

ALACHUA COUNTY/CITY OF GAINESVILLE
QUARTERLY SPECIAL MEETING

COUNTY ADMINISTRATION BUILDING
12 SOUTHEAST FIRST STREET
JACK DURRANCE AUDITORIUM
ROOM 209



MEETING AGENDA

August 29, 2011

3:00 PM

BOARD OF COUNTY COMMISSIONERS

LEE PINKOSON, CHAIR
PAULA M. DELANEY, VICE CHAIR
SUSAN BAIRD
MIKE BYERLY
RODNEY J. LONG

Delaney read adoption as amended, 5-0.

Wells read adoption of agenda, 5-0. CITY OF GAINESVILLE COMMISSIONERS

~~Henry~~ Henry out.

✓ CRAIG LOWE, MAYOR
THOMAS HAWKINS, PRO-TEM
✓ SUSAN BOTTCHER
✓ TODD CHASE
SHERWIN HENRY
✓ JEANNA MASTRODICASA
✓ RANDY WELLS

*Trish Herman
Ed Regan??*

QUARTERLY SPECIAL MEETING

August 29, 2011

CALL TO ORDER

WELCOME

**INTRODUCTION: LEE PINKOSON, CHAIR ALACHUA COUNTY COMMISSION
CRAIG LOWE, MAYOR CITY OF GAINESVILLE**

ADOPTION OF THE AGENDA

✓ 1. RTS

✓ 2. Radio System at Joint Communication Center

COMMISSION GENERAL COMMENTS AND INFORMAL DISCUSSION

CITIZEN COMMENTS

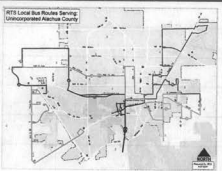
ADJOURN

Service Outside City Limits

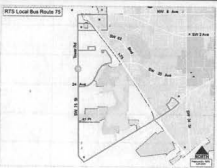
Current Agreements

- * **Base Service:** \$404,896. Includes Service on Routes 2, 7, 10, 11, 24, 43 on Weekdays and Routes 404, 406 and 410 on Saturdays. Includes ADA Costs.
- * **Route 75:** \$402,557. Service from Butler Plaza to Oaks Mall via Tower Road. Includes ADA Costs.
- * **Employee Pass Program:** \$6,750 for 1,000 employees (Reduced to 200 employees, \$1,350)
- * **Total FY 11:** \$814,203

Service Outside City Limits



Route 75



Service Outside City Limits

Funding and Rate History

Year	FY2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Budget	\$ 211,850	\$ 204,435	\$ 249,300	\$ 1,138,147	\$ 940,381	\$ 814,201
Service Rate	\$ 46.75	\$ 49.35	\$ 53.00	\$ 59.70	\$ 59.70	\$ 59.70

- Budget includes Base Service, Route 75, and Employee Pass Program Agreements
- Rates did not include Depreciation or Capital Contributions
- Farebox Revenue was deducted from Costs
- FY06 - FY11 Service Rate the same as University of Florida
- FY09 - FY11 funds decreased due to annexation of Butler Plaza and SW 20th Avenue for the same level of service

Outside City Rate Calculation

Description	Total	Annual Hours	Rate
Total Expenses	\$ 20,670,805	272,412	\$ 75.88
Total Outside City Allocation (DOT and Grants)	\$ 1,405,155	272,412	\$ (5.18)
	\$ 19,265,650	272,412	\$ 70.50
Farebox Revenue and hours Outside City limits	\$ 237,323	42,251	\$ (5.62)
Rate Deducting Farebox rate Outside City limits			\$ 64.88
Future Capital Investment (33%)			\$ 6.49
			Now FY 2012 fee = \$ 71.37

- Includes Depreciation (as FY10 = \$8.66 / hour) (\$143,661)
- FY11 = \$59.70 in FY11, FY 11 Costs = \$807,453
- FY 12 = \$1,076,295 for same level of service on two service agreements (Difference = \$268,842)
- Future Capital Investment portion of proposed rate was not included in FY12 rate (\$167,603)

Future Capital Investment

Description	# of Vehicles	City	County	Total Cost
Maintenance Facility		\$13,524,500	\$19,925,500	\$53,450,000
Enhance Service	24	\$6,816,000	\$2,784,000	\$9,600,000
Reno Service	22	\$6,134,400	\$2,505,600	\$8,640,000
Express Service	17		\$8,400,000	\$8,400,000
Bus Rapid Transit (BRT)	69	\$183,250,000	\$93,900,000	\$277,150,000
Streetcar	5	\$127,500,000		\$127,500,000
TOTAL		\$357,224,900	\$127,515,000	\$484,740,000

Notes:

- Phase 1 funds of Maintenance Facility are excluded
- Bus = \$400,000, BRT vehicle = \$900,000, Streetcar vehicle = \$1,500,000
- BRT cost = \$3,000,000/mile, Streetcar = \$20,000,000/mile

Future Operating Yearly Costs

Description	# of Vehicles	City	County	Total Cost
Enhance Service	24	\$2,468,553	\$1,232,027	\$3,700,580
New Service	22	\$1,993,446	\$508,689	\$2,502,135
Express Service	17		\$2,249,100	\$2,249,100
Bus Rapid Transit (BRT)	69	\$10,704,960	\$6,350,400	\$17,055,360
Streetcar	5	\$2,413,152		\$2,413,152
TOTAL		\$17,580,111	\$10,630,216	\$28,010,327

Notes:

- New and Enhance Service = \$64.98/hour, Express Bus = \$75/hour, BRT = \$90/hour, Streetcar = \$168/hour.

Service Outside City Limits



Service Outside City Limits

BOCC passed MMTM on April 12th, 2011

- Amends the Mobility Element to approve a one time payment to mitigate impact of new development
- Replaces Transportation Impact Fee – phased in over 3 years
- Establishes Three Transportation Mobility Districts
 - Tax Increment Plan for Southwest District was discussed on July 12th and BOCC gave direction for Staff to proceed
- County CIE/CIP identifies levels of funding for transit projects
 - Operations: \$42.75 million (15-20 years)
 - Capital: Buses and Maintenance Facility= \$22.85 million (20 years), Dedicated Lanes = \$26.8 million (20 years)

County Transportation Mobility Districts



County Future Transit Funding

	Dollar Amount	# of Years	Annualized Dollar Expense
CAPITAL			
Transit Capital (Included in MMTM) includes 24 Vehicles for Express Transit Service, Park and Ride Lots, and \$4.6 million of the County's Share of the Bus Maintenance Facility	\$ 22,845,000	30	\$ 1,142,250
Dedicated Transit Lanes (Included in MMTM)	\$ 26,300,000	30	\$ 1,315,000
Total Capital:	\$ 49,145,000		\$ 2,457,250
OPERATIONS			
Express Transit Operations (Included in MMTM): Northwest, Southwest, El Dorado, Towne	\$ 27,000,000	30	\$ 1,350,000
Rapid Transit Operations (not included in MMTM): Juniper Valley, Santa Fe, Springville	\$ 15,790,000	15	\$ 1,050,000
Total Operations:	\$ 42,790,000		\$ 2,400,000

County Capital Contributions

Bus Purchase:

(1998 – 2011)

- STP Funds = \$1,600,000 (\$4,000,000 Total)
- ARRA Funds = \$880,000 (\$2,200,000 Total)
- County Contribution = \$2,480,000 (\$6,600,000)

County Service Rate

FY12 UF Rate

- Rate = \$61.00 / hour
- Farebox Revenue = \$1.80
- Capital Contribution = \$6.90 (CDA Funds)
- Total Rate = \$69.70

FY12 County Rate

- Rate = \$64.88 / hour
- Farebox Revenue = \$5.62
- Capital Contribution = \$0.00
- Total New Rate = \$70.50



City of Gainesville

Text File

City Hall
200 East University Avenue
Gainesville, Florida 32601

Introduced: 3/31/2011

File Number: 100841.

Version: 0

Status: On Consent Agenda

..Title
Next Generation Radio Project (B)

This item requests that the Gainesville City Commission and Alachua County Board of County Commissioners hear a presentation on the Next Generation Radio Project.

..Explanation

In 1997, to overcome technological barriers to radio communications for service providers, a county-wide two-way radio system project was authorized which would replace UHF and VHF communication systems with an 800 MHz trunked radio system (TRS). The TRS allowed, for the first time, interoperable communications between multiple agencies across multiple jurisdictions in Alachua County. The system was implemented in 1999 and is still in use by public safety subscribers, including the Gainesville Police Department, Gainesville Fire Rescue, Alachua County Sheriff's Office, Alachua County Department of Public Safety, University of Florida Police Department, and the Waldo Police Department. Additional subscribers include, but are not limited to, City of Gainesville Public Works and Regional Transit operations, the Gainesville-Alachua County Regional Airport Authority, Alachua County Public Works, and Gainesville Regional Utilities.

Twelve years later, many components of the system are reaching the end of their useful lives. Additionally, an interoperability program known as Project 25 (P25) has been developed and is being implemented by radio users not only nationwide, but throughout the world. The current TRS is not compliant with P25 standards and would not support interoperability on a large scale if responders within Alachua County needed to communicate outside of the system during mutual aid events. A radio system that supports interoperability is a mission-critical need for not only public safety, but for responders who support operations and restoration functions related to catastrophic events which often impact multiple jurisdictions.

On December 2, 2010, the first meeting of an inter-agency Next Generation Radio Project Committee was held to begin development of a migration plan for the current radio system to a system that will meet future needs and standards. The committee chair, Gainesville Fire Chief Gene Prince, presented an overview of the committee's concerns to the Combined Communications Center's Administration Board on February 28, 2011. The Administrative Board agreed that the issue should be presented to both the City of Gainesville and Alachua County Commissions to ensure their awareness of this impending need including the critical elements of the projected timeline, the history of the current system, and the multiple options that may need to be considered in directing the coordination and funding of an implementation plan.

..Fiscal Note

The fiscal impact for upgrade or replacement of the existing radio system has not been determined.

..Recommendation

The Commissions hear a presentation on the Next Generation Radio Project and direct the City Manager and County Manager to proceed with development of a migration plan.

Alternative Recommendation A: The Commissions not hear the presentation.

PUBLIC SAFETY TRUNKED RADIO SYSTEM (TRS)

AUGUST 29, 2011

DISCUSSION POINTS

- System Subscribers
- History
- GRU
- System Value
- Projected Cost
- System Life
- Vendor Proposals
- Summary & Recommendations

SYSTEM SUBSCRIBERS

- Alachua County Government
- City of Gainesville Government
- Alachua County Sheriff's Office
- ACSO Department of the Jail
- Alachua County Dept of Public Safety
- City of Waldo Police
- Gainesville Police
- Gainesville Fire-Rescue
- University of Florida Police
- Santa Fe College Police
- City of Newberry Fire Dept.

System Subscribers

- City of High Springs Fire Rescue
- City of High Springs Police
- GRU Electric, Water, Waste Water Operations
- City and County Public Works
- School Board of Alachua County
- Gainesville/Alachua Co. Regional Airport Authority
- City of Gainesville Regional Transit System
- City of Alachua Police
- Alachua County Health Dept.
- Shands Health Care ER
- VA Emergency Room

HISTORY

- ▲ Prior to 1999 on VHF and UHF radio communications systems
- ▲ There was no ability to share radio channels
- ▲ No interoperable communications
- ▲ Very limited coverage
- ▲ In 1999 interlocal signed by COG, County Govt, UF, and GRU
- ▲ In 2000 1st phase go live with City towers for GPD and GFR
- ▲ 2001 County towers go live with additional tower sites for ASO, ACDPS and others

GRU AGREEMENT

- ▲ Interlocal Agreement established on November 9, 1999
- ▲ The Agreement ends September 30, 2015
- ▲ Set specific criteria for performance
- ▲ Termination for non-performance only
- ▲ Controlled Cost
- ▲ Established the Radio Management Board

System Value

- Interoperability
 - Model system sought by other communities
 - All LE; all EMS & Fire within Alachua Co are on the same radio system allowing interoperable communications
 - Nationwide mutual aid channels
 - 8CALL90 & 8TAC91
- Infrastructure
 - 6 tower sites
 - High Springs, Phifer, Millhopper, GPD, WYKS, Austin Cary Forest
- Management
 - Radio Management Board (RMB)
 - Maintenance
 - 24 hour 7 day per week system monitoring by GRUCom NOC

System Life

- 6809 Smartnet Controller
 - End of Motorola support was December 31, 2008
- 6809 Smartzone Controller
 - Not Project 25 (P25) compliant
- The support agreement with GRU ends September 30, 2015

Vendor Proposals

- Motorola
 - Forklift solution
 - \$13.4M
- Tyco
 - Forklift solution
 - \$12M
- Raytheon
 - Firmware solution
 - \$4.5M

ALTERNATIVES

- Replace the Trunk Radio System 12 to 13 million by Sept.2015.
- The State Law Enforcement Radio system (SLERS) only has 2 radio channels and is not P25 compliant (2018)
- Extend the life of the current trunked radio system with GRU.

TIMELINE

- The current radio system will be at the end of its useable life* by September 30, 2015
- It is reasonable to expect the build time for a new radio system to be 8 to 10 months
- The time to bid and select a vendor could take up to six months
- The time to select a consultant and design a new radio system: six months to one year.
- A decision should be made by Fiscal Year 2012

CRITICAL DECISION POINTS

- A solution to a project of this magnitude, cost, and complexity should be decided by FY12
- New interlocal agreement ASAP
- Identify all partners who will help fund the system
- Hire a consultant ?

TRS System Upgrade Proposal

- Replace Current Controllers with New Switches
- Upgrade/Replace Consoles
- Meet P25 Requirements
- Extend Technological Life of System to 2018
- Reduced Radio Subscription Rate
- New Interlocal Agreement - Extend Contract

13

Pricing Options

	Radio Fee	Console Fee	Console Status	Console Owner
Existing	\$63.12/mo*	\$252.48/mo*	Upgrade	Users
Pricing 2	\$53.00/mo*	\$275.00/mo*	New	GRUCom
Pricing 3	\$53.00/mo*	\$250.00/mo*	New	Users**

* Initial Price

** Users Purchases Consoles

14

QUESTIONS?

SUMMARY

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CITY OF GAINESVILLE COMMISSIONERS

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INTRODUCTION: LEE PINKOSON, CHAIR ALACHUA COUNTY COMMISSION
CRAIG LOWE, MAYOR CITY OF GAINESVILLE

ADOPTION OF THE AGENDA

1. RTS
2. Radio System at Joint Communication Center

COMMISSION GENERAL COMMENTS AND INFORMAL DISCUSSION

CITIZEN COMMENTS

ADJOURN



ALACHUA COUNTY DEPARTMENT OF GROWTH MANAGEMENT

10 S.W. 2nd Avenue · Third Floor · Gainesville, Florida 32601-6294

Tel: (352) 374-5249 · Fax: (352) 338-3224

Suncom: 651-5249

Home Page: <http://growth-management.alachua.fl.us/>

Steve Lachnicht, AICP
Director
Growth Management

August 25th, 2011

MEMORANDUM

Richard Wolf
Assistant Director
Growth Management

TO: Alachua County Board of County Commissioners

John Freeland
Building Official

FROM: Jeffrey L. Hays
Senior Transportation Planner

Benny Beckham
Zoning Administrator

CC: Randall H. Reid
County Manager

Ken Zeichner, AICP
Principal Planner
Comprehensive Planning

CC: David Wagner
County Attorney

Tom Webster
Housing Programs
Manager

CC: Rick Drummond, AICP
Assistant County Manager

Jonathan B. Paul, AICP
Concurrency & Impact
Fee Manager

SUBJECT: County Proposed Regional Transit System (RTS) Rate Methodologies

On May 5th, 2011 The Gainesville City Commission approved a new RTS rate formula for public transit service provided to the unincorporated area. The new rate structure for the County includes capital depreciation costs in the rate formula that have not been a part of the previous agreements between the City and County for public transit service. Additionally, the rates provided to both Santa Fe College and the University of Florida for the upcoming fiscal year (\$61.00/hour) do not include this depreciation charge. In previous years, the County has been charged the same hourly rate for service that has been offered to the University of Florida. The rate being offered to the County for the upcoming agreement is \$64.88/hour which in combination with an increase due to the reallocation of service hours in the unincorporated area equates to a \$268,892 or a 33% increase over the previous fiscal year. The recalculated hours do appear to be accurate.

There is a general equity question raised by this decision which undermines the cooperative nature with which the City, the County, the University of Florida and now Santa Fe College have been approaching the community-wide provision of public transit service. Over the last decade each of these entities has been working together in a cooperative manner to enable public transit to accommodate an increasing share of the community's mobility needs.

RTS Rate Calculations

County Staff sees several issues with adding this additional depreciation cost to the County's rate formula at this time.

1. The depreciation cost is not being added to the other large institutional funders of the system, namely, the University of Florida and Santa Fe College. No rationale has been offered by the City for this disparity.
2. The City has not agreed to segregate the funds paid for capital depreciation into a separate account to pay for actual capital replacement (i.e., replacement buses and equipment). As it currently stands this funding would be in the general operating account of RTS.
3. The City is not offering the County any credit for State and Federal funds that have come to RTS via the Metropolitan Transportation Planning Organization (MTPO) for vehicle replacement. At issue is the fact RTS receives funding for capital assets from both the State and Federal governments based on the entire population of its service area which corresponds to the MTPO boundary. Approximately 40% of the population within the MTPO are unincorporated County residents and the County should receive a prorated share of this funding. Over the previous 12 years, those funds have equated to \$2,480,000, an annualized amount of \$206,667. This federal and state funding is not available to RTS without an affirmative vote of the County Commission sitting in its role on the MTPO Board.

County Staff have developed three different options that the County Commission could consider as these discussions continue with the City Commission. County Staff consider each of these to cover the full and true cost of transit service in a manner that would provide equity to all parties.

1. Have the City remove the depreciation expense from the equation as was the practice in preceding years. The rate calculation for that action would be as seen below. At this rate, the annual cost to the County would be \$932,634, or an increase of \$125,181.

County Staff Methodology 1

Description	Total	Annual Hours	Rate
Total Expenses	\$ 20,670,805	272,412	\$ 75.88
Total Outside City Allocation	\$ 1,465,155	272,412	\$ (5.38)
	\$ 19,205,650	272,412	\$ 70.50
Farebox Revenue and hours Outside City Limits	\$ 237,323	42,251	\$ (5.62)
Deduct Depreciation	\$ 2,358,988	272,412	\$ (8.66)
			\$ 56.22
New FY 2012 Fee =			\$ 56.22

2. Include the depreciation expense as proposed but segregate the funds from general operating and provide the County a prorated credit for vehicle replacement funding RTS receives via the MTPO. A sample of this rate calculation for that option showing the federal and state contributions over the last 12 years can be seen below. At this rate, the annual cost to the County would be \$995,175, or an increase of \$187,722.

County Staff Methodology 2

3. Continue to pay the rate that is being charged to both the University of Florida and Santa Fe College. That rate is **\$61.00/hour** for the upcoming fiscal year. At this rate, the annual cost to the County would be \$1,011,930, or an increase of \$204,477.

Continued cooperation between the City and County for public transit service on a regional basis is paramount to the integrity of the County's Comprehensive Plan. RTS is currently the transit provider for the entire urban area. There is significant funding that comes to RTS from unincorporated residents. The County's long term mobility plan is to increase funding of the system. The County has adopted numerous policies in order to incentivize Transit Oriented Development (TOD). These TODs will be a positive asset for City and County transit users as well as reducing the per capita vehicle miles travelled on area roadways. The County has required these TODs to construct dedicated transit lanes and fund certain levels of transit service which will enhance the entire RTS system. In addition, the County is exploring using a portion of the tax increment from these developments to fund enhanced frequency from the western portion of the county to the eastern portion through the City of Gainesville as well as to fund a portion of the new RTS maintenance facility. County staff has suggested to RTS that the County's funding, in addition to the private sector funding of rapid transit service and dedicated transit lanes could be used as the required local match in a federal grant application for the City's top priority Bus Rapid Transit route.

Additionally, the County has supported the use of Federal 5311 grant funds by RTS. RTS has used this funding to start a new route from the Oaks Mall to Santa Fe College. These funds are allocated for use in the unincorporated area and could not be used by RTS without the support of the County. The funds that the County pays to RTS for service outside the city limits are used for the required 50% match needed for the match grant associated with this program. The County has historically provided support to RTS for any grant applications, including the grant that RTS recently received for the first phase of the maintenance facility.

The City and County are partners in the provision of transit service throughout the community through both the County's contracting of RTS services for unincorporated residents and through the role each partner plays in the MTPD.



Alachua County Attorney's Office

RECEIVED

Dave Wagner, County Attorney

AUG 29 2011

BOCC OFFICE

MEMORANDUM

To: Chairman Pinkoson, Commissioners Byerly, Baird, Delaney and Long

From: David W. Wagner
County Attorney 

Date: August 29, 2011

Subject: Chapter 212.055(1) CHARTER COUNTY AND REGIONAL TRANSPORTATION
SYSTEM SURTAX

Attached is the Board's request for a copy of subsection 212.055(1), Florida Statutes, pertaining to the Charter County and Regional Transit System surtax.

DW/om

Interlocal agreements for distribution of proceeds to one or more municipalities in the county shall revise such interlocal agreements no less than every 5 years in order to include any municipalities that have been created since the prior interlocal agreements were executed.

(e) As used in this subsection, the term "on-demand transportation services" means transportation provided between flexible points of origin and destination selected by individual users with such service being provided at a time that is agreed upon by the user and the provider of the service and that is not fixed-schedule or fixed-route in nature.

Dear Farmers Market Participants:

We, the following undersigned, are voicing our full civic support of the Farmers Market EBT program as implemented by Florida Organic Growers. We have been the beneficiaries of this vital county program, its supporters and the tax payers that fund it and wish for the Alachua County Board of Commissioners to know how successful and integral this has been to our continued development and stabilization throughout these very trying times. Not only has this program been nutritionally and educationally beneficial to us, our families and/or our community, but this program has funded our ability to eat local, healthy fresh fish, meat, poultry, cheese, vegetables and fruits. The regular maintenance and staffing of this program allows for us to use our SNAP benefits (formerly known as food stamps) at a market that keeps the money within our local community. It gives money to farmers for farming sustainably and allows us to receive fresh, local, organic foods. Additionally, the double dollar coupon assistance program really boosts our purchases, allowing for us to take care of ourselves, our families and our community members.

We strongly urge the Alachua County Board of County Commissioners to reconsider funding the EBT Farmers Market Booth program. It has been wildly successful in comparison to much longer running EBT Farmers Markets Booth programs, it has provided for food assistance where we most need it (in getting quality nutrition) and it has spurred local economic markets by allowing farmers to access a priority untapped market.

Thank you for your consideration of our request,

The Gainesville Community,

NAME	SIGNATURE	date	Place of residence
Jennifer Mercado	Jennifer Mercado	8/24/2011	Gainesville FL
Melissa Austin	M. Austin	8/24/11	Gainesville, FL
Sheryl Norton	Sheryl Norton	8/27/11	Gainesville FL
Robert L Norton	Robert L Norton	8/27/11	Gainesville FL
Raymond Giglio	Raymond Giglio	8/27/11	Gainesville FL
John Anderson	John Anderson	8/27/11	GAINESVILLE, FL
Jessica Jean Carter	Jessica Jean Carter	8/27/11	Gainesville, FL
Shi Breedlove	Shi Breedlove	8/27/11	Gainesville, FL
Julia Shawalter	Julia Shawalter	8/27/11	Gainesville, FL
Allysa Kyton	Allysa Kyton	8/27/11	High Springs, FL
Rob Cuskley	Rob Cuskley	08/29/11	Gainesville, FL
Gynn Max	Gynn Max	8-29-11	Gainesville, FL
Charmelle Hale	Charmelle Hale	8-29-11	"
Matt Vargas	Matt Vargas	08/29/2011	Gainesville, FL
Sharon P. Larson	Sharon P. Larson	08-29-11	"
PATRICK HARRIS	PATRICK HARRIS	8/29/11	"
Carmie Stowell	Carmie Stowell	8/29/11	"
Robin Crawford	Robin Crawford	8/29/11	"
Megan Murphy	Megan Murphy	8/29/11	"
DENISE AGUIERO	DENISE AGUIERO	08/29/2011	"
Lyan Brown	Lyan Brown	8/29/11	Gainesville, FL
Suzette Edwards	Suzette Edwards	8/29/11	Gainesville, FL
Sibel Erbay	Sibel Erbay	8/29/11	"
Felipe Chiron	Felipe Chiron	8/29/11	"

689-759

126

24-
25-

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Thank you for your consideration of our request,

The Gainesville Community,

NAME	SIGNATURE	date	Place of residence
Brent Bush	Brent Bush	8/24/11	Hight Spence, Fla
Adeanna M. Tingle	Am Tingle	8/24/11	Gainesville 32601
Mike Deidrick	Mike Deidrick	8/24/11	Gainesville
Bob Bruce	Bob Bruce	8/24/11	Gainesville
Elizabeth Howard	Elizabeth Howard	8/24/11	Gainesville FL
Chris Fox	Channing Fox	8/24/11	Gainesville FL
Rosanna Gill	Rosanna Gill	8/24/11	Gainesville FL
Wanda McCrean	Wanda McCrean	8/24/11	Gainesville FL
Amber McCrean	Amber McCrean	8/24/11	Gainesville FL
Stamm McCrean	Stamm McCrean	8/24/11	Gainesville FL
Condance Gray	Condance Gray	8/24/11	Gainesville FL
Timothy A. Wolfman	Timothy A. Wolfman	8/24/11	Gainesville, FL
Rachel Tannell	Rachel Tannell	8/24/11	Gainesville
Victoria Mena	Victoria Mena	8/24/11	Gainesville, FL
Zorana Kojic	Zorana Kojic	8/24/11	Gainesville, FL
Carolina Diaz	Carolina Diaz	8/24/11	Gainesville, FL
Pat Davison	Pat Davison	8/24/11	Gainesville, FL
Karen Model	Karen Model	8/24/11	Gainesville, FL
Howard F. Moore	Howard F. Moore	8/24/11	Gainesville, FL
Melissa Mazurek	Melissa Mazurek	8/24/11	Gainesville, FL
Amber Brannito	Amber Brannito	8/24/11	Gainesville, FL
Teresa Zerkovich	Teresa Zerkovich	8/24/11	Gainesville, FL

Dear Farmers Market Participants:

We, the following undersigned, are voicing our full civic support of the Farmers Market EBT program as implemented by Florida Organic Growers. We have been the beneficiaries of this vital county program and wish for the Alachua County Board of Commissioners to know how successful and integral this has been to our continued development and stabilization throughout these very trying times. Not only has this program been nutritionally and educationally beneficial to us, our families and our community, but this program has funded our ability to eat local, healthy fresh fish, meat, poultry, cheese, vegetables and fruits. The regular maintenance and staffing of this program allows for us to use our SNAP benefits (formerly known as food stamps) at a market that keeps the money within our local community. It gives money to farmers for farming and allows us to receive fresh local organic foods. Additionally, the double dollar coupon assistance program really boosts our purchases, allowing for us to take care of ourselves, our families and our community members.

We strongly urge the Alachua County Board of County Commissioners to reconsider funding the EBT Farmers Market Booth program. It has been wildly successful in comparison to much longer running EBT Farmers Markets Booth programs, it has provided for food assistance where we most need it (in getting quality nutrition) and it has spurred local economic markets by allowing farmers to access a priority untapped market.

Thank you for your consideration of our request,

The Gainesville Community,

NAME	SIGNATURE	NAME	SIGNATURE
Patricia Stockman	[Signature]	Claude Buley	[Signature]
Lyndell Breaux	[Signature]	Doris Buley	[Signature]
Jana Waters	[Signature]	Josh Eddle	[Signature]
Jason Corby	[Signature]	KEVIN ESTEVEN	[Signature]
Lisan VanHouten	[Signature]	Kerri D. Kitchens	[Signature]
Alyssa	[Signature]	FRAN COURTNEY	[Signature]
ASHA BEETSCH	[Signature]	Judi Callen	[Signature]
John Anderson	[Signature]	Thayer D'Figue	[Signature]
Bruce Kaecher	[Signature]	Michael [unclear]	[Signature]
Madhavi Glick	[Signature]	Karen [unclear]	[Signature]
Marcia Glick	[Signature]	Lee Hunter	[Signature]
Joni Chiara	[Signature]	Art Shiver	[Signature]
Jane O'Brien	[Signature]	Salin DAVISON	[Signature]
Katy Batten	[Signature]	Paloma Benedict	[Signature]
Laura Linzing	[Signature]	Carla Melgarejo	[Signature]
THOMAS R. RICE	[Signature]	Anne Brunson	[Signature]

	Name	Signature		
	SHARON SHEETS	Sharon Sheets		
	ELI COLLINS	Eli Collins		
	NICK NICKOLSON	Nick Nickolson		
	JANE NICKOLSON	Jane Nickolson		
	ADAMSON GLENN	Adamson Glenn		
	FRANK MITCHELL	Frank Mitchell		
	IAN MIESSE	Ian Miesse		
	VANDERBILT	Vanderbilt		
	VANESSA EAGAN	Vanessa Eagan		
	TANNA EAGAN	Tanna Eagan		
	SHAWN MYNOR	Shawn Mynor		
	TOM MILLER	Tom Miller		
15	SAMANTHA C. MEDINA	Samantha Medina		
	Michael Adler	Michael Adler		
	NICIA LEWIS	Nicia Lewis		
	Rachel Anderson	Rachel Anderson		
	Melicia Noland	Melicia Noland		
	MARINTY ROBLES	Marinty Robles		
	Veronica Robles	Veronica Robles		
	Danielle Emphasis	Danielle Emphasis		
	Brian Stanton	Brian Stanton		
	Brent M. Bush	Brent M. Bush		
	ZACHARY VERTHEIM	Zachary Vertheim		
	SARA MECKS	Sara Mecks		
	NANCY GENTRY	Nancy Gentry		
	PATRICK LINDER	Patrick Linder		
30	Jonathan Lander	Jonathan Lander		
	Malika Lander	Malika Lander		
	MICHAEL SAWYER	Michael Sawyer		
	Michelle Ray	Michelle Ray		
	Stacy Greco	Stacy Greco		
	Cheryl Corsiglia	Cheryl Corsiglia		
	Melissa Muehl	Melissa Muehl		
	Carmen Moss	Carmen Moss		
	Robert Achey	Robert Achey		
	Shannon White	Shannon White		
	NICOLE BROWN	Nicole Brown		
	Lorile Nichols-Russell	Lorile Nichols-Russell		
	MIKE RUSSELL	Mike Russell		
	Amadei Huh	Amadei Huh		
44	Zachary Moxe	Zachary Moxe		



Alachua County Attorney's Office

RECEIVED

Dave Wagner, County Attorney

AUG 29 2011

BOCC OFFICE

MEMORANDUM

To: Chairman Pinkoson, Commissioners Byerly, Baird, Delaney and Long

From: David W. Wagner
County Attorney *DW*

Date: August 29, 2011

Subject: Chapter 212.055(1) CHARTER COUNTY AND REGIONAL TRANSPORTATION SYSTEM SURTAX

Attached is the Board's request for a copy of subsection 212.055(1), Florida Statutes, pertaining to the Charter County and Regional Transit System surtax.

DW/om

— summarize differences

— 1/2, not full, if Option 2, Length?

— Sidewalks + bike lanes on all collectors + arterials w/in Urban Cluster, per existing CDM ~~(how many years tie up?)~~

— ~~agreement~~ project list ~~can~~ changeable; under what circumstances?

— Everyone would not agree to that... (city diff. perspective). table county just note

— Project list doesn't specify which type of project.

— When project list indicates No shoulder or No sidewalk, why? All "panel" should be designated as bike lanes.

— When final note, how much detail?

— Interlocal agreement which specifies that roads for which the CO is responsible,

W/in the UC, will be resurfaced + macadam w/ the Ae CDM. 1-2% sellant. 1-2% sellant.

- Request Co. staff itemize sidewalk issues for each of the projects on the project list, and explain why they aren't recommending sidewalks in the instances where they aren't. This applies only to Co. maintained roads, collector or arterial, w/in the UC. ^{Also} Provide sidewalk costs as a fraction of the total.
- ~~Interlocal~~ Propose framework for an interlocal agreement w/ the municipalities that specifies that Co. maintained roads w/in the UC will be ~~maintained in accordance~~ resurfaced or reconstructed in accordance w/ the AC CM. Include this point in discussion

(BN's bleeding artery analogy (not everyone agrees to not reprint it; Q 59p for sidewalks))

Sink hole: 1/2 of pop. doesn't care about crumbling rural roads.

212.055(1) CHARTER COUNTY AND REGIONAL TRANSPORTATION SYSTEM SURTAX.—

(a) Each charter county that has adopted a charter, each county the government of which is consolidated with that of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under chapter 343 or chapter 349 may levy a discretionary sales surtax, subject to approval by a majority vote of the electorate of the county or by a charter amendment approved by a majority vote of the electorate of the county.

(b) The rate shall be up to 1 percent.

(c) The proposal to adopt a discretionary sales surtax as provided in this subsection and to create a trust fund within the county accounts shall be placed on the ballot in accordance with law at a time to be set at the discretion of the governing body.

(d) Proceeds from the surtax shall be applied to as many or as few of the uses enumerated below in whatever combination the county commission deems appropriate:

1. Deposited by the county in the trust fund and shall be used for the purposes of development, construction, equipment, maintenance, operation, supportive services, including a countywide bus system, on-demand transportation services, and related costs of a fixed guideway rapid transit system;

2. Remitted by the governing body of the county to an expressway, transit, or transportation authority created by law to be used, at the discretion of such authority, for the development, construction, operation, or maintenance of roads or bridges in the county, for the operation and maintenance of a bus system, for the operation and maintenance of on-demand transportation services, for the payment of principal and interest on existing bonds issued for the construction of such roads or bridges, and, upon approval by the county commission, such proceeds may be pledged for bonds issued to refinance existing bonds or new bonds issued for the construction of such roads or bridges;

3. Used by the county for the development, construction, operation, and maintenance of roads and bridges in the county; for the expansion, operation, and maintenance of bus and fixed guideway systems; for the expansion, operation, and maintenance of on-demand transportation services; and for the payment of principal and interest on bonds issued for the construction of fixed guideway rapid transit systems, bus systems, roads, or bridges; and such proceeds may be pledged by the governing body of the county for bonds issued to refinance existing bonds or new bonds issued for the construction of such fixed guideway rapid transit systems, bus systems, roads, or bridges and no more than 25 percent used for nontransit uses; and

4. Used by the county for the planning, development, construction, operation, and maintenance of roads and bridges in the county; for the planning, development, expansion, operation, and maintenance of bus and fixed guideway systems; for the planning, development, construction, operation, and maintenance of on-demand transportation services; and for the payment of principal and interest on bonds issued for the construction of fixed guideway rapid transit systems, bus systems, roads, or bridges; and such proceeds may be pledged by the governing body of the county for bonds issued to refinance existing bonds or new bonds issued for the construction of such fixed guideway rapid transit systems, bus systems, roads, or bridges. Pursuant to an interlocal agreement entered into pursuant to chapter 163, the governing body of the county may distribute proceeds from the tax to a municipality, or an expressway or transportation authority created by law to be expended for the purpose authorized by this paragraph. Any county that has entered into

interlocal agreements for distribution of proceeds to one or more municipalities in the county shall revise such interlocal agreements no less than every 5 years in order to include any municipalities that have been created since the prior interlocal agreements were executed.

(e) As used in this subsection, the term "on-demand transportation services" means transportation provided between flexible points of origin and destination selected by individual users with such service being provided at a time that is agreed upon by the user and the provider of the service and that is not fixed-schedule or fixed-route in nature.

North Central Florida Regional Planning Council

IV.C

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



April 29, 2005

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Gainesville Transportation Survey

MTPO STAFF RECOMMENDATION

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

BACKGROUND

Section 1.2.1 of the approved scope of work for the Year 2025 Transportation Plan Update says:

"To help secure broad-based and balanced public input with respect to the confirmation of the vision developed in the MTPO's Adopted Livable Community Reinvestment Plan and to assist in the development of the Year 2025 Plan, the CONSULTANT will conduct a random survey of households. Specific questions in this survey and whether this survey should be conducted countywide or in the urbanized area only will be developed by the CONSULTANT and reviewed and approved by MTPO staff."

Survey Results

Enclosed please find the survey results. A summary of the results are as follows:

1. Most important government services-

- #1- Fire Protection;
- #2- Police Protection;
- #3- Bus Service; and
- #4- Roads.



2. Most people are not willing to pay higher taxes or fees to improve transportation.

3. Priorities for spending available transportation funds-

#1- Spending more on maintenance of existing transportation facilities;

#2- Providing more transit to those who cannot drive, like those who are too young, too old, or have disabilities;

#3- Adding lanes on existing roads; and

#4- Building/repaving sidewalks and bike paths and bike lanes.

4. Out of every \$100 in transportation funds, spend about two-thirds on maintaining existing facilities and one-third on building more facilities.

5. Out of every \$100 in transportation funds, spend

\$40 { \$52 on roads,
\$24 on buses,
\$11 on bike paths, and
\$13 on sidewalks.

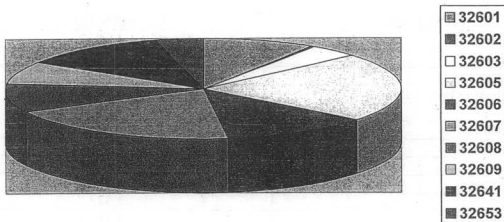
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**Gainesville Transportation Survey
March 2005**

Zip Codes:

ZIP CODE	FREQUENCY	PERCENTAGE
32601	37	9.3
32602	1	0.2
32603	16	4.0
32605	89	22.2
32606	49	12.2
32607	79	19.7
32608	37	9.3
32609	29	7.3
32641	47	11.8
32653	16	4.0
Total	400	100.0

Distribution of surveys



1. In the past month how many times have you personally used the following in Gainesville or some other part of Alachua County? (Respondents could have multiple answers. All responses reported as averages)

RESPONSE	AVERAGE
Sidewalks	13.55
Gainesville Regional Transit Bus Service	2.47
Special dedicated bus or van service for senior citizens or the disabled	0.18
In-street bike lane for school or work trips	1.60
In-street bike lane for other trips	1.93
Off-street bike path for school or work trips	0.93
Off-street bike path for other trips	2.60
The roadway system as a car driver or passenger	30.48

2. Your local governments provide services in a number of areas. Please rank their importance to you on a scale of 1 to 5 where 5 means you feel the proposal/service is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 for each proposal/service, but please choose only one number. (All responses reported as averages)

RESPONSE	AVERAGE
Police Protection	4.87
Fire Protection	4.99
Parks/Recreation	3.93
Waste Collection Disposal	3.94
Housing	4.25
Sewer/Water	4.10
Bus Service	4.76
Roads	4.52
Social Services	3.56
Libraries	3.62
Public Health	3.51

3. Would you support an increase in the following areas to pay for the modifications to your area's transportation system:

3a. The price of gasoline:

RESPONSE		PERCENTAGE
Yes	41	10.3
No	359	89.7
Total	400	100.0

3b. The local sales tax:

RESPONSE		PERCENTAGE
Yes	131	32.8
No	267	66.8
Don't Know	2	0.4
Total	400	100.0

3c. The local property tax:

RESPONSE		PERCENTAGE
Yes	91	22.8
No	308	77.0
Don't Know	1	0.2
Total	400	100.0

3d. The price of auto tags:

RESPONSE		PERCENTAGE
Yes	145	36.2
No	255	63.8
Total	400	100.0

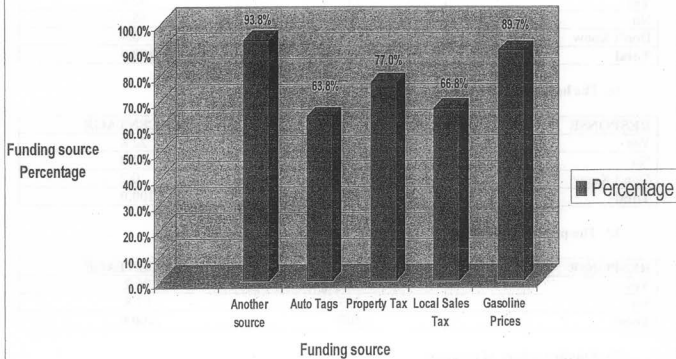
3e. Another source of revenue:

RESPONSE		PERCENTAGE
Yes	23	5.7
No	375	93.8
Don't Know	2	0.5
Total	400	100.0

Other:

Tolls	6
Bus Fares	5
Reallocate current funds	3
Tourist Taxes	2
User Fee	1
"Highway" Sales Tax	1

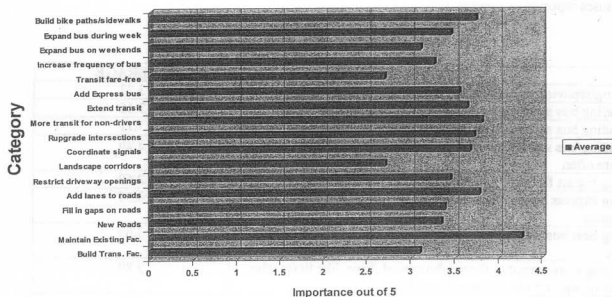
Question 3 Percentage answering No



4. Please tell me how important you feel spending money is on the following proposals. We'll again use a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 but please choose only one. (All responses reported as averages)

RESPONSE	AVERAGE
Building/repaving sidewalks and bike paths and bike lanes	3.73
Expanding bus service on existing routes during the week	3.45
Expanding bus service on existing routes on the weekends	3.11
Expanding bus service on existing routes by having the bus come by more often	3.26
Making transit fare-free to everyone in Alachua County	2.69
Adding express bus service during the morning and afternoon commutes	3.54
Adding new bus routes to serve areas currently without transit service	3.63
Providing more transit to those who cannot drive, like those who are too young, too old, or have disabilities	3.80
Upgrading intersections (turn lanes, etc.)	3.71
Improving the coordination of traffic signals	3.66
Landscaping roadway corridors to improve their appearance	2.70
Restricting driveway openings to improve traffic flow	3.44
Adding lanes on existing roads	3.77
Building sections of roads to fill gaps that exist	3.38
Building new roads	3.34
Spending more on maintenance of existing transportation facilities	4.26
Spending more to build more transportation facilities	3.10

Question 4 - Importance of spending for services



5. If you had \$100 to spend on improving the Gainesville area's transportation system, how much would you spend on maintaining the existing transportation facilities, like our roads, bus service, and bike lanes/paths, or building more. (The following figures represent the average response for this question) (All responses reported as averages)

5a. I would spend _____ (of the \$100) to maintain the existing facilities:

AVERAGE
\$67.19

5b. I would spend _____ (of the \$100) to build more facilities:

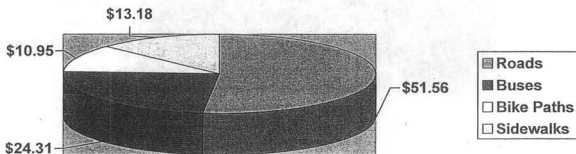
AVERAGE
\$32.81

6. How would you divide \$100 among the following areas of the transportation system? (The following represents the average dollar amount for this question)

(All responses reported as averages)

RESPONSE	AVERAGE
Roads	\$51.56
Buses	\$24.31
Bike Paths	\$10.95
Sidewalks	\$13.18

Divide \$100 among systems



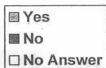
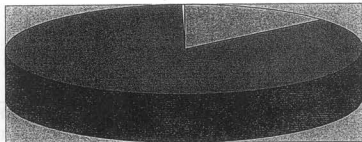
7. How long have you lived in Alachua County?

AVERAGE
13.4 years

8. Are you a full-time college student?

RESPONSE		PERCENTAGE
Yes	56	14.0
No	343	85.8
No Answer	1	0.2
Total	400	100.0

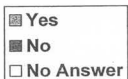
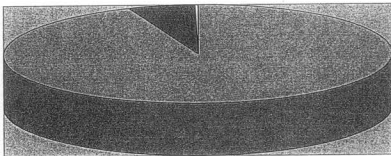
Full-Time Student



9. Do you live at your present home year round?

RESPONSE		PERCENTAGE
Yes	377	94.3
No	22	5.5
No Answer	1	0.2
Total	400	100.0

Live in Gainesville Year Round



10. How many persons, including yourself, live in your household?

RESPONSE	PERCENTAGE
1 person	13.1
2 people	27.0
3 people	24.0
4 people	22.7
5 or more	13.2
Total	100.0

11. How many household members are under the age of 18?

RESPONSE	PERCENTAGE
0	56.1
1	18.4
2	17.7
3	4.5
4	3.0
5 or more	0.3
Total	100.0

12. How many people in your household work at least 20 hours per week outside the home?

RESPONSE	PERCENTAGE
0	12.0
1	32.7
2	38.0
3	12.2
4	4.3
5	0.8
Total	100.0

13. How many registered vehicles of any type (passenger cars, pick-up trucks, SUV's, vans/minivans, motorcycles) do you have in your household?

RESPONSE	PERCENTAGE
0	1.7
1	33.6
2	47.0
3	14.1
4	3.3
5	0.3
Total	100.0

14. How many people in your household are licensed drivers?

RESPONSE	PERCENTAGE
0	0.7
1	22.2
2	52.1
3	17.1
4	6.8
5 and over	1.1
Total	100.0

15. Is there a disabled person with special transportation needs in your household?

RESPONSE		PERCENTAGE
Yes	11	2.8
No	389	97.2
Total	400	100.0

16. What is your primary race or ethnicity?

RESPONSE		PERCENTAGE
African American/ Black	62	15.5
American Indian	1	0.2
Asian/ Pacific Islander	8	2.0
White	283	70.8
Hispanic	36	9.0
No Answer	10	2.5
Total	400	100.0

17. Gender:

RESPONSE		PERCENTAGE
Male	188	47.0
Female	212	53.0
Total	400	100.0

18. Into which of the following age categories do you fall?

RESPONSE		PERCENTAGE
Under 18	0	0.0
18 to 34	110	27.5
35 to 54	154	38.5
55 to 65	83	20.8
Over 65	51	12.8
No Answer	2	0.4
Total	400	100.0