

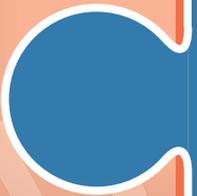


Livable Community - Creating Connections



Year 2040 Long Range Transportation Plan **SUMMARY REPORT**

Adopted October 5, 2015 by the
**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**



Prepared by
ATKINS
December 2015



YEAR 2040 LONG RANGE TRANSPORTATION PLAN SUMMARY REPORT

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Adopted on October 5, 2015 by the Metropolitan Transportation
Planning Organization for the Gainesville Urbanized Area

Prepared for the
North Central Florida Regional Planning Council
And the
Florida Department of Transportation, District Two

Prepared by
Atkins
in association with
HDR
Quest Corporation of America
Renaissance Planning

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Introduction

Land use and transportation are inextricably linked. How communities develop over time greatly influences transportation choices as well as the efficiency and the livability of transportation systems. Where and how the region grows sets the foundation for the type and location of future transportation investments. The Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area is a strategic document for multimodal transportation strategies and priority investments to support and strengthen the area's economic vitality and improve the connectivity of people and freight to their desired destinations.

The Year 2040 Long Range Transportation Plan Update process began in early 2013 and culminated with the adoption of the Year 2040 Cost Feasible Plan by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on October 5, 2015. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the agency responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. Its voting members include the Mayor of the City of Gainesville, the six City of Gainesville Commissioners and the five Alachua County Commissioners. Non-voting (ex-officio) advisory members include the University of Florida, the Florida Department of Transportation District Two, and a rural advisory member representing the municipalities in Alachua County located outside of the urbanized area boundary.

The Year 2040 Long Range Transportation Plan includes two main elements: an adopted Needs Plan and an adopted Cost Feasible Plan. The Year 2040 Needs Plan charts a strategic direction for how the region will achieve important mobility and accessibility goals over the next 25 years. The Year 2040 Cost Feasible Plan identifies priority transportation projects and their associated costs. The costs can be funded using projected revenues from a variety of federal, state and local sources over the planning horizon.

A metropolitan planning organization's long range transportation plan must meet certain established federal criteria to maintain the region's eligibility to receive federal transportation funding. As such, the Year 2040 Long Range Transportation Plan is the foundation of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's transportation planning process and provides a vision for regional and local mobility, as well as accessibility to address the needs and priorities within the urbanized area.

This report provides a brief summary of the activities conducted during the Year 2040 Long Range Transportation Update process. They include projecting population and employment growth, evaluating existing and mobility needs of the region, identifying potential transportation revenue sources, estimating project costs and prioritizing projects that address mobility that can be funded by the year 2040. Full details on the Year 2040 Long Range Transportation Plan update can be found in the Final Report.

Growth Forecasts

Alachua County and the City of Gainesville serve as the economic hub of a nine-county region of North Central Florida. The 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 surrounding counties.

The presence of the University of Florida, in particular, is expected to continue fueling growth in Alachua County through its research and educational activities, including 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 base year for the Year 2040 Long Range Transportation Plan is 2010 and all base year data, including socioeconomic data and traffic counts, is based on conditions on the ground in 2010. Forecast data for the year 2040 were developed for this plan update at the traffic analysis zone level by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its local government partners and serves as inputs to the regional travel demand model. This data is used in the Gainesville Urbanized Area Transportation Study model to forecast mobility deficiencies expected by the year 2040, a key component used in development of the Year 2040 Needs Plan.

The data development task focused on socioeconomic data for the model used in preparing the Year 2040 Long Range Transportation Plan. The Year 2010 and Year 2040 population and employment datasets were prepared by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area using University of Florida Bureau of Economic and Business Research population forecasts and extrapolated Florida Department of Economic Opportunity employment forecasts. While Alachua County's growth slowed some during the economic downturn, it appears that a reasonable level of growth is returning. As depicted on **Figure SR-1**, the population of Alachua County is expected to grow from approximately 247,300 in 2010 to 305,400 in 2040, an increase of 23 percent.

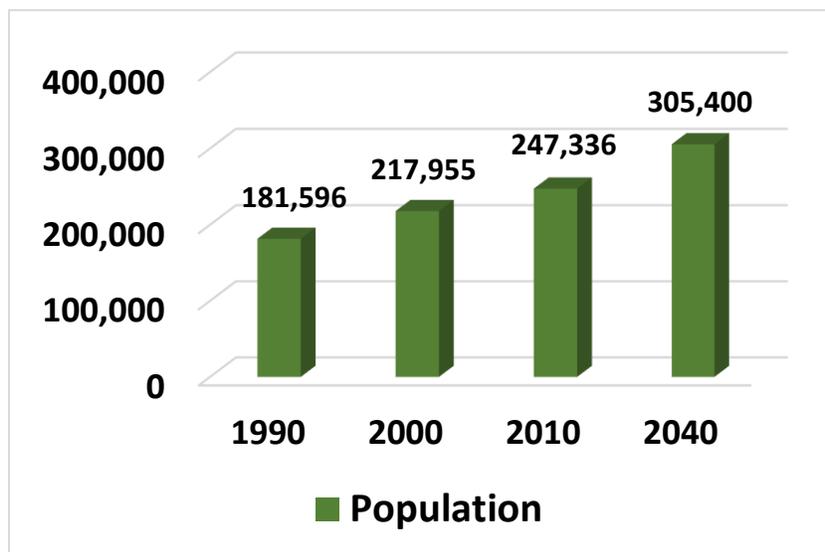


Figure SR-1: Historical and Projected Population in Alachua County

Employment growth in Alachua County, depicted on **Figure SR-2**, is projected to be slightly more rapid. Jobs within Alachua County are projected to grow from 149,800 jobs in 2010 to 192,000 by 2040, an increase of 28 percent.

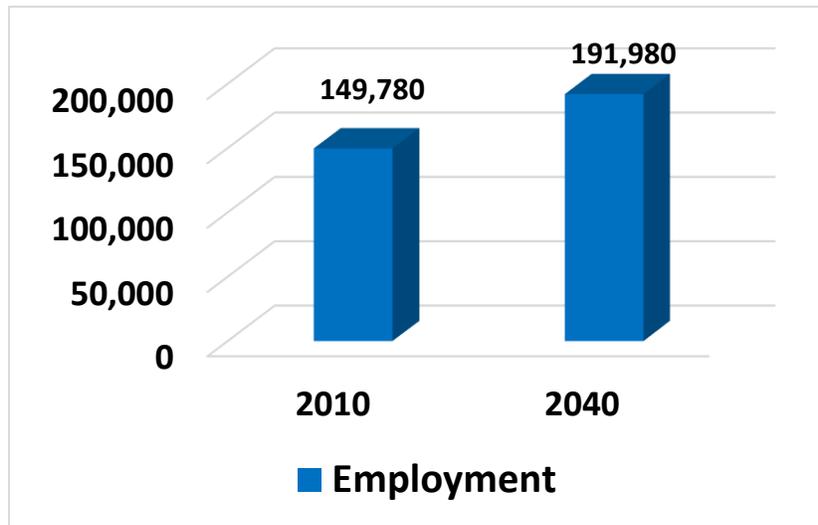


Figure SR-2: Historical and Projected Employment in Alachua County

Vision Statement, Guiding Principles and Strategies

As with previous Long Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2040 Needs and Cost Feasible Plans. The Vision Statement, Principles and Strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and helped to guide the development of this plan update.

The Vision Statement for the Year 2040 Long Range Transportation Plan is:

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

This vision is supported by seven Principles and their associated Strategies. These are:

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic development.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

Principle 2: Increase safety and security for motorized and non-motorized users

Strategy 2.1: Support projects that increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.



- Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
- Strategy 2.3: Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.
- Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.
- Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

Principle 3: Increase the accessibility and mobility of people and freight

- Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).
- Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.
- Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.
- Strategy 3.4: Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.

Principle 4: 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

- Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.
- Strategy 4.2: Develop and expand a network that provides multi-modal transportation opportunities for bicyclists and pedestrians.
- Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.
- Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- Strategy 5.1: Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.
- Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

- Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.
- Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.
- Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.





Principle 7: *Emphasize the preservation of the existing transportation system*

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from building encroachment.

Long Range Transportation Plan Planning Factors

The Year 2040 Long Range Transportation Plan is required by Moving Ahead for Progress in the 21st Century Act (MAP-21), the current federal transportation legislation, to reflect consideration of the following eight planning areas:

- Support the economic vitality of the metropolitan area, especially 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 operation.
- Emphasize the preservation of the existing transportation system.

These eight planning areas, along with an emphasis on performance-based planning, were used in developing the adopted Principles and Strategies for this plan update.

Study Process

The study process involved two main steps: public involvement and development of the Year 2040 Needs Plan from which the Year 2040 Cost Feasible Plan was built. The Public Participation Plan was initiated at the beginning of the planning process and was carried through adoption of the Year 2040 Cost feasible Plan. Furthermore, public input was used in developing the Year 2040 Needs Plan, which is a list of mobility projects needed to accommodate projected population and employment growth of the City of Gainesville and Alachua County.

Public Participation Plan

The public involvement process for the Year 2040 Long Range Transportation Plan was guided by the Public Participation Plan. The purpose of the Public Participation Plan was to provide a roadmap to systematically achieve goals and objectives for participation, ensuring diverse and inclusive public input during the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area's transportation future. As required by federal law, the plan was available for a 45-day review and



comment period before it was approved. The Public Participation Plan included several components, outlined on the following pages.

Project Website

Information about the Year 2040 Long Range Transportation Plan process was posted on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area website at www.ncfrpc.org/mtpo/LRTP.html and the project website, www.livablecommunity2040.com, which was launched at the onset of the process and managed by the consultant team. The website contained general information about the Year 2040 Long Range Transportation Plan planning process and upcoming meetings, as well as contact information for project staff. The website was updated throughout the process and provided interested parties with project information, links to surveys and opportunities to provide comments and to sign up to receive communications and announcements about the Year 2040 Long Range Transportation Plan. A calendar identifying all project related public meetings and activities was posted on the Year 2040 Long Range Transportation Plan project website.

Social Media

Community members were afforded the opportunity to be engaged through social media outlets using the Facebook page www.facebook.com/GainesvilleMTPO. This page included information on the Year 2040 Long Range Transportation Plan and announcements relevant to the planning process. Social media tools were used to increase awareness of the process and to solicit community input.

Newsletters

Three newsletters were distributed during the Year 2040 Long Range Transportation Plan process, with the first newsletter announcing the Year 2040 Long Range Transportation Plan kickoff. Subsequent issues provided updates on the planning process and public participation opportunities and requested feedback. The newsletters included visual graphics to help area residents understand how they could contribute to the plan's development.

Surveys

Surveys were another effective tool used for collecting public comments on the Year 2040 Long Range Transportation Plan. Survey instruments were thoroughly reviewed and approved before implementation. An online survey was made available on the project website, www.livablecommunity2040.com, giving the public an opportunity to be involved throughout the planning process. Surveys were also distributed at Community Public Workshops. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also received important feedback from the community through a 2014 telephone survey. The survey was conducted by the University of Florida's Survey Research Center at the Bureau of Economic and Business Research.

Meetings and Presentations

Staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and consultant staff made presentations to community groups, agencies and others throughout the Year 2040 Long Range Transportation Plan process. These meetings included:

- Gainesville Area Chamber of Commerce, May 6, 2015
- Alachua County League of Cities, May 26, 2015 and July 28, 2015
- Gainesville Alachua County Association of Realtors, July 13, 2015





Briefings were also provided to the Technical Advisory Committee, Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area throughout the Long Range Transportation Plan process.

Public Workshops

Briefings were provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at key points during the Long Range Transportation Plan process, including at the two public hearings: June 1, 2015 (Year 2040 Needs Plan public hearing) and October 5, 2015 (Year 2040 Cost Feasible Plan public hearing). All Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area public meetings included a time for public comment, serving as an additional opportunity for the public to share their comments on transportation needs and priorities.

Needs Plan Development

The Year 2040 Long Range Transportation Plan Update identifies mobility projects needed over the coming twenty-five years. These projects will help shape not only the future transportation system, but the region's vision for the future as well. The development of a list of mobility needs, without regard to funding availability, is an important step in preparing a financially constrained long range transportation plan. The community can visualize and evaluate possible transportation solutions to anticipated travel demand through development of the Year 2040 Needs Plan. Later, the community can select projects that work most effectively for mobility while matching available funding. It also allows them to include the types of transportation projects that will help shape their communities and fulfill the region's vision for the future.

The rationale for developing the Year 2040 Needs Plan is twofold. First, transportation revenue allocations could change in future years, affecting the amount of financial resources available to fund needed modifications. Second, the Year 2040 Needs Plan allows the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's partners to develop a future transportation vision that reflects social, environmental and economic policy objectives and helps local governments see the effects of land use decisions.

The process followed in the development of the Year 2040 Needs Plan included public involvement, coordination with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees and development and evaluation of various roadway and transit alternatives. The process included identifying potentially constrained corridors, committed mobility projects, 2040 mobility deficiencies and mobility alternatives.

The first step in developing the Year 2040 Needs Plan was to conduct an assessment of projected traffic conditions based on the completion of currently funded projects and growth in population and employment throughout Alachua County and in surrounding parts of the region through the year 2040. In addition to a review of the Needs Plan projects in the adopted 2035 Long Range Transportation Plan, the most congested transportation facilities identified as a result of this analysis were considered to be the basis for developing a list of potential needs plan projects.

In order to evaluate the Year 2040 forecasted conditions of the Existing-plus-Committed transportation network, those projects were coded into the Gainesville Urbanized Area Transportation Study travel demand model and run as the initial year 2040 scenario. This effort included coding any capacity projects





or new roadways built since 2010, plus any projects that would change roadway or transit capacity through the addition of travel lanes or additional transit service expected to be completed by the year 2020.

Needs Plan Alternatives

In the past, the development of a preliminary needs plan was often based solely on the forecast deficiencies and what it would take to alleviate them. For the Year 2040 Needs Plan, a somewhat different approach was taken. Working with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and local government staff, a list of potential projects was developed. In each of these alternatives, the staff and consultant team were sensitive to physically or policy constrained facilities in the study area and took care not to identify projects that would negatively impact them.

Three transportation network alternatives were developed and tested in the development of the Year 2040 Needs Plan: one that focused on existing roadway and transit corridors, one that focused on new roadway and transit corridors, and a hybrid alternative. A separate model was developed for each alternative allowing for comparison not only between each scenario, but to the Year 2010 base year network and the Year 2040 Existing-plus-Committed network as well.

Year 2040 Needs Plan Alternative 1: New Corridors Emphasis

Alternative 1 includes a mix of highway and transit solutions, but primarily focuses on new roadways and new transit service. This includes modifications that expand the grid network of roadways and expansion of transit service to the west and northwest portions of the study area.

Year 2020 Needs Plan Alternative 2: Existing Corridors Emphasis

Alternative 2 includes a mix of highway and transit solutions, but primarily focuses on widening existing roadways and providing additional service on existing transit routes.

Year 2020 Needs Alternative 3: Hybrid

The two alternatives were evaluated and then presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, its advisory committees and the public between February and June of 2015. The feedback from these groups, as well as input from staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville, Alachua County and the University of Florida, helped shape the initial hybrid alternative and ultimately the final Adopted Year 2040 Needs Plan.

Alternative 3 sought to identify the elements of Alternatives 1 and 2 that performed best and combine them to create a hybrid. This was accomplished through meetings with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, its committees and local government staffs, as well as through the public workshop held on the development of the Year 2040 Needs Plan.

Final Adopted Year 2040 Needs Plan

As stated earlier, the Year 2040 Needs Plan alternatives were presented at a public workshop and posted to the website to allow the public to provide comments. In addition, several presentations were made to community groups, such as the Gainesville Area Chamber of Commerce and the Alachua County League





of Cities, to solicit comments. Based on this feedback, and input from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, a balanced multimodal Needs Plan was drafted. The draft Year 2040 Needs Plan was then presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and adopted on June 1, 2015.

Year 2040 Cost Feasible Plan

Development and adoption of the Year 2040 Cost Feasible Plan was the final step in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Year 2040 Long Range Transportation Plan Update. Following adoption of the Year 2040 Needs Plan, the consultant team began work on the Year 2040 Cost Feasible Plan. Development of the Year 2040 Cost Feasible Plan required an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. Priorities for needed mobility projects, and the value the community places on investments in various modes of travel, are reflected in the community's long range transportation plan. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility as a means to achieve community objectives, such as quality of life, economic development and protecting the environment.

The Year 2040 Cost Feasible Plan was built based on input from the public, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees. The Year 2040 Cost Feasible Plan reflects projected transportation revenues available and allocates those revenues to high priority projects identified in the Year 2040 Needs Plan.

Development of Year 2040 Needs Plan Project Costs

The first step in developing the Year 2040 Cost Feasible Plan for the Gainesville Urbanized Area was to estimate total costs to implement the projects and programs identified in the adopted Year 2040 Needs Plan. Working with the Florida Department of Transportation, Alachua County and the City of Gainesville, the consultant team developed costs for all phases of implementation. These include Project Development and Environment studies, Design, Right of Way acquisition, Construction and Construction Engineering Inspection. Costs for most projects were developed using the Florida Department of Transportation's Generic Cost per Mile Models, as updated in April 2014.

Additional cost information was provided by staff from Alachua County, the City of Gainesville and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for several local projects, including the extension and widening projects for SW 62nd Boulevard, and the Multimodal Emphasis Corridor projects on University Avenue. Cost estimates for the transit projects were developed using information provided by the City of Gainesville Regional Transit System regarding staffing costs, bus purchases and construction of transit centers. In addition, total costs for the various programs identified in the Year 2040 Needs Plan were developed using an assumed recurring annual fund allocation. Finally, an additional program was added at the Year 2040 Needs Plan adoption public hearing, to address concerns related to resurfacing of local roadways. \$30 million dollars was allocated for this program, bringing the total cost for all projects in the Year 2040 Needs Plan to approximately \$500 million. It is important to note that proposed projects on the Strategic Intermodal System, to be funded by the Florida Department of Transportation, were not included in the cost estimate.





Development of Transportation Revenues for Capacity Projects and Programs

This section provides an overview of the financial resources and revenues available for consideration in developing the fiscally-constrained Year 2040 Long Range Transportation Plan. The financial resources presented are both committed and potential transportation revenues at the federal, state and local level, including funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services in the community. This serves as the basis for defining the revenues available for capital transportation projects to be included in the Year 2040 Cost Feasible Plan.

Furthermore, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that long-range transportation plans developed for urbanized areas be financially constrained and that cost feasible plans reflect the “year of expenditure” for each project. This requirement also calls for revenue to be identified in year of expenditure dollars to reflect the expected rate of inflation. Revenues are provided in 5-year and 10-year phased increments.

The Year 2040 Long Range Transportation Plan’s 22-year total for state and federal revenue sources is estimated to be \$149.3 million for highways and some transit projects, in inflation-adjusted revenues, with an additional \$84.4 million for transit projects only. Total available funds, inflated to year of expenditure, are estimated to be \$233.7 million. The funding sources used in estimating available revenues are those that have historically been considered by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area during preparation of the Long Range Transportation Plan. No new funding sources were assumed in development of the Year 2040 Cost Feasible Plan.

Furthermore, it was determined through the process of developing the Year 2040 Cost Feasible Plan not to allocate all projected revenues to projects and programs identified in the plan. Specifically, it is not known if there will be any available funds from the Transportation Regional Incentive Program, so none were allocated. In addition, projected transit revenues are expected to be used to operate and maintain the existing City of Gainesville Regional Transit System, so the \$84.4 million in estimated transit funds was not included in the funds available for future transit projects. Finally, revenues for the 2019-2020 period were removed, as projects implemented during those two years are covered in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area’s adopted Transportation Improvement Program. **Table SR-1** provides a summary of the projected transportation revenues in year of expenditure dollars available for projects and programs in the Year 2040 Cost Feasible Plan.

Table SR-1: Projected Revenues Available for Year 2040 Cost Feasible Plan

Capacity Programs	Revenue Forecast (Millions of Dollars)*			
	2021-2025	2026-2030	2031-2040	Total
Strategic Intermodal System Construction & Right-of-Way	\$5.10	\$0.00	\$0.00	\$5.10
State Highway System Construction & Right-of-Way	\$23.60	\$22.30	\$48.80	\$94.70
Surface Transportation Program	\$8.70	\$8.30	\$18.00	\$35.00
Transportation Alternatives Program	\$1.45	\$1.45	\$2.90	\$5.80
Total Capacity Programs	\$39.15	\$32.05	\$69.70	\$140.60

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars





Note that the projected \$140.6 million in total year of expenditure dollars equates to approximately \$81.91 million in current (Year 2014) dollars. These revenues were then paired with the highest priority projects and programs for funding in the Year 2040 Cost Feasible Plan.

Project Rankings

Using the projected revenues by phase through the year 2040, estimated projects costs, evaluation criteria developed following adoption of the Year 2040 Needs Plan and a Return on Investment analysis conducted for the roadway projects, an initial project ranking list for the Year 2040 Cost Feasible Plan was developed. This list, developed by staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the consultant team, was divided up into three funding categories: the State Highway System, the Surface Transportation Program and the Transportation Alternatives Program. It was assumed for the ranking that State Highway System funds could only be spent on projects on, or adjacent to, the state highway system. Furthermore, it was assumed that Transportation Alternatives Program funds could only be spent on bicycle and pedestrian projects. Surface Transportation Program funds are not restricted and could be used to fund any project in the Year 2040 Needs Plan.

The top projects based on combined scores from the Return on Investment Analysis and the Evaluation Criteria Project Rankings were assigned to the appropriate category (often more than one) for review and discussion by the advisory committees of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Following input from the various committees, the ranking table was refined. It was determined that projects outside the Gainesville Urbanized Area boundary and projects expected to be funded by non-state and federal sources (local funds, developer projects and University of Florida projects) would be excluded from the rankings. The top projects were then presented and discussed at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at its August 3, 2015 meeting.

Adoption of the Year 2040 Cost Feasible Plan

Based on feedback from the August 3, 2015 meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, correspondence with the Florida Department of Transportation regarding expenditure of State Highway System funds on local roads and input received at the September 21, 2015 public workshop, a draft Year 2040 Cost Feasible Plan was developed. The draft plan was presented and discussed with the advisory committees of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and revisions were made.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area held an advertised public hearing on October 5, 2015 to discuss and vote on the Recommended Year 2040 Cost Feasible Plan. Following a presentation by the project team, members of the public were afforded an opportunity to comment on the Recommended Year 2040 Cost Feasible Plan. Based on the public comments received, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed potential adjustments to several recommended projects. The revised Year 2040 Cost Feasible Plan was then voted on and approved.





Table SR-2 details the adopted projects using State and Federal funds, as well as their prioritization ranking and expected costs in current (Year 2014) dollars unless otherwise noted. It is important to note that project implementation phases were identified for Fiscal Years 2021-2025, 2026-2030 and 2031-2040. Furthermore, costs were inflated to year of expenditure, matching with the phasing and not exceeding projected revenues. The adopted Year 2040 Cost Feasible Plan projects using State and Federal funds are depicted on **Figure SR-3**.

Regionally Significant Projects

There are several regionally significant projects in the Year 2040 Cost Feasible Plan. These include the widening and extension of SW 62nd Boulevard and the widening of Archer Road (State Road 24). The two SW 62nd Boulevard projects will provide a new north-south corridor between State Road 24 (Archer Road) and State Road 26 (Newberry Road) east of Interstate 75. This connector is intended to provide congestion relief to the interstate, as well as several arterial roads in the western part of the City of Gainesville. Modifications to the SW 62nd Boulevard corridor will also provide enhanced interconnectivity.

The widening of Archer Road (State Road 24) will provide additional east-west mobility in southwest Alachua County. The project is expected to include roadway widening to four lanes from SW 122nd Street to SW 75th Street / Tower Road, intersection modifications, curb and gutter drainage, installation of sidewalks and bicycle facilities, transit enhancements and additional roadway lighting.

Projects Using Local and Other Funds

In addition to the projects anticipated to use State and Federal funds through the year 2040, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted eight projects that are expected to be funded locally. These projects, geographically depicted on **Figure SR-4**, are expected to be funded by developers or the University of Florida. The projects were not prioritized, nor divided into implementation phases. Since they are not funded through State and Federal sources, all costs required to complete the project are included. Furthermore, no time phases for implementation were assumed, so project costs were not inflated to year of expenditure. As shown on **Table SR-3**, the estimated cost of these eight projects is \$43.14 million in current (Year 2014) dollars.

Aspirational Projects

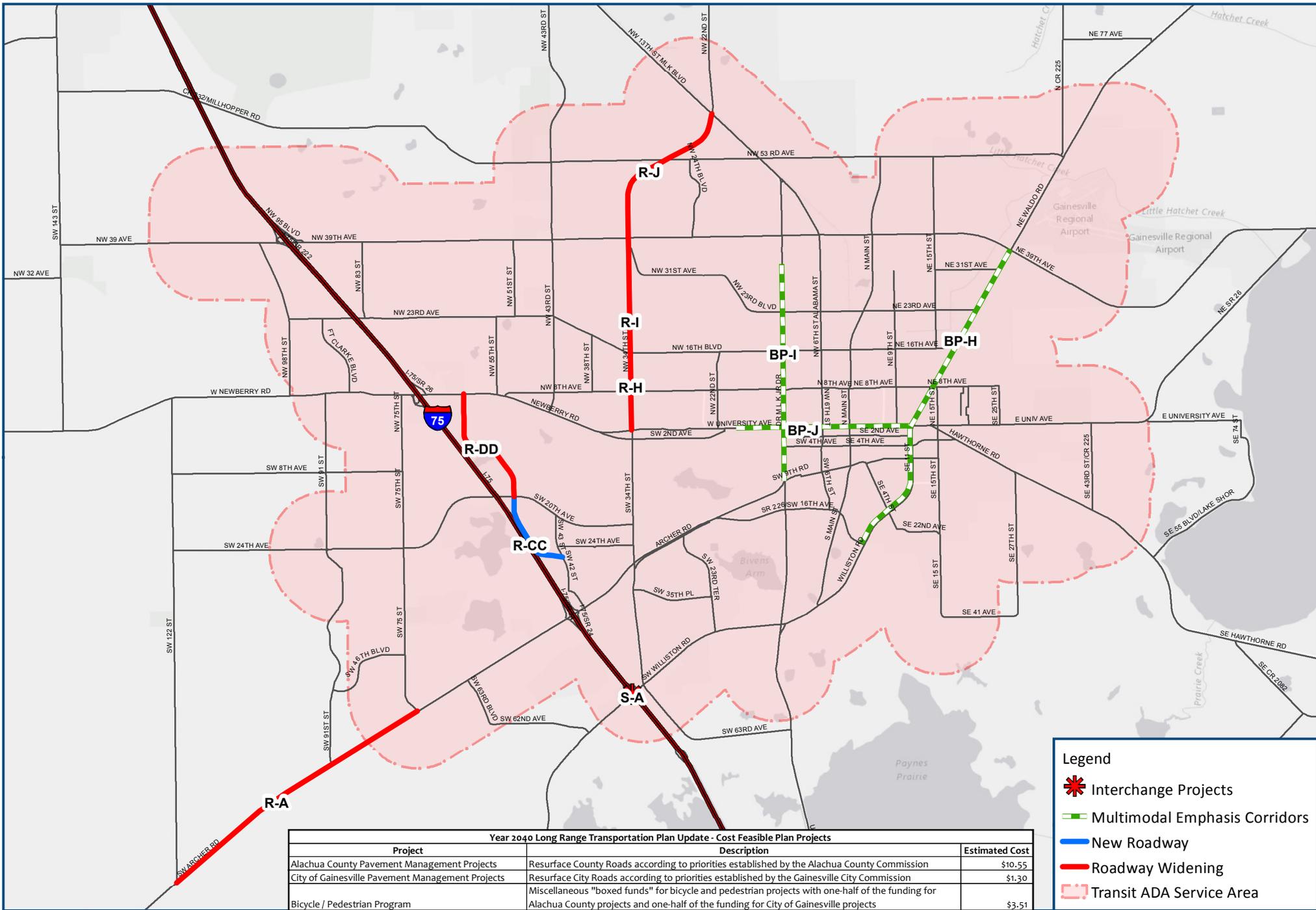
Finally, while not expected to be funded by the year 2040, a series of aspirational projects were identified in the Year 2040 Needs Plan. In addition to the aspirational projects identified in the Year 2040 Needs Plan, the Florida Department of Transportation has been studying the potential for a new transportation corridor connecting the Tampa Bay area with Northeast Florida, which may pass through Alachua County. In 2013, the Florida Department of Transportation completed a high-level concept study that assessed and identified long-term mobility and connectivity needs in the area extending from Tampa Bay to Northeast Florida.

One of the recommendations from the Concept Study was that a more detailed evaluation be conducted to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75 between Wildwood and Lake City. In response to this recommendation, the Florida Department of Transportation recently initiated the I-75 Relief Study. A future study will evaluate new and enhanced multi-modal transportation corridors beginning at I-75 and continuing to Northeast Florida.



Table SR-2: Adopted Year 2040 Cost Feasible Plan Projects Using State and Federal Funds

Priority	Map ID	Project	Description	Estimated Cost in 2014 Dollars (In Millions)
Strategic Intermodal System - \$5.1 Million Available (Year of Expenditure Dollars)				
1	S-A	Interstate 75	Modifications at the Interstate 75 / State Road 121 Interchange	\$5.1 (2021-2025 Dollars)
State Highway System - \$57.3 Million Available (2014 Dollars)				
1	BP-I	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.1
2	BP-J	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	\$6.0
3	BP-H	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	R-H R-I R-J	State Road 121 (West 34th Street)	Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	\$33.56
5	R-A	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street (not fully funded)	\$12.7 (Partially Funded)
Surface Transportation Program - \$21.1 Million Available (2014 Dollars)				
1	R-CC	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes - \$27 million project (not fully funded)	\$9.0 (Partially-Funded)
2	R-DD	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes - \$18.2 million project (funded for design only)	\$0.25
3	-	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	\$10.55
4	-	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.3
Transportation Alternatives Program - \$3.51 Million Available (2014 Dollars)				
1	-	Bicycle/Pedestrian Program	Miscellaneous "boxed funds" for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$3.51



Year 2040 Long Range Transportation Plan Update - Cost Feasible Plan Projects		
Project	Description	Estimated Cost
Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	\$10.55
City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.30
Bicycle / Pedestrian Program	Miscellaneous "boxed funds" for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$3.51

Legend

- Interchange Projects
- Multimodal Emphasis Corridors
- New Roadway
- Roadway Widening
- Transit ADA Service Area

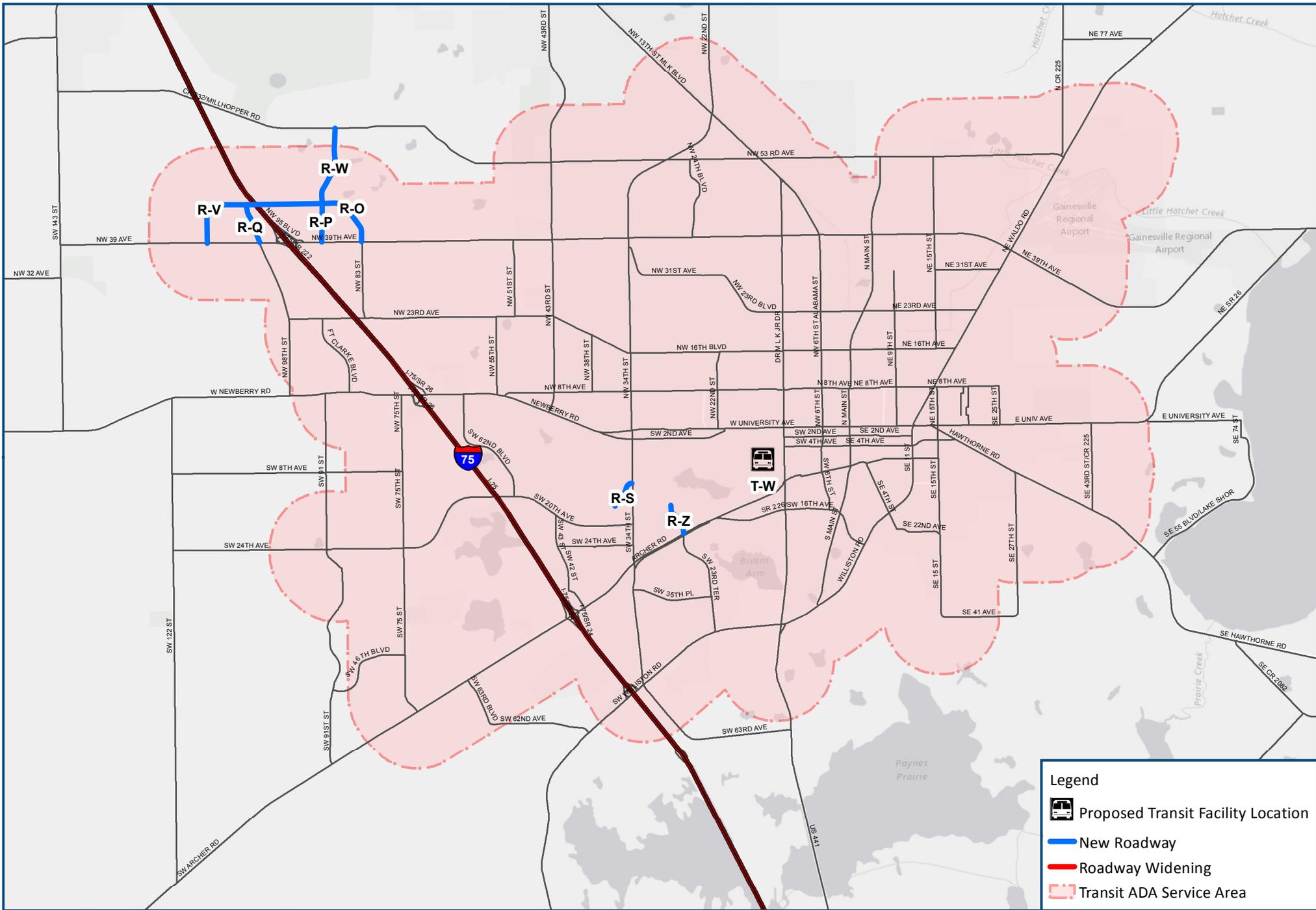


Figure SR-3

0 0.5 1 Miles

Year 2040 Cost Feasible Plan

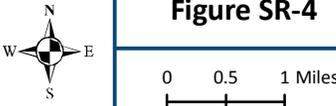
2040 Long Range Transportation Plan



Legend

-  Proposed Transit Facility Location
-  New Roadway
-  Roadway Widening
-  Transit ADA Service Area

Figure SR-4



0 0.5 1 Miles

Year 2040 Cost Feasible Plan - Other Funded Projects



2040 Long Range Transportation Plan



Table SR-3: Adopted Year 2040 Cost Feasible Plan – Other Funded Projects

Map ID	Project	Funding Entity	Total Cost in Millions (2014 Dollars)
R-O	NW 83rd Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	\$10.75
R-P	NW 91st Street - Two-lane extension from terminus to Springhills Boulevard	Developer	\$2.99
R-Q	NW 98th Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	\$5.59
R-S	Radio Road Extension - Two-lane extension from SW 34th Street to Hull Road	University of Florida	\$3.24
R-V	Springhills Boulevard - New two-lane roadway from NW 122nd Street to NW 83rd Street	Developer	\$5.97
R-W	Springhills Connector - New two-lane roadway from Springhills Boulevard to Millhopper Road	Developer	\$5.97
R-Z	SW 23rd Terrace Extension - Two lane extension from Archer Road to Hull Road	University of Florida	\$2.39
T-W	University of Florida Transit Center	University of Florida	\$6.24

Summary

The Year 2040 Long Range Transportation Plan was developed through a shared vision of how transportation access and mobility can shape future development of the City of Gainesville and Alachua County. Potential Year 2040 Needs Plan projects were identified based on the Vision, Principles and Strategies adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Year 2040 Needs Plan was adopted on June 1, 2015, with the total cost of all projects estimated to be approximately \$500 million in Year 2014 dollars. Following adoption, the project team developed evaluation criteria, scored the Year 2040 Needs Plan projects and produced initial ranking scores. The rankings were used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prioritize projects through the year 2040.

In selecting projects for inclusion in the Year 2040 Cost Feasible Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area relied on technical analyses, as well as input from the public and its advisory committees on how projects could support the adopted Vision, Principles and Strategies. The Year 2040 Cost Feasible Plan was adopted on October 5, 2015. Project funds are allocated to maintaining the existing transportation system, enhancing connectivity and ensuring a multimodal emphasis on key corridors in the City of Gainesville. Project costs were inflated to year of expenditure, reflecting the anticipated timing of future revenues from state and federal funding sources. Phasing for each of the Year 2040 Cost Feasible Plan projects was also identified to align with the revenue phases and availability of funds.

Finally, the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area meets all state and federal requirements. It addresses the planning factors from the Moving Ahead for Progress in the 21st Century Act (MAP-21), includes a safety element, identifies performance measures and targets, addresses environmental mitigation and includes procedures for amending the plan.



Year 2040 Long Range Transportation Plan Update Planning Team

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Scott R. Koons, AICP, Executive Director
Marlie Sanderson, AICP, Director of Transportation Planning
Michael Escalante, AICP, Senior Planner
Steve Dopp, Senior Planner
Suwan Shen (former employee)
Lauren Yeatter, AICP, Principal Planner
Michael DePalma (former employee)

Atkins

Wiley Page, AICP, Transportation Planning East Manager
Wiatt Bowers, AICP, Senior Transportation Planning Project Manager
Daniel Beaty, AICP, Senior Transportation Planner & Travel Demand Modeling Lead
Philip Shad, AICP, Senior Transportation Planner
Michael Adams, AICP, Senior Transportation Planner
Allison Deffenbaugh, AICP, Transportation Planner
Audrey Postal, Transportation Planner
Todd Flemister, Senior Graphic Designer

HDR Inc.

Santanu Roy, PTP – Florida Transportation Planning Manager & Travel Demand Modeling Practice Lead
Mike Rose – Transit Planner III
Mia Gao, EIT – Travel Demand Modeler
Stephane Gros, PhD – Principal Economist
Hicham Haboussi – Senior Economist
Michael Schmedt, GISP – GIS Manager

Renaissance Planning

Nick Lepp, AICP, CTP, Project Manager
Caleb Van Nostrand, Senior Planner

Quest Corporation of America

Karen Harrell- Business Unit Manager
Micaela Harris- Public Information Associate
Eileen LaSeur- Senior Associate
Dylan Conway- National IT / Web Manager



Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

The voting members include the Mayor and six city commissioners of the City of Gainesville and the five Alachua County commissioners. The University of Florida President's designee, a Rural Advisor designated by the Alachua County League of Cities and the Florida Department of Transportation District 2 Secretary's designee are non-voting advisors.

Staff services are provided by the North Central Florida Regional Planning Council. This Organization is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

Acknowledgments

Voting Members

City of Gainesville

Mayor Ed Braddy
Commissioner Harvey Budd
Commissioner Craig Carter
Commissioner Todd Chase
Commissioner Charles Goston
Commissioner Helen Warren
Commissioner Randy Wells

Alachua County

Commissioner Mike Byerly
Commissioner Charles Chestnut IV
Commissioner Ken Cornell
Commissioner Robert Hutchinson
Commissioner Lee Pinkoson

Advisors

Florida Department of Transportation
District 2 Secretary Greg Evans
University of Florida - Curtis Reynolds
Rural Advisor - City of Archer
Mayor Doug Jones

Gainesville Metropolitan Area

