

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

**MEETING**

**PACKET**

**for**

**April 2, 2012**

**3:00 p.m.**





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

March 26, 2012

**TO:** Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
**FROM:** Mike Byerly, Chair  
**SUBJECT: Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, April 2, 2012 at 3:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

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

If you have any questions, please contact Mr. Marlie Sanderson, MTPO Director of Transportation Planning, at 352-955-2200, extension 103.

Enclosures

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

**Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida**

**Monday, 3:00 p.m.  
April 2, 2012**

**STAFF RECOMMENDATION**

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

The MTPO needs to approve the meeting agenda and the consent agenda items

**Page #121        II. Transportation Improvement Program Amendments            APPROVE AMENDMENTS**

The MTPO is being asked to approve two amendments to its adopted Transportation Improvement Program

**Page #125        III. Interstate 75 Intelligent Transportation System Projects and Programs            NO ACTION REQUIRED**

FDOT staff will give an update on the Interstate 75 Intelligent Transportation System projects/programs for Gainesville and Alachua County

**Page #127        IV. Top Ten Most Dangerous Intersections            NO ACTION REQUIRED**

City of Gainesville staff will discuss information concerning the top ten most dangerous intersections in the Gainesville Metropolitan Area

**Page #139        V. Pedestrian Signals            NO ACTION REQUIRED**

City of Gainesville staff will discuss several issues related to pedestrians and “walk or countdown signals”

Back  
Cover

**VI. Next MTPO Meeting**

**NO ACTION REQUIRED**

The next MTPO meeting is scheduled for June 4, 2012 at 5:00 p.m.

**VII. Comments**

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

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

\*No handout included with the enclosed agenda material.



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

**Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida**

**Monday, 3:00 p.m.  
April 2, 2012**

**STAFF RECOMMENDATION**

**Page #9 CA. 1 Minutes- December 12, 2011 APPROVE MINUTES**

This set of MTPO minutes is ready for review

**Page #17 CA. 2 Fiscal Year 2011 Audit APPROVE COMMITTEE RECOMMENDATION**

The Audit Review Committee recommends acceptance of the audit report and approval of the invoice for payment

**Page #19 CA. 3 Title VI Nondiscrimination Policy Statement AUTHORIZE SIGNATURE BY CHIEF STAFF OFFICIAL**

Each year, the MTPO must sign and submit a Title VI Nondiscrimination Policy Statement in order to receive federal transportation planning funds

**Page #25 CA. 4 Joint Certification Statement AUTHORIZE CHAIR TO SIGN**

The Florida Department of Transportation is recommending that the MTPO planning process be certified

**Page #27 CA. 5 Unified Planning Work Program Amendments- Task 3.6 Air Quality APPROVE AMENDMENT**

MTPO staff is requesting that one-half of the planning funds in this task be transferred to Task 1.2 and the other one-half transferred to Task 2.2

- Page #29**      **CA. 6 Unified Planning Work Program**                      **APPROVE JOINT RECOMMENDATIONS**
- This document contains the MTPO budget and identifies work tasks for the next two fiscal years
- Page #33**      **CA. 7 Transportation Enhancement Applications**                      **ENDORSE STAFF ACTION**
- MTPO staff submitted the two enclosed enhancement applications before the MTPO's April 2, 2012 meeting in order to meet FDOT's March 23, 2012 deadline
- Page #71**      **CA. 8 Distribution of MTPO Packets via Electronic Email**                      **APPROVE STAFF RECOMMENDATION**
- MTPO staff recommends discontinuing the mailing of MTPO and committee packets and, in its place, distribute MTPO and committee packets and agendas via electronic email
- Page #73**      **CA. 9 Continuity of Operations Plan**                      **APPROVE STAFF RECOMMENDATION**
- MTPO staff reviews this Plan each year and recommends revisions that are needed
- Page #75**      **CA. 10 Transportation Disadvantaged Coordinating Board Member Appointment**                      **APPROVE STAFF RECOMMENDATION**
- The MTPO is being asked to fill one position on the Alachua County Transportation Disadvantaged Coordinating Board
- Page #79**      **CA. 11 Transportation Disadvantaged Program-Status Report**                      **NO ACTION REQUIRED**
- The MTPO has asked for regular status reports concerning this program
- Page #91**      **CA. 12 Alachua County Revision to FDOT Work Program**                      **NO ACTION REQUIRED**
- For information only is a letter to the Alachua County Board of County Commissioners concerning a change in FDOT's Tentative Work Program for SW 8th Avenue
- Page #93**      **CA. 13 Plan East Gainesville Subcommittee Meeting Summary**                      **NO ACTION REQUIRED**
- Enclosed is a copy of the meeting summary for the February 15, 2012 Plan East Gainesville Subcommittee Meeting

**Page #97**      **CA. 14 Green Bicycle Lanes**      **NO ACTION REQUIRED**

The Federal Highway Administration has approved the use of green pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections

**Page #105**      **CA. 15 Gainesville Sun Article Entitled “Gainesville commute times ranked shortest in Florida”**      **NO ACTION REQUIRED**

For information only is a recent news article concerning work trip commute times in Florida

**Page #107**      **CA. 16 MPOAC Weekend Institute**      **NO ACTION REQUIRED**

Enclosed is information concerning this upcoming training workshop for elected officials

**Page #117**      **CA. 17 MPOAC Legislative Priorities and Policy Positions**      **NO ACTION REQUIRED**

Enclosed with the MTPO meeting packet is this MPOAC brochure



***Consent***

***Agenda***

***Enclosures***



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

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

5:00 p.m.  
Monday  
December 12, 2011

MEMBERS PRESENT

Thomas Hawkins, Chair  
Mike Byerly, Vice Chair  
Susan Baird  
Susan Bottcher  
Todd Chase  
Paula DeLaney  
Schervin Henry  
Jeanna Mastrodicasa  
Lee Pinkoson  
Linda Dixon/Bernard Machen

MEMBERS ABSENT

Gib Coerper  
Rodney Long  
Craig Lowe  
Nick Tsengas  
Randy Wells

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons  
Marlie Sanderson  
Michael Escalante

CALL TO ORDER

Chair Thomas Hawkins called the meeting to order at 5:04 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, recommended approval of the consent agenda and meeting agenda.

Chair Hawkins noted that in the Consent Agenda was a transportation disadvantaged matrix that tracked customer service and on-time performance issues. He added that he received a complaint from a constituent regarding MV Transportation's on-time performance

**MOTION: Commissioner DeLaney moved to approve the Consent Agenda and Meeting Agenda. Commissioner Bottcher seconded; motion passed unanimously.**

II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) has requested three amendments to the Fiscal Years 2012/2013 - 2016/2017 TIP including the deletion of the I-75 interchange right-of-way purchase at State Road 26, adding \$11,249,000 for the Transit Maintenance Facility expansion and adding \$3,600,000 for the purchase of new biodeisel buses and conversions of existing biodeisel buses, a new project.

Mr. Jesus Gomez, Regional Transit System Director, discussed the Transit Maintenance Facility expansion funding and answered questions.

**MOTION: Commissioner Pinkoson moved to amend its Transportation Improvement Program:**

1. to delete the I-75 @ SR 26 (Newberry Road) NW Quadrant Right-Of-Way Purchase Project [FIN # 4278251];
2. to add \$9,000,000 Federal Transit Administration funding and \$2,249,000 local funding to the Regional Transit System Maintenance Facility Expansion- Phase 2 to Fiscal Year 2011/2012 [FIN # 4305471]; and
3. to add \$3,000,000 Federal Transit Administration Section 5308 Clean Fuels Grant/Section 5309 Bus and Bus Facilities Program funding and \$750,000 local match funding to procure HE Biodeisel buses and electric cooling system conversions for existing biodiesel buses [FIN # 4320341].

**Commissioner DeLaney seconded. Chair Hawkins conducted a show-of-hands vote; motion passed unanimously.**

### III. DEPOT RAIL TRAIL/WALDO RAIL TRAIL BICYCLE/PEDESTRIAN CONNECTION

Mr. Sanderson stated that, at its October 3rd meeting, the MTPO requested information concerning ways to improve bicycle and pedestrian safety at the Waldo Road and East University Avenue intersection. He and Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the alternatives and answered questions.

**MOTION: Commissioner Byerly moved to approve Alternative 5 (Safety Priority #6) modified to include elimination of all three sliplanes, extension of the Waldo Rail/Trail to the northeast corner and moving the stop bars further back. Commissioner DeLaney seconded.**

**Commissioner Pinkoson requested that the motion be split to vote on including the Alternative 5 pedestrian refuges and eliminating the three sliplanes.**

**SPLIT MOTION #1: Commissioner Byerly moved to approve Alternative 5 (Safety Priority #6), modified to:**

1. exclude the pedestrian refuges; and
2. include extension of the Waldo Rail/Trail to the northeast corner and moving the stop bars further back.

**Commissioner DeLaney seconded; motion passed 7 to 2.**

**Commissioner Henry requested that the motion be split to vote separately on including the Alternative 5 pedestrian refuges and elimination of all three sliplanes.**

**SPLIT MOTION #2:** Commissioner Byerly moved to approve the Alternative 5 (Safety Priority #6) pedestrian refuges. Commissioner DeLaney seconded; motion failed due to lack of a County Commission majority.

**SPLIT MOTION #3:** Commissioner Byerly moved to approve the elimination of the three sliplanes. Commissioner DeLaney seconded; motion failed due to lack of a County Commission majority.

**MOTION:** Commissioner Byerly moved that the MTPO be provided in its next meeting packet:

1. an explanation regarding the rationale behind requiring that pedestrians have to push a button in order to get the “walk or countdown signal” and, if doing so, does the pedestrian get a longer signal that gives them additional time to make the crossing; and
2. a list of the top ten most dangerous intersections within the Gainesville Metropolitan Area.

**Commissioner DeLaney seconded; motion passed unanimously.**

#### IV. INTERSTATE 75 INTERCHANGE SIGNS

Mr. Sanderson stated that, at its August 1st meeting, the MTPO discussed providing local roadway names on the interchange signage. He discussed the information provided and answered questions.

Ms. Taulbee discussed FDOT costs estimates for replacing the signs and answered questions.

Mr. Bryan Herrington thanked FDOT and MTPO staff for the interchange signage information. He asked that signage modifications be considered as part of the NW 39th Avenue project and future projects at the other three interchanges within the Gainesville Metropolitan Area.

**MOTION:** Commissioner Mastrodicasa moved to ask that the Florida Department of Transportation incorporate adding the local street name designation to the Interstate 75 exit signs at State Road 222/NW 39th Avenue as part of the next interchange modification project and at every subsequent interchange modification project within the Gainesville Metropolitan Area. Commissioner Pinkoson seconded; motion passed unanimously.

#### V. FEDERAL TRANSPORTATION AUTHORIZATION BILL- U.S. SENATE DRAFT LEGISLATION

Mr. Sanderson stated that the U.S. Senate has proposed legislation for a new federal transportation bill that would eliminate MPOs that are less than 200,000 population. He noted that the latest population estimate for the MTPO's area was about 180,000. He discussed the bill and answered questions.

A member of the MTPO recommended that others read Earl Swift's [The Big Roads](#).

VI. NEXT MTPO MEETING

Mr. Sanderson noted that MTPO elections were done at the previous meeting.

Vice Chair Byerly presented Chair Hawkins with a plaque commemorating his service as Chair in 2011.

Chair Hawkins thanked MTPO staff.

Mr. Sanderson announced that the next MTPO meeting, if necessary, is scheduled for February 6th at 5:00 p.m.

VII. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

Chair Hawkins adjourned the meeting at 7:36 p.m.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Susan Baird, MTPO Secretary/Treasurer

**EXHIBIT A**

<b><u>Interested Citizens</u></b>	<b><u>Alachua County</u></b>	<b><u>City of Gainesville</u></b>	<b><u>Florida Department of Transportation</u></b>
Bryan Herrington	Mike Fay	Russ Blackburn	Karen Taulbee
	Jeff Hays	Paul Folkers	Doreen Joyner-Howard
	Randall Reid	Jesus Gomez	
	Dave Schwartz	Debbie Leistner	
		Doug Robinson	

\* By telephone

# Spoke and provided written comments





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

**Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida**

**Monday, 5:00 p.m.  
December 12, 2011**

**STAFF RECOMMENDATION**

- |                 |              |   |   |
|-----------------|--------------|---|---|
| <b>Page #7</b>  | <b>CA. 1</b> | <b>MTPO Minutes- October 3, 2011</b>  | <b>APPROVE MINUTES</b>                  |
|                 |              | <u>This set of MTPO minutes is ready for review</u>   |   |
| <b>Page #15</b> | <b>CA. 2</b> | <b>Year 2035 Long Range Transportation Plan-<br/>Administrative Modifications</b>   | <b>APPROVE MODIFICATIONS</b>            |
|                 |              | <u>Several administrative modifications to the Year 2035 Cost Feasible Plan are needed to account for additional funding for the Regional Transit System Bus Maintenance Facility</u> |   |
| <b>Page #23</b> | <b>CA. 3</b> | <b>Unified Planning Work Program Revisions-<br/>Task 3.6 Air Quality</b>  | <b>APPROVE REVISIONS</b>                |
|                 |              | <u>MTPO staff is requesting that half of the federal planning funds in this task be transferred to Task 1.2 and the other half transferred to Task 2.2</u>                            |   |
| <b>Page #25</b> | <b>CA. 4</b> | <b>Plan East Gainesville Steering Committee<br/>Meeting- Community Redevelopment Area</b>   | <b>APPROVE STAFF<br/>RECOMMENDATION</b> |
|                 |              | <u>Alachua County is seeking the input of this Committee concerning the establishment of a community redevelopment area (CRA) in the vicinity of Eastside High School</u>             |   |
| <b>Page #29</b> | <b>CA. 5</b> | <b>Transportation Disadvantaged Coordinating Board<br/>Member Appointment</b>   | <b>APPROVE STAFF<br/>RECOMMENDATION</b> |
|                 |              | <u>The MTPO is being asked to fill one position on the Alachua County Transportation Disadvantaged Coordinating Board</u>   |   |

**Page #33 CA. 6 Transportation Disadvantaged Coordinating  
Board Membership Certification**

**APPROVE STAFF  
RECOMMENDATION**

Each year, the MTPO certifies that this Board contains the appropriate parties and represents a cross section of the community

**Page #37 CA. 7 Transportation Disadvantaged Program-  
Status Report**

**NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

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**CA.2**

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March 26, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Fiscal Year 2010 Audit

AUDIT REVIEW COMMITTEE RECOMMENDATION

**Accept the audit report for the fiscal year ended September 30, 2011 and approve the invoice for payment.**

BACKGROUND

Attached please find a copy of the Auditor's Report for the fiscal year ended September 30, 2011. In October 2011, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Baird and Commissioner Bottcher to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Baird serve as Committee Chair.

Audit Review Committee Meeting

The Audit Review Committee met on Thursday, March 22, 2012. At this meeting, the Committee, by consensus, recommended that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area accept the audit report for the fiscal year ended September 30, 2011 and approve the invoice for payment.

Attachment

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





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March 21, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Title VI Nondiscrimination Policy Statement

STAFF RECOMMENDATION

**Authorize the Chief Staff Official to sign Exhibit 1 each year.**

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's signature authority must sign and submit the attached Exhibit 1- Title VI/Nondiscrimination Policy Statement in order to receive federal transportation planning funds.

*Source: Section 3.11.9 and 8.6 of the Florida Department of Transportation Metropolitan Planning Organization Program Management Handbook.*

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



**EXHIBIT 1**

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
Unified Planning Work Program Fiscal Years 2012-13 and 2013-14**

**TITLE VI/ NONDISCRIMINATION POLICY STATEMENT**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer;
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English;
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations;
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the Florida Department of Transportation District Title VI Coordinator;
5. Participate in training offered on Title VI and other nondiscrimination requirements;
6. If reviewed by Florida Department of Transportation or United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days; and
7. Have a process to collect racial and ethnic data on persons impacted by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated \_\_\_\_\_

by \_\_\_\_\_

Scott R. Koons, AICP, Executive Director  
Metropolitan Transportation Planning Organization for the  
Gainesville Urbanized Area



## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

**(5.)Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:

- a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
- b. cancellation, termination or suspension of the contract, in whole or in part.

**(6.)Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN  
TRANSPORTATION PLANNING PROCESS**

Pursuant to the requirements of 23 United States Code 134 (k)(5), 23 Code of Federal Regulations 450.334(a), the Department and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area have performed a review of the certification status of the metropolitan transportation planning process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with respect to the requirements of:

1. 23 United States Code. 134 and 49 United States Code 5303;
2. In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clean Air Act, as amended (49 United States Code 7504, 7506 (c) and (d) and 40 Code of Federal Regulations. Part 93; *Not Applicable*
3. Title VI of the Civil Rights Act of 1964, as amended (42 United States Code 2000d-1) and 49 Code of Federal Regulations Part 21;
4. 49 United States Code 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users (Public Law 109-59) and 49 Code of Federal Regulations Part 26 regarding the involvement of disadvantaged business enterprises in United States Department of Transportation funded projects;
6. 23 Code of Federal Regulations Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. the provisions of the Americans with Disabilities Act of 1990 (42 United States Code 12101 et seq.) and the regulations found in 49 Code of Federal Regulations Parts 27, 37, and 38;
8. the Older Americans Act, as amended (42 United States Code 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of 23 United States Code regarding the prohibition of discrimination on the basis of gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 United States Code 794) and 49 Code of Federal Regulations Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of Noteworthy Achievements by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and, a list of any recommendations and/ or corrective actions. The contents of this Joint Certification Package have been reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and accurately reflect the results of the joint certification review meeting held on March 21, 2012.

Based on a joint review and evaluation, the Florida Department of Transportation and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recommend that the Metropolitan Transportation Planning Process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area be **Certified**.

\_\_\_\_\_  
Florida Department of Transportation  
District Two Secretary

\_\_\_\_\_  
Metropolitan Transportation Planning Organization  
Organization for the Gainesville Urbanized Area Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date





March 26, 2012

TO: Metropolitan Transportation Planning Organization (MTPO)  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Unified Planning Work Program Amendments- Task 3.6 Air Quality

MTPO STAFF RECOMMENDATION

**Approve the following two Fiscal Year 2011-12 amendments to the Unified Planning Work Program in Task 3.6:**

1. **move half of the planning (PL) funds (\$40,050), and half of the corresponding State in-kind match (\$8,833), to Task 1.2; and**
2. **move half of the planning (PL) funds (\$40,050), and half of the corresponding State in-kind match (\$8,833), to Task 2.2.**

BACKGROUND

The Unified Planning Work Program describes the planning tasks to be undertaken by MTPO staff for Fiscal Years 2010-11 and 2011-12. Task 3.6, entitled *Air Quality*, is concerned with ensuring that air quality requirements are addressed concerning national air quality standards for ozone.

State and federal agencies have not identified any tasks for us to work on during Fiscal Year 2011-12 for Task 3.6. Therefore, MTPO staff recommends that the funds that have been allocated to this task be transferred to Task 1.2- Functional and Financial Responsibility and Task 2.2- System-Associated Characteristics.

Several months ago, we were informed of the need to develop prior and future information for the Transportation Improvement Program that was not anticipated when the adopted Unified Planning Work Program was developed. This transfer of funds to Task 1.2 will allow us to have sufficient resources to complete this unanticipated task.

Also, we were recently informed of the need to review and develop metropolitan area census designation information for the U.S. Bureau of the Census that was not anticipated when the adopted Unified Planning Work Program was developed. This transfer of funds to Task 2.2 will allow us to have sufficient resources to complete this unanticipated task.

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March 26, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director  
SUBJECT: Unified Planning Work Program

JOINT RECOMMENDATIONS

**The Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee, the Technical Advisory Committee and staff all recommend approval of the Unified Planning Work Program, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.**

BACKGROUND

The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area. The transportation planning program includes a Unified Planning Work Program budget of \$813,863 for Fiscal Year 2012-13 (July 1, 2012 to June 30, 2013). This consists of \$789,863 from federal and state agencies and \$24,000 dues paid by the City and County. As shown in Attachment I, the proposed budget programs \$637,104 of Federal Highway Administration Section 112 (planning) funds.

Unified Planning Work Program Summary

In addition to the attached Unified Planning Work Program document required for submission to federal and state agencies, we are also attaching two summary pages as described below. They are, as follows:

Attachment I - Proposed funding sources and task cost breakdowns for programs.

Attachment II - Proposed (line item) budget. This attachment shows revenue sources and expenditures.

Staff will be prepared to discuss this material in further detail at the meeting. At this meeting, we will be requesting approval of the Unified Planning Work Program budget.

Attachments



**Attachment I**

**Proposed Funding Sources for Fiscal Year 2012-13  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area**

Task Number	FTA			Other Local/ Agency Work	FHWA PL Funds		FDOT/ TD Grants	Grand Total	
	Federal	State	MTPO/ Local		Federal	MTPO			
<b>1.0 Administration</b>									
1.1	Program Management					\$68,000		\$68,000	
1.2	Functional and Financial Responsibility					\$35,000		\$35,000	
1.3	Procedural Development				\$9,517	\$24,000		\$33,517	
1.4	Program Reporting					\$42,104		\$42,104	
1.5	State Support and Program Management and Technical Assistance FTA		\$14,483					\$0 \$14,483	
<b>2.0 Data Collection</b>									
2.1	System Characteristics							\$0	
2.2	System-Associated Characteristics					\$48,000		\$48,000	
<b>3.0 Transportation Improvement Program</b>									
3.1	Transportation Improvement Program					\$48,000		\$48,000	
<b>4.0 Long Range Transportation Plan</b>									
4.1	Long Range Transportation Plan					\$78,000		\$78,000	
<b>5.0 Special Project Planning</b>									
5.1	Bus Rapid Transit Alternatives Analysis							\$0	
5.2	Membership Apportionment Plan					\$35,000		\$35,000	
<b>6.0 Regional Planning</b>									
6.1	Regional Planning					\$45,000		\$45,000	
<b>7.0 Public Participation</b>									
7.1	Public Participation					\$59,000		\$59,000	
7.2	Civil Rights- Title VI					\$30,000		\$30,000	
7.3	Civil Rights- Environmental Justice					\$30,000		\$30,000	
<b>8.0 System Planning</b>									
8.1	System Review and Analysis					\$47,000		\$47,000	
8.2	Management Systems					\$48,000		\$48,000	
8.3	Section 5303 FTA Grant	\$115,862		\$14,483				\$130,345	
8.4	Transportation Disadvantaged Program						\$22,234	\$22,234	
<b>Total</b>		<b>\$115,862</b>	<b>\$14,483</b>	<b>\$14,483</b>	<b>\$9,517</b>	<b>\$637,104</b>	<b>\$0</b>	<b>\$22,234</b>	<b>\$813,683</b>

FDOT - Florida Department of Transportation  
 FHWA - Federal Highway Administration  
 FTA - Federal Transit Administration  
 MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

PL - Planning  
 SPR - Statewide Planning and Research  
 TD - Transportation Disadvantaged  
 USDOT - United States Department of Transportation

**Attachment II**

**Proposed Fiscal Year 2012-13 Budget  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area**

<b>Revenue Source</b>	<b>Amount</b>
Federal Transit Administration	\$115,862
Federal Highway Administration	\$637,104
State of Florida, Department of Transportation	\$14,483
State of Florida, Transportation Disadvantaged Commission	\$22,234
Alachua County	\$9,600
City of Gainesville	\$14,400
<b>Total Revenues</b>	<b>\$813,683</b>

<b>Type of Expenditure</b>	<b>Amount</b>
Contractual Services (North Central Florida Regional Planning Council)	\$783,988
Contractual/Bicycle/Pedestrian Advisory Board	\$8,045
Contractual (Audit)	\$5,900
Legal Advertisements	\$12,000
Travel	\$2,000
Dues	\$500
Postage	\$50
Office Supplies	\$1,200
<b>Total Expenditures</b>	<b>\$813,683</b>



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March 26, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Enhancement Applications

STAFF RECOMMENDATION

**Endorse staff submissions to the Florida Department of Transportation of new Enhancement Applications for the Hull Road Parking Area Trail prepared by the University of Florida and the Hull Road Connector (Archer Braid- Segment 3) prepared by the City of Gainesville.**

BACKGROUND

The Florida Department of Transportation requested that new transportation enhancement applications be submitted for eligible projects by March 23, 2012. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area did not have a meeting in time to meet this deadline. After discussing this issue with the Florida Department of Transportation, it was decided to have staff submit the attached applications and request that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area endorse this submittal at its next meeting on April 2, 2012.

The Enhancement Applications that were submitted replace the same project applications submitted this time last year. These projects are components of the Archer Braid and are included in the Year 2035 Cost Feasible Plan.

Attachments

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



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**APPLICATION FOR TRANSPORTATION  
 ENHANCEMENT PROJECTS**

Date: Jan. 13, 2012

Project Title: Hull Road Parking Area Trail

Project Sponsor (municipal, county, state, federal agency, or MPO):

University of Florida (UF)

Contact Linda B. Dixon Title Assistant Director Agency University of Florida

Address UF Facilities Planning & Construction, PO Box 115050, Gainesville, FL 32611

Phone 352/273-4010 Email ldixon@ufl.edu

Priority (relative to other applications submitted by the Project Sponsor). #2

Name of Applicant (If other than Project Sponsor): same

**1. Qualifying Enhancement Activities:**

Check the enhancement activity that the proposed project will address. **(NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in Appendix A of FDOT Procedure #525-030-300, Transportation Enhancement Projects).**

- Provision of facilities for pedestrians and bicycles
- The provision of safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

**2. Project Description:**

Use additional sheets as necessary to respond to the following:

- (a) Provide a clear and concise detailed description of the Enhancement project. For sidewalks and multiuse paths, include the preferred construction material, (ie. concrete or asphalt surface). Describe where the project is located, the beginning and ending termini and approximate length. For sidewalks and bike paths that parallel roads, include which side of the road it is proposed and any unique or special features such as boardwalks or bridges. Include a location map if possible.

*The Hull Road Parking Area Trail will extend 0.3 miles from SW 34<sup>th</sup> Street to the western limits of the UF property following Hull Road and the edge of the UF Park and Ride Lot 2. The facility is anticipated to locate on the south side of Hull Road, but additional engineering and final plans preparation work is required to determine the best connection point to the planned western trail segments (see City ENH application for Hull Road Connector/Archer Braid Segment 3) and SW 34<sup>th</sup> Street Grade Separated Crossing (MTPO ENH Priority #5) as well as minimizing impacts to several heritage oak trees.*

*The trail may be constructed of traditional asphalt; however, the University prefers to use one of the newer porous asphalt materials so the project cost in this proposal reflects UF's experience with a porous asphalt project. UF constructed a shared-use path of porous asphalt in 2010, and has programmed funds for additional shared-use paths constructed of this material. The UF will monitor the performance of this product and determine its appropriateness for this project during the engineering and final plans preparation work. UF has found porous asphalt to be cost effective as compared to other traditional and permeable paving products. The stormwater advantages of porous asphalt are also significant.*

- (b) What project phases are proposed to be funded with Enhancement funds? (Do not include work that is already complete or will be funded by other means. Check all that apply)

- Planning Studies and Activities
- Project Development and Environmental Studies
- Engineering and Final Plans Preparation Work
- Right of Way Acquisition
- Construction
- Construction Engineering and Inspection Activities

- (c) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact. (One or more may apply).

*The proposed Hull Road Parking Area Trail will have significant intermodal impact as part of a planned cross-county bicycle/pedestrian pathway connecting the City of Archer to the City of Hawthorne passing through the City of Gainesville and University of Florida campus. The existing Gainesville Hawthorne Rail-Trail, Depot Avenue Rail-Trail, and Kermit Sigmon Memorial Rail-Trail currently connect the City of Hawthorn to the City of Gainesville and southeast edge of the UF campus. The funded Archer Road bike path will provide the segment connecting the City of Archer to the Gainesville Urban Area. The Cross Campus Greenway Trail, programmed in FDOT's FY 2011-2016 Work Program, will construct the pathway segments that pass through the UF campus from the east to SW 34<sup>th</sup> Street. The proposed Hull Road Parking Area Trail facility will carry bicyclists and pedestrians from the six-lane SW 34<sup>th</sup> Street/SR121 at the intersection with Hull Road (a UF roadway) to the edge of campus property where it will intersect with segments of the planned trail that will connect to the City of Archer. In the interim period while the remaining westerly trail segments are awaiting construction, this trail segment will provide connectivity from UF's Park and Ride 2 parking lot and transit station to the campus proper including facilities such as the UF Hilton University Hotel and Conference Center, the University's Cultural Plaza (museums and performing arts center), sports venues, and student housing located immediately east of SW 34<sup>th</sup> Street. The proposed trail segment will also immediately serve private student apartment complexes with access to this trail segment from SW 36<sup>th</sup> Street and SW 35<sup>th</sup> Terrace.*

*The bicycle/pedestrian trail functionally connects local streets, sidewalks, transit park-and-ride, and bicycle facilities. It has proximity to SR121, local streets, bicycle lanes, and transit facilities. The impact of this project will be to increase safety and access for bicyclists, pedestrians and transit patrons.*

*See attached maps for routing of the Hull Road Parking Area Trail in relation to the Cross Campus Greenway and other segments of the MTPO's Bicycle/Pedestrian Cost Feasible Plan.*

- (d) Summarize any special characteristics of the project. Provide typical section drawings for appropriate projects.

*Per the descriptions in (a), (c), and (f) herein, the Hull Road Parking Area Trail is critical infrastructure needed in the middle of a cross-county bicycle/pedestrian trail system that is planned and partially constructed. It also connects significant public facilities of the University of Florida campus. The University of Florida is an open campus integrated with its surrounding community, so the planned facility will be available for use by the general public.*

- (e) Describe the project's existing right of way ownerships. This description shall identify who owns the right of way, when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys). Also describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.

*The right of way for the project is completely on state-owned property. The campus land is owned by the State of Florida and managed by the University of Florida. Land ownership is documented in existing surveys and deeds. There are no right of way acquisition activities required.*

- (f) Describe any related project work phases that are already complete or currently underway, such as planning studies, master plans, PD&E studies, engineering, surveying or plans preparation. Provide copies of this information if available

*The planning phase of this project has been completed. This trail project is described as Priority #2 in the Gainesville Urban Area MTPO Enhancement Priorities and the MTPO's Bicycle/Pedestrian Cost Feasible Plan (see attached documentation). The #1 priority in these planning documents is the trail segment contiguous to the east also known as the Cross Campus Greenway, programmed in FDOT's FY 2011-2016 Work Program. The #3 priority in these planning documents is the trail segment contiguous to the west that has been submitted for enhancement funding by the City of Gainesville as the Hull Road Connector/Archer Braid Segment 3.*

- (f) Other specific project information that should be considered.

*The University population of 45,000 students and 22,000 employees on the main campus has very high participation in bicycling and walking. A 2009 survey revealed mode split for the journey to campus at 19% walk and 10% bicycle. Non-auto travel for internal campus trips is even higher. The proposed trail is a segment in a larger cross-campus and cross-county system that will serve significant numbers of bicyclists and pedestrians for utilitarian and recreational trips.*

### **3. Project Implementation Information:**

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. Local Agency or FDOT) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual** (topic no. 525-010-300).

*The project proposes that the Florida Department of Transportation manage the engineering, final plans preparation, construction, construction engineering and inspection work phases. If necessary, the City of Gainesville is eligible to manage some or all of these work phases through its LAP agreement with FDOT. The final project management responsibility will be confirmed upon project funding.*

- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

*The project is recommended in the MTPO Countywide Bicycle Master Plan (adopted 2001 with addendum in 2004), and the UF Campus Master Plan (adopted 2006). The proposed Hull Road Parking Area Trail is part of a planned cross-county bicycle/pedestrian pathway described in MTPO documents as the "Archer Braid". The project is described in the MTPO List of Priority Projects/Enhancement Table and Bicycle/Pedestrian Cost Feasible Plan as priority #2. The #1 priority in these planning documents is the trail segment contiguous to the east also known as the Cross Campus Greenway, programmed in FDOT's FY 2011-2016 Work Program. Each of these documents was prepared and adopted through extensive public involvement processes and interagency coordination.*

- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

*The Hull Road Parking Area Trail will be owned and maintained by the University of Florida.*

- (d) Describe source of matching funds and any restrictions on availability.

*There are no matching funds for the project; however, the right-of-way is available at no cost since it is state-owned land.*

- (e) Other specific implementation information that should be considered.

*The project is generally uncomplicated as it crosses mostly vacant, flat, uplands on the UF campus.*

**4. Project Cost:**

What is the total estimated cost of the work requested to be funded as an enhancement project through this application?

Planning Activities.	\$ <u>0</u>
Project Development and Environmental Studies.	\$ <u>0</u>
Engineering and Final Plans Preparation Work.	\$ <u>34,000</u>
Right of Way Acquisition.	\$ <u>0</u>
Construction.	\$ <u>\$140,000</u>
Construction Engineering and Inspection Activities.	\$ <u>8,000</u>
Other. (Describe)	\$ <u>                    </u>
<b>TOTAL:</b>	<b>\$ <u>182,000</u></b>

How will the project be funded?

FDOT Enhancement Funds \$182,000 + Local Funds \$ 0 = Total \$182,000

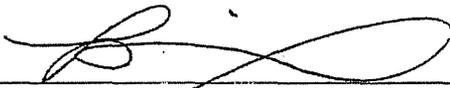
FDOT Enhancement Funds 100% + Local Funds 0 % = 100%

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by University of Florida,  
(municipal, county, state, federal agency, or MPO)  
and that said entity will: (1) enter into a maintenance agreement with the Florida Department of Transportation;  
(2) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way  
actions required for the project, and (3) support other actions necessary to fully implement the proposed  
project. I further certify that the estimated costs included herein are reasonable and understand that significant  
increases in these costs could cause the project to be removed from the Florida Department of Transportation  
work program.

This project will be administered by (check only one):

- The applicant or sponsor using the department's Local Agency Program, or
- x   The Florida Department of Transportation

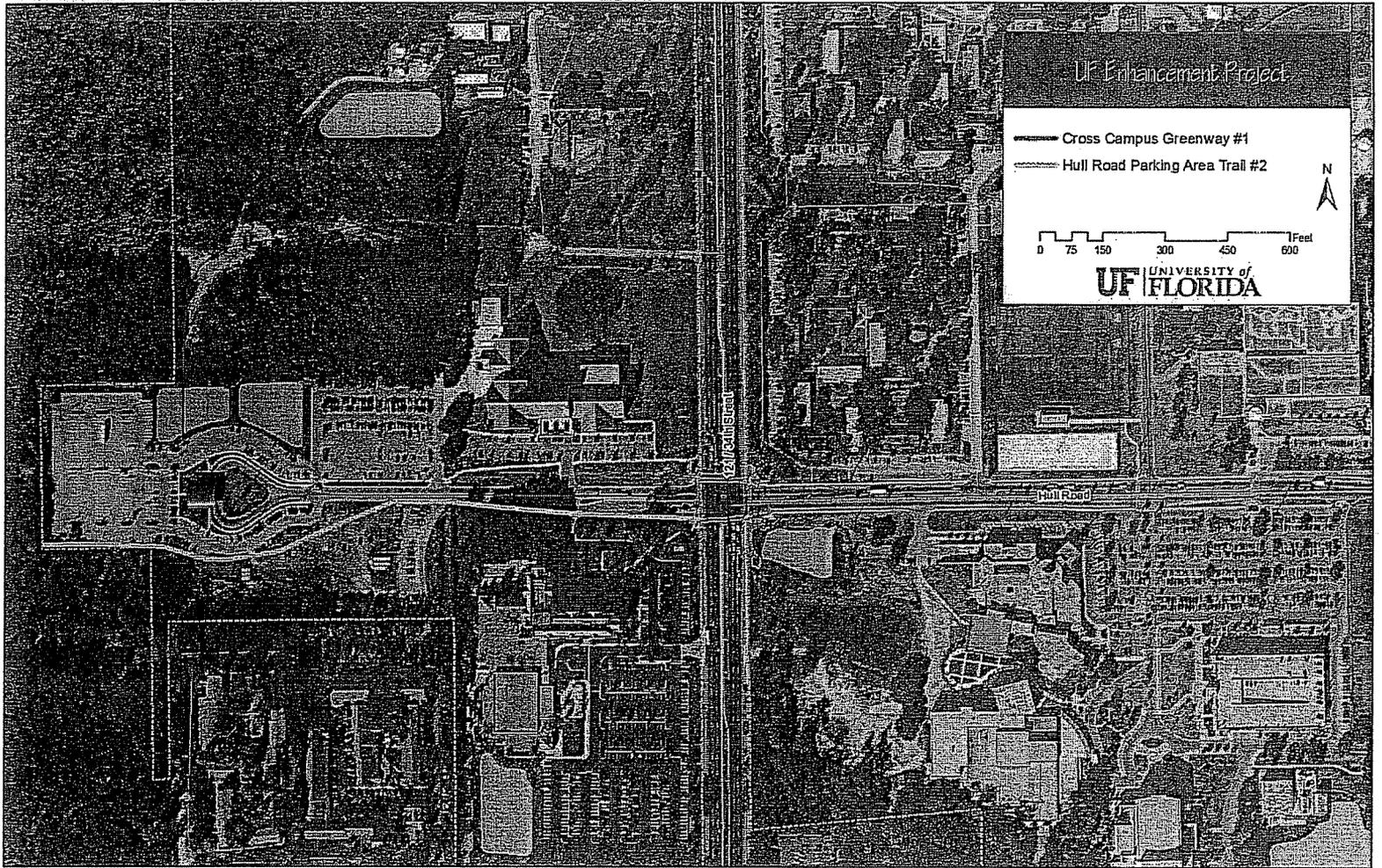
  
\_\_\_\_\_  
Signature

Linda B. Dixon  
\_\_\_\_\_  
Name (please type or print)

Associate Director  
\_\_\_\_\_  
Title

January 13, 2012  
\_\_\_\_\_  
Date

FOR FDOT USE ONLY		
	YES	NO
Application Complete	_____	_____
Project Eligible	_____	_____
Implementation Feasible	_____	_____
Include in Work Program	_____	_____



**MTPO YEAR 2035 LIVABLE  
COMMUNITY REINVESTMENT PLAN  
BICYCLE/PEDESTRIAN COST  
FEASIBLE PROJECTS**  
ADOPTED OCTOBER 27, 2010

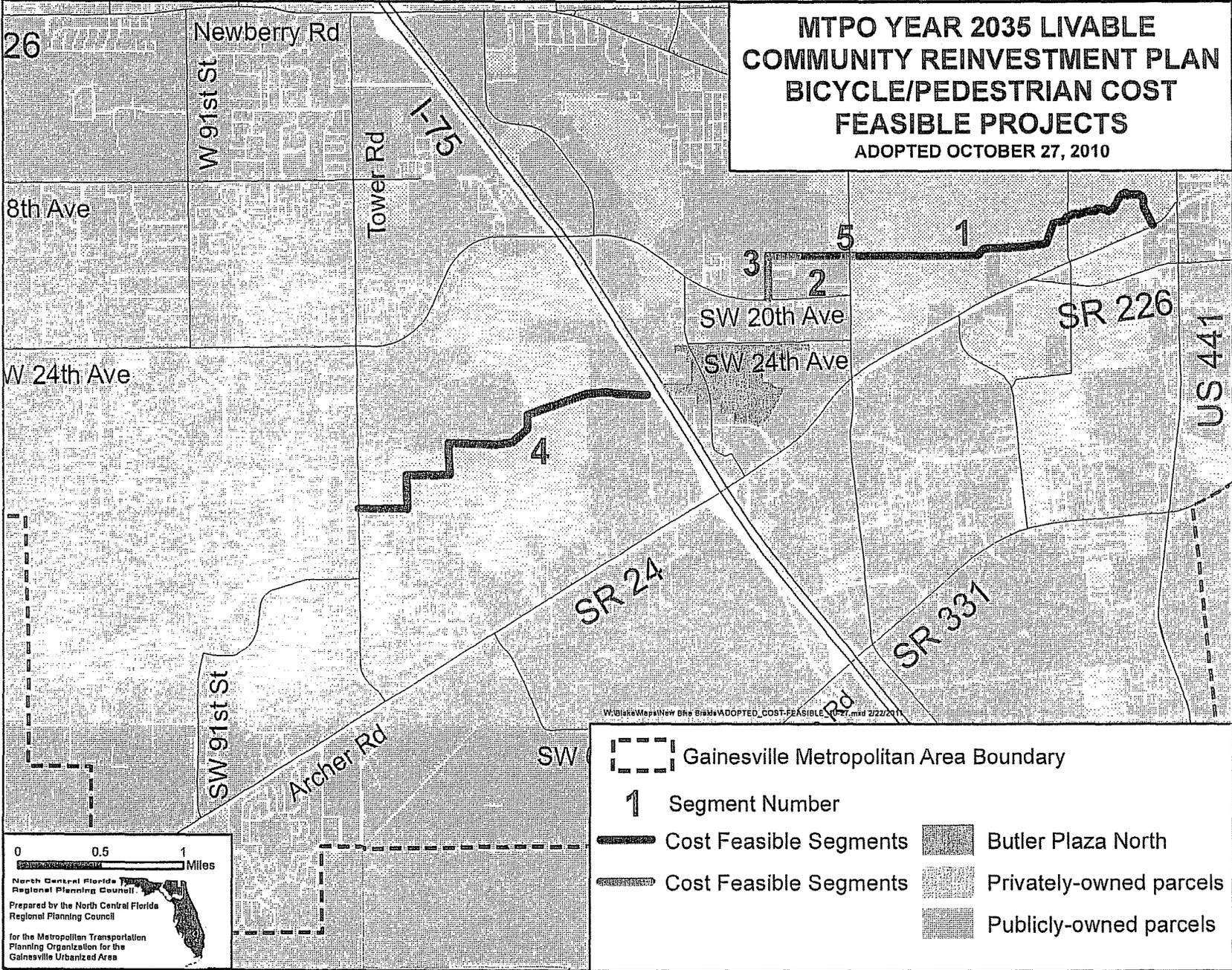


TABLE 1

**YEAR 2035 BICYCLE/PEDESTRIAN COST FEASIBLE PLAN**

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2007 DOLLARS)
<b>Surface Transportation Program (STP) Enhancements (Cost Feasible Plan Revenues = \$11.5 million)</b>				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	\$1.9
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	\$0.2
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	\$0.5
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	\$7.0
<b>TOTAL STP ENHANCEMENT FUNDED PROJECTS</b>				<b>\$11.7</b>
<b>LOCAL FUNDS</b>				
<b>Alachua County Projects (identified as Cost Feasible by Year 2020)</b>				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	\$0.4
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	\$0.3
<b>TOTAL ALACHUA COUNTY PROJECTS</b>				<b>\$0.7</b>
<b>LOCAL FUNDS</b>				
<b>City of Gainesville Projects (identified as Cost Feasible by Year 2015)</b>				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	\$0.5
<b>TOTAL CITY OF GAINESVILLE PROJECTS</b>				<b>\$0.5</b>
<b>GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS</b>				<b>\$12.9</b>

NA- Not applicable

**TABLE 1**

**FISCAL YEARS 2011/2012 - 2015/2016  
ENHANCEMENT PRIORITIES  
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

<b>NUMBER</b>	<b>PROJECT</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>
1 <i>Partially Funded</i>	SW 8 Avenue	FM: Parker Road TO: SW 91 Street	Construct ADA-compliant concrete sidewalk
2	UF Cross Campus Trail [part of Archer Braid*]	FM: SW 34 Street [SR 121] TO: Archer Road [SR 24]	Construct bicycle/pedestrian trail
3	Hull Road Extension Trail North [part of the Archer Braid*]	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Construct bicycle/pedestrian trail
4	SW 23 Road Trail [part of the Bivens Braid*]	FM: SW 23 Terrace TO: Archer Road [SR 24]	Construct bicycle/pedestrian trail
5	Downtown East Central Trail	FM: Depot Avenue TO: NE 39 Avenue [SR 222]	Construct bicycle/pedestrian trail
6	Hull Road Extension Trail North [part of the Archer Braid*]	AT: SW 34 Street	Construct bicycle/pedestrian grade-separated crossing
7	SW 43 Street	FM: SW 40 Boulevard TO: SW 20 Avenue	Construct ADA-compliant sidewalk
8	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
9	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
10	Bus Stop Upgrades for ADA compliance	AT: RTS Systemwide	Construct ADA-compliant stops and sidewalk connections

\*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act  
RTS- Regional Transit System  
UF- University of Florida

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**APPLICATION FOR TRANSPORTATION  
ENHANCEMENT PROJECTS**

Appendix B

District 2  
November 2010  
Page 1 Of 4

Date: January 23, 2012

Project Title: Hull Road Connector (Archer Braid – Segment 3)

Project Sponsor (municipal, county, state, federal agency, or MPO): City of Gainesville

---

Contact Ms. Teresa Scott, PE Title Director Agency Public Works Department

Address P.O. Box 490, Mail Station 58, Gainesville, FL, 32602-0490

Phone (352) 334-5070 Email scottta@cityofgainesville.org

Priority (relative to other applications submitted by the Project Sponsor). #1

Name of Applicant (If other than Project Sponsor): \_\_\_\_\_

**1. Qualifying Enhancement Activities:**

Check the enhancement activity that the proposed project will address. **(NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in Appendix A of FDOT Procedure #525-030-300, Transportation Enhancement Projects).**

- Provision of facilities for pedestrians and bicycles
- The provision of safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

**2. Project Description:**

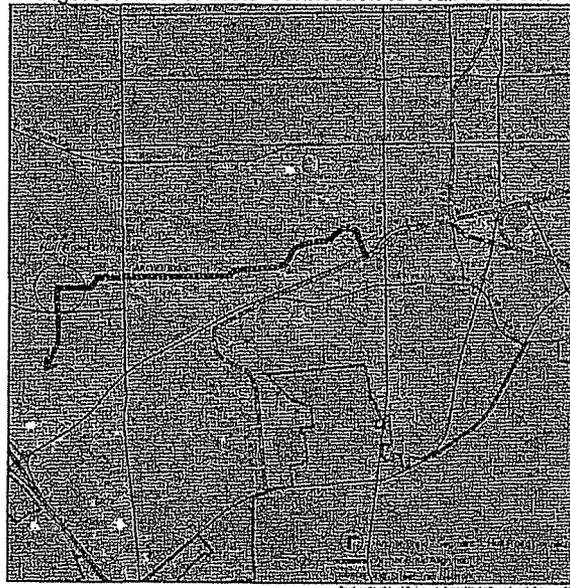
Use additional sheets as necessary to respond to the following:

- (a) Provide a clear and concise detailed description of the Enhancement project. For sidewalks and multiuse paths, include the preferred construction material, (ie. concrete or asphalt surface). Describe where the project is located, the beginning and ending termini and approximate length. For sidewalks and bike paths that parallel roads, include which side of the road it is proposed and any unique or special features such as boardwalks or bridges. Include a location map if possible.

*This project consists of the construction of segment number 3 of the Archer Braid multiuse trail that extends from SW 20th Avenue to the University of Florida Hull Road Parking Area; the length of the project is approximately 0.5 miles (see Appendix I for illustration of the project location and connection to other segments that form the Archer Braid). The proposed 10-foot asphalt trail will follow the alignment of SW 38th Terrace north of SW 20th Avenue, connecting to the east at SW 17th Avenue following the adopted Hull Road alignment (see Appendix II for the adopted MTPO Option M alignment). This trail segment will connect to segment number 2 to the east, for which a concurrent enhancement application is being submitted by the University of Florida for funding consideration. The trail will ultimately connect to the east with the Cross Campus Greenway which is included in the Florida Department of Transportation (FDOT) tentative work program FY13-FY15. A 6-mile western segment of the trail, connecting the City of Archer to SW 91st St, is funded for construction in the FDOT work program FY12-FY13. The City of Gainesville has ownership of the SW 38<sup>th</sup> Terrace unimproved right-of-way. SW 17<sup>th</sup> Avenue is platted on a power line easement (a copy of the SW 17<sup>th</sup> Avenue plat and SW 38<sup>th</sup> Terrace right-of-way dedication to the City are provided in Appendix III).*

*The Archer Braid multiuse trail is a regional priority project, included in the Metropolitan Transportation Planning Organization (MTPO) 2035 Cost Feasible Long Range Transportation Plan, available online at: [http://www.ncfrpc.org/mtpo/publications/LRTP2035/2035LRTP\\_Update.pdf](http://www.ncfrpc.org/mtpo/publications/LRTP2035/2035LRTP_Update.pdf) and on the FY11/12-FY15/16 List of Priority Projects available online at: <http://www.ncfrpc.org/mtpo/publications/LOPP2010/LOPP10aweb2a.pdf> (documentation provided in Appendix IV). The system was evaluated as part of a study commissioned by the MTPO in 2008, available online at: [http://www.ncfrpc.org/mtpo/publications/Archer\\_Braid/Archer\\_Braid\\_Final\\_Report\\_Web.pdf](http://www.ncfrpc.org/mtpo/publications/Archer_Braid/Archer_Braid_Final_Report_Web.pdf). As evidenced in the study, the Archer Braid trail will provide an alternative direct connection between residential and employment/education centers potentially capturing a latent demand of cycle commuters in the southwest region attracted by the savings and healthy incentives provided, that in turn may result in a decrease in automobile trips. In addition, as shown in Figure 1 below, the trail will be a significant enhancement to the existing trail network system enabling extensive access and mobility to a variety of users and trip purposes.*

Figure 1: Archer Braid Connection to Trail Network



Prepared by City of Gainesville Public Works Department, February 2011

- (b) What project phases are proposed to be funded with Enhancement funds? (Do not include work that is already complete or will be funded by other means. Check all that apply)

\_\_\_\_\_ Planning Studies and Activities  
 \_\_\_\_\_ Project Development and Environmental Studies  
  X   Engineering and Final Plans Preparation Work  
 \_\_\_\_\_ Right of Way Acquisition  
  X   Construction  
 \_\_\_\_\_ Construction Engineering and Inspection Activities

- (c) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact. (One or more may apply).  
*This project relates by proximity and impact as it parallels major transportation corridors and satisfies the needs of a variety of uses.*
- (d) Summarize any special characteristics of the project. Provide typical section drawings for appropriate projects.  
*Drawings are not currently available. The proposal is for a 10 ft wide multimodal asphalt path.*
- (e) Describe the project's existing right of way ownerships. This description shall identify who owns the right of way, when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys). Also describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.  
*Right-of-way is available. Documentation is provided in Appendix III. SW 38<sup>th</sup> Street is under City of Gainesville ownership, documented by Alachua County Resolution No. 09-64 associated with the July 28/2008 land annexation into the City. SW 17<sup>th</sup> Avenue right-of-way is platted, and also part of a power line easement.*
- (f) Describe any related project work phases that are already complete or currently underway, such as planning studies, master plans, PD&E studies, engineering, surveying or plans preparation. Provide copies of this information if available.  
*No work has been completed to date for this segment of Archer Braid.*
- (g) Other specific project information that should be considered.

### 3. Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. Local Agency or FDOT) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual** (topic no. 525-010-300).  
*Project will be performed by contract and administered by the City of Gainesville. The City of Gainesville is LAP certified (documentation is provided in Appendix V).*
- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).  
*Project is a top priority of the MTPO. Supporting documentation is provided in Appendix IV.*
- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.  
*Project will be owned/maintained by the City of Gainesville.*
- (d) Describe source of matching funds and any restrictions on availability. *None.*

(e) Other specific implementation information that should be considered.

**4. Project Cost:**

What is the total estimated cost of the work requested to be funded as an enhancement project through this application?

Planning Activities.	\$ _____
Project Development and Environmental Studies.	\$ _____
Engineering and Final Plans Preparation Work.	\$ <u>75,000.00</u>
Right of Way Acquisition.	\$ _____
Construction.	\$ <u>150,000.00</u>
Construction Engineering and Inspection Activities.	\$ _____
Other. (administrative costs)	\$ <u>35,000.00</u>
<b>TOTAL:</b>	\$ <u>260,000.00</u>

How will the project be funded?

FDOT Enhancement Funds \$260,000.00 + Local Funds \$ \_\_\_\_\_ = Total \$260,000.00

FDOT Enhancement Funds 100 % + Local Funds \_\_\_\_\_ % = 100%

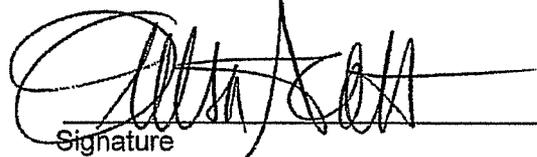
**CERTIFICATION OF PROJECT SPONSOR**

I hereby certify that the proposed project herein described is supported by City of Gainesville,  
(municipal, county, state, federal agency, or MPO)  
and that said entity will: (1) enter into a maintenance agreement with the Florida Department of Transportation; (2) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and (3) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered by (check **only** one):

- X  The applicant or sponsor using the department's Local Agency Program, or  
 \_\_\_\_\_ The Florida Department of Transportation

FOR FDOT USE ONLY	
	YES NO
Application Complete	_____
Project Viable	_____
Implementation Feasible	_____
Include in Work Program	_____

  
Signature

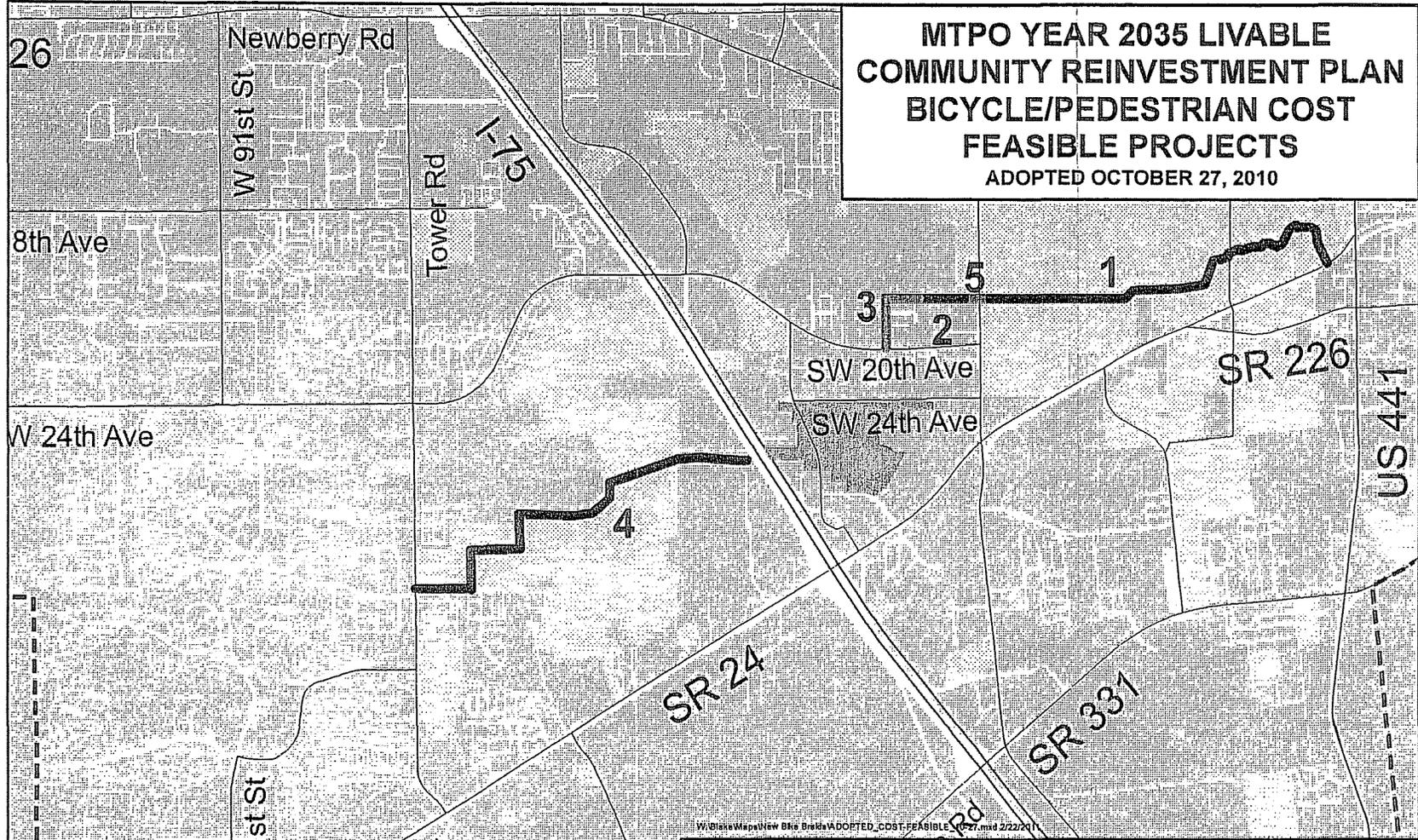
Teresa Scott, PE  
Name (please type or print)  
Director of Public Works  
Title

January 23, 2012  
Date

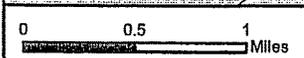
APPENDIX I: Archer Braid Alignment

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**MTPO YEAR 2035 LIVABLE  
COMMUNITY REINVESTMENT PLAN  
BICYCLE/PEDESTRIAN COST  
FEASIBLE PROJECTS**  
ADOPTED OCTOBER 27, 2010



W:\Bike Maps\New Bike Brkds\ADOPTED\_COST\_FEASIBLE\_027.mxd 2/22/11

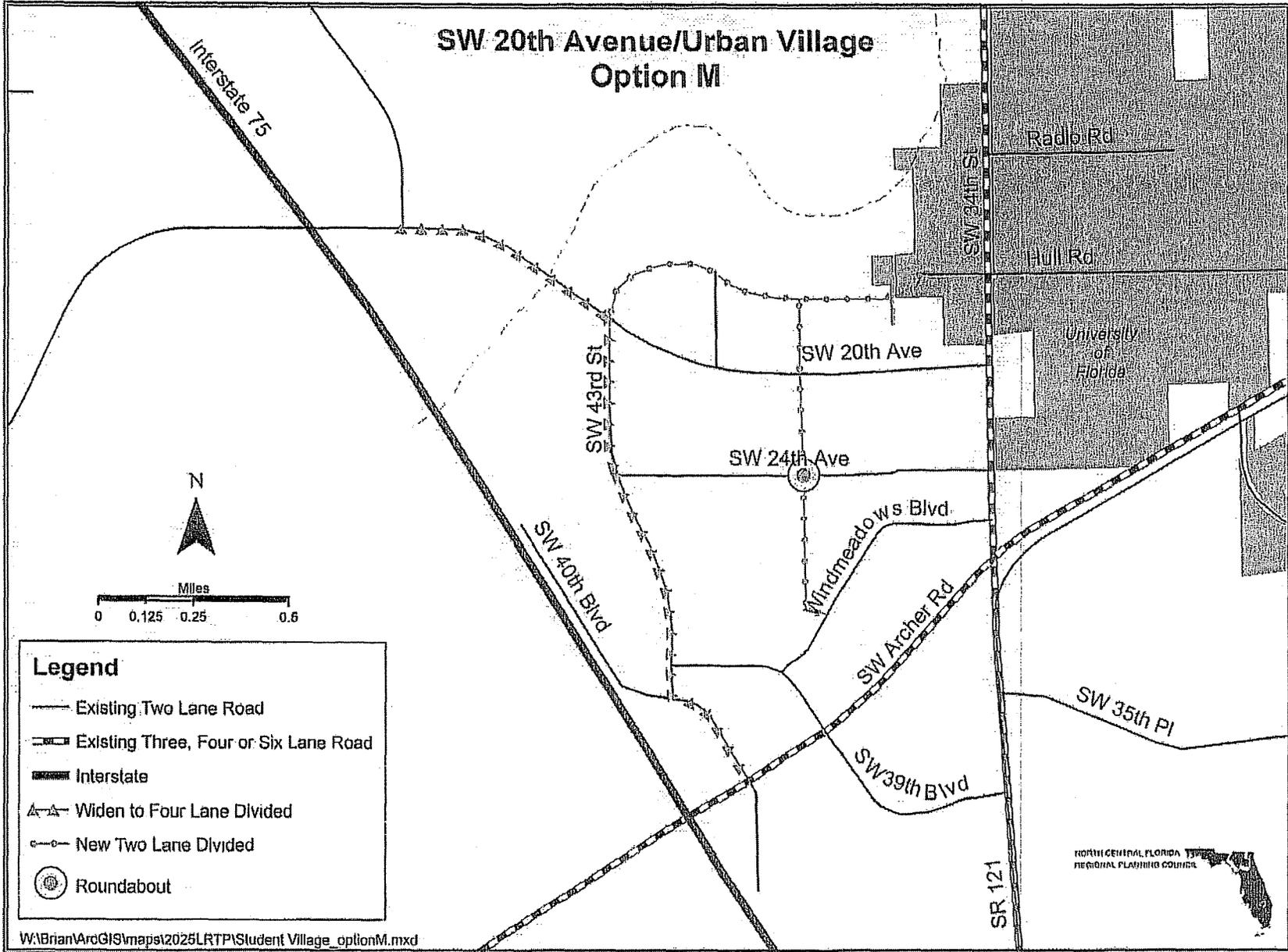


North Central Florida  
Regional Planning Council  
Prepared by the North Central Florida  
Regional Planning Council  
for the Metropolitan Transportation  
Planning Organization for the  
Gainesville Urbanized Area

- Gainesville Metropolitan Area Boundary
- 1 Segment Number
- Cost Feasible Segments
- Cost Feasible Segments
- Butler Plaza North
- Privately-owned parcels
- Publicly-owned parcels

APPENDIX II: Adopted MTPO Option M – Hull Road Alignment

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APPENDIX III: Right-of-way supporting documentation

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2521305

11 PGS

RECORDED IN OFFICIAL RECORDS  
INSTRUMENT # 2521305 11 PGS  
Aug 10, 2009 04:04 PM  
BOOK 3899 PAGE 1107  
J. K. IRBY  
Clerk Of Circuit Court  
Alachua County, Florida  
CLERK10 Receipt # 417229

**RESOLUTION 09-64**

**A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA, TO TRANSFER CERTAIN STREETS AND ROADS TO THE CITY OF GAINESVILLE; PROVIDING FOR CERTAIN OTHER ACTIONS IN CONNECTION THEREWITH; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Gainesville, on July 28, 2008, passed and adopted Ordinance No. 080137, 0-08-45, which authorized the pursuit of annexation of certain lands lying within Alachua County into the City of Gainesville by referendum; and

**WHEREAS**, the City of Gainesville, on November 20, 2008, passed and adopted Resolution No. 080551, which provided the passage of the proposed annexation referendum with an effective date of June 1, 2009; and

**WHEREAS**, the area of annexation generally lies between SW 34 Street, SW 20 Avenue, Archer Road, and I-75, as well as including those tracts of land lying north of said SW 20 Avenue that were not located within the City limits prior to this annexation; and

**WHEREAS**, according to §334.03(23), Florida Statutes, the term "road" means a way open to travel by the public, including, but not limited to, a street, highway, or alley. The term includes associated sidewalks, the roadbed, the right-of-way, and all culverts, drains, sluices, ditches, water storage areas, waterways, embankments, slopes, retaining walls, bridges, tunnels, and viaducts necessary for the maintenance of travel and all ferries used in connection therewith; and

**WHEREAS**, all roads open and available for use by the public and dedicated for public use, according to law or by prescription, are established as public roads in accordance with §335.01, Florida Statutes; and

**WHEREAS**, public roads may be transferred between jurisdictions by mutual agreement of the affected governmental entities, in accordance with §335.0415 (3), Florida Statutes; and

**WHEREAS**, as a result of said annexation, all the county roads now within the municipal boundaries of the City of Gainesville, that are functionally classified as local roads or collector roads are no longer a part of the county road system, and are now a part of the city street system, according to §334.03(3), Florida Statutes; and

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA;

1. That all of the County's interest in the street rights of way, and/or drainage facilities, identified in Exhibit "A", that lie within Exhibit "B", as attached hereto and by reference made a part herein, are hereby transferred to the City of Gainesville.

2. That the Chairman of the Board of County Commissioners of Alachua County and the Clerk of Alachua County are authorized to execute all documents necessary to effectuate the transfer of said roads to the City of Gainesville, as provided for in this resolution.

3. That this resolution and the transfer of said roads authorized herein, shall take effect immediately upon its adoption.

DULY ADOPTED in regular session, this 14<sup>th</sup> day of July, A.D., 2009.

BOARD OF COUNTY COMMISSIONERS  
OF ALACHUA COUNTY, FLORIDA

(SEAL)

By: Mike Byerly  
Mike Byerly, Chair

ATTEST:

J. K. "Buddy" Irby  
J. K. "Buddy" Irby, Clerk

APPROVED AS TO FORM

D. W. Wagoner  
Alachua County Attorney

INSTRUMENT # 2521305 11 PGS

## EXHIBIT "A"

### Roads lying northerly of SW 20 Avenue being described as:

SW 19 Avenue/SW 35 Terrace/SW 17 Place that lies between SW 34 Street and SW 38 Terrace

SW 38 Terrace lying northerly of SW 20 Avenue

SW 42 Street lying northerly of SW 20 Avenue

SW 15 Place lying easterly of SW 42 Street

### Roads lying southerly of SW 20 Avenue being described as:

SW 37 Boulevard/SW 33 Place that lies between SW Archer Road and SW 42 Street;

SW 40 Boulevard lying northerly of SW Archer Road;

SW 42 Street that lies south and southwest of SW 40 Boulevard;

SW 42 Way lying northerly of SW 40 Boulevard;

SW 29 Avenue lying easterly of SW 40 Boulevard;

SW 42 Street/SW 43 Street that lies between SW 20 Avenue and SW 40 Boulevard;

SW 20 Lane/SW 21 Lane lying westerly of SW 43 Street;

SW 21 Place lying easterly of SW 43 Street;

SW 24 Avenue lying between SW 34 Street and SW 43 Street;

SW 38 Terrace lying between SW 24 Avenue and SW 20 Avenue

Also, any and all sidewalks, roadbeds, right-of-way, culverts, drains, sluices, ditches, basins, water storage areas, waterways, embankments, slopes, retaining walls, bridges, tunnels, and viaducts related to the above said roads and/or any County maintained Avenues, Boulevards, Lanes, Places, Roads, Streets, Terraces, Ways, etc., not described above,

Also including any and all subdivisions, apartments and/or condominiums of record that lies between SW 34 Street, I-75 and Archer Road lying and being in Sections 10, 11, 14 and 15, Township 10 South, Range 19 East, Alachua County, Florida

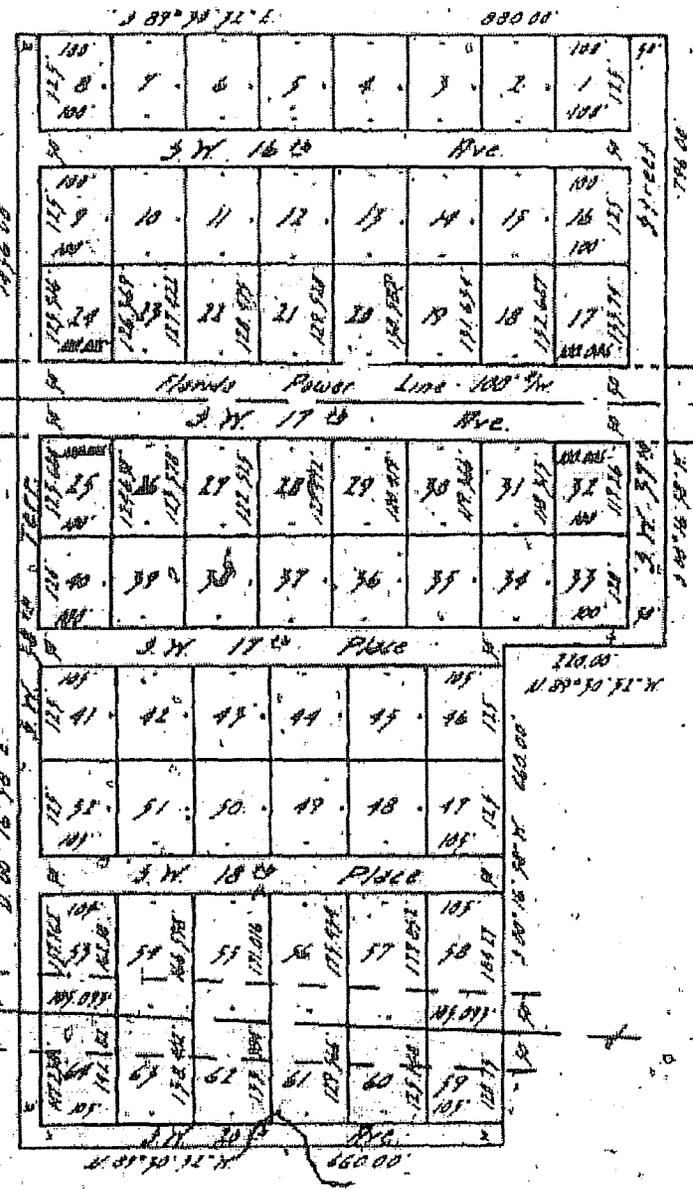
INSTRUMENT # 2521305 11 PGS

# SHADY FOREST

## DESCRIPTION

The South 1/4 of the North 1/4 of Lot 1  
 and the West 1/2 of the South 1/4 of  
 the North 1/4 of Lot 3;  
 All lying and being in Lot 3 & 4 of Section 11,  
 Twp 10 South, Rge. 19 East, Alachua County, Florida.

BOOK 95 PAGE 253



N

SCALE 1" = 100'

100' Div. Easement  
 for Telephone pole

Surveyed by M. K. F. O.  
 Reg. Plat. Cert. No. 710  
 22 South Main St.  
 Gainesville, Florida  
 Dated: April 25, 1960

APPENDIX IV: MTPO Support of Project - 2035 LRTP and  
FY12-FY16 List of Priority Projects

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TABLE 1

**YEAR 2035 BICYCLE/PEDESTRIAN COST FEASIBLE PLAN**

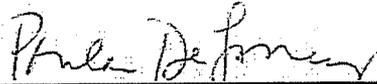
SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2007 DOLLARS)
<b>Surface Transportation Program (STP) Enhancements (Cost Feasible Plan Revenues = \$11.5 million)</b>				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	\$1.9
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	\$0.2
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	\$0.5
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	\$7.0
<b>TOTAL STP ENHANCEMENT FUNDED PROJECTS</b>				<b>\$11.7</b>
<b>LOCAL FUNDS</b>				
<b>Alachua County Projects (identified as Cost Feasible by Year 2020)</b>				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	\$0.4
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	\$0.3
<b>TOTAL ALACHUA COUNTY PROJECTS</b>				<b>\$0.7</b>
<b>LOCAL FUNDS</b>				
<b>City of Gainesville Projects (identified as Cost Feasible by Year 2015)</b>				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	\$0.5
<b>TOTAL CITY OF GAINESVILLE PROJECTS</b>				<b>\$0.5</b>
<b>GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS</b>				<b>\$12.9</b>

NA- Not applicable

**FISCAL YEARS  
2011/2012 - 2015/2016**

**LIST OF PRIORITY PROJECTS**

Approved by the  
Metropolitan Transportation Planning Organization (MTPO)  
for the Gainesville Urbanized Area  
2009 NW 67 Place  
Gainesville, Florida



---

Paula DeLaney, Chair

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

May 10, 2010

TABLE 1

FISCAL YEARS 2011/2012 - 2015/2016  
 ENHANCEMENT PRIORITIES  
 (within the Gainesville Metropolitan Area)

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

NUMBER	PROJECT	LOCATION	DESCRIPTION
1 <i>Partially Funded</i>	SW 8 Avenue	FM: Parker Road TO: SW 91 Street	Construct ADA-compliant concrete sidewalk
2	UF Cross Campus Trail [part of Archer Braid*]	FM: SW 34 Street [SR 121] TO: Archer Road [SR 24]	Construct bicycle/pedestrian trail
3	Hull Road Extension Trail North [part of the Archer Braid*]	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Construct bicycle/pedestrian trail
4	SW 23 Road Trail [part of the Bivens Braid*]	FM: SW 23 Terrace TO: Archer Road [SR 24]	Construct bicycle/pedestrian trail
5	Downtown East Central Trail	FM: Depot Avenue TO: NE 39 Avenue [SR 222]	Construct bicycle/pedestrian trail
6	Hull Road Extension Trail North [part of the Archer Braid*]	AT: SW 34 Street	Construct bicycle/pedestrian grade-separated crossing
7	SW 43 Street	FM: SW 40 Boulevard TO: SW 20 Avenue	Construct ADA-compliant sidewalk
8	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
9	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
10	Bus Stop Upgrades for ADA compliance	AT: RTS Systemwide	Construct ADA-compliant stops and sidewalk connections

\*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act  
 RTS- Regional Transit System  
 UF- University of Florida

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.

APPENDIX V: City of Gainesville LAP Certification

---



JHB

## Florida Department of Transportation

JEB BUSH  
GOVERNOR

Post Office Box 1089  
Mail Station 2014  
Lake City, Florida 32056-1089

THOMAS F. BARRY, JR.  
SECRETARY

November 1, 1999

The Honorable Paula DeLaney, Mayor  
City of Gainesville  
Post Office Box 490  
Gainesville, Florida 32602-0490

**Subject: Local Agency Program (LAP) Certification**

Dear Mayor DeLaney:

This letter confirms that on September 29, 30 and October 4, 1999, Department of Transportation staff conducted a Local Agency Program (LAP) Certification review of the City of Gainesville. At the review meetings the following functional areas were reviewed for relevant procedures, processes and experience: Planning; Environmental Assessments and Project Development; Surveying and Mapping; Design and Estimates; Consultant Selection; Bid and Award; Finance; and Construction Administration.

Interviews were conducted by Department staff with City of Gainesville functional managers. Based upon our reviews and discussion with your staff, the City of Gainesville is **CERTIFIED** in the following functional areas:

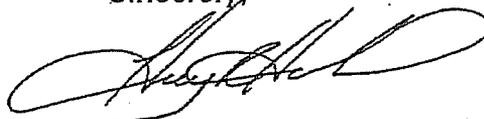
- Planning.
- Environmental Assessments and Project Development - Limited to projects which would qualify as Type I or Programmatic Categorical Exclusions and contingent upon one or more officials responsible for environmental assessments attending the FDOT training on the use of the PD&E Guidelines.
- Surveying and Mapping.
- Design and Estimates.
- Consultant Selection.
- Bid and Award - Contingent upon posting for 72 hours after the approval from the Awards Committee.
- Construction Administration.

The Honorable Paula DeLaney, Mayor  
City of Gainesville - LAP Certification  
November 1, 1999  
Page 2

For projects identified to be implemented through the Local Agency Program (LAP), a Local Agency Program (LAP) Agreement will be executed for each project with the Department reimbursing the City of Gainesville as outlined in the LAP Agreement.

We appreciated the time, effort and professionalism of your staff as we worked through this process. We look forward to working with all of you in developing the first project.

Sincerely



Huey R. Hawkins, P. E.  
District Secretary

HRH:JHB:jb

Attachment

CC: Mr. Wayne Bowers, Gainesville City Manager  
Ms. Teresa Scott, P. E., Gainesville Public Works Director  
Mr. Emery Swearingen, P. E., Gainesville Public Works Manager  
Mr. John Shriner, P. E., State LAP Administrator  
Mr. Dave Byrd, P. E., Director of Production  
Ms. Jean Jones, Director of Administration  
Mr. Jim MacLaughlin, P. E., Director of Operations  
Mr. Aage Schroder, P. E., Director of Planning and Programs

BCC: Mr. James Dees, District Planning Manager  
Mr. Joel Glenn, P. E., District EMO Engineer  
Mr. Henry Haggerty, P. E., District Construction Engineer  
Mr. Joe Jordan, District Right of Way Manager  
Mr. Robert Pearce, P. E., District Design Engineer  
Mr. Gerry Smith, District Surveyor  
Mr. Bill Henderson, District Environmental Management Administrator  
Mr. Doug Hutchinson, P. E., Assistant District Construction Engineer  
Ms. Jane Jones, District Purchasing Director  
Mr. David Sheffield, District Procurement Officer  
Mr. Mike Stalvey, District Professional Services Administrator  
Ms. Kathy Thomas, P. E., District Consultant Design Engineer

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
LOCAL AGENCY CERTIFICATION/QUALIFICATION AGREEMENT

AGENCY

The noted agency hereby agrees to comply with the following requirements when developing all projects on the Federal Aid Highway Systems:

1. The Local Agency Program Manual and all policies and guidelines promulgated by the State of Florida Department of Transportation (FDOT) which accomplish the policies and objectives set forth in Title 23, U.S. Code, Highways and the Regulations issued Pursuant Thereto.
2. The overall approval authorities and conditions will be as follows:
  - a. The designs will be reviewed and approved by the following State of Florida registered Professional Engineer.  
Civil Engineer II and/or Public Works Director  
Position Title Only
  - b. The public hearing's findings (if required) will be reviewed by and approved by the following official or officials.  
Public Works Director  
Position Title Only
  - c. The contract plans, specifications and estimate of cost will be reviewed and approved by the following State of Florida registered Professional Engineer.  
Public Works Director and/or Civil Engineer II  
Position Title or Titles Only
  - d. Agreements will be signed by the following responsible local official:
    - (1) Railroad Mayor  
Position Title Only
    - (2) Utility Mayor  
Position Title Only
    - (3) Consultant Mayor  
Position Title Only
    - (4) Technical Services Mayor  
Position Title Only
  - e. The award of contract will be signed by the following responsible official.  
City Manager  
Position Title or Titles Only
  - f. If there are DBE requirements on a project, the following will be the DBE liaison officer:  
Minority Business Enterprise Coordinator  
Position Title
  - g. All projects will be designed and constructed in conformance with the requirements of the Local Agency Program Manual.

h. The Contract Administration will be supervised by the following State of Florida registered Professional Engineer.

Civil Engineer II  
Position Title Only

i. Construction Administration and Material Sampling and Testing will be accomplished in accordance with the requirement of the *Local Agency Program Manual*.

3. The agency agrees that they have the means to provide adequate expertise and will have support staff available to perform the functions being sub-delegated. The support staff may include consultant or state services.

4. The noted agency agrees to submit the names of the approving authorities noted in Section 2 above with each project prospectus.

5. All projects under Local Agency Certification shall be available for review by the FHWA and the State at any time and all project documents shall be retained and available for inspection during the plan development and construction stages and for a three year period following acceptance of the project by FHWA.

6. The FDOT District Local Agency Program Administrator's approval of the Local Agency Certification may be rescinded at any time upon request by the local agency or if in the FDOT's District Local Agency Programs. Administrator's opinion it is necessary to do so. The rescission may be applied to all or part of the programs or projects approved in the local agency certification.

Para M. D. Denny  
Mayor or Chairman

6/22/99  
Date

APPROVED AS TO FORM AND LEGALITY  
BY: [Signature]

[Signature]

Kurt Lannon  
Clerk of the Commission

MARION J. RADSON, CITY ATTORNEY STATE OF FLORIDA DEPARTMENT  
CITY OF GAINESVILLE, FLORIDA OF TRANSPORTATION

JUN 17 1999

The Local Agency is certified in the following functional areas:  Planning  Environmental Documentation  
 Design  Consultant Section  Bid and Award Project  Construction Administration

Approved By: [Signature]  
District Secretary

11-2-99  
Date

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
LOCAL AGENCY CERTIFICATION/QUALIFICATION AGREEMENT

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Position Title Only
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Position Title Only
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Position Title Only
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Position Title or Titles Only
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Position Title
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Civil Engineer II  
Position Title Only

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Paul M. Rabson  
Mayor or Chairman

6/22/99  
Date

APPROVED AS TO FORM AND LEGALITY  
BY: [Signature]  
MARION J. RABSON, CITY ATTORNEY  
CITY OF GAINESVILLE, FLORIDA

[Signature]  
Kurt Lannon  
Clerk of the Commission  
STATE OF FLORIDA DEPARTMENT  
OF TRANSPORTATION

JUN 17 1999

The Local Agency is certified in the following functional areas:  Planning  Environmental Documentation  
 Design  Consultant Section  Bid and Award Project  Construction Administration

Approved By: [Signature]  
District Secretary

11-2-99  
Date





**CA.8**

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---

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

March 26, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Distribution of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Packets via Electronic Mail

RECOMMENDATION:

**Authorize staff to distribute Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and committee packets via electronic mail.**

BACKGROUND:

Staff has reviewed the cost of copying and mailing Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and committee packets during the past year. The total annual cost of mailing Committee and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area packets and agendas during 2011, including the cost of photocopying and paper, was an estimated \$2,800.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area members are currently being notified via electronic mail of upcoming meetings each month. Since a significant savings would be incurred by discontinuing mailing packets each month, it is recommended that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorize staff to distribute Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area packets and agendas, and committee packets and agendas, via electronic mail, beginning with the June 4, 2012 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting.

Staff will have hard copies of meeting packets available for all individuals attending Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and committee meetings. This will result in eliminating postage costs and reducing photocopying and paper costs by approximately 70 percent for an estimated net annual savings of approximately \$2,000. Any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area member that does not have access to electronic mail will still receive a hard copy of meeting packets via U.S. Mail.

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

t:\marlie\ms12\mtpo\memo\packet distribution.docx





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

March 26, 2012

TO: Metropolitan Transportation Planning Organization (for the Gainesville Urbanized Area)  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Continuity of Operations Plan

STAFF RECOMMENDATION

Approve the updated *Continuity of Operations Plan* as a completed planning document.

BACKGROUND

Each year, staff review, and make needed revisions to, the *Continuity of Operations Plan* as part of addressing consideration of safety and security in the transportation planning process. This Plan is concerned with how the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to function in the event of a natural or man-made disaster. The changes made to this year's document were administrative revisions that were not substantive in nature.

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**CA.10**

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

March 26, 2012

TO: Metropolitan Transportation Planning Organization (MTPO)  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Transportation Disadvantaged Coordinating Board Member Appointment

STAFF RECOMMENDATION

**Appoint Ms. Tassie Fuller to the Alachua County Transportation Disadvantaged Coordinating Board as the alternate Persons with Disabilities Representative.**

BACKGROUND

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

Attached is Ms. Tassie Fuller's application for membership on the Board as the alternate Persons with Disabilities Representative.

Attachment

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TRANSPORTATION DISADVANTAGED COORDINATING BOARD  
MEMBERSHIP APPLICATION

Name: Tassie Fuller

Address: 222 SW 36<sup>th</sup> Terrace, Gainesville, FL 32607

Phone: 352 378 7474

E-Mail: TFuller@CILNCF.org

Representing (check position(s) you are applying for):

CITIZEN ADVOCATE  Voting  Alternate

Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

CITIZEN ADVOCATE -USER  Voting  Alternate

Qualifications: A resident who uses the transportation disadvantaged system.

PERSONS WITH DISABILITIES  Voting  Alternate

REPRESENTATIVE

Qualifications: A person who has a disability (examples - hearing impaired, visually impaired, mobility impaired) and/or represents persons with disabilities.

ELDERLY REPRESENTATIVE  Voting  Alternate

Qualifications: A person over sixty years of age representing the elderly in the county.

EARLY CHILDHOOD SERVICES  Voting  Alternate

REPRESENTATIVE

Qualifications: A local representative for children at risk

MEDICAL COMMUNITY:  Voting  Alternate

Qualifications: A local representative of the medical community

PRIVATE TRANSIT INDUSTRY:  Voting  Alternate

Qualifications: An experienced representative of the local private for profit transportation industry.

Please complete and return to:

North Central Florida Regional Planning Council  
2009 N.W. 67 Place  
Gainesville, FL 32653-1603





**CA.11**

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

March 26, 2012

TO: Metropolitan Transportation Planning Organization (MTPO)  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Transportation Disadvantaged Program – Status Report

MTPO STAFF RECOMMENDATION

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

BACKGROUND

Attached are the following reports:

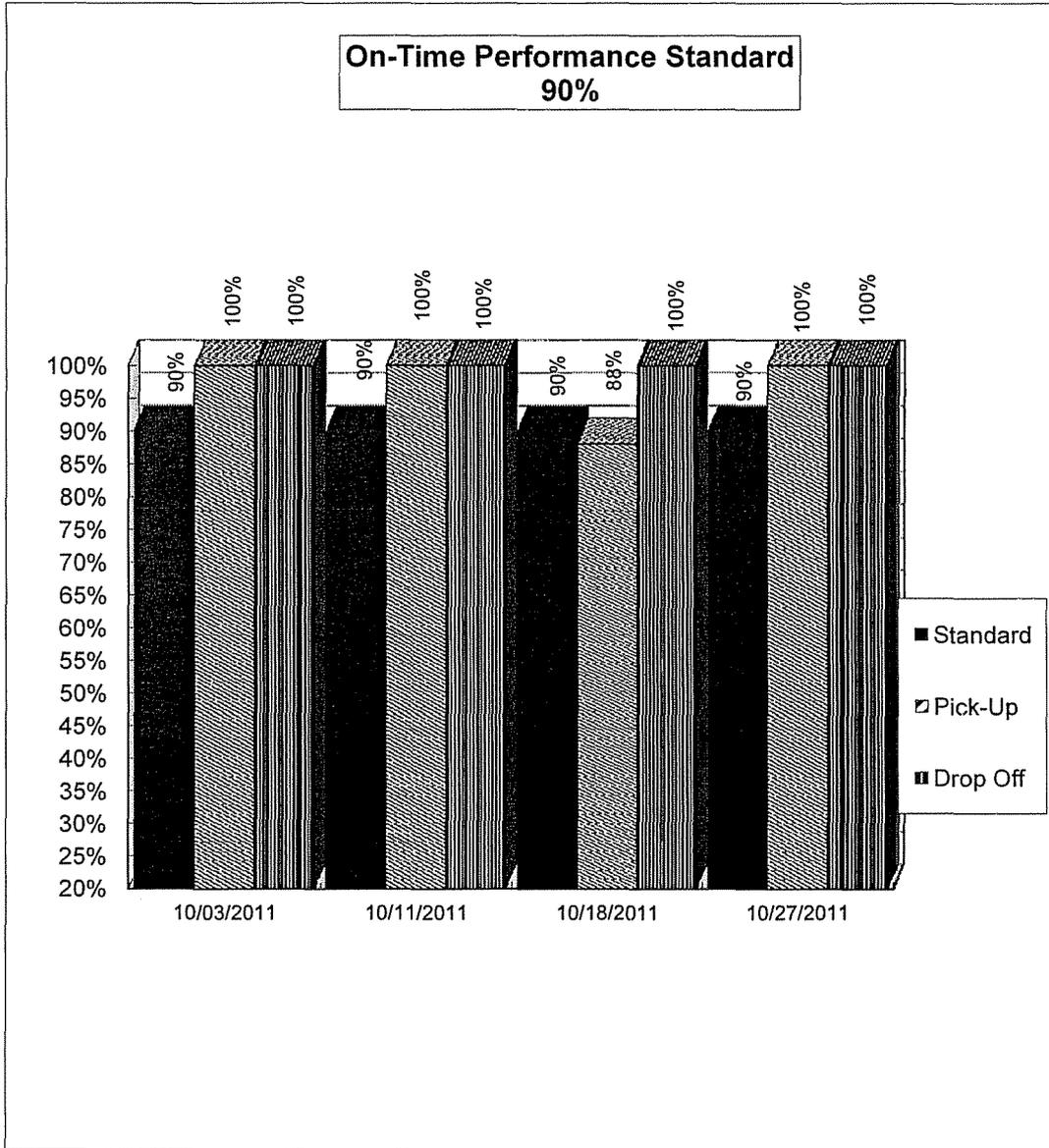
1. Alachua County Transportation Disadvantaged Service Plan Standards Report shows that:
  - MV met the on-time performance standard;
  - MV met the complaint standard;
  - MV met the call hold time standard;
  - MV met the accident standard; and
  - MV met the roadcall standard.
2. MV Transportation Operations Report July 2011 – January 2012.

Attachments

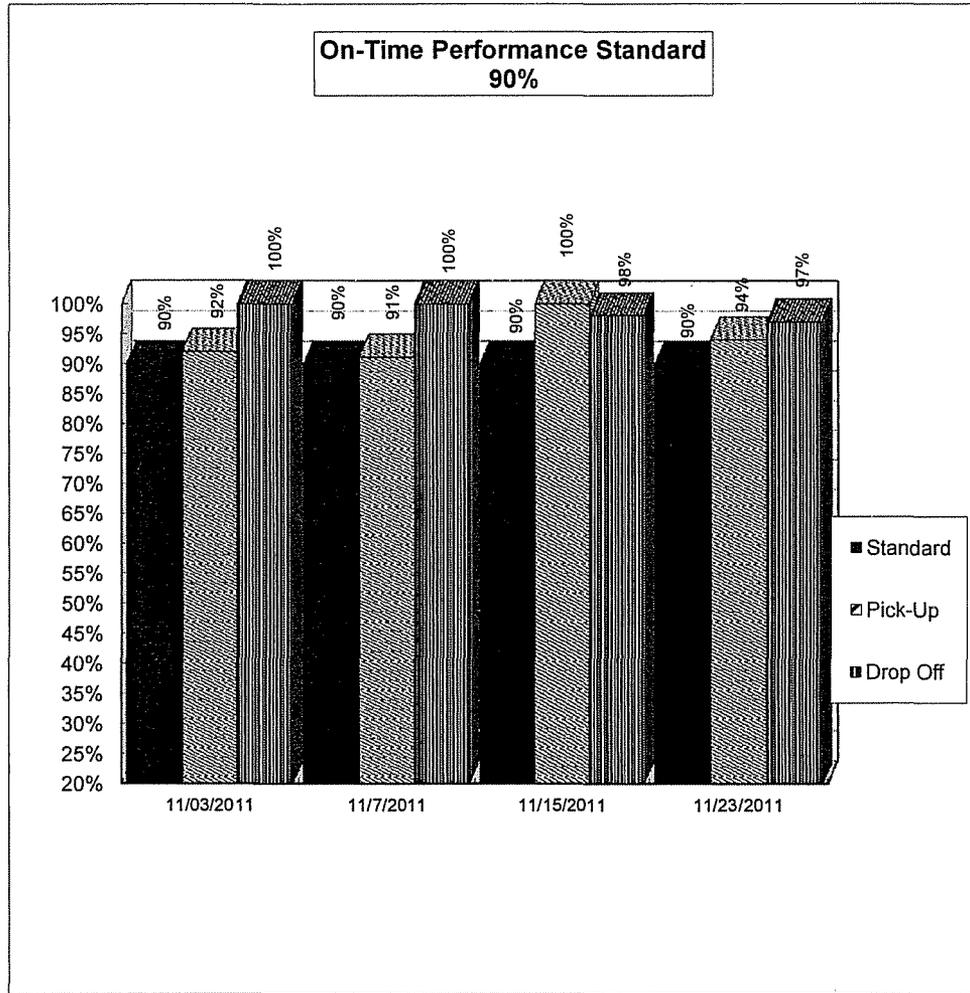
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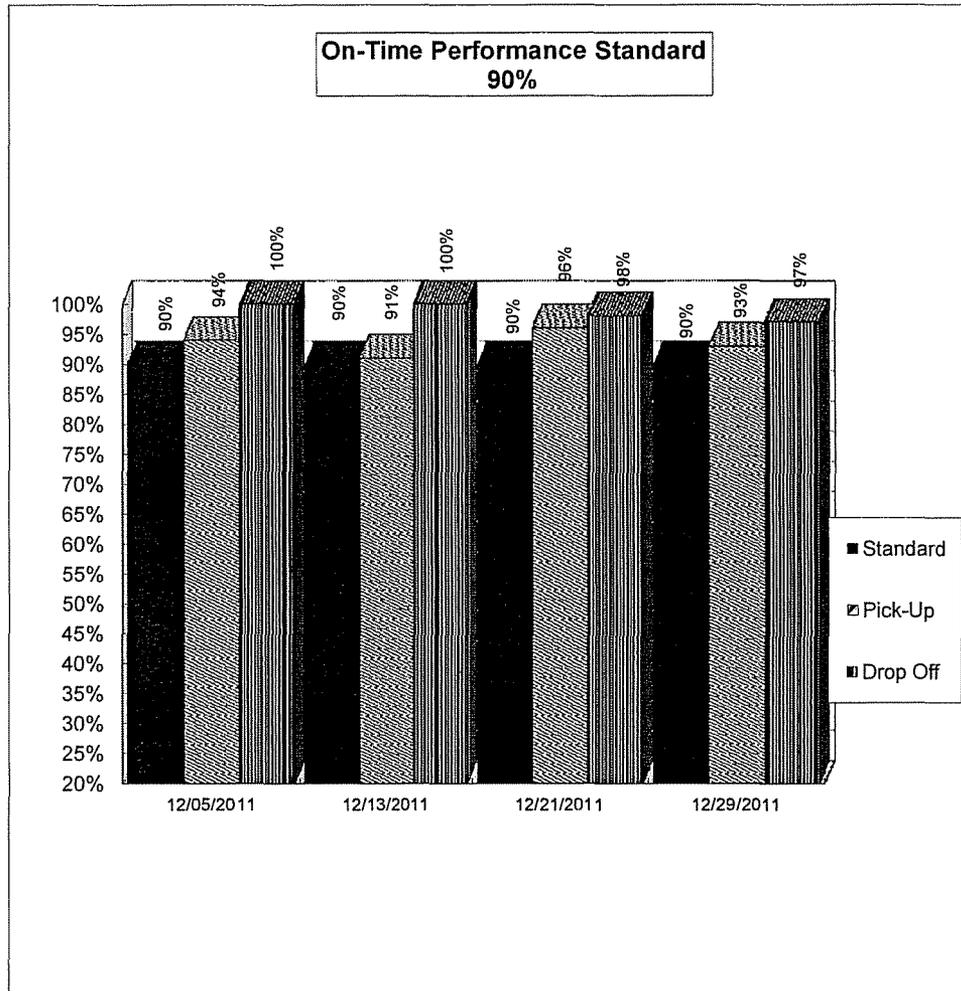
**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, OCTOBER 2011**



TRANSPORTATION DISADVANTAGED  
 SERVICE PLAN (TDSP) STANDARDS  
 ALACHUA COUNTY, NOVEMBER 2011



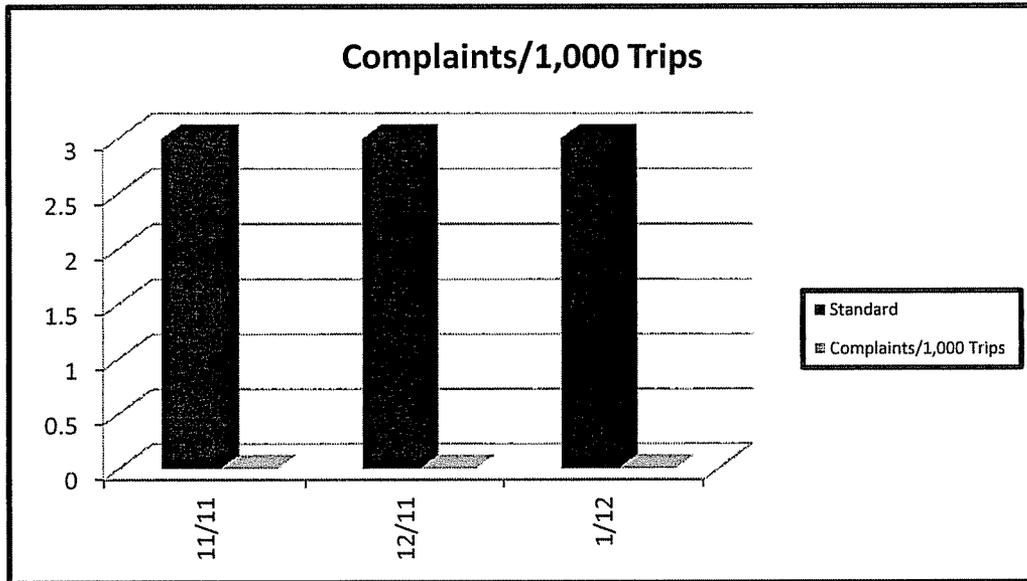
TRANSPORTATION DISADVANTAGED  
 SERVICE PLAN (TDSP) STANDARDS  
 ALACHUA COUNTY, DECEMBER 2011



**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS**

**ALACHUA COUNTY, NOVEMBER 2011 - JANUARY 2012**

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
11/11	3	0
12/11	3	0
1/12	3	0



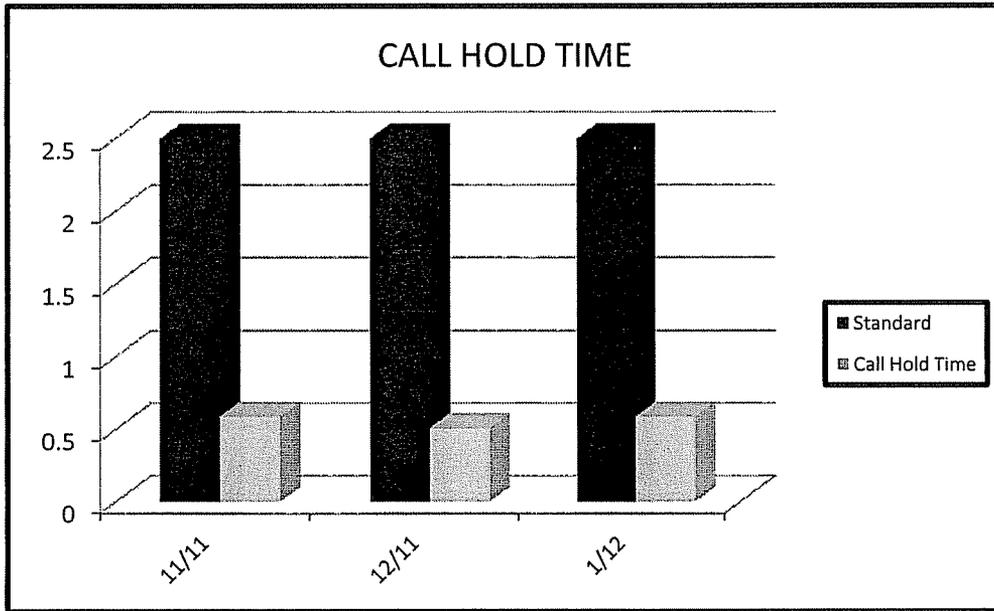
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**MV TRANSPORTATION  
SUMMARY OF SERVICE ISSUES**

TYPE OF COMPLAINT	7/11	8/11	9/11	10/11	11/11	12/11	1/12	2/12	3/12	4/12	5/12	6/12
Late Drop-Off	0	0	2	0	0	0	0	0				
Pick-Up before Window Opens	0	0	0	0	0	0	0	0				
Late Return Pick-Up	0	0	0	0	0	0	0	0				
Ride Time Exceeded Standards	0	0	0	0	0	0	0	0				
Can't Get Through by Telephone	0	0	0	0	0	0	0	0				
On Hold for Excessive Periods of Time	0	0	0	0	0	0	0	0				
Phone System Problems	0	0	0	0	0	0	0	0				
Sunday Reservations	0	0	0	0	0	0	0	0				
Trip Denial	0	0	0	0	0	0	0	0				
Driver Training	0	0	0	0	0	0	0	0				
Driver Behavior	0	0	1	0	0	0	0	0				
No Passenger Assistance Provided	0	0	0	0	0	0	0	0				
No Driver ID	0	0	0	0	0	0	0	0				
Dispatcher Behavior	0	0	0	0	0	0	0	0				
Reservationist Behavior	0	0	0	0	0	0	0	0				
Unsafe Driving	0	0	0	0	0	0	0	0				
No Show by Driver	0	0	0	0	0	0	0	0				
Reservations/Scheduling	0	0	0	0	0	0	0	0				
Reservations	0	0	0	0	0	0	0	0				
Air Conditioning not Working	0	0	0	0	0	0	0	0				
Wheelchair/Scooter Securement	0	0	0	0	0	0	0	0				
Passenger Behavior	0	0	0	0	0	0	0	0				
No Show by Passenger	0	0	0	0	0	0	0	0				
Customer Service	0	0	0	0	0	0	0	0				
Safety	0	0	0	0	0	0	0	0				
Trip Cancelled, Ride Came Anyway	0	0	0	0	0	0	0	0				
Wheelchair Lift Not Working Properly	0	0	0	0	0	0	0	0				
Charged Wrong Passenger Fare	0	0	0	0	0	0	0	0				
Vehicle Condition	0	0	0	0	0	0	0	0				
MV Staff Availability	0	0	0	0	0	0	0	0				
Dropped Off at Wrong Location	0	0	0	0	0	0	0	0				
Improper Passenger Assistance	0	0	0	0	0	0	0	0				
Did Not Process TD Eligibility Application	0	0	0	0	0	0	0	0				
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRIPS</b>	<b>8,656</b>	<b>9,721</b>	<b>9,976</b>	<b>9,772</b>	<b>9,386</b>	<b>9,274</b>	<b>9,462</b>					
<b>COMPLAINTS/1,000 TRIPS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.30</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
Number of Individuals Submitting Complaints	0	0	3	0	0	0	0	0	0	0	0	0
RTS	0	0	0	0	0	0	0	0	0	0	0	0
CIL	0	0	3	0	0	0	0	0	0	0	0	0
Foster Grandparents	0	0	0	0	0	0	0	0	0	0	0	0
NCFRPC	0	0	0	0	0	0	0	0	0	0	0	0
<b>COMMENDATIONS</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, NOVEMBER 2011 - JANUARY 2012**

MONTH	STANDARD	CALL HOLD TIME
11/11	2.5	0.59
12/11	2.5	0.51
1/12	2.5	0.59

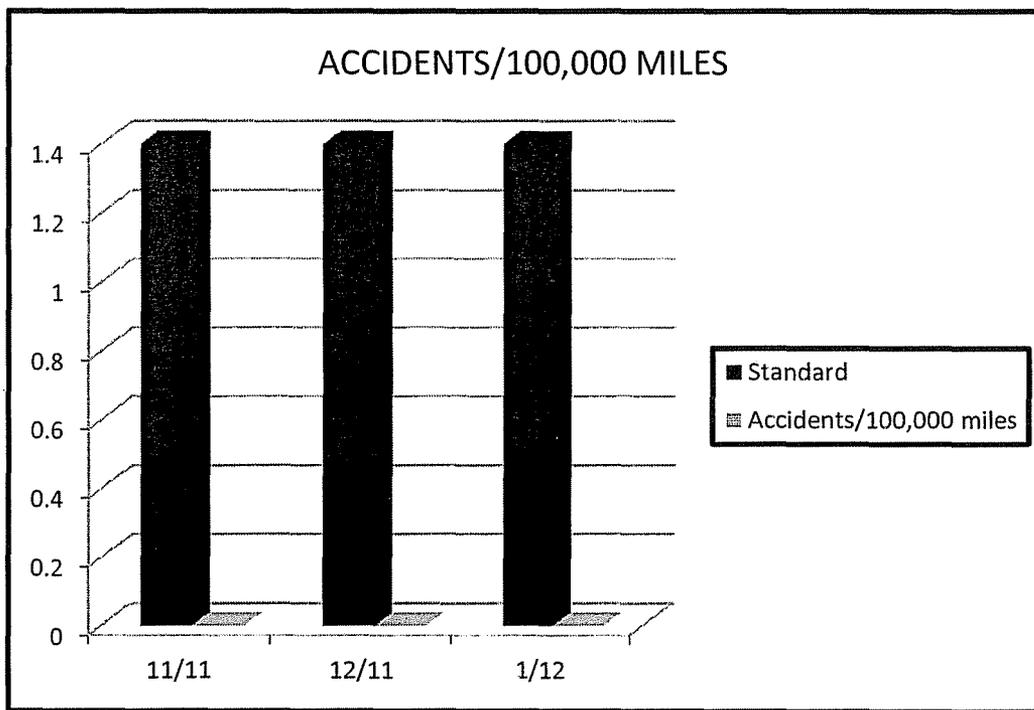


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**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS**

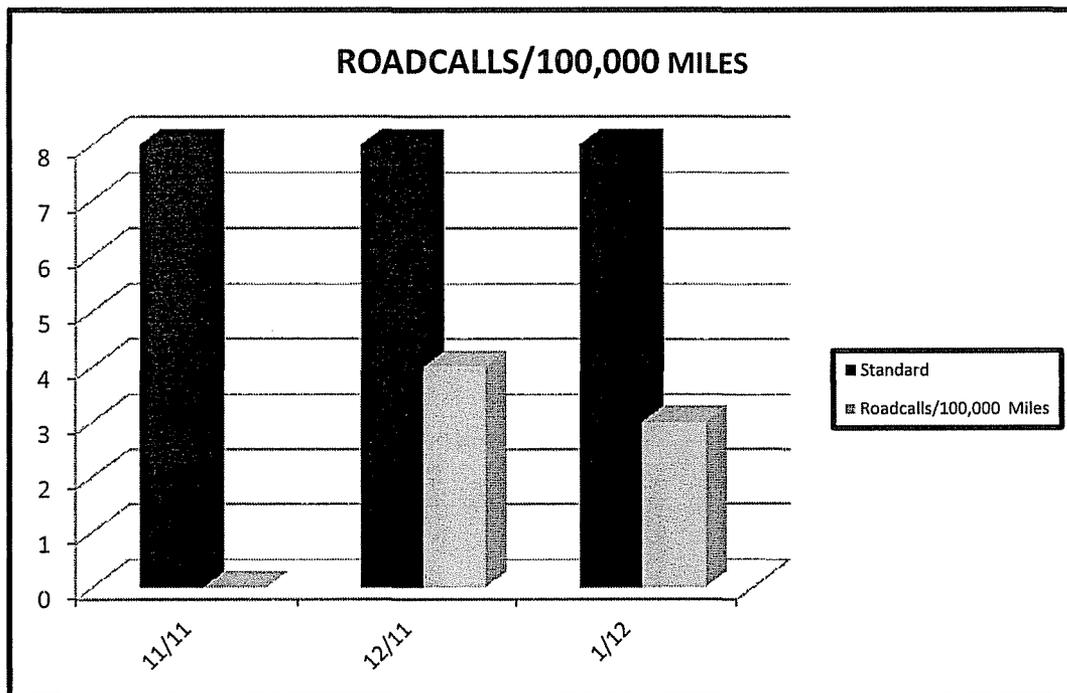
**ALACHUA COUNTY NOVEMBER 2011 - JANUARY 2012**

MONTH	STANDARD	ACCIDENTS/100,000 MILES
11/11	1.4	0
12/11	1.4	0
1/12	1.4	0



**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, NOVEMBER 2011 - JANUARY 2012**

MONTH	STANDARD	ROADCALLS/100,000 MILES
11/11	8	0
12/11	8	4
1/12	8	3



2011-2012 OPERATING DATA	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12
Total No Trips Invoiced	8,656	9,721	9,976	9,772	9,386	9,274	9,462	0	0	0	0	0
Medicaid Alachua	2,975	3,278	3,128	3,189	3,203	3,345	3,124					
TD Trust Fund Alachua	1,399	1,398	1,364	1,318	1,334	1,349	1,290					
ADA	3,505	3,768	3,710	3,744	3,481	3,458	3,444					
NFG - 5317	161	189	178	223	316	251	228					
CICO - 5311	139	137	291	276	306	211	555					
County of Alachua - 5311												
County of Alachua, FGPA, RSVP	252	741	810	799	535	462	616					
Elder Care	62	49	339	64	52	40	45					
Bus Passes TD	158	155	151	153	153	155	158					
Bus Passes Medicaid	5	6	5	6	6	3	2					
Purchased Transportation	\$ 267,373.26	\$ 289,219.62	\$ 287,350.58	\$ 286,775.29	\$ 274,280.70	\$ 268,340.91	\$ 268,437.06	\$ -	\$ -	\$ -	\$ -	\$ -
Medicaid Alachua	\$113,050.00	\$113,050.00	\$107,619.00	\$107,619.00	\$107,619.00	\$107,619.00	\$96,381.00					
TD Trust Fund Alachua	\$ 43,632.28	\$ 43,194.60	\$ 43,150.58	\$ 43,207.06	\$ 43,195.61	\$ 43,202.54	\$43,192.83					
ADA	\$ 89,263.63	\$ 95,393.51	\$ 93,888.29	\$ 94,593.25	\$ 87,527.31	\$ 87,787.37	\$87,395.39					
NFG - 5317	\$ 3,994.00	\$ 4,851.35	\$ 4,404.55	\$ 5,600.00	\$ 7,798.73	\$ 6,287.95	\$5,794.10					
CICO - 5311	\$ 4,199.63	\$ 3,891.13	\$ 8,700.99	\$ 7,291.44	\$ 7,861.65	\$ 5,732.05	\$13,218.99					
County of Alachua - 5311												
County of Alachua, FGPA, RSVP	\$ 8,338.32	\$ 24,406.98	\$ 24,781.32	\$ 23,608.24	\$ 15,782.50	\$ 13,629.00	\$ 18,172.00					
Elder Care	\$ 2,042.90	\$ 1,614.55	\$ 2,075.85	\$ 2,108.80	\$ 1,713.40	\$ 1,318.00	\$ 1,482.75					
Bus Passes Total MED and TD	\$ 2,852.50	\$ 2,817.50	\$ 2,730.00	\$ 2,747.50	\$ 2,782.50	\$ 2,765.00	\$ 2,800.00					
Total Dollars Invoiced	\$ 264,520.76	\$ 286,402.12	\$ 284,620.58	\$ 284,028.59	\$ 271,498.20	\$ 265,575.91	\$265,637.06					
Total Expenses	\$ 234,869.00	\$ 255,123.00	\$ 279,277.00	\$ 257,440.00	\$ 284,672.00	\$ 247,513.00	\$251,430.00					
Average Cost Per Trip	\$ 27.13	\$ 26.24	\$ 27.99	\$ 26.34	\$ 30.33	\$ 26.69	\$ 26.57	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Total Vehicle Miles	105,528	124,118	124,924	125,179	118,291	115,646	124,823					
Total Vehicle Hours	6,101	7,040	7,091	7,142	6,787	6,612	6,939					
Avg Miles per Trip	12	13	13	13	13	12	13	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Mile	\$2.23	\$2.06	\$2.24	\$2.06	\$2.41	\$2.14	\$2.01	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Hour	\$38.50	\$36.24	\$39.38	\$36.05	\$41.94	\$37.43	\$36.23	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	375	482	469	528	473	460	520					
Number Trips Denied	0	0	0	0	0	0	0					
No Accidents	0	3	0	2	0	0	0					
No RoadCalls	10	6	1	3	0	4	3					
Telephone Calls Rec'd	9,157	11,402	10,444	125,179	118,291	9,647	10,912					
Avg. Telephone On-Hold Time	0.57	0.57	0.56	0.57	0.59	0.51	0.59					





**Florida Department of Transportation**

RICK SCOTT  
GOVERNOR

Jacksonville Urban Office  
2198 Edison Avenue  
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.  
SECRETARY

SENT ELECTRONICALLY TO: [pdelaney@alachuacounty.us](mailto:pdelaney@alachuacounty.us)

February 23, 2012

Paula DeLaney, Chair  
Alachua County Board of Commissioners  
12 S.E. 1<sup>st</sup> Street  
Gainesville, FL 32601

Dear Chairman DeLaney

The Florida Revenue Estimating Conference met in January to review the State's revenue position. In response to adjustments in expected revenues, the Florida Department of Transportation has made a change to the Tentative Work Program for Fiscal Years 2012/2013 through 2016/2017, which we presented on October 10, 2011. The change is:

<b>Change:</b>	Funding Reduction
<b>Project FM:</b>	430717-1
<b>Facility:</b>	SW 8 <sup>th</sup> Avenue from SW 143 <sup>rd</sup> Street to SW 122 <sup>nd</sup> Street
<b>Description:</b>	CIGP – New Road Construction
<b>Amount:</b>	Reduced by \$ 3,000
<b>Year:</b>	FY 2014/2015

If you have any questions or need any further information, please contact me at (904) 360-5646 or via email at [James.Bennett@dot.state.fl.us](mailto:James.Bennett@dot.state.fl.us).

Respectfully,

James G. Bennett, P.E.  
Urban Transportation Development Manager

CC: Alachua County and municipalities within  
Gainesville Metropolitan Transportation Planning Organization  
Joye Brown, James Green, and Karen Taulbee - FDOT



**MEETING SUMMARY**

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
FOR THE GAINESVILLE URBANIZED AREA  
PLAN EAST GAINESVILLE SUBCOMMITTEE**

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

3:30 p.m.  
Wednesday  
February 15, 2012

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Mike Byerly Paula DeLaney Scherwin Henry Craig Lowe	None	Courtney Allen Ivy Bell Edgar Campa-Palafox Michael Castine Michael Fay Jeffrey Hays Steven Lachnicht Ken Zeichner	Marlie Sanderson Michael Escalante

**CALL TO ORDER**

Marlie Sanderson, MTPO Director of Transportation Planning, called the meeting to order at 3:40 p.m.

**I. ELECTION OF TEMPORARY CHAIR**

Mr. Marlie Sanderson stated that former Commissioner Rodney Long was the Subcommittee Chair. He said that the Subcommittee should discuss electing a temporary Chair or have him chair the meeting.

**It was a consensus of the Subcommittee to have Mr. Sanderson chair the meeting.**

**II. ALACHUA COUNTY COMMUNITY REDEVELOPMENT AREA**

Mr. Michael Castine, Alachua County Planner, stated that the Alachua County Board of County Commissioners is considering establishing a community redevelopment agency and a community redevelopment area in the unincorporated area of East Gainesville. He also stated that the County Commission recently referred the matter to three advisory committees, the Alachua County Economic Development Advisory Committee, the Chamber of Commerce Public Policy Subcommittee, and this Plan East Gainesville Steering Committee for input on whether it is the appropriate tool for the area, whether the boundary is appropriate, and the question of incentives, and any limits on incentives, and any other recommendations. He said that after receiving input from these three committees, County staff would compile the input and bring it back to the Board of County Commissioners for further direction. He discussed the proposed redevelopment area process and purpose and answered questions.

A Subcommittee member asked County staff about its timeline for getting recommendations to the Alachua County Board of County Commissioners. Mr. Castine said we'd like to have input from the committees to take back to Board of County Commissioners as soon as possible, and by March or April would be desirable.

Mr. Sanderson noted that the Alachua County Board of County Commissioners requested that the MTPO's Plan East Gainesville Subcommittee comment on the County's proposed redevelopment area.

Mr. Castine discussed the proposed community redevelopment area in the context of Plan East Gainesville, noting that the Eastside Activity Center north of Hawthorne Road around SE 43rd Street is designated in the County Comprehensive Plan as a focal point for a community redevelopment area, and described land use and infrastructure in the area proposed for a community redevelopment area and reviewed input that had been received at community meetings about goals and needs. He also reviewed revenue forecasts that might result from tax increments and highlighted project within the City of Gainesville's redevelopment districts.

Several Subcommittee members noted concerns about the use of a community redevelopment area as a tool in this area, including questions about costs associated with the County administering a community redevelopment agency when the projections of revenues from tax increments are not substantial, and whether it would be better for the County to just allocate funding for projects in the area or wait for the area to be annexed into the City of Gainesville so it could be administered by the City's Community Redevelopment Agency. Several Subcommittee members discussed their concern with respect to the use of community redevelopment agency funds for staff funding, in particular, the concern that a significant amount of community redevelopment agency funds would be needed just to establish and fund the day-to-day operations of the agency.

The Subcommittee members discussed the functions of the community redevelopment agency and whether it would need its own staff.

Mr. Ken Zeichner, Alachua County Principal Planner, noted that existing growth management staff could handle the community redevelopment agency activity at the outset, but at some time in the future as more money is accumulated and there are more projects, there may be a need for consideration of additional staff which could possibly be arranged through a contract with the City's community redevelopment agency.

Subcommittee members discussed the County's consideration of prohibiting direct financial subsidies to businesses and individuals. Some members favored only funding infrastructure modifications. Other members favored potential consideration of subsidies to transformative businesses, along with funding infrastructure.

Subcommittee members discussed recent annexation attempts that included the proposed redevelopment area.

A member of the Subcommittee reiterated his concern regarding community redevelopment as a tool to encourage new development of raw land and that redevelopment should be focused on areas where there has been previous public commitment, usually the core of cities, and he asked if only the increment accruing from redevelopment of existing developed areas could be used.

Mr. Zeichner noted that, if the County decides to establish tax increment financing it would need to be for the whole community redevelopment area.

Mr. Castine reviewed the basis for the boundaries that had been proposed, and noted that it would be up to the Board of County Commissioners to determine the boundaries of the redevelopment area.

Mr. Steven Lachnicht, Alachua County Growth Management Director, noted that you do not need to have a community redevelopment agency in order to put funds into infrastructure in an area to make it more attractive for development and redevelopment.

A member of the Subcommittee discussed the provision of financial subsidies in the past to transformative development, such as the Hampton Inn in downtown Gainesville and the NW 5th Avenue streetscape projects.

A member of the Subcommittee asked for information on what would happen if Alachua County established a community redevelopment agency and the redevelopment area is subsequently annexed into the City of Gainesville. In addition, the member of the Subcommittee also asked what transit service was available in the area.

Mr. Castine indicated that annexation would need to be addressed through an interlocal agreement.

Mr. Michael Fay, Alachua County Public Works Development Program Manager, discussed the transit service that is currently available in the proposed community redevelopment area.

A member of the Subcommittee suggested that the City of Gainesville invite Subcommittee members to participate in City committee meetings regarding the City's East Gainesville Redevelopment Area.

A member of the Subcommittee suggested that proposing the inclusion of this area in the City's Eastside Community Redevelopment Area could be an incentive for annexation.

A member of the subcommittee suggested that in the absence of a consensus, rather than the County establishing a community redevelopment area in order to encourage development and redevelopment in the area, projects and services that would stimulate development could be identified and the County Commission as a whole asked to amend the capital improvement projects list to include some of those projects and services.

**A majority of the Subcommittee members recommended that the Alachua County Board of County Commissioners not establish a Community Redevelopment Agency within the proposed redevelopment area.**

**A majority of the Subcommittee members was in favor of encouraging annexation of the proposed redevelopment area into the City of Gainesville and that the City subsequently incorporate the proposed redevelopment area into its Eastside Community Redevelopment Agency District.**

**A majority of the Subcommittee members recommended that the Alachua County Board of County Commissioners identify a tiering of priorities for areas within the unincorporated Urban Cluster in terms of growth and development, and if the County wants to prioritize development in this area, the County should ask City and/or County staffs to take a look at, and develop a list of, the public infrastructure and services that are limiting factors for redevelopment and growth in the area being considered.**

Mr. Jeffrey Hays, Alachua County Senior Planner, discussed transportation projects such as improvements to SE 43rd Street which are under design and to be funded with County impact fees, and transit service noting that the shared routes in the area run through the County and the City and to improve headways would involve coordination between the County and the City.

Some other projects discussed by members of the Subcommittee and staff included stormwater, water and sewer projects, and lighting.

A member of the Subcommittee noted that the City of Gainesville used Community Development Block Grant funds for infrastructure upgrades.

Mr. Lachnicht noted that the County Commission had also referred this to the County's Economic Development Advisory Committee and the Chamber of Commerce Public Policy Committee which were, or would be, reviewing this and staff would take back the input from all of the groups to the Board of County Commissioners, probably in April.

A member of the Subcommittee asked about filling the vacant Plan East Gainesville Subcommittee Chair position.

Mr. Sanderson stated that the MTPO will be asked to designate a Plan East Gainesville Subcommittee Chair and to also fill Commissioner Henry's vacant position at its April 2, 2012 meeting.

### III. ADJOURNMENT

The meeting was adjourned at 5:10 p.m.

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**Florida Department of Transportation**

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

**Mail Station 32**

**ROADWAY DESIGN BULLETIN 12-01**

**DATE:** January 4, 2012

**TO:** District Design Engineers, District Traffic Operations Engineers

**FROM:** David C. O'Hagan, P. E., State Roadway Design Engineer

**COPIES:** Brian Blanchard, Duane Brautigam, Mark Wilson, David Sadler, Tim Lattner, and Chris Richter (FHWA)

**SUBJECT:** Green Colored Bicycle Lanes

**BACKGROUND:**

The Federal Highway Administration (FHWA) has issued an Interim Approval for the use of green colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas. In accordance with the conditions of the interim approval, FDOT has requested and received permission from FHWA for locations on the State Highway System. The Interim Approval may be found at the following website:

[http://mutcd.fhwa.dot.gov/res-interim\\_approvals.htm](http://mutcd.fhwa.dot.gov/res-interim_approvals.htm)

The effectiveness of green colored pavement may be maximized if the treatment is used only where the path of bicyclists crosses the path of other road users and where road users should yield to bicyclists. Because colored pavements are addressed in the 2009 MUTCD, they are by definition a traffic control device whose need must be demonstrated before they are used. The following requirements apply to projects on the State Highway System.

**REQUIREMENTS:**

Green color in a bicycle lane will be permitted on the State Highway System when both of the following conditions exist:

1. A traffic conflict area (“keyhole”) exists at one of the following locations:
  - a. The bike lane crosses a right turn lane,
  - b. Traffic in a channelized right turn lane crosses a bike lane, or
  - c. The bike lane is adjacent to a dedicated bus bay.
  
2. A need for this treatment is demonstrated by either of the following:
  - a. A history of 3 or more motor vehicle-bicycle crashes exists at or adjacent to the traffic conflict area over the most recent three-year period, or
  - b. A government agency has observed and documented conflicts (failure of the motor vehicle to yield to the bicyclist) between cyclists and motor vehicles at an average rate of two per peak hour. The documentation for conflicts shall include observations from a minimum of two separate data collection periods, conducted on different days in a one month period, and include at least one weekday and one weekend count period during peak bicycle travel times. Each period should be at least 2 hours in duration. Peak times vary by region and surrounding land use, but are typically:

Weekday, 11:00 AM to 1:00 PM

Weekday, 5:00 PM to 7:00 PM

Saturday, 8:00 AM to 2:00 PM

Colored pavements shall not replace or be used in lieu of required markings for bike lanes as defined in the *Plans Preparation Manual, Chapter 8* and *MUTCD*, but shall only supplement such markings. When used in conjunction with white skip lines, such as when extending a bike lane across a right turn lane or access to a bus bay, the transverse colored marking shall match the 2’-4’ white skip line pattern of the bike lane extension. The green colored pavement shall begin as a solid pattern 50 feet in advance of the skip striping, match the 2’ 4’ skip through the conflict area, and then resume the solid color for 50’ after the conflict area, unless such an extent is interrupted by a stop bar, an intersection curb radius or bike lane marking. Details of each installation and associated pavement markings shall be shown in the plans. Figures 1 - 5 illustrate how the green portion of the bike lane may be marked. See *FDOT’s Design Standards, Indexes 17346 and 17347* for details on pavement markings.

Figure 1 Bike Lane with Separate Right Turn Lane

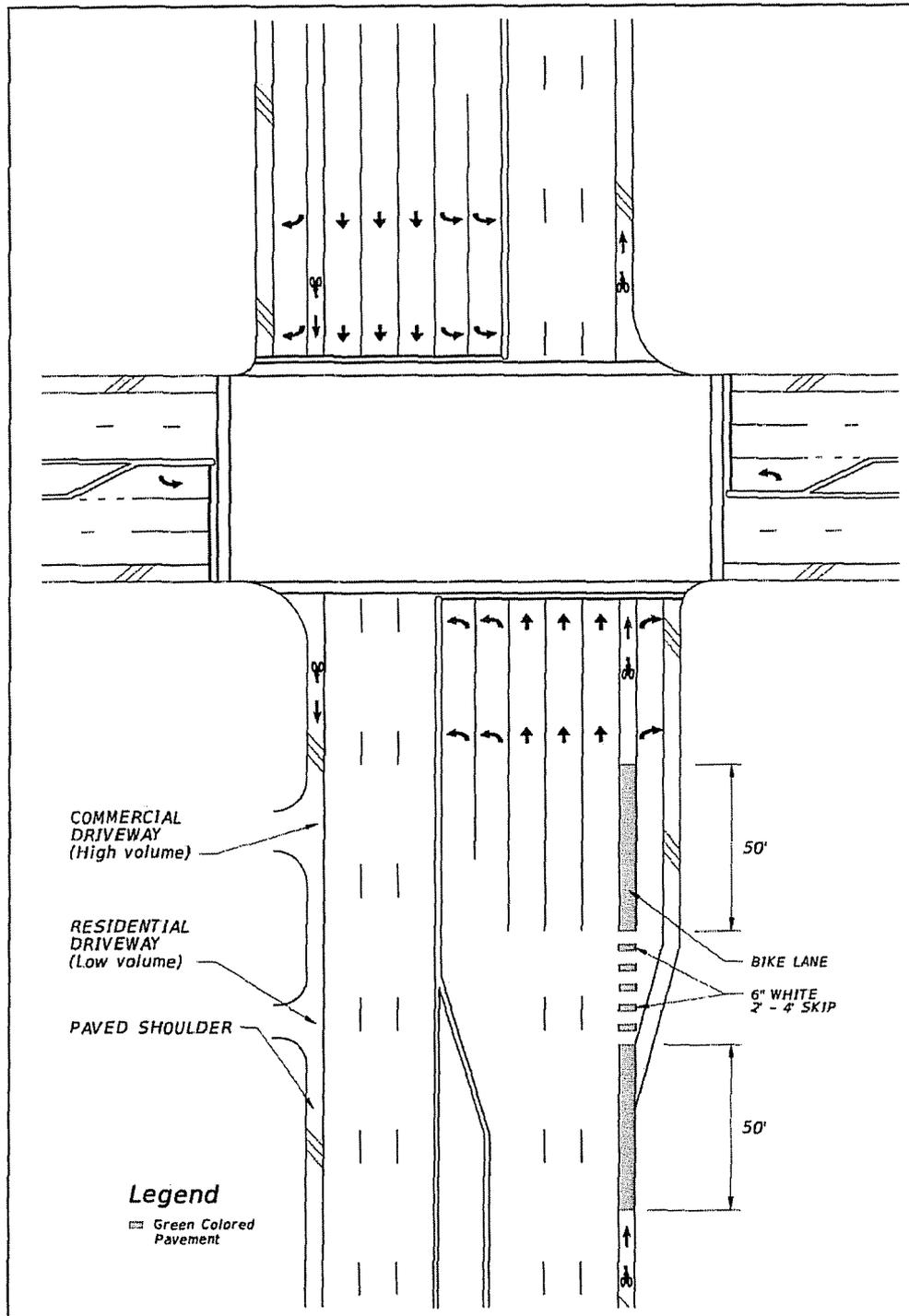


Figure 2 Bike Lane with Right Turn Drop Lane

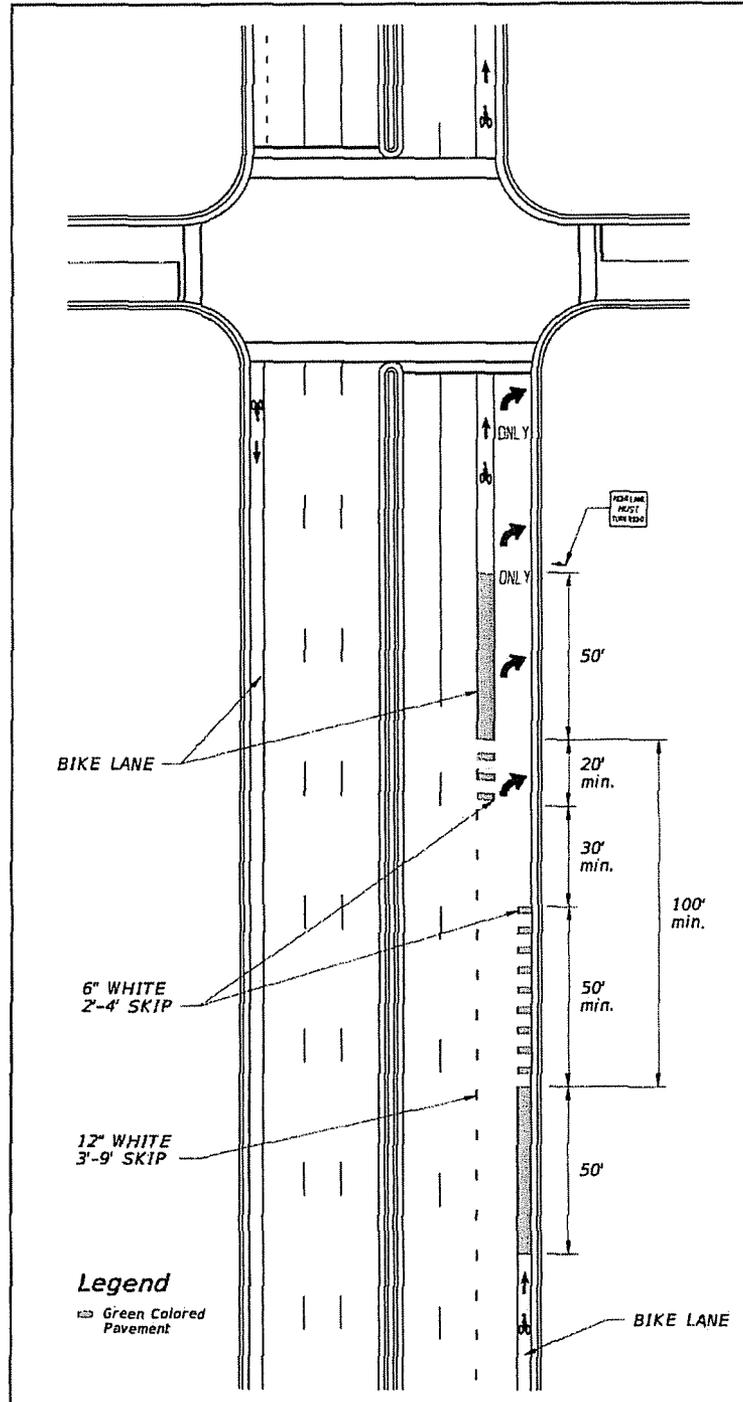


Figure 3 Bike Lane with Channelized Right Turn Lane

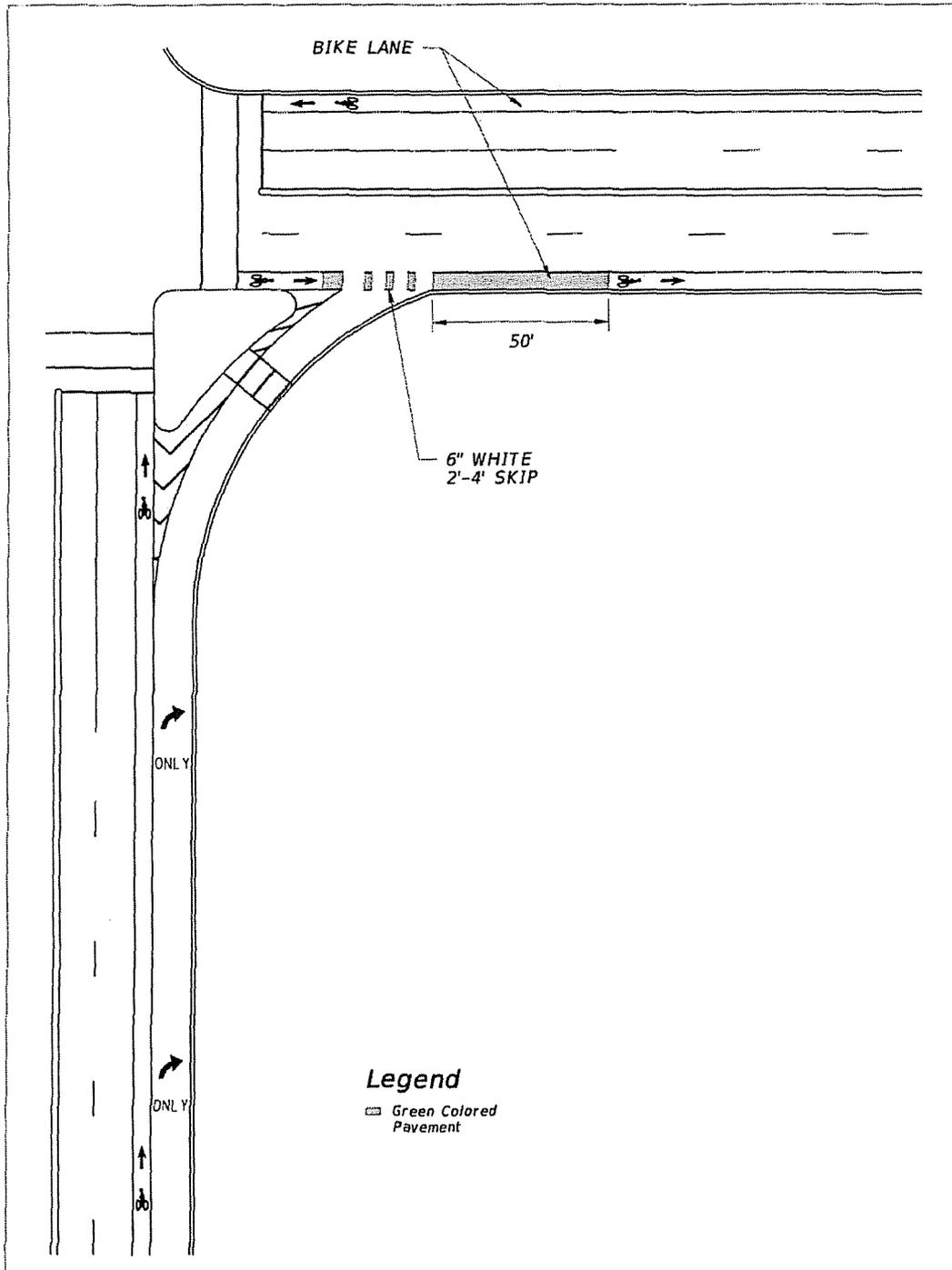


Figure 4 Bike Lane with Free Flow Channelized Right Turn Lane

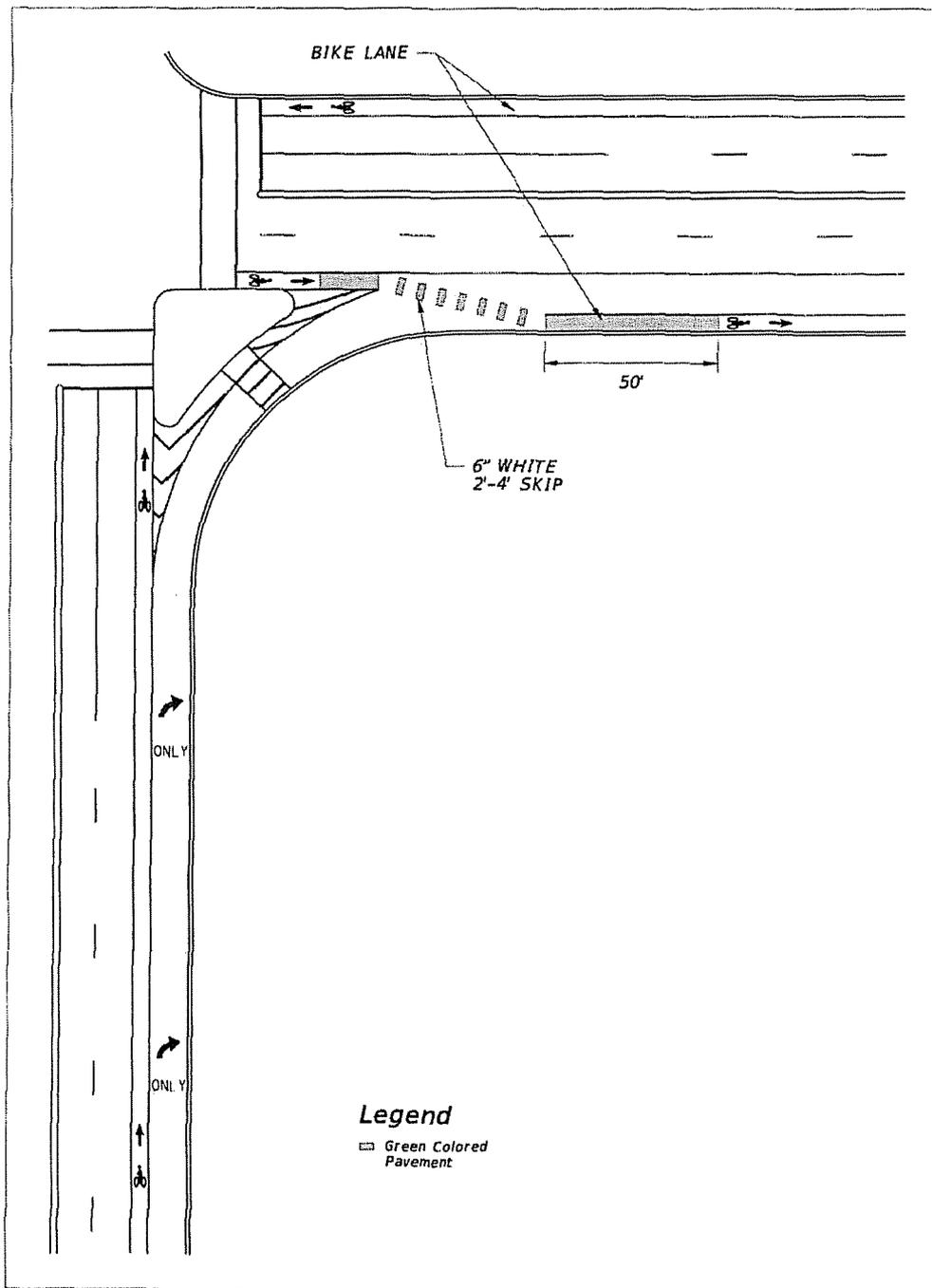
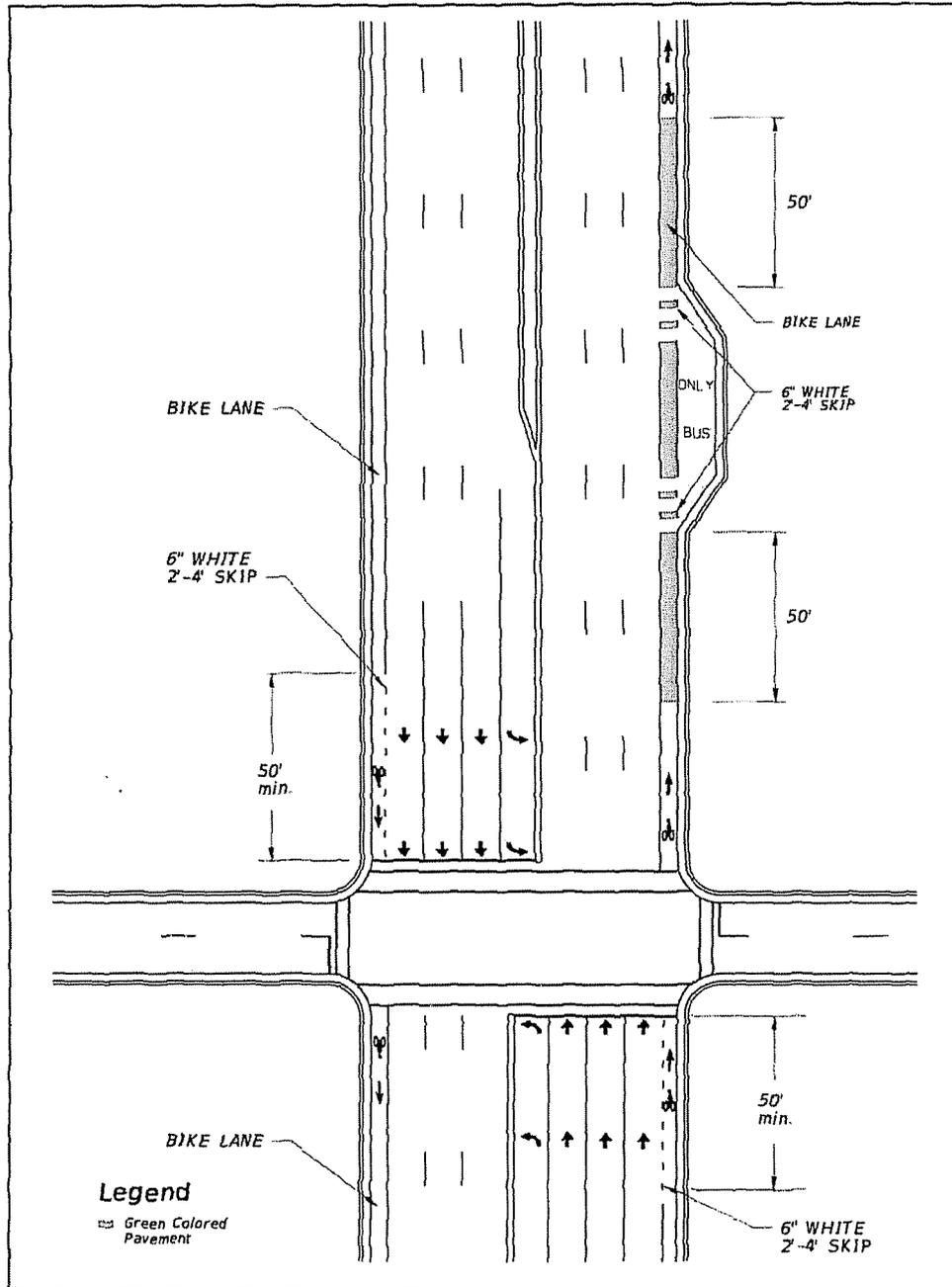


Figure 5 Bike Lane with Bus Bay



Materials permitted to color the bike lane green shall be non-reflective, meet FDOT Specification 523, Patterned Pavement, and fall within the color parameters defined by FHWA in their interim approval. During the first three years of the installation, the District shall review annually the crash reports in the conflict area to assess if the colored pavement is improving the safety of the bike lane. These assessments shall be reported to the State Roadway Design Engineer.

**IMPLEMENTATION:**

Approval for site specific installations of green colored bicycle lanes must be signed by the District Design Engineer, and a copy provided to the State Roadway Design Engineer.

The addition of green colored pavement to bicycle lanes does not require a local agency maintenance agreement. FDOT may fund the assessment of need, but shall be responsible for the design, construction and maintenance of the green colored pavement if its need has been demonstrated in accordance with the requirements above.

Use Pay Item 523-1-3 for Patterned Pavement, Vehicular Areas – Bike Lane, Square Yard.

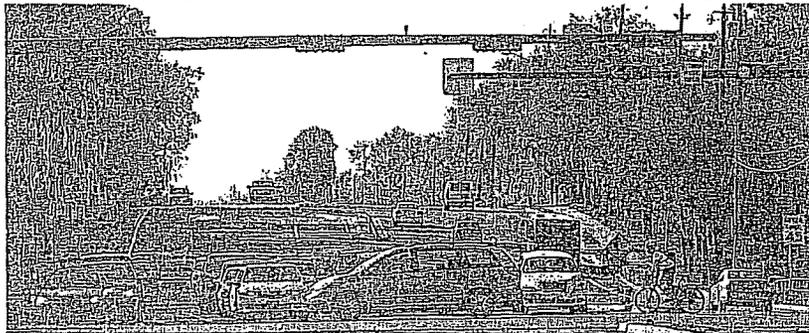
**CONTACTS:**

If you have any questions, please contact:

David C. O'Hagan, PE, State Roadway Design Engineer  
(850) 414-4283  
[david.ohagan@dot.state.fl.us](mailto:david.ohagan@dot.state.fl.us)

## Gainesville commute times ranked shortest in Florida

Even with the quick trips to work, there are pockets of congestion



DOUG RINGER/STAFF PHOTOGRAPHER

Morning traffic at Southwest Second Avenue and Southwest 34th Street.

By Morgan Watkins and Chad Smith  
Staff writers

It might not be so obvious at 5 p.m. on Newberry Road, but Gainesville drivers have the shortest commute time in Florida.

In addition to topping the state, Gainesville's average commute time in 2009 — 17 minutes — ranked 19th best among 269 major cities across the country, according to the American Community Survey, a report issued earlier this month by the U.S. Census Bureau.

City officials credited public transit and a new traffic management system for the distinction but acknowledge more must be done to address congestion along major corridors such as Newberry and West 34th Street.

According to 2010 data, the average commute time for local residents was 16.7 minutes, and 45 percent of com-

### Inside

■ Gainesville's worst stretches of road, 5A

muters made the trip to work in less than 15 minutes. With those numbers, Gainesville sat at the top of the rankings for Florida in both categories. It came in second in the state behind Miami regarding the percentage of residents who use public transit or walk to work, with 11.4 percent.

"Ease of travel within Gainesville is definitely a mark of quality of life," Mayor Craig Lowe said. "I think it speaks well for the transportation plans of the city."

City Commissioner Thomas Hawkins said if Gainesville is to grow, it will need to do "better and better on this issue."

"We know you can't fight a battle on only one front," Hawkins said,

COMMUTE on Page 5A

### FLORIDA COMMUTE TIMES

How some Florida cities with populations of 100,000 or more ranked nationally in commute times. Higher rankings = shorter commute times. Rankings out of 269 cities.

GAINESVILLE	19th
Tallahassee	39th
St. Petersburg	75th
Clearwater	130th
Tampa	135th
Fort Lauderdale	148th
Jacksonville	158th
Orlando	160th
Cape Coral	195th
Miami	225th

## COMMUTE: Traffic-management system keeps things moving

Continued from 1A

acknowledging that transit, roadways and urban design — allowing people to work near where they live — will play a role. "Keeping commute times low is about allowing people to have more time with their families and reducing their frustrations."

Gauging by the number of gripes Matt Weisman says he gets now, those frustrations have diminished in the past few years.

"We don't really get compliments in our line of work," said Weisman, an intelligent-transportation systems engineer for the city. "We don't hear nearly as many complaints as we used to."

He said Newberry Road near The Oaks Mall and Interstate 75 still get backed up daily but that it doesn't take as long to flush the traffic out because of the city's SmartTraffic program, which eases congestion by letting engineers like Weisman monitor traffic and change signals when necessary.

The \$18 million traffic-management system was established in 2007 and now covers about 90 percent of Gainesville and Alachua County, said Chip Skinner, spokesman for Gainesville's Public Works Department and the Regional Transit System.

By the end of the year, Skinner said, the system should cover almost 100 percent of

### BAD ROADS

Roadways operating at an unacceptable level of service in Gainesville:

- SW 13th Street: from Archer Road to University Avenue
- NW 13th Street: from University Avenue to NW 29th Road
- Newberry Road: from NW 122nd Street to Interstate 75
- Newberry Road: from Interstate 75 (West Ramp) to NW 8th Avenue
- SW 2nd Avenue: from Newberry Road to SW 34th Street
- NW 34th Street: from University Avenue to NW 16th Avenue
- Archer Road: Near SW 91st Street to SW 75th Street
- Archer Road: from SW 34th Street to SW 16th Avenue
- NW 23rd Avenue: from NW 98th Street to NW 55th Street
- SW 20th Avenue: from SW 62nd Boulevard to SW 34th Street
- NW 83rd Street: from NW 23rd Avenue to NW 39th Avenue
- Radio Road/Museum Drive: from SW 34th Street to SW 13th Street

Source: Metropolitan Transportation Planning Organization

Gainesville and Alachua County — right on schedule.

Rather than needing a police officer to manually operate the lights when there is a traffic problem, they can be controlled remotely.

"In a centralized location, we have video cameras that let us look at the traffic and link those signals," Skinner said.

Before they leave for work, commuters can look at traffic updates on the SmartTraffic website (<http://gac-smartraffic.com>), its Facebook page or its Twitter account, he said.

If they see a report of heavy traffic on 34th Street, for example, they can take a different route.

"It also helps with law enforcement and fire rescue," Skinner said. "When there is an accident, we can put that on the website as well and start rerouting traffic

through the use of signals."

Congestion can be cut by decreasing the number of cars on the roads, and the Regional Transit System plays a role in this by offering an alternative way for people to get around town.

"One of our buses will hold up to 72 people," Skinner said. "So that's taking potentially 72 vehicles off the roadway, which lessens the congestion out there."

Every day, between 53,000 and 55,000 people ride the RTS buses. The program set a ridership record in fiscal year 2011 with 10,021,824 passengers.

RTS is evaluating the potential addition of a bus rapid transit system that could lower commute times and traffic congestion even more, Skinner said. The system would add faster

routes with designated bus-only lanes on major streets such as Archer Road.

Park-and-ride lots, where people commuting from towns such as High Springs could park their cars before riding a bus into Gainesville, also would be added, he said.

RTS is looking for a consulting firm to study the proposed program and determine if it is feasible. It plans to select a firm by April.

If the system is approved, its implementation could begin as early as 2015, Skinner said. The program's estimated cost is \$38 million for infrastructure needs, although the final cost could vary.

In addition to having one of the shortest commute times in the U.S., Gainesville also ranked seventh among the nation's top 10 metro areas in terms of the percentage of workers who commute by bicycle, with 3.3 percent.

Dekova Batey, coordinator of the city of Gainesville Bicycle and Pedestrian program, handles outreach efforts that educate the public about the benefits of alternative methods of transportation, such as bicycles.

The program's efforts are supported by local groups that advocate for bicycling and similar practices.

"You have core groups at different initiatives that support developing the community in a holistic way," Batey said.



Jeff Kramer, AICP  
MPOAC Institute  
813.974.1397  
kramer@cutr.usf.edu

# Memo

**To:** MPO Staff Directors  
**From:** Jeff Kramer, AICP (for the MPOAC Institute Team)   
**CC:** Howard Glassman, MPOAC  
**Date:** 01/06/2012  
**Re:** MPOAC Weekend Institute

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The MPOAC Weekend Institute for Elected Officials, hosted by the Florida Metropolitan Planning Organization Advisory Council (MPOAC), will be held at the World Golf Village Resort in St. Augustine from March 30 through April 1, 2012 and again at the Renaissance Tampa Hotel International Plaza in Tampa from June 8 through 10, 2012.

The MPOAC Weekend Institute will focus on:

- Critical funding issues
- Origins of MPOs
- Laws and regulations affecting MPOs
- MPO Board responsibilities & authority
- Transportation jargon and acronyms
- Basic concepts in transportation planning
- MPO products and processes
- Sources of transportation funding

Registration priority will be given to one designated Governing Board member from each Florida MPO for each of the Weekend Institutes (2 total seats, one at each Institute). We will maintain a waiting list for MPOs that want to send more than one elected official to either Institute. If there are any spaces still available after each respective registration deadline, we will make them available on a first-come, first-served basis.

We encourage you to develop an appropriate mechanism for your MPO to select an elected official to attend each of the MPOAC Weekend Institutes. We have enclosed save-the-date postcards for your Governing Board members. We hope these postcards spark interest among your members and help to facilitate your selection process.

Also enclosed, please find five copies of the 2012 MPOAC Weekend Institute for Elected Officials brochure and registration form. Please pass one of the brochures along to the elected official(s) who will represent your MPO at either Weekend Institute and keep the remaining brochures for your waiting list applicants or your files.

Please return the completed registration form prior to the respective registration deadline. Note that the brochure and registration form is valid for either Weekend Institute. A check-box is provided to indicate for which Weekend Institute the registration form is intended.

The registration form can also be completed electronically at <http://www.mpoac.cutr.usf.edu/>. The completed electronic registration form can be submitted by e-mail (click the "submit by e-mail" button to forward the form electronically) or by regular mail (click the print button to print a hard copy of the completed registration form). To register by mail, send the form to:

MPOAC Weekend Institute  
c/o Brigitte Messina  
605 Suwannee St., MS 28B  
Tallahassee, FL 32399-0450

A registration fee of \$250 is required to attend either MPOAC Weekend Institute. The registration fee may be paid by check (please enclose with the mailed registration form) made payable to the MPOAC, or electronically through Pay Pal. If the "pay by Pay Pal" option is selected on the registration form, instructions will be sent via e-mail.

Please notify Melissa McCarville at (813) 974-6387 or [mccarville@cutr.usf.edu](mailto:mccarville@cutr.usf.edu) at least three weeks prior to each event date if you need to cancel. Cancellations after that time will not be refunded.

If your MPO would like to reserve a spot on the waiting list for either Weekend Institute, please e-mail Melissa McCarville at [mccarville@cutr.usf.edu](mailto:mccarville@cutr.usf.edu). We will notify MPOs if a space is available for an additional elected official from their MPO once the respective registration deadline has passed. In the event a space opens for an additional elected official from your MPO, they will need to complete a registration form and submit it to the MPOAC with the registration fee as quickly as possible thereafter.

Discounted hotel room rates have been secured for Weekend Institute attendees who make reservations by the respective registration deadline. A special rate of \$129 per night is available at the St. Augustine World Golf Village Resort, and a special rate of \$99 per night is available at the Renaissance Tampa Hotel. Please see the brochure for more details on making room reservations at either Institute hotel.

Thanks again for your help and support. If you have any questions, please feel free to get in touch with me at [kramer@cutr.usf.edu](mailto:kramer@cutr.usf.edu) or at (813) 974-1397. We look forward to meeting your Governing Board members.

# MPOAC Weekend Institute for Elected Officials

Offered TWICE in 2012!

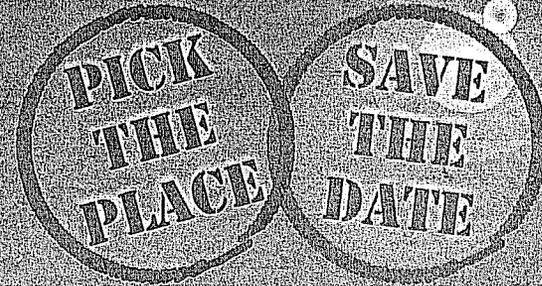
March 30-April 1, 2012  
St. Augustine World Golf Village

AND

June 8-10, 2012  
Renaissance Tampa Hotel

## Workshop will cover

- Laws and Regulations Affecting MPOs
- MPO Board Responsibilities & Authority
- MPO Products and Processes
- Critical Funding Issues
- Transportation Jargon & Acronyms



Please note, space is limited at these events. One seat at each event will be reserved for a board member from each MPO. Coordinate with your colleagues and Staff Director to determine which MPO Board member will attend each MPOAC Institute. A waiting list will be formed on a first-come first-served basis for all other interested MPO Board members. If you have questions, please contact Melissa McCarville at (813) 974-6887, [mccarville@cutr.usf.edu](mailto:mccarville@cutr.usf.edu). A registration fee of \$250 will be required to attend the MPOAC Weekend Institute.

Hosted by the Florida Metropolitan Planning Organization Advisory Council (MPOAC) in conjunction with the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF).

**MPOAC**  
institute

For more information contact Melissa McCarville  
(813) 974-6887, [mccarville@cutr.usf.edu](mailto:mccarville@cutr.usf.edu)

## **MPOAC Weekend Institute for Elected Officials**

**Ever wonder...**

**Why MPOs were created in the first place?**

**What all that transportation jargon  
really means?**

**What MPOs are supposed to be doing?**

**How transportation projects get funded?**

**We've got the answers.**

**Florida MPO  
Advisory Council**

**MPOAC**  
*institute*

# 2012

## **MPOAC Weekend Institute for Elected Officials**

### **Two Event Locations**

**March 30-April 1, 2012  
St. Augustine World Golf Village Resort  
St. Augustine, FL**

**AND**

**June 8-10, 2012  
Renaissance Tampa International Plaza Hotel  
Tampa, Florida**

**Florida MPO  
Advisory Council**

**MPOAC  
institute**

## ABOUT THE INSTITUTE

The MPOAC Institute for Elected Officials covers a variety of topics of interest to MPO Board members. The information provided during the Institute is designed for practical application in transportation planning activities performed by elected officials. The goal is to provide MPO Board members with the knowledge and tools necessary to engage in the MPO process without requiring Board members to become transportation experts.

Institute topics include:

- Laws and Regulations Affecting MPOs
- MPO Board Responsibilities and Authority
- MPO Products and Process
- Critical Funding Issues
- Transportation Jargon & Acronyms

Check-in for the Institute will be held between 5-6pm on the first day of the event. The program will begin promptly at 6:00pm with a working dinner. Please note that while the dinner will be a good opportunity to mingle with fellow MPO Board members from around the state, it will also be used as a training opportunity and attendance is important. A continental breakfast will be offered each morning, as will a deli-style buffet lunch on Saturday. These meals, along with Friday's working dinner, are included in the registration fee. Saturday evening is a "free" evening and an opportunity to experience the diversity of restaurants and activities in the area.

## INSTITUTE TRAINERS

Harald (Hal) M. Beardall, JD  
Transportation Specialist  
FCRC Consensus Center  
Florida State University

Jeff Kramer, AICP  
Senior Research Associate  
Center for Urban Transportation Research  
University of South Florida

Scott C. Paine, Ph.D.  
Associate Professor  
Communication & Government  
University of Tampa

Karen E. Seggerman, AICP  
Senior Research Associate  
Center for Urban Transportation Research  
University of South Florida

# 2012 MPOAC WEEKEND INSTITUTE

## CONFERENCE OVERVIEW

Transportation decision-makers face numerous challenges in making complex transportation decisions. Many new MPO board members have limited prior experience with the planning and funding of the local and regional transportation system. Even board members with years of experience struggle mastering important elements of the transportation planning process, especially given the constant evolution of federal and state regulations.

The MPOAC Weekend Institute for Elected Officials provides MPO board members with an opportunity to enhance their understanding and leadership skills regarding transportation decision-making, including the key role they play in the process.

## TWO EVENTS—TWO LOCATIONS

The MPOAC Weekend Institute for Elected Officials will be held twice in 2012: March 30-April 1, at the St. Augustine World Golf Village Resort & Convention Center and June 8-10 at the Renaissance Tampa International Plaza Hotel. The MPOAC Weekend Institute is open to MPO board members only and space for this event is limited. One seat at each event will be reserved for a board member from each Florida MPO. Select the event date you would like to attend and register by March 9, 2012, for St. Augustine and May 18, 2012, for Tampa. Following the registration deadlines, any unfilled seats will be offered on a first come, first served basis.

**March 30 - April 1, 2012**  
**Friday 5pm to Sunday Noon**

**St. Augustine World Golf  
Village Resort**

**500 South Legacy Trail  
St. Augustine, FL 32092**

**June 8-10, 2012**  
**Friday 5pm to Sunday Noon**

**Renaissance Tampa  
International Plaza Hotel**

**4200 Jim Walter Blvd.  
Tampa, FL 33607**

## Two Ways to Register

Behind this panel is a registration form—and it's got your name written all over it. Here's what you do:

- Contact your MPO Staff Director and tell them you want to attend an MPOAC Institute
- Choose one event and register for it online or by mail—See inside for details
- Choose your method of payment—Registration fee is \$250
- Register by the deadline date of the event you plan to attend
- Make your hotel reservation by the deadline date respective to the event you plan to attend to receive the special discounted rate
- Don't delay—secure your seat TODAY!

Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the hotel directly at (800) 266-9432, or visit <http://tinyurl.com/RenaissanceSA>.

A special rate of \$129.00 per night is available for Institute attendees who make reservations by **March 9, 2012** for this event. To receive the special rate, notify the receptionist of your participation in the MPOAC Institute when making your hotel reservations. *Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC.*

The hotel offers complimentary on-site self parking. Valet parking is available for \$5 per day or \$10 overnight.

Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the hotel directly at (800) 228-9290, or visit <http://tinyurl.com/ResTpa>.

A special rate of \$99.00 per night is available for Institute attendees who make reservations by **May 18, 2012** for this event. To receive the special rate, notify the reservationist of your participation in the MPOAC Institute when making your hotel reservations. *Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC.*

Upon request, the Renaissance hotel offers complimentary shuttles to and from the local airport. The hotel also offers complimentary on-site self parking. Valet parking is available for \$5.00 per day and \$16.00 for overnight.

## REGISTRATION

A registration fee of \$250 is required to attend the MPOAC Weekend Institute. The registration fee may be paid by check or credit card. To register online, go to <http://www.mpoac.cutr.usf.edu/>. Be sure to indicate whether paying by check or credit card. If you elect to pay with a credit card, you will receive an emailed invitation with instructions to pay via PayPal within a week. To register by mail, send the attached registration form and check by the respective deadline date to **MPOAC Weekend Institute, c/o Brigitte Messina, 605 Suwannee St., MS 28B, Tallahassee, FL 32399-0450**. Please notify Melissa McCarville at (813) 974-6387 or [mccarville@cutr.usf.edu](mailto:mccarville@cutr.usf.edu) at least two weeks prior to each event date if you need to cancel. Cancellations after that time will not be refunded.

# Registration Form

**MPOAC**  
institute

Registrant \_\_\_\_\_ MPO \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_ Email \_\_\_\_\_

Administrative Contact

Phone \_\_\_\_\_ Fax \_\_\_\_\_ Email \_\_\_\_\_

**Check the event you are registering for:**  March 30-April 1—St. Augustine  June 8-10—Tampa

What jurisdiction or agency do you represent on the MPO Board? (check one)

City  County  Other, please explain \_\_\_\_\_

What office or position do you hold with your local jurisdiction? \_\_\_\_\_

Years served as a MPO Board member:

0-6 months  6 months - 1 year  1-2 years  3-5 years  6-10 years  More than 10 years

Are you an officer on the MPO Board?  Yes \_\_\_\_\_  No

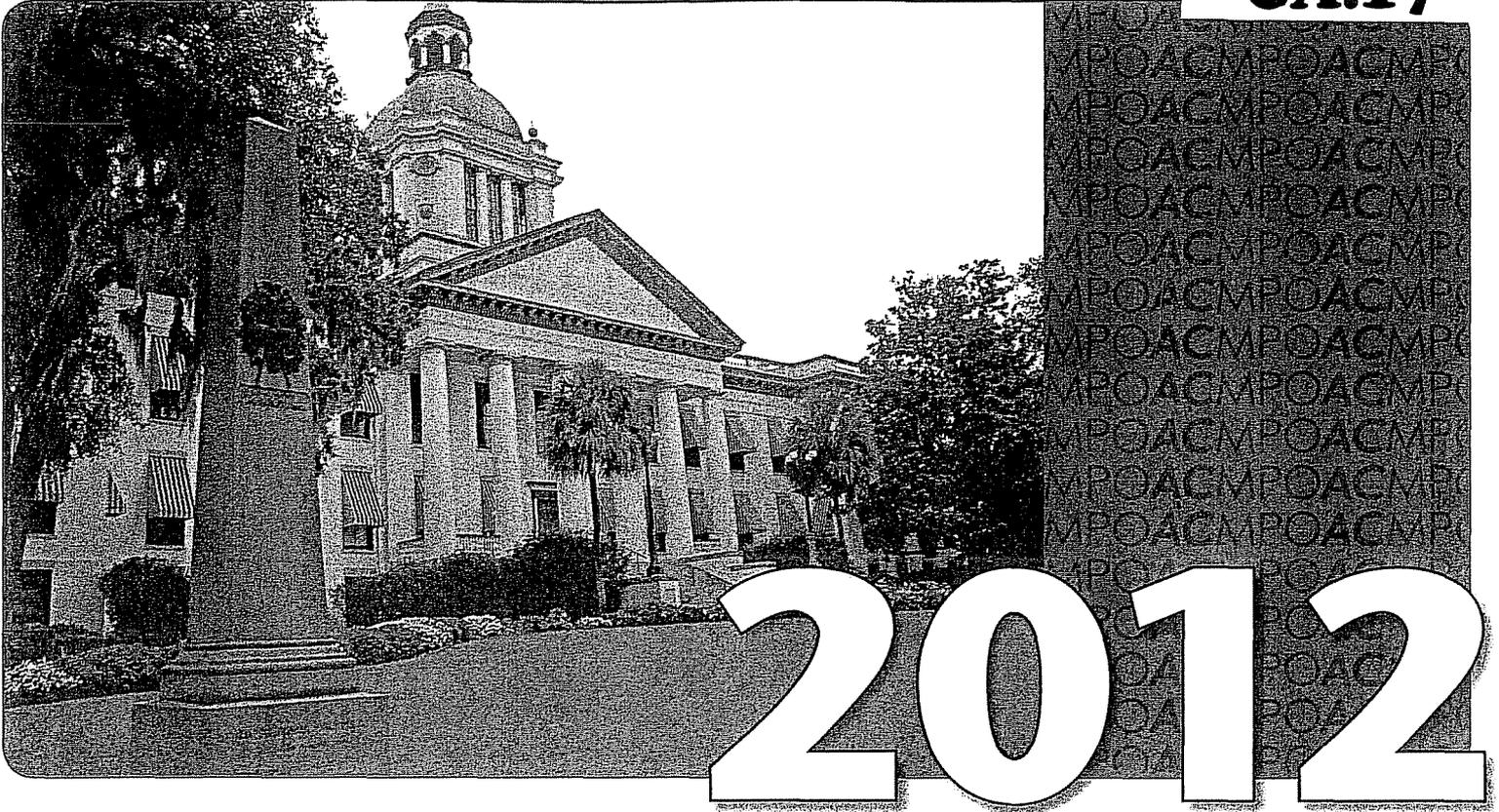
If so, what position do you hold? \_\_\_\_\_ How many years have you held this position? \_\_\_\_\_

Please select your method of payment:  Check  Credit Card via PayPal

*(A link to pay via PayPal will be sent by email upon receipt of your registration. Please mail check payments to the address below.)*

*The MPOAC Weekend Institute is open to MPO board members only. Register electronically at <http://www.mpoac.cutr.usf.edu/> by selecting MPOAC Weekend Institute Registration Form. Register by mail by completing the above form and returning it to MPOAC Weekend Institute, c/o Brigitte Messina, 605 Suwannee St., MS 28B, Tallahassee, FL 32399-0450. If you have any questions, please contact Melissa McCarville at (813) 974-6387, [mccarville@cutr.usf.edu](mailto:mccarville@cutr.usf.edu).*

**CA.17**



**Florida  
Metropolitan Planning  
Organization  
Advisory Council**

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**Legislative Priorities and  
Policy Positions**



605 Suwannee Street ■ MS 28B ■ Tallahassee, FL 32399-0450  
(850) 414-4037 ■ (850) 414-4895 fax  
[www.mpoac.org](http://www.mpoac.org)

## THE MPOAC

The Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 26 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

## LEGISLATIVE PRIORITIES

*The MPOAC supports State Legislation that:*

1. Preserves the State Transportation Trust Fund by preventing the diversion of dedicated transportation funds that exceeded \$363 million used for non-transportation purposes in 2011.
2. Restores funding for the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program, the Small County Outreach Program as well as the County Incentive Grant Program in order to off-set the future transfer of documentary stamp tax proceeds to the State Economic Enhancement and Development Trust Fund.
3. Provides all counties that are members of an MPO the authority to implement the Charter County and Regional Transportation System Surtax for transportation projects approved by the MPO and expands the eligible uses of the Surtax to include traffic operation improvements, bicycle and pedestrian facilities and other enhancement type projects.

---

## TRANSPORTATION FINANCE & FUNDING POLICY POSITIONS

*The MPOAC supports State Legislation that:*

- Redirects to the State Transportation Trust Fund \$363.1 million that last year was diverted for other non-transportation purposes; along with the additional motor vehicle tag and title fees that were enacted by the 2009 Legislature and used for general revenue purposes.
- Implements the initial findings and recommendations from the MPOAC transportation revenue study on new and innovative funding options.
- Restores funding for the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program and the Small County Outreach Program in order to off-set the transfer of documentary stamp tax proceeds to the State Economic Enhancement and Development Trust Fund.
- Provides all counties that are members of an MPO the authority to implement the Charter County and Regional Transportation System Surtax for transportation projects approved by the MPO and expands the eligible uses of the Surtax to include traffic operation improvements, bicycle and pedestrian facilities and other enhancement type projects.
- Authorizes the Florida Department of Transportation to investigate the policy and technical issues related to the implementation of a vehicle miles traveled (VMT) user fee in lieu of current motor fuels taxes and other forms of transportation revenue. This effort may include one or more pilot programs to assess the feasibility of statewide implementation of a VMT user fee with legislative approval.
- Authorizes any county to impose a local option surcharge on the lease or rental of motor vehicles within a county to fund transportation projects.
- Indexes local option gas taxes to the consumer price index in a manner similar to the current indexing of state gas taxes.
- Allows counties to impose all local option gas taxes by a simple-majority vote of the county

commission or by referendum and repeals the current requirement for a super-majority vote (majority plus one). In those counties presently having the gas tax its repeal should be by a super-majority vote.

- Revises the counties adoption date of local option gas taxes to coincide with the local government budgeting cycle by shifting the deadline to October 1.
- Preserves the transportation disadvantaged coordinated system and provides additional

dedicated funding to the Transportation Disadvantaged Trust Fund for paratransit services from existing and nontraditional sources.

- Allows tolls, upon MPO concurrence, to be charged for new capacity improvements on new and existing interstate highways and other appropriate highways for the purpose of financing capacity, lane management, and other operational improvements consistent with tolling provisions established in federal law.

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## TRANSPORTATION PLANNING & PROGRAMMING POLICY POSITIONS

*The MPOAC supports State Legislation that:*

- Updates MPO provisions to conform to federal law and regulations related to the membership, roles and responsibilities of MPOs.
- Strengthens the role of MPOs in growth management, mobility planning and visioning activities in order to promote a stronger linkage between transportation, land use and economic development including an emphasis on transit oriented development.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS; and allows state funds to be used for improve-

ments to county or local service, collector and distributor roads that provide alternative access to controlled access state facilities.

- Increases the percentage of the state's transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires MPO concurrence for public-private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.

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## TRANSPORTATION SAFETY & EFFICIENCY POLICY POSITIONS

*The MPOAC supports State Legislation that:*

- Reduces distracted driving by regulating the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.
- Promotes interoperable and multi-modal smartcard technology that must be compatible, universal and accessible for use by all other smartcard technology systems.
- Maintains gross vehicle weight limitations and restrictions by not raising the maximum weight limit above 80,000 pounds. Exceptions to the weight restriction should only be granted when it is authorized by state and local governments and adequate compensation is paid by the applicant to mitigate the impacts upon state, county and local transportation systems.

- Requires the use of child restraint devices in motor vehicles for children four to seven years of age.
- Establishes reasonable limits on the amount of business damages awardable in an eminent domain action, authorizes an optional appraisal process using an impartial court-appointed panel of experts, and allows eminent domain actions to be tried by a three member commission in lieu of a jury.
- Provides mandatory funding for driver education programs in high schools.

# Florida Metropolitan Planning Organization Advisory Council

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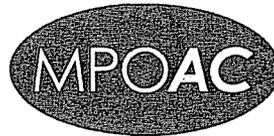
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***Meeting***

***Agenda***

***Enclosures***





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

December 5, 2011

TO: Metropolitan Transportation Planning Organization (MTPO)  
 FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
 SUBJECT: Fiscal Years 2011-12 - 2015-16 Transportation Improvement Program- Amendments

STAFF RECOMMENDATION

**Recommend approval of the following two amendments to the Fiscal Years 2011-12 - 2015-16 Transportation Improvement Program to add the:**

1. **Interstate-75 @ NW 39th Avenue (State Road 222) Safety Study Project [4230711]; and**
2. **Federal Transit Administration Section 5317 New Freedom grant to the Regional Transit System [4318621] to purchase a paratransit vehicle.**

BACKGROUND

The attached correspondence dated January 4 and 25, 2012 from the Florida Department of Transportation requests the approval of two amendments to the Fiscal Years 2011-12 - 2015-16 Transportation Improvement Program.

Project	Programmed Funds Timeline				
	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Interstate-75 @ NW 39th Avenue Safety Study	\$105,000 [PE, PD&E]	\$1,015,000 [PE, PD&E]	\$5,000 [PE, PD&E]	-	-
Fixed Route System Capital Section 5317 New Freedom Grant Paratransit Vehicle Purchase	\$64,862				

PE- Preliminary Engineering  
 PD&E- Project Development and Environment study

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**Marlie Sanderson**

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**From:** Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]  
**Sent:** Wednesday, January 25, 2012 11:05 AM  
**To:** Marlie Sanderson  
**Cc:** Lent, Scott; Cloud, Barbara; Robinson, Douglas K.; Collins, Sandra; Mike Escalante  
**Subject:** FW: TIP Amendment Request

Marlie,  
The Department would like to request a Transportation Improvement Program (TIP) amendment for the April 2, 2012, MTPO meeting.

The project is to study and design a safety project to address the safety issue at I-75/SR 222 (39<sup>th</sup> Ave.) interchange.

Project information is:

FIN# 423071-1	I-75 (SR 93)Q@ SR 222/39 <sup>th</sup> Ave	PDE/PE
FY 2012	FY 2013	FY 2014
DIH \$5,000	DIH \$15,000	DIH \$5,000
HSP \$100,000	HSP \$1,000,000	Total: \$1,125,000

In addition, we also request the TIP/STIP amendment submitted in January, 2012, as noted below. Please let me know if you have any questions or need additional information.

Thank you,

*Karen S. Taulbee, AICP*  
Transportation Specialist  
Jacksonville Urban Office  
904-360-5652  
[karen.taulbee@dot.state.fl.us](mailto:karen.taulbee@dot.state.fl.us)

---

**From:** Taulbee, Karen  
**Sent:** Wednesday, January 04, 2012 2:03 PM  
**To:** Marlie Sanderson  
**Cc:** Mike Escalante; 'Gomez, Jesus M.'; Robinson, Douglas K.; Worth, Phil; Collins, Sandra  
**Subject:** TIP Amendment Request

Marlie,  
The Department would like to request a Transportation Improvement Program (TIP) amendment at the February 6, 2012, MTPO meeting.

The amendment is for 5317 New Freedom grant to RTS. The project details are:

Fin# 431862-1	5317 New Freedom	FY 2012	Grants & misc
---------------	------------------	---------	---------------

Small Urban Capital/Purchase  
Paratransit Vehicle

Fund Code DU  
Fund Code LF

\$51,892  
\$12,972

Please contact me if you additional information.

*Karen S. Taulbee, AICP*

Transportation Specialist  
Jacksonville Urban Office  
904-360-5652

[karen.taulbee@dot.state.fl.us](mailto:karen.taulbee@dot.state.fl.us)



**Florida Department of Transportation**

2198 Edison Avenue - MS 2812

Jacksonville, FL 32204

TO: Marlie Sanderson, AICP

FROM: Karen Taulbee, AICP

DATE: February 10, 2012

Subject: MTPO Agenda Request - April 2, 2012 Meeting

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Marlie,

The Department would like to request a place on the MTPO April 2, 2012 agenda. The agenda items will be information only, with a short update and presentation by Pete Vega. Pete is our District 2 ITS System Supervisor. During the past two weeks, with the unfortunate accidents on I-75 in Gainesville, there has been discussion on the potential use of ITS and other traffic management techniques to hopefully aid in the future safety of the corridor.

Mr. Vega has been working with the City of Gainesville Traffic Management Center and will provide an update on the ITS projects/programs for Gainesville and Alachua County.

Please let me know when you have a tentative agenda for the 3pm meeting on April 2<sup>nd</sup>. Thank you.





# IV

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March 26, 2012

TO: Metropolitan Transportation Planning Organization  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Top Ten Most Dangerous Intersections

STAFF RECOMMENDATION

**No action required. This material is for information only.**

BACKGROUND

At its meeting on December 12, 2011, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested a list of the top ten most dangerous intersections within the Gainesville Metropolitan Area. Enclosed is information prepared by the City of Gainesville Public Works Department concerning this issue.

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





# Memo

**To:** Marlie Sanderson, MTPO Director of Transportation Planning  
**From:** Deborah Leistner, Transportation Planning Manager  
**CC:** Teresa Scott, Public Works Director  
**Date:** 3/13/2012  
**Re:** Top Crash Locations in Alachua County

---

In response to the MTPO request for the identification of the top 10 most hazardous intersections in Alachua County staff analyzed the available crash data for the period between January 01, 2007 and December 31, 2009. Table 1 shows the top 10 intersections following the methodology of the *Highway Safety Manual*<sup>1</sup>. The intersections were ranked based on the number of crashes, crash severity and crash rate (number of crashes in relation to traffic volume).

All of the intersections are located within the City of Gainesville city limits with the exception of two. All of the locations identified, except for one, are intersections of major roadways including State-owned roadways. As shown in Table 1, several of the intersections have been addressed by the Florida Department of Transportation (FDOT) such as the intersections along SW Archer Rd. Others have committed funding or are expected to be modified in conjunction with other planned infrastructure projects. The intersection of SW 16<sup>th</sup> Ave and SW 13<sup>th</sup> St is funded through the Campus Development Agreement in conjunction with modifications along Archer Rd and SW 16<sup>th</sup> Ave; construction plans are completed and were submitted to FDOT for review and permitting; staff expects the project to be under construction by the second half of 2012. Modifications to the Archer Rd and I-75 southbound off ramp are a requirement of the approved Butler Plaza redevelopment project. Modifications to the intersection of SW 20<sup>th</sup> Ave and SW 62<sup>nd</sup> Blvd will be addressed through the proposed 4-laning of the SW 20<sup>th</sup> Ave and the modifications to the SW 62<sup>nd</sup> Blvd corridor; both projects are currently unfunded. Figure 1 depicts the location of the intersections.

Staff focused the analysis on the remaining intersections to identify trends and possible solutions to address the incidence of crashes. A summary analysis at each of the five locations is provided for reference. Below is a summary of the findings.

## TRENDS:

As stated above all five intersections are located along major arterial corridors under State ownership. These roadways carry a high volume of traffic and exhibit congested conditions during peak periods. All locations present constrained geometric conditions due to the surrounding land uses. During the study period there was a high incidence of rear-end crashes and of angle collisions at all locations. Driver inattention, careless driving and failure to yield the right-of-way were some of the most common

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<sup>1</sup> Highway Safety Manual, 1<sup>st</sup> Edition, AASHTO, 2010

contributing factors to the crashes. The majority of crashes occurred during peak hour of weekdays. Environmental conditions do not appear to be a factor at any of the locations as the majority of crashes occurred during day time under dry conditions. The crash severity was low with the majority of crashes resulting in property damage only; there were no fatalities.

#### NEXT STEPS:

Staff recommends the implementation of low cost roadway safety improvements that may alleviate the crash problems at the study locations. Coordination with FDOT will be required. Examples of low cost solutions include:

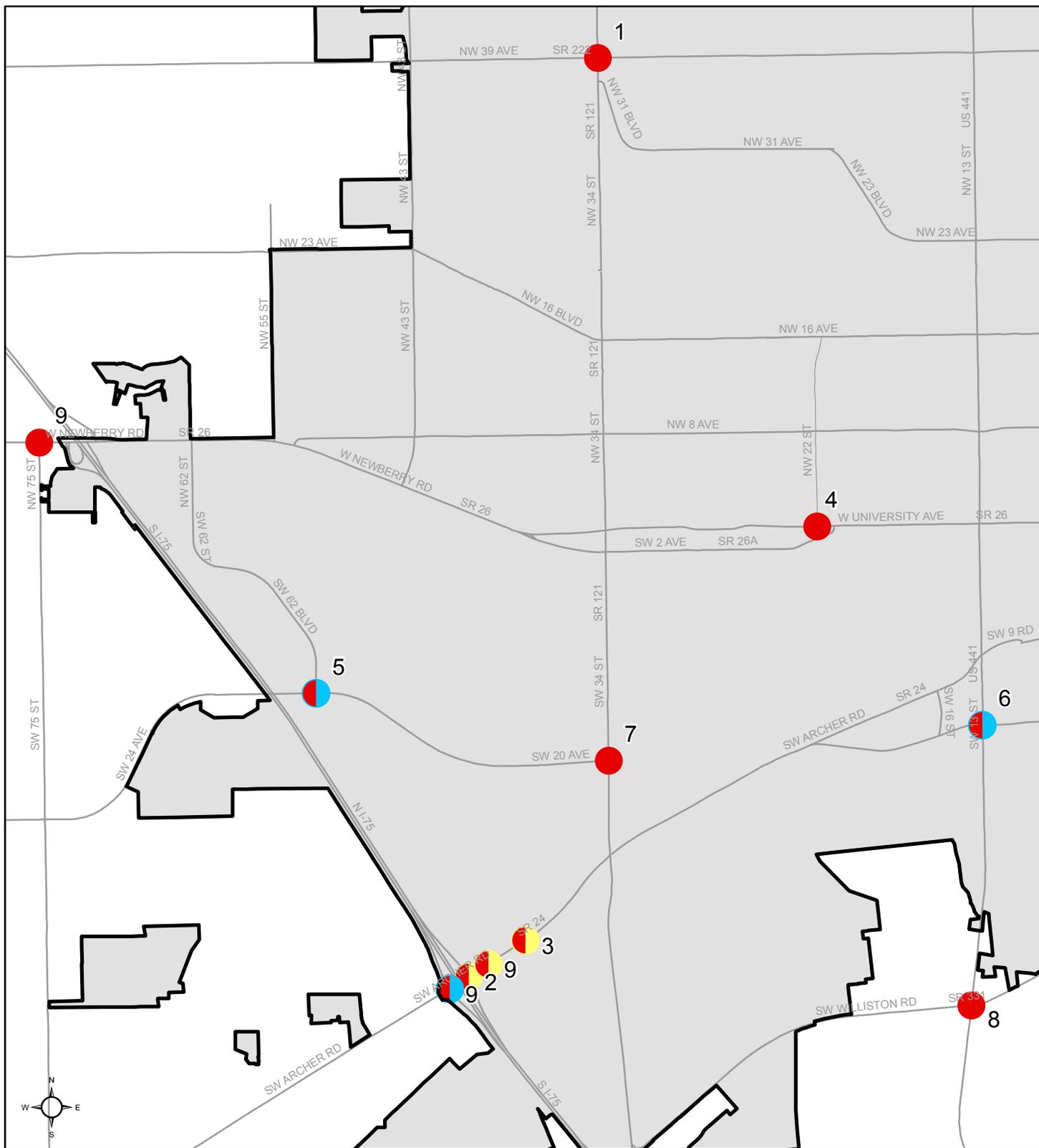
- *Installation of flashing yellow arrow (FYA)* - staff is currently working with FDOT staff on the installation of FYA indicators for left-turn movements to address angle collisions. The device eliminates driver confusion as to the permitted left-turns and it is included in the 2009 edition of the Manual of Traffic Control Devices (MUTCD).
- *Evaluation and modification of clearance intervals as needed* – several intersections have a high incidence of rear-end and angle crashes that may be related to the length of change intervals. Yellow and red intervals should be optimized to maximize compliance and align with driver expectancy regarding the length of the interval.
- *Investigation of signal head visibility*
- *Installation of signage*
- *Minor access management modifications*- evaluate feasibility of implementation of access management options that may enhance safety by reducing conflict points.

Once the strategies are defined and implemented at each of the five locations the intersections should be monitored to evaluate the impacts and resulting safety benefits. At this time staff anticipates that the low cost modifications can be implemented within existing budget.

**Table 1: Top Crash Intersections**

RANK	Intersection	Status	Crash Count	Injuries	Vehicles	Peds	Bikes
1	NW 34 ST & NW 39 AV		72	26	149	1	1
2	<i>SW ARCHER RD &amp; N I-75 ON RAMP/N I-75 OFF RAMP</i>	<i>Ramp modifications completed by FDOT</i>	124	25	254	0	1
3	<i>SW ARCHER RD &amp; SW 37 BLVD</i>	<i>FDOT Work Program FY09-11 cst (#207837-8)</i>	108	19	222	2	0
4	W UNIVERSITY AV & NW 22 ST		59	16	122	3	1
5	<i>SW 20 AV &amp; SW 62 BLVD/SW 52 ST</i>	<i>Modifications planned (currently unfunded)</i>	79	13	157	1	1
6	<i>SW 16 AV &amp; SW 13 ST</i>	<i>Modifications funded</i>	72	13	148	0	2
7	SW 34 ST & SW 20 AV		107	18	221	2	3
8	* SW 13 ST & SW WILLISTON RD		59	18	130	0	0
9	<i>SW ARCHER RD &amp; S I-75 ON RAMP/S I-75 OFF RAMP</i>	<i>Additional SB lane to be added - Butler Plaza</i>	99	14	207	0	0
9	<i>SW 40 BLVD &amp; SW ARCHER RD</i>	<i>FDOT Work Program FY09-11 cst (#207837-8)</i>	120	17	267	1	1
9	* W NEWBERRY RD & NW 75 ST		108	14	223	0	2

NOTE: \* Denotes intersections located in the unincorporated area.



**FIGURE 1: CRASH MAP**  
**TOP INTERSECTIONS IN ALACHUA COUNTY**  
**(2007 to 2009)**

**INTERSECTION RANKING**

● Top crash locations

**STATUS**

● Project in work program or associated with development proposal

● Projects completed

■ Gainesville City Limits



The City of Gainesville has prepared the information depicted on this map for its own use. It is not intended to be, nor should it be, relied upon by others for any purpose. The City of Gainesville assumes no responsibility for errors or omissions in the information on this map. Prepared by Public Works; January 2012.



# W UNIVERSITY AVE & NW 22 ST

Figure 1: Crash Diagram

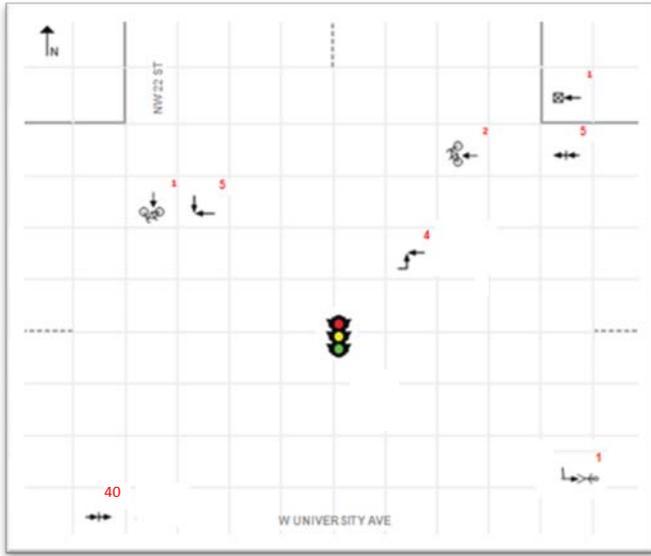
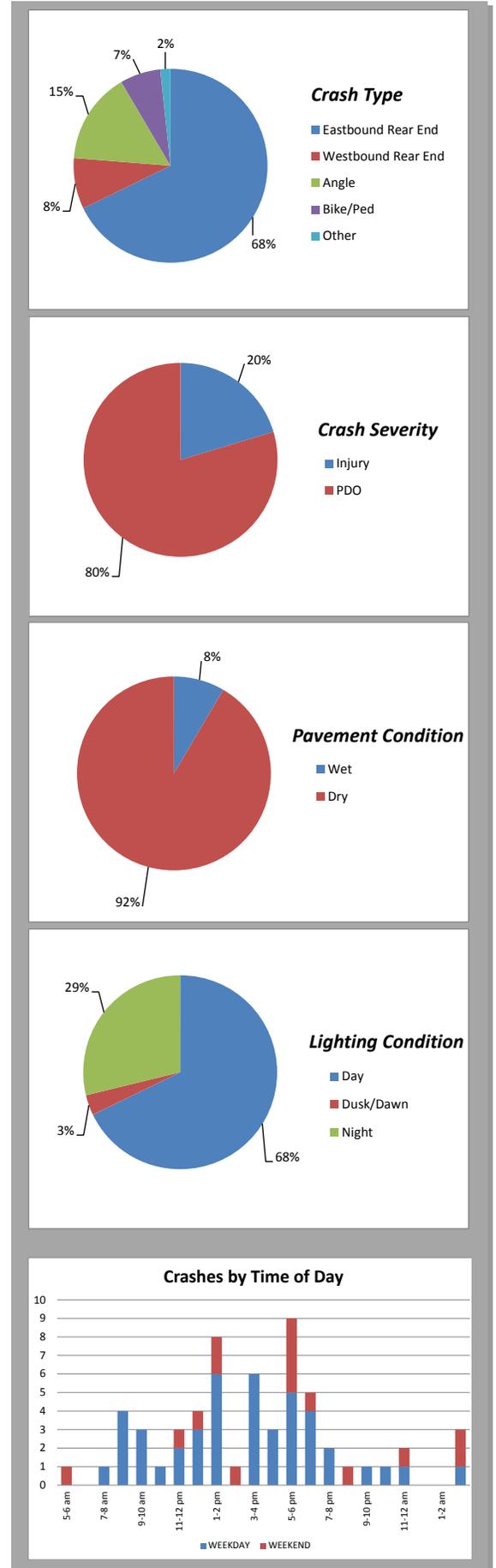


Figure 2: Intersection Configuration



# SW 34 ST & SW 20 AVE

Figure 1: Crash Diagram

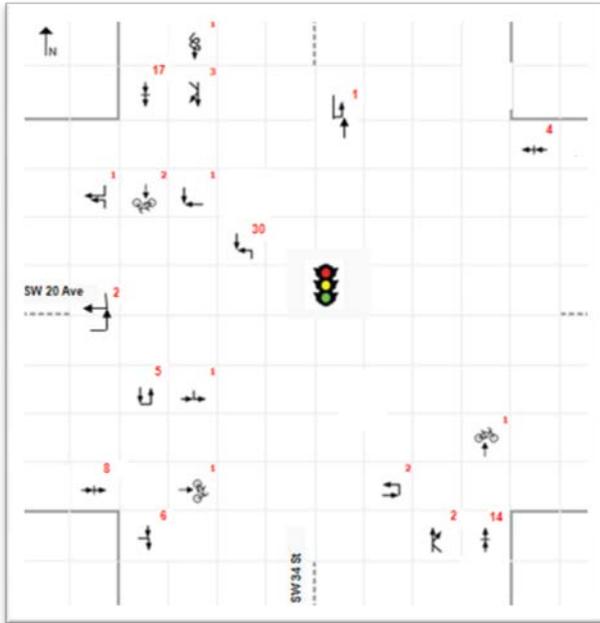
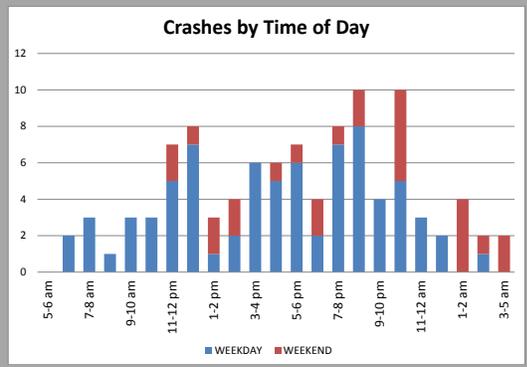
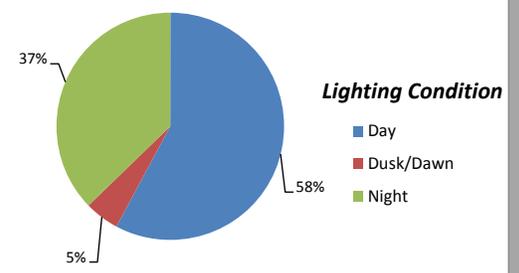
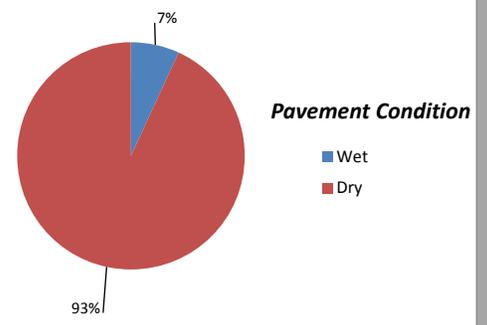
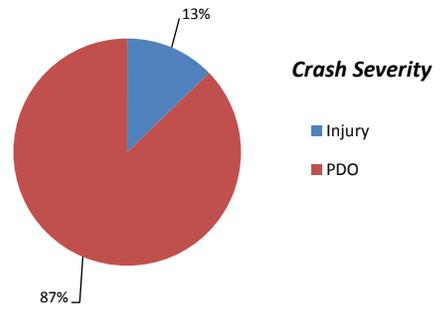
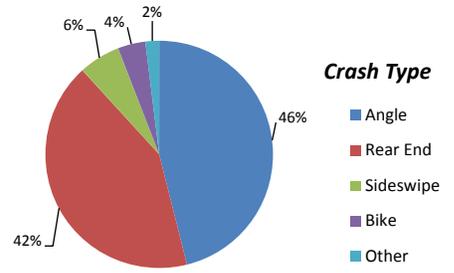


Figure 2: Intersection Configuration











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March 26, 2012

TO: Metropolitan Transportation Planning Organization  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: Pedestrian Signals

STAFF RECOMMENDATION

**No action required. This material is for information only.**

BACKGROUND

At its meeting on December 12, 2011, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area discussed ways to improve bicycle and pedestrian safety for the Depot Rail Trail/Waldo Rail Trail connection at the intersection of East University Avenue and Waldo Road. During this discussion, the MTPO approved the following motion:

*“that the MTPO be provided, in its next meeting packet, an explanation regarding the rationale behind requiring pedestrians to have to push a button in order to get the “walk or countdown signal” and, if doing so, does the pedestrian get a longer signal that gives them additional time to make the crossing?”*

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January 27, 2012

Mr. Russell Blackburn, City Manager  
City of Gainesville  
P.O. Box 490  
Gainesville, Florida 32627

**RE: Pedestrian Signals**

Dear Russ:

At its meeting on December 12, 2011, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area discussed ways to improve bicycle and pedestrian safety for the Depot Rail Trail/Waldo Rail Trail connection at the intersection of East University Avenue and Waldo Road. During this discussion, the MTPO approved the following motion:

*“that the MTPO be provided, in its next meeting packet, an explanation regarding the rationale behind requiring pedestrians to have to push a button in order to get the “walk or countdown signal” and, if doing so, does the pedestrian get a longer signal that gives them additional time to make the crossing?”*

The purpose of this letter is to request that City staff assist us in preparing the response to the MTPO concerning these issues. We are also requesting that appropriate City staff be present at the next MTPO meeting to answer questions.

The next MTPO meeting is currently scheduled for April 2, 2012 at 3:00 p.m. in the Jack Durrance Auditorium of the Alachua County Administration Building. We need to have the response to the MTPO completed by Wednesday, March 21, 2012 in order to have sufficient time to include it in the April 2, 2012 MTPO meeting packet.

Thank you for your consideration of this request. If you have any questions, please contact Mr. Marlie Sanderson, AICP, MTPO Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Scott R. Koons, Executive Director  
Metropolitan Transportation Planning Organization for the  
Gainesville Urbanized Area

xc: Philip Mann, City of Gainesville Traffic Operations Manager  
Teresa Scott, Gainesville Public Works Department Director

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**Public Works Department**  
P.O. Box 490, Station 58  
Gainesville, FL 32602  
Phone (352) 334-5070  
Fax (352) 334-2093  
www.cityofgainesville.org

March 21, 2012

Mr. Marlie Sanderson, AICP  
MTPO Director of Transportation  
North Central Florida Regional Planning Council  
2009 N.W. 67<sup>th</sup> Place  
Gainesville, Florida 32653

Subject: Pedestrian Traffic Signals

Dear Mr. Sanderson:

This letter is in response to the issue regarding the use of pedestrian traffic signals. Specifically, the motion made at the December 12, 2011 Meeting:

*“that the MTPO be provided, in its next meeting packet, an explanation regarding the rationale behind requiring pedestrians to have to push a button in order to get the “walk or countdown signal” and, if doing so, does the pedestrian get a longer signal that gives them additional time to make the crossing?”*

To maximize the benefits of the Traffic Management System (TMS), it is important the each traffic signal operate as efficiently as possible. Part of that operation is ensuring that traffic movements (vehicle or pedestrian) are actuated only as needed thus reducing delays from servicing unused phases.

Pedestrian signal walk phases should be activated when a pedestrian needs that movement. One of the efficiencies gained through the implementation of the TMS project is the reduction in delay from servicing unused phases. At intersections where the pedestrian phase is infrequently actuated, if the pedestrian phase is activated to cross the major arterial, the traffic signal is taken out of coordination and it automatically re-adjusts itself to get back in coordination along the arterial.

As for the timing of “walk” and flashing “don’t walk” and countdown, the timings do not change or vary. The flashing “DON’T WALK” and the countdown number is calculated based upon the crossing distance of the crosswalk based upon a walking speed of 3.5 feet per second. Pushing the pedestrian button does not give additional “walk” or flashing “don’t walk” time – it just activates the signal to operate those phases in their pre-programmed times.

OUR VISION: *The City of Gainesville will set the standard of excellence for a top ten mid-sized American city; recognized nationally as an innovative provider of high-quality, cost-effective services.*





**Public Works Department**  
P.O. Box 490, Station 58  
Gainesville, FL 32602  
Phone (352) 334-5070  
Fax (352) 334-2093  
[www.cityofgainesville.org](http://www.cityofgainesville.org)

Public Works Department – Traffic Management System Staff will be present at the April 2, 2012 MTPO Meeting to further address this issue. Please let me know if you need anything else.

Sincerely,

Philip R. Mann, P.E.  
Traffic Operations Manager  
City of Gainesville – Public Works Department

Copy: Teresa Scott, P.E, Public Works Director  
Russ Blackburn, City Manager  
Scott Koons, Executive Director, Gainesville MTPO

OUR VISION: *The City of Gainesville will set the standard of excellence for a top ten mid-sized American city; recognized nationally as an innovative provider of high-quality, cost-effective services.*



<b>SCHEDULED 2012 MTPO AND COMMITTEE MEETING DATES AND TIMES</b>			
PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.			
<b>MTPO MEETING MONTH</b>	<b>TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]</b>	<b>B/PAB [At 7:00 p.m.]</b>	<b>MTPO MEETING</b>
<b>FEBRUARY</b>	<i>CANCELLED</i>	January 26	<i>CANCELLED</i>
<b>APRIL</b>	March 21	March 22	April 2 at 3:00 p.m.
<b>JUNE</b>	May 23	May 24	June 4 at 5:00 p.m.
<b>AUGUST</b>	TAC @ NCFRPC July 25	July 26	August 6 at 3:00 p.m.
<b>OCTOBER</b>	September 19	September 20	October 1 at 3:00 p.m.
<b>DECEMBER</b>	November 28	November 29	December 3 at 5:00 p.m.

Note, unless otherwise scheduled:

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