

North Central Florida Regional Planning Council

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



February 24, 2010

TO: Citizens and Technical Advisory Committees (CAC & TAC)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, March 3rd, the TAC will meet at 2:00 p.m. in the *Multi-purpose Room, Gainesville Regional Utilities*. Also on Wednesday, March 3rd, the CAC 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 CAC meeting.

STAFF RECOMMENDATION

6:30 P.M.
CAC ONLY

Orientation for New CAC Members

An orientation presentation for new CAC members will be made (however, current members are also invited to attend)

REMINDER TO NEW CAC MEMBERS-

Please bring the enclosed CAC Orientation Materials Document

7:00 p.m.

I. Introductions (if needed)*

II. Approval of Meeting Agenda

APPROVE AGENDA

Page #5
7:05 p.m.

III. Approval of Committee Minutes

APPROVE MINUTES

Page #29
7:10 p.m.

IV. Upcoming Meetings

FOR INFORMATION ONLY

- A. Next MTPO meeting- March 15th at 6:00 p.m.
- B. Next set of Committee Meetings- (April 21st)

Page #31
7:15 p.m.

V. **Gainesville Regional Transit System** **REVIEW AND COMMENT**
Rapid Transit Feasibility Study

City of Gainesville staff are ready to present the results of this Study

7:45 p.m.
Page #49

VI. **Long Range Transportation Plan Update-**

A. **Existing Plus Committed** **NO ACTION REQUIRED**
Assignment Results

The results of this assignment are ready to be reviewed

B. **Workshop Overview*** **NO ACTION REQUIRED**

The MTPO's consultant will discuss the February 16th workshop

Page #53

C. **Three Recommended Alternative** **DEVELOP MTPO**
Networks **RECOMMENDATION**

The MTPO will test and evaluate three future network alternatives over the next few months

Page #61

D. **Performance Measures** **APPROVE MEASURES**

These measures will be used to evaluate the networks tested and evaluated

Page #65
8:45 p.m.

VII. **Revenue Forecasts** **DEVELOP MTPO RECOMMENDATION**

The MTPO needs to decide how much of the future revenue forecasts to "flex" to enhancement, highway, and/or transit projects

Page #75
TAC ONLY

VIII. **Unfunded Project Priorities** **APPROVE PRIORITIES**

The MTPO needs to approve priority lists of needed projects that are eligible to be funded with federal and/or state funds

Page #77
9:00 p.m.

IX. Committee Officer Elections ELECT A CHAIR AND A VICE-CHAIR

Both the TAC and CAC need to elect officers for 2010

X. Information Items

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

Page #79
Page #81

- A. CAC and TAC Attendance Records
- B. FDOT Year 2060 Florida Transportation Plan
- C. 2009 Bicycle Usage Trends Program Report

*No handout included with the enclosed agenda material.

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MINUTES

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

NCFRPC Charles F. Justice Conference Room
2009 NW 67th Place
Gainesville, Florida

2:00 p.m.
Wednesday
December 2, 2009

MEMBERS PRESENT

Doug Robinson, Vice Chair
Dekova Batey
Linda Dixon
Steve Dopp
Kathy Fanning
Ron Fuller
John Gifford
Michael Iguina
Debbie Leistner
Dean Mimms
Ha Nguyen
Karen Taulbee

MEMBERS ABSENT

Jonathan Paul, Chair
Harrell Harrison

OTHERS PRESENT

Whit Blanton
Jennifer Carver
George Debrah
Milton Locklear
Terry Shaw

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Vice Chair Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, called the meeting to order at 2:09 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, asked for approval of the meeting agenda.

ACTION: Dean Mimms moved to approve the meeting agenda. Steve Dopp seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that the July 29, 2009 minutes are ready for approval.

ACTION: Dean Mimms moved to approve the July 29, 2009 TAC minutes. Linda Dixon seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for December 14th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the TAC's next meeting, if needed, is scheduled for January 27th. He added that there would be a Year 2035 Long Range Transportation Plan Environmental Issues Forum at 4:00 p.m. at the Gainesville Regional Utilities Meeting Room.

V. SW 62ND BOULEVARD CONNECTOR INTERIM PROJECT- 60 PERCENT PLANS

Mr. Sanderson stated that the County's consultant was prepared to discuss the SW 62nd Boulevard Connector Interim Project- 60 Percent Design Plans.

Mr. Terry Shaw, HNTB Vice President, Ms. Ha Ngyyen, Alachua County Contract/Design Manager and Mr. Robinson discussed the three 60 Percent Design Plans and answered questions for the SW 62nd Boulevard Connector Interim Project, including Archer Road at SW 40th Boulevard and SW 43rd Street at SW 20th Avenue intersection modifications and the SW 20th Avenue Smart Bus Bay.

ACTION: Linda Dixon moved to recommend that the MTPO approve the SW 62nd Boulevard Connector Interim Project- including Archer Road at SW 40th Boulevard and SW 43rd Street at SW 20th Avenue intersection modifications and the SW 20th Avenue Smart Bus Bay Design Plans with one revision to modify the SW 20th Avenue typical section to widen the 4-foot bike to 5-foot, with the foot taken from the turnlane. Dean Mimms seconded; motion passed unanimously.

VI. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has requested an opportunity to discuss the Tentative Five Year Work Program.

Ms. Karen Taulbee, FDOT Transportation Specialist, and Mr. Sanderson discussed the Tentative Five Year Work Program and answered questions.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE (LRTP)- VISION STATEMENT, GOALS AND OBJECTIVES

Mr. Sanderson stated that the MTPO's consultant has prepared draft LRTP Vision Statement, Goals and Objectives.

Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, provided a status report on the LRTP. He recommended that the TAC Subcommittee meet in mid-December to review the draft Year 2035 LRTP Model Validation. He noted that LRTP Workshop #2 would be some time in February 2010. He and Ms. Jennifer Carver, RPG Senior Planner, discussed the draft LRTP Vision Statement, Goals and Objectives and answered questions.

ACTION: Linda Dixon moved to recommend that the MTPO approve the draft LRTP Vision Statement, Goals and Objectives with revisions as shown in Exhibit 1. Karen Taulbee seconded; motion passed unanimously.

VIII. LRTP UPDATE- OTHER ISSUES

- A. SUGGESTED PERFORMANCE MEASURES
- B. INITIAL ACCESSIBILITY ANALYSIS
- C. EXISTING + COMMITTED NETWORK MAP AND TABLE

Mr. Sanderson stated that there were additional LRTP issues.

Mr. Blanton discussed suggested performance measures, the initial accessibility analysis and the Existing + Committed Network Map and Table and answered questions.

IX. DESIGN TEAM

Mr. Sanderson stated that the purpose of this agenda item is to discuss whether the Design Team:

1. should continue to meet as a separate MTPO Advisory Committee;
2. be sunsetted and assign its duties and responsibilities to the Technical Advisory Committee (TAC); or
3. be incorporated into the TAC.

ACTION: Linda Dixon moved to recommend that the MTPO:

- A. sunset the Design Team;**
- B. appoint to the Technical Advisory Committee (TAC), as a voting member, the City Arborist, with the County Arborist as the alternate member; and**
- C. appoint a representative of the City Beautification Board to the CAC, as non-voting member.**

Dean Mimms seconded; motion passed unanimously.

XII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

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

Date

Jonathan Paul, Chair



EXHIBIT 1

**2035 LONG RANGE TRANSPORTATION PLAN
DRAFT VISION, GOALS, AND OBJECTIVES**

Prepared for:

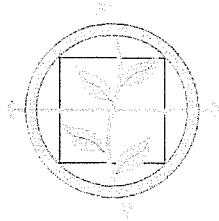
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE
URBANIZED AREA**

Prepared by:



RENAISSANCE PLANNING GROUP

November 2009





**YEAR 2035 GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
LONG RANGE TRANSPORTATION PLAN
DRAFT VISION, GOALS, AND OBJECTIVES**

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategy Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.
- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal security, accommodation of various conditions without



catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.

- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to support the following community development outcomes:

1. create more balance in east-west Gainesville area growth,
2. direct growth into existing infill and redevelopment areas,
3. encourage greenbelt between Gainesville Metropolitan Area and outlying municipalities in Alachua County, and
4. promote sustainable, safe, secure and energy efficient land use patterns and transportation choices.

Deleted: objectives

Deleted: discourage inefficient, sprawling development

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Develop and maintain a balanced transportation network that supports the economic vitality and livability in the Gainesville Metropolitan Area through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments.

OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.3 Increase the number of “complete streets” that provide accommodations for all users.
- 1.4 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.5 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.6 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.7 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.



- 1.8 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.9 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.10 Increase transportation linkages between East Gainesville and other parts of the Gainesville Urbanized Area to promote economic development.
- 1.11 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.12 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.13 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, including government facilities, such as schools and service centers, in areas that have existing and adequate infrastructure in place, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.4 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.5 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.6 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.7 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.



- 2.8 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.9 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.10 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.11 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses through Low Impact Development (LID) practices.

GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including pedestrians, bicyclists, and motorcyclists.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

**GOAL STATEMENT 4: SECURITY AND RESILIENCE**

Develop and maintain a secure transportation system that supports community resilience, homeland security, and protects the personal security of system users.

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 ~~Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.~~
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major even/emergency/disaster occurs.
- 4.5 ~~Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity. Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).~~
- 4.6 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

Deleted: Develop

Deleted:

Deleted: through established plans and protocols

Deleted: Continue to provide transportation services if a particular resource, such as petroleum, becomes scarce and expensive.¶

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.



- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways.

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
December 2, 2009

MEMBERS PRESENT

Jan Frentzen, Chair
Rob Brinkman, Vice Chair
Harvey Budd
Nelle Bullock
Mary Ann DeMatas
George Blake Fletcher
Sharon Hawkey
Seth Lane
Chandler Otis
James Samec
Ruth Steiner
Ewen Thomson
Gary Weed

MEMBERS ABSENT

Sheryl Conner
Greg Sholar

OTHERS PRESENT

Whit Blanton
Jennifer Carver
Milton Locklear
Ha Nguyen
Terry Shaw
Karen Taulbee

STAFF PRESENT

Marlie Sanderson
Mike Escalante

CALL TO ORDER

Chair Jan Frentzen called the meeting to order at 7:03 p.m.

I. INTRODUCTIONS

Chair Frentzen introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Frentzen asked for approval of the meeting agenda.

ACTION: Rob Brinkman moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

**ACTION: James Samec moved to approve the July 29, 2009 CAC minutes.
Rob Brinkman seconded; motion passed unanimously.**

IV. UPCOMING MEETINGS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, announced that the next MTPO meeting is scheduled for December 14th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the CAC's next meeting, if needed, is scheduled for January 27th.

V. SW 62ND BOULEVARD CONNECTOR INTERIM PROJECT- 60 PERCENT PLANS

Mr. Sanderson stated that the County's consultant was prepared to discuss the SW 62nd Boulevard Connector Interim Project- 60 Percent Design Plans.

Mr. Terry Shaw, HNTB Vice President, and Ms. Ha Nguyen, Alachua County Contract/Design Manager, discussed the three 60 Percent Design Plans and answered questions for the SW 62nd Boulevard Connector Interim Project, including Archer Road at SW 40th Boulevard and SW 43rd Street at SW 20th Avenue intersection modifications and the SW 20th Avenue Smart Bus Bay.

ACTION: Rob Brinkman moved to recommend that the MTPO approve the:

- 1. SW 40th Boulevard at Archer Road Intersection Modifications Project 60 Percent Design Plans with one revision, for safety reasons, to consider extending the SW 40th Boulevard traffic separator northward;**
- 2. SW 43rd Street at SW 20th Avenue Intersection Modifications 60 Percent Design Plans with one revision to install raised medians on SW 20th Avenue west of the SW 43rd Street intersection; and**
- 3. Smart Bus Bay on SW 20th Avenue 60 Percent Design Plans, with one revision to modify the SW 20th Avenue typical section by widening the 4-foot bikelane to 5-foot with the foot being taken from the center turnlane.**

Seth Lane seconded; motion passed 12 to 1.

VI. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has requested an opportunity to discuss the Tentative Five Year Work Program.

Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the Tentative Five Year Work Program and answered questions.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE (LRTP)- VISION STATEMENT, GOALS AND OBJECTIVES

Mr. Sanderson stated that the MTPO's consultant has prepared draft LRTP Vision Statement, Goals and Objectives.

Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, provided a status report on the LRTP. He recommended that the TAC Subcommittee meet in mid-December to review the draft Year 2035 LRTP Model Validation. He noted that LRTP Workshop #2 would be some time in February 2010. He and Ms. Jennifer Carver, RPG Senior Planner, discussed the draft LRTP Vision Statement, Goals and Objectives and answered questions.

ACTION: Ruth Steiner moved to recommend that the MTPO approve the draft LRTP Vision Statement, Goals and Objectives with revisions as shown in Exhibit 1. Rob Brinkman seconded; motion passed unanimously.

VIII. LRTP UPDATE- OTHER ISSUES

- A. SUGGESTED PERFORMANCE MEASURES
- B. INITIAL ACCESSIBILITY ANALYSIS
- C. EXISTING + COMMITTED NETWORK MAP AND TABLE

Mr. Blanton discussed suggested performance measures, the initial accessibility analysis and the Existing + Committed Network Map and Table and answered questions.

IX. DESIGN TEAM

Mr. Sanderson stated that the purpose of this agenda item is to discuss whether the Design Team:

1. should meet as a separate MTPO Advisory Committee;
2. be sunsetted and assign its duties and responsibilities to the Technical Advisory Committee (TAC); or
3. be incorporated into the TAC.

He reviewed the City Beautification Board's request for participation in project design review.

ACTION: Rob Brinkman moved to recommend that the MTPO incorporate the Design Team into the Technical Advisory Committee (TAC) as a subcommittee that meets as needed to review design plans. Ruth Steiner seconded; motion passed unanimously.

X. PUBLIC INVOLVEMENT PLAN

Mr. Sanderson stated that, each year, the MTPO's Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the MTPO's planning program provides for a proactive public involvement process. He discussed proposed revisions in the draft Plan and answered questions.

ACTION: Ruth Steiner moved to recommend that the MTPO approve the draft MTPO Public Involvement Plan with the following revisions:

1. purchase display ads in the Independent Florida Alligator for MTPO public workshops, public hearings and when filling vacant Committee/Board positions;
2. investigate opportunities to use social media, such as Facebook and Twitter;
3. try to develop links between the Regional Transit System and MTPO websites; and
4. contact Alachua County staff and see if there are opportunities to use the County's Communication Office Community Update Newsletter to notify the public about upcoming MTPO workshops and public hearings.

James Samec seconded; motion passed unanimously.

XI. DR. KERMIT SIGMON CITIZEN PARTICIPATION PLAN

Mr. Sanderson discussed the annual Dr. Kermit Sigmon Citizen Participation Award and asked the CAC to select someone for the award. He also suggested Ms. Sharon Hawkey as a recipient due to her involvement in MTPO and Alachua County transportation issues.

The CAC discussed possible candidates.

ACTION: Chandler Otis moved to award the Dr. Kermit Sigmon Citizen Participation Award for 2008 to Sharon Hawkey. Ruth Steiner seconded; motion passed unanimously.

XII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:43 p.m.

Date

Jan Frentzen, Chair



EXHIBIT 1

**2035 LONG RANGE TRANSPORTATION PLAN
DRAFT VISION, GOALS, AND OBJECTIVES**

Prepared for:

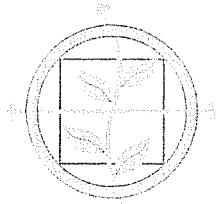
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE
URBANIZED AREA**

Prepared by:



RENAISSANCE PLANNING GROUP

November 2009





**YEAR 2035 GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
LONG RANGE TRANSPORTATION PLAN
DRAFT VISION, GOALS, AND OBJECTIVES**

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategy Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.
- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal security, accommodation of various conditions without



catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.

- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to support the following community development objectives:

1. create more balance in east-west Gainesville area growth,
2. direct growth into existing infill and redevelopment areas,
3. discourage inefficient, sprawling development between Gainesville and outlying municipalities in Alachua County, and
4. promote sustainable, safe, secure and energy efficient land use patterns and context-sensitive transportation choices.

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Develop and maintain a balanced transportation network that supports the economic vitality and livability in the Gainesville Metropolitan Area through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments.

OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.3 Increase the number of “complete streets” that provide accommodations for all users.
- 1.4 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.5 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.6 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.7 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.



- 1.8 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.9 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.10 Increase transportation linkages between East Gainesville and other parts of the Gainesville Urbanized Area to promote economic development.
- 1.11 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.12 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.13 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.

Deleted: including government facilities, such as schools and service centers, in areas that have existing and adequate infrastructure in place



- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.

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GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

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GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a secure transportation system that supports community resilience, homeland security, and protects the personal security of system users.

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Develop a transportation security plan that protects lives and coordinates the use of resources through established plans and protocols.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major event/emergency/disaster occurs.
- 4.5 Continue to provide transportation services if a particular resource, such as petroleum, becomes scarce and expensive.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.



- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children,

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SCHEDULED 2010 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
JANUARY	-	-	(None Scheduled)
FEBRUARY	Jan. 27 - TAC Sub @ NCFRPC @ 1 pm <i>Jan. 27 - TAC & CAC - CANCELLED</i>	January 28	<i>CANCELLED</i>
MARCH	CAC Orientation @ 6:30 pm March 3	March 4	March 15 at 6:00 p.m.
APRIL	TAC & CAC @ NCFRPC April 21	April 22	April 26 at 3:00 p.m.
MAY	April 28	April 29	May 10 at 3:00 p.m.
JUNE	June 2	June 3	June 14 at 3:00 p.m.
JULY	TAC @ NCFRPC June 30	July 1	July 12 at 3:00 p.m.
AUGUST	TAC @ NCFRPC August 11	August 12	August 23 at 5:00 p.m.
SEPTEMBER	September 1	September 2	September 13 at 3:00 p.m.
OCTOBER	September 22	September 23	October 4 at 5:00 p.m.
NOVEMBER	TAC & CAC @ NCFRPC October 13	October 14	November 1 at 3:00 p.m.
DECEMBER	December 1	December 2	December 13 at 5:00 p.m.

Note, unless otherwise scheduled:

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

North Central Florida Regional Planning Council

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February 24, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **City of Gainesville Bus Rapid Transit Feasibility Study and System Master Plan**

MTPO STAFF RECOMMENDATION

Develop and forward review comments to the MTPO.

BACKGROUND

The City of Gainesville is conducting a Bus Rapid Transit Feasibility Study and System Master Plan. The main objective of this project is to determine the feasibility of bus rapid transit modifications on a locally preferred corridor that would be eligible for funding through the Federal Small Starts and Very Small Starts Programs.

Enclosed is the scope of work (see Exhibit 1) for this project. The draft Gainesville Regional Transit System Rapid Transit Feasibility Study is 150 pages. Therefore, we have not included a complete copy with your meeting packet (only the cover page and table of contents in Exhibit 2).

For your review, below are the links to the document's report and Appendix A- Public Involvement Plan. If you prefer a paper copy to review, please let us know by Friday, February 26th at 2:00 p.m. and we will make arrangements to print a monochrome copy and get it to you.

http://ncfrpc.org/mtpo/FullPackets/PEG/RTS_BRT_Report.pdf

http://ncfrpc.org/mtpo/FullPackets/PEG/RTS_BRT_PIP.pdf

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**Regional Transit System (RTS)
BRT Feasibility Study Project Scope**

Project Title: Rapid Transit Feasibility Study and System Master Plan

Project Contacts: Jesus Gomez, RTS Transit Director
Douglas Robinson, Chief Transit Planner

I. Project Objective

The objective of this study is to investigate, analyze, and determine the feasibility of implementing Bus Rapid Transit (BRT) and associated bus service enhancements as part of an integrated multi-modal Bus Rapid Transit System Master Plan for Gainesville and urbanized areas of Alachua County. A multi-modal approach will be explored to offer the greatest improvements in mobility and to alleviate traffic congestion. This system planning process will include a comprehensive overview of the existing transportation system, existing and future land use patterns, travel demand patterns, and roadway congestion issues. This study will begin with pre-selected potential rapid transit corridors in the Gainesville Metropolitan Area. These potential corridors should then be narrowed down to the most promising for rapid transit service. System characteristics will be evaluated in conjunction with bicycle and pedestrian improvements. This study will evaluate those corridors identified in the Gainesville Metropolitan Area 2025 Transportation Plan and the Plan East Gainesville (PEG) Final Report for bus service enhancements, express bus service, potential bus lanes or busways, and other transportation system improvements. In addition, the PEG Final Report states the following: "The cornerstone of the recommended transportation plan for Plan East Gainesville is to establish a Bus Rapid Transit service that unifies East Gainesville with downtown and the Archer Road corridor as part of an integrated regional system."

II. Previous Work

The Gainesville Metropolitan Area 2025 Transportation Plan and Plan East Gainesville study identified community support for Bus Rapid Transit service connecting East Gainesville to major employment and shopping areas. Archer Road, Depot Avenue, and Waldo Road were identified as potential locations for enhanced bus or rapid transit service. No studies have examined the feasibility of implementing BRT on these corridors.

III. Methodology

Hire CUTR-led consultant team.

IV. Work Plan

The work plan for BRT study is organized into 11 major tasks, as listed below and summarized in the remainder of this scope of services.

- Task 1: Project Management & Coordination
- Task 2: Develop a Public Involvement Plan (PIP) and conduct public workshops
- Task 3: Collect Data and coordinate with local transportation organizations
- Task 4: Identify Potential Corridors for Rapid Transit Consideration
- Task 5: Develop Criteria Screening Process for Corridor Evaluation
- Task 6: Conduct Technology Assessment
- Task 7: Conduct Corridor Selection and Refinement
- Task 8: Prioritize Alternative Service/Configurations
- Task 9: Select Final Priority Corridors and Prepare Implementation Plans
- Task 10: Prepare Draft -- Final Report

Task Descriptions

Task 1: Project Management & Coordination

This task will involve the development of a study management structure that will include a nucleus project management team (PMT) consisting of RTS project management, MTPO staff, FDOT District 2 staff, UF representatives and CUTR / Tindale-Oliver & Associates (TOA) staffs. The existing MTPO technical and citizen committees will be utilized as advisory review committees of draft products produced at key milestones of the study. A PMT meeting schedule and milestone presentation schedules for the review committees will be produced within 30 days of Notice-To-Proceed (NTP), but will include at a minimum:

- Produce a project timeline by task
- Include Public meeting schedules
- Include Project Management Team Meetings and Advisory Committee Presentations

Deliverable: Project Management & Presentation Schedule

Task 2: Develop a Public Involvement Plan and Conduct Public Workshops

This task will result in the development and implementation of a Public Involvement Plan that is consistent with the Metropolitan Transportation Planning Organization's (MTPO) adopted public involvement process, and clearly represents all citizens, including ethnic, minority, and low-income groups; people with disabilities; elderly citizens; and other groups traditionally under-represented in the transportation planning process. Outreach efforts of this Public Involvement Plan shall take place at all critical steps in the study process.

It is anticipated that MTPO staff will actively participate in the implementation of the Public Involvement Plan, including assistance with the scheduling of appropriate locations and dates, the advertisement and marketing of the workshops and any other involvement activities, and the recruitment of desired participants.

Deliverable: Public Involvement Plan including:

- Identify appropriate public involvement activities for the effort
- Develop a schedule for all public meetings, workshops, presentations, and/or any other identified activities
- Develop a project schedule by task with milestones
- Conduct public meetings to identify community attitudes
 - Use consensus building tools for presentations
- Select participants (agencies, elected officials, general public)

Task 3: Collect Data and Coordinate with local transportation organizations

The MTPO and RTS will assist the consultant team in obtaining all primary and secondary data necessary to complete the project objective. At a minimum, the data necessary for this analysis will include:

- Traffic counts
- Intersection turning movement counts and/or intersection LOS information
- Travel demand flows (e.g., travel demand model output)
- Roadway characteristics (lanes, right-of-way [ROW] widths, speed, turning movements, etc).
- Bus ridership at the route and stop level
- Residential and employment density data (in relation to corridors)
- Future growth patterns
- Traffic signal interface (controllers, software, hardware, timing)

- GIS shapefiles/aerials
- Property Appraiser data on parcel ROW boundaries
- Land use studies
- Current proposed plans for roadway improvements/reconfigurations
- Community attitudes and community resources
- UF Campus Master Plan (including Data & Analysis reports)
- Park and Ride corridor analysis and potential facility locations
- Other information as deemed necessary during analysis phase

The MTPO and RTS will assist the consultant team in collecting previously prepared materials from the list above.

Task 4: Identify Potential Corridors for Rapid Transit Consideration

In addition to analyzing the data from Task 3, the consultant team will examine approved transportation and land-use plans. Site visits to identified corridors will be conducted in order to verify secondary data and to visually inspect each corridor identified below to assess the potential application of Bus Rapid Transit (BRT) transit technologies and specific elements thereof (e.g., the use of exclusive running ways versus mixed-traffic operation). Digital photography will be used to catalog and illustrate the characteristics of the potential corridors.

The MTPO and RTS will assist the consultant team in identifying all relevant land use and transportation plans. The MTPO and RTS will also provide the consultant team with a final pre-selected list of potential corridors to review.

Pre-Selected Corridor List

The corridor list below will be analyzed and prioritized for rapid transit (BRT) application:

- 1) SW 20th Avenue/SW 62nd Boulevard
- 2) University Avenue/Newberry Road
- 3) 13th Street
- 4) SW 23rd Terrace and SW 35th Place
- 5) Archer Road (from Tower Road to SW 13th Street)
- 6) Depot Avenue (from SW 13th Street to Waldo Road)
- 7) Waldo Road (from Depot Avenue corridor to Airport Industrial Park)
- 8) Hawthorne Road/State Road 20 (from Waldo Road to SE 43rd Street)

Task 5: Develop Criteria Screening Process for Corridor Evaluation

A criteria screening process will be developed in order to evaluate and screen the identified potential corridors and establish an objective process with which to select the most promising corridors for Bus Rapid Transit service enhancements. In developing the criteria screening process, consideration shall be given to such elements as financial and environmental feasibility. In addition, consideration will be given to any proposed FDOT/MTPO pedestrian and bicycle plans or improvements.

The criteria screening process will make use of the compilation and review of data from existing sources indicated in Task 3. Using the data, corridor profiles will be developed for the corridors identified in Task 4. It is envisioned that the screening process developed for the evaluation of the selected corridors will consider:

- existing and future transit demand
- existing transit services and infrastructure
- future transit market potential
- existing and future corridor residential and employment densities
- existing and future roadway and intersection geometries
- existing and future traffic conditions and travel flows
- compatibility with regional and local plans
- environmental/ROW constraints
- environmental justice

The evaluation of zonal travel demand flows will be important to the overall analysis; however, this task will not include any specific modeling work. Instead, the screening process will utilize existing available Gainesville area travel model data on existing and future travel patterns, as well as existing ridership data in the corridors or parallel corridors.

This task, then, will help assess and verify the feasibility of each corridor for potential rapid transit applications, as well as provide information that can be used in the subsequent comparative prioritization of the feasible corridors for implementation.

NOTE TASKS 1-5 WILL BE COMPLETED DURING THE INITIAL BUDGET PERIOD. TASKS 6-10 WILL REQUIRE A SUPPLEMENTAL NOTICE TO PROCEED.

Task 6: Conduct Technology Assessment

The purpose of the technology assessment is to: 1) discuss the characteristics and applications of BRT and the relationship to other transit modes; 2) develop a methodology for determining their applicability in Gainesville; and 3) use that methodology for determining which would be most appropriate for continued study. The potential BRT system characteristics to be explored are as follows:

- Running ways
- Stations (spacing and platform sizing)
- Vehicles
- Fare collection strategy and equipment
- Intelligent Transportation Systems
- Impacts of traffic signal changes on cross street (including freeway on/off ramps) traffic movements/speeds
- Coordination/connection with existing local bus service
- Bicycle and pedestrian connections

As part of the Task 3 field work on the corridors and the completion of the criteria screening process in Task 4, a preliminary assessment of feasible corridor-specific BRT system elements will be completed. This assessment will help facilitate this task's identification of appropriate BRT system characteristics for application in Gainesville.

It is envisioned that certain rapid transit characteristics will be more applicable in some corridors than others. In that event, these issues will be reflected in the feasibility and cost benefit of implementing a rapid transit system.

Task 7: Conduct Corridor Selection and Refinement

The corridor selection and refinement process will continue examining the feasibility of implementing rapid transit service enhancements on the most promising corridors. This task will include the consideration of corridors functioning as systems, and corridors with the greatest potential for increasing transit ridership and alleviating traffic congestion. The selection and refinement process will require public involvement activities, such as public meetings, to present and discuss the selection process and the potential benefits associated with each identified corridor.

Task 8: Prioritize Alternative Service/Configurations

- Prioritization of alternatives based on established criteria
 - Determine selection criteria for BRT alternative
- Identification of potential funding sources for implementation of BRT alternatives
 - Develop progressive funding strategy tied to selection of BRT alternative
 - Possible funding sources:
 - Surface Transportation Program (STP)
 - Section 5309 New Starts Funding
 - Urbanized Area Formula
 - Capital Investments Grants
 - National Highway System
 - Intercity Bus Service
 - Access to Jobs
 - Transportation Infrastructure Finance and Innovation Act
 - Clean Fuels Formula
 - FTA Livable Communities Initiative
 - Community Development Block Grant (CDBG)
 - Federal earmark for high priority projects
 - Ad Valorem from General Fund
 - Local gas and/or sales tax
 - State Block Grants
 - State Transit Corridor Program
 - Service Development Grants
 - Commuter Assistance Program
 - Other TBD

Task 9: Select Final Priority Corridors and Prepare Implementation Plans

Based on the results of Tasks 5 through 8, one priority corridor configuration will be selected for rapid transit application (secondary corridors will be described for future study opportunities). For this priority corridor, initial implementation plans will be prepared that will be consistent with the latest federal, state, and local rules and guidance. While the level of detail in these initial plans may not be sufficient to meet the requirements of the Small Starts program (though it might qualify for the Very Small Starts program), they will describe and facilitate any eventual requirements under Alternatives Analysis or for NEPA Scoping. To this end, the implementation plans would include the following considerations with major project milestones:

- Funding and financing options from available sources (as discussed in Task 8)

- Incremental project development to include packaging and phasing of BRT elements
- Institutional arrangements
- BRT supportive policies (e.g. parking, land use, etc.)

It is important to note that the implementation plans are intended to be preliminary in nature, but will provide sufficient guidance to move forward with additional planning activities and implementation for each of the two priority corridors, as appropriate.

Task 10: Prepare Draft – Final Report

- Prepare a draft report and submit for review
- Address draft report comments
- Produce final report
- Produce final executive summary

Task 11: Application Support and Project Development (Optional) - TBD

V. Additional Project Staff

Due to the multi-modal nature of this project, the consultant team shall have expertise in bicycle and pedestrian planning and traffic engineering, including traffic operations, signalization, and Intelligent Traffic Systems.

VI. Schedule

A detailed project budget will be developed and submitted to RTS within two (2) weeks from Notice to Proceed (NTP). It is anticipated that the overall BRT study will be conducted within a nine-month time period.

VII. Budget

The Overall Budget for this study will be \$299,995 for Tasks 1-10, with the initial release of \$195,499 completing Tasks 1 through 5. The Optional Task 11 will be further refined for the final priority corridor and dependent on additional grant funding.

Budget to complete Tasks 1 through 5 is as follows:

Project Budget	
CUTR Labor + Fringe:	\$56,821
Travel Expenses:	\$3,273
Other (Mail, Telephone, Production, etc.)	\$325
Sub-contracting:	\$95,981
Sub-Total:	\$156,399
USF 25% Indirect	\$39,100
Total (Lump Sum):	\$195,499

Budget to complete Tasks 6 through 10 with supplemental Notice to Proceed is as follows:

Project Budget	
CUTR Labor + Fringe:	\$38,747
Travel Expenses:	\$1,100
Other (Mail, Telephone, Production, etc.)	\$438
Sub-contracting:	\$43,312
Sub-Total:	\$83,597
USF 25% Indirect	\$20,899
Total (Lump Sum):	\$104,496

VIII. Billing and Invoices

CUTR will provide details concerning the percentage of each task completed when they send an invoice to RTS.

**GAINESVILLE REGIONAL TRANSIT SYSTEM
RAPID TRANSIT FEASIBILITY STUDY**

DRAFT REPORT

Prepared For:

GAINESVILLE REGIONAL TRANSIT SYSTEM

P.O. Box 490, Station 4

Gainesville, Florida 32602

Ph (352) 334-2609, fax (352) 334-2607

January 2010

152008-00.08

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North Central Florida Regional Planning Council

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February 24, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Year 2035 Existing Plus Committed Highway and Transit Assignment

MTPO STAFF RECOMMENDATION

No action required. This information is included for information only.

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. Enclosed as Exhibit 1 is information concerning the Year 2035 "existing plus committed" highway and transit assignment.

This information shows forecasts of highway and transit conditions in the Year 2035 on a transportation network that contains only existing facilities and upcoming committed projects that are fully funded. At the next meeting, the MTPO's consultant (Renaissance Planning Group) will discuss this material and answer questions.

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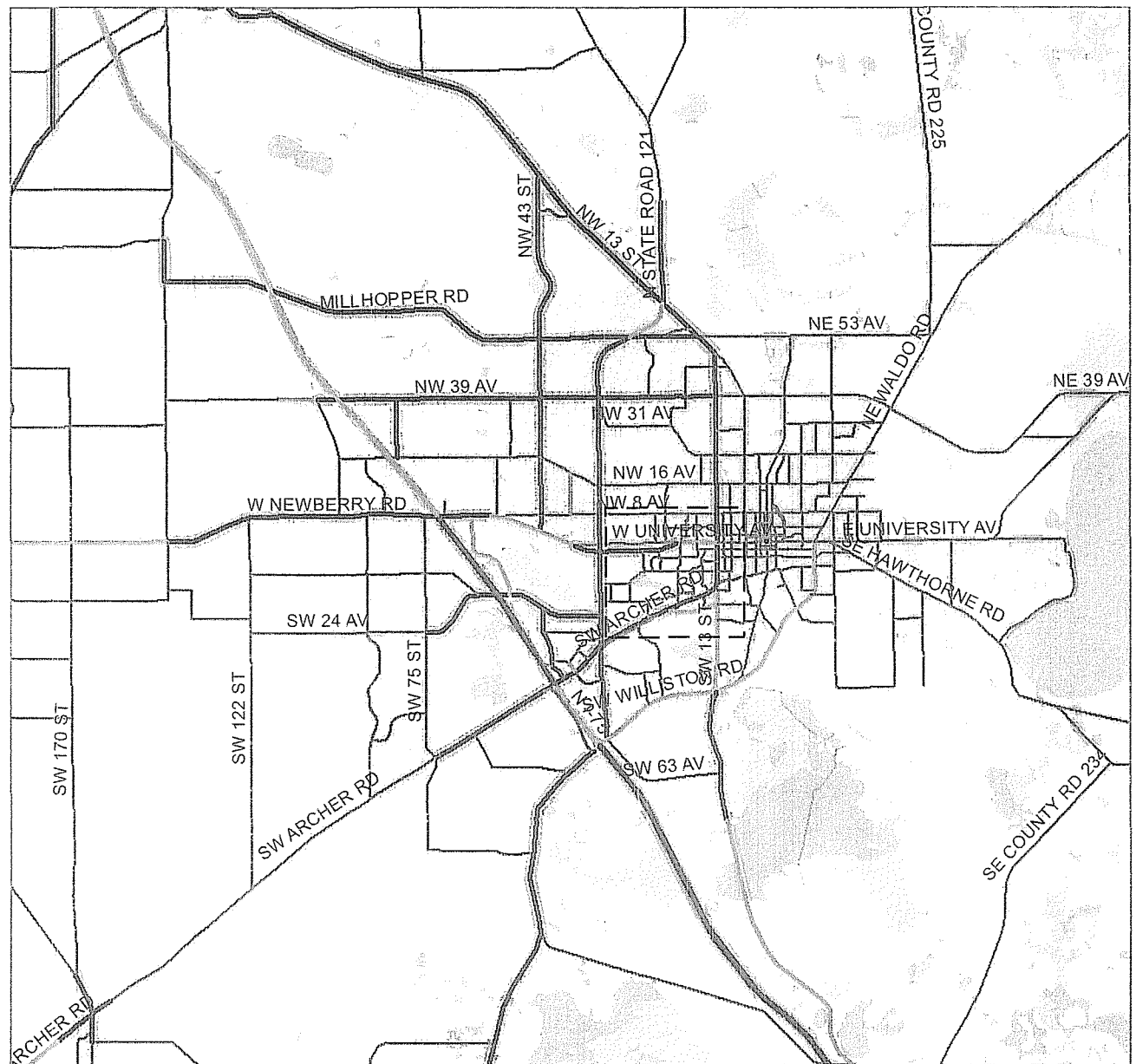
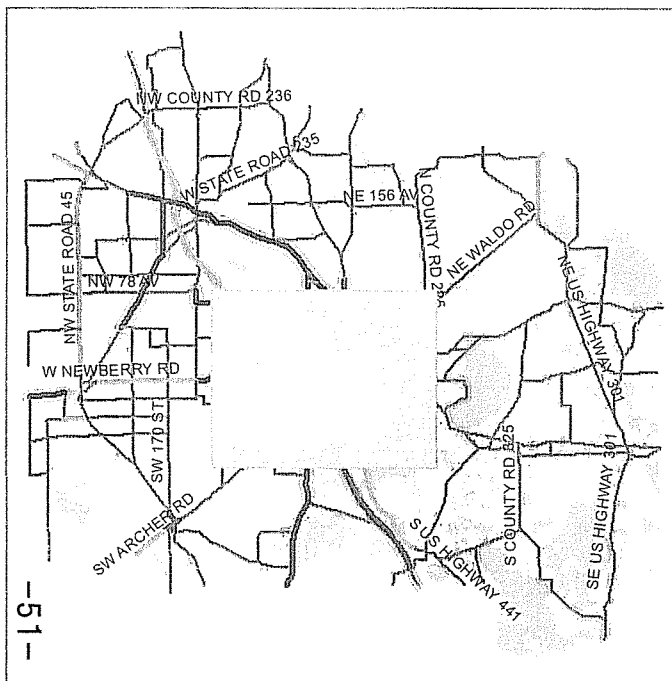
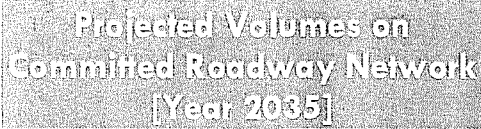






EXHIBIT 1

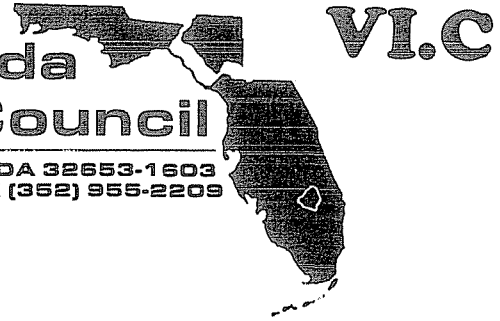
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 Congested (1.05 - 1.20)
 Severely Congested (1.20 +)

Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

North Central Florida Regional Planning Council

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

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Three Recommended Alternative Networks

MTPO STAFF RECOMMENDATION

Develop MTPO recommendations concerning the three alternative networks that will be tested and evaluated.

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. Included in the scope of work for this project is the testing and evaluation of the following future (Year 2035) highway and transit networks.

Alternative Network One- Transit Emphasis

This alternative includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications.

Alternative Network Two- Highway Emphasis

This alternative includes a mix of highway and transit solutions, but will primarily consider highway related modifications that expand the grid network of roads. This network alternative will include transit modifications, but will consist primarily of new roads or projects that add capacity to existing roads. This alternative will also include the projects in the currently adopted Year 2035 Livable Community Reinvestment Cost Feasible Plan.

Alternative Network Three- Streetcar/Bus Rapid Transit Emphasis










This alternative includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications. In this alternative network, a future streetcar and/or light rail system will be tested and evaluated.

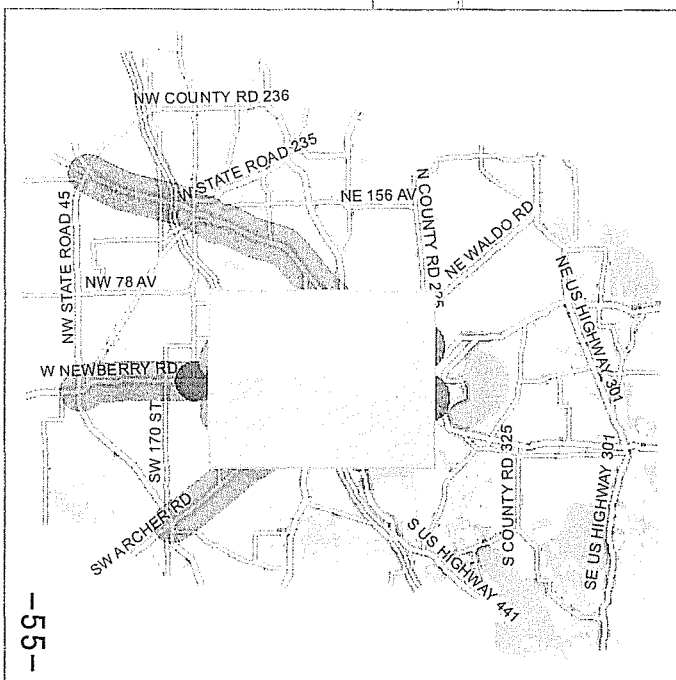
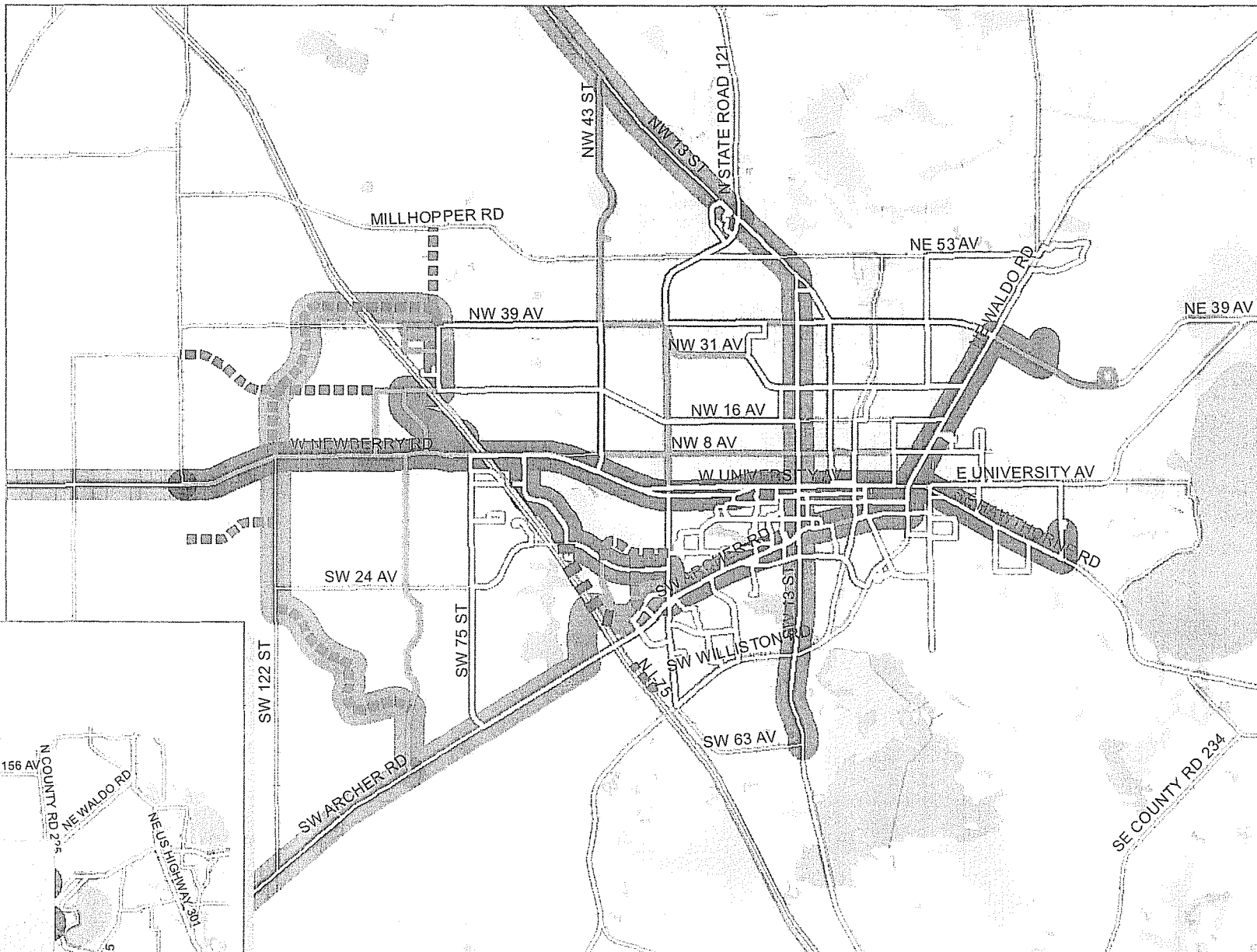
Alternative Network Four- Combination of Alternative 1, 2 and 3

This alternative includes a combination of effective approaches identified in the previous three alternatives. This alternative will also consider innovative demand management techniques, such as congestion pricing, high occupancy vehicle (HOV) lanes, park-and-ride facilities and ride sharing programs.

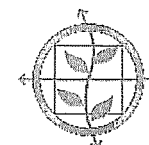
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ALTERNATIVE 1 TRANSIT EMPHASIS









-  Existing RTS Routes
 Planned RTS Routes
 Express Routes
Bus Rapid Transit (BRT)
 Santa Fe to Airport (BRT Study)
 Santa Fe to Butler Plaza
 Jonesville to E. Gainesville
 Northwood to South 441
 New 4 Lane Road
 New 2 Lane Road

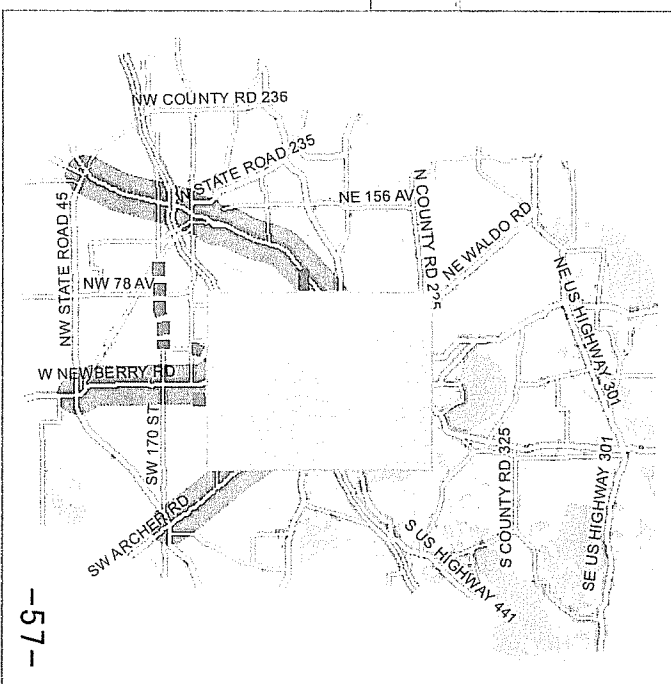
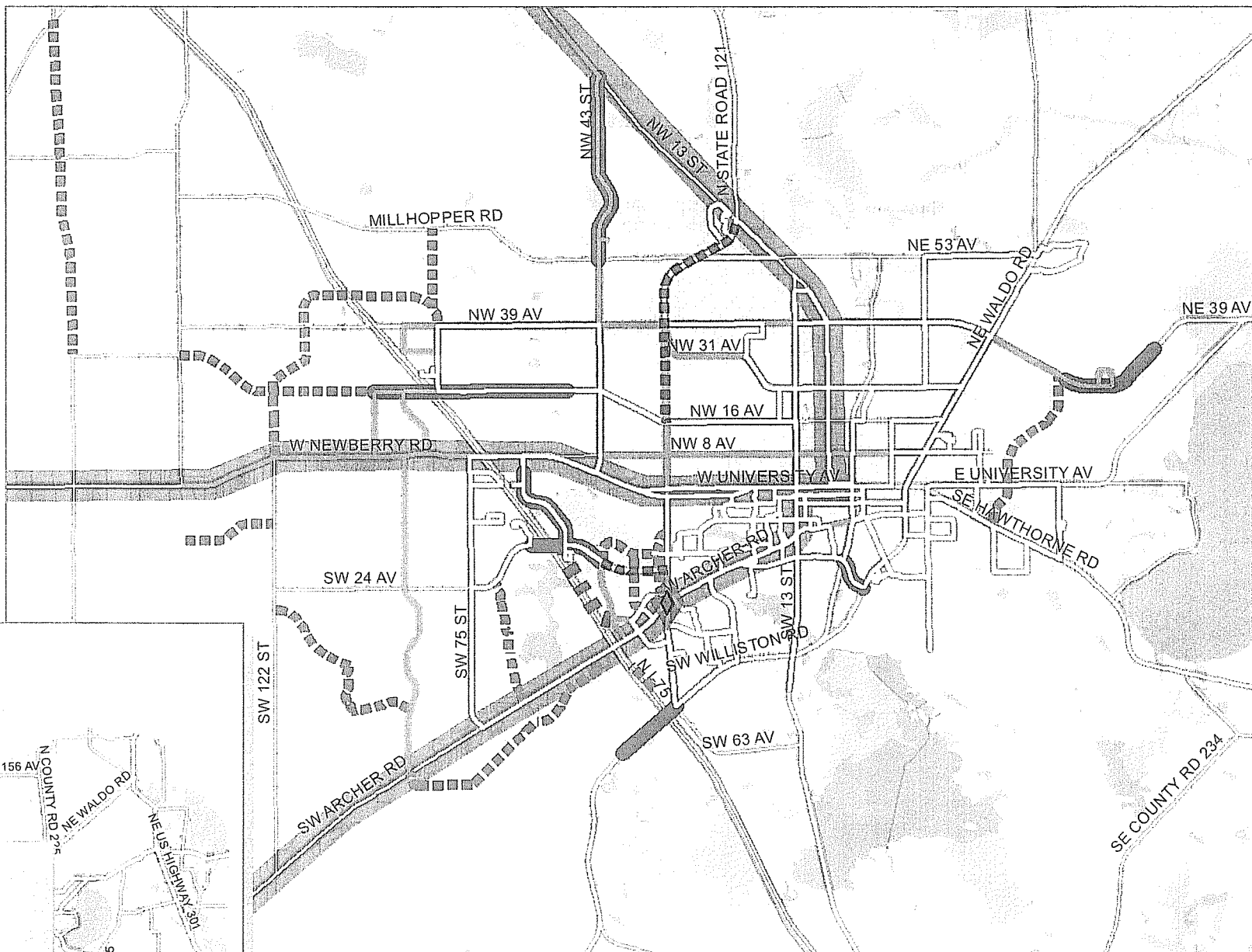


Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

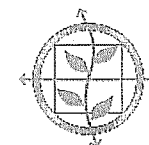


ALTERNATIVE 2 HIGHWAY EMPHASIS











-  Existing RTS Routes
-  Planned RTS Routes
-  Express Routes
-  Grade Separation
-  New 2 Lane Road
-  New 4 Lane Road
-  Road Widening (2 to 4 lanes)
-  Add Turn Lanes

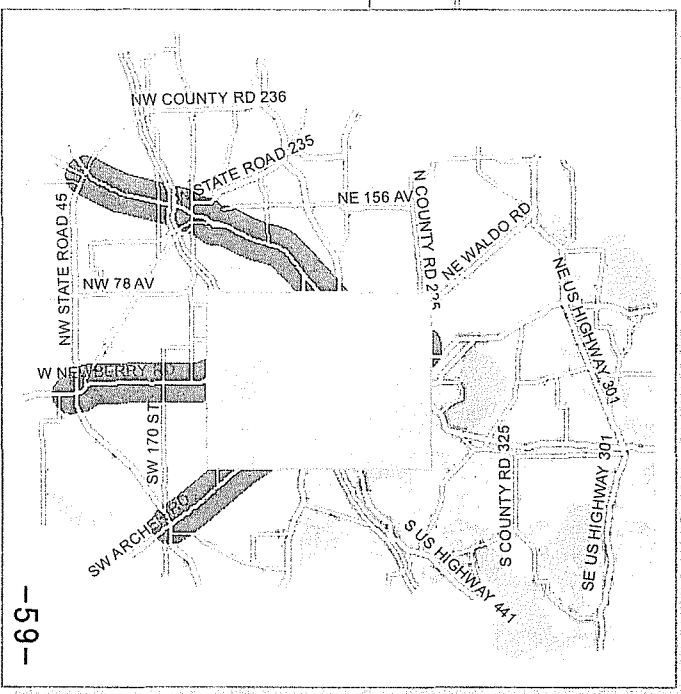
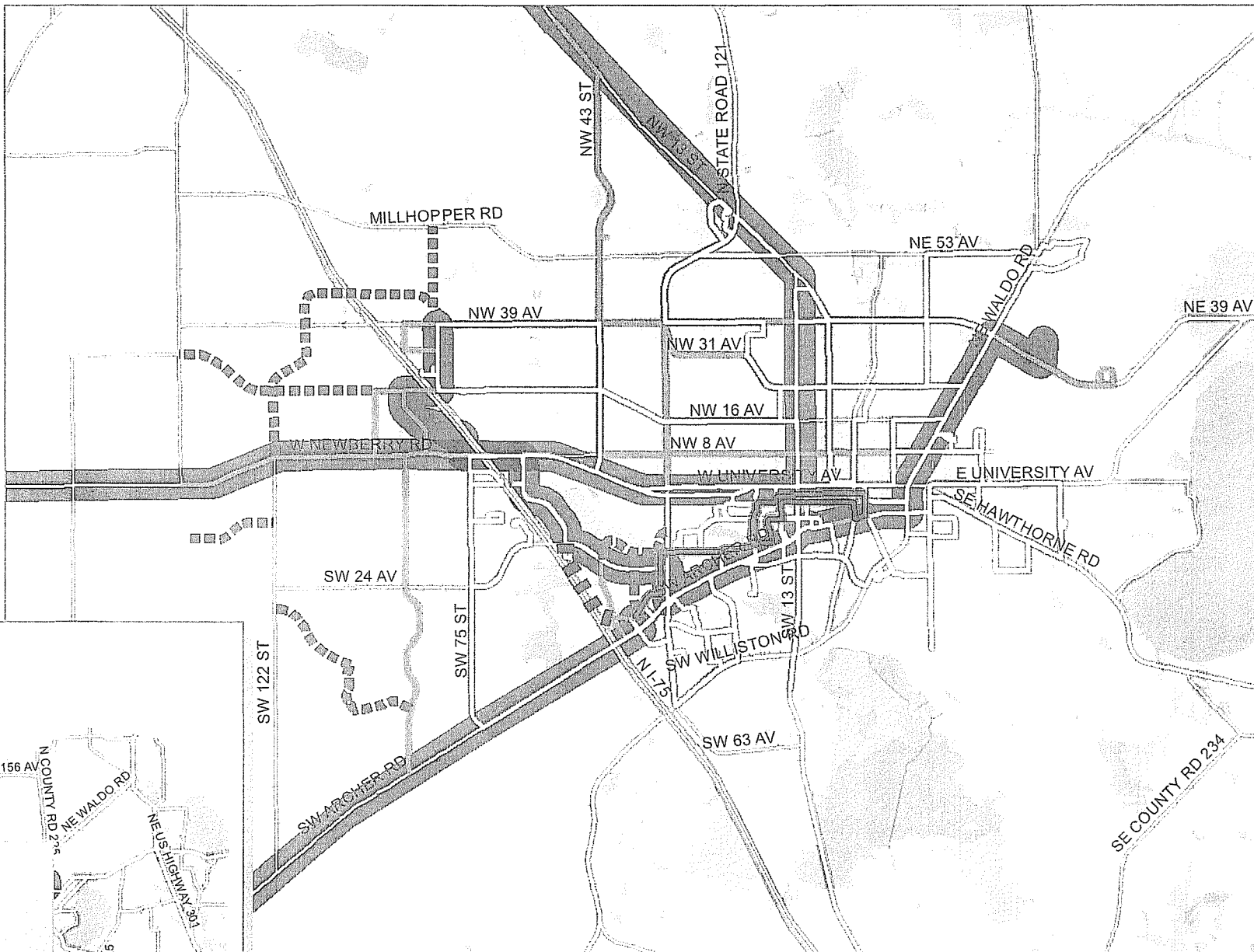


Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

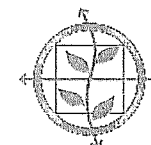


ALTERNATIVE 3 STREET CAR/BRT EMPHASIS

-  Existing RTS Routes
 Planned RTS Routes
 Express Routes
 BRT
 Streetcar
 Downtown/UF
 Streetcar
 Urban Village/UF
 New 2 Lane Road
 New 4 Lane Road



Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area





February 24, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Performance Measures

MTPO STAFF RECOMMENDATION

Recommend that the MTPO approve the enclosed performance measures.

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. Enclosed as Exhibit 1 is information concerning the Year 2035 performance measures that will be used to evaluate the future transportation networks that are approved for testing and evaluation.

Performance measures numbers one through seven will be used to evaluate the Year 2035 network alternatives that are tested and evaluated. Performance measures 8 through 14 will be used as benchmarks to evaluate the success of the long range transportation plan.

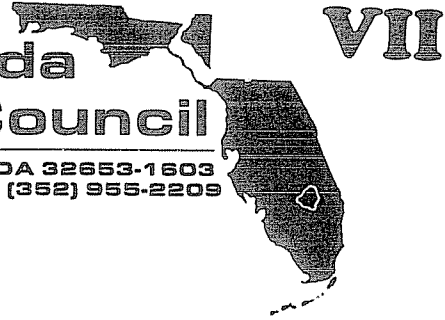
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EXHIBIT 1
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
YEAR 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**

RECOMMENDED PERFORMANCE MEASURES	LRTP GOALS				
	Economic Vitality and Community Livability	Sustainable Decision-Making and Preservation	Safety for Mobility and Accessibility	Security and Resilience	Transportation Network Management and Operations
1. Vehicle Miles Traveled (total and per capita) (MTPO Model)	X	X	X	X	
2. Vehicle Hours Traveled on major corridors (MTPO Model)	X		X		X
3. Average Delay per road traveler (summarized at county, urbanized area and corridor/travel market scale) (MTPO Model)	X	X			X
4. Mode share and transit ridership (systemwide, corridor, and route) (RTS) (summarized at urbanized area and corridor/travel market scale) (MTPO Model)	X	X		X	
5. Number and percent of homes within ¼ mile of a bus stop or ½ mile of Bus Rapid Transit (LRTP Accessibility Analysis)	X	X		X	
6. Accessibility of employment within a 20 minute auto and transit travel time (LRTP Accessibility Analysis)	X	X		X	
7. Mobility Index (bus ridership per congested lane mile) (MTPO Congestion Management Process)	X	X			X
Benchmark measures for plan outcomes and monitoring					
8. Lane miles of roadways with designated bicycle & pedestrian facilities (MTPO, City, County, FDOT) Benchmark ONLY	X	X		X	
9. Percentage of transit vehicles using alternative fuels (non-petroleum based) (RTS) Benchmark Only		X		X	
10. Number of Alachua County Schools implementing a comprehensive Safe Routes to Schools program (Alachua County Schools) Benchmark Only	X	X	X		
11. Number and Percentage of Community Traffic Safety Team roadway concerns resolved annually (CTST) Benchmark Only	X		X	X	
12. Review and update of the Continuity of Operations Plan on a annual basis (MTPO) Benchmark Only				X	
13. MTPO participation in the County Local Mitigation Strategy Work Group (MTPO) Benchmark Only			X	X	
14. Signal priority and preemption for transit (RTS/City) Benchmark Only	X				X

North Central Florida Regional Planning Council

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



February 24, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Revenue Forecasts

MTPO STAFF RECOMMENDATION

Recommend how much of the revenues shown in the Table 1 line entitled "Flex-Enhancements, Highway or Transit" should be moved to enhancements, highways and/or transit.

BACKGROUND

Attached are materials that have been provided by the Florida Department of Transportation concerning the revenue forecasts that will be used to prepare the Year 2035 Cost Feasible Plan. The MTPO needs to decide how much of the revenues shown in the Table 1 line entitled "Flex- Enhancements, Highway or Transit" should be "flexed" to enhancements, highways and/or transit.

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TABLE 1
REVENUE FORECASTS
(IN MILLIONS OF DOLLARS)

TYPE OF PROJECT	FISCAL YEAR					22 YEAR TOTAL
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2035	
Enhancements	\$0.9	\$2.5	\$2.6	\$2.7	\$2.7	\$11.5
Highway	6.0	18.5	20.8	22.4	24.3	92.0
Flex- To Enhancements, Highway or Transit	2.3	7.1	8.1	8.8	9.8	36.1
Transit	5.6	14.5	16.4	18.3	19.9	74.7
TOTAL	\$14.8	\$42.7	\$47.9	\$52.2	\$56.7	\$214.3

Note- rows and columns may not sum due to rounding.

Supplement to the 2035 Revenue Forecast Handbook

2035 Revenue Forecast for the Gainesville MTPO

Prepared by District Two and Office of Policy Planning, Florida Department of Transportation

This supplement contains estimates of state and federal revenues for the metropolitan area for 2014 through 2035. The estimates were prepared by the Florida Department of Transportation, based on a statewide estimate of revenues that fund the state transportation program and are consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in October 2007. Florida's MPOs are encouraged to use these estimates in the updates of their long range plans.

These estimates are based on the 2035 Revenue Forecast prepared in Spring 2008. See the *2035 Revenue Forecast Handbook*, dated May 2008, for more information on the statewide revenue forecast, revenue sources, definitions of major program categories and methodology.

ESTIMATES FOR CAPACITY PROGRAMS

Table 1 contains metropolitan area estimates for various time periods for certain state programs that affect the capacity of the transportation system to move people and goods. All estimates are expressed in Year of Expenditure dollars.

Programs That FDOT Takes the Lead in Planning

Estimates for SIS Highways/Florida Intrastate Highway System (FIHS) Construction and Right of Way will be available by Fall 2008. Estimates for Aviation, Rail, Seaport Development and Intermodal Access programs will be provided upon completion of the SIS Cost Feasible Plan.

Other Capacity Programs

Estimates for the Other Arterials Construction and Right of Way and Transit programs are shown in Table 1. MPOs are encouraged to plan for the mix of highway and transit improvements that best meets metropolitan needs with these funds. The MPO may combine the estimates for these two programs for years 2014-2035 and consider them as "flexible" funds.

Computation of Funds for Other Arterials Construction and Right of Way

The computation of amounts shown for Other Arterials Construction and Right of Way differs from previous long range revenue forecasts prepared by FDOT. Based on analyses of recent uses of TMA Funds, the previous methodology is not consistent with recent use of those funds. Estimates were developed as follows:

- The average share of total statewide TMA Funds programmed on Other Arterials Construction/ROW in fiscal years 2008 (current year) and 2009-2013 (the April 1, 2008 Tentative Work Program) were taken "off the top" from the total statewide estimates for total statewide Other Arterials Construction/ROW for all forecast years.¹

¹ In previous forecasts, total TMA Funds were taken "off the top" from the total estimates for Other Arterials Construction/ROW before the remaining funds were distributed to counties/MPOs; then total TMA Funds were added to the estimate of remaining funds for MPOs in TMAs.

- Enhancement fund estimates were taken “off the top” from the total statewide estimates for Other Arterials Construction/ROW for all forecast years.
- Remaining funding estimates for this program (i.e., after the share of TMA Funds and the Enhancement estimates were “taken off the top”) were distributed using the current statutory formula factors to the district and county levels.

TMA Funds

Funds distributed to Transportation Management Areas, as defined by SAFETEA-LU, are shown in Table 2. They are the same as “XU” funds in the 5-Year Work Program. The estimates are based on Schedule A of the Work Program Instructions, and assume the same level of Obligor Constraints contained in the current Schedule A. As stated above, unlike previous forecasts these funds are not included in the estimates for Other Arterials Construction and Right of Way shown in Table 2. Guidance regarding planning for these funds for Capacity and Non-Capacity uses in the long range transportation plan is included in the *2035 Revenue Forecast Handbook*.

INFORMATION RELATED TO CERTAIN CAPACITY PROGRAMS

Enhancement Program

Table 3 provides estimates of funds for the Enhancement Program, as defined by SAFETEA-LU, to assist MPOs in developing their plans. They are for informational purposes only and do not represent additional funds. That is, the amounts in Table 3 have been included in the Other Arterials estimates shown in Table 1.

TRIP and New Starts Programs

Tables 4 and 5 provides estimates of funds for state programs that have matching funds and other requirements. See the *2035 Revenue Forecast Handbook* for guidance on planning these funds.

Transportation Regional Incentive Program (TRIP) Funds

These are estimates of districtwide funds for the TRIP program that are not included in an FDOT Work Program as of April 1, 2008.

New Starts Transit Funds

These are estimates of statewide funds for the New Starts program that are not included in an FDOT Work Program as of April 1, 2008.

NON-CAPACITY PROGRAMS

No metropolitan estimates for non-capacity programs have been developed. Consistent with “Financial Guidelines for MPO Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in October 2007, the Department will prepare a summary of these program estimates and state objectives (entitled “Appendix for the Metropolitan Long Range Plan, 2035 Revenue Forecast”) for inclusion in the documentation of the metropolitan long range plan and provide the Appendix to each MPO.

Revenue Estimates For: Gainesville MTPO

Table 1
Capacity Program Estimates
 State and Federal Funds from 2035 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
SIS Highways/FIHS Construction/ROW ¹	N/A	N/A	N/A	N/A	N/A	N/A
Other Arterial Construction/ROW ²	9.3	28.2	31.5	33.9	36.8	139.6
Transit ²	5.6	14.5	16.4	18.3	19.9	74.7
TOTAL CAPACITY PROGRAMS²	14.9	42.7	47.9	52.2	56.7	214.3

¹ To be provided separately.

² May be supplemented with TMA Funds. See Table 2 and guidance in the *2035 Revenue Forecast Handbook* for planning for Capacity and Non-Capacity uses with these funds.

Table 2
TMA Estimates¹
 State and Federal Funds from 2035 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
TMA Funds	N/A	N/A	N/A	N/A	N/A	N/A

¹ See guidance in the *2035 Revenue Forecast Handbook* for planning for Capacity and Non-Capacity uses with these funds.

Revenue Estimates for Gainesville MTPO For Information Purposes

Table 3
Enhancement Estimates¹
State and Federal Funds from 2035 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
Enhancement Funds	0.9	2.5	2.6	2.7	2.7	11.5

¹ For informational purposes only; these estimates are included in Table 1 and do not represent additional funds.

Table 4
Transportation Regional Incentive Program Estimates¹
State and Federal Funds from 2035 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
Districtwide TRIP Funds	30.40	67.10	64.90	64.90	64.90	292.30

¹ For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of April 1, 2008. MPOs have been provided guidance on planning for TRIP funds in the *2035 Revenue Forecast Handbook*.

Table 5
New Starts Transit Estimates¹
State and Federal Funds from 2035 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
Statewide New Starts Funds	150.0	291.7	270.9	270.9	270.9	1,254.3

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of April 1, 2008. MPOs have been provided guidance on planning for New Starts funds in the *2035 Revenue Forecast Handbook*.

Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Wednesday, December 09, 2009 10:19 AM
To: Marlie Sanderson
Subject: FW: LRTP Revenue Forecast
Attachments: RevForec-2035.pdf

Attachment: Revenue Estimates Gainesville MTPO
Did not attach as stated below.
Karen Taulbee

From: Taulbee, Karen
Sent: Wednesday, December 09, 2009 10:13 AM
To: Marlie Sanderson
Cc: Bennett, James; Green, James; Brown, Joye; Parks, Robert
Subject: LRTP Revenue Forecast

Marlie:

In June of 2008, as noted by your original email below, the discussion of "flexing" Other Arterials/ROW dollars in the 2035 Long Range Plan revenue estimates has been discussed and agreed by District 2 staff. Based on the Revenue Forecast provided to the Gainesville MTPO in May, 2008, the breakdown of Federal/State dollars comprising the Other Arterials/ROW forecast is Fed 34%/State 66%. Therefore, based on the ability to flex all of Federal share (*minus enhancement dollars*) to transit, the breakdown is as follows:

Line			FY14-15	FY16-20	FY21-25	FY26-30	FY31-35	TOTAL
1	From Table 1	Other Arterials Construction / ROW	\$ 9.3	\$ 28.2	\$ 31.5	\$ 33.9	\$ 36.8	\$ 139.7
2	OA value [Line 1] * 0.34	Federal [STP] funds @ 34%	\$ 3.2	\$ 9.6	\$ 10.7	\$ 11.5	\$ 12.5	\$ 47.5
3	From Table 3	Less: Enhancement Funds	\$ 0.9	\$ 2.5	\$ 2.6	\$ 2.7	\$ 2.7	\$ 11.4
4	Line 2 - Line 3	Flexible STP Funds	\$ 2.3	\$ 7.1	\$ 8.1	\$ 8.8	\$ 9.8	\$ 36.1
5	Line 4 / # of years	"per year"	\$ 1.1	\$ 1.4	\$ 1.6	\$ 1.8	\$ 2.0	\$ 1.6

The Federal Enhancement forecast amounts were included in the totals for Other Arterials/ROW, and have been deducted from the Other Arterials/ROW Federal portion.

Attached as a reference is the Revenue Forecast Tables provided to the MTPO in May, 2008. Please let me know if you have any questions or need additional information.

-----Original Message-----

From: Marlie Sanderson [mailto:sanderson@ncfipc.org]

Sent: Monday, June 02, 2008 9:35 AM

To: Taulbee, Karen

Subject: FW: Revenue

-7-
4 Karen-

At Friday's meeting, you asked us to send a follow-up email to the question we asked about the attached Table 1. We asked- can some of the funds in the row entitled "Other Arterial Construction/ROW" be spend on transit (such as buying buses or building transit transfer centers)?

Thanks for finding out the answer,

Marlie

*Marlie Sanderson, Assistant Executive Director North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603
(352) 955-2200, ext. 103*

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

North Central Florida Regional Planning Council

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VIII

February 24, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
Technical Advisory Committee (TAC)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Unfunded Project Priorities

MTPO STAFF RECOMMENDATION

Approve the project priorities contained in the enclosed draft tables.

BACKGROUND

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

Draft Priority Tables

The priorities in the enclosed tables were developed as follows:

1. Table 1- Enhancement Priorities- recommendations developed by the Bicycle/Pedestrian Advisory Board;
2. Table 2- Intelligent Transportation System Priorities- recommendations developed by City of Gainesville Traffic Operations staff;
3. Table 3- Landscaping Priorities- recommendations developed by City of Gainesville Public Works Department staff;
4. Table 4- Project, Development and Environment (PD&E) Study Priorities- recommendations developed by the MTPO staff based on Year 2025 Cost Feasible Plan priorities;

5. Table 5- Public Transportation Priorities- recommendations developed by the Regional Transit System (RTS) for Federal Transit Administration (FTA) funding, based on the latest RTS Transit Development Plan;
6. Table 6- Right-Of-Way Priorities- recommendations developed by the MTPO staff based on Year 2025 Cost Feasible Plan priorities;
7. Table 7- Safe Routes to School Priorities- recommendations developed by the Alachua County Traffic Safety Team (ACTST) with assistance from the School Board of Alachua County;
8. Table 8- Safety Priorities- recommendations developed by the Alachua County Traffic Safety Team;
9. Table 9- Strategic Intermodal System Priorities- recommendations developed by the Alachua County/Gainesville Regional Airport Authority Director based on the Airport Master Plan and the Florida Department of Transportation Strategic Intermodal System (SIS) Strategic Plan;
10. Table 10- Surface Transportation Program (STP) Fund Priorities- recommendations based on Year 2025 Cost Feasible Plan priorities;
11. Table 11- Traffic Operations Priorities- recommendations developed jointly by the City and County Public Works Departments;
12. Table 12- Transit Corridor Development Priorities- recommendations approved by MTPO in 2007;
13. Table 13- Transportation Disadvantaged Priorities- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board using Transportation Disadvantaged Trust Fund funding;
14. Table 14- Transportation Disadvantaged Priorities- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5311 Nonurbanized Area Formula Program funds;
15. Table 15- Transportation Disadvantaged Priorities- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5316 Job Access and Reverse Commute (JARC) Program funds;
16. Table 16- Transportation Disadvantaged Priorities- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5317 New Freedom Program funds; and
17. Table 17- Transportation Regional Incentive Program (TRIP) Priorities- recommendations developed by the Alachua County and City of Gainesville Public Works Departments.

North Central Florida Regional Planning Council

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



January 6, 2010

TO: Technical and Citizens Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Committee Officer Elections

Each year, both the Technical Advisory Committee and the Citizens Advisory Committee elect a Chair and a Vice-Chair. Officers for last year were as follows:

Technical Advisory Committee

Chair- Jonathan Paul
Vice-Chair Doug Robinson

Citizens Advisory Committee

Chair- Jan Frentzen
Vice-Chair Rob Brinkman

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TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD				
TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 07-29-09	MEETING DATE 12-02-09	IN VIOLATION IF ABSENT AT NEXT MEETING?
CHRIS BIRD Alt - Kathy Fanning Alt - Steven Hofstetter	Alachua County Environmental Protection Department	P	P	NO
STEVE LACHNICHT Alt - Jonathan Paul, V Chair Alt - Jeff Hays Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	A	A	YES
RICHARD HEDRICK Alt- Ha Nguyen Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Gina Hawkins	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	P	NO
MEG NIEDERHOFER Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	-	-	NO
ERIK BREDFELDT Alt - Ralph Hilliard Alt - Dean Mimms Alt - Onelia Lazzari*	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER Alt- Emery Swearingen Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- Doug Robinson, Chair Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
MICHAEL IGUINA Alt- Michelle Danisovzsky Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	P	P	NO
KAREN TAULBEE Alt - Thomas Hill Alt - Milton Locklear	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	A	P	NO
BILL REESE^	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	E	P	NO
SCOTT FOX Alt- Ron Fuller	University of Florida Transportation & Parking Services	P	P	NO

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

me\plem05\lactattendance wk4

* City of Gainesville Concurrency Management Staff is the representative for only level of service issues before the TAC Subcommittee
^ Santa Fe College representative currently is a non-voting position

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 reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	04-01-09	05-27-09	07-01-09	07-29-09	12-02-09	PERCENT IF ABSENT AT NEXT MEETING 03-03-10
Rob Brinkman	12/11	P	P	P	P	P	83%
Harvey Budd	12/12	P	P	P	P	P	83%
Nelle Bullock	12/10	P	P	P	P	P	83%
Thomas Collett	12/12	-	-	-	-	-	-
Mary Ann DeMatas	12/11	P	P	P	P	P	83%
George Blake Fletcher	12/12	P	P	P	A	P	67%
Jan Frentzen	12/10	P	P	P	P	P	83%
Sharon Hawkey	12/10	P	P	P	P	P	83%
Seth Lane	12/11	P	P	P	P	P	83%
Chandler Otis	12/12	A	P	P	P	P	67%
Valerie Rosenkrantz	12/12	-	-	-	-	-	-
James Samec	12/11	P	P	P	P	P	83%
Ruth Steiner	12/11	P	E	P	P	P	67%
Ewen Thomson	12/10	P	P	P	P	P	83%
Gary Weed	12/10	P	P	P	E	P	67%

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

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ATTENDANCE RULE

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

ADDITIONAL NOTES:

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



Make Your Mark on the 2060 FTP!

How can we help meet growing demands for moving people and freight while also sustaining our environment and quality of life? How can we make transportation decisions to leave a better, more sustainable Florida for our children and grandchildren?

What is Your Vision for Transportation?

The 2060 Florida Transportation Plan calls for bold thinking about big issues. The Florida Department of Transportation invites you to leave your mark on Florida's future.

What is the FTP?

The Florida Transportation Plan (FTP) is the state's long range transportation plan. The FTP identifies goals and objectives to address the needs of Florida's entire transportation system and provides the policy framework for expenditures of state and federal transportation funds.

The FTP is a plan for all of Florida – including local, regional, and state partners who make decisions about future transportation investments affecting safety, security, preservation, and mobility needs.

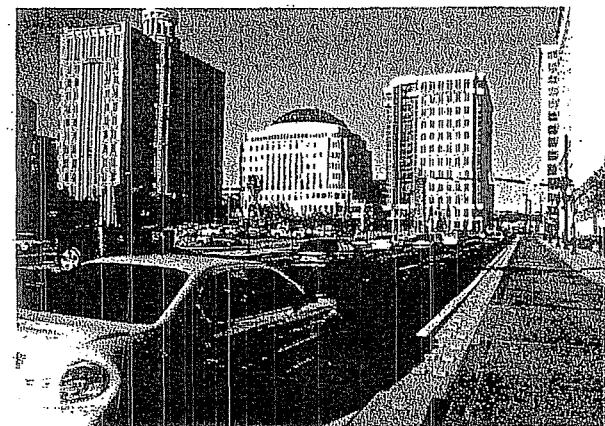
The Florida Department of Transportation (FDOT) is charged by state law to take the lead in convening partners and the public to develop and update the FTP at least every five years. The FTP must be updated by December 2010.

Why a 2060 FTP?

For the first time, the planning horizon for the FTP will extend beyond 20 years. This will help focus attention on Florida's most pressing long term issues over the next 50 years, rather than just on current transportation needs.

With input from many diverse Floridians, the 2060 FTP will develop a long range vision of Florida's transportation system – a vision to help ensure our state's economy, environment, and communities are sustainable for future generations.

To help us move forward together, the 2060 FTP will identify goals, objectives, and strategies to move toward a new era for transportation in Florida.



How will we develop the 2060 FTP?

A Steering Committee is guiding the development of the 2060 FTP, working with many other partners. The Steering Committee includes representatives of transportation providers; state, federal, regional, and local government agencies; economic development, business, military, community, and environmental interests; and citizens.

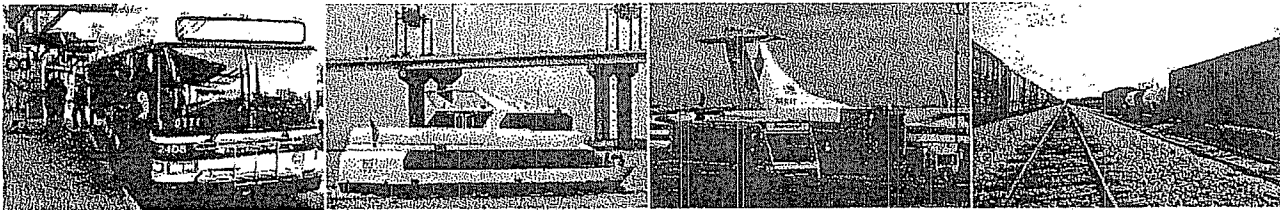
Workshops in each region will involve a wider circle of partners and the public early in the process. A statewide summit will build consensus around the plan's vision, goals, and objectives.

FDOT will brief partners at their regularly scheduled meetings throughout 2010. Please contact your district FTP coordinator shown on the back to arrange a briefing.

Please visit us at:

www.2060ftp.org

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How to Get Involved

Because the 2060 FTP is a plan for all of Florida, the Florida Department of Transportation wants to involve as many partners, stakeholders and citizens as possible. You will have many varied and convenient opportunities to provide input to the 2060 FTP:

- Regional workshops
- Statewide summit
- Dedicated website with information, materials and online comment form
- Electronic updates for individuals registered on the website
- Briefings and updates at regularly scheduled partner meetings
- Public and partner review period for draft plan

Be sure to sign up for electronic updates at www.2060ftp.org!

For more information:

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Office of Policy Planning
Florida Department of Transportation
605 Suwannee Street, M.S. 28
Tallahassee, FL 32399-0450
Phone: (850) 414-4800
Fax: (850) 414-4898
e-mail: huiwei.shen@dot.state.fl.us

2010 Calendar of Events (Tentative)*

▶ January-September	Steering Committee Meetings
▶ February-March	Kickoff events around the state
▶ June	Regional Workshops
▶ August	Statewide Summit
▶ October	Draft plan posted for review and comment
▶ November	Adopt and publish 2060 FTP

* Please visit us at www.2060ftp.org for dates and locations

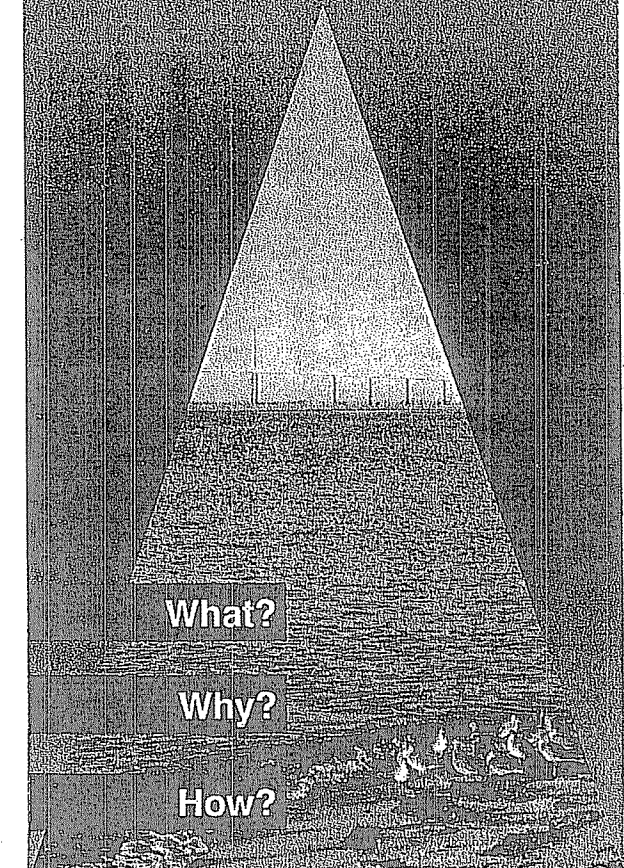
FDOT District FTP Coordinators:

- District 1:** Trinity Scott, (239) 461-4305
trinity.scott@dot.state.fl.us
- District 2:** Dennis Lord, (386) 961-7520
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- District 3:** Kelly Parker, (850) 415-9533
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- District 4:** Andrew Riddle, (954) 777-4605
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- District 5:** Heather Garcia, (386) 943-5077
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- District 6:** David Korros, (305) 470-5840
david.korros@dot.state.fl.us
- District 7:** Lee Royal, (813) 975-6427
lee.royal@dot.state.fl.us
- Turnpike:** Barbara Davis, (407) 264-3806
barbara.davis@dot.state.fl.us

FLORIDA TRANSPORTATION PLAN

HORIZON 2060

a new era for transportation in florida



to the 2060 Florida Transportation Plan



REGISTER NOW



Join us for a Webinar on March 10

During 2010, the Florida Department of Transportation and its partners will be updating the Florida Transportation Plan. The 2060 FTP is a plan for all of Florida – including local, regional, and state partners who make decisions about future transportation investments affecting safety, security, preservation, and mobility needs. Throughout the year, the public, partners, and stakeholders will have opportunities to provide input to this Plan.

You are invited to learn more about 2060 FTP at this free Webinar. It will provide an overview of the process to be used in updating the Plan and will let you know how YOU can be involved. There are two ways you can participate:

1. Register for the Webinar below and attend online
2. Register to attend at one of the locations where the Webinar will be broadcast. The contacts and directions for these locations will be posted at <http://2060ftp.org>

If you find that you are unable to participate on this day, the session will be recorded and placed on the 2060 FTP website at <http://2060ftp.org>.

Title: *An Introduction to the 2060 Florida Transportation Plan*

Date: Wednesday, March 10, 2010

Time: 2:00 PM - 3:00 PM EST

After registering you will receive a confirmation email containing information about joining the Webinar.

System Requirements

PC-based attendees

Required: Windows® 2000, XP Home, XP Pro, 2003 Server, Vista

Macintosh®-based attendees

Required: Mac OS® X 10.4 (Tiger®) or newer

Space is limited.

Reserve your Webinar seat now at:

<https://www.gotomeeting.com/register/529225200>

The Department of Transportation appreciates your input. Questions can be directed to:

Dennis Lord, Public Involvement Coordinator
Florida Department of Transportation, District Two
Planning & Environmental Management Office
Toll Free 800-749-2967, ext. 7520
Direct 386-961-7520

