



SUMMARY REPORT

APRIL 2011

ADOPTED OCTOBER 27, 2010

.....
Year 2035 Livable
Community
Reinvestment Plan
.....



Submitted to:
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



Submitted by:
Renaissance Planning Group



TABLE OF CONTENTS

SUMMARY REPORT.....	1
Introduction.....	1
Growth Forecasts	1
Vision Statement, Goals and Objectives	5
Study Process	7
Year 2035 Cost Feasible Project Ranking.....	13
Summary.....	16

LIST OF FIGURES

Figure SR - 1: Countywide Growth to 2035	2
Figure SR - 2: Testing Alternative Networks for the Year 2035 LRTP	10
Figure SR - 3: Accessibility Matrix for Planning Strategies	11
Figure SR - 4: Total Revenues (Dollars in Millions)	13
Figure SR - 5: Allocation of Funds by Year of Expenditure	16
Figure SR - 6: Overall Allocation of Funds	16

LIST OF TABLES

Table SR - 1: State and Federal Program Revenues (in millions, YOE).....	13
--	----

LIST OF MAPS

Map SR - 1: Population Growth by Traffic Analysis Zone (TAZ), 2007 - 2035	3
Map SR - 2: Year 2035 Cost Feasible Plan	15

This page intentionally left blank



SUMMARY REPORT

Introduction

The Year 2035 Long Range Transportation Plan (LRTP) for the Gainesville Urbanized Area, referred to as the “Livable Community Reinvestment Plan,” is a strategic document for multimodal transportation strategies and priority investments to support and strengthen the area’s economic vitality, improve connectivity of people and freight to their desired destinations, enhance the quality of life for people of all ages and abilities, and preserve the community’s environment. The Year 2035 Livable Community Reinvestment Plan was developed and adopted on October 27, 2010, by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, the agency responsible for the continuing, comprehensive, and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

The MTPO’s voting members include the Mayor of the City of Gainesville, the six City of Gainesville Commissioners and the five Alachua County Commissioners. The membership composition is established by the Governor. Non-voting (ex-officio) advisory members of the MTPO include the University of Florida, District Two of the Florida Department of Transportation and a rural advisory member representing the municipalities in Alachua County located outside of the urbanized area boundary.

The plan entails two main elements: a Needs Plan and a Cost Feasible Plan. The Needs Plan charts a strategic direction for how the MTPO and its partners will achieve important mobility and accessibility goals over the next 25 years. The Cost Feasible Plan identifies priority transportation projects, and their associated costs, that can be funded by the estimated year of expenditure using projected revenues from a variety of federal, state and local sources over the planning horizon. The LRTP must meet certain established federal requirements to maintain the MTPO’s eligibility to receive federal transportation funding. As such, the LRTP is the foundation of the MTPO’s transportation planning process, and provides a vision for regional and local mobility and accessibility to address the needs and priorities within the urbanized area.

Growth Forecasts

Alachua County and the City of Gainesville serve as the economic hub of an 11-county region of North Central Florida. University of Florida, Shands Hospital, the Veterans Administration Hospital, the Gainesville Regional Airport, the federal courthouse and other important downtown destinations are among the employment centers that attract workers and visitors from across the state and the largely rural and suburban surrounding counties. In addition, commercial centers like



the Oaks Mall and Butler Plaza, located near Interstate 75 interchanges, attract people from many of the counties surrounding Gainesville. The presence of the University, in particular, is expected to continue fueling growth in Alachua County through its research and educational activities, as well as the attraction it represents to its many alumni and people who enjoy the benefits of living in a college town community. The natural lands, springs and waterways surrounding the community also attract residents, tourists and visitors seeking the beauty of the North Florida environment. In addition, the presence of Interstate 75 provides regional access to Gainesville and Alachua County, fueling a substantial amount of commercial and residential growth around its interchanges and along the state roadways connecting to the interstate.

The environmental context of Alachua County serves as a critically important consideration in the development of the Year 2035 Plan. From the Santa Fe River, and numerous natural springs on its northwestern boundary, to Paynes Prairie on its southern boundary, much of Alachua County consists of wetlands, protected lands and aquifer recharge areas. This setting presents challenges for conventional highway projects and also shapes where growth can occur in the future. As a result, land use and transportation in this community require careful thought and a consistent policy framework to guide future growth in a responsible manner.

As the graph in **Figure SR-I** shows, Alachua County is projected to add nearly 70,000 people and 50,000 jobs by the year 2035. This projection is based on the land development capacity and growth areas defined through adopted city and county comprehensive plans, prepared consistent with Florida's Growth Management legislation. This growth is expected to result in about 320,000 people and 190,000 employees in Alachua County in 2035.

Map SR-I illustrates where population growth is expected to occur in the County through the year 2035. These projections were developed by the staff of the MTPO in cooperation with City of Gainesville, Alachua County, the University of Florida and other agency staff, reflecting adopted plans with land use, redevelopment and economic development policies guiding the location and intensity of future development.

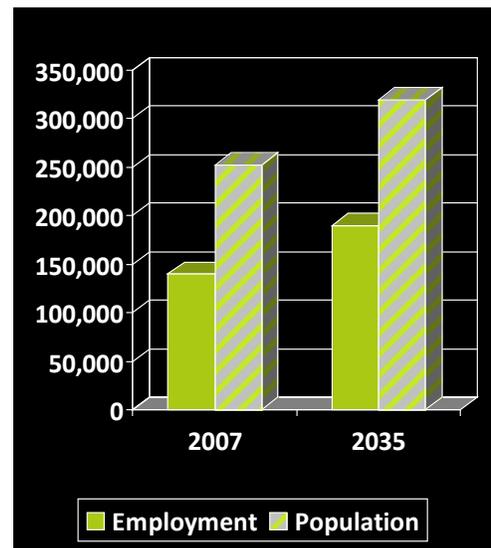


Figure SR - I: Countywide Growth to 2035

This page intentionally left blank



Map SR-I shows the anticipated increase in population between 2007 and 2035, as reflected in the adopted City and County Comprehensive Plans, along with known plans for private development. A similar map was developed for employment growth. As indicated in the maps, much of the growth is expected to occur along the I-75 corridor, near the NW 39th Avenue, Newberry Road, Archer Road and Williston Road interchanges. There is also substantial growth anticipated along the US 441 corridor in the northern part of the Gainesville Metropolitan Area, and generally along North 39th Avenue. These two areas are trending toward attracting a larger share of employment growth, reflecting good regional accessibility via I-75 and access to the Gainesville Regional Airport. There is also considerable population growth occurring in the outlying cities of Alachua County, particularly around Newberry, Alachua and High Springs.

Planning Context

Planning Factors

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is another important guide to the MTPO’s transportation planning process. This federal law authorizes funding for metropolitan areas, and requires plans to be developed that reflect consideration of the following eight planning areas to be eligible for funding:

- Support the economic vitality of the region by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operations; and
- Emphasize preservation of the existing transportation system.

The goals, objectives and performance measures developed for the Year 2035 Livable Community Reinvestment Plan are consistent with the SAFETEA-LU planning factors, and the factors were considered in developing both the Needs Plan and Cost Feasible Plan. In addition, since taking office in 2009, the United States Department of Transportation under the Obama Administration has emphasized livability in the transportation planning process. This includes establishing a formal partnership between USDOT, the Housing and Urban Development (HUD) department and the Environmental Protection Agency (EPA) to advance livability principles in an integrated way.



Peak Oil

There is increasing concern about the future of the worldwide oil supply and the effects of a decline in oil production. In February 2007, the United States General Accountability Office released the report, *Crude Oil: Uncertainty about Future Oil Supply Makes It Important to Develop a Strategy for Addressing a Peak and Decline in Oil Production*. The report laid out a sobering assessment of the United States' vulnerability to this geologic phenomena and lack of a national, state or local plan to deal with the economic and social consequences. Further, the Alachua County Energy Conservation Strategies Commission identified planning for peak oil production and decline as a major concern for the County's transportation future and requested that the MTPO incorporate consideration of peak oil scenarios in the Year 2035 LRTP. Specifically, the MTPO chose to review and test peak oil production and decline variables to determine potential future transportation and land use scenarios necessary to mitigate local effects and to recommend alternatives to accomplish transportation and land use mitigation strategies. The results of the peak oil analysis are described in the full report, and the recommended strategies are incorporated in the Cost Feasible Plan.

Growth Management

Two recent state laws – Senate Bill (SB) 360 and House Bill (HB) 697 – that emphasize the integration of land use and multimodal transportation strategies provide a backdrop for a substantial shift in transportation policy. HB 697 (2008) requires that local governments incorporate strategies to reduce greenhouse gas emissions (GHG) in their future land use, housing and transportation elements. SB 360 (2009) provides for changes to development and transportation concurrency requirements, especially for areas designated as “Dense Urban Land Areas” (DULA) as defined in the bill.

Vision Statement, Goals and Objectives

With that context, the Year 2035 update of the Livable Community Reinvestment Plan began with development of a vision statement designed to reflect a desired approach to resolving transportation issues in the Gainesville metropolitan area. The MTPO crafted the vision statement to be consistent with the approach taken for mobility strategies in the local government comprehensive plans, as well as the goals of transportation planning in a community that is a major regional destination with a major university, health care facilities and significant natural resources.



Vision Statement

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;
2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;
3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;
4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities; and
5. a network of Rapid Transit Facilities connecting regional employment centers in order to enhance the economic competitiveness of the area.

Goals

An important guide to the development of the Year 2035 plan update entailed creation of goals, objectives and performance measures that support the vision statement. These served as the basis for identifying projects contained in the Year 2035 Needs Plan, as well as the evaluation of Needs Plan projects to develop an initial list of priority projects for consideration in the development of the Year 2035 Cost Feasible Plan. Each goal statement is supported by a series of measurable objectives, which are detailed in the Public Involvement chapter of the final report. These objectives provide the MTPO with a useful guide for integrating the Long Range Transportation Plan with the Congestion Management Process and development of the Transportation Improvement Program, while also providing benchmarks for measuring the long-term success of the LRTP.

Goal Statement 1: Economic Vitality and Community Livability

Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.



Goal Statement 2: Sustainable Decision-Making and Preservation

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

Goal Statement 3: Safety for Mobility and Accessibility

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

Goal Statement 4: Security and Resilience

Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.

Goal Statement 5: Transportation Network Management and Operations

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

From these goals and objectives, evaluation measures were defined to develop a ranking list of the projects in the adopted Needs Plan. A point system was developed for each measure, and projects receiving the most points ranked highest. This ranking list provided initial guidance to MTPO staff and the advisory committees about which projects should be advanced for funding consideration in the Cost Feasible Plan. The results of this step in the process are detailed elsewhere in the final report.

Study Process

The development of the Year 2035 Livable Community Reinvestment Plan included both technical and policy considerations that were integrated with a public participation program designed to obtain input and guidance on key mobility and accessibility issues, and feedback on transportation strategies as the plan evolved. Of particular significance, the development of the Year 2035 plan was aligned with the development of the University of Florida's Campus Master Plan Transportation Element for the 2010-2020 horizon. The two plans benefitted



from shared technical analysis and public participation activities to promote a consistent transportation planning approach for the entire community.

Public Participation

The foundation of the plan update entailed a public involvement plan to provide various opportunities through which the community could learn about the transportation planning process and provide their input and ideas for the Gainesville Urbanized Area's future. The goal was to obtain substantive and broad-based feedback on transportation issues and options to build consensus on solutions that best reflected the varied needs and interests in the area. To achieve this goal, the public involvement plan included a range of public engagement mechanisms, including community workshops, focus groups, stakeholder meetings, and a project website. Each was used in various ways to shape the plan.

A series of small group discussions helped shape the context for development of the plan, involving groups like the Transportation Disadvantaged Coordinating Board, the Community Traffic Safety Team, the Business Community Coalition and the East Gainesville Development Task Force to understand transportation issues and ideas. A series of other meetings and presentations focused on transportation issues and opportunities at the University of Florida, environmental and sustainability issues, comprehensive plan changes and the ideas of young leaders in the community.

Major project milestones included a series of three community workshops. The first workshop focused on transportation issues and opportunities, coordinated with the Regional Transit System's 10-year Transit Development Plan, which entailed a mapping exercise to identify problem areas and potential solutions, along with a survey of issues and perspectives relating to transportation. The second community workshop provided guidance for development of transportation network alternatives for evaluation, and identification of potential responses for peak oil and climate change. The purpose of the workshop was to identify how to better connect people and destinations in the Gainesville area to various modes, determine the best ways to address the potential effects of peak oil production and greenhouse gas emissions on the transportation network, confirm how to know if the transportation plan is effective and what should be measured, and identify safety concerns and strategies to address them. A final workshop was held following adoption of the Needs Plan to help identify priorities for consideration in development of a recommended Cost Feasible Plan. The key objectives of the workshop were to have participants identify how transportation dollars should be allocated among roadway, transit, and trail projects, weigh in on how their priorities would change in response to very high gas prices under a peak oil scenario, and identify what projects will help ensure that the MTPO reaches its transportation goals in the Gainesville area.



Development of the Year 2035 Needs Plan

The Needs Plan is an important document in the development of an urbanized area's Transportation Plan because it reflects the implications of growth trends and land use/development policies on the transportation network. It also provides a useful vision to guide how the transportation network should evolve over time to best serve the region's mobility and accessibility needs, and serves as the foundation for adoption of a Cost Feasible LRTP that reflects projected funding sources available for transportation projects in the Gainesville Metropolitan Area.

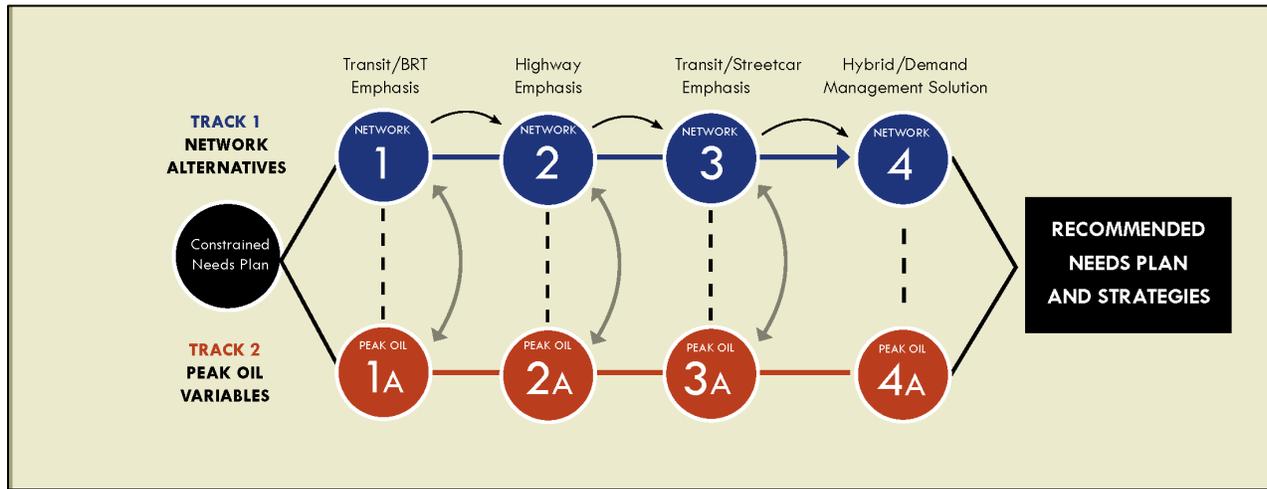
In addition to the public participation component described above, a newly validated Alachua Countywide Travel Demand Model provided an analytical basis for projecting and evaluating alternative transportation networks, including testing the effects of peak oil implications on travel behavior. An accessibility analysis evaluated land use and transportation network characteristics for consideration in developing the Needs Plan. These methods and their results are described elsewhere in the final report.

Working with the local government staff and other agencies, MTPO staff developed allocations of population, dwelling units and jobs for the 560 traffic analysis zones (TAZs) in the Alachua County Travel Demand Model. The population and employment allocation was developed for a 2007 base year for use in validating the countywide travel model, which served as a foundation for projecting growth in TAZs through the year 2035.

As shown in **Figure SR-2**, the MTPO identified four alternative transportation networks that would be tested to develop the Year 2035 Needs Plan: a Bus Rapid Transit emphasis, a highway emphasis, and streetcar emphasis. A fourth hybrid alternative blended the best of those elements for the Needs Plan (details about each of the four alternatives are provided in a separate chapter of the final report). In addition, the LRTP was to “review and test peak oil production and decline variables so as to determine potential future transportation and land use scenarios necessary to mitigate local effects of peak oil; and recommend alternatives to accomplish transportation and land use mitigation strategies.” A single year 2035 land use scenario based on the adopted local government comprehensive plans was used instead of testing land use and transportation scenarios given the recent overhaul of Alachua County's growth management plan around a planned BRT network.



Figure SR - 2: Testing Alternative Networks for the Year 2035 LRTP



An accessibility analysis that examined the availability of various land use and transportation factors supporting use of non-auto travel modes served as a basis for testing peak oil and guiding the development of Year 2035 Needs Plan transportation projects. The accessibility analysis was employed to help the MTPO consider and answer a key question for development of the plan:

Should transportation investments be made to reinforce and support future growth in the core part of the urbanized area where transportation alternatives already exist, or should transportation investments be made to improve accessibility and mobility in the urban periphery or outlying areas, where much of Alachua County’s future growth is expected to occur in the future?

To address that question, a GIS-based model was developed by coding all of Alachua County into 10-acre grid cells and then evaluating the land use and transportation network characteristics within ½ mile of each cell for a range of variables to derive a cumulative cell score that measured its relative accessibility. The factors are detailed in a separate chapter of the final report. Natural breaks in the data were used to divide the grid cells into low, medium or high accessibility areas. This analysis indicated that the core area around downtown Gainesville and the University of Florida provided a relatively high level of accessibility. Areas of moderate accessibility generally fall within the city limits, primarily east of I-75, and in the cities outside of the urbanized area. Much of the remainder of Alachua County was classified as having low accessibility, including much of the rapidly growing western areas of the county. While about 55 percent of countywide employment is in highly accessible locations, less than 30 percent of dwelling units are in such areas. In fact, from 2007 to 2035, the percentage of dwelling units in highly accessible locations actually declines by three percent; those in low accessible areas increase almost 15 percent. Clearly, that’s not a desirable direction.



The analysis also reveals that strategic investments in public transportation services and other infrastructure can reverse this trend. As indicated in the detailed summary, the alternatives focusing on transit expansion – the Bus Rapid Transit network included as part of Alternative 1 and the BRT plus streetcar network included in Alternative 3 – help to slow the trend of increasingly lower levels of overall countywide accessibility by returning the percentages closer to their 2007 existing condition. Without adjusting future land use patterns for this analysis, the accessibility summary clearly reveals the influence of smart transportation investments, as well as the potential implications on vehicle miles traveled, greenhouse gas emissions and the time spent commuting to work or traveling for other purposes.

The implications from the accessibility analysis relate directly to policy and investment decisions to be made by the MTPO, Alachua County and the City of Gainesville. As described above, should transportation investments go toward improving accessibility in those outlying, high growth areas, or should future growth (as encouraged with targeted transportation investments and supporting land use policies) occur within the high and moderate accessible locations that have the redevelopment and infill development potential to support higher densities? The accessibility matrix in **Figure SR-3** illustrates one of the key objectives of the plan, which is to move people and jobs from the upper left hand part of the matrix into the lower right hand area, largely by making transportation investments and adjusting land use policies where needed.

Figure SR - 3: Accessibility Matrix for Planning Strategies

		Transportation Accessibility		
		Low	Medium	High
Land Use Sustainability	Low	Area with poor sustainability & accessibility (Improve or leave as it is?)	Area needed to improve land use more intensively	Area needed to improve land use
	Medium	Area needed to improve transportation more intensively	Area needed to improve both land use and transportation	Area with potential (improve land use)
	High	Area needed to improve transportation	Area with potential (need to improve transportation)	Area with excellent sustainability & accessibility



The Year 2035 Needs Plan reflected the best elements of the hybrid or fourth network alternative, with the objective of improving mobility and accessibility along major corridor served by a Bus Rapid Transit network and development of a streetcar service that would connect downtown Gainesville, the University of Florida and retail/student housing areas to the west of the main campus. The Needs Plan includes roadway, transit and bicycle/pedestrian projects.

Peak Oil and Greenhouse Gas Mitigation Strategies

Peak Oil Strategies

There are two primary ways to address transportation needs: through speed and proximity. Speed addresses the ability to cover relatively longer distances in a reasonable amount of time, reducing the cost of travel (time and money) to a point where the trip makes economic sense. Proximity enables shorter trips to occur that are less dependent on speed because the travel time, and the resulting cost, is less. Both are important parts of an urbanized area's transportation network, but under peak oil, proximity and the accessibility of destinations by more energy-efficient travel modes becomes an increasingly important factor. As the urban footprint contracts, speed is less critical to mobility. This is an important consideration in developing policies and strategies for a peak oil condition in the future.

Land Use Strategies

Land use strategies related to peak oil relate to location efficiency and modifying existing land use patterns to expand the types of uses that will be more in demand with higher energy prices and scarcity of supplies. *Location efficiency* means creating more affordable housing choices close to public facilities and services, establishing better linkages of housing, jobs and other destinations in close proximity, ensuring that community services and facilities are located along public transportation corridors, and that convenient transit, bicycle and pedestrian networks exist to serve new development. *Modifying land use patterns* means adaptive re-use of existing sites, such as automobile dealerships and other auto-oriented uses into higher density transit-supportive uses or clean energy uses, such as solar energy catchment and distribution areas. Similarly, these existing uses can be converted into urban agricultural gardens that would provide locally-grown fresh food products.

Transportation Strategies

There are a wide range of transportation strategies that would support efforts to respond to peak oil. In general, the transportation strategies are linked directly with land use strategies to reduce vehicle miles of travel and increase the ability of people to use human-powered transportation options for more of their trips. Suggested transportation-focused ways to reduce energy demand and support both accessibility and mobility within the urbanized area and Alachua County include designating transit priority corridors, parking, congestion (or value) pricing, complete streets



policies, alternative fuel vehicles and developing a stronger and more connected bicycle and pedestrian network.

Year 2035 Cost Feasible Project Ranking

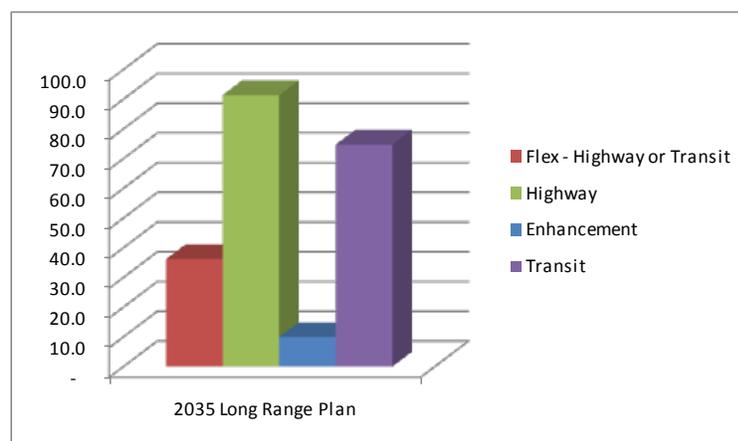
Based on information provided by FDOT, the Year 2035 LRTP’s 22-year total for state and federal revenue sources is \$139.6 million for highways and transit projects (Flex, Highway, Enhancements), in inflation-adjusted revenues, plus an additional \$74.7 million for only transit, for a total of \$214.3 million. This total covers the years from 2014 to 2035. The breakdown by five-year period and revenue source is shown in **Table SR-I** and **Figure SR-4**. These sources are those that have historically been considered by the MTPO during preparation of the LRTP. It should be noted that \$71 million of the \$74.7 million in transit operating revenue is needed to operate the existing bus network through the year 2035, leaving \$3.7 million available for minor service enhancements or transit capital expenses.

Table SR - I: State and Federal Program Revenues (in millions, YOY)

Capacity Programs	FY 2014-2015 Subtotal	FY 2016-2020 Subtotal	FY 2021-2025 Subtotal	FY 2026-2030 Subtotal	FY 2031-2035 Subtotal	22 Year Total
Flex – Highway or Transit	2.3	7.1	8.1	8.8	9.8	36.1
Highway	6.0	18.5	20.8	22.4	24.3	92.0
Enhancement	0.9	2.5	2.6	2.7	2.7	11.5
Transit*	5.6	14.5	16.4	18.3	19.9	74.7
Total	14.8	42.7	47.9	52.2	56.7	214.3

* Gainesville Regional Transit System estimates that \$71 million of these funds are needed to operate the existing bus network through the year 2035.

Figure SR - 4: Total Revenues (Dollars in Millions)





The process of developing the recommended Year 2035 Cost Feasible Plan began with an evaluation of Needs Plan projects using criteria developed to reflect the adopted vision statement, goals and objectives. This was presented to the MTPO's advisory committees for review and refinement. The MTPO staff developed a preliminary list of Cost Feasible projects in current year 2010 dollars. The starting point was to build upon highly ranked projects from the last (Year 2025) LRTP. Bicycle and pedestrian projects recommended for the Cost Feasible Plan using federal Enhancement program funds were developed from priorities already established by the MTPO's Bicycle/Pedestrian Advisory Board, with cost estimates in year 2007 dollars.

The list of Cost Feasible projects also included City of Gainesville and Alachua County projects funded through the financially feasible Comprehensive Plan Transportation Elements, in addition to the highway, transit and bicycle/pedestrian projects eligible for state and federal funds. A full list of all of these projects in year of expenditure costs by funding period is included in the Cost Feasible Plan chapter of the final report.

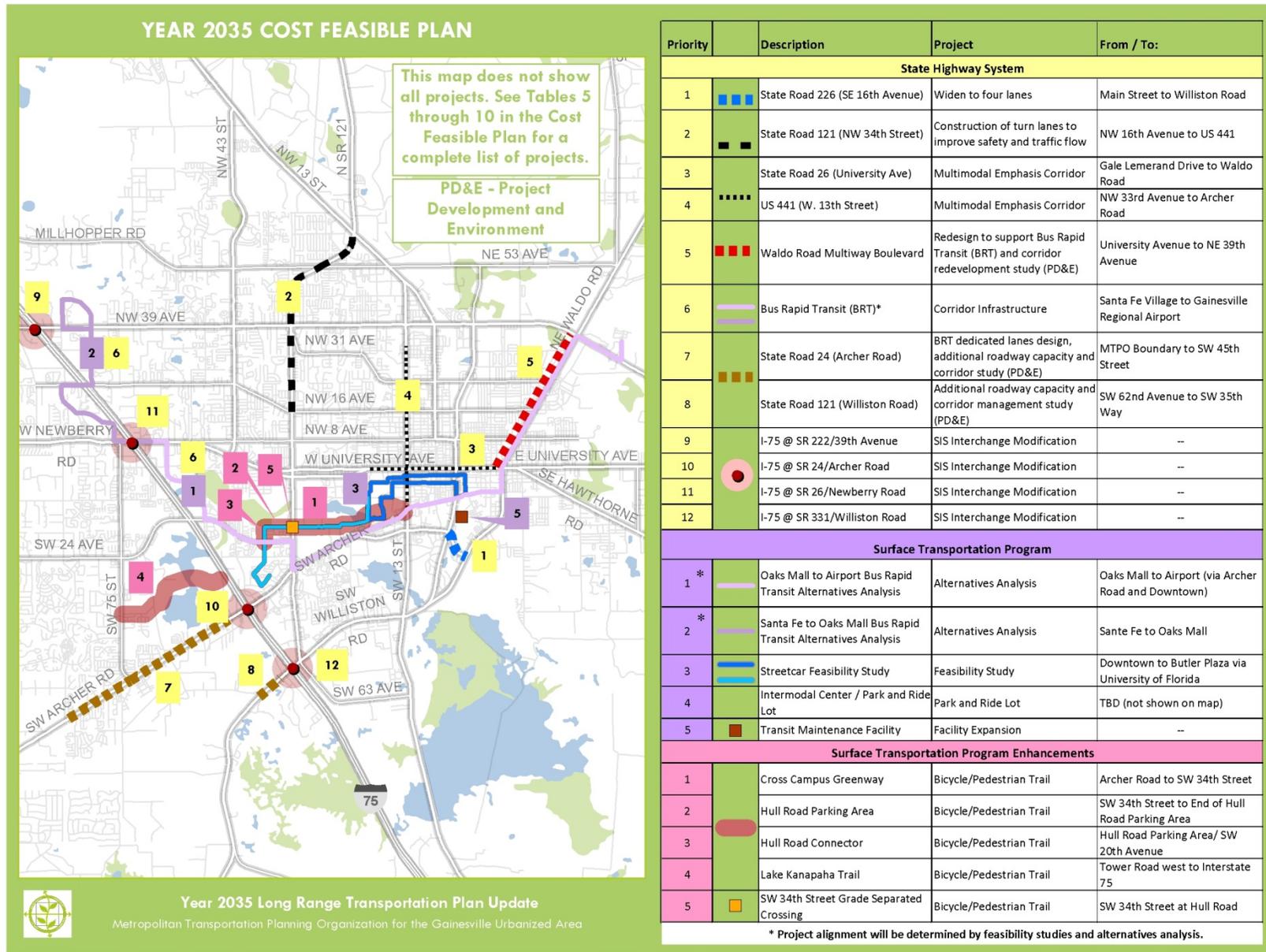
Map SR-3 depicts the Year 2035 Cost Feasible Long Range Transportation Plan based on the estimated year of expenditure. The map references the type of projects and studies funded by their primary funding source. Given the escalation of project costs over time due to inflation, the MTPO chose to prioritize full funding for some projects and allocate partial funding to others.

This page intentionally left blank

Year 2035 Long Range Transportation Plan Update Summary Report



Map SR - 2: Year 2035 Cost Feasible Plan



This page intentionally left blank



Summary

The policy direction of the MTPO in considering projects for financial feasibility focused on ensuring a multimodal approach to meeting the area’s mobility needs. This policy is reflected in the Year 2035 LRTP as indicated in **Figures SR-5 and SR-6**. As shown in the first chart, there is an initial investment in roadway widening and operational modifications for long-standing priority projects, but the plan increasingly allocates future funding toward multimodal projects that support increasing transit service and bicycle/pedestrian connectivity. The plan assumes accumulation of funds over time to fund the Regional Transit System maintenance facility and the Bus Rapid Transit corridor infrastructure in the final five year planning period of the LRTP horizon. Funding sources for the RTS maintenance facility include a federal earmark, a grant from the Federal Transit Administration and use of the MTPO’s allocation of Flex funds that can be spent on highway or transit projects. The second chart presents a summary of overall funding for roadway capacity and non-automobile projects, reflecting a nearly 4:1 ratio in favor of multimodal (non-auto) transportation projects.

Figure SR - 5: Allocation of Funds by Year of Expenditure

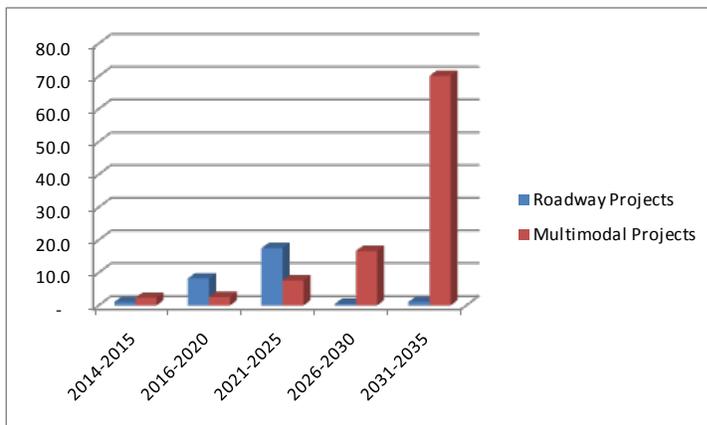
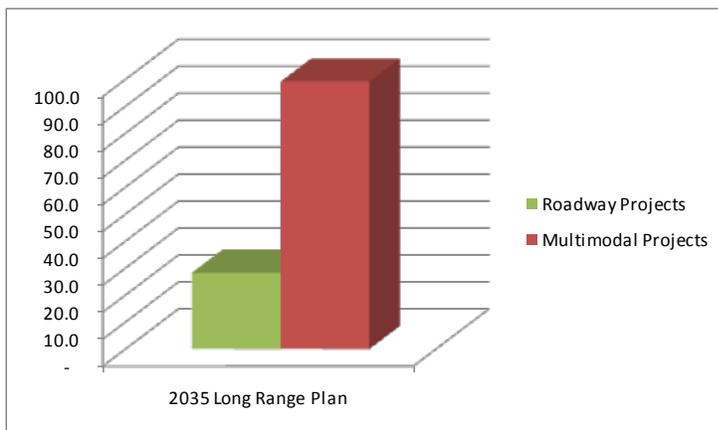


Figure SR - 6: Overall Allocation of Funds





www.citiesthatwork.com