastside Park & Ride |
| 50 | Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area) |
| 51 | Extend service in south Gainesville (South Main Street and Williston Road area) |
| 52 | Intercity Weekday Commuter Service to/from High Springs & Alachua |
| 53 | Intercity Weekday Commuter Service to/from Newberry |
| 54 | Intercity Weekday Commuter Service to/from Archer |

| 2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects | |
|---|---|
| 55 | Intercity Weekday Commuter Service to/from Hawthorne |
| 56 | Intercity Weekday Commuter Service to/from Waldo |
| 57 | University of Florida Transit Center |
| 58 | Santa Fe College Transit Center |
| 59 | Hawthorne Park & Ride Facility |
| 60 | Celebration Pointe Park and Ride |
| 61 | Springhills Area Park and Ride (North of 39th Ave) |
| 62 | Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd) |
| 63 | Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road) |
| 64 | Waldo Park & Ride Facility |
| 65 | Archer Park & Ride Facility |
| **Other Projects** | |
| 66 | Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue |
| 67 | University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd. |
| 68* | Bivens Braid – New trail following SW 23rd Terrace from SW 63rd Ave to Williston Rd |
| 69 | Archer Braid – Construct overpass of Hull Road / 34th Street intersection |
| 70 | SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue |
| 71* | Intelligent Transportation Systems – Arterial Dynamic Message Signs |
| 72 | Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects |
| 73 | Pedestrian Program - Miscelllaneous sidewalk and other pedestrian projects |
| 74 | Bicycle Program - Miscellaneous bicycle lanes and facilities |
| 75 | Transit Program - Miscellaneous transit facilities and amenities, including bus purchases |
| **Additional Bicycle/Pedestrian Projects (added following public workshop)** | |
| 76 | Miscellaneous pedestrian crossing projects, including auditory signals |
| 77 | Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road |
| 78 | Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road |
| 79 | Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace |
| 80 | Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road |
| 81 | Glen Springs Braid - NW 19TH Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street |
| 82 | Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street |
| 83* | NW/NE 23rd Avenue – Reconstruct w/ 2 lanes, center turn lane, and bike lanes from NW 13th St to Waldo Rd |
| 84 | Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road |
| **Additional Transit Projects (added following public workshop)** | |
| 85 | Extend regular transit service through Celebration Pointe |
| 86 | Extend regular transit service through Springhills |
| 87 | Five Points Transfer Station |
| **Aspirational Projects (beyond 2040)** | |
| 88 | NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue |
| 89 | Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road |
| 90 | SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street |
| 91 | SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard |
| 92 | SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor) |
| 93 | SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road |
| 94 | Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street |
| 95 | Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place |
| 96 | NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard |
| 97 | NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road |
| 98 | NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard |
| 99 | Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street |
| 100 | SW Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street |

** Orange shaded projects are those that are not reccommended for inclusion in the 2040 Draft Needs Plan*

## EXHIBIT 3

## 2040 Long Range Transportation Plan (LRTP) - Proposed Needs Plan Projects

Projects not recommended for Hybrid Needs Plan

3. NW 76th Boulevard – Two-lanes extension from terminus to NW 83rd Street Extension
4. NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place
5. NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue

*These projects were not selected because it was determined that they were not consistent with the Alachua County Comprehensive Plan. The Comprehensive Plan outlines the concept of a new bridge over I-75 with dedicated transit lanes extending from Newberry Road up to NW 39th Avenue. However, the transit overpass in the Plan is only conceptual, and the project was not included in the Capital Improvements Plan. Furthermore, the Comprehensive Plan envisions dedicated transit lanes on NW 76th Boulevard, which is included in the Draft Needs Plan as Project #96.*

16. SW 57th Avenue – New two-lane roadway from Tower Road to SW 41st Boulevard

*This project was not selected because travel demand forecasts showed that widening Archer Road (Project #13) was more effective in providing access to destinations. This is mainly because the SW 57th Avenue corridor does not extend over/under I-75, forcing users to divert to Archer Road or Williston Road anyway. Finally, the Archer Road widening is consistent with a Project Development and Environmental (PD&E) study being undertaken by FDOT.*

19. NE 39th Avenue – Widen to four lanes from Airport Entrance to State Road 26

*This project was not selected because travel demand forecasts did not show any future traffic congestion on the corridor. The project was initially considered because it had been discussed previously by Alachua County staff, but the Comprehensive Plan reflects only minimal growth in the area.*

20. NW 98th Street – Widen to four lanes from Newberry Road to NW 23rd Avenue
21. NW 98th Street – Widen to four lanes from NW 23rd Avenue to NW 39th Avenue

*These projects were not selected because it was determined that the proposed parallel SW 122nd Street extension (Project #1) served much the same purpose. In addition, construction of the new SW 122nd Street extension is expected to be less costly than widening the existing NW 98th Street. Finally, expanding connectivity options, which the new SW 122nd Street extension would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

22. NW 83rd Street – Widen to four lanes from NW 23rd Avenue to NW 39th Avenue

*This project was not selected because it was determined to not be consistent with the Alachua County Comprehensive Plan. The Comprehensive Plan calls for exclusive transit lanes on NW 83rd*

*Street (Project #87) and it was determined there is not enough right-of-way to widen the roadway to four travel lanes and provide dedicated transit lanes.*

23. NW 39th Avenue – Widen to four lanes from NW 98th Street to NW 143rd Street

*This project was not selected because it was determined that the parallel Springhills Boulevard (Project #7) served much the same purpose. The new roadway is consistent with the Alachua County Comprehensive Plan and is expected to be built by developers. Furthermore, expanding connectivity options, which the new Springhills Boulevard would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

24. Oaks Mall Connector – New bridge over I-75 from University Avenue to SW 62nd Boulevard

*This project was not selected because of its close location to SW 20th/SW 24th Avenue. Project #14 widens SW 20th/SW 24th Avenue over I-75 to four lanes. Previous analysis has shown that the SW 20th/SW 24th Avenue bridge could be widened without being fully reconstructed, thereby reducing costs significantly.*

25. Tower Road – Widen to four lanes from Archer Road to SW 24th Avenue
26. Tower Road – Widen to four lanes from SW 24th Avenue to SW 8th Avenue

*These projects were not selected because it was determined that the parallel SW 63rd Boulevard extension (Project #15) served much the same purpose. In addition, construction of the new SW 63rd Boulevard extension is expected to be less costly than widening Tower Road to four lanes. Finally, the new SW 63rd Boulevard extension ties directly into the widening of SW 24th/SW 20th Avenue (Project #14), thereby enhancing connectivity across I-75. Expanding connectivity options, which the new SW 63rd Boulevard extension would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

35. SW 23rd Drive – Widen to four lanes from Archer Road to Mowry Road

*This project was not selected because it was determined that the parallel SW 23rd Terrace extension (Project #18) served much the same purpose. In addition, the SW 23rd Terrace extension is included in the University of Florida Master Plan Update, and construction of the new roadway is expected to be less costly than widening the existing SW 23rd Drive. Finally, expanding connectivity options, which the new SW 23rd Terrace extension would do, is consistent with the Adopted Vision, Principles, and Strategies for the 2040 Long Range Transportation Plan Update.*

40. SW 23rd Terrace – Widen to four lanes from SW Williston Road to Archer Road

*This project was not selected because travel demand forecasts showed that widening SW 23rd Terrace would increase traffic volumes on already-congested Archer Road. Furthermore, it would feed more traffic into the UF campus, further exacerbating congestion on Mowry and Hull Roads, both of which are two lane facilities.*

46. Provide Premium Transit Service (10 min headways) from Oaks Mall to Springhills area - *Dedicated lanes on Ft. Clarke Boulevard, NW 83rd Street, and Springhills Boulevard*
47. Provide Premium Transit Service (10 min headways) from Butler Plaza to Celebration Pointe - *Dedicated lanes from SW 42nd Way to Celebration Pointe Park and Ride*
48. Provide Premium Transit Service (10 min headways) from Archer Road to SW 122nd Street - *Dedicated and Shared Lanes on SW 122nd Street, Haile Plantation, and Newberry Road*
49. Provide Premium Transit Service (10 min headways) from Five Points to Eastside Activity Center Park and Ride - *Dedicated lanes on SE Hawthorne Road*

*Travel demand forecasts show that these projects may not be effective mobility solutions through the year 2040. They are consistent with the Alachua County Comprehensive Plan, and, as growth occurs in these areas, these projects will be more viable. As such, they have been included as Aspirational Projects (beyond 2040) #87-99 in the Draft Needs Plan.*

68. Bivens Braid – New trail following SW 23rd Terrace from SW 63rd Ave to Williston Rd

*This project was not selected because additional growth is not expected in this area through the horizon of the Alachua County Comprehensive Plan. As such, Alachua Country staff felt that it would largely be a recreational trail and would not enhance daily mobility.*

71. Intelligent Transportation Systems – Arterial Dynamic Message Signs

*This project was not selected because it was included within Project #72 (originally Intelligent Transportation Systems Transit projects). Project #72 has since been revised to include all miscellaneous Intelligent Transportation Systems projects, both for transit and automobiles.*

83. NW/NE 23rd Avenue – Reconstruct with two lanes, center turn lane, and bicycle lanes from NW 13th Street to Waldo Road

*This project was not included because the expected benefit did not justify eliminating two travel lanes on this roadway. Furthermore, the project is part of the Glen Springs Braid, which is partially addressed through Draft Needs Plan Projects #79 and 81.*

# TECHNICAL ADVISORY COMMITTEE (TAC)
## ATTENDANCE RECORD

| TAC MEMBER AND ALTERNATE | ORGANIZATION | MEETING DATE 1/21/2015 | MEETING DATE 4/1/2015 | IN VIOLATION IF ABSENT AT NEXT MEETING? |
|---|---|---|---|---|
| STEVE LACHNICHT<br>Alt - Jeff Hays<br>Alt - Chris Dawson<br>Alt - Kathleen Pagan | Alachua County<br>Department of Growth Management<br>Office of Planning and Development | P | P | NO |
| RUTH FINDLEY<br>Alt- Brian Singleton<br>Alt - Dave Cerlanek | Alachua County<br>Public Works Department | P | P | NO |
| DEKOVA BATEY<br>Alt- Vacant | Alachua County/City of Gainesville/MTPO<br>Bicycle/Pedestrian Advisory Board | P | P | NO |
| STEVEN DUSH<br>Alt - Dean Mimms<br>Alt - Onelia Lazzari*<br>Alt - Jason Simmons | City of Gainesville<br>Department of Planning & Development Services | P | P | NO |
| DEBBIE LEISTNER [Chair]<br>Alt- Phil Mann<br>Alt - Jacob Kain | City of Gainesville<br>Department of Public Works | P | P | NO |
| MATTHEW MULLER [Vice Chair]<br>Alt- Jesus Gomez<br>Alt- David Smith | City of Gainesville<br>Regional Transit System | P | P | NO |
| PAUL ADJAN<br>Alt- Laura Aguiar<br>Alt- Allan Penksa | Gainesville/Alachua County<br>Regional Airport Authority | A | P | NO |
| JAMES GREEN<br>Alt - Karen Taulbee<br>Alt - Vacant | Florida<br>Department of Transportation | P | E | NO |
| JAMES SPEER<br>Alt- David Deas<br>Alt- | School Board of Alachua County | A | A | YES |
| LINDA DIXON<br>Alt - Carol Walker | University of Florida<br>Facilities Planning & Construction Division | P | E | NO |
| RON FULLER<br>Alt- Scott Fox | University of Florida<br>Transportation & Parking Services | P | P | NO |

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

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* City of Gainesville Level of Service (LOS) Subcommittee Member

Attendance Rule:

1. 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.
2. 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 reaons 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 that 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 | 11/19/2014 | 1/21/2015 | 4/1/2015 | Violation If Absent At Next Meeting 5/20/2015 |
|---|---|---|---|---|---|
| E J Bolduc | 17-Dec | A | P | P | - |
| Thomas Bolduc | 15-Dec | A | P | P | - |
| Rob Brinkman | 17-Dec | P | A | P | - |
| Nelle Bullock | 16-Dec | P | A | P | - |
| Rajeeb Das | 15-Dec | P | P | E | - |
| Luis Diaz | 16-Dec | P | P | P | - |
| Jan Frentzen | 15-Dec | P | A | P | - |
| Melinda Koken | 15-Dec | P | E | P | - |
| Kamal Latham | 16-Dec | E | A | P | - |
| Gilbert Levy | 17-Dec | - | P | P | - |
| Ron Lieberman | 17-Dec | - | P | P | - |
| Chandler Otis | 15-Dec | P | P | E | - |
| James Samec | 17-Dec | P | P | P | - |
| Ewen Thomson | 16-Dec | P | P | P | - |
| Chris Towne | 16-Dec | E | A | P | - |

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence t\mike\em15\cac\attd_cac0520.xls

ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chair of the MTPO appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

1. 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:
   A. all CAC meetings will require mandatory attendance by all members; and
   B. attendance is recorded at all CAC meetings, even if a quorum is not present.
2. On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
3. Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

## SCHEDULED 2015 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 21 | January 22 | February 2 at 3:00 p.m. |
| **APRIL** | April 1 *TAC @ NCFRPC* | April 2 | April 13 at 3:00 p.m. |
| **JUNE** | May 20 | May 21 | June 1 at 3:00 p.m. |
| **AUGUST** | July 22 | July 23 | August 3 at 3:00 p.m. |
| **OCTOBER** | September 23 *TAC @ NCFRPC* | September 24 | October 5 at 5:00 p.m. October 26 at 5:00 p.m. |
| **DECEMBER** | December 2 *TAC @ NCFRPC* | December 3 | December 14 at 3:00 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 usually 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\MS15\MTPO\MEET2015.doc December 2, 2014

# Fare-Free Systems[1]

## Overview

There are two ways to implement a zero-fare service: on a system-wide level or within one specific region.[2]

## 1 System-wide Fare-free Service

### 1.1 Definition

- A service where no fares are paid by passengers for any trip.

### 1.2 Purpose

- Expand mobility for all residents, especially those with limited finances.
    - This is partially predicated on the perception that transit should be treated similarly to other "free" social service programs, like the library.
- Increase ridership and decrease dwell times.
    - The average annual ridership of the systems documented in TCRP Synthesis 101 was 1.1M, which is over 10 times less than RTS' Fiscal Year (FY) 2014 ridership.[3]
- Reduce auto congestion.
    - Travel pattern observations reported from fare-free systems indicate, however, that the primary increase in trips is due to a combination of existing transit users simply using transit more often and individuals substituting biking and foot travel for transit travel.
- Negate the cost of fare collection.
    - Applicable to small transit agencies where the fares recovered from the farebox are less than or only partially exceed the cost of collecting the fares. Of the nine fare free agencies in the U.S. that previously had fares the largest amount of fare revenue that had to be replaced when going to fare-free service was $0.8M per year. In FY2014, RTS collected >$1.0M in fare and pass revenue.

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[1] The most comprehensive study of fare-free transit systems to date was published in 2012 as Transit Cooperative Research Program (TCRP) Synthesis 101 *Implementation and Outcomes of Fare-Free Transit Systems.* The report identified 39 transit systems in the United States that operate or will shortly be operating fare-free. They classified these systems into three categories, agencies serving resort communities, agencies serving university-dominated communities, and agencies serving small urban and rural areas. The non-RTS facts and figures presented here draw heavily from this report.

[2] There are many variants on fare-free service. One variant not considered here is where one specific route is fare-free. This was not considered since at least in the current RTS system every route shares a segment or end-point with one or more other routes. Moreover, these free routes are typically reserved for downtown circulators or connectors to other transit service that is not free. One possible circulator candidate is the route 46 which is fully funded by UF. However, only 38% of the route is within the area designated as Downtown. In FY2014, 86% (0.1M trips) of its ridership was UF faculty, staff, or students so it is also unclear what community benefits this would have to make fare-free; $1,154 in fare revenue was collected on this route.

[3] The largest fare-free trip provider is Chapel Hill Transit in Chapel Hill, North Carolina. They provide over 7 million trips a year. While the University of North Carolina contributes heavily to cover the cost of the service the two municipalities which are served by the agency have a property tax and vehicle registration fee set-aside for transit funding. At the time that the service went fare-free Chapel Hill's farebox revenue was approximately ¼ of the farebox and pass revenue RTS currently collects.

## 1.3 Operational Parameters

### 1.3.1 Sources of Funding

- Local
  - General revenue fund
  - Transit-specific taxes (i.e., sales, parking, property, utility, tourism, payroll)[4]
  - Community partnerships (i.e., University student fees[5], community donations)
  - Flexible road funding built upon some calculus of reduced road construction/ maintenance costs and parking construction/maintenance costs.
- Federal and state subsidies[6]
  - For some programs, apportionment scales positively with ridership and negatively with the amount of fare revenue collected.

## 1.4 Considerations for Utilization in Gainesville

- Over 60% (representing ~$13.0M) of RTS' annual operating revenue comes from service agreements with the University of Florida (UF) and Santa Fe College (SF). Any significant fare restructuring will need to occur in coordination with these organizations to confirm their willingness to continue to provide equivalent service funding if the system is made fare-free.
- RTS would expect a sharp increase in ridership despite most ridership today being students.[7]
  - Transit agencies in university-dominated communities have reported between a 21% and 200% increase in ridership after moving to a system-wide fare-free structure.[8] The other six systems that reported this information experienced an average ridership increase of 123%.
  - RTS does not believe that these growth numbers are wholly locally applicable due to the large number of riders that do not directly pay for transit. Of the ~10.9M trips taken in FY2014, only 12% were taken by individuals that paid a fare at the farebox or utilized a day, month, or semester pass. It is assumed that the relative increases in ridership observed elsewhere will apply only to these 12% of trips.
  - Under this assumption, RTS would expect between 0.3M and 2.5M new trips annually.
- The nature of public transit and, specifically, how it is perceived and consumed by the general public could change considerably.
  - A service that costs nothing to utilize could be viewed as having no value.
  - A number of traditional efficiency metrics depend on subsidization levels; it will be nebulous which routes should be modified or eliminated for underperformance.
  - Present and past fare-free agencies have noted increased rates of vandalism and hooliganism which lowered in-vehicle quality and increased maintenance costs.
  - In areas with extreme weather, like Florida, individuals without other shelter options may stay on the bus for extended periods of time with no intent to make a trip.[9]

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[4] The majority of fare free agencies appear to have a local tax dedicated to fund transit service.
[5] In all college-dominated fare-free transit systems, the local municipality still contributes operating revenue.
[6] Most state and federal transit funding is restricted to capital items.
[7] Application of fare elasticity is not appropriate in this setting. Research on ridership response to fare changes has only considered minor increases or decreases from the status quo not the full elimination of fares.
[8] The agency that experienced a 200% increase in ridership stated this was caused by non-student riders.
[9] A number of fare-free agencies have had to pass ordinances to restrict the number of consecutive round trips that an individual can make on a single vehicle.

- The funds necessary to implement fare-free service would likely at least partially come from some type of local tax. While Gainesville has one of the highest transit mode shares in the country, trips made by transit still represent an appreciable small portion of total area trips. Support of such a tax could face strong resistance from the large number of individuals who do not use transit.[10]

- Decreased dwell times may be offset by increased ridership, resulting in potentially reduced on-time performance.

### 1.4.1 Cost-Benefit Implications

#### *1.4.1.1 Fixed Route*

1.4.1.1.1 Costs

- Three cost categories were considered and explored in detail. Using a number of assumptions, two of the categories could be monetized (existing revenue replacement and ridership increase costs) while one (indirect costs) could not.
- For the two monetized categories, increases in costs range from $1.5M to $19.4M.

*1.4.1.1.1.1 Existing Revenue Replacement*

- Revenues associated with one-way fares, time period passes (day, month, and student), and the employee bus pass program would disappear. This would result in over $1M in lost revenue.

| | |
|---|---|
| Fare Revenues | $562,659 |
| Student/Adult Pass | $278,963 |
| Employee Pass | $215,000 |
| **Total Expected Revenue Loss** | **$1,056,622** |

Table 1 ***FY2014 Revenue streams that would disappear if a fare-free system was implemented.***

*1.4.1.1.1.2 Ridership Increase Cost*[11]

- As stated above, university-dominated transit agencies have experienced ridership increases between 21% and 200% when they switched to fare-free service. For this reason, cost implications of both a 21% ("minimum" scenario) and 200% ("maximum" scenario) ridership increase are explored for those trips where individuals currently pay a fare.
- For these scenarios, it is also assumed that some of this new ridership will take advantage of latent capacity of currently operating buses. Therefore, calculations are provided to show the cost implications if new capacity is required for 25%, 50%, 75%, or 100% of the new ridership.[12] For a simple example, consider a ridership base of 100 passengers that experiences the minimum ridership increase scenario of 21%. This system would have 21 new riders. Some of these new riders would be able to take advantage of empty seats on existing buses. Once this capacity is consumed, however, the remaining new riders would have to be placed on new buses. If new capacity is required for 25% of these 21 new riders that means 16 of the new riders can find seats on existing buses while the remaining 5 riders would force the agency to purchase an additional bus if they are to be serve those individuals.

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[10] Support for a transportation tax of any kind may be measured by the results of the 2014 transportation surtax ballot initiative which only received 40% support.

[11] These estimates are startup costs. Both the operating and capital costs presented here would reoccur at some annual rate.

[12] None of the fare-free systems had existing capacity issues. Between 1/1/2013 and 2/19/2015 RTS had approximately 8,500 full buses where passengers had to be left behind and wait for another bus.

- Operating expenses are estimated by extrapolating from our current expense per trip of $2.09.[13] The cost per new trip generated is assumed to be $0 if the trip can utilize latent capacity.
- Capital costs associated with increased ridership are estimated in a comparable manner.[14] The cost of buses and support vehicles (incl. support, relief, and maintenance) required to meet demand of new passenger trips is assumed to be $0 per trip if the new trip can utilize latent capacity or $443,170 for each additional bus required to satisfy demand and $25,180 for each additional support vehicle required to satisfy demand.[15]
- Across these scenarios, it is estimated that operating expenses would increase $0.14M to $5.3M (Table 2) and capital costs would increase $0.3M to $13.0M (Table 3).

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | New Trips that do not Utilize Latent Capacity | 66,628 | 133,256 | 199,884 | 266,512 |
| | Staffing Needs | 1.79 | 3.57 | 5.36 | 7.14 |
| | Increased Operating Cost | $138,989 | $277,979 | $416,968 | $555,958 |
| "Maximum" Scenario (200% Increase) | New Trips that do not Utilize Latent Capacity | 634,553 | 1,269,106 | 1,903,659 | 2,538,212 |
| | Staffing Needs | 17.01 | 34.01 | 51.02 | 68.02 |
| | Increased Operating Cost | $1,323,709 | $2,647,417 | $3,971,126 | $5,294,834 |

Table 2 ***Operating expense estimates associated with increased ridership on RTS fixed-route buses.***

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | Buses Needs | 0.75 | 1.51 | 2.26 | 3.02 |
| | Support Vehicles Needs | 0.29 | 0.58 | 0.87 | 1.15 |
| | Increased Capital Cost | $334,476 | $668,951 | $1,003,427 | $1,337,902 |
| "Maximum" Scenario (200% Increase) | Buses Needs | 7.19 | 14.38 | 21.56 | 28.75 |
| | Support Vehicles Needs | 2.75 | 5.49 | 8.24 | 10.99 |
| | Increased Capital Cost | $3,254,642 | $6,509,283 | $9,763,925 | $13,018,566 |

Table 3 ***Capital cost estimates associated with increased ridership on RTS fixed-route buses.***

*1.4.1.1.1.3 Indirect Costs*

- Until implemented there are many indirect costs that are difficult to identify and estimate.[16] These include:
  - Costs of educating the public about the transition to fare free service; marketing costs for the new fareboxes installed in July 2014 were approximately $5,000.
  - Costs of potentially needed additional security equipment and guards.
  - Costs associated with the additional staff time required to implement the transition.
  - Additional buses to maintain current route frequencies.[17]

[13] If service is successful and the new passengers mostly utilize latent capacity, it would be expected that RTS's operating expense per passenger trip would experience a significant decline. Across the cases considered here, the maximum change in operating cost per trip would occur if there is a 200% increase in ridership and only 25% of those riders do not utilize latent capacity. In this case, the effective cost per passenger trip may be reduced to $1.79. Nonetheless, overall operating costs would still increase by over $1.3M.

[14] It is assumed that the new RTS facility can house any needed additional buses even under the maximum ridership increase scenario. Under that scenario these buses would consume 40% of the existing capacity.

[15] In FY2014, each bus carried approximately 88K trips. The number of trips for each scenario was divided by this figure to determine the number of buses needed. Similarly, in FY14, there was one support vehicle per ~231K trips.

[16] After Capital Metro (in Austin, Texas) attempted a similar change, they reversed it, citing the "staggering" costs.

#### 1.4.1.1.2 Benefits

- Similar to the indirect costs discussed above, benefits of fare-free transit are difficult to monetize and do not directly equate to funding. One such example is the savings households in the community would experience from no longer relying on a personal automobile for travel. In 2009, the National Household Travel Survey reported 3.02 daily vehicle trips per driver.[18] Given that the American Public Transportation Association estimates that the average annual cost of vehicle ownership is $10,064 a year[19], under the minimum and maximum scenarios, if 100% of the new trips were by individuals that formerly drove the community savings would be between $2.6M and $24.4M, respectively.[20] It should be noted, however, that TCRP Synthesis 101 clearly states most new ridership does not represent individuals switching from car to transit. Moreover, any benefit would have to account for lost time due to bus travel taking longer than car travel. Other nebulous monetary benefits include community savings from greenhouse gas emission reductions and reductions in productivity losses from motor vehicle deaths.[21]
- RTS does not have any staff dedicated exclusively to the collection of farebox revenue or farebox maintenance so there are no savings possibilities from staff reductions.[22] Moreover, even in the absence of revenue collection, the fareboxes would still need to be maintained in order to count passengers. One set of savings, however, would come from not purchasing paper pass stock which is estimated to be $7,826 annually.[23]
- Potentially, RTS may receive additional grant funds from both the increased ridership and the fact that fares are not collected. However, under the 5307 Urbanized Area Formula Program, which is RTS' primary annual source of federal funding, RTS already receives the maximum allotment for Small Transit Intensive Cities.

### *1.4.1.2 Americans with Disabilities Act (ADA) Service*

- By law, RTS can charge no more than twice its fixed route fare ($1.50) for demand response paratransit trips ($3.00). Equally, RTS cannot deny any valid demand response trips. Therefore, all ADA demand response trips that begin and end within ¾ our service region would be required to be provided for free.
- Given the high cost to RTS for each demand response trip, RTS allows ADA passengers to ride fixed route services for free. Passenger correspondence reveals that this does encourage many ADA passengers to ride the fixed route system rather than travel via a paratransit vehicle.
- Table 4 and Table 5 shows ADA costs to range from $8.8M to $34.9M if fares are eliminated.

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[17] Fare-free service allows all door boarding. This will likely reduce dwell time and could potentially result in a cost savings if a bus can be removed from a route due to a reduced cycle time. It is equally possible, and has been observed in fare-free systems, that increased ridership negates any all door boarding dwell time savings.

[18] http://nhts.ornl.gov/2009/pub/stt.pdf

[19] http://www.apta.com/mediacenter/pressreleases/2014/Pages/140814_Transit-Savings.aspx

[20] This is a very liberal assumption and assumes that every person that utilizes these additional transit trips is forgoing the purchase of a car.

[21] http://www.apta.com/resources/reportsandpublications/Documents/APTA_Health_Benefits_Litman.pdf

[22] In July 2014, RTS upgraded their fareboxes for the first time in over 20 years. This new technology is relatively error-free. Between 10/1/2014 and 1/31/2015 only 44.4 hours were spent on farebox maintenance (labor operation codes fx003 to fx005). Given that the farebox will be used to track ridership it is unclear the monetary value of capital equipment that can be sold if fares are no longer collected.

[23] Cost based on average pass consumption between September 2014 and December 2014 and unit costs of $0.018 (24-hr passes and change cards) and $0.35 (monthly, semester, and employee passes).

#### 1.4.1.2.1 Costs

##### *1.4.1.2.1.1 Existing Revenue Replacement*

- In FY2014, MV Transportation provided 51,509[24] (35,797 ambulatory and 15,712 wheelchair trips) trips at a cost of ~$1.4M.[25] The passenger for each of these trips was responsible for a $3 fare that RTS would have to pay if the entire system was fare-free. Based on the number of trips this equates to $0.15M.

##### *1.4.1.2.1.2 Demand Response Ridership Increase Costs*

- An additional 0.61M trips were provided to ADA eligible passengers on RTS buses.
    - It is assumed that the proportion of ADA passengers that are ambulatory and use wheelchairs on RTS buses is the same as the proportion that utilize MV Transportation.[26]
    - Four scenarios were considered, which correspond to 25%, 50%, 75%, or 100% of the current fixed-route ADA passengers utilizing MV Transportation instead.
    - Ridership growth was not considered for either existing demand response or fixed route ADA trips.[27] While there would likely be some riders that utilize the service more frequently (e.g., makings trips four days a week as opposed to three) due to the eliminated $3 fare, it is believed to be dwarfed by the number of riders that would be moving from fixed routes.[28]
- Across these scenarios, it is estimated that operating expenses[29] would increase $4.6M to $18.6M (Table 4) and capital costs would increase $4.0M to $16.2M (Table 5).

| **Percent of Fixed Route ADA Passengers Moving to Demand Response** | **25%** | **50%** | **75%** | **100%** |
|---|---|---|---|---|
| New Ambulatory Passenger Cost | $3,097,482 | $6,194,964 | $9,292,446 | $12,389,927 |
| New Wheelchair Passenger Cost | $1,543,267 | $3,086,535 | $4,629,802 | $6,173,070 |
| **Total New Paratransit Operating Costs** | **$4,640,749** | **$9,281,498** | **$13,922,248** | **$18,562,997** |

Table 4 ***ADA demand response operating expense estimates associated with a fare-free system.***

[24] Please note that the structure of MV Transportation's trip databases results in FY2014 total ridership including 54 more trips under the zonal ADA section than the system-wide section. This difference has no meaningful effect on the share of trips that occur entirely within the downtown zone.

[25] This is the net cost inclusive of the fares RTS collects. Cost per trip rates increased by 3% on 10/1/2014 from $28.38 to $29.23 for ambulatory trips and from $32.21 to $33.18 for wheelchair trips.

[26] Operating costs were obtained as follows: First, the number of likely new paratransit trips was determined by multiplying the number of FY2014 fixed-route ADA passenger trips by the percentage assumed to move to demand response service. This number was then multiplied by the ratio of wheelchair to ambulatory trips observed on demand response service to estimate the number of additional ADA passenger trips that will be generated in each category. Operating costs are then the number of passenger trips in a category times the operating cost per trip.

[27] Annual growth of ADA trips has been 6.7% for fixed route services and 8.2% for demand response services since 2010. Absent geographic expansion plans this should slow and the act of going fare-free will not in and of itself allow more individuals to be ADA-certified but it's important to note that the costs for this service have been escalating rapidly in recent years.

[28] A 5% increase in existing MV-provided ADA trips would increase costs by approximately $80K but this is still a small figure compared to even a fraction of fixed route ADA customers switching to demand response services.

[29] While staffing needs are reflected in per trip costs and per trip costs should slightly decrease due to economies of scale, this does not reflect the logistical challenges of hiring the necessary staff to accommodate even a 25% switch of fixed-route ADA passengers to demand response service. Based on the current ratio of demand response employees to trips, a 25% switch would necessitate 189 more employees.

| Percent of Fixed Route ADA Passengers Moving to Demand Response | 25% | 50% | 75% | 100% |
|---|---|---|---|---|
| Additional Buses Required[30] | 65.13 | 130.25 | 195.38 | 260.50 |
| **Total New Paratransit Capital Cost** | **$4,042,646** | **$8,085,292** | **$12,127,939** | **$16,170,585** |

Table 5 ***ADA demand response capital cost estimates associated with a fare-free system.***

1.4.1.2.2 Indirect Costs

- Like with the fixed route implementation of fare-free services, an education campaign would be required to effectively notify individuals of the change.
- The change would also require some unknown amount of staff time to implement.

1.4.1.2.3 Benefits

- Benefits of fare-free system-wide ADA service are difficult to monetize and do not reflect revenue streams that could pay for service. Individuals that formerly paid for demand response service would retain this revenue and individuals that used fixed route services to avoid the cost of demand response services may be able to travel in an easier manner.

# 2 Fare-Free Zone

## 2.1 Definition

- A service where trips that begin and end within a specific region do not require passenger fares.

## 2.2 Purpose

- Fare-free zones are typically implemented to reduce congestion or automobile usage through a zone while increasing connectivity of destinations (typically businesses) within the zone. The zone selected is often a dense, congested downtown area with limited parking availability.

## 2.3 Operational Parameters[31]

### 2.3.1 Identification of Fare-Free Passengers

- There are two methods to identify whether a passenger owes a fare. Both methods introduce complexity, sources of conflict, and passenger confusion to an otherwise streamlined process. It forces drivers to remember where each passenger boards and alights so they can determine whether they owe a fare.[32] It also requires drivers to maintain a detailed understanding of the geographic area they are operating in.

#### *2.3.1.1 Passengers pay as they alight.*

- Passengers alight only through the front door (for those routes that operate within the zone and for a particular trip that is in the zone or has already driven through the zone).
- Passengers pay as they alight if their trip did not both begin and end in the zone.

[30] RTS provides MV Transportation with 22 paratransit vans which provide on average 2,341 trips per year per van. A representative van recently purchased for MV Transportation was priced at $62,074.

[31] A number of variants were observed for the operation of fare-free zones, including day of week, time of day, and directionality of travel.

[32] As passenger loads increase this obviously becomes more challenging.

#### *2.3.1.2 Passengers pay as they board.*

- When individuals board the bus they indicate whether they will be traveling exclusively within the fare free zone or not.[33] If not, they are required to pay a fare. At the first stop after a bus leaves the fare-free zone, the bus driver confirms that all passengers still on board the vehicle have paid. Depending on the system, passengers who were supposed to pay but didn't are asked to pay the fare or issued a fine.

### 2.3.2 Sources of Funding

- See Section 1.3.1 Sources of Funding; any taxing strategy would likely be limited to those businesses and residents within the fare-free zone.

## 2.4 Considerations for Utilization in Gainesville

- All implications would be strongly dependent on the boundaries of the region.
- For the purposes of this document, it is assumed that the region will be the downtown area defined by the City of Gainesville Community Redevelopment Agency (CRA). Their definition of downtown encompasses 478 acres and (*from their website*) "...is effectively defined by North 8th Avenue, the Waldo Road/ Williston Road corridors, Depot Avenue and West 6th Street."[34]
- Like with the system-wide implementation of fare-free services, the City would need input from UF and SF on whether their funding strategies would change under such a system.
- Combating fare evasion will increase driver-passenger conflict.[35]
- Dwell time may be reduced through the fare-free zone if an implementation method is selected where passengers in the zone board at both doors. Dwell time savings would be negated and possibly worsened, however, if all individuals have to board and alight through the front door.
- Gainesville appears to lack the impetuses behind why communities have implemented fare-free zones: lack of ample, cheap parking and heavy traffic congestion.

### 2.4.1 Cost-Benefit Implications

#### *2.4.1.1 Fixed Route*

2.4.1.1.1 Costs

- Zonal fare-free transit shares the same cost categories as a system-wide implementation.
- For the two categories that were monetized operating and capital cost increases range from $0.04M to $0.1M.

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[33] In some systems this dialogue occurs with the driver and in others it occurs with some type of ticket vending machine.

[34] http://www.gainesvillecra.com/redev_downtown_plan.php

[35] One of the longest operating fare-free zones was in Portland, Oregon, which ran between 1975 and 2012; it was eliminated for budgetary reasons. To avoid conflict, passengers were only asked to pay fares rather than forced and little occurred to ensure proper fare payment. Fare evasion was tolerated due to the recognized inherit difficulty in tracking who should pay and enforcing this decision (http://en.wikipedia.org/wiki/Fareless_Square). This created conflicts with individuals being asked to subsidize the service. Additionally, after 40 years the City of Seattle also recently eliminated their fare-free zone due to budget shortfalls, fare evasion, and passenger/driver conflicts (http://seattletimes.com/html/localnews/2019150572_ridefree14m.html).

*2.4.1.1.1.1 Existing Revenue Replacement*[36]

- Ridership that both begins and ends downtown is estimated using Origin-Destination (O-D) information from the 2013 Comprehensive Operational Analysis (COA) on-board survey.
    - 7 of the 5,714 sampled passenger trips had both an O-D downtown.
    - Assuming these records represent random passenger trips from the overall system, 0.12% of RTS' trips begin and end downtown. Like the system-wide scenarios, however, existing revenue loss would only be realized for passengers who directly pay for access through a one-way fare or time period pass - 1,555 (0.12% of 1,269,106).
- While unlikely revenue loss could be as high as $2,332 if a full fare was collected for all 1,555 trips; based on average revenue received per trip across the categories considered here, lost revenue would likely be closer to $1,031.
- All agencies that implemented a zone-based fare-free system also experienced fare evasion.[37]
    - The O-D survey recorded 235 origins that began downtown but ended outside downtown. Therefore, 4.1% of trips begin in downtown but end outside of downtown.
    - This equates to 52,195 trips when applied to that segment that directly paid for access. In a worst case scenario the maximum revenue lost would be $78,292; based on average revenue received per trip, lost revenue would likely be closer to $34,613.

*2.4.1.1.1.2 Ridership Increase Costs*

- The expected increase in ridership is between 21% and 200% of 1,555 (0.12% of 1,269,106) trips. As in the fare-free section above, each new trip that does not utilize latent capacity will cost $2.09 in operating costs and $443,170 for each additional bus required and $25,180 for each additional support vehicle required.

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | New Trips that do not Utilize Latent Capacity | 82 | 163 | 245 | 326 |
| | Staffing Needs | 0.00 | 0.00 | 0.01 | 0.01 |
| | Increased Operating Cost | $170 | $341 | $511 | $681 |
| "Maximum" Scenario (200% Increase) | New Trips that do not Utilize Latent Capacity | 777 | 1,555 | 2,332 | 3,109 |
| | Staffing Needs | 0.02 | 0.04 | 0.06 | 0.08 |
| | Increased Operating Cost | $1,622 | $3,243 | $4,865 | $6,486 |

Table 6 ***Operating expense estimates associated with increased ridership on RTS fixed-route buses.***

[36] The system-wide case considered lost revenue due to reduced participation in the Employee Bus Pass program and reduced sale of time period passes. Due to the limited area under consideration, however, it is believed that the impact on those revenue sources would be negligible. For example, it would not be expected that Oaks Mall (one of the participants in the program) would decide to stop participating in the program if the downtown zone becomes fare-free.

[37] RTS already combats fare evasion on a daily basis even with identification passes that require effort to duplicate.

| Percent of New Ridership that Does not Utilize Latent Capacity | | 25% | 50% | 75% | 100% |
|---|---|---|---|---|---|
| "Minimum" Scenario (21% Increase) | Buses Needs | 0.00[38] | 0.00 | 0.00 | 0.00 |
| | Support Vehicles Needs | 0.00 | 0.00 | 0.00 | 0.00 |
| | Increased Capital Cost | $419 | $837 | $1,256 | $1,675 |
| "Maximum" Scenario (200% Increase) | Buses Needs | 0.01 | 0.02 | 0.03 | 0.04 |
| | Support Vehicles Needs | 0.00 | 0.01 | 0.01 | 0.01 |
| | Increased Capital Cost | $3,987 | $7,974 | $11,961 | $15,949 |

Table 7 ***Capital cost estimates associated with increased ridership on RTS fixed-route buses.***

- Though not a result of the ridership increase, as a byproduct of the fare-free zone signage would need to be added to each bus stop to denote whether it was in the fare free zone or not.
- There are 55 bus stops downtown. Bus stop signs cost $15.95 (additional signage would be smaller and therefore likely cheaper). This component of the implementation could cost $877.

*2.4.1.1.1.3 Indirect Costs*

- See Section 1.4.1.1.1.3 Indirect Costs; the indirect costs outlined in the referenced section will materialize on a smaller scale given the reduced area of the fare-free implementation.

2.4.1.1.2 Benefits

- See Section 1.4.1.1.2 Benefits; the benefits outlined in the referenced section will materialize on a smaller scale given the reduced area of the fare-free implementation.

### *2.4.1.2 Americans with Disabilities Act (ADA) Service*

2.4.1.2.1 Costs

*2.4.1.2.1.1 Existing Revenue Replacement*

- All ADA trips that begin and end within ¾ of a mile of the intended zone must be free.
- In FY2013, 9 ADA demand response trips had their origin and destination within ¾ of a mile of the downtown zone defined above. The passenger for each of these trips was responsible for a $3 fare that RTS would have to pay if the entire system was fare-free. This equates to $27.

*2.4.1.2.1.2 Increased Demand Response Ridership Costs*

- Operating and capital costs were estimated in the same manner as they were in the system-wide fare-free Service section. The only difference is the total number of new paratransit trips was assumed to be proportional to the relative number of MV Transportation trips that occurred within the zone. That is, each cell of Table 4 and Table 5 was multiplied by 0.017%.

| Percent of Fixed Route ADA Passengers Moving to Demand Response | 25% | 50% | 75% | 100% |
|---|---|---|---|---|
| **New Ambulatory Passenger Cost** | $541 | $1,081 | $1,622 | $2,163 |
| **New Wheelchair Passenger Cost** | $269 | $539 | $808 | $1,077 |
| **Total New Paratransit Operating Costs** | **$810** | **$1,620** | **$2,430** | **$3,240** |

Table 8 ***ADA Demand Response operating expense estimates associated with a fare-free downtown zone.***

[38] Costs result from rounding.

| Percent of Fixed Route ADA Passengers Moving to Demand Response | 25% | 50% | 75% | 100% |
|---|---|---|---|---|
| **Additional Buses Required** | 0.01 | 0.02 | 0.03 | 0.05 |
| **Total New Paratransit Capital Cost** | **$706** | **$1,411** | **$2,117** | **$2,822** |

Table 9 ***ADA demand response capital cost estimates associated with a fare-free downtown zone.***

#### 2.4.1.2.2 Indirect Costs

- See 1.4.1.2.2 Indirect Costs; these costs would occur to a lesser degree under a zone based implementation.

#### 2.4.1.2.3 Benefits

- See section 1.4.1.2.2 Benefits; these benefits would occur to a lesser degree under a zone based implementation.

## 3 Conclusion

- A number of communities have successfully eliminated fares from their transit system. Equally, a number of communities have attempted to eliminate fares from their transit system only to restate them due to issues like budget shortfalls and logistical challenges.
- Regardless of the merit of providing fare-free transit service a dedicated funding source has to be identified to cover lost revenues and increased capital and operating costs from increased ridership associated with fare-free service. The majority of agencies operating fare-free have implemented a dedicated transit tax.
- Even when only considering the small fraction of riders that currently pay for service, system-wide implementation of fare-free service would cost millions of dollars (Table 10) if RTS follows the ridership patterns observed in other communities that have gone fare-free.

| | Fare-free System-wide | | | Fare-free Zone | |
|---|---|---|---|---|---|
| | Minimum[39] | Maximum | | Minimum | Maximum |
| | Fixed Route Costs | | | | |
| **Existing Revenue Replacement** | $1,056,622 | $1,056,622 | | $35,644 | $80,624 |
| **New Operating Costs** | $138,989 | $5,294,834 | | $170 | $6,486 |
| **New Capital Costs** | $341,737 | $13,018,566 | | $1,296 | $16,826 |
| **Sub-Total** | **$1,537,349** | **$19,370,022** | | **$37,111** | **$103,936** |
| | ADA Costs | | | | |
| **Existing Revenue Replacement** | $154,527 | $154,527 | | $27 | $27 |
| **New Operating Costs** | $4,640,749 | $18,562,997 | | $810 | $3,240 |
| **New Capital Costs** | $4,042,646 | $16,170,585 | | $706 | $2,822 |
| **Sub-Total** | **$8,837,922** | **$34,888,109** | | **$1,543** | **$6,090** |
| **Total** | **$10,375,271** | **$54,258,131** | | **$38,653** | **$110,026** |

Table 10 ***Cost summary of system-wide and zonal implementation of fare-free services***

- A large share of these costs would come from ADA service which would have to be made free.
- The cost of implementing a fare-free service within a certain part of the community would be significantly less but the community benefit is unclear. In this paper, fare-free service was

[39] Minimum values for fixed route costs based on new capacity only being required for 25% of new riders under minimum increase (21%) scenario. Maximum values for fixed route costs based on new capacity being required for 100% of new riders under maximum increase (200%) scenario. Minimum and maximum values for ADA costs based on percent of existing fixed route ADA passengers switching to demand response services.

considered for downtown. Based on recent O-D data few trips occur entirely within this zone with most retail and educational opportunities existing further west. Critically, cost figures do not reflect the level of staff effort involved with implementing even a zonal fare free system.

- Under a fare-free system a number of transit efficiency metrics are no longer applicable. It then becomes more challenging to determine the appropriateness of each service. This may be particularly challenging since transit will become viewed as "a right."
- Case studies of other fare-free communities have shown that meaningful mode switch will only occur with service improvements that increase the parity between car and transit travel. Making transit service free does not in turn make it convenient. Many non-student areas have 30- to 60-minute frequencies, short weekday spans, and even shorter or non-existent weekend spans. Making the service fare-free will not improve transportation for these individuals. The cost of their time multiplied by the additional travel time to move via transit will outweigh savings for not having to pay $1.5 or $0.75 a trip. A peer comparison of 10 non-Florida and 15 Florida agencies found all primary RTS fare categories (single trip, day pass, and month pass) to be significantly cheaper with differences ranging from 10% to 82% depending on the fare.