

LEGISLATIVE #

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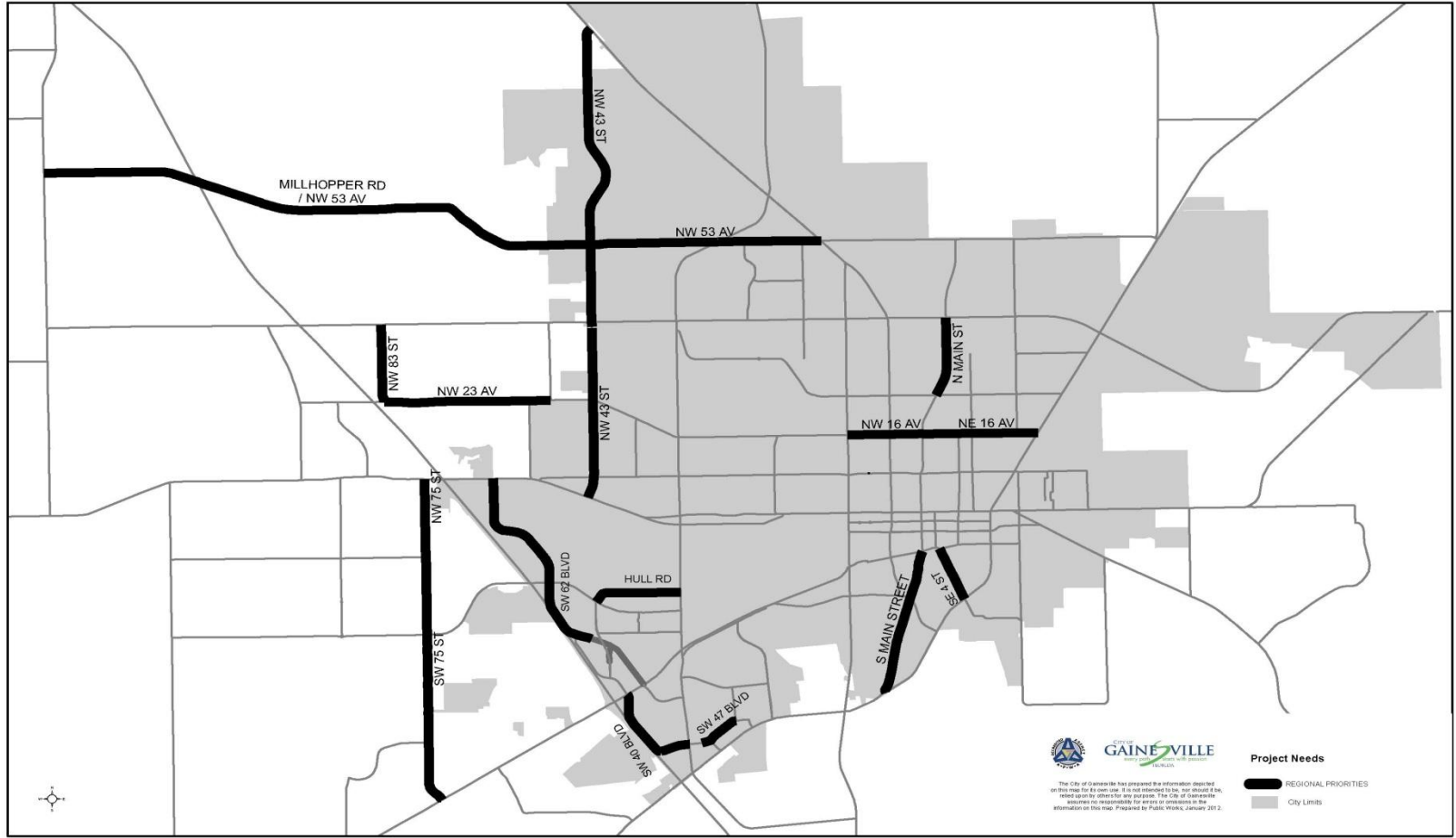
Sales Tax Proposal

March 2012

Regional Priorities

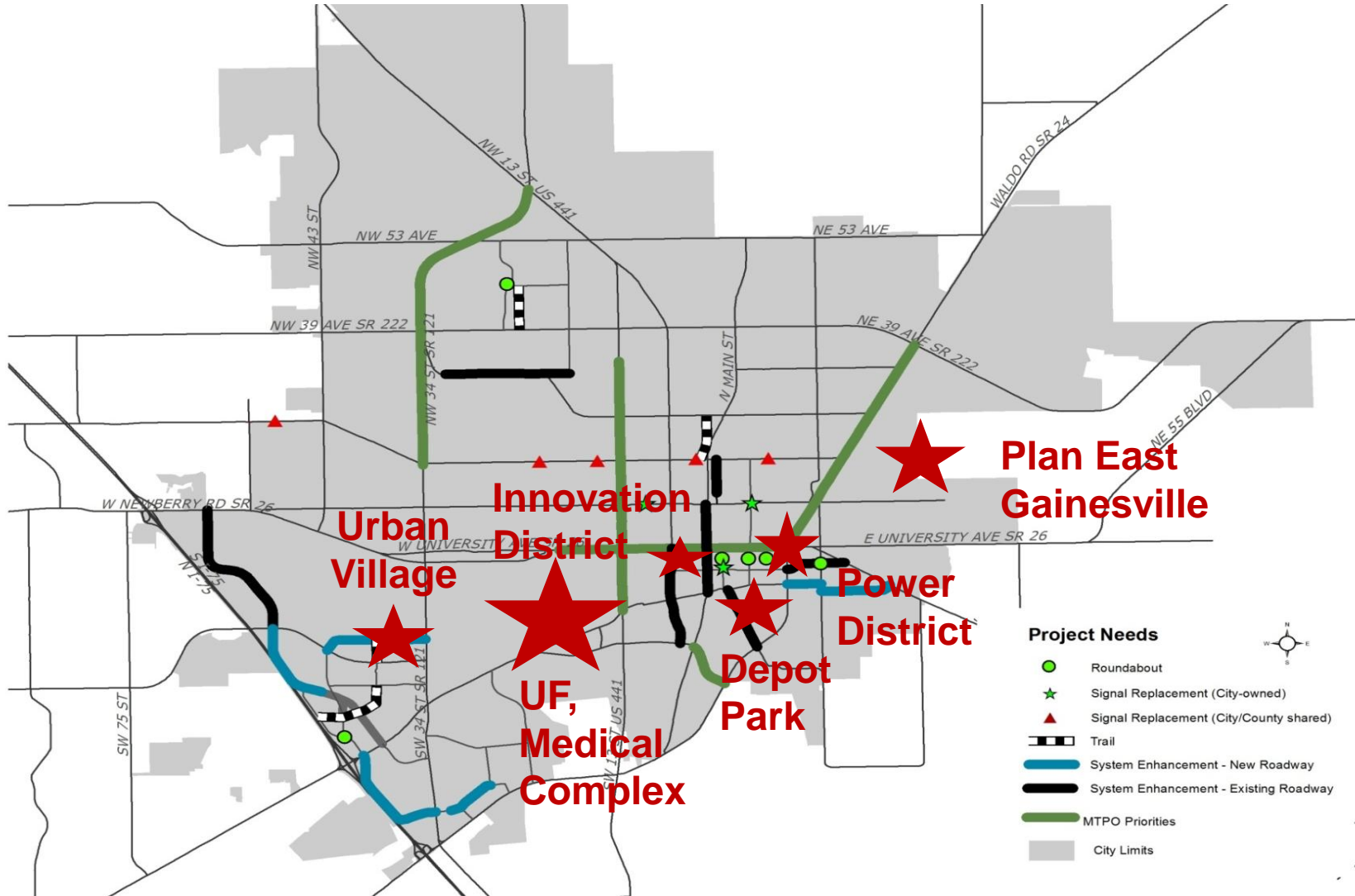
Location	Type	Estimated Cost	Committed	Source	FUNDING		Needs	Comments
					Potential Match			
REGIONAL PRIORITIES								
Maintenance Facility Expansion		\$ 56,020,000	\$ 22,300,000	FTA	\$ 8,100,000	6	\$ 13,000,000	complete 2025
W 62nd Blvd: Williston Rd to Newberry Rd								
SW 20th to Newberry Rd	Increased Capacity	\$ 23,800,000		TIGER grant	\$19,040,000		\$ 4,760,000	
SW 24th Ave to SW 20th Ave	New Capacity	\$ 33,600,000		TIGER grant	\$20,500,000		\$ 13,100,000	
SW 40th Blvd: SW 47th Ave to Archer Rd	New Capacity	\$ 2,750,000	\$ 1,250,000	TCEA/CIP FY14			\$ 1,500,000	
SW 47th Ave: Williston Rd to 34 St	New Capacity	\$ 3,000,000					\$ 3,000,000	\$35,360,000
NW 43 Street: Newberry Rd to US 441	Resurfacing	\$ 9,976,000					\$ 9,976,000	
NW/NE 16th Avenue: NW 13th St to Waldo Rd	Resurfacing	\$ 2,574,000					\$ 2,574,000	
N Main Street: NW 23rd Ave to NW 39th Ave	Resurfacing	\$ 1,050,000					\$ 1,050,000	
NW 53rd Avenue: NW 43rd Street to NW 13th Street	Resurfacing	\$ 2,830,000					\$ 2,830,000	
Tower Road (SW 75th St): Archer Rd to Newberry Rd	Resurfacing	\$ 4,869,000					\$ 4,869,000	
NW 23rd Avenue: NW 83rd St to NW 55th St	Resurfacing	\$ 1,789,000					\$ 1,789,000	
BRT Vehicles - New Service - Butler Plaza to Airport	Transit	\$ 9,000,000		FTA	\$ 4,500,000	9	\$ 4,500,000	9 articulated buses
Corridor Infrastructure for BRT Blue Line - Butler Plaza to Airport	Transit	\$ 33,000,000		FTA	\$ 16,500,000	7	\$ 16,500,000	
Replacement Buses - New and Existing Service	Transit	\$ 45,950,000	\$ 3,000,000	FTA	\$ 10,000,000	9	\$ 10,000,000	
TMS (ITS)	ITS	\$ 11,000,000	\$ 5,000,000	FDOT			\$ 6,000,000	I-75 corridor and messaging system
BRT Blue Line Operations - Butler Plaza to Airport	Transit	\$ 24,700,000			\$ 247,000	#	\$ 24,453,000	
Hull Rd Extension: SW 34th St to SW 43rd St	New Capacity	\$ 4,800,000				5	\$ 4,800,000	\$101,613,000
Millhopper Road: NW 143rd St to NW 43rd St	Resurfacing	\$ 6,564,000					\$ 6,564,000	
NW 83rd Street: NW 23rd Ave to NW 39th Ave	Resurfacing	\$ 1,492,000					\$ 1,492,000	
Transit Operations (Enhanced Existing Service)	Transit	\$ 13,700,000					\$ 8,000,000	See attached list of routes
S Main Street: Williston Rd to Depot Ave	Resurfacing	\$ 4,534,000					\$ 4,534,000	
SE 4th St: Depot Ave to Williston Rd	Major improvement	\$ 5,900,000	\$ 2,500,000	CIP FY11-14			\$ 3,400,000	\$113,013,000

Regional Transportation



TRANSPORTATION PROJECT NEEDS
 Gainesville / Alachua County Priorities

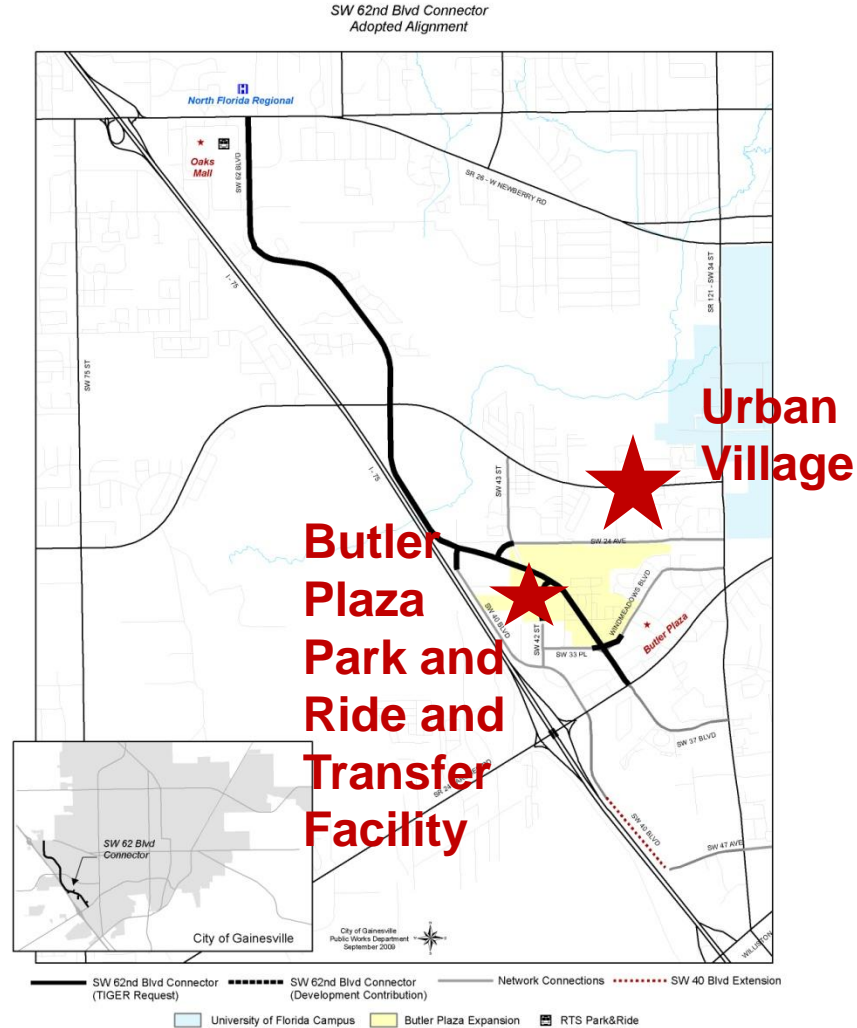
Transformational Infrastructure Needs



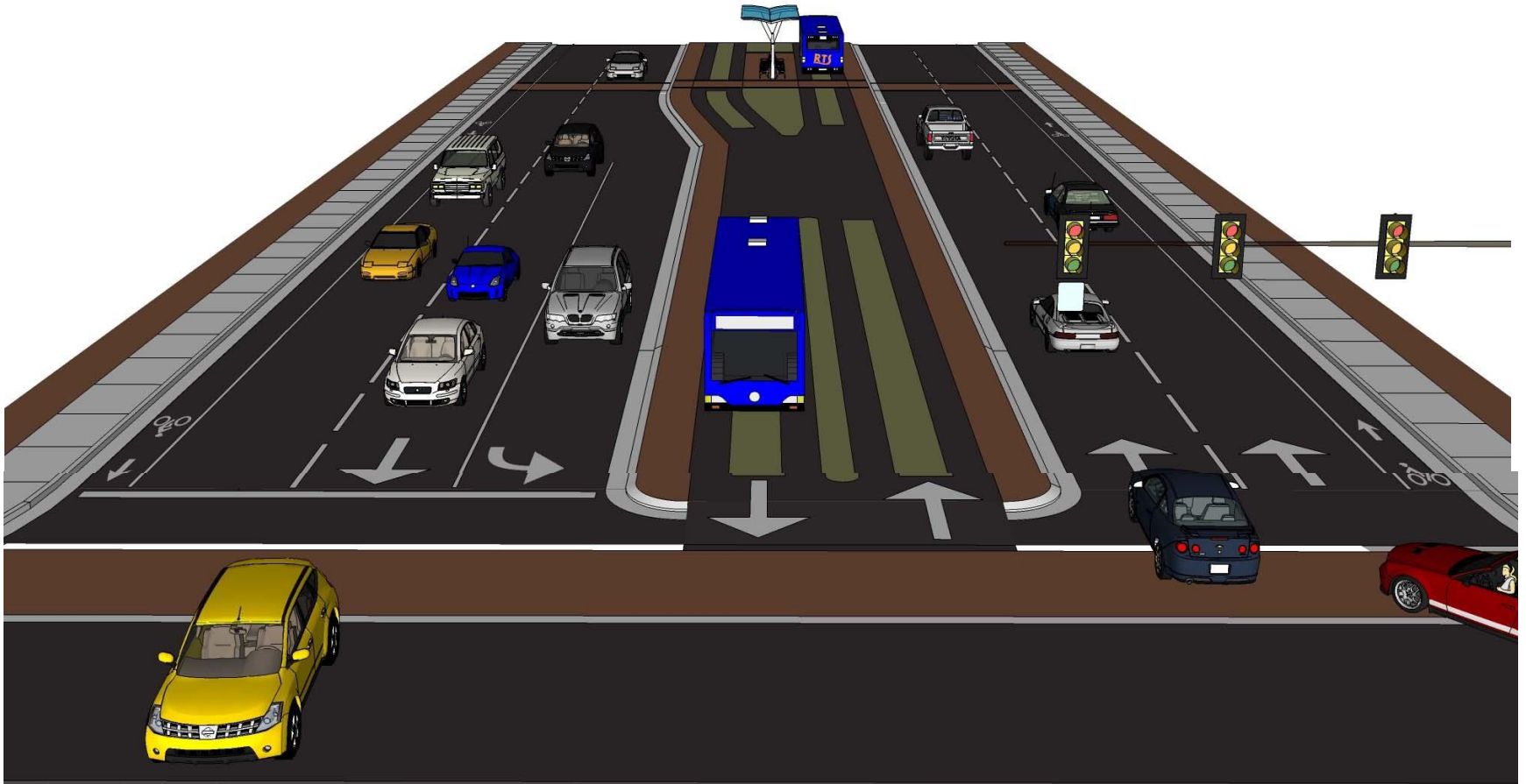
GAINESVILLE ROAD PROJECTS

W 62 Boulevard

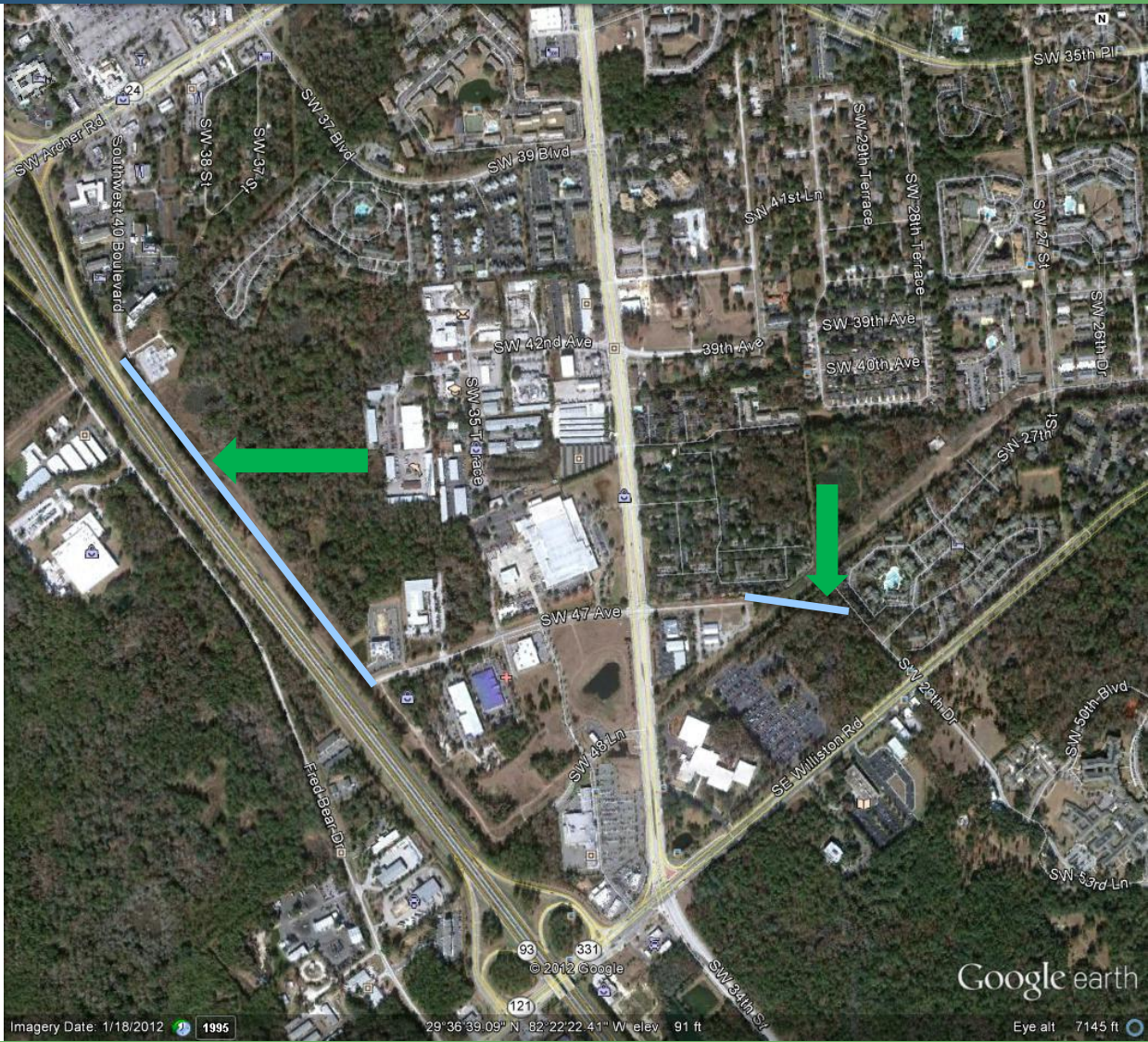
Archer Road to Newberry Road



62nd Blvd with BRT



SW 40 Blvd



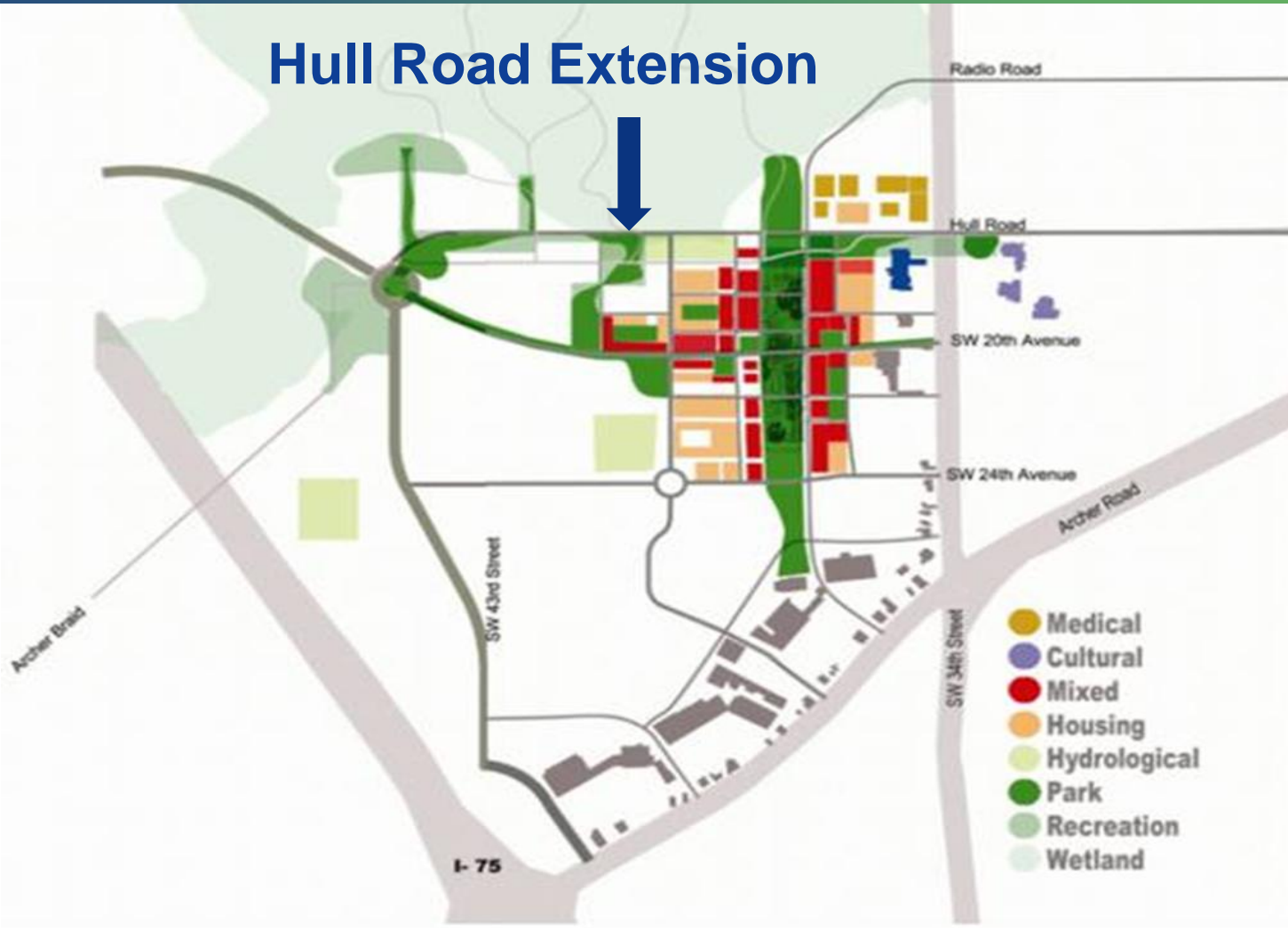
SW 62 Boulevard

- Corridor Study began in 2007
- MTPO approved Corridor Four four-lane alignment – November 2008
- MTPO approved modified BRT for the corridor – February 2009
- PD&E pending FHWA approval of NEPA
 - Spring 2013

62nd Blvd/40 Blvd

- Parallel route to I-75 for three interchanges
- Alternative north/south corridor – relieve Archer Road/SW 34 Street and University Ave/SW 34 Street intersections

Hull Road Extension



(School of Architecture, University of Florida, 2006)

Hull Road Extension

- Concept developed from a Charrette process conducted in 1997 through the MTPO
- MTPO adopted “Option M” in the 2005 Long Range Transportation Plan
- MTPO provided direction to carry out an Action Plan to create Urban Village

SE 4th Street

Depot Avenue to SR 331

Power District

Depot Avenue

Cade
Museum

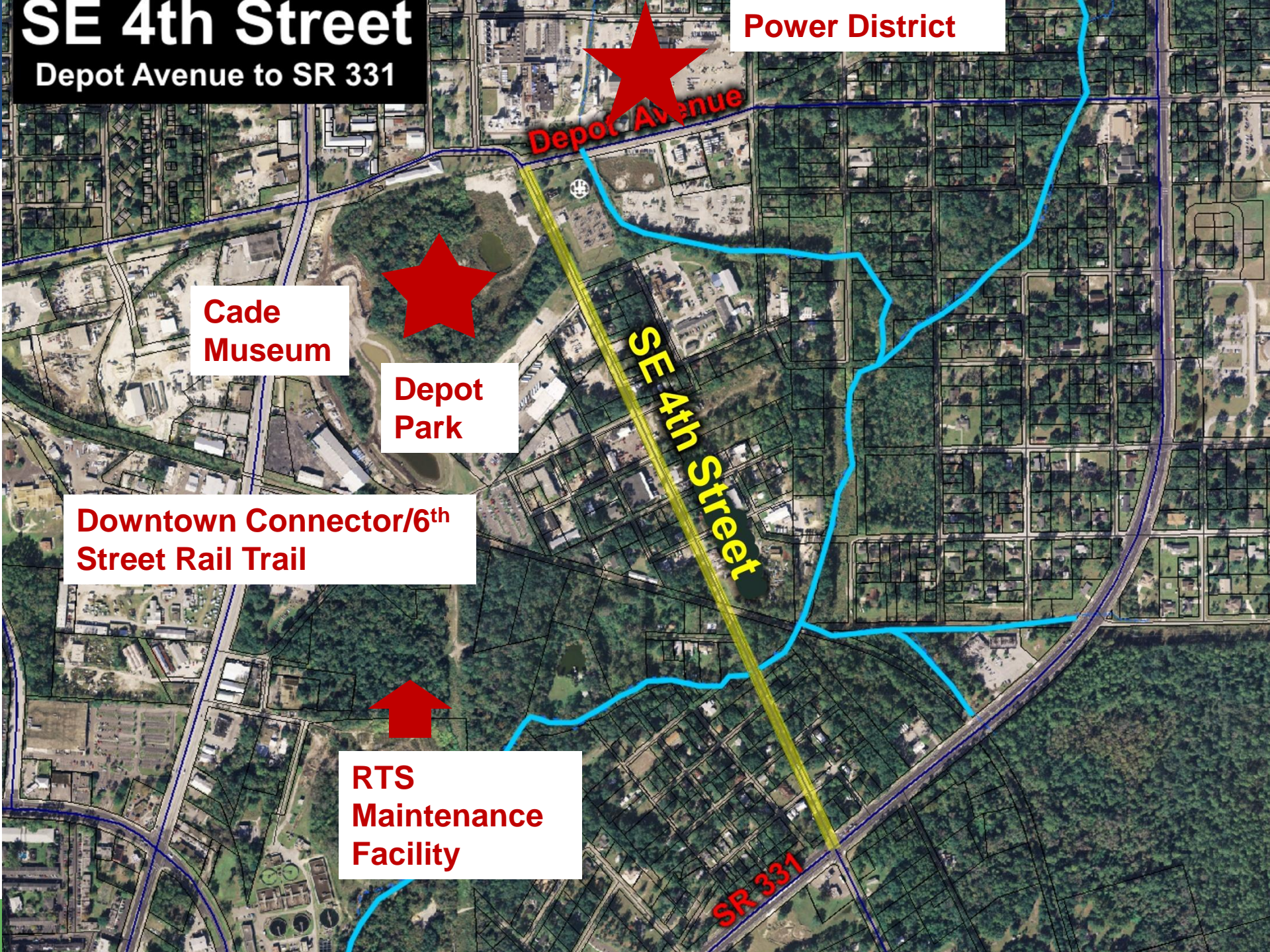
Depot
Park

Downtown Connector/6th
Street Rail Trail

SE 4th Street

RTS
Maintenance
Facility

SR 331



Depot Avenue



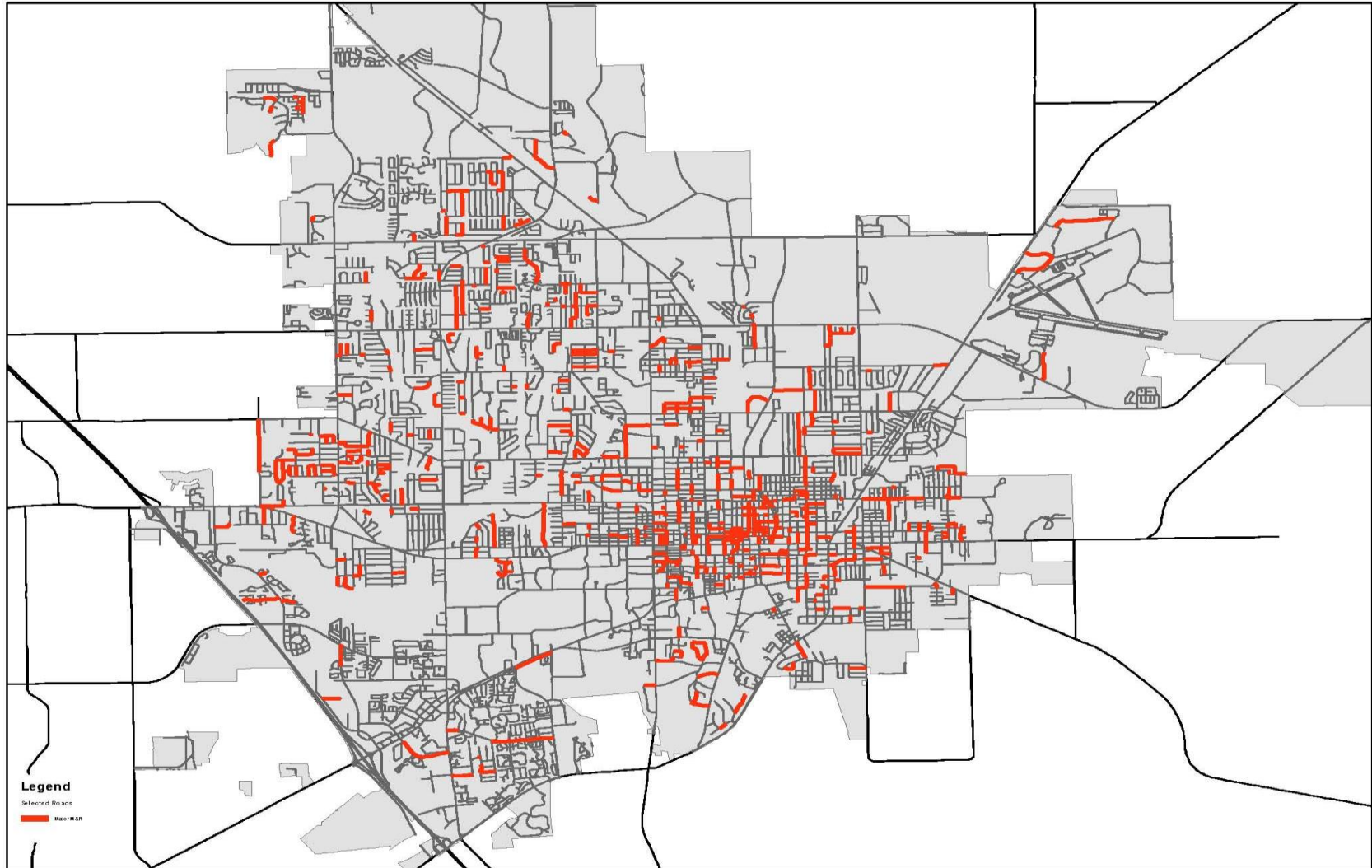
Current Conditions – SE 4 St



Current Conditions – SE 4 St



General Pavement Management

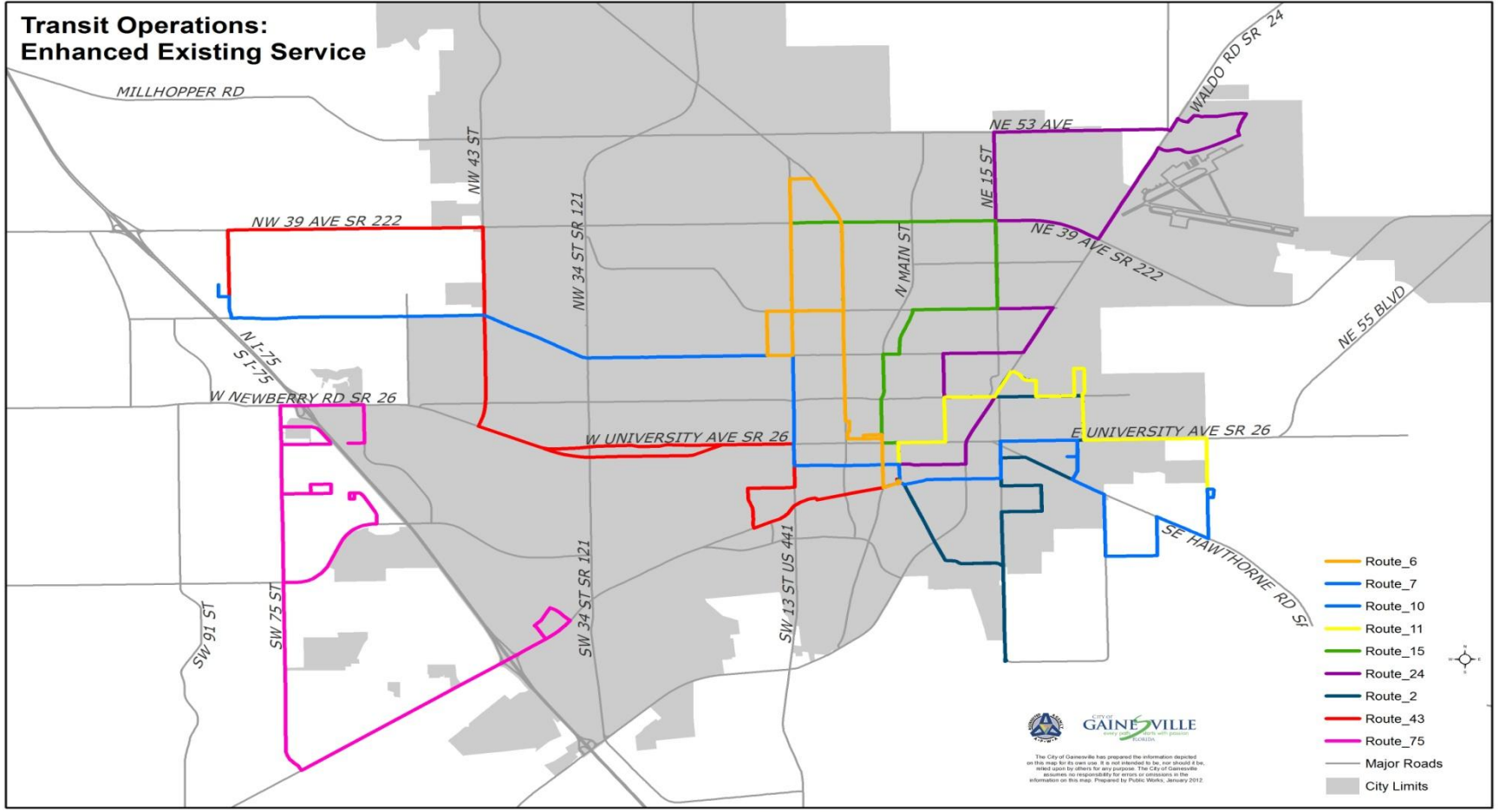


March 22 2012

Paver Selection: Major MR only; 15 Million Lump, 1 year -- March 27 2012

TRANSIT

Enhanced Transit Service



TRANSIT PROJECT NEEDS

Bus Rapid Transit

- Defined by the National BRT Institute as: *Innovative, high capacity, lower cost public transit solution that can significantly improve urban mobility.*
- 2003 – BRT first identified for Gainesville in the Plan East Gainesville Study as a signature project that would link East Gainesville with major destinations such as UF, Shands, and Butler Plaza.

BRT History

- 2004 – Gainesville City Commission approved a Comprehensive Plan Amendment to include the Plan East Gainesville Study and support for BRT in the Future Land Use and Transportation Elements
- 2005 – Gainesville was awarded a \$418,000 earmark in SAFETEA-LU to conduct a BRT feasibility study

BRT History

- 2007 – contract for BRT feasibility study was awarded to Center for Urban Transportation Research (CUTR)
- **2009 – Alachua County staff presented their Long Term Concurrency Management System and plans for BRT service proposals to City Commission**
- 2010 the BRT Feasibility Study is completed and presented to the City Commission

BRT Feasibility Study Findings

- RTS has a viable BRT project meeting the minimum FTA criteria for a very small starts project. City Commission authorized moving forward to seek funds for an Alternatives Analysis, next step to receive federal funds.
- April 2010, JPA with FDOT for \$125,000 for Alternatives Analysis

BRT History

- **October 2010 - MTPO adopted Year 2035 Long Range Transportation Plan which includes model testing for BRT project preferred alignment.**
- **March 2011 – RTS receives \$425,000 for Alternatives Analysis Study**
- **April 2011 – County Commission adopts its Multi-Modal Transportation Mitigation ordinance that includes the development of express bus and BRT.**

BRT History

- May 2011 – City awarded \$145,000 to conduct a Comprehensive Operations Analysis of existing bus operations.
- July 2011 – City awarded \$125,000 for Alternatives Analysis
- **August 2011 – MTPO processes an amendment to the Statewide TIP for the BRT Alternatives Analysis**

BRT History

- November 2011 – Phase 1 of the Vision, Funding and Governance Structure Study presented to CC – findings indicate continued support of BRT services in Gainesville.
- February 2012 – RTS announces Request for Qualifications to conduct an Alternatives Analysis for BRT.

BRT Blue Line



TRANSIT PROJECT NEEDS

Alternatives Analysis

- AA is the process for reaching a broad consensus on exactly what type of improvement(s) best meet locally defined goals and objectives for a specified corridor.
 - What are the problems in a corridor?
 - What are the underlying causes?
 - What are the viable options for addressing?
 - What are the costs?
 - What are the benefits?

Alternatives Analysis

- Report will contain:
 - Executive Summary
 - Introduction
 - Detailed Definition of Alternatives
 - Public Involvement
 - Travel Demand Forecasts and Benefits
 - Engineering Concepts and Cost Benefits
 - Transportation Impacts
 - Environmental Analysis and Impacts
 - Cost and Financial Analysis
 - Evaluation of Alternatives; Conclusions

Next Steps for BRT

- Leverage local funds with federal funds
- Design/Preparation of Construction Plans
- Acquire any necessary Right of Way
- Construction
- Purchase Vehicles
- Implement Service

QUESTIONS?