Meeting Packet
December 14, 2015, 3:00 p.m.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

North Central Florida Regional Planning Council

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Robert Hutchinson, Chair

SUBJECT: Meeting Announcement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, December 14, 2015 at 3:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP, Director of Transportation Planning, at 352.955.2200, extension 103.

Attachments

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AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida

Monday, 3:00 p.m.
December 14, 2015

STAFF RECOMMENDATION

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

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

II. Recognition of Marlie Sanderson's Years of Service* — **NO ACTION REQUIRED**

Mr. Sanderson is retiring in January 2016. He has served as the MTPO Staff Director since 1984.

Page #117 **III. Transportation Improvement Program Amendment- US 441 Intelligent Transportation System** — **APPROVE AMENDMENT**

FDOT has requested an amendment to add a US 441 Intelligent Transportation System project to install dynamic message boards south of Williston Road.

Page #121 **IV. Citizens Advisory Committee- Vacant Positions** — **FILL VACANT POSITIONS**

The MTPO needs to fill six vacant positions.

Page #141 **V. Bicycle/Pedestrian Advisory Board- Vacant Positions** — **FILL VACANT POSITIONS**

The MTPO needs to fill three vacant positions.

Page #151 **VI. Election of Officers** **ELECT OFFICERS**

Last April, the MTPO elected Robert Hutchinson as Chair, Helen Warren as Vice Chair and Chuck Chestnut as Secretary/Treasurer.

Page #153 **VII. Audit Review Committee** **APPOINT TWO MEMBERS**

Each year, the MTPO appoints the Secretary/Treasurer and one other member to this committee.

Page #155 **VIII. Metropolitan Planning Organization Advisory Council** **APPOINT YEAR 2016 REPRESENTATIVES**

Last year, the MTPO appointed Commissioner Helen Warren as the voting member and Commissioner Lee Pinkoson as the alternate member.

Page #157 **IX. MTPO/Joint Planning and Development Review** **NO ACTION REQUIRED**

The City and County are currently discussing joint planning and development review.

Page #165 **X. Plan East Gainesville Subcommittee** **APPOINT MEMBERS/ELECT OFFICERS**

Currently, Commissioners Byerly, Chestnut and Cornell and Mayor Braddy remain on this subcommittee. The MTPO needs to fill two vacant City positions. In addition, the Chair and Vice Chair positions are vacant.

Back Cover **XI. Next MTPO Meeting** **NO ACTION REQUIRED**

The next MTPO meeting is scheduled for February 22, 2016 at 3:00 p.m.

XII. Comments

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

If you have any questions, please contact Marlie Sanderson, AICP, Director of Transportation Planning, at 352.955.2200.

*No backup material included with the attached agenda material.

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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
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Monday, 3:00 p.m.
December 14, 2015

STAFF RECOMMENDATION

Page #7 **CA. 1** **Minutes- October 5, 2015** — **APPROVE MINUTES**

This set of MTPO minutes is ready for review.

Page #83 **CA. 2** **Unified Planning Work Program Revisions and FDOT Supplemental Agreement Amendment** — **APPROVE REVISIONS AND AMENDMENT**

This amendment and these revisions are needed in order to add additional funds to several planning tasks.

Page #97 **CA. 3** **Transportation Disadvantaged Program- Status Report** — **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program.

Page #107 **CA. 4** **Florida Department of Transportation (FDOT) Newberry Road Resurfacing Project Open House** — **NO ACTION REQUIRED**

FDOT is hosting an open house regarding the Newberry Road resurfacing project from NW 80th Boulevard to SW 38th Street.

Page #109 **CA. 5** **2016 Florida Metropolitan Planning Organization Advisory Council- Legislative Priorities and Policy Positions** — **NO ACTION REQUIRED**

The MPOAC has adopted a series of legislative priorities and policy positions for the 2016 Florida Legislative session.

Page #113 CA. 6 New Federal Transportation Legislation- Fixing America's Surface Transportation Act (FAST) **NO ACTION REQUIRED**

Included in the meeting packet is a document which summarizes some sections of the new federal transportation bill passed by Congress on December 4, 2016.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

5:00 p.m.
Monday
October 5, 2015

MEMBERS PRESENT
Robert Hutchinson, Chair
Ed Braddy
Harvey Budd
Mike Byerly
Craig Carter
Todd Chase
Ken Cornell
Charles Goston
Doug Jones
Jim Knight/Greg Evans
Lee Pinkoson
Helen Warren
Randy Wells

MEMBERS ABSENT
Chuck Chestnut
Curtis Reynolds

OTHERS PRESENT
See Exhibit A

STAFF PRESENT
Scott Koons
Marlie Sanderson
Michael Escalante
Lynn Franson-Godfrey

CALL TO ORDER

Chair Robert Hutchinson called the meeting to order at 5:05 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, announced his retirement in January 2016.

Chair Hutchinson thanked him for his service.

Mr. Sanderson discussed a MTPO Meeting Packet Addendum of time-sensitive materials, including an October 2, 2015 letter from MV Transportation to the Florida Commission for the Transportation Disadvantaged (see Exhibit 1); a City of Archer resolution supporting the Archer Road four-laning project and the newly released draft Florida Department of Transportation (FDOT) Tentative Work Program. He suggested deferring CA.5 Transportation Disadvantaged Program- Coordinating Board Appointment to the December 14, 2015 MTPO meeting and adding an item for the FDOT Tentative Work Program.

MOTION: Commissioner Carter moved to approve the Consent Agenda and Meeting Agenda amended to add item III.$_B$ FDOT Tentative Work Program after item III. Adoption of the Year 2040 Cost Feasible Plan. Mayor Braddy seconded.

Commissioner Craig Carter, Alachua County Transportation Disadvantaged Coordinating Board Chair, discussed his concerns regarding the challenge to the Private Transit Industry Representative appointment.

SUBSTITUTE MOTION:

Commissioner Cornell moved to approve the Consent Agenda and Meeting Agenda amended to:

1. **add item III.$_B$ FDOT Tentative Work Program after item III. Adoption of the Year 2040 Cost Feasible Plan; and**
2. **place partial item CA.5 Transportation Disadvantaged Program- Coordinating Board Appointment of the Private Transit Industry Representative item after item III.$_B$ FDOT Tentative Work Program.**

Commissioner Carter seconded; motion passed unanimously.

II. DRAFT YEAR 2040 COST FEASIBLE PLAN PUBLIC HEARING

A. WELCOME AND OPENING REMARKS

Chair Hutchinson opened the public hearing and welcomed everyone. He discussed the format of the public hearing. He noted that Congressman Ted Yoho was present to comment on the Cost Feasible Plan and needed to leave early. He invited the Congressman to speak at this time.

Congressman Yoho discussed his support for the SW 62nd Boulevard projects. He noted the public-private partnership aspects of the projects and the breadth of support for having a high priority for these projects.

B. DRAFT YEAR 2040 COST FEASIBLE PLAN PRESENTATION

Mr. Sanderson reviewed the plan process and summarized the MTPO Advisory Committees and staff recommendations (Exhibit 2) and answered questions. He noted there was an attempt to split the Surface Transportation Program funding in half between Alachua County and the City of Gainesville. He and Mr. Wiatt Bowers, Atkins Project Manager, presented an overview of the Year 2040 Long Range Transportation Plan update, reviewed the draft Cost Feasible Plan and answered questions. Mr. Bowers discussed the Year 2040 Needs Plan scoring.

Ms. Debbie Leistner, Gainesville Transportation Planning Manager, discussed the City's pedestrian safety program.

A member asked if there was a response to the MTPO query regarding the use of State Highway System funds on the SW 62nd Boulevard corridor project.

Mr. Sanderson discussed the FDOT response letter regarding the use of State Highway System funds on the SW 62nd Boulevard corridor project.

Mr. Bowers continued his presentation. He also reviewed the workshop activities and online survey results and answered questions.

Ms. Leistner and Ms. Teresa Scott, Gainesville Public Works Director, discussed the previous SW 62nd Boulevard Project, Development and Environment Study and the ongoing SW 62nd Boulevard Project, Development and Environment Study update and answered questions.

Representing Butler Enterprises, Mr. Gerry Dedenbach, Causseaux, Hewett and Walpole Vice President, discussed the transportation mitigation activities for the Butler Plaza redevelopment as they related to the SW 62nd Boulevard Project.

MOTION: Commissioner Pinkoson moved to:

1. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets and revised to reallocate the Alachua County resurfacing project funded at $10.475 million and the City of Gainesville resurfacing project funded at $1.375 million;**
2. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
3. **include in the adopted plan:**
   a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
   b. **the Strategic Intermodal System information;**
   c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
   d. **as an appendix, the Florida's Future Corridor Program information; and**
4. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Carter seconded.

A member spoke against the NW 34th Street and SW 62nd Boulevard corridor projects and supported funding resurfacing projects.

A member suggested reversing State Highway System Priorities 3 and 4.

A member suggested rearranging State Highway System Priorities 4 to 6 and 6 to 5; keeping the SW 62nd Boulevard project as Priority 1 for Surface Transportation Program funds; and to fully fund the University Avenue Multimodal Project with State Highway System funds.

FRIENDLY AMENDMENTS:

Commissioners Byerly and Budd asked that Priorities 4 & 6 be reversed. Commissioners Pinkoson and Carter accepted the amendment.

Commissioner Wells asked that protected bikelanes be included in the SW 62nd Boulevard and NW 34th Street projects. Commissioners Pinkoson and Carter accepted the amendment.

Ms. Scott stated that the City wanted to get the SW 62nd Boulevard project "shovel ready" to justify the $9 million allocation. She said to be "shovel ready," the project needs design and right-of-way.

Mr. Jim Knight, FDOT Urban Planning and Modal Administrator, noted that the SW 62nd Boulevard corridor projects could also be funded with Transportation Regional Incentive Program and/or County Incentive Grant Program state funds.

A member discussed fully funding the University Avenue Multimodal Emphasis Corridor project with State Highway System funds.

Mayor Doug Jones, MTPO Rural Advisor, spoke in support of the NW 34th Street capacity projects and the Archer Road four-laning project.

ORIGINAL MOTION AS AMENDED:

Commissioner Pinkoson moved to:

1. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the following revisions:**
   a. **make the NW 34th Street four-laning project from NW 39th Avenue to US 441 as State Highway System Priority 4;**
   b. **make the NW 34th Street four-laning project from W. University Avenue to NW 16th Avenue as State Highway System Priority 6;**
   c. **revise the project description for the NW 34th Street projects and the SW 62nd Boulevard projects to read "designed and constructed as a Complete Street with protected bikelanes"; and**
   d. **revise the Alachua County resurfacing projects to $10.475 million and the City of Gainesville resurfacing projects to $1.375 million;**
2. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
3. **include in the adopted plan:**
   a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
   b. **the Strategic Intermodal System information;**
   c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
   d. **as an appendix, the Florida's Future Corridor Program information; and**
4. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Carter seconded.

SUBSTITUTE MOTION:

Commissioner Cornell moved to:

1. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the following revisions:**
   a. **make the University Avenue Multimodal Emphasis Corridor project with $6.0 million as State Highway System funds Priority 2;**
   b. **make the NW 34th Street four-laning project from NW 39th Avenue to US 441 as State Highway System Priority 4;**
   c. **make the NW 34th Street four-laning project from W. University Avenue to NW 16th Avenue with $5.66 million funds as State Highway System Priority 6;**
   d. **revise the project description for the NW 34th Street projects and the SW 62nd Boulevard projects to read "designed and constructed as a Complete Street with protected bikelanes;"**
   e. **reallocate 50 percent of the Surface Transportation Program funding ($10.55 million) to Alachua County resurfacing projects and $1.3 million of the funding to City of Gainesville resurfacing projects; and**
   f. **make a Bicycle/Pedestrian "Boxed Fund" project with 50 percent of funds allocated to City of Gainesville projects and 50 percent of funds allocated to Alachua County projects for the Transportation Alternatives Program funds.**
2. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
3. **include in the adopted plan:**
   a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
   b. **the Strategic Intermodal System information;**
   c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
   d. **as an appendix, the Florida's Future Corridor Program information; and**
4. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Byerly seconded.

C. PUBLIC COMMENTS AND QUESTIONS

Chair Hutchinson asked for citizen comments and reviewed the substitute motion.

In addition to Congressman Yoho's comments, the following persons spoke at the public hearing:

- Representing Butler Enterprises, Mr. Dedenbach spoke in support of the SW 62nd Boulevard corridor projects for its connectivity, economic development, mobility and safety.

- Mr. Sal Locascio spoke in support of the NW 34 Street four-laning projects and four-laning W. University Avenue from W. 34 Street to Gale Lemerand Drive by removing the bikelanes.
- Ms. Susan Bottcher spoke against the NW 34 Street four-laning projects.
- Mr. Ewen Thomson spoke in support of the Bicycle/Pedestrian box fund projects and connectivity.
- Representing the Gainesville Area Chamber of Commerce Public Policy Committee, Mr. Brian Harrington spoke in support of the SW 62nd Boulevard corridor projects.
- Ms. Allyson Gill spoke in support of multimodal options.
- Ms. Kristen Young suggested reducing the funding for the SW 62nd Boulevard corridor projects, increase funding for resurfacing programs and add funding for transit.
- Mr. Bob Karp spoke in support of safe multimodal projects and asked that there be an allowance for buffered bikelanes.
- Representing the Gainesville-Alachua County Board of Realtors, Ms. Heather Swanson spoke in support of the NW 34th Street Project and the SW 62nd Boulevard corridor projects.
- Representing the Business Community Coalition, Mr. Kamal Latham spoke in support of the SW 62nd Boulevard corridor projects and for multimodal travel infrastructure.

Correspondence regarding the SW 62nd Boulevard corridor projects includes:

Exhibit 3- Letter from Congresswoman Corrine Brown to the MTPO;
Exhibit 4- Letter from Congressman Ted Yoho to the Gainesville Sun;
Exhibit 5- Letter from North Florida Regional Healthcare to the MTPO;
Exhibit 6- Letter from Gainesville Area Chamber of Commerce to the MTPO;
Exhibit 7- Letter from Gainesville-Alachua County Association of Realtors to the MTPO;
Exhibit 8- Letter from Gainesville Commissioner Craig Carter to the MTPO;
Exhibit 9- Letter from the University of Florida Health to the MTPO;
Exhibit 10- Letter from Gerry Dedenbach to the MTPO;
Exhibit 11 Correspondence from the Business Community Coalition to the MTPO; and
Exhibit 12 Letters between the Florida Department of Transportation and the MTPO.

Correspondence regarding the Archer Road Four-Laning Project includes:

Exhibit 13 Letter from the Archer Chamber of Commerce;
Exhibit 14 Email from Everson Kasicki;
Exhibit 15 Email from Roberta Lopez; and
Exhibit 16 Resolution from the City of Archer.

Exhibit 17 includes materials presented by Ms. Bottcher regarding the NW 34th Street projects. Exhibit 18 includes materials presented by Mr. Thomson regarding bicycle facility connectivity.

D. CLOSE PUBLIC HEARING

After asking if there were any additional citizens comments, Chair Hutchinson closed the public hearing.

III. ADOPTION OF THE YEAR 2040 COST FEASIBLE PLAN

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

Commissioner Pinkoson requested to split the motion to vote on the Surface Transportation Program projects portion of the Cost Feasible Plan separately.

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

Several members suggested changing the description for the NW 34th Street projects from widening to four lanes to capacity enhancements.

Mayor Jones supported increased funding for the Archer Road four-laning project if there were concerns for widening NW 34th Street to four lanes.

A member suggested funding the SW 23rd Terrace extension.

FRIENDLY AMENDMENT:

> **Commissioner Wells asked that the NW 34th Street projects be consolidated into one project and replace "widen to four lanes" with "safety and capacity enhancements."**

Commissioner Carter called the question for the Surface Transportation Program projects. Question call passed unanimously.

SPLIT SUBSTITUTE MOTION- PART ONE:

> **Commissioner Cornell moved to include in the Year 2040 Cost Feasible Plan as the Surface Transportation Program projects with a revision to reallocate 50 percent of the funding ($10.55 million) to Alachua County resurfacing projects and $1.3 million of the funding to City of Gainesville resurfacing projects:**

Priority	Project	Description	Estimated Cost (In Millions)
Surface Transportation Program $21.1 Million Available			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street- $27 million project (not fully funded)	$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street- $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

> **Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed 10 to 1, with Commissioner Byerly in dissent.**

A member suggested extending the NW 34th Street project to SW 2nd Avenue.

Mr. Knight noted that a 20 percent or greater funding change to the Cost Feasible Plan would require a plan amendment. He reported that a FDOT planning study for adding turnlanes to NW 34th Street would use much of the existing right-of-way and widening to four lanes would involve right-of-way acquisition.

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

A member suggested that the NW 34th Street projects be consolidated into one project from SW 2nd Avenue to US 441, replace "widen to four lanes" with "safety and capacity enhancements" and make the Archer Road four-laning project Priority 5.

FRIENDLY AMENDMENT:

Commissioner Cornell amended the substitute motion to have the NW 34th Street projects be consolidated into one project from SW 2nd Avenue to US 441, replace "widen to four lanes" with "safety and capacity enhancements" and make the Archer Road four-laning project State Highway System Priority 5.

Mayor Braddy called the question for the State Highway System and Transportation Alternatives Program projects. Question call passed 10 to 1 with Commissioner Byerly in dissent.

AMENDED SPLIT SUBSTITUTE MOTION- PART TWO:

Commissioner Cornell amended the substitute motion to:

1. **include in the Year 2040 Cost Feasible Plan as the State Highway System projects and Transportation Alternatives Program projects with the following revisions:**
   a. **make the University Avenue Multimodal Emphasis Corridor project with $6.0 million as State Highway System Priority 2;**
   b. **consolidate the NW 34 Street projects into one project from SW 2nd Avenue to US 441 with $33.56 million as State Highway System Priority 4 and described as Safety and Capacity Enhancements;**
   c. **make the Archer Road four-laning project State Highway System Priority 5; and**
   d. **make a Bicycle/Pedestrian "Boxed Fund" project with 50 percent of funds allocated to City of Gainesville projects and 50 percent of funds allocated to Alachua County projects for the Transportation Alternatives Program funds;**

Priority	Project	Description	Estimated Cost (In Millions)
State Highway System $57.3 Million Available			
1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.1
2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	$6.0
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	State Road 121 (West 34th Street)	Safety and Capacity Enhancement from SW 2nd Avenue to US 441 designed and constructed as "Complete Streets"	$33.56
5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	$12.7 (Partially Funded)
Transportation Alternatives Program $4.94 Million Available			
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	$4.94

2. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets with protected bikelanes;**
3. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
4. **include in the adopted plan:**
   a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
   b. **the Strategic Intermodal System information;**
   c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
   d. **as an appendix, the Florida's Future Corridor Program information; and**
5. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State.**

Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed 10 to 1, with Commissioner Byerly in dissent.

Exhibit 19 is a signed copy of Resolution 2015-02. Exhibit 20 is the adopted Year 2040 Cost Feasible Plan- State Highway System funds project priorities, Surface Transportation Program funds project priorities and Transportation Alternatives Program funds project priority, Strategic Intermodal System funds project priority, Transit funds project priority and list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County. Exhibit 21 is the adopted Year 2040 Cost Feasible Plan- Florida's Future Corridor Program information.

III_B. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM

Mr. Sanderson stated that the MTPO received the draft FDOT Tentative Work Program on Friday, October 2, 2015. He said that the deadline for comments to the FDOT is November 17, 2015, which is before the next MTPO meeting. He discussed the Tentative Work Program and answered questions. He added that there were three noteworthy projects included in the Tentative Work Program, including:

- a State Road 26 (Newberry Road) Sidewalk Project to address Americans with Disabilities Act issues;
- a State Road 26 (Newberry Road) Turnlanes Project; and
- the NW 19th Lane Bicycle Facility Project.

MOTION: Commissioner Budd moved authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary thanking him for the opportunity to review the Tentative Work Program. Commissioner Pinkoson seconded, motion passed unanimously.

CA.5 TRANSPORTATION DISADVANTAGED PROGRAM- COORDINATING BOARD APPOINTMENT- PRIVATE TRANSIT INDUSTRY REPRESENTATIVE- PART TWO

Mr. Sanderson stated that the Alachua County Transportation Disadvantaged Coordinating Board Private Transit Industry Representative vacancy was moved to the regular agenda. He discussed the October 2, 2015 letter from MV Transportation to the Florida Commission for the Transportation Disadvantaged and the October 1, 2015 letter from the Center for Independent Living (Exhibit 22). He and Ms. Lynn Godfrey, MTPO Senior Planner, discussed the vacancy and answered questions.

MOTION: Commissioner Chase moved to appoint Ms. Lisa Hogan as the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Commissioner Carter seconded.

Mr. Scott Koons, North Central Florida Regional Planning Council Executive Director, discussed the conflict-of-interest issue in the letter from MV Transportation to the Florida Commission for the Transportation Disadvantaged and answered questions.

Ms. Michelle Lieberman, MTPO Attorney, discussed the conflict-of-interest issue and answered questions. She offered to investigate Florida Commission for the Transportation Disadvantaged and Ethics Commission rules regarding conflict-of-interest for the Private Transit Industry Representative position.

SUBSTITUTE MOTION:

Commissioner Cornell moved to defer the appointment of the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board to the December 14, 2015 MTPO meeting. Commissioner Byerly seconded; motion withdrawn.

ORIGINAL MOTION RESTATED:

Commissioner Chase moved to appoint Ms. Lisa Hogan as the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Commissioner Carter seconded; motion passed unanimously.

IV. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for December 14, 2015 at 3:00 p.m.

V. COMMENTS

A. MTPO MEMBERS

Several members of the MTPO discussed the successful accomplishment of the adoption of the Year 2040 Cost Feasible Plan.

A member of the MTPO noted that the Alachua County Commission would be revisiting the NW 16th Avenue Resurfacing Project cross-section. He noted concerns with the sharrows. He said that the roadway may be restriped for paved shoulders.

Mayor Jones commended the MTPO for prioritizing the SW 62nd Boulevard projects.

B. CITIZENS

Mr. Latham congratulated the MTPO for its adoption of the Year 2040 Cost Feasible Plan. He noted that the Gainesville/Alachua County Chamber of Commerce would be sending a delegation to Washington, D.C. at the end of the month. He invited MTPO members to participate in the trip.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 9:40 p.m.

_____ _____

Date Chuck Chestnut, IV

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Wiatt Bowers	Jeff Hays	Russ Blackburn	Jim Green
Susan Bottcher#	Michelle Lieberman	Debbie Leistner	
Les Brown	Mark Sexton	Teresa Scott	
Adam Carr			
Gerry Dedenbach#			
David Flagg			
Sydney Folsom			
Allyson Gill			
Brian Harrington			
Bob Karp			
Kamal Latham#			
Sal Locascio			
Wiley Page			
Lee Roberts			
Ellis Seligman			
Heather Swanson#			
Ewen Thomson#			
Kristen Young			
Ted Yoho#			

* By telephone
# Spoke and provided written comments

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North Central Florida Regional Planning Council

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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville Florida

Monday, 5:00 p.m.
October 5, 2015

STAFF RECOMMENDATION

Page #7 **CA. 1** **Minutes- August 3, 2015** — **APPROVE MINUTES**

This set of MTPO minutes is ready for review.

Page #41 **CA. 2** **Engagement Letter for Fiscal Year 2014-15 Audit** — **APPROVE STAFF RECOMMENDATION**

The audit this year will be prepared by Powell and Jones, Certified Public Accountants.

Page #49 **CA. 3** **Proposed Amended Budget for Fiscal Year 2014-15** — **APPROVE STAFF RECOMMENDATION**

This budget will allow staff to monitor MTPO expenditures and make appropriate adjustments as needed.

Page #53 **CA. 4** **Transportation Alternatives Program- 2015 Application** — **APPROVE STAFF RECOMMENDATION**

The MTPO needs to approve the submission of the Transportation Alternatives Program application for this year by the December 4, 2015 deadline.

Page #67 **CA. 5** **Transportation Disadvantaged Program- Coordinating Board Appointments-*Part One*** — **APPROVE STAFF RECOMMENDATION**

There are *two* applications for *two* vacant positions on the Coordinating Board.

The Private Transit Industry Representative vacancy was placed on the regular agenda.

Page #81 **CA. 6** **Transportation Disadvantaged Program- Status Report** **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program.

Page #91 **CA. 7** **Florida Department of Transportation (FDOT) District 2 Public Meeting- Tentative Work Program** **NO ACTION REQUIRED**

At this October 8, 2015 meeting in Lake City, all Alachua County projects in FDOT's Tentative Work Program will be presented and discussed. This information will be discussed at the December 14, 2015 MTPO meeting.

Page #93 **CA. 8** **Florida Department of Transportation (FDOT) Interstate 75 & NW 39th Avenue Improvements Open House** **NO ACTION REQUIRED**

FDOT is hosting an open house regarding modifications to the interchange associated with the Interstate 75 resurfacing project.

Page #95 **CA. 9** **Florida Department of Transportation (FDOT) Open (Active) Streets Program** **NO ACTION REQUIRED**

FDOT has responded to the MTPO's request for extension of its support of the Open (Active) Street Program.

EXHIBIT 1

October 1, 2015

Steven Holmes, Executive Director
Florida Commission for the Transportation Disadvantaged (CTD)
605 Suwannee Street, MS-49, Tallahassee, Florida 32399

Dear Mr. Holmes:

This letter is written requesting clarification concerning the proposed appointment of an individual to the Alachua County Local Coordinating Board (LCB) for the position of Private Transportation Industry representative.

As you are aware, MV Transportation has been the Community Transportation Coordinator (CTC) for Alachua County since 2003, contracted by Memorandum of Agreement (MOA) with the State of Florida Commission for the Transportation Disadvantaged (CTD). We are presently in the third year of our five year agreement, having been selected three consecutive times for this five year designation through a competitive procurement process. We are a for profit company, and as such rely on governmental entities such as the City of Gainesville, Alachua County and the Central Florida Regional Planning Council (CFRPC) to apply for some of the grants that fund the system on our behalf. Over the years of our tenure we have enjoyed a very positive and productive relationship with the Local Coordinating Board (LCB), which is charged with oversight of the coordinated system at the local level. In addition to agencies that purchase service through the system, it is also comprised of advocates and citizens that use the service. We are concerned that this cooperative and productive relationship would be compromised with the proposed appointment of an individual that has a clear conflict of interest and a personal agenda.

As CTC we are charged by State Statute (Chapter 427) with coordinating transportation for several funding streams, including Transportation Disadvantaged, Elder Affairs, Alachua County, the City of Gainesville, and until February 28, 2015, Medicaid, which was administered through a separate contract with the CTD, and represented approximately 30-35% of the total revenue for the system.

In 2013, the Florida Legislature passed legislation mandating that all Medicaid recipients (with few exceptions) be enrolled with a Managed Care Organization (MCO). The legislation also included a provision that the MCOs would be responsible for transportation. The MCOs subsequently contracted with Transportation Brokers to arrange and manage their transportation needs. In 2014 and early 2015, this transition was completed, and as CTC we contracted with these Brokers to continue serving Medicaid recipients. However, outside private companies have entered the area and are contracting with these brokers as well. It is important to note that these operators are not held to the same operational, driver background, drug and alcohol testing and safety standards as our system is through FDOT and the CTD.

MV TRANSPORTATION, INC.
5910 N. Central Expy. | Suite 1145 | Dallas, TX 75206
P 972.391.4600
www.mvtransit.com

An important point to understand is that with complete elimination of Medicaid revenue, the costs for trips for remaining funding sources, including Transportation Disadvantaged and the City of Gainesville, would have risen significantly because of the loss of economies of scale through multiloading of passengers. While we have recovered some of the Medicaid work through Broker contracts, the current system revenue realized from Medicaid is now 15-20%. Rates for the remaining funding sources have increased, but not significantly due to our efforts to recover the work through contracts with Brokers. The loss of this revenue is a direct result of private operators coming into the area and competing for work that had historically been coordinated through the Alachua County system.

The individual applying for the position of Private Transportation Industry representative is from one of the companies that is providing "Medicaid MCO Broker" transportation. Every trip that they provide outside of the coordinated system increases costs for the remaining funding agencies, and therefore represents a clear detriment and conflict of interest to the coordinated system. The LCB is an advisory and approval board comprised of stakeholders in the system that provides guidance and also approves our rates for Transportation Disadvantaged, grant applications for funding and capital, Annual Operating Reports, and policy and service changes. Having a competitor making decisions that affect our system is clearly an attempt to gain advantage not only in the current marketplace but in upcoming procurements for Community Transportation Coordinator (CTC) and other contracts that are coordinated in our system. With this said we ask the following questions in reference to this appointment and as the oversight entity of both the CTC and LCB ask for your ruling on this issue.

1. Is it imperative that the position of Private Transportation Industry representative on the Local Coordinating Board (LCB) be filled? Since it is clearly demonstrated that the only applicant in this case has a demonstrated conflict of interest, can the position remain unfilled until a qualified applicant without a conflict of interest is identified?

2. Has there been any consideration of eliminating this position as a requirement since it provides no real value to the LCB? In the example of Alachua County, a private transportation industry representative is actually serving as the CTC and has provided invaluable insight from that perspective.

3. In the case of Alachua County, is it possible that the CTC, since they qualify for the position of Private Transportation Industry representative, could be appointed? If the answer is no, because there would be a conflict of interest, is that any different than having a "competitor" appointed?

4. Is it within the authority of the Designated Official Planning Agency (DOPA) to reject an applicant because of a clear and demonstrated conflict of interest?

We are requesting a conference call with you and your staff and DOPA staff to address this issue. Thank you for your consideration.

Respectfully,

Edward I. Griffin
General Manager
MV Transportation, Alachua County

Exhibit 2 - B/PAB-CAC-TAC-Staff Year 2040 Cost Feasible Plan Recommendation

Priority	Project	Description	Estimated Cost (In Millions)
		State Highway System $57.3 Million Available	
1	US 441 (W. 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.1
2	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- $6 million project	$1.06 (Partially Funded)
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	State Road 121 (NW 34th Street)	Widen to four lanes from University Avenue to NW 16th Avenue	$10.6
5	State Road 121 (NW 34th Street)	Widen to four lanes from NW 16th Avenue to NW 39th Avenue	$11.3
6	State Road 121 (NW 34th Street)	Widen to four lanes from NW 39th Avenue to US 441	$16.6
7	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	$12.7 (Partially Funded)
		Surface Transportation Program $21.1 Million Available	
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue- $27 million project (not fully funded)	$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road (design only)	$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	$10.25
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.6
		Transportation Alternatives Program $4.94 Million Available	
1	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- $6 million project	$4.94 (Partially Funded)

Notes Green shaded projects are anticipated to receive funding allocated for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020. Yellow shaded projects are anticipated to be allocated partial funding for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.

COMMITTEES:

VETERANS AFFAIRS
RANKING MEMBER

TRANSPORTATION & INFRASTRUCTURE

MEMBERSHIPS:

Congress of the United States
House of Representatives
Washington, DC 20515

CORRINE BROWN
5th DISTRICT, FLORIDA

REPLY TO:

WASHINGTON OFFICE

DISTRICT OFFICES:

July 22, 2015

The Honorable Robert "Hutch" Hutchinson
Chairman
Metropolitan Transportation Planning Organization
2009 NW 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Chairman and Board Members:

I am writing to express my strongest support for prioritizing completion of SW 62nd Boulevard. This project will provide improved access to vital employment and commercial centers, improve safety, help mitigate congestion, and enhance economic development initiatives for the entire region.

I have worked hard to bring important transportation projects to the City of Gainesville and Alachua County, and have been a longtime advocate for the 62nd Boulevard link. Working with Senator Nelson and local stakeholders, I secured direct federal funding for planning and construction and worked with the Florida Department of Transportation to complete Engineering and Design for the project.

Completion of this critical artery will improve congestion on Interstate 75, SW 34th Street, SW 20th Avenue, and other local streets. This connection will also provide an enhanced driving experience for local residents as well as additional and improved route options for first responders. Moreover, it provides additional multi-modal transportation options and creates the first Transit Transfer Station and Park & Ride Lot for the community.

Completion of 62nd Boulevard will not only improve the regional transportation system and access to destinations of regional importance, but will bring much needed planning, engineering, and construction jobs to the region. For all these reason, I encourage the Gainesville Metropolitan Transportation Planning Organization to make this project its top priority.

Thank you for considering my views on this matter. The state, county, and city have been very proactive in developing a local transportation system that meets the needs of the community, and have worked together for many years in developing the 62nd Boulevard project. I pledge to continue to work with the state, county, and city to ensure that they receive all the federal funding necessary to complete this important project.

Sincerely,

Corrine Brown

Corrine Brown
Member of Congress

CC: MPTO Board Members

Ted Yoho: Road expansion has many benefits

By Ted Yoho
Special to The Sun
Published: Monday, July 27, 2015 at 6:01 a.m.

To those outside the city limits, Gainesville is known as the college town in the Southeast. To others it is the quaint capital of the Gator Nation. To those of us who reside within this burgeoning city, our everyday lives are colored in orange and blue and we are proud to support our incredible crown jewel — the University of Florida.

UF has been nearing premier excellence as a top research university in the nation for years. This ambitious goal has been supported by the community at large and continually fueled by our competitive and innovative edge. I couldn't be more proud to represent the Gator Nation in Washington, D.C., and I want to ensure that drive for excellence continues.

That means getting Gainesville ready to meet not just today's challenges, but the challenges of tomorrow. It starts with basic infrastructure. Anyone who has driven down Tower Road, or sat in afternoon traffic on 34th Street, knows that one of the shortcomings of Gainesville and Alachua County is our roads. This has been a chronic problem that has gone unaddressed for too long. It's time we took action for our community.

Recently, a solution to alleviate congestion and ease public access across Gainesville has come forward. This plan expands Southwest 62nd Boulevard and connects the broken and dead-ended roads between Archer and Newberry roads. This area behind the Oaks Mall is an underutilized region that has the potential to help steer traffic off of Interstate 75, 34th Street, Newberry Road and many more of our more popular routes.

In addition to traffic alleviation, completion of this expansion will help solve our public safety issue. Our first responders and law enforcement are facing logistical challenges that contribute to slower response times that make our communities less safe. Slow response times and traffic benefit no one.

Finally, we have the opportunity to create construction jobs in the immediate future that will eventually lead to hundreds of permanent jobs. This is one area where President Barack Obama and I agree — we are in desperate need of shovel ready jobs. This is one.

Completing the expansion of Southwest 62nd will first and foremost benefit our citizens and improve public safety for pedestrians, drivers, law enforcement and our first responders. This opportunity will not only increase public safety while contributing to economic development but will help Gainesville as a whole support the university's growth and our city's future.

U.S. Rep. Ted Yoho is a Gainesville Republican.

NORTH FLORIDA
REGIONAL HEALTHCARE

July 22, 2015

Commissioner Robert "Hutch" Hutchison
Chair of the Metropolitan Transportation Planning Organization
12 Southeast 1st Street
Gainesville, Florida 32601

Subject: SW 62nd Boulevard Connector

Dear Commissioner Hutchinson:

North Florida Regional Healthcare supports the City of Gainesville's SW 62nd Boulevard Connector project. This needed and impressive project has been developed through partnerships between public and private interests.

The SW 62nd Boulevard Connector projector will support North Florida Regional Healthcare's goal of improving access to state-of-the-art healthcare services for local residents as well as those in our surrounding communities and throughout the state by expanding the roadway network and alleviating congestion on the transportation system. This project will enhance transportation route and mode choice, reduce travel times and facilitate mobility, service delivery and emergency response while also providing expanded transportation choices to employees and the general public.

North Florida Regional Healthcare respectfully requests your favorable consideration of the SW 62nd Boulevard Connector project.

Sincerely,

Brian T. Cook
President/Chief Executive Officer

6500 Newberry Road • P.O. Box 147006 • Gainesville, Florida 32614-7006 • Phone (352) 333-4000 • www.NFRMC.com

Gainesville Area
CHAMBER OF COMMERCE

Position Statement

Gainesville Metropolitan Area Year 2040

Long Range Transportation Cost Feasible Plan

Vision: "Be the Global Hub of Talent, Innovation and Opportunity"

A safe, efficient, and convenient multi-modal transportation infrastructure facilitates regional economic development and enhances the local community.

The roadway network is the backbone of our regional transportation infrastructure, facilitating the flow of people, services, and goods, through a variety of modes, including a robust regional bus service. Having facilities for cycling and walking are also important to the community's health and overall quality of life.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that includes the appropriate mix of roadway, transit and bicycle/pedestrian projects.

Specifically, the MTPO should designate SW 62nd Boulevard Segment B and Segment C as the top priority projects in the Cost Feasible Plan.*

- Segment B: Four-lane extension from Butler Plaza to SW 20th Avenue
- Segment C: Widen to four lanes from SW 20th Avenue to Newberry Road

These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

In addition, MTPO should prioritize roadway, transit and bicycle/pedestrian projects that better connect the workforce to the workplace, consumers to commercial centers, and tourists to places of destination.

*Segment A is private development funded.

June 25, 2015

GACAR
Gainesville-Alachua County Association of Realtors

Gainesville-Alachua County Association of REALTORS®, Inc.

1750 NW 80th Boulevard * Gainesville, Florida 32606
Telephone: (352) 332-8850 * Fax: (352) 331-7911
E-mail: info@gacar.com * Website: www.GACAR.com

Position Statement

Gainesville Metropolitan Area Year 2040 Long Range Transportation Cost Feasible Plan

Gainesville-Alachua County Association of REALTORS (GACAR) supports a transportation plan that addresses the needs of all of the citizens of Alachua County. This Transportation Plan would improve upon and expand Public Transit in those areas where the needs are the greatest and where the strategic return on investment is most evident. The Transportation Plan should also require the implementation of a pavement management system that addresses the needs of all of the citizens of Alachua County and its municipalities.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that addresses the most pressing needs while having the highest return on the investment. While the RTS systems continue to be improved the backlog of roadway repairs continues to grow. In 2014, Gainesville ranks no. 37 on Bicycling magazine's list of The Top 50 Bike-Friendly Cities, no. 12 on Bloomberg's list of Top 25 Bike-to-Work Cities, and no. 14 on FiveThirtyEight.com's list of top public transit cities. These awards in conjunction with a backlog of roadway repairs greater than $400 million dollars signifies that the roads are in the greatest need of funding in our community.

The MTPO should designate all available funds for the Cost Feasible Plan to improving roadways. The $57 million designated for State Highway Systems should be dedicated to the 34th Street projects first and then the Archer Road project. The $21 million available for flexible projects should be designated for roadway repairs only. Specifically, the SW 62nd Boulevard Segment B and Segment C. These should be the top priority projects in the Cost Feasible Plan.

The estimated project times, available funding, and the current process that revisits the long range transportation plan every five years makes these projects a priority that meets the long term plan and immediate needs of our community. These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

REALTORS live and work on these roads every day. Our profession relies on safe and efficient roadways.

CITY OF GAINESVILLE

Office of the City Commission

July 27, 2015

Marlie Sanderson
Director of Transportation Planning
North Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Dear Mr. Sanderson,

In order to better serve the citizens of the City of Gainesville, I respectfully request that the MTPO designate SW 62nd Boulevard Segment B, four-land extension from Butler Plaza to SW 20th Avenue, and Segment C, widen to four lanes from SW 20th Avenue to Newberry Road, as the top priority project in the Metropolitan Planning Organization 2040 Long Range Transportation Cost Feasible Plan. Review of the project details, descriptions and assessments of the project have clearly defined the benefits this project offers to community stakeholders.

As you know, the SW 62nd Boulevard Connector project is proposed as a four-lane highway with dedicated transit, bicycle and pedestrian facilities that will provide critical multimodal transportation for the movement of people and goods through the Gainesville Metropolitan Area by connecting high density residential areas to high density employment, education and health/medical centers.

The SW 62nd Boulevard Connector will also alleviate congestion on the Federal Highway System by providing a bypass to the I-75 corridor for local travel that makes up approximately 16.8% of the current traffic traveling between SR 24 and SAR 26 inter changes and will improve response times for first responders within the Gainesville urbanized area.

I have met with the Department of Transportation in Washington, D.C. and the State of Florida Secretary of Transportation and have garnered their support of this unique public-private partnership which will continue to advance the City's transportation initiates.

If I can answer any questions or expound on this subject, please do not hesitate to contact my office.

Sincerely,

Craig Carter
City Commissioner, District 3

Station 19 • P.O. Box 490 • Gainesville, FL 32602-0490
(352) 334-5015 • FAX (352) 334-2036

UFHealth
UNIVERSITY OF FLORIDA HEALTH

UF Health Shands

Edward Jimenez
Chief Executive Officer
P.O. Box 100326
Gainesville, FL 32610-0326
Phone: 352.733.1500
Fax: 352.733.1501
Cell: 201.887.8018
edward.jimenez@shands.ufl.edu
UFHealth.org

July 29, 2015

Marlie Sanderson
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 N.W. 67th Place
Gainesville, FL 32653-1603

Dear Ms. Sanderson:

UF Health Shands supports the City of Gainesville designating the S.W. 62nd Boulevard Segments B and Segment C to be the top priority projects on the Metropolitan Planning Organization's (MPTO) priority list.

Segment B: Four-lane extension from Butler Plaza to SW 20th Avenue
Segment C: Widen to four lanes from S.W. 20th Avenue to Newberry Road

These projects have been a part of the City's long-range plan and their construction would improve safety, encourage economic development, and would serve to improve response times for first responders within the Gainesville urbanized area.

For these reasons, UF Health Shands fully supports this project and respectfully request your favorable consideration for making this a top priority project.

Sincerely,

Edward Jimenez
Chief Executive Officer
UF Health Shands

CHW
Professional Consultants

TEL: (352) 331-1976 132 NW 76th Drive, Gainesville, Florida 32607
TEL: (352) 414-4621 101 NE 1st Avenue, Ocala, Florida 34470
WWW.CHW-INC.COM

planning.surveying.engineering.construction

MEMORANDUM

To: Commissioner Hutchinson, Metropolitan Transportation Planning Organization, (MTPO) Chair

From: Gerry Dedenbach, AICP, LEED AP

Date: August 3, 2015

RE: ***MTPO Long Range Transportation Plan (LRTP) Roadway Priorities***

As the Metropolitan Transportation Planning Organization (MTPO) prioritizes transportation projects in the Long Range Transportation Plan (LRTP) update, a group of our clients wish to offer relevant technical information that we feel will help the MTPO and its Advisory Committees rank its projects. And, given the limited revenue projections in the LRTP 20-year horizon, our recommendation is built upon years of effort and investment in the Gainesville Urbanized Area's growth and balanced transportation alternatives.

As you know, several large- and small-scale projects are being built or approved for development in the Urban Village Area, which is bounded by I-75 and SW 34th Street, from west to east, and State Road 24 (Archer Road) to State Road 26 (Newberry Road), from south to north. In addition, the Urban Village has historically been an area where the MTPO has focused great attention due to its proximity to the University of Florida, location within the City of Gainesville, existing utilities, and a growing multi-modal transportation network. CHW has designed these facilities to serve our student and resident population with roadways, highly-utilized transit, and a network of bike lanes, and now the long-awaited Archer Braid trail.

The MTPO should adopt their Advisory Committees' recommendations ranking SW 62nd Boulevard as the Number One Roadway Priority for numerous unique reasons. No other roadway or transit project in the Urbanized Area has the ability to delivery as much positive impact, due to it physical location and previous planning efforts that have cued the corridor meeting numerous community priorities.

SAFETY Because there's no north / south connectivity between SR 24 and SR 26, Interstate-75 functions as a local road, linking both our permanent and student population to employment centers, educational offerings, and healthcare alternatives – such as North Florida Regional Medical Center, Shands HealthCare and the V.A. Hospital. Completing SW 62nd / 52nd Boulevard from its current location just south of SW 20th Avenue, so that the two State Roads connect, will remove approximately ten percent (10%) of the trips from I-75 and will undoubtedly relieve congestion on SW 34th Street between the same two facilities. This connection is integral to the motoring public's safety and to first responders such as our police, fire, and emergency medical services who have no alternative but to use I-75 as a local connector. Completing the corridor preserves and protects our population's health, safety, and welfare locally and regionally.

ECONOMY Connectivity between a community's residents and employment, shopping, and recreation creates a stronger economic future. Linking jobs, daily needs, and enjoyment of the community's many offerings, such as Forest Park, located along SW 20th Avenue and SW 43rd Street strengthens our quality of life. This brings greater stability and satisfaction to our population today and into the future for all citizens.

MOBILITY As the Gainesville Urbanized Area continues to grow and mature as a community, many of the progressive transportation facilities envisioned decades ago are coming into fruition. The Hull Road extension, SW 38th Street from SW 24th Avenue to Hull Road, and the Archer Braid trail have all been delivered with major development projects. Each of these facilities supports a balanced transportation future. And, similar to these facilities, SW 62nd/52nd Boulevard create another sustainable multi-modal link.

Private development and redevelopment is constructing nearly 1/3 of SW 62nd/52nd and building the community's first combined Transit Transfer Station and Park & Ride Lot. There's unparalleled support from other local interests to complete the SW 62nd/52nd link. This community catalyst mustn't be overlooked when prioritizing limited Long Range Transportation Plan fund to deliver safety, economic viability, and mobility for all current residents and future populations yet to call Gainesville and Alachua County home.

EXHIBIT 11

Marlie Sanderson

From:	Kamal Latham [kamal@gainesvillechamber.com]
Sent:	Thursday, October 01, 2015 5:19 PM
To:	hutch@alachuacounty.us; cschestnut@alachuacounty.us; lpinkoson@alachuacounty.us; KCornell@alachuacounty.us; byerly@alachuacounty.us; Edward Braddy; warrenhk@cityofgainesville.org; carterce@cityofgainesville.org; WellsRM@cityofgainesville.org; Todd Chase; GostonCE@cityofgainesville.org; BuddHM@cityofgainesville.org
Cc:	Marlie Sanderson; Mike Escalante; Scott Koons; Susan Davenport; bharrington@parrish-mccall. com; Russ Blackburn; lniblock@alachuacounty.us; John com>
Subject:	MTPO/SW 62nd Blvd: Business Community Coalition Position
Attachments:	MTPO_SW 62nd Blvd Letter_Business Community Coalition_01Oct15.pdf

Dear Chair Hutchinson and MTPO Commissioners,

The MTPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Board (B/PAB) and staff have all recommended that MTPO approve a Year 2040 Cost Feasible Plan with the SW 62nd Boulevard four-lane extension project ranked #1 in the Surface Transportation Program (STP) category. The BCC urges MTPO to adopt this unified, joint recommendation.

The Business Community Coalition (BCC), a partnership between the Gainesville Area Chamber of Commerce, the Builders Association of North Central Florida (BANCF), and the Gainesville-Alachua County Association of Realtors (GACAR), respectfully requests that the Gainesville Urbanized Area MTPO approve a Year 2040 Cost Feasible Plan with SW 62nd Boulevard ranked #1 on October 5th.

The SW 62nd Boulevard extension project is a higher priority than any other transportation project. Upon completion, it would heighten public safety by improving first responders' response time.

Through the MTPO's technical modeling effort, it is shown to relieve congestion on urbanized arterials, enhance connectivity and access to the community's and region's three (3) major medical centers, and reduce reliance on Interstate-75.

The transportation corridor will also continue to facilitate business growth and economic development, creating a vital multimodal corridor in Gainesville, linking thousands of residents to employment centers along the corridor.

Please see the attached letter signed by 2014/2015 BCC Chair John F. Roscow, IV. We would be pleased to address any questions MTPO members may have about the BCC position.

Regards,

Kamal

Kamal I. Latham
Vice President for Public Policy
Gainesville Area Chamber of Commerce
(352) 378-2498 (Direct)
Kamal@GainesvilleChamber.com

October 1, 2015

The Honorable Robert Hutchinson
Chair, Gainesville Urbanized Area MTPO
c/o North Central Florida Regional Planning Council
2009 NW 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Chair Hutchinson,

The MTPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Board (B/PAB) and staff have all recommended that MTPO approve a Year 2040 Cost Feasible Plan with the SW 62nd Boulevard four-lane extension project ranked #1 in the Surface Transportation Program (STP) category. The BCC urges MTPO to adopt this unified, joint recommendation.

The Business Community Coalition (BCC), a partnership between the Gainesville Area Chamber of Commerce, the Builders Association of North Central Florida (BANCF), and the Gainesville-Alachua County Association of Realtors (GACAR), respectfully requests that the Gainesville Urbanized Area MTPO approve a Year 2040 Cost Feasible Plan with SW 62nd Boulevard ranked #1 on October 5th.

The SW 62nd Boulevard extension project is a higher priority than any other transportation project. Upon completion, it would heighten public safety by improving first responders' response time. Through the MTPO's technical modeling effort, it is shown to relieve congestion on urbanized arterials, enhance connectivity and access to the community's and region's three (3) major medical centers, and reduce reliance on Interstate-75. The transportation corridor will also continue to facilitate business growth and economic development, creating a vital multimodal corridor in Gainesville, linking thousands of residents to employment centers along the corridor.

BCC Liaison and Gainesville Area Chamber of Commerce Vice President for Public Policy Kamal I. Latham or I would be pleased to address any questions MTPO members may have about our position. Mr. Latham can be reached at 352-378-2498 or at Kamal@GainesvilleChamber.com.

Thank you for your leadership in regional transportation planning.

Sincerely,

John F. Roscow, IV
2014/2015 Chair, Business Community Coalition

Business Community Coalition
c/o Gainesville Area Chamber of Commerce
300 East University Avenue, Suite 100, Gainesville, FL 32601

EXHIBIT 12

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

1109 South Marion Avenue
Lake City, Florida 32025-5874

RICK SCOTT
GOVERNOR

JIM BOXOLD
SECRETARY

September 24, 2015

RECEIVED

SEP 28 2015

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: 2040 State Highway System Forecast Revenues-SW 62nd Blvd. Project

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"the Florida Department of Transportation revisit the determination concerning the eligibility of SW 62nd Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan."*

Per 339.08, Florida Statutes, State Transportation Trust Fund money limitations, State Highway System funding can only be utilized on designated State Highway System (SHS) facilities, with the exception of those local facilities meeting the criteria for the County Incentive Grant Program (CIGP); Small County Outreach Program (SCOP); Small County Road Assistance Program (SCRAP) or Transportation Regional Incentive Program (TRIP).

Should you have further questions or need additional information regarding the applicability of State Highway System funds, please do not hesitate to contact James Knight at james.knight@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives
James Knight, FDOT District 2 Urban Planning and Modal Administrator
Karen Taulbee, FDOT District 2 Urban Planning Administrator
James Green, FDOT District 2 Transportation Specialist

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 S. Marion Avenue
Lake City, Florida 32025-5874

JIM BOXOLD
SECRETARY

September 24, 2015

RECEIVED
SEP 28 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: SW 62nd Boulevard

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) north to State Road 26 (Newberry Road) to the State Highway System."* The Department has considered this request and has reviewed the attachment to the Gainesville MTPO letter.

When determining if a facility should be considered for State jurisdiction, the Florida Department of Transportation (FDOT) takes into consideration the following criteria listed in Section 335.0415, F.S.: (a) National defense needs; (b) Travel to and through urban areas; (c) Access to intermodal facilities including but not limited to airports, seaports, major terminals and transfer points; (d) Access to regional public facilities; and (e) Disaster preparedness and emergency evacuation.

SW 62nd Avenue does not provide any of the uses listed above as it is an areteria1 road for travel and property access within an urban area. The FDOT also considered if the corridor will provide significant relief to I-75. The corridor will divert trips off of I-75; however, the development that is likely to occur along the corridor will add trips to I-75 making the net impact minimal/none. Furthermore, the travel times of each corridor are expected to be similar (depending on the exact beginning/end of the trip). Therefore, the corridor will have minimal/no benefit to I-75.

Based on review of the statutory factors and lack of significant improvement to I-75, SW 62nd Avenue is not an appropriate corridor to be considered for addition to the state roadway system. However, as a significant local roadway the project is eligible for funding using certain federal revenues (if the project is a high priority of the Metropolitan Transportation Planning Organization).

Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake city, Florida 32025-5874

JIM BOXOLD
SECRETARY

RECEIVED
SEP 28 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

September 24, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: Strategic Intermodal System Designation –Local Bridges over Interstate Highways

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"that the Florida Department of Transportation include local bridges over Interstate Highways as part of the Strategic Intermodal System."*

Existing bridges over interstates are not part of the Strategic Intermodal System (SIS). While not on the SIS, existing bridges over interstates are eligible for SIS funding if an improvement is needed for the SIS facility.

If there are any questions concerning interstate bridge crossings or SIS funding, please contact Jim Knight at james.knight@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: James Knight, FDOT District 2 Urban Planning and Modal Administrator
Karen Taulbee, FDOT District 2 Urban Planning Manager
Barney Bennette, FDOT District 2 SIS Coordinator
James Green, FDOT District 2 Transportation Specialist

Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist

North Central Florida Regional Planning Council

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Hamilton • Lafayette • Madison
Suwannee • Taylor • Union Counties

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

August 13, 2015

Mr. Greg Evans, P. E., District 2 Secretary
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025-5847

RE: Year 2040 State Highway System Forecast Revenues- SW 62nd Boulevard Project

Dear Secretary Evans:

At its August 3, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area. Included in this discussion was the proposed SW 62nd Boulevard project.

Please find enclosed with this letter Exhibit 1 which describes the SW 62nd Boulevard project and the positive impacts it will have on the transportation system of the area. This includes diverting traffic off of Interstate 75, relieving traffic congestion on nearby Interstate 75 interchanges and also reducing traffic congestion on State Roads 24, 26 and 121. At the conclusion of this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

> *"request that the Florida Department of Transportation revisit the determination concerning the eligibility of SW 62nd Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan."*

If you have any questions concerning this matter, please do not hesitate to contact Marlie Sanderson, AICP, Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
James Green, Florida Department of Transportation District 2 Transportation Specialist
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3

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SW 62nd Boulevard Extension

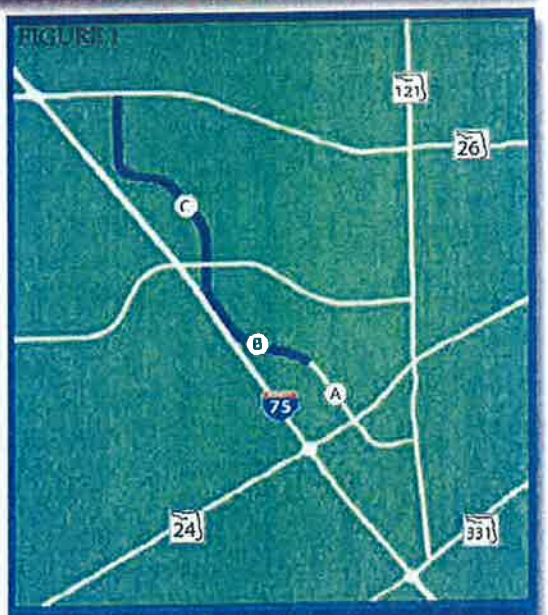
City of Gainesville, Florida

ABOUT: The SW 62nd Blvd Extension is a critical roadway project that will facilitate the movement of people and goods through the Gainesville Metropolitan Area, enhancing access to major employment centers, and alleviating congestion on the Federal Highway System (FHS). **The project implements a new connector (B) and reconstructs an existing road (C) to a 4-lane cross-section, with dedicated transit, bicycle, and pedestrian facilities.**

IMPACTS: The lack of adequate roadway capacity in the area results in high diversion of local traffic to I-75 accentuating the congestion problems along the interstate, particularly within the interchange areas, resulting in significant safety concerns. The SW 62nd Blvd Extension will provide an additional north-south route parallel to I-75 and SR 121/SW 34th St from SR 26/Newberry Rd to SR 24/Archer Rd serving as an alternate route, **reducing forecasted traffic along the interstate between the interchanges of SR 26 and SR 24 by 10% (or 8,700 vehicles per day based on Y2040 traffic projections), improving traffic circulation, and relieving congestion on other major FHS corridors improving roadway safety and level of service.**

FUNDING NEEDS: $45.2 million. The project can be implemented in phases, as described on Figures 1 and 2. Funding is needed for completion of design ($500,000), right-of-way acquisition ($17 million), and construction ($27.7 million).

CURRENT STATUS: The PD&E is funded and expected to be completed with a NEPA finding of no significant impact by July 2016. Funding is available for partial design work (50% plans). The southern portion of the corridor was completed by Butler Enterprises as a component of their redevelopment project.



FUNDING NEEDS BY SEGMENT		SEGMENT DESCRIPTION
A	Completed	*SR 24 - SW 43rd St* (funded by development contributions)
B	**$27 million**	*SW 43rd St - SW 20th Ave* ***NEW CONNECTOR*** with multimodal facilities
C	**$18.2 million**	*SW 20th Ave - SR 26* ***RECONSTRUCT EXISTING*** to 4 lanes plus multimodal facilities

Funding needs based on HNTB estimates in 2008 dollars.

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every path starts with passion
FLORIDA

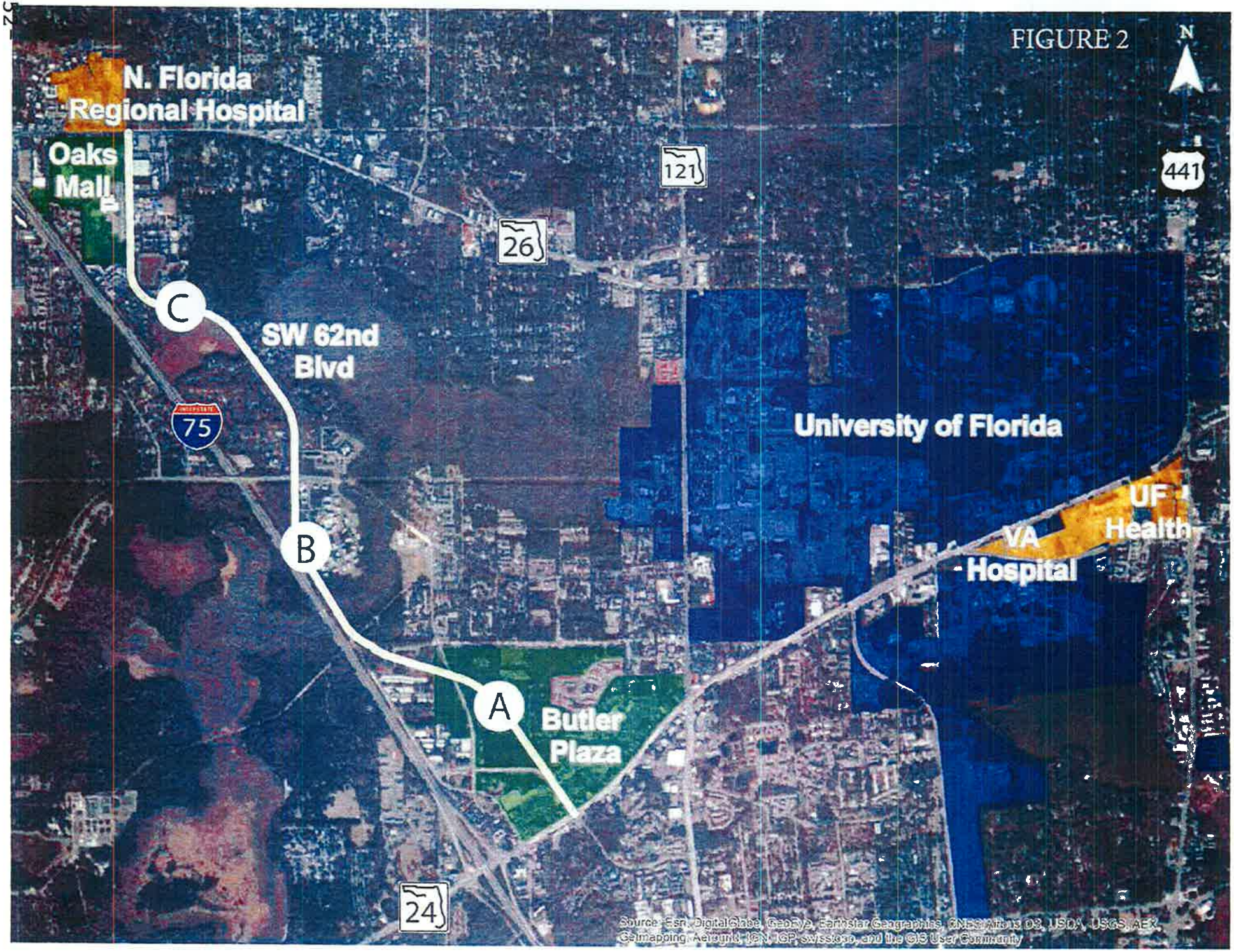
FIGURE 2
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University of Florida
UF
Health
VA
Hospital
B
A
Butler
Plaza
24
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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

August 13, 2015

Mr. Greg Evans, P. E., District 2 Secretary
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025-5847

RE: State Highway System Designation- SW 62nd Boulevard

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James Green, Florida Department of Transportation District 2 Transportation Specialist
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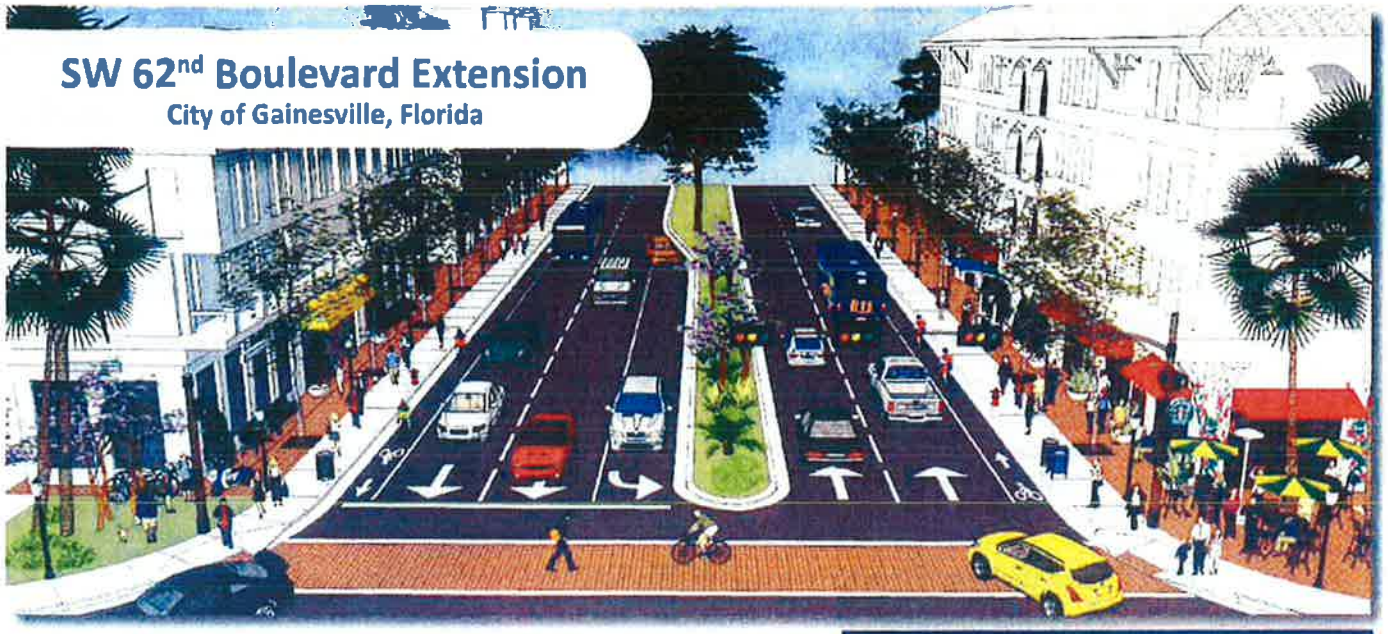

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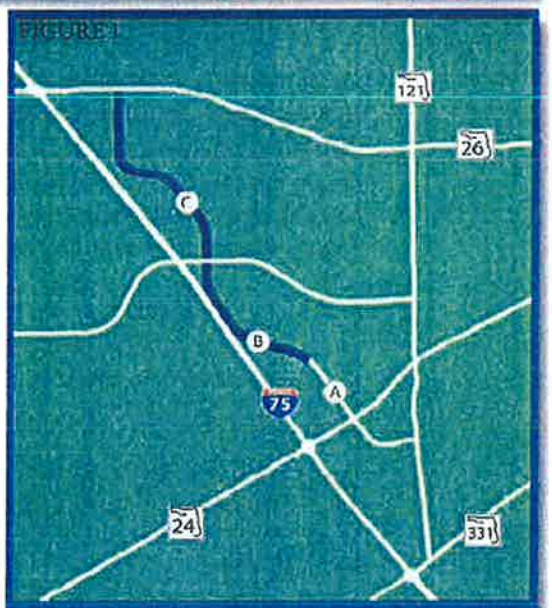

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Funding needs based on HNTB estimates in 2008 dollars.

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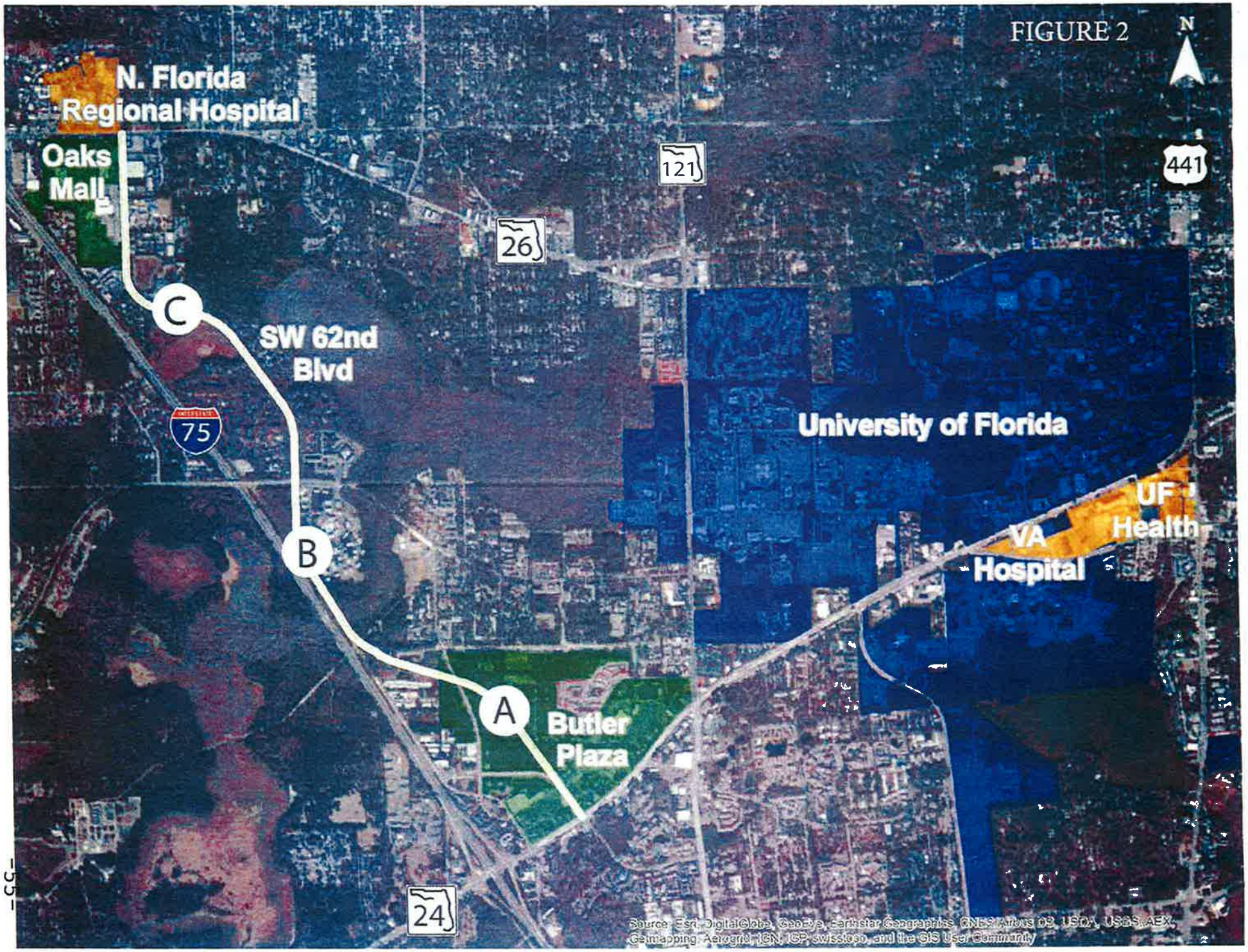
every path starts with passion
FLORIDA

FIGURE 2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University of Florida
UF
Health
VA
Hospital
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Butler
Plaza
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Archer Chamber of Commerce

PO BOX 977

Archer, FL 32618

352-215-7216

July 29, 2015

Marlie Sanderson, AICP Director of Transportation Planning

MTPO Metropolitan Transportation Planning Organization For the Gainesville Urbanized Area

Subject: Support for the **Archer Road Widening to 4-Lanes from Tower Road to SW 122nd Street (MTPO Boundary)**

Dear Ms. Sanderson:

For decades the City of Archer has suffered from the highly congested and dangerous commute from Archer to Gainesville. The population of Archer has decreased by approximately 25% over the past several years. During this time we've also suffered the loss of many businesses. Archer Road was slated to be widened many, many years ago. Newberry Road was widened instead and the City of Archer and its citizens were left waiting for decades.

We strongly feel for Archer to meet it's Economic Development Plan we are in great need of the 4-LANE WIDENING OF ARCHER ROAD, specifically the MTPO controlled segment identified on the project list. In order for Archer to pull itself out of its economic depression we, the Archer Area Chamber of Commerce need and **FULLY SUPPORT THE WIDENING OF ARCHER ROAD.** Many residents that work in Gainesville have moved from Archer to Gainesville, so they will not have to make the drive in and home on Archer Road. These residents we are losing are the residents that support our business community, the City, and the County with their spending and tax dollars.

We feel the City of Archer has a lot to offer the county and surrounding area. We have a long, rich history in Alachua County and we need the opportunity to regain our lost population and thrive once again as a successful business and residential community.

We feel the widening of Archer Road will give our community the boost it needs to be a viable, thriving community once again.

Respectfully,

Daniel J. Beck

President, Archer Chamber of Commerce

Shellie Banfield

Secretary, Archer Chamber of Commerce

Mary M. Hope

Vice President, Archer Chamber of Commerce

On The Right Track!

EXHIBIT 14

Marlie Sanderson

From: Everson Kasicki [kasickie@bellsouth.net]
Sent: Sunday, August 02, 2015 9:33 PM
To: Marlie Sanderson
Subject: Archer Road Project

We have lived in Archer for 25 years and every work day my husband travels to his job at UF Shands.We went to each meeting with DOT and the City of Archer for the four-laning of Archer Road planned for 1995. Land was bought starting in 1991, houses torn down, septic systems crushed, bulldozers working along the road for months...then all of a sudden, everything came to a screeching halt. We have been waiting for the past 25 years for this to happen...many others have waited their entire life.

I understand that in June there was funding released of $500,000.00 for a survey/plan to four-lane Archer Road. To NOT put us in the upcoming plan, would be a total waste of half a million dollars. That would not make very many citizens happy.

There is a major safety issue whenever there is an accident or an emergency vehicle on Archer Road. There is no where to go...the sides of the road are washed out and full of ruts. When there is any weather issue, traffic is stalled and backed up for miles.

Traffic does NOT have a steady pace...drivers take horrible chances when passing others going to and from Gainesville each day. Side road traffic attempting to get on Archer Road is stymied with not being able to join in the flow, without stopping the entire lane. To go on is pointless...you get the picture.

We have felt like the red-headed stepchild long enough. Get us back in the family, please. Thank you.

Sincerely, Robert and Linda Kasicki

EXHIBIT 15

Marlie Sanderson

From: robertaclopez@aol.com
Sent: Sunday, August 02, 2015 6:19 PM
To: Marlie Sanderson
Cc: bocc@alachuacounty.us; djones@City0fArcher.com; FHope@cityofarcher.com; mzander@cityofarcher.com; sdraw@msn.com; charris@cityofarcher.com; xbishop@cityofarcher.com
Subject: Archer - Hwy 24 - 4-Lane

Dear Mr. Sanderson,

I had the opportunity to work with you in the past and much discussion went into getting a stretch of land from 75th to 91st approved to 4-lane Hwy 24. In 2010 we presented pictures of what the traffic looked like between Archer and Gainesville. we also went before the Alachua County Commissioners with this issue. It is hard for me to believe that we are still having the same conversation today. I would appreciate it very much if you and the Board of Directors are able to support making Archer Road 4-lanes for the safety of its citizens.

It is my understanding that in June of this year you approved over $500,000 to update the survey/planning of Archer Road 4-lanes and to not include the Archer Road in the 25 year plan would be wasting money. This information came by way of Doug Jones.

Thank you and please take some action on August 3, 2015 at the MTPO meeting.

Roberta Lopez
Former Mayor/Commissioner
Archer, Florida

EXHIBIT 16

RESOLUTION NUMBER: 2015-13

A RESOLUTION OF THE CITY OF ARCHER, FLORIDA, FOR THE PURPOSE OF EXPRESSING SUPPORT FOR THE PROPOSED EXPANSION AND WIDENING OF ARCHER ROAD THROUGH THE CITY OF ARCHER; AND REPEALING ALL RESOLUTIONS IN CONFLICT.

WHEREAS, Archer Road (also known as State Road 24) passes through parts of Alachua County, including from the City of Gainesville to the City of Archer; and

WHEREAS, portions of Archer Road were previously expanded to widen the roadway to include four lanes; and

WHEREAS, Alachua County and the Florida Department of Transportation have discussed continuing the expansion to include the portion of Archer Road that travels through the City of Archer; and

WHEREAS, the City Commission of the City of Archer, Florida, desires to support this proposed expansion through the City of Archer; and

WHEREAS, the City Commission of the City of Archer, Florida, finds that such expansion would lead to additional roadway capacity in the City of Archer and will be a benefit to the residents of Archer and economic development; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ARCHER, FLORIDA, as follows:

SECTION ONE: The City Commission finds and determines it would benefit the residents and businesses of the City of Archer to support the expansion of Archer Road within the City of Archer.

SECTION TWO: The City Commission authorizes the City Manager to forward this Resolution to both Alachua County and the Florida Department of Transportation to support their efforts to widen Archer Road.

SECTION THREE: Existing resolutions in conflict are hereby repealed to the extent of such conflict.

This Resolution adopted this 10th day of August, 2015 after motion, second and majority vote favoring same.

ATTEST:

NAME

John Glanzer, City Manager

By: Doug Jones, Mayor

Approved as to form and legal sufficiency:

Courtney W. Johnson, Assistant City Attorney

★ The Gainesville Sun November 11, 1992

VOICE OF THE PEOPLE

Planning for roadways is effective

I recently attended a meeting where a long-range road improvement plan was presented. I have been involved for 14 months in a University of Florida research project on children's home-to-school transportation issues, and I feel the need to address the proposals to four-lane roads around school zones.

Two misconceptions undermine the rationale for these proposals: first the misconception that motorist behavior (or misbehavior, as it is better termed) will be improved by increasing the number of lanes on the roadway, and second, the misconception that this type of "road improvement" will contribute beneficially to a neighborhood by easing the flow of traffic and reducing the congestion.

What in fact happens is the reverse; the road becomes a thoroughfare, traffic volume increases because it is already a convenient route from home to work, and motorists' speeds increase. The road "feels" different with four lanes, and people tend to drive faster despite the posted speed limit signs.

For school zones, four-laning roads creates many more problems. Major intersections now must be negotiated by small children, often without sufficient crossing assistance. Parents, perceiving the speeds and increased numbers of moving vehicles, are reluctant to let their children walk or bicycle and drive them to school instead, creating even more traffic.

If we can look to the future, as these transportation plans suggest, we will take into account the diminishing oil reserves that support our present automobile dependence. Knowing we still will want "to go places," we should begin now to design a system for transportation choices, create safe walking and bicycling routes to neighborhood schools and help our future generations to grow up with a sense of independence about their own mobility.

We should seek the funding to enhance our roadways with sidewalks, bike paths and trails, connections that have mass transit options as well as roadside landscaping and resting places.

Our community is looking ahead.

As far as congestion, the price of gasoline will begin to take care of that, probably sooner that we have projected.

I commend our Metropolitan Transportation Planning Organization and government planners in Gainesville and Alachua County for their futuristic approach to transportation-demand management. It is great to live in a community that is looking ahead ... instead of in the rearview mirror!

LINDA B. CRIDER,
Gainesville

RON CUNNINGHAM

GAINESVILLE SUN

MAY 8, 1994

Dick, Lawton, Bob, Ted and Andres

Honest, this is the last time I'm gonna write about Dick Nixon. But listen, it isn't easy for somebody like me to just go cold turkey on the guy who defined political cynicism and ethical promiscuity for my generation.

So maybe just one more kick at Dick.

I keep thinking about this question of how history is going to judge Nixon — as the unindicted co-conspirator who fled the White House in disgrace (my vote), or the foreign policy master and elder statesman reborn.

It puts me in mind of a columnist I read years ago who predicted that in a couple centuries, Nixon will be better remembered than any other president of the 20th century — for one reason and one reason only.

Not because of Watergate, or China, and certainly not because of his stupid Checkers trick, his wife's cloth coat or his weighty books.

He will be remembered because it was on Nixon's watch that the first man set foot on the moon. One small step and all that.

And Nixon would probably settle for that in the long run. After all, if it hadn't been for Christopher Columbus, King Ferdinand would only be remembered, if at all, as the religious zealot who threw the Jews out of Spain.

On the other hand, the way the manned space program has fizzled, it's possible that the moon landings will amount to little more than novel footnotes in the history of mankind: "been there, done that." If that turns out to be the case, Nixon will be remembered, not as the president who said, "The heavens have become part of man's world," but as the unindicted co-conspirator who protested, "I am not a crook."

• • •

The Republicans think they have a silver bullet to use against Gov. Lawton Chiles as he runs for re-election. They've been keeping score, and figure that Chiles has only signed 16 death warrants so far during his first term.

In contrast, his successor, Republican Bob Martinez, signed 139.

But the GOP may not be able to make much of the difference between Lawton's death warrant stats and Bob's. First, signing warrants only amounts to bragging rights — governors can ink pieces of paper 'till the cows come home, but the executioner still won't do his thing until some judge says it's OK.

And when it comes to body counts — that is, death row inmates actually dispatched — Chiles and Martinez are running just about neck-and-neck. The score: Chiles 8, Martinez 9.

Anyway, the death penalty may not be the potent campaign issue that a lot of politicians assume it is. If it were, Martinez would still be governor of Florida.

After all, Martinez had the most impressive trophy of all — Ted Bundy, America's most notorious serial killer before Dan Rolling came along. But having Bundy's head on a campaign office wall didn't do Martinez any good. The voters still thought he was a dud and sent him packing to Tampa.

• • •

You can always tell when a couple of years has passed in Gainesville — we start to argue about widening NW 34th Street again.

Here comes the state Deparment of Transportation with another public hearing and a $300,000 study that will, no doubt, inform us that there is a heck of a rush hour bottleneck on NW 34th, and that adding two or three more lanes might alleviate it.

Then the residents who live along the street — and the parents who send their children to the schools that line the street — will turn out to complain that the state wants to run a "superhighway" through their neighborhood, endangering pedestrians and kids on bicycles.

The local politicians will dither back and forth — not wanting to offend the neighborhoods, but loath to stop the march of progress either. Most will take Mayor-Commissioner Jim Painter's "one of these days" tact — and then we'll come back and argue about it some more in another couple of years.

The debate over whether or not to widen NW 34th Street is a classic example of the how modern urban planning is geared more toward the facilitation of traffic than the maintenance of livable cities.

Here's a nice little bit of irony: While the DOT is dropping a bundle to tell us why we need a wider, faster 34th Street, it's spending money elsewhere in the state to figure out how to get pedestrians safely across some of the dangerous, multi-lane intersections already created.

Why? Because last year 145 elderly pedestrians were killed while trying to cross Florida's dangerous streets.

Ron Cunningham is editorial page editor for The Sun.

yes

The Gainesville Sun, Wednesday, July 20, 1994

Widening roads doesn't lessen traffic congestion

Jade Albrecht, in a June 26 letter to The Sun, claims the proposed widening of Northwest 34th Street is overwhelmingly more of a benefit than a cost, due largely to a belief widening will reduce traffic congestion and give us free-flowing traffic, which Albrecht then claims will reduce noise pollution.

Albrecht needs to do some homework.

For example, it is now obvious, after numerous studies and hundreds of billions (trillions?) of dollars worth of road widening around the country, that adding traffic lanes does not eliminate congestion. The classic case occurred three years ago in the state of Washington, where traffic engineers, who predicted a new $1.7 billion highway bridge would provide at least 20 years of capacity, were surprised to learn that capacity was instead reached in less than a month. Right here in Gainesville we need only look at Archer Road, where a six-lane monstrosity is the daily scene of angry motorists stuck in traffic.

As for reduced noise pollution, the usual approach to strive for roads wide enough to allow for the motorist utopia known as free-flowing traffic, which, in technical terms, is at least "Level-of-Service 'C.'" Guess which road conditions have been determined to cause the highest levels of noise pollution? You got it. The coveted, free-flowing Level-of-Service "C."

What about the benefits of reduced gas consumption and air pollution as a result of widening roads? Sorry, but this myth was convincingly exploded by Kenworthy and Newman, who, in a worldwide survey of cities, discovered the more a city widened roads, the more people made a trip by car, and the more mileage they drove. As a result, such cities experience higher levels of gas consumption and higher levels of air pollution.

I recently returned from a two-week trip in California. Ten- and twelve-lane roads, filled with hostile, stressed motorists, were everywhere. We heard several people talk about the need to escape from the drive-by shooting problems. (Indeed, large numbers of Californians are fleeing the state due to the shootings and traffic.)

I could go on and on about how wider roads destroy our neighborhoods and downtown, how they promote sprawl, how they bankrupt gover ments and families and how they d stroy our sense of community an turn us into sworn enemies of anyon who takes too long to make a left tur at an intersection, among othe things.

A road widening should give us clear message. Not that we are bein foresighted in accommodating ir creased future traffic, but that w have failed to adequately control th sprawl of housing into far-flung loc tions and have made life so miserabl for pedestrians, transit users and bic clists (and, conversely, so enjoyabl for motorists) that we are almost a forced to get around by car. Free-flov ing, high-speed traffic is fine for th interstate highways. It is destructiv within cities, where traffic must i stead be slowed down for safety an livability.

If Gainesville is to realize any degre of quality of life in the future, and e cape the fate of road-happy souther California, we must commit ourselve to controlling sprawl and stop spendin millions of dollars on community-de stroying road widenings.

DOM NOZZ
Gainesvill

Staggered hours mean less traffic

As Gainesville gears up for the fall term at the University of Florida and Santa Fe Community College, commuters begin mentally preparing for another year of long lines of traffic and frayed tempers.

Creeping along Northwest 38th Avenue toward my job at the beginning of the fall term a couple of years ago, it occurred to me there might be a fairly simple solution to the problem of growing Gainesville gridlock: flextime.

If workers could stagger the times they arrive for and depart from work, peak-time traffic could be significantly reduced. We might be able to avoid widening roads through residential neighborhoods, which only leads to more traffic in the long run.

Staggered work hours would provide local agencies and businesses the opportunity to extend the services they offer to clients or customers. Quality of life and employee productivity would improve with happier, less-stressed workers.

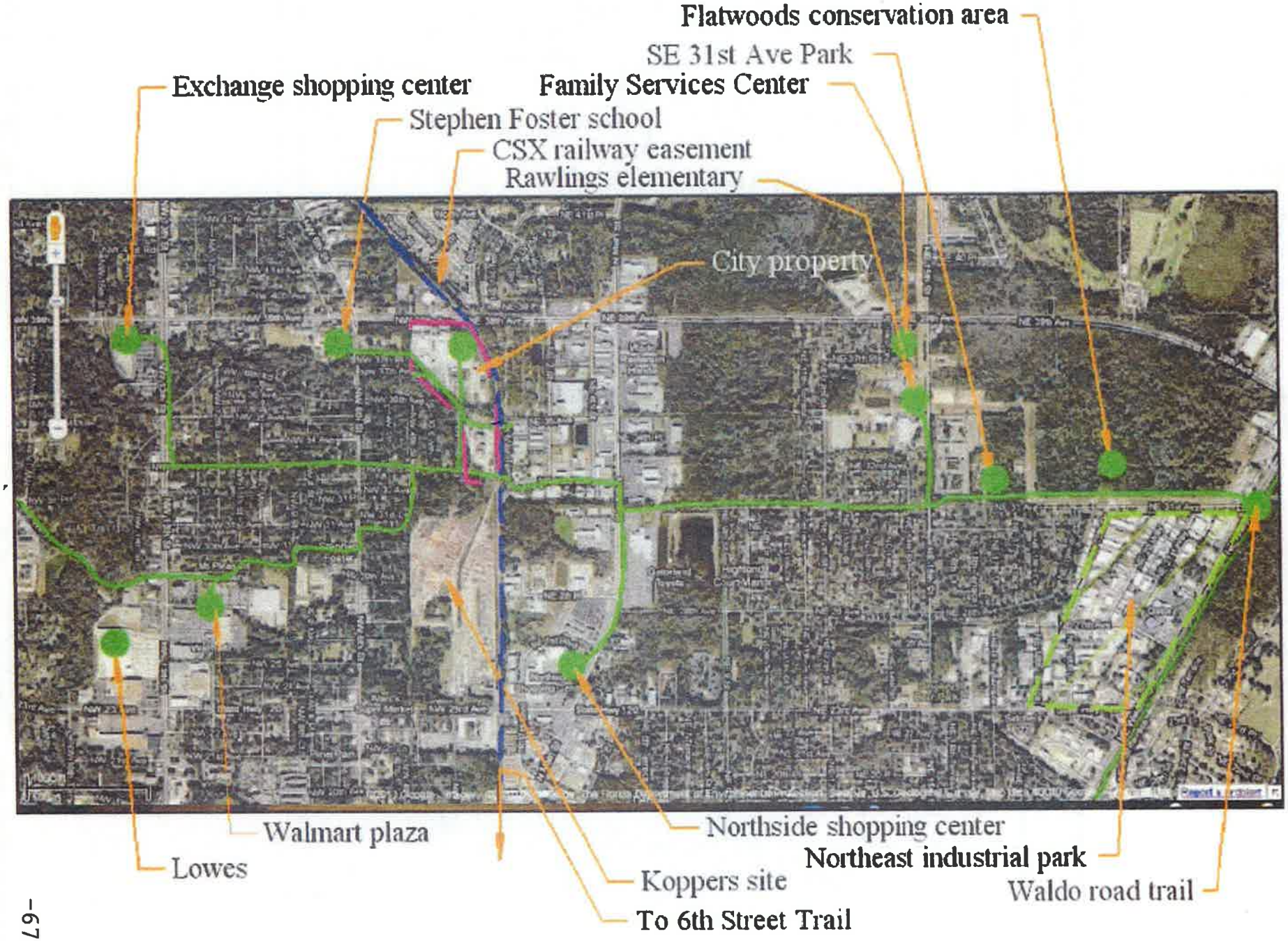
For business owners who are pro-child and pro-family, flextime options would demonstrate a commitment to family values by giving parents the flexibility they often need to transport children to and from school and day care.

While the 8 a.m. to 5 p.m. work ethic remains firmly entrenched here in the South, I know other parts of the country are embracing flextime as a way to deal with increasing traffic problems. When I left the San Francisco Bay area five years ago, the city of San Francisco was requiring major employers to institute flextime.

For the benefits of all residents of Alachua County, I urge local employers and business owners to consider flextime as a reasonable, creative alternative to business and traffic as usual.

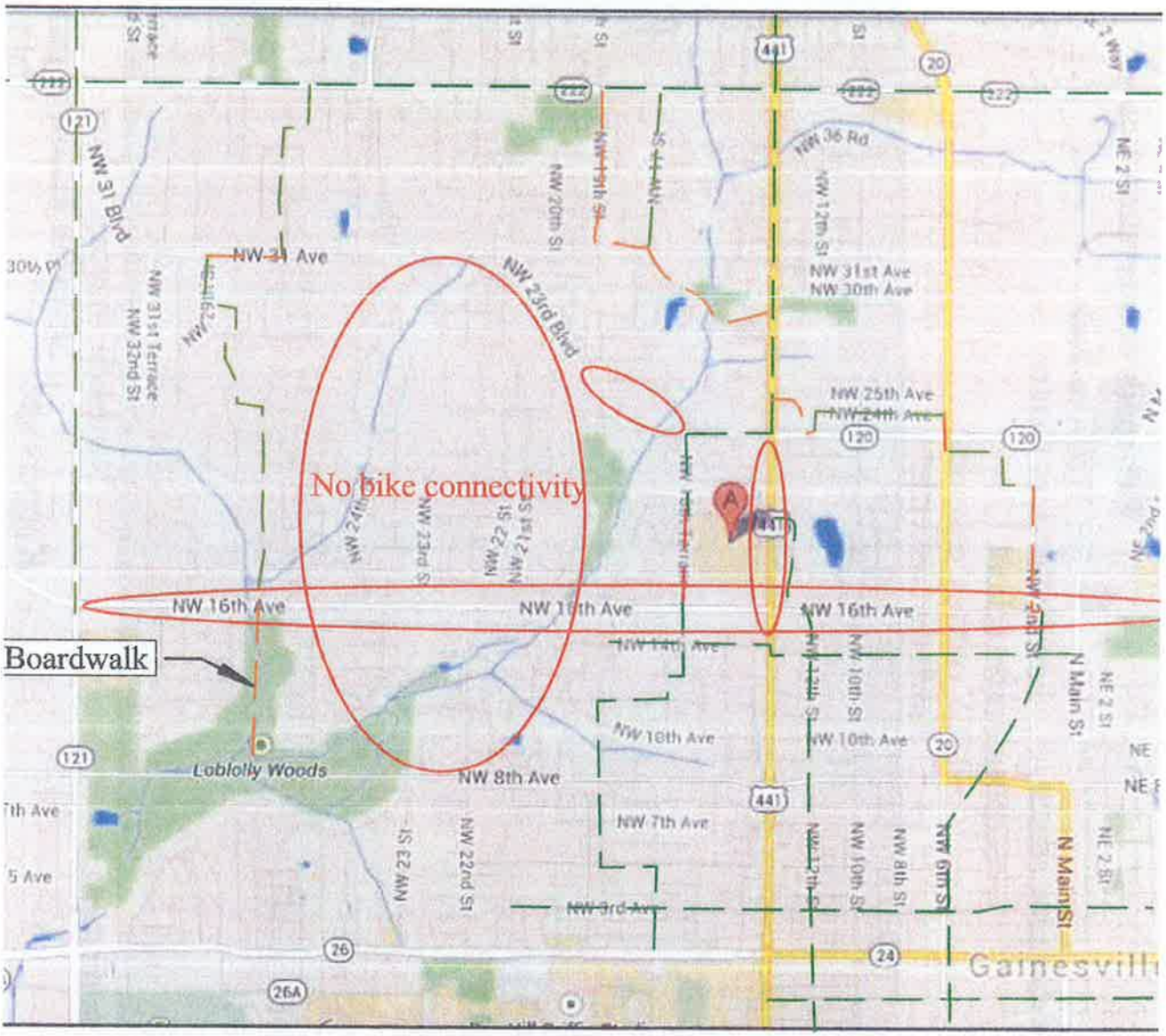
LUCINDA FAULKNER MERRITT,
Newberry

Gainesville Sun Aug. 1, 1994



31 Ave Connector

Bicycle connectivity NW 39th Ave - Univ Ave




NW 31st Ave
Glen Springs Rd
NW 30th Terrace
NW 29th Terrace
NW 29th St
NW 28th St
NW 27 Terrace
NW 27th Terrace
NW 27th Terrace
NW 29 Pl
NW 27 Pl
NW 25th Terrace
NW 23 Terrace
NW 25 St
NW 24th Terrace
NW 24 Terrace
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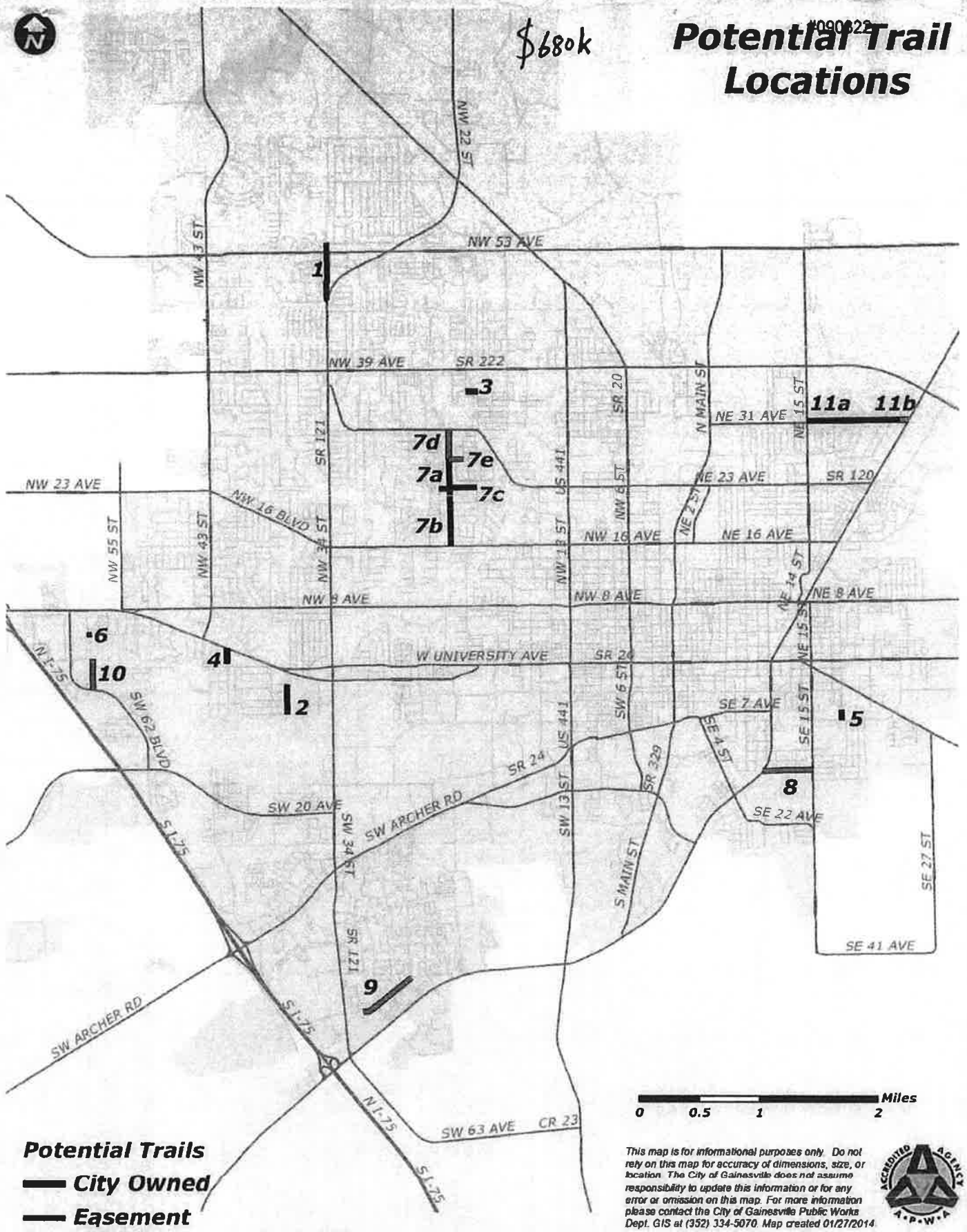
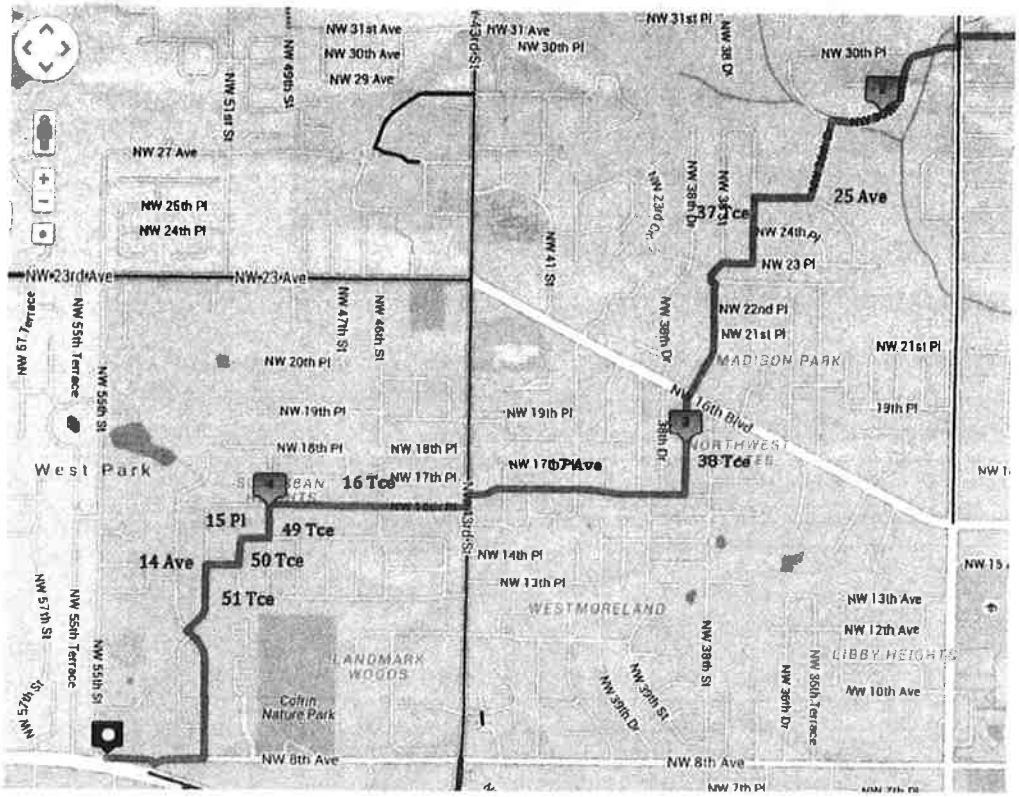
NW 23 Terrace
NW 23rd Terrace
NW 23 Terrace
NW 23 St
NW 22 Dr
NW 22nd Dr
NW 22nd Terrace
NW 22 St
NW 22nd St
NW 28th Ave
NW 28th Pl
NW 29 Pl
NW 21st Ave
NW 21 Pl
NW 21st Pl
NW 21st St
NW 21st St
NW 24th Ave
NW 22nd Blvd
Glen Springs Elementary School
Glen Springs Church
Gainesville Chinese Christian
Blue Ribbon Realty

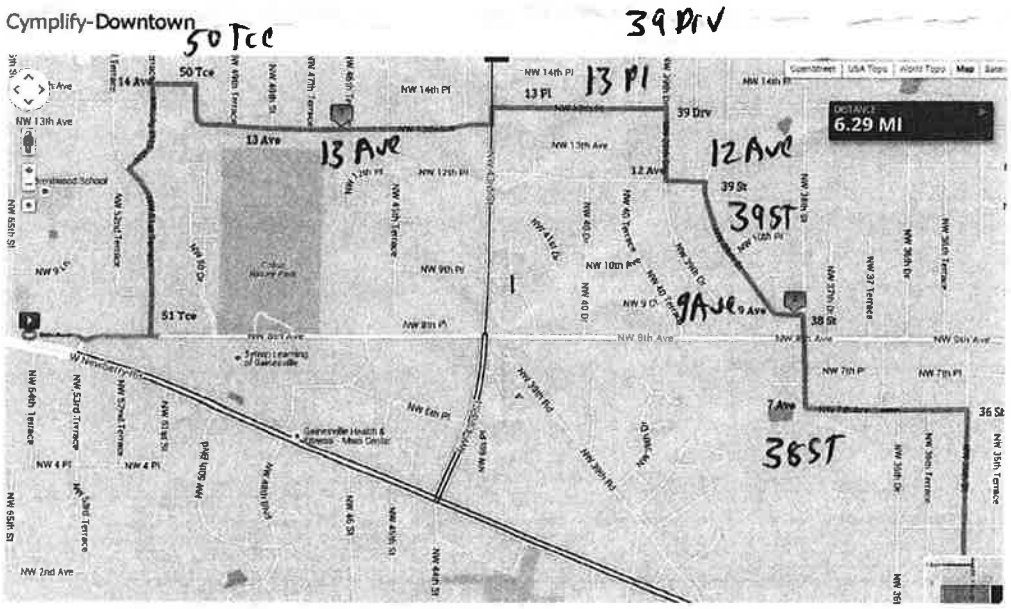

$680k
#090022
Potential Trail Locations
NW 22 ST
NW 43 ST
NW 53 AVE
1
NW 39 AVE
SR 222
3
SR 20
N MAIN ST
NE 31 AVE
NE 15 ST
11a
11b
SR 121
7d
7e
7a
7c
7b
US 441
NW 6 ST
NE 23 AVE
SR 120
NW 23 AVE
NW 16 BLVD
NW 55 ST
NW 43 ST
NW 34 ST
NW 13 ST
NW 16 AVE
NE 2 ST
NE 16 AVE
NE 14 ST
NW 8 AVE
NE 8 AVE
6
10
4
W UNIVERSITY AVE
SR 26
NE 15 ST
2
SW 6 ST
SE 7 AVE
5
SW 62 BLVD
SR 24
SE 4 ST
SE 15 ST
8
SR 329
SW 20 AVE
SW ARCHER RD
SW 13 ST
SE 22 AVE
SW 34 ST
S MAIN ST
SE 27 ST
SR 121
SE 41 AVE
9
SW ARCHER RD
SW 63 AVE
CR 23
Miles
0
0.5
1
2
Potential Trails
City Owned
Easement
This map is for informational purposes only. Do not rely on this map for accuracy of dimensions, size, or location. The City of Gainesville does not assume responsibility to update this information or for any error or omission on this map. For more information please contact the City of Gainesville Public Works Dept. GIS at (352) 334-5070. Map created 01/27/2014.
ACCREDITED AGENCY
A·P·W·A

Home-Cymplify



36 Drv
25 Ave
37 tce
23 Pl
38 ST
38 Tce
17 Ave
16 Tce
49 Tce
15 Pl
50 Tce
14 Ave
51 Tce

Cymplify-Downtown



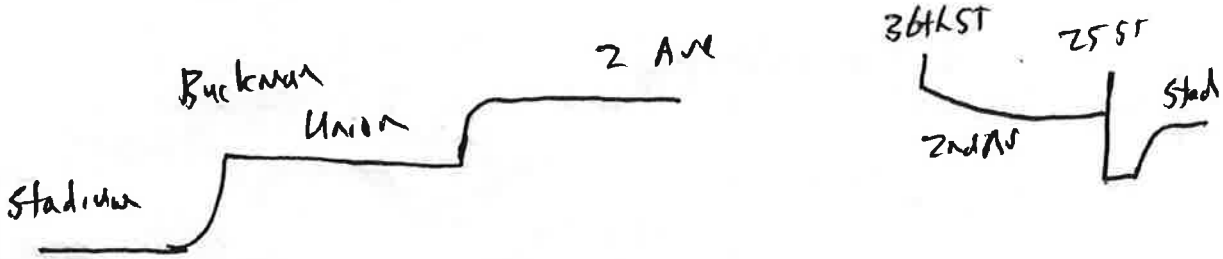


EXHIBIT 19

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2015-02, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 5th day of October, A.D., 2015.

WITNESS my hand this 12th day of October, A.D., 2015.

Charles "Chuck" Chestnut, IV, Secretary

RESOLUTION NO. 2015-02

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA ADOPTING THE GAINESVILLE URBANIZED AREA YEAR 2040 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN; PROVIDING AN EFFECTIVE DATE

WHEREAS, the federal government, under the authority of 23 United States Code 134 and 49 United States Code 5303, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area, and further requires the state transportation agency and the metropolitan area to enter into an agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning;

WHEREAS, Section 134 of Title 23, United States Code, requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prepare and update a long-range transportation plan for its metropolitan planning area; and

WHEREAS, Florida Statutes, Section 339.175 as amended, requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop a long-range transportation plan that addresses at least a 20-year planning horizon.

NOW THEREFORE, BE IT RESOLVED THAT THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA hereby adopts the Gainesville Urbanized Area Year 2040 Long-Range Transportation Cost Feasible Plan dated, October 5, 2015;

RESOLVED FURTHER, that all resolutions, or parts of resolutions, in conflict with this resolution are hereby repealed to the extent of such conflict; and

RESOLVED FURTHER, that this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 5th day of October A.D., 2015.

ATTEST:

Charles "Chuck" Chestnut, IV, Secretary

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Robert Hutchinson, Chair

APPROVED AS TO FORM

Michele L. Lieberman, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

t:\marlie\ms16\lrtp\cost feasible plan\mtpores.doc

Exhibit 20

Adopted Year 2040 Cost Feasible Plan Projects

Priority	Project	Description [Funding]	Estimated Cost (In Millions)
		State Highway System [$57.30 Million Available]	
1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.10
2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	$6.00
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	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 bikelanes	$33.56
5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	$12.70 (Partially Funded)
		Surface Transportation Program [$21.10 Million Available]	
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bikelanes - $27 million project (not fully funded)	$9.00 (Partially Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bikelanes- $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	$1.30
		Transportation Alternatives Program [$4.94 Million Available]	
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	$4.94
		Strategic Intermodal System [$5.10 Million Available]	
1	Interstate 75	Interchange Modification- Operational Improvement at State Road 121 interchange	$5.10
		Transit [$52.70 Million Available]	
1	Regional Transit System	Maintain existing transit service systemwide	$52.70
		Local Projects [Alachua County/City of Gainesville/University of Florida/Developer-Funded]	
-	NW 83rd Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	$10.75
-	NW 91st Street	Two-lane extension from terminus to Springhills Boulevard	$2.99
-	NW 98th Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	$5.59
-	Radio Road Extension	Two-lane extension from SW 34th Street to Hull Road	$3.24
-	Springhills Boulevard	New two-lane roadway from NW 122nd Street to NW 83rd Street	$5.97
-	Springhhills Connector	New two-lane roadway from Springhills Boulevard to Millhopper Road	$5.97
-	SW 23rd Terrace Extension	Two lane extension from Archer Road to Hull Road	$2.39
-	University of Florida	Transit Center	$6.24

EXHIBIT 21

Florida's Future Corridors Program

Florida's Future Corridors

What is the Future Corridors Program?

The Future Corridors Program is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of the major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This effort builds upon the 2060 Florida Transportation Plan and Secretary Prasad's "Florida's 21st Century Transportation Vision," which call for planning a transportation system that maintains our economic competitiveness by meeting today's transportation needs for moving people and freight as well as our needs for decades to come.

Why Are We Considering Future Statewide Corridors?

In addition to an expected population increase of 37 percent by 2040, it is also anticipated Florida will experience a 44 percent increase in visitors by 2040 and a 39 percent increase in freight tonnage by 2035. This means as a state we need to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight.
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship.
- Provide solutions for or alternatives to major highways that already are congested.
- Improve connectivity between Florida and other states and nations and among Florida's regions to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

What Types Of Corridors Are We Planning?

A statewide transportation corridor is one that connects Florida to other states or connects broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines and telecommunications or utility transmission lines.

This initiative focuses on two approaches to plan for future corridors:

- Transforming existing facilities in a corridor to serve a new function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.

- Identifying study areas for potential new parallel facilities to provide alternatives to existing congested highways or potential new corridors for multimodal facilities in regions not well served by statewide corridors today.

When Will Future Corridors Be Developed?

FDOT will be conducting Concept studies on priority study areas in 2012 and 2013. The intent is to develop a long-range framework to guide future investment decisions in the study areas over the next 50 years. This strategy can be integrated over time into local and regional transportation, land use, and conservation plans. Evaluation and Project Development studies will be scheduled on specific segments as needed. Construction on some segments that are of independent utility could move forward in the next few years, while other corridors may not be developed for a few decades.

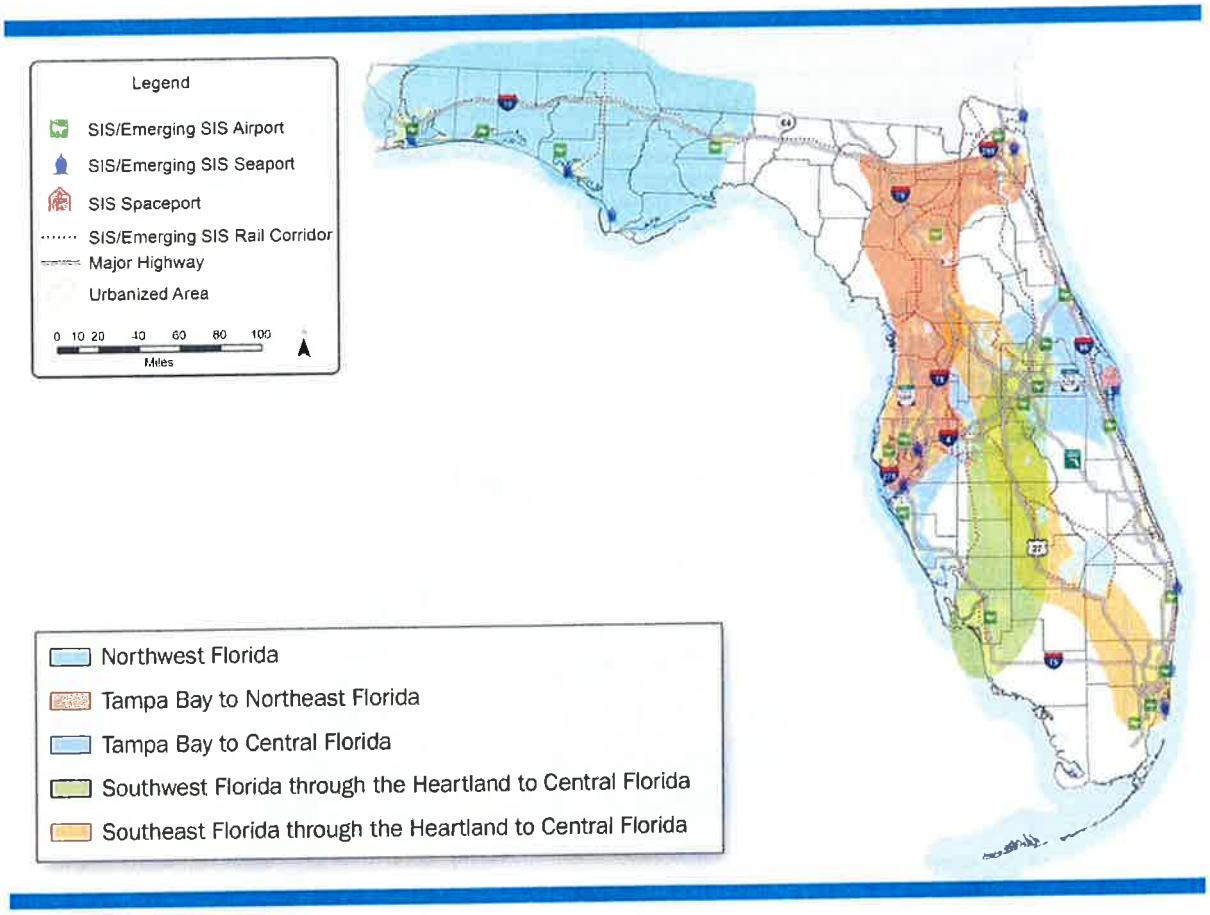
Who Will Be Involved in Planning and Developing Future Corridors?

As the lead agency for this initiative, FDOT will be working with a full range of statewide, regional, and local partners. A state agency working group, including the Departments of Environmental Protection, Economic Opportunity, Agriculture and Consumer Services, Fish and Wildlife Conservation Commission, and Federal Highway Administration is guiding the overall initiative. In specific study areas, FDOT will work with a wide range of partners, including environmental organizations, business and economic development organizations, utility providers, local governments, metropolitan planning organizations, regional planning councils, and public and private landowners to better understand how they envision the future of Florida.

What is the Future Corridors Initiative?

The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Florida's Future Corridors Initial Study Areas



Florida Department of TRANSPORTATION

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Florida's Future Corridors

Florida's Future Corridors / Corridor Study Areas / Tampa Bay to Northeast Florida

Tampa Bay to Northeast Florida

Overview

This study will assess the need for better connectivity between Tampa Bay and Jacksonville, two large regions that are not well connected today. An early focus will be on increasing safety and congestion concerns along Interstate 75 north of Wildwood. Initial steps will evaluate operational improvements to I-75 as well as potential extensions of the Suncoast Parkway or Florida's Turnpike to improve connectivity in the southern portion of the study area. The full study will explore a possible new connection between the Suncoast Parkway and I-75 in the Gainesville/Ocala area, as well as enhanced connectivity between Gainesville/Ocala and the Jacksonville area.

Concept Stage

- Summary Report
- Technical Report
- Background Information

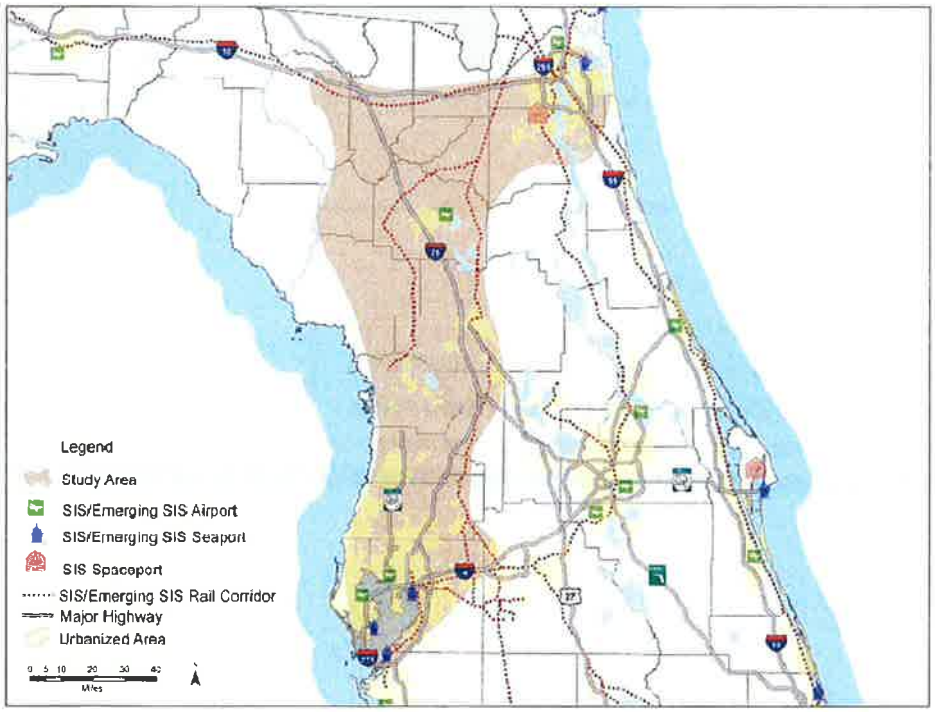

EXHIBIT 22

The Center for Independent Living of North Central Florida

Empowering people with disabilities to live independently!

www.CILNCF.org

October 1, 2015

Steven Holmes, Executive Director
Florida Commission for the Transportation Disadvantaged (CTD)
605 Suwannee Street, MS-49, Tallahassee, Florida 32399
Dear Mr. Holmes:

This letter is written expressing concern for the proposed appointment of Ms. Lisa Hogan of Right Path Transportation to the Alachua County Local Coordinating Board (LCB) for the position of Private Transportation Industry representative.

The Center for Independent Living has served as a representative on the Alachua County Local Coordinating Board (LCB) for several years. Many of our clients use the Community Transportation service, and we also have a contract with the City of Gainesville Regional Transit System (RTS) to facilitate eligibility determination for the Americans with Disabilities Act (ADA) component of the RTS service. We are well versed in the provisions of F.S. Chapter 427, which outlines the requirements for the coordination of social service transportation throughout the state.

We are aware that in 2013, the Florida Legislature passed legislation mandating that all Medicaid recipients (with few exceptions) be enrolled with a Managed Care Organization (MCO). The legislation also included a provision that the MCOs would be responsible for transportation, and the MCOs subsequently contracted with Transportation Brokers to arrange and manage their transportation needs. Although some of the service is still provided through the coordinated Community Transportation system, many small companies have entered the area and are contracting with these brokers as well. It is of great concern that these operators are not held to the same operational, driver background, drug and alcohol testing and safety standards as the Community Transportation system is by the Florida Department of Transportation (FDOT) and the Commission for the Transportation Disadvantaged (CTD).

Many of our clients have expressed concern with the service they have received through these operators, and in some cases have opted to schedule their service through ADA ($3.00 copayment) rather than go through the MCOs for their service. We feel this is an undue burden on the ADA service, as the Medicaid service through the MCOs has already been funded. In addition, every

CILNCF Headquarters: 222 SW 36th Terrace, Gainesville, FL 32607 | Voice (352) 378-7474 | VP (352) 240-3079 | Fax (352) 378-5582 | Toll Free (800) 265-5724
Ocala Office Serving Marion & Surrounding Counties: 3445 NE 24th Street, Ocala, FL 34470 | Voice (352) 368-3788 | TTY (352) 368-2969 | Fax (352) 629-0098
Sign Language Interpreting Services: Toll Free (877) 629-8840 | Fax (352) 378-2889

trip that is provided outside of the coordinated system increases costs for the remaining funding agencies, including ADA, and therefore represents a clear detriment and conflict of interest to the coordinated system.

The LCB is an advisory and approval board comprised of stakeholders in the system such as us that provides guidance and also approves rates for Transportation Disadvantaged, grant applications for funding and capital, Annual Operating Reports, and policy and service changes. Having an LCB member that operates service outside of the spirit and philosophy of coordinated transportation is of great concern, as it appears that the applicant seeking this appointment is making an attempt to gain advantage not only in the current marketplace but in upcoming procurements for Community Transportation Coordinator (CTC) and other contracts that are coordinated in the system, and will not support the tenants of F.S. 427. Given these circumstances, at this time, we cannot support the proposed appointment of Ms. Lisa Hogan of Right Path Transportation to the Alachua County Local Coordinating Board (LCB) for the position of Private Transportation Industry representative.

Thank you for your consideration of this matter. Please contact me if you wish to discuss this matter.

Cordially,

Tony Delisle, PhD
Executive Director
Center for Independent Living of North Central Florida (CILNCF)
Website: http://cilncf.org/
Email: tdelisle@cilncf.org
Phone: (352) 378-7474 ext- 12
Fax: (352) 378-5582

North Central Florida Regional Planning Council

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

December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Unified Planning Work Program Revisions and FDOT Supplemental Agreement Amendment

STAFF RECOMMENDATION

Approve the Unified Planning Work Program revisions in Exhibit 2 and the Florida Department of Transportation Supplemental Joint Participation Agreement in Exhibit 3.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received notification of additional Federal Transit Administration Section 5305 (d) Grant funding (see Exhibit 1). The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to revise its adopted Unified Planning Work Program to add funds in Task 1.5 State Support and Program Management and Technical Assistance Federal Transit Administration and to Task 8.3- Section 5305 (d) Federal Transit Administration Grant (see Exhibit 2).

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also needs to approve the Florida Department of Transportation Supplemental Joint Participation Agreement in order to receive the year's allocation of Section 5305 (d) funds.

T:\Marlie\MS16\MTPO\MEMO\section5305dec14.docx

EXHIBIT 1

Florida Department of Transportation

Jacksonville Urban Office – MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730

RICK SCOTT
GOVERNOR

JIM BOXOLD
SECRETARY

TRANSMITTED ELECTRONICALLY: November 23, 2015

Mr. Marlie Sanderson, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: Supplemental Agreement to Contract AQR-23
FTA 5305(d) Planning Funds

Dear Mr. Sanderson,

The Florida Department of Transportation requests placement on the agendas of the December 14, 2015 meeting of the Gainesville Metropolitan Transportation Planning Organization to consider a Supplemental Agreement to Contract AQR23. This Supplemental Agreement adds the FY2015/16 Federal Transit Administration 5305(d) Planning Funds to your existing contract.

FTA 5305(d)	$ 163,864
State of Florida DU	$ 20,483
TOTAL this SUPPLEMENT	$ 184,347

This Supplemental Agreement also extends the contract expiration to September 30, 2016, to coincide with the Federal Fiscal Year.

The Draft Supplemental Joint Participation form is attached for your review and processing.

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Doreen Joyner-Howard, AICP
Karen Taulbee, AICP

Responsible Agency	Funding Sources					
	Federal (Planning)	State Cash	State In-Kind	Local Cash	Local In-Kind	Total
Year One- Fiscal Year 2014-15						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	-	-	-	-	-	-
Florida Department of Transportation	-	$20,855	-	-	-	$20,855
Alachua County	-	-	-	-	-	-
City of Gainesville	-	-	-	-	-	-
University of Florida	-	-	-	-	-	-
Total	-	$20,855	-	-	-	$20,855
Responsible Agency	**Funding Sources**					
	Federal (Planning)	**State Cash**	**State In-Kind**	**Local Cash**	**Local In-Kind**	**Total**
Year Two- Fiscal Year 2015-16#						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	-	-	-	-	-	-
Florida Department of Transportation	-	$20,483	-	-	-	$20,483
Alachua County	-	-	-	-	-	-
City of Gainesville	-	-	-	-	-	-
University of Florida	-	-	-	-	-	-
Total	-	$20,483	-	-	-	$20,483

*Lead Agency; #Planning Budget for Year Two is illustrative until approved by the Florida Legislature

Responsible Agency	Funding Sources					
	Federal (Planning)	State Cash	State In-Kind	Local Cash	Local In-Kind	Total
Year One- Fiscal Year 2014-15						
***Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**	$127,163	-	-	$15,895	-	$143,058
Florida Department of Transportation	-	-	-	-	-	-
Alachua County	-	-	-	-	-	-
City of Gainesville	-	-	-	-	-	-
University of Florida	-	-	-	-	$2,000	$2,000
Total	$127,163	-	-	$15,895	$2,000	$145,058
Responsible Agency	**Funding Sources**					
	Federal (Planning)	**State Cash**	**State In-Kind**	**Local Cash**	**Local In-Kind**	**Total**
Year Two- Fiscal Year 2015-16#						
***Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**	$163,864	-	-	$20,483	-	$184,347
Florida Department of Transportation	-	-	-	-	-	-
Alachua County	-	-	-	-	-	-
City of Gainesville	-	-	-	-	-	-
University of Florida	-	-	-	-	$2,000	$2,000
Total	$163,864	-	-	$20,483	$2,000	$186,347

*Lead Agency; #Planning Budget for Year Two is illustrative until approved by the Florida Legislature

Table 4

Agency Participation Table
Fiscal Year 2015-16

Task Number		FDOT	MTPO	Alachua County	City of Gainesville	University of Florida	Total
1.0	**Administration**						
1.1	Program Management	14,996	68,000	9,360	16,526	2,000	110,882
1.2	Unified Planning Work Program	6,617	30,000				36,617
1.3	Professional Development	5,514	33,662				39,176
1.4	Program Reporting	6,617	30,000				36,617
1.5	State Support and Program Managemer and Technical Assistance FTA		20,483				20,483
2.0	**Data Collection**						
2.1	System Characteristics			37,780	40,200		77,980
2.2	System-Associated Characteristics	6,617	30,000				36,617
2.3	Household Travel Behavior Survey	1,000					1,000
3.0	**Transportation Improvement Program**						
3.1	Transportation Improvement Program	6,617	30,000		5,900		42,517
4.0	**Long Range Transportation Plan**						
4.1	Long Range Transportation Plan	9,581	43,442		1,200		54,223
5.0	**Special Project Planning**						
5.1	Pedestrian Safety Action Plan	7,719	35,000				42,719
6.0	**Regional Planning**						
6.1	Regional Planning	6,617	30,000				36,617
7.0	**Public Participation**						
7.1	Public Participation	8,822	40,000				48,822
7.2	Civil Rights- Title VI	6,617	30,000				36,617
7.3	Civil Rights- Environmental Justice	5,514	25,000				30,514
8.0	**System Planning**						
8.1	System Review and Analysis	6,837	31,000	19,470		2,000	59,307
8.2	Management Systems	10,587	48,000		1,456		60,043
8.3	Section 5305 (d) FTA Grant		184,347			2,000	186,347
8.4	Transportation Disadvantaged Program		24,245				24,245
	Total	**110,272**	**733,179**	**66,610**	**65,282**	**6,000**	**981,343**

*Planning budget for year two is illustrative until approved by the United States Congress.

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

Table 5

Funding Source Table
Fiscal Year 2015-16

Task Number		1 USDOT SPR Federal	2 USDOT SPR State	3 FTA Federal	4 FTA State	5 MTPO/ Local	6 Other Local/ Agency Work	7 FHWA PL Funds Federal	8 FHWA PL Funds State	9 MTPO	10 FDOT/ TD Grants	(1+3+7) Total Federal	(2+4+8+10) Total State	(5+6+9) Total Local	(1-10) Grand Total
1.0	**Administration**														
1.1	Program Management						27,886	68,000	14,996			68,000	14,996	27,886	110,882
1.2	Unified Planning Work Program							30,000	6,617			30,000	6,617		36,617
1.3	Professional Development						8,662	25,000	5,514			25,000	5,514	8,662	39,176
1.4	Program Reporting							30,000	6,617			30,000	6,617		36,617
1.5	State Support and Program Management and Technical Assistance FTA				20,483								20,483		20,483
2.0	**Data Collection**														
2.1	System Characteristics						77,980							77,980	77,980
2.2	System- Associated Characteristics							30,000	6,617						36,617
2.3	Household Travel Behavior Survey										1,000		1,000		1,000
3.0	**Transportation Improvement Program**														
3.1	Transportation Improvement Program						5,900	30,000	6,617			30,000	6,617	5,900	42,517
4.0	**Long Range Transportation Plan**														
4.1	Long Range Transportation Plan						1,200	43,442	9,581			43,442	9,581	1,200	54,223
5.0	**Special Project Planning**														
5.1	Pedestrian Safety Action Plan							35,000	7,719			35,000	7,719		42,719
6.0	**Regional Planning**														
6.1	Regional Planning							30,000	6,617			30,000	6,617		36,617
7.0	**Public Participation**														
7.1	Public Participation							40,000	8,822			40,000	8,822		48,822
7.2	Civil Rights- Title VI							30,000	6,617			30,000	6,617		36,617
7.3	Civil Rights- Environmental Justice							25,000	5,514			25,000	5,514		30,514
8.0	**System Planning**														
8.1	System Review and Analysis						21,470	31,000	6,837			31,000	6,837	21,470	59,307
8.2	Management Systems						1,456	48,000	10,587			48,000	10,587	1,456	60,043
8.3	Section 5305 (d) FTA Grant			163,864		20,483	2,000					163,864		22,483	186,347
8.4	Transportation Disadvantaged Program										24,245		24,245		24,245
	Total			**163,864**	**20,483**	**20,483**	**146,554**	**495,442**	**109,272**[1]		**25,245**	**629,306**	**148,383**	**167,037**	**981,343**

*Planning Budget for year two is illustrative until approved by the United States Congress.

[1] The Florida Department of Transportation will soft match the Public Law funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represents the amount of soft match required (both State and local) for the amount of Federal Planning funds requested in this Unified Planning Work Program.

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

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

1

EXHIBIT 3

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

725-030-07
PUBLIC TRANSPORTATION
12/14

PUBLIC TRANSPORTATION
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT
Number 3

Financial Project No(s): 41176231416 (item-segment-phase-sequence)	Fund: DPTO	FLAIR Category: 088774
	Function: 615	Object Code: 79004
	Federal No.:	Org. Code: 55022020229
Contract No.: AQR23	DUNS No.: 80-939-7102	Vendor No.: F591834302002
Catalog of Federal Domestic Assistance Number: 20.505		Catalog of State Financial Assistance Number:
CFDA Title:		CSFA Title:

THIS AGREEMENT, made and entered into this _____ day of _____, _____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter referred to as the Department, and Metropolitan Transportation Planning Organization for the Gainesville Urb Area, 2009 NW 67th Place, Gainesville, FL 32653-1603 hereinafter referred to as Agency.

WITNESSETH:

WHEREAS, the Department and the Agency heretofore on the 27th, day of September 2012, entered into a Joint Participation Agreement; and

WHEREAS, the Agency desires to accomplish certain project items as outlined in the Attachment "A" appended hereto; and

WHEREAS, the Department desires to participate in all eligible items for this project as outlined in Attachment "A" for a total Department Share of $720,442.00.

NOW, THEREFORE THIS INDENTURE WITNESSETH: that for and in consideration of the mutual benefits to flow from each to the other, the parties hereto agree that the above described Joint Participation Agreement is to be amended and supplemented as follows:

1.00 Project Description: The project description is amended
Federal Transit Administration FY2015/2016 Section 5305(d) Grant for Transit Planning Assistance.

2.00 Project Cost:

Paragraph 3.00 of said Agreement is ☒ increased/ ☐ decreased by $204,830.00 bringing the revised total cost of the project to $800,490.00.

Paragraph 4.00 of said Agreement is ☒ increased/ ☐ decreased by $184,347.00 bringing the Department's revised total cost of the project to $720,442.00.

3.00 Amended Exhibits:

Exhibit(s) A and B of said Agreement is amended by Attachment "A".

4.00 Contract Time:

Paragraph 16.00 of said Agreement September 30th, 2016.

5.00 E-Verify

Vendors/Contractors:

1. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Vendor/Contractor during the term of the contract; and

2. shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

41176231416

Financial Project No(s)

Contract No. AQR23

Agreement Date

Except as hereby modified, amended or changed, all other terms of said Agreement dated September 27th, 2012 and any subsequent supplements shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first above written.

AGENCY

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
AGENCY NAME

Robert Hutchinson
SIGNATORY (PRINTED OR TYPED)

SIGNATURE

Chair
TITLE

FDOT

See attached Encumbrance Form for date of Funding Approval by Comptroller

LEGAL REVIEW
DEPARTMENT OF TRANSPORTATION

James K. Knight
DEPARTMENT OF TRANSPORTATION

TITLE

41176231416

Financial Project No(s)

Contract No. AQR23

Agreement Date _____

ATTACHMENT "A"
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT

This Attachment forms an integral part of that certain Supplemental Joint Participation Agreement between the State of Florida, Department of Transportation and Metropolitan Transportation Planning Organization for the Gainesville Area, 2009 NW 67th Place, Gainesville, FL 32653-1603

dated _____.

DESCRIPTION OF SUPPLEMENT (Include justification for cost change):

Supplemental to Contract AQR23 FY2012/2013 FTA Section 5303 Grant for Transit Planning Assistance.
Revise Expiration Date to coincide with Federal Fiscal Year

Note: MAP 21 Legislation change the 5303 program to 5305(d). The program numbers are used interchangeably.

I.	Project Cost:	As Approved	As Amended	Net Change
		$595,660.00	$800,490.00	$204,830.00
	Total Project Cost	$595,660.00	$800,490.00	$204,830.00

II.	Fund Participation:	As Approved	As Amended	Net Change
	Department:	$536,095.00	$720,442.00	$184,347.00
	Agency:	$59,565.00	$80,048.00	$20,483.00
				$0.00
	Total Project Cost	$595,660.00	$800,490.00	$204,830.00

Comments:

FTA Participation (Other) 80% of Project Cost
FDOT Participation (Department) 10% of Project Cost
Gainesville MTPO (Agency) 10% of Project Cost
FY2012-2013 FTA Sec. 5303 Grant Amount = $174,751
Supplement #1, FY2013-2014 Sec. 5303/5305(d) added $212,356
Supplement #2, FY2014-2015 Sec. 5303/5305(d) added $208,553
Supplement #3, FY2015-2016 Sec. 5303/5305(d) adds $204,830

III. MULTI-YEAR OR DEFERRED REIMBURSEMENT PROJECT FUNDING

If a project is a multi-year or prequalified project subject to paragraphs 4.10 and 17.20 of this agreement, funds are programmed in the Department's Work program in the following fiscal year(s):

FY	FY
FY	FY
FY	FY
FY	FY
FY	FY
FY	FY
FY	FY
FY	FY
FY	FY
FY	FY

Project years may be advanced or deferred subject to Legislative appropriation or availability of funds.

North Central Florida Regional Planning Council

Serving
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Hamilton • Lafayette • Levy • Madison
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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program – Status Report

RECOMMENDATION

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

BACKGROUND

Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Report:

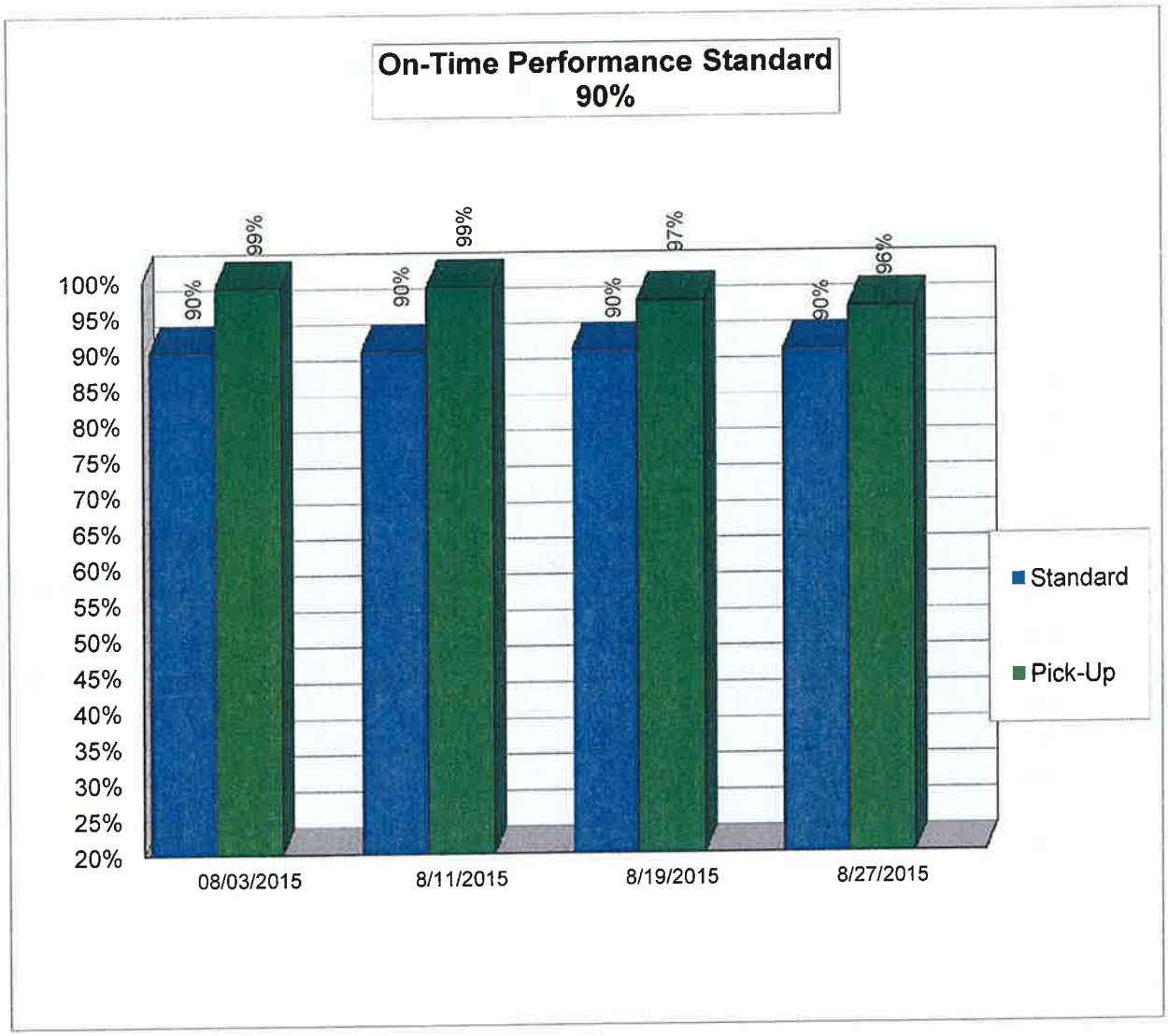
   - On-time performance
   - Complaints
   - Call hold time
   - Accidents
   - Roadcalls

2. MV Transportation Operations Report July 2015 - October 2015.

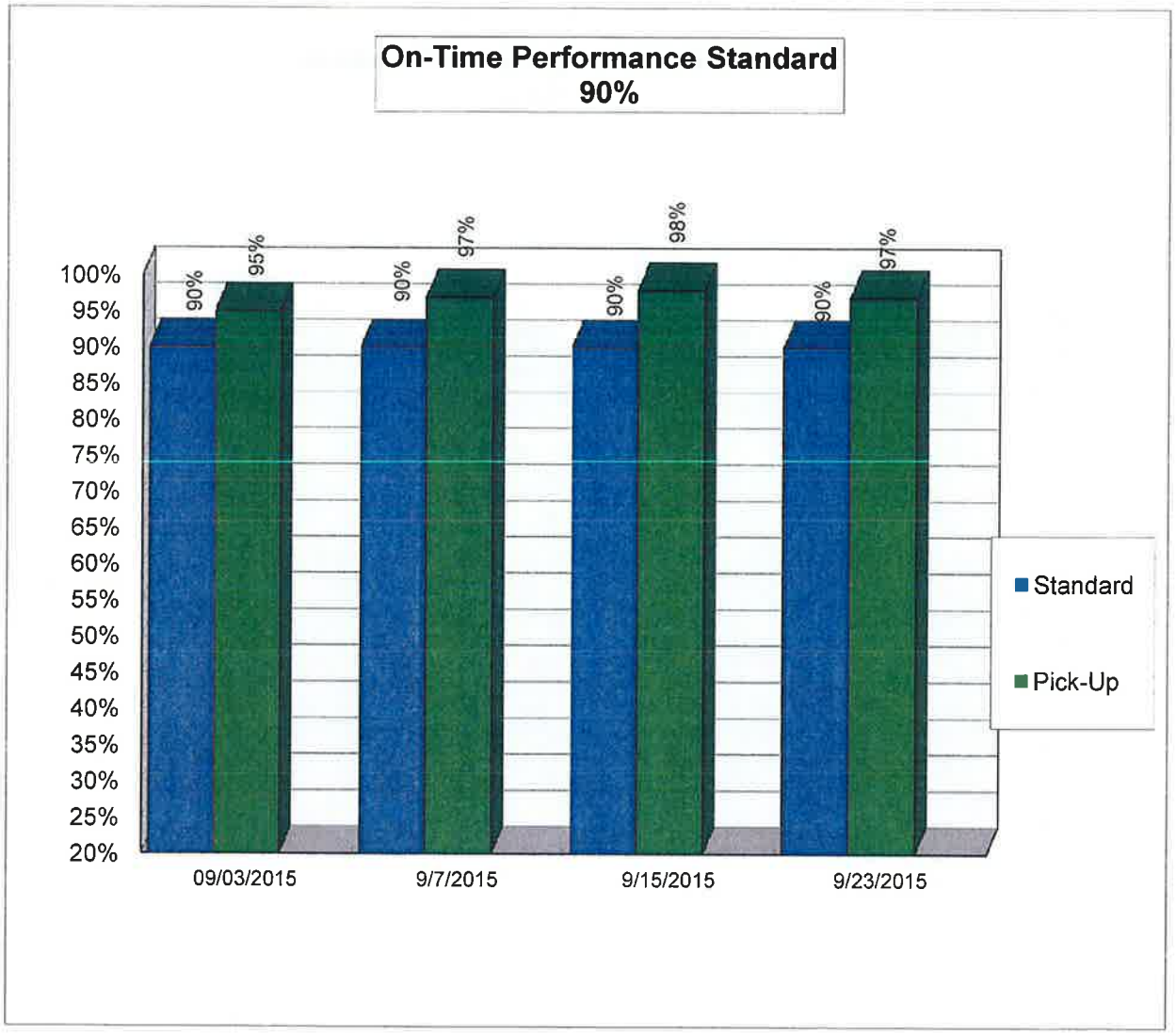
Attachments

t:\lynn\td2015\alachua\memos\mtpostatdec.docx

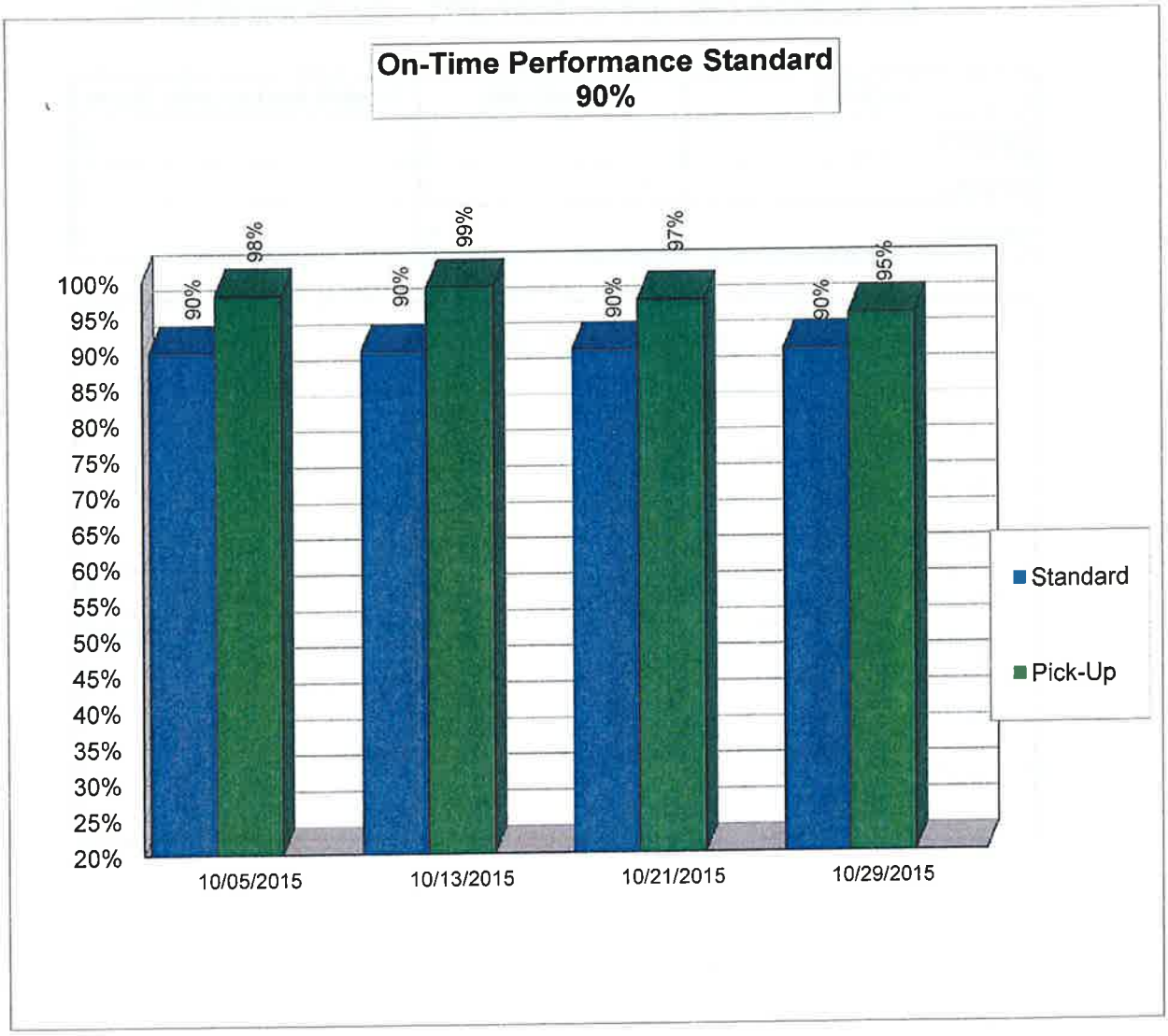
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, AUGUST 2015



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, SEPTEMBER 2015



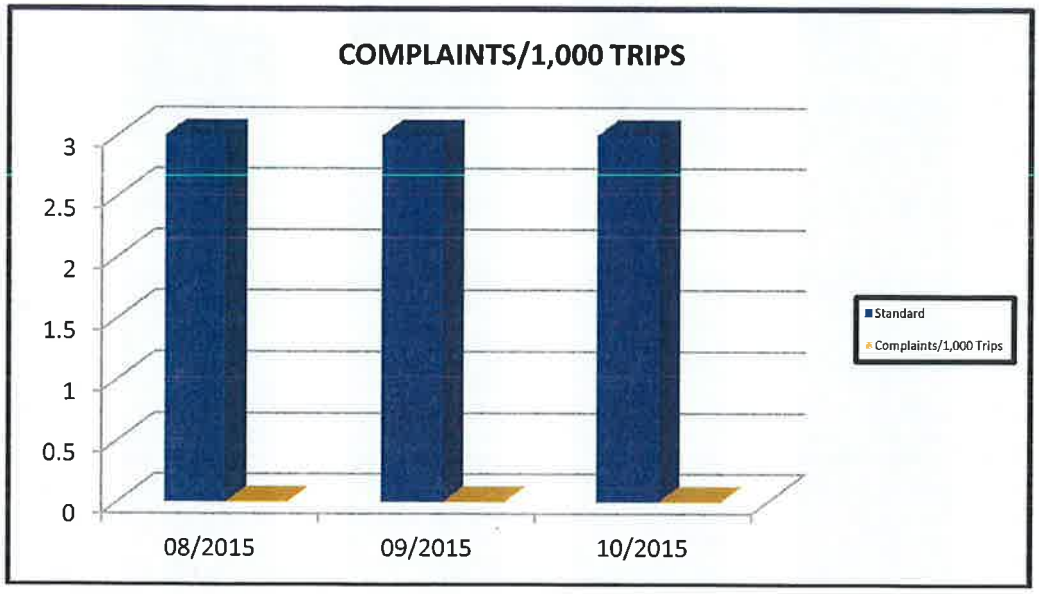
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, OCTOBER 2015



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

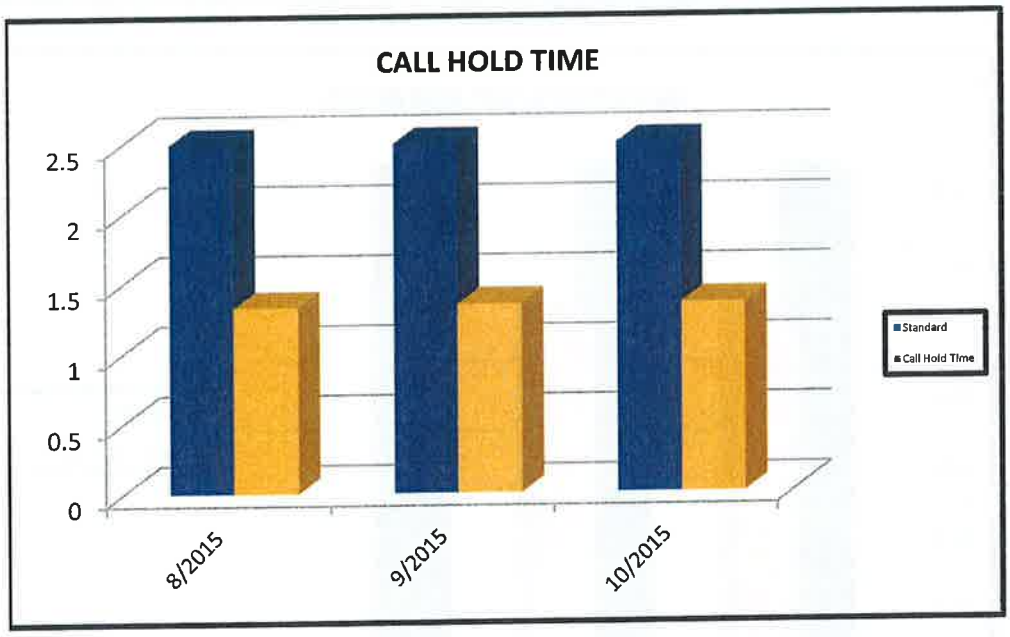
ALACHUA COUNTY, AUGUST - OCTOBER 2015

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
08/2015	3	0
09/2015	3	0
10/2015	3	0



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, AUGUST- OCTOBER 2015

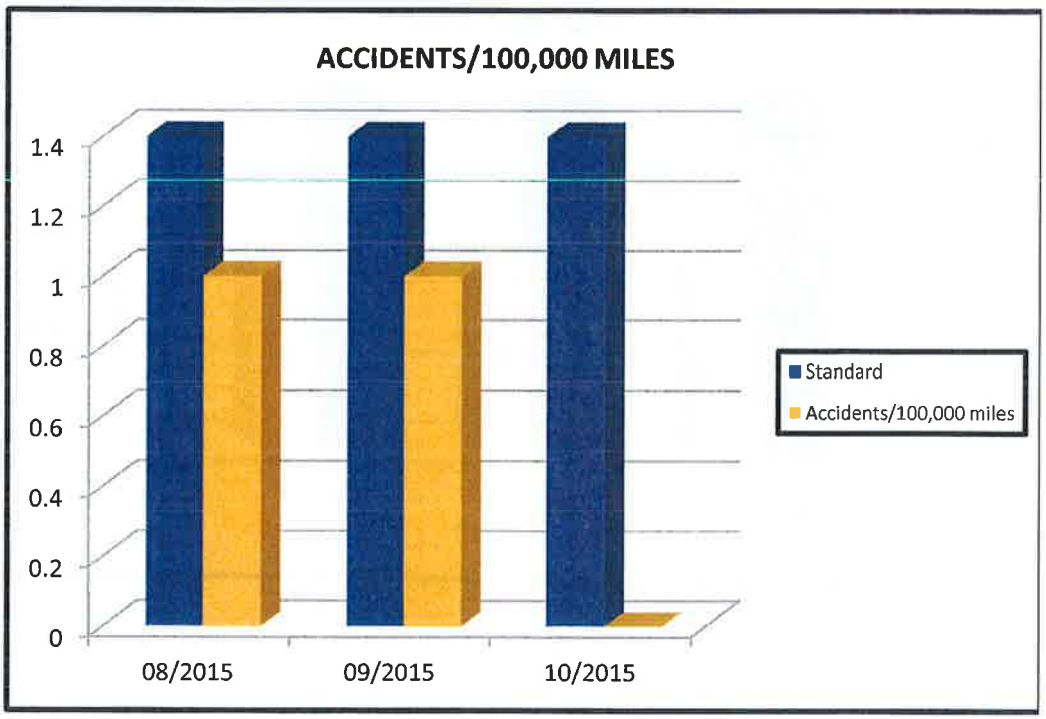
MONTH	STANDARD	CALL HOLD TIME
8/2015	2.5	1.33
9/2015	2.5	1.35
10/2015	2.5	1.35



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

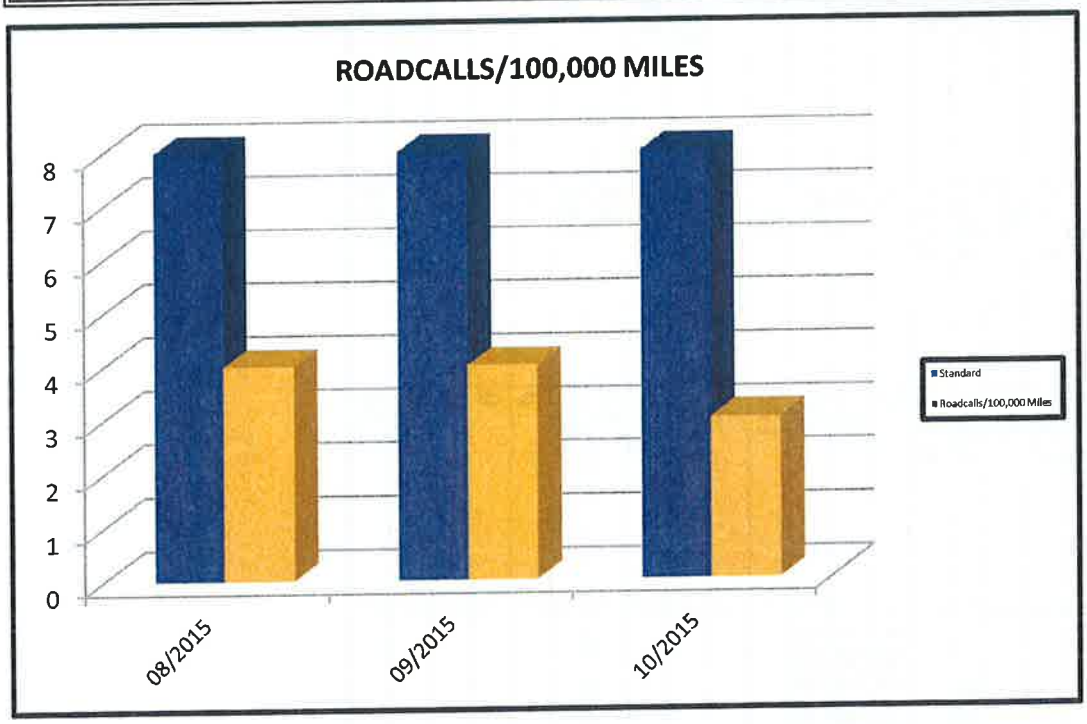
ALACHUA COUNTY AUGUST - OCTOBER 2015

MONTH	STANDARD	ACCIDENTS/100,000 MILES
08/2015	1.4	1
09/2015	1.4	1
10/2015	1.4	0



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST - SEPTEMBER 2015

MONTH	STANDARD	ROADCALLS/100,000 MILES
08/2015	8	4
09/2015	8	4
10/2015	8	3



2015-2016 OPERATING DATA	Jul-15	Aug-15	Sep-15	Oct-15
Total No Trips Invoiced	**8,196**	**8,639**	**8,880**	**8,971**
HMO Medicaid (Access to Care)	1,981	2,029	1,888	2,066
HMO Medicaid (MTM)	249	284	227	249
Transportation Disadvantaged Program	1,408	1,433	1,444	1,502
City of Gainesville ADA Service	4,123	4,337	4,435	4,401
Florida Department of Transportation 5317	0	0	0	0
Florida Department of Transportation 5311	135	110	90	125
Florida Department of Transportation 5310	70	77	54	163
Alachua County	193	347	717	443
Elder Care	37	22	25	22
Total Vehicle Miles	**114,058**	**116,295**	**118,597**	**121,301**
Total Vehicle Hours	**6,665**	**6,774**	**6,906**	**7,016**
Average Miles per Trip	**14**	**13**	**13**	**14**
Number of No Shows	**465**	**564**	**660**	**643**
Number Trips Denied	**0**	**0**	**0**	**0**
Accidents	**0**	**1**	**1**	**0**
RoadCalls	**4**	**4**	**4**	**3**
Telephone Calls	**12,035**	**14,613**	**16,932**	**14,064**
Avgerage Call On-Hold Time	**1.25**	**1.33**	**1.35**	**1.35**

Newberry Road Improvements

Gainesville-Alachua County

December 2015

Construction is scheduled to begin January 4 on Newberry Road (State Road 26) between Northwest 80th Boulevard and Southwest 38th Street in Gainesville.

Improvements include resurfacing the travel lanes and adding a dedicated right turn lane from eastbound Newberry Road to the I-75 southbound entrance ramp.

An 'open house' is scheduled Wednesday, January 13 at the Plaza Royale Shopping Center parking lot, located at 3842 West Newberry Road, to discuss the upcoming Florida Department of Transportation (FDOT) project.

The 'open house' is informal (no presentation) so the public can drop by anytime between 3:30 and 5:30 p.m. to get their questions answered by FDOT project staff and gather additional project details.

Traffic Impacts

- Nighttime lane closures Monday through Saturday from 8:30 p.m. to 6 a.m.
- No lane closures will be allowed on UF home football game weekends, holidays or special events.
- Access to businesses will be maintained at all times.
- Two layers of asphalt pavement will be placed with the last layer placed toward the end of the project.
- Motorists may encounter uneven lanes until the final layer of asphalt pavement is placed.
- Speeding fines are doubled when workers are present in the work zone.

Project Facts

Estimated completion: Fall 2016

Length: 3 miles

Contractor: Preferred Materials, Inc. of Jacksonville

Project Cost: $6.2 million

Last resurfaced: February 1999

Daily traffic count: Ranges from 34,500 at Southwest 38th Street to 49,500 west of the I-75 interchange.

Contact Information:
Rebecca Leigh White at 800-475-0044
Rebecca.White@atkinsglobal.com
www.nflroads.com
Follow FDOT on Twitter @MyFDOT_NEFL and Facebook at
www.facebook.com/MYFDOTNEFL.com

Centennial FDOT 1915 ★ 2015

CA.5

Legislative Priorities & Policy Positions

Florida Metropolitan Planning Organization Advisory Council

2016

The MPOAC supports State Legislation that:

Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development through sustainable funding mechanisms, in addition to documentary stamp revenues.

Regulates distracted driving as a primary offense by prohibiting the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Establishes state funding for railroad crossings to improve safety and establish quiet zones.

MPOAC

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

MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 27 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

The organization is made up of a Governing Board (27 members) consisting of local elected officials from each of the MPOs and a Staff Directors' Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC also includes a Policy and Technical Subcommittee and other committees as assigned by the Governing Board. The Policy and Technical Subcommittee annually prepares legislative policy positions and develops initiatives to be advanced during Florida's legislative session. The MPOAC actively participates in the activities of the national Association of MPOs (AMPO) and the National Association of Regional Councils (NARC) in Washington DC and works with other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.

PRIORITY POLICY POSITIONS

The MPOAC Supports State Legislation that:

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

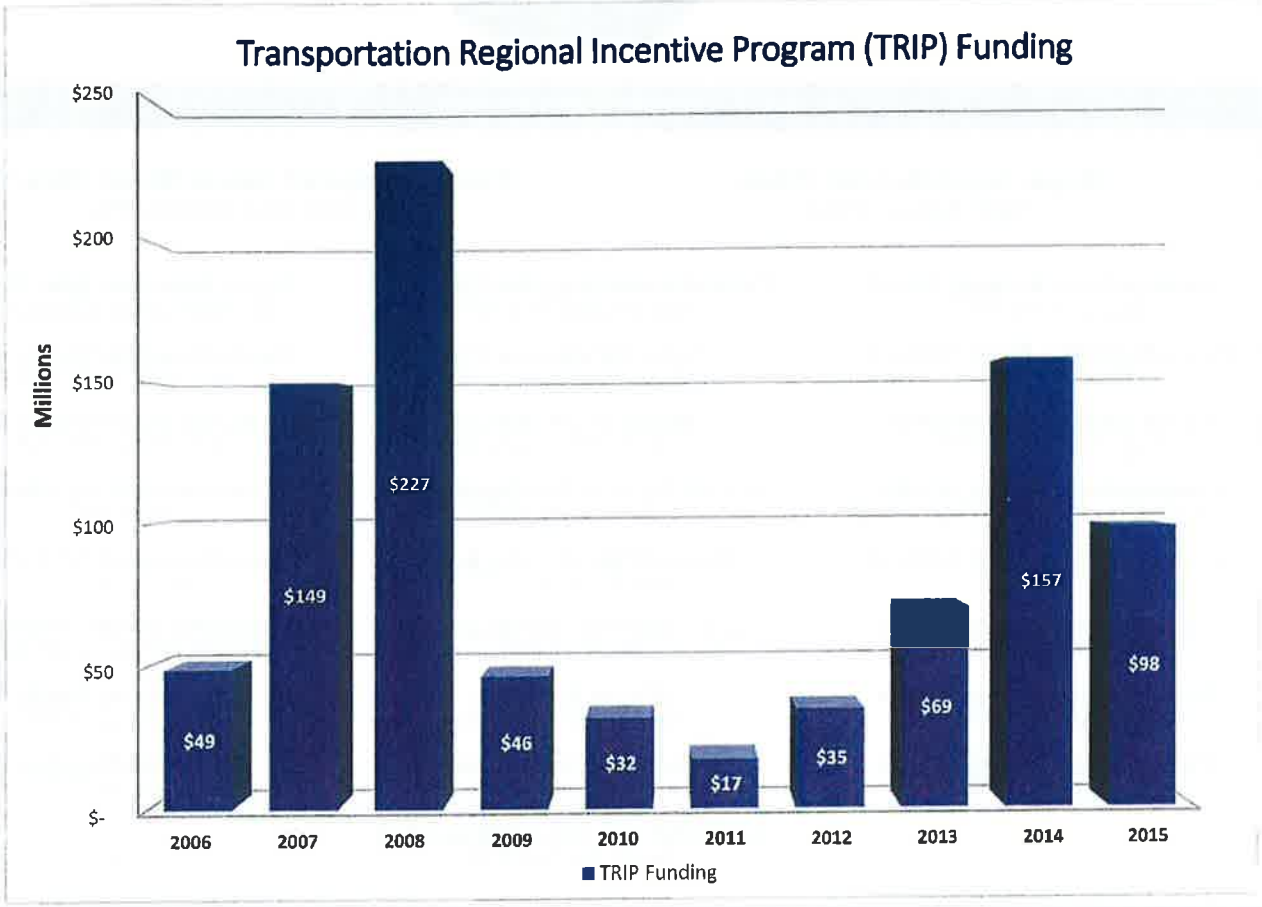
Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Direct the Florida Department of Transportation to develop a plan and conduct one or more pilot tests to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.

2. Regulates distracted driving as a primary offense by prohibiting the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

The 2013 Florida legislature enacted the "Florida Ban on Texting While Driving Law." The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014 and 2015 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

3. **Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development through sustainable funding mechanisms, in addition to documentary stamp revenues.**



ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

4. **Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.**

   Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State's ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

5. **Establishes state funding for railroad crossings to improve safety and establish quiet zones.**

   This proposal recognizes growing economic activity at Florida's ports and provides financial support to ensure the continued quality of life and safety in communities along increasingly busy rail corridors.

Florida Metropolitan Planning Organization Advisory Council

MPOAC

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Pinellas County MPO

Tom Deardorff
Polk TPO

Lois Bollenback
River to Sea TPO

David Hutchinson
Sarasota/Manatee MPO

Bob Kamm
Space Coast TPO

Carl Mikyska, MPOAC Executive Director

NARC
Building Regional Communities

CA.6

FAST Act Reauthorization Proposal

Priorities	Existing Law (MAP-21)	Final FAST Act
Long-term, well-funded bill	• Two-year reauthorization • MAP-21 had $105 billion in funding • $52.5 billion/year average • Became law in July 2012	• Five-year reauthorization, fully paid for (though not with user fees) • DRIVE Act has **$281 billion** in new contract authority for the core surface transportation program; the total bill is approximately $305 million • $56.2 billion/year average • Uses a variety of pay-fors, including selling oil from SPR and using Federal Reserve surplus funds • Leaves a bigger funding cliff when the next reauthorization is debated
Surface Transportation Program/Surface Transportation Block Grant Program **NARC's position:** *NARC advocated for an increase in base funding for STP and an increase in the STP local share. Both of these are achieved in the FAST Act. Local funding under STP will increase by nearly $3.4 billion over five years compared to existing funding.*	• MAP-21 provided $20.1B for STP • Suballocation by population for 50% of the funds; other 50% "anywhere in the state"	• Renamed Surface Transportation Block Grant Program (STBGP). This is not expected to result in any changes in how the program operates or funds are distributed. • FAST Act STBGPP Funding (after SPR and TAP are removed) o FY15: $9.9 billion (current year) o FY16: $10.0 billion o FY17: $10.2 billion o FY18: $10.4 billion o FY19: $10.7 billion o FY20: $10.9 billion o Five-year total: $52.2 billion (+6% compared to flat funding; +10% comparing FY20 to FY15) • Increases suballocation by population by 1% per year to 55% by 2020 • FAST Act STBGP suballocation by year o FY15: $4.9 billion (current year) o FY16: $5.2 billion o FY17: $5.4 billion o FY18: $5.6 billion o FY19: $5.8 billion o FY20: $6.1 billion o Five-year total: $28.1 billion (+14% compared to flat funding; +23% comparing FY20 to FY15) • Bridge funding does <u>not</u> come off the top of STBGP • Maintains all existing eligibilities • Adds several new eligible project categories:

Contact Erich Zimmermann for more information – 202-618-5697 or erich@narc.org

		○ Safe routes to school; ○ Boulevards and other roadways largely in the right-of-way of former Interstate routes or other divided highways; ○ Workforce development, training, and education; ○ Projects that facilitate direct intermodal interchange, transfer, and access into and out of a port terminal; ○ Costs associated with providing Federal credit assistance (TIFIA); and ○ Public-private partnerships
Transportation Alternatives Program **NARC's position:** NARC *advocated to preserve TAP and increasing funding for the program, which the FAST Act accomplishes.* *We also supported 100% local share and obligation authority for TAP funds which the bill does not contain.*	• MAP-21 provided $1.6 billion for TAP (2% takedown of core programs) • Established that a competitive process is required to distribute funds • Set suballocation by population at 50%; remaining 50% anywhere in the state	• No longer called TAP. Now referred to as "STP set-aside" (we will continue to refer to it as TAP for the time being) • FAST Act TAP Funding ○ FY15: $820 million (current year) ○ FYs 16-17: $835 million per year ○ FYs 18-20: $850 million per year ○ No longer a takedown of core programs ○ Recreational Trails set-aside maintained as a portion of these funds • All core elements of the program and existing eligibilities are maintained • 50/50 suballocation is preserved (not the 100% local suballocation that the Senate bill contained) • Must continue to use a "competitive process" to distribute funds • MPOs over 200,000 population may flex 50% of TAP funds for use on any STP-eligible project • Adds requirement that MPOs must distribute funds "in consultation with the relevant state."
Metropolitan Planning Funding and Policy **NARC position:** *NARC advocated for a PL funding increase, and for a fix of the transit representation issue (see below), both of which are achieved in the FAST Act.* *We will continue to advocate for additional PL funds, but in the FAST Act PL grew in pace with the rest of the bill.*	• MAP-21 provided $625M for metropolitan planning	• FAST Act PL Funding ○ FY15: $313.6 million (current year) ○ FY16: $329.3 million ○ FY17: $335.9 million ○ FY18: $343.0 million ○ FY19: $350.4 million ○ FY20: $358.5 million ○ Five-year total: $1.7 billion (+10% compared to flat funding; +14% comparing FY20 to FY15) • Distribution of Metropolitan Planning (PL) funding continues to be based on the amount of PL a state received in 2009. • Intercity buses and bus facilities added to list of facilities that MPO plans and TIPs should consider (States too) • "Tourism" and "natural disaster risk reduction" are added to the list of issues on which MPOs are encouraged to consult • Adds to the list of issues that shall be considered as part of the planning process:

		○ "Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;" and ○ "Enhance travel and tourism" • Adds "intercity bus facilities" to list of transportation facilities that must be identified in a transportation plan; adds to the requirements for capital investment a provision mandating consideration of ways to "reduce the vulnerability of the existing transportation infrastructure to natural disasters;" and adds to a section regarding transportation and transit enhancement a requirement that the plan include "consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned an operated." • Adds "public ports", "intercity bus operators", and "employer-based commuting programs" as interested parties that should be given reasonable opportunity to comment on the transportation plan. • Lists "intercity bus operators;" "employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program;" and "job access projects" as examples of projects under the congestion management process. • Makes permissible the development of a Congestion Management Plan that "includes projects and strategies that will be considered in the TIP." Outlines a number of requirements that such a plan will contain and outlines which entities an MPO must consult with. • Does not strike the congestion management process (as the Senate bill had).
Transit Representation	• MAP-21 added a requirement that providers of public transportation be represented on the policy board of MPOs representing TMAs • Interpreted by DOT (in draft planning rule) to require a change to the enabling statute or MPO bylaws; and that it was impermissible for an elected official to represent their constituents while also serving as the transit representative	• Designation or selection of officials shall be determined by an MPO according to the its bylaws or enabling statute • Subject to the bylaws or enabling statute, a transit representative may also serve as a representative of a local municipality
Bridges **NARC position:** *NARC advocated for additional funding for locally owned bridges without harming suballocation levels under STP, which the FAST Act achieved.*	• MAP-21 eliminated the bridge program, leaving certain types of bridges without a funding source. • Off-system bridge set-aside was preserved, funded with approximately 7.5% of the STP "anywhere in the state" funds	• On-system, non-NHS bridges are now eligible under NHPP • Off-system bridge set-aside is preserved as in current law

Congestion Mitigation and Air Quality (CMAQ)
 	
NARC position: *NARC advocated for additional funding for CMAQ and for obligation authority of CMAQ. FAST Act grows CMAQ funding at a slower rate than the rest of the bill and does not include obligation authority.*
	• MAP-21 provided $4.4 billion for CMAQ	• FAST Act CMAQ Funding
		  ○ FY15: $2.2 billion (current year)
		  ○ FY16: $2.3 billion
		  ○ FY17: $2.3 billion
		  ○ FY18: $2.4 billion
		  ○ FY19: $2.4 billion
		  ○ FY20: $2.4 billion
		  ○ Five-year total: $11.8 billion (+6% compared to flat funding; +10% comparing FY20 to FY15)
		
		• Makes "vehicle-to-infrastructure communication equipment" and "port-related freight operations" eligible under CMAQ
		
		• Does <u>not</u> include language that would have potentially restricted how funds could be spent in nonattainment areas for PM2.5
		
		• Provides that "priority consideration" of PM2.5 funding does not apply in states with a density of less than 80 persons per square mile under certain circumstances
		
		• Allows for the obligations of PM2.5 funds for port-related equipment and vehicles.

Meeting

Agenda

Enclosures

North Central Florida Regional Planning Council

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

December 7, 2015

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program Amendment-
US 441 Intelligent Transportation System

STAFF RECOMMENDATION

Approve the Transportation Improvement Program amendment in Exhibit 1.

BACKGROUND

The Florida Department of Transportation (FDOT) is requesting that the MTPO approve a Transportation Improvement Program amendment to construct in Fiscal Year 2016 an arterial dynamic message sign, CCTV camera and fiber optic cable for southbound US 441 traffic just south of Williston Road (see Exhibit 1).

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RECEIVED
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NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

EXHIBIT 1

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

Jacksonville Urban Office – MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730

RICK SCOTT
GOVERNOR

JIM BOXOLD
SECRETARY

TRANSMITTED ELECTRONICALLY: December 1, 2015

Mr. Marlie Sanderson, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: FDOT Amendment request for the Gainesville MTPO Transportation Improvement Program for FY 2015/16 – FY 2019/20

Dear Mr. Sanderson,

The Florida Department of Transportation requests placement on the agenda of the December 14, 2015 meeting of the Gainesville Metropolitan Transportation Planning Organization to consider the following amendment to the Transportation Improvement Program (TIP) for FY 2015/16 – FY 2019/20. The amounts listed below are the total project costs to be shown in the TIP amendment report.

438085-1	**US 441, just south of SR 331 (Williston Road)**	**Install Arterial Dynamic Message Sign, CCTV Camera, Fiber Optic – southbound**
FY 2016		
Construction	$ 179,950	IVH (Intelligent Vehicle Highway – Federal)
TOTAL ADDED	$ 179,950	

This amendment adds Construction funds in FY2015-16 for a new project not currently in your Transportation Improvement Program.

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams, Karen Taulbee, Peter Vega

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Citizens Advisory Committee Vacant Positions

MTPO STAFF RECOMMENDATION

Fill five vacant positions on the Citizens Advisory Committee for terms through December 2018 and one vacant position on the Committee for terms through December 2016.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to fill six vacant positions on the Citizens Advisory Committee. There are five candidates for the six vacant positions. Two current members (Jan Frentzen and Chandler Otis) are seeking reappointment (as shown in Exhibit I).

> *Note- According to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws, "no more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area." One of the applicants resides outside the Gainesville Urbanized Area boundary. Her appointment would be in compliance with the Bylaws.*

ENCLOSED MATERIALS

Enclosed please find:

1. Exhibit I which gives the names and occupations of current CAC members and applicants;
2. Exhibit II which shows where current CAC members and applicants live;
3. Exhibit III which is a blank ballot to assist in the voting process;
4. Exhibit IV which is the text of the newspaper advertisement placed in the October 29th Alligator, Gainesville Guardian and The Gainesville Sun; and
5. the current pool of applications.

CITIZENS ADVISORY COMMITTEE MEMBERSHIP - FLORIDA STATUTES

339.175(5)6 (e)1 "Each M.P.O. [Metropolitan Planning Organization] shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. [Metropolitan Planning Organization]. The membership on the citizens' advisory committee must reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented."

CITIZENS ADVISORY COMMITTEE MEMBERSHIP BYLAWS

The Citizens Advisory Committee shall be composed of fifteen (15) members. No more than twenty percent (20) of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area.

Citizens Advisory Committee members shall not be elected officials or technical personnel directly involved in transportation planning.
Note: There is no policy regarding how many times a member may serve on the Committee.

VOTING PROCEDURE

The voting policy that was approved in October, 2001 is to always appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

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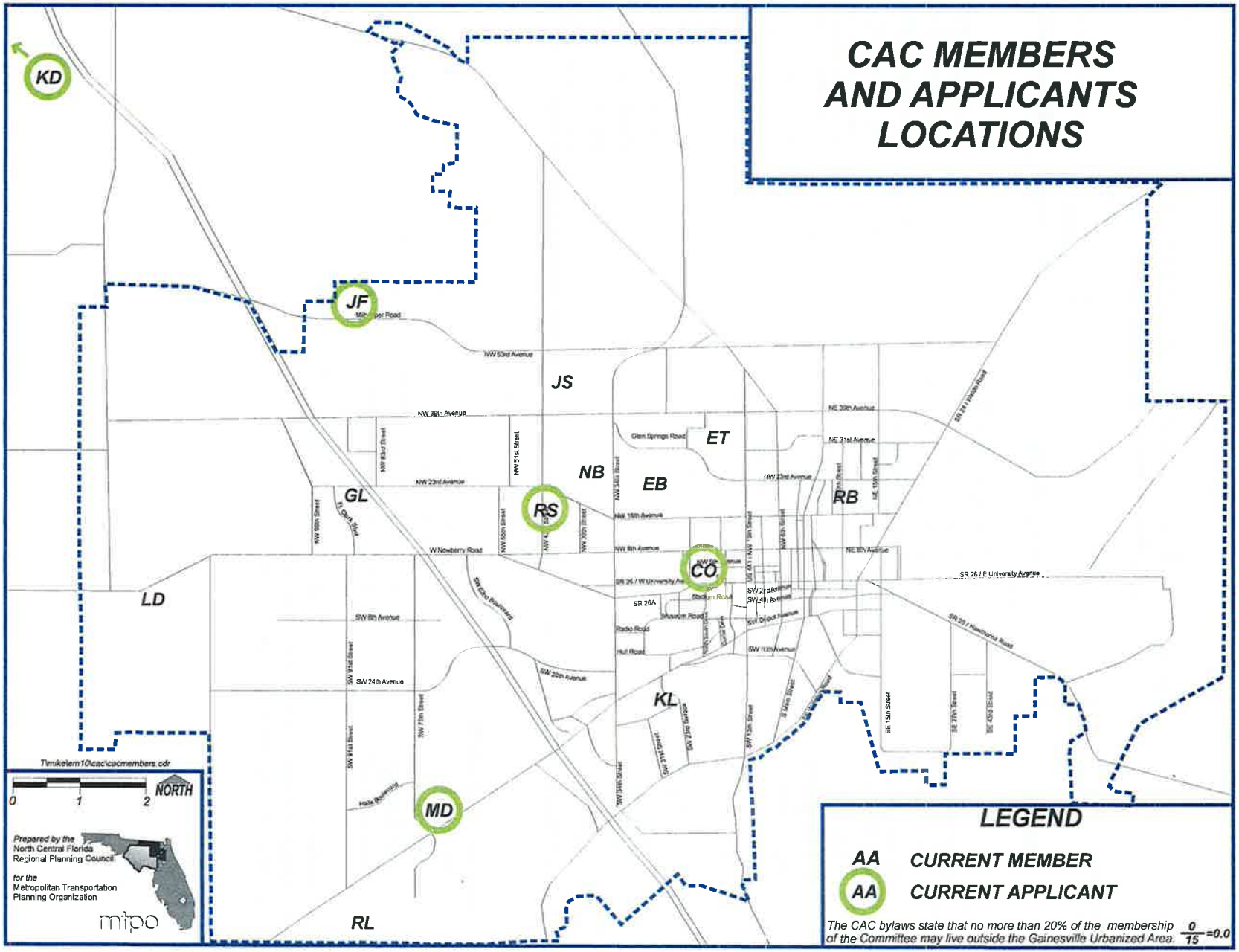
EXHIBIT I

CURRENT CITIZENS ADVISORY COMMITTEE (CAC)
TERMS OF APPOINTMENT

NAME	OCCUPATION	TENURE (In Years)	TERM EXPIRES
	CURRENT MEMBERS		
Nelle Bullock	Social Worker	7.5	December, 2016
Luis Diaz	Town of Tioga Director of Development	2.5	December, 2016
Kamal Latham	Chamber of Commerce	2.0	December, 2016
Ewen Thomson	Business Owner/Consultant	10.0	December, 2016
VACANT	-		December, 2016
E. J. Bolduc III	Landscape Architect	4.0	December, 2017
Rob Brinkman	Carpenter	10.0	December, 2017
Gilbert Levy	Town of Tioga President	1.0	December, 2017
Ronald Lieberman	Consultant, Builder & Realtor	1.0	December, 2017
James Samec	Retired Police Office	8.0	December, 2017
VACANT	-		December, 2018
VACANT	-		December, 2018
VACANT	-		December, 2018
VACANT	-		December, 2018
VACANT	-		December, 2018
	APPLICANTS*#~		
Mary Ann DeMatas#	-	4.0	-
Jan Frentzen*	General Contractor	19.0	
Delia Kradolfer~	Accountant	-	
Chandler Otis*	Bicycle Mechanic, Sales Clerk	10.0	
Ruth Steiner#	University of Florida Professor	13.0	

~ Member or Applicant Living Outside Gainesville Urbanized Area Boundary
* Current Member Seeking Reappointment
# Former Member Seeking Appointment

EXHIBIT II


CAC MEMBERS AND APPLICANTS LOCATIONS
KD
JF
JS
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NB
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GL
RS
RB
CO
LD
KL
MD
RL
NW 53rd Avenue
NW 39th Avenue
NW 23rd Avenue
NW 16th Avenue
NW 8th Avenue
W Newberry Road
SR 26 / W University Ave
SR 26A
Stadium Road
Museum Road
Radio Road
Hull Road
SW 8th Avenue
SW 24th Avenue
SW 20th Avenue
SW 10th Avenue
Glen Springs Road
NE 39th Avenue
NE 31st Avenue
NE 8th Avenue
SR 26 / E University Avenue
SR 24 / Waldo Road
SR 26 / Hawthorne Road
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NORTH
Prepared by the
North Central Florida
Regional Planning Council
for the
Metropolitan Transportation
Planning Organization
mtpo
LEGEND
AA CURRENT MEMBER
AA CURRENT APPLICANT
The CAC bylaws state that no more than 20% of the membership of the Committee may live outside the Gainesville Urbanized Area. 0/15 =0.0

EXHIBIT III

MTPO MEMBER	Mary Ann DEMATAS	Jan FRENTZEN	*Delia KRADOLFER*	Chandler OTIS	Ruth STEINER
Mayor Ed BRADDY					
Harvey Budd					
Mike BYERLY					
Craig CARTER					
Todd CHASE					
Charles CHESTNUT IV					
Ken CORNELL					
Charles Golston					
Lee PINKOSON					
Helen WARREN					
Randy WELLS					
Robert HUTCHINSON					

Fill up to five [5] vacant positions for a term ending in 2018 and one [1] vacant position for a term ending in 2016. Applicants shown in *italics* and shaded column reside outside the MTPO Boundary.

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EXHIBIT IV

NOTICE

APPLICATION FOR CITIZENS ADVISORY COMMITTEE TO THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites interested persons to apply for its Citizens Advisory Committee. The Citizens Advisory Committee reacts to planning proposals and provides comments with respect to the concerns of various segments of the population in regard to their transportation needs. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has also outlined additional functions of the Citizens Advisory Committee as defined in its bylaws. Citizens Advisory Committee members usually serve a three-year term.

At its December 14, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will make five appointments to fill vacancies on its Citizens Advisory Committee.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, composed of the Mayor and six City of Gainesville Commissioners and the five Alachua County Commissioners, is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Metropolitan Area.

Public participation is solicited without regard to race, color, national origin, sex, age disability, familial status, religious status, marital status, sexual orientation or gender identity.

Applications and/or additional information may be obtained by writing or calling: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67 Place, Gainesville, Florida 32653; telephone 352.955.2200; or from its website at www.ncfrpc.org/mtpo. Applications must be received no later than Wednesday, November 30, 2015.

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OCT 23 2014
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REGIONAL PLANNING COUNC

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

Date: 26 Oct 2014

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

NAME Mary Ann De Matas ADDRESS 6512 SW 53rd Ave Gainesville FL

ZIP CODE 32608 AGE 33 TELEPHONE (H) 352-354-2178

EMAIL m.a.dematas@gmail.com (W) _____

FAX: _____

HOW LONG A RESIDENT OF ALACHUA COUNTY? 33 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION _____

EDUCATION Santa Fe

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

Seven years privoulsy on CAC

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

I am willing to spend 10 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Mary Ann De Matas
Signature

Additional information may be attached to this form.

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

Date: 11/30/2015

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

NAME Jan Frentzen ADDRESS 6812 NW 85th Terr. Gville 32653
ZIP CODE 32653 AGE 70 TELEPHONE (H) 352-378-4076
EMAIL jfrentzen@bellsouth.net (W) 352-219-1215
FAX: 352-378-9364

HOW LONG A RESIDENT OF ALACHUA COUNTY? 42 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Builder

EDUCATION A.A. from U.F.

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT:

On CAC for about 20 years, past chairman for about 5 years, construction experience & familiarity with design & spatial concepts I believe helps me evaluate future projects.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Several City of Gainesville Beautification Awards, A.I.A. Awards for projects, work on Thomas Center site improvements over the years.

I am willing to spend 6 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Dick Effins 8022 NW 238th St. High Springs 32615 (386) 853-5053
John Eyler 2500 NW 23rd Terr. Gainesville 32605 (352) 399-3510
Don Peters 1920 NW 7th Place Gainesville 32603 (352) 371-4484

Jan Frentzen
Signature

Additional information may be attached to this form.

RECEIVED
NOV 30 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

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REGIONAL PLANNING COUNCIL

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: 11-16-2015

NAME Delia Kradolfer ADDRESS 110 SE 7th Ave
ZIP CODE 32643 AGE 57 TELEPHONE (H) 352-514-8443
EMAIL Kradolfer@AOL.com (W) 352-376-3015
FAX:
HOW LONG A RESIDENT OF ALACHUA COUNTY? 25 years
ARE YOU CURRENTLY AN ELECTED OFFICIAL? No
OCCUPATION Accountant
EDUCATION Bachelors of Arts
TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT:
Work as an Administrator & Accountant for a Motorcycle Shop & a Newspaper for more than 17 years

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS None

I am willing to spend 10 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Ramona Malloy 9506 SW 39th Ave, Gville, FL 32608 - 352-339-3133
Rebecca Wolfson - N-A 352-448-1357
Benzo Chuy Flores - 2811 SW Archer Rd, Apt-139, 352-870-1769

Signature

Additional information may be attached to this form.

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

Date: Nov 28, 2015

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

NAME Chandler OTis ADDRESS 2123 NW 4TH PLACE
ZIP CODE 32603 AGE 61 TELEPHONE (H) (352) 215-4247
EMAIL Chanbike (A) AOL.COM (W) _____
FAX: _____

HOW LONG A RESIDENT OF ALACHUA COUNTY? 58 years
ARE YOU CURRENTLY AN ELECTED OFFICIAL? No
OCCUPATION Bike Mechanic, Tour Guide
EDUCATION AA + AS Santa Fe College, BS U. of Florida
TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :
More Than 25 years as Member of MTPO Transportatic committees. During That Time I have attended as many Transportation Workshops and hearings as possible

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS
Kermit Sigmon Award 2001
Police Service Award 1989, 2001

I am willing to spend 12 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Tony Jones 413 NW 8TH Ave 334-2400
Ron Cunningham P.O. Box 1425 (352) 262-5798
Roger Pierce 5015 NW 19TH Place 378-7063

Chandler Otis
Signature

Additional information may be attached to this form.

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NOV 30 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003

Application for Citizens Advisory Committee

Chandler Otis

I have been a member of MTPO transportation committees for more than 25 years. During this time I have attended as many public workshops and public hearings as possible to learn more about transportation. During the mid-1990's I was a member the "Citizen's Taskforce" that studied the State Road 26/26A corridor.

From this participation I believe I have a good basic education in traffic engineering, traffic operations and urban planning as well as transportation policy and procedures of both state (FDOT) and local (city and county) transportations departments.

In 2001, the MTPO gave me the "Kermit Sigmon Citizen Participation Award" which is given to citizens for "contributions to the community's transportation planning process."

I have also received "Police Service Awards" from the Gainesville Police Department in both 1989 and 2001.

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

Date: Nov. 4 '14

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

NAME Ruth L. Steiner ADDRESS 4104 NW 19th Place Gainesville
ZIP CODE 32605 AGE 57 TELEPHONE (H) 352-256-7884
EMAIL rsteiner@dcp.ufl.edu (W) 352-294-1492
FAX: 352-392-3308

HOW LONG A RESIDENT OF ALACHUA COUNTY? 20 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? no

OCCUPATION Professor

EDUCATION Ph.D. City and Regional Planning (UC Berkeley) MCP UC Berkeley; MCP Univ. of Wisconsin Milwaukee; A.B History Lawrence Univ.

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT: I teach transportation policy and planning courses and have worked in transportation planning education since 1990.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS Kermit Sigmon Citizen Participation Award, Gainesville MTPO; RLF Research Professor 2005-8; 4H Key Award; Sutter Foundation Fellowship

I am willing to spend 8 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Stephen Bayes 6510 Lakeshore Dr. Gville FL 32641 352-538-1857
Joseli Macedo 1010 NW 36th Road Gville FL 32609 352-294-1490
Stanley Latimer 2006 NW 19th Lane Gville FL 32605 352-294-1493

Signature

Additional information may be attached to this form.

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003

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REGIONAL PLANNING COUNCIL

RUTH L.STEINER, PH.D.

(a) Professional Preparation

University of California, Berkeley	City and Regional Planning	Ph.D.	2004
University of California, Berkeley	City and Regional Planning	M.C.P.	1988
University of Wisconsin, Milwaukee	Business Administration	M.B.A.	1982
Lawrence University, Appleton	History	B. A.	1979

(b) Appointments

2012 – Present	Affiliate Faculty, University of Florida Transportation Institute (UFTI)
2008 – Present	Director, Center for Health and the Built Environment, University of Florida
2002 – Present	Associate Professor, Department of Urban and Regional Planning, University of Florida
1998 – Present	Affiliate Faculty, School of Natural Resources and Environment, University of Florida.
2014 – 2014	Visiting Professor, Institute for Transport Studies, University of Leeds, UK
2009 – 2012	Associate Director, Center for Multi-modal Solutions to Congestion Mitigation, University of Florida
2006 – 2007	Visiting Associate Professor (sabbatical), Department of Urban Design and Planning, University of Washington, Seattle, WA.
1994 – 2002	Assistant Professor, Department of Urban and Regional Planning, University of Florida.Regional Planning, University of Florida
1990 –1994	Research Associate, Energy Analysis Program, Lawrence Berkeley National Laboratory, Berkeley, CA; and Institute for Transportation Studies and Institute of Urban and Regional Development, University of California at Berkeley, Berkeley, CA

(c) Publications [(*) – Graduate Student at UF]

1. Michalaka, D., Xu, R.*, Page, J. J., Steiner, R. L., Washburn, S., & Elefteriadou, L. (accepted for publication). Roundabouts as a Form of Access Management. *Transportation Research Record, The Journal of the Transportation Research Board.*
2. Alluri, P., Gan, A., Diaz, A.*, & Steiner, R. (2015) Safety Impacts of Access Management Features near Roundabouts. *Transportation Research Record, The Journal of the Transportation Research Board No. 2517*, pp. 28-36.
3. Heinen, E., Steiner, R. L., & Guers, K. T. (2015). Special Issue: Built Environment and Travel Behaviour: Introductory Essay. *European Journal of Transport and Infrastructure Research15* (1): 1-5.
4. McDonald, N.C., McGrane, A., Rodgman, E., Steiner, R.L., Palmer, M.*, and Lytle, B.* (2015) Assessing Multimodal School Travel Safety in North Carolina *Accident Analysis & Prevention* 74, 126-32. doi:10.1016/j.aap.2014.10.006
5. McDonald, N., Steiner, R., Palmer, M.*. Bullock*, Sisiopiku, V., Lytle, B.*. (2014) Costs of School Transportation: Quantifying the Fiscal Impacts of Encouraging Walking and Bicycling for School Travel. *Transportation* DOI 10.1007/s11116-014-9569-7.
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(d) Synergistic Activities

For the past twenty years, Dr. Steiner's research, graduate education, and training activities have focused on the interactions between land use, transportation and environment, with a particular focus on alternative modes of transportation – walking and bicycling. She is currently conducting research on multimodal analysis tools to better coordinate land use and transportation planning, modeling the combined transportation and housing costs associated with different locations within urban regions, and evaluating the full costs of school transportation and how federal Safe Routes to School program impacts children's travel to school. A recipient of the University of Florida Research Foundation Professorship (2006-2009), she has been the principal or co-principal investigator on over $13 million dollars in research funded by the Federal Highway Administration, the Robert Wood Johnson Foundation, the Wachovia Foundation, the US Department of Housing and Urban Development and the Florida Department of Transportation.

a. Funded Research Projects

1. Policy Implications of Automated Vehicle Technology. Funded by Florida Department of Transportation, Total Budget: $234,976; July 2014-May 2016, Role: Co-PI.
2. Informing Policies to Maximize Use of Advanced Registered Nurses to Provide Primary Care in Underserved Areas. Funded by Robert Wood Johnson Foundation, Total Budget: $249,735; September 2013-August 2015, Role: Investigator.
3. School Transportation: Development of an Educational Module (August 2013-October 2015). Funded by the Southeastern Transportation Research, Innovation, Development and Education Center (STRIDE), $70,000; August 2013-October 2015. Role: Co-PI
4. Quantifying the Costs of School Transportation (July 2012-December 2013), Funded by the Southeastern Transportation, Research, Innovation, Development and Education Center (STRIDE), Total Budget: $250,000; Role: Co-PI
5. Roundabouts and Access Management (October 2012–December 2013), Funded by the Florida Department of Transportation Office of Systems Planning, Total Budget: $222,791, Role: PI
6. Heartland 2060 Regional Visioning Project (July 2011- December 2013), Funded by the U.S. Department of Housing and Urban Development (HUD) under the Sustainable Communities Regional Planning Grant Program, Total Budget $1,400,000, Role Co-PI
7. Federal Safe Routes to School Program: Multi-State Evaluation and National Evaluation Framework (January 2011 – June 2013) Funded by the Robert Wood Johnson Foundation Active Living Research Program), Total Budget: $300,000, Role: Co-PI.

b. Membership in Professional Organizations

1. Transportation Research Board Transportation History Committee, 2013-present.

2. Scientific Committee of the World Conference on Transport Research Society (WCTRS), 2007-present
3. American Association for the Advancement of Science (AAAS)
4. American Planning Association: Transportation, New Urbanism, and Energy and Environment Division
5. American Public Health Association (APHA) and the Physical Activity and Environmental Health Sections

(e) Teaching Accomplishments
Each year I teach the following course for our graduate students: Transportation Policy and Planning, Transportation and Land Use Coordination, Planning Research Design, and Health and the Built Environment. I have also been teaching two courses to students in online graduate programs: Transportation Policy and Planning (for students in a Masters of Urban and Regional Planning) and Research Design for Sustainability (for students in an online Masters of Sustainable Design)

Ph. D. I have served as chair for three Ph.D. students and as a member of fourteen other committees. I am currently chair of two doctoral committees and a co-chair or member of nine other committees.

Masters' Theses in Urban and Regional Planning: I have served as chair for a total of 102 students and four more are currently in progress. I have been a co-chair on 51 committees and a member on 34 committees in the Department of Urban and Regional Planning. I have served as external member on 10 committees in other departments.

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Bicycle/Pedestrian Advisory Board (B/PAB) Vacant Positions

MTPO STAFF RECOMMENDATION

Appoint Ms. Gill and reappoint Mr. Stockwell to three-year terms.

BACKGROUND

The MTPO needs to fill three vacant positions on the Bicycle/Pedestrian Advisory Board. Two people have submitted applications for these three positions- Ms. Gill and Mr. Stockwell. One vacancy is due to a resignation of a current member and two vacancies are due to term expirations in 2015.

ENCLOSED MATERIALS

Enclosed please find:

1. Exhibit I which gives the names and occupations of current B/PAB members and applicants;
2. Exhibit II which shows where current B/PAB members and applicants live;
3. Exhibit III which is a blank ballot to assist in the voting process;
4. Exhibit IV which is the text of the newspaper advertisement placed in the October 29th Alligator, Gainesville Guardian and Gainesville Sun; and
5. the current pool of applications.

MTPO VOTING PROCEDURE

The MTPO voting policy approved in October, 2001 is to always appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

EXHIBIT I

CURRENT BICYCLE/PEDESTRIAN ADVISORY BOARD (B/PAB)
TERMS OF APPOINTMENT

CURRENT MEMBERS	OCCUPATION	TERM EXPIRES
	ALACHUA COUNTY	
VACANT	-	August, 2015
Buford Davis	Landscape Architect	August, 2016
Maxine Stallings	-	August, 2017
Emily Ott	-	August, 2017
	CITY OF GAINESVILLE	
Diann Dimitri	-	December, 2014
VACANT	Student Seat	Fall, 2016
Miguel Lugo	Software Specialist	December, 2016
Erika Smith	-	December, 2016
Kathryn Horter	-	December, 2017
VACANT	-	December, 2018
	METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION	
Kyle Gorman	UF Student	December, 2016
VACANT	-	December, 2017
VACANT	-	December, 2018
VACANT	-	December, 2018
APPLICANTS	**OCCUPATION**	**TENURE (In Years)**
Allyson Gill	Nurse Practitioner	-
Arthur Stockwell*	Accountant	3

*Current member seeking reappointment

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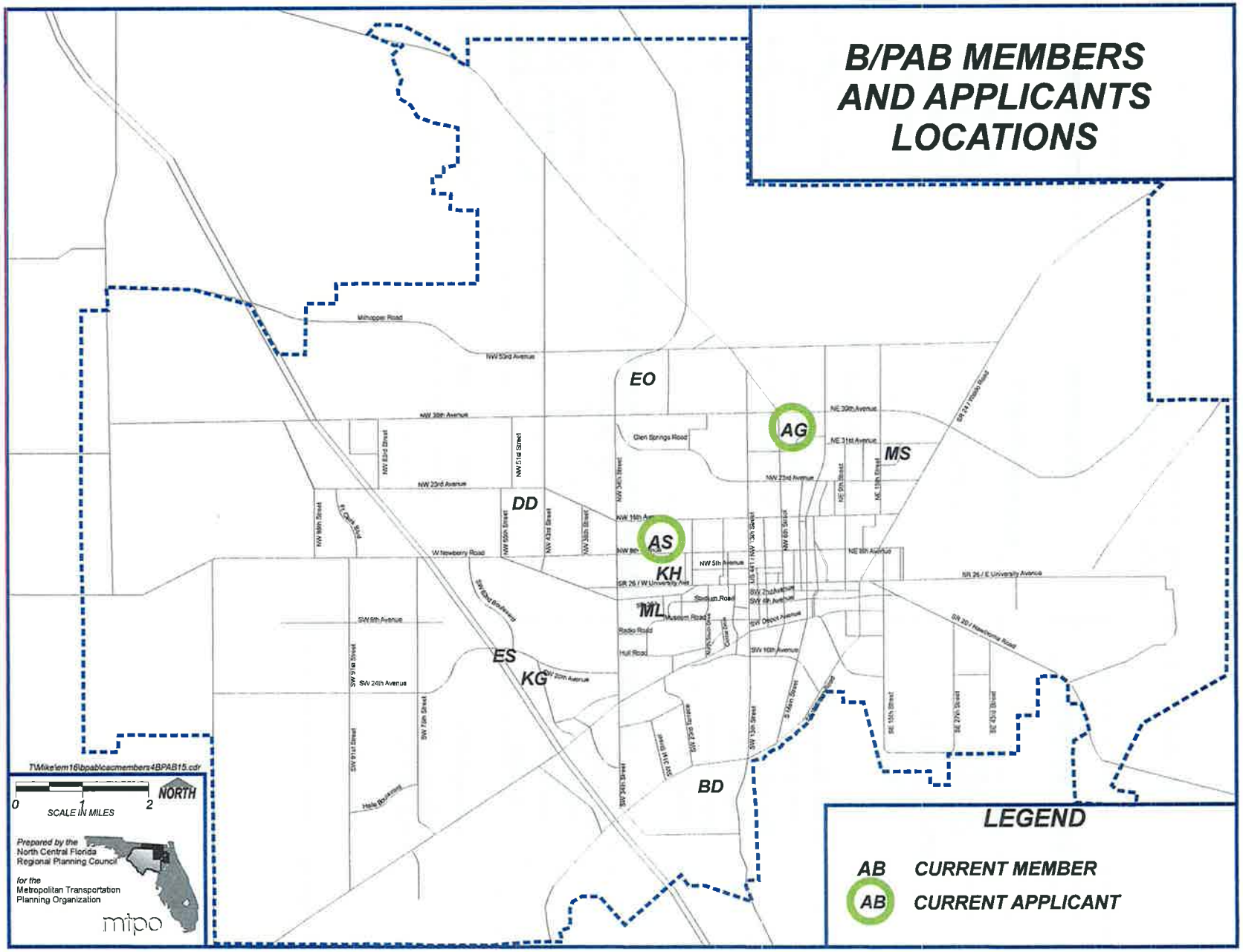
EXHIBIT II


B/PAB MEMBERS AND APPLICANTS LOCATIONS
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AB CURRENT MEMBER
AB CURRENT APPLICANT
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SCALE IN MILES
Prepared by the North Central Florida Regional Planning Council
for the Metropolitan Transportation Planning Organization
mtpo

EXHIBIT III

MTPO MEMBER	Allyson GILL	Arthur STOCKWELL
Mayor Ed BRADDY		
Harvey BUDD		
Mike BYERLY		
Craig CARTER		
Todd CHASE		
Charles CHESTNUT IV		
Ken CORNELL		
Charles GOSTON		
Lee PINKOSON		
Helen WARREN		
Randy WELLS		
Robert HUTCHINSON		

Fill two [2] vacant positions.

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EXHIBIT IV

NOTICE

APPLICATION FOR BICYCLE / PEDESTRIAN ADVISORY BOARD

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites interested persons to apply for its Bicycle/Pedestrian Advisory Board. The Bicycle/ Pedestrian Advisory Board provides advice to the Gainesville City Commission, Alachua County Commission and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on bicycle and pedestrian related matters.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, composed of the Mayor and six City of Gainesville Commissioners and the five Alachua County Commissioners, is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Metropolitan Area.

Applications and additional information may be obtained by writing or calling: North Central Florida Regional Planning Council, 2009 NW 67th Place Gainesville, Florida 32653; telephone 352.955.2200; or from the following website at www.ncfrpc.org/mtpo. Applications must be received no later than Wednesday, November 30, 2015.

GAINESVILLE URBANIZED AREA

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

BICYCLE/PEDESTRIAN ADVISORY BOARD

RESUME

Please return to: **Date** 11/30/15

MTPO
North Central Florida Regional Planning Council
2009 NW 67th Place - Suite A
Gainesville, FL 32653-1603

NAME Allyson C. Gill **ADDRESS** 3315 NW 5th ST

ZIP CODE 32609 **AGE** 53 **TELEPHONE (H)** (352) 745-2011

EMAIL gillallyson@gmail.com **(W)** (352) 745-2011

HOW LONG A RESIDENT OF ALACHUA COUNTY? 13 years
ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Nurse Practitioner

EDUCATION Masters degree

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT I have ridden a bicycle for transportation since my teens. I continue to commute daily by bicycle. I am currently the Vice President of the 1,000-member Gainesville Cycling Club. I am a graduate of the American Bicycling Education Association's Cycling Savvy adult cycling safety course. I am a certified bicycle helmet fitter, and I volunteer regularly at community bike helmet giveaways.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS I am a 3-time co-chair and organizer of Gainesville's fee public cyclovia/street closure events: Open Streets Gainesville (October 2014) and Active Streets Gainesville (February 2015, October 2015). I also helped organize the Archer Braid Trail Grand Opening celebration in Archer, FL, in June 2013, during which I hosted a bike rodeo, instructing children in bicycle safety.

I am willing to spend 20 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations.
Additional information on me may be secured from: (List three references - name, address, and phone number.)

Robert Karp, 1101 NW 43rd AVE, Gainesville, FL 32609. (352) 870-4756

Susan Bottcher, 3448 NW 12th AVE, Gainesville, FL 32605 (352) 378-5492

Donna Waller, 3333 NW 5th ST, Gainesville, FL 32609. (352) 371-0221

Allyson C. Gill
Signature

Additional information may be attached to this form.

GAINESVILLE URBANIZED AREA

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

BICYCLE/PEDESTRIAN ADVISORY BOARD

DEC 01 2015 **RESUME**

Please return to: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL **Date** 12·1·15

MTPO
North Central Florida Regional Planning Council
2009 NW 67th Place - Suite A
Gainesville, FL 32653-1603

NAME Arthur Stochuell **ADDRESS** 3427 NW 40th Terrace, Gainesville

ZIP CODE 32602 **AGE** 53 **TELEPHONE (H)** 352·575·8307

EMAIL artstochuell@hotmail.com **(W)** 352·575·8307

HOW LONG A RESIDENT OF ALACHUA COUNTY? 10 Years
ARE YOU CURRENTLY AN ELECTED OFFICIAL? NO

OCCUPATION Accountant

EDUCATION B.S. Finance

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT Former BPAB Chairman, Founder: Greater Alachua Trail Keepers, Former GCC Treasurer, current GCAT Treasurer, current GHA Chairman

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS Several City of Gainesville commendation letters, most recently from The Mayor For cleaning up Tent City.

I am willing to spend 10 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations.
Additional information on me may be secured from: (List three references - name, address, and phone number.)

Pam Davis, 1900 SE 4th Street, Gainesville, FL 954·649·5920
Dave Herren, 1532 NW 54th Drive, Gainesville, FL 352·246·4600
Carol McDonald, 10822 NW 19 ~~Ave, Alachua~~ FL 352·363·0617

Signature

Additional information may be attached to this form.

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Election of Officers

STAFF RECOMMENDATION

Elect a Chair, Vice-Chair and Secretary-Treasurer.

BACKGROUND

According to its rules, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to hold an organizational meeting each year for the purpose of electing a Chair, Vice-Chair and Secretary-Treasurer. Officers serve a term of one year starting with the next meeting. Traditionally, officers have alternated between City and County Commissioners. The officers for 2015 are as follows:

- Chair Robert Hutchinson;
- Vice-Chair Helen Warren; and
- Secretary-Treasurer Chuck Chestnut.

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Audit Review Committee

STAFF RECOMMENDATION

Appoint one City Commissioner and one County Commissioner to the Audit Review Committee, with one of these members being the Secretary-Treasurer, and that the Secretary-Treasurer serve as Committee Chair.

BACKGROUND

Soon the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Auditor will complete the Audit Report for the fiscal year ended September 30, 2015. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to an Audit Review Committee.

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Florida Metropolitan Planning Organization Advisory Council Representatives

STAFF RECOMMENDATION

Appoint a voting member and an alternate voting member to the Florida Metropolitan Planning Organization Advisory Council.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint one voting member and one alternate voting member on the statewide organization of Metropolitan Planning Organizations- the Florida Metropolitan Planning Organization Advisory Council. Last year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area elected Commissioner Helen Warren as the MTPO's voting member and elected Commissioner Lee Pinkoson as the alternate voting member.

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: MTPO/Joint Planning and Development Review

STAFF RECOMMENDATION

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

BACKGROUND

The City of Gainesville and Alachua County are currently discussing joint planning and development review. The Fiscal Year 2015-16 Budget for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is attached to this memorandum. Illustration I shows the location and boundaries of the 27 metropolitan planning organizations in Florida, while Exhibit 1 identifies the staffing arrangements. Exhibit 2 is an organization chart of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Attachments

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
Fiscal Year October 1, 2015 to September 30, 2016
Adopted August 3, 2015

REVENUES	
Florida Department of Transportation	$ 679,500
Florida Transportation Disadvantaged Commission	24,100
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	109,200
TOTAL REVENUES	**$ 836,800**

EXPENDITURES	
Contractual Services	$ 710,300
Legal Advertisements	7,000
Audit	6,300
Travel	2,000
Memberships	500
Office Supplies	1,500
In-Kind Services (Florida Department of Transportation)	109,200
TOTAL EXPENDITURES	**$ 836,800**

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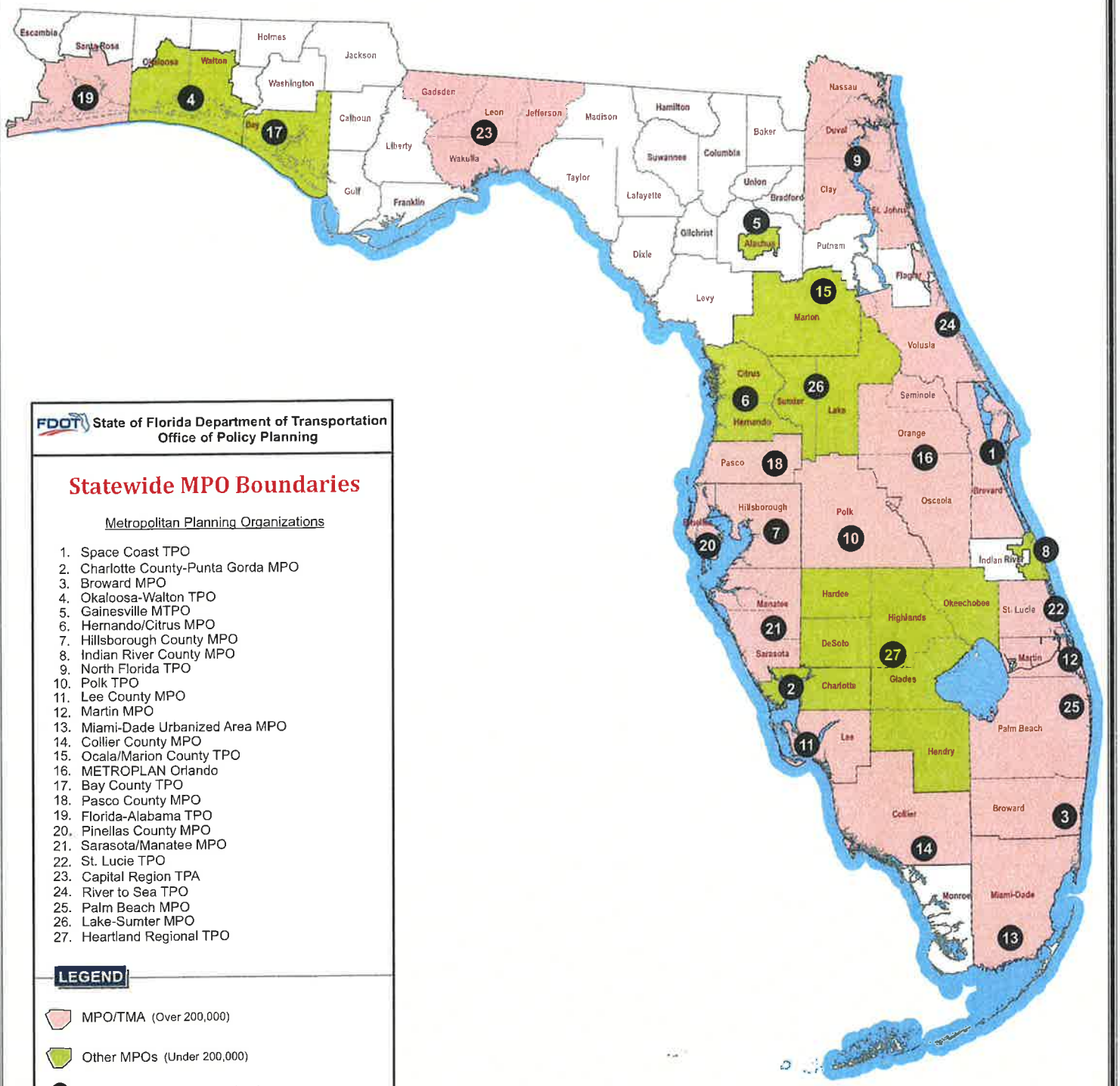
ILLUSTRATION I

Metropolitan Planning Organizations and Designated Transportation Management Areas

(As of December 8, 2014)



FDOT State of Florida Department of Transportation
Office of Policy Planning

Statewide MPO Boundaries

Metropolitan Planning Organizations

1. Space Coast TPO
2. Charlotte County-Punta Gorda MPO
3. Broward MPO
4. Okaloosa-Walton TPO
5. Gainesville MTPO
6. Hernando/Citrus MPO
7. Hillsborough County MPO
8. Indian River County MPO
9. North Florida TPO
10. Polk TPO
11. Lee County MPO
12. Martin MPO
13. Miami-Dade Urbanized Area MPO
14. Collier County MPO
15. Ocala/Marion County TPO
16. METROPLAN Orlando
17. Bay County TPO
18. Pasco County MPO
19. Florida-Alabama TPO
20. Pinellas County MPO
21. Sarasota/Manatee MPO
22. St. Lucie TPO
23. Capital Region TPA
24. River to Sea TPO
25. Palm Beach MPO
26. Lake-Sumter MPO
27. Heartland Regional TPO

LEGEND

MPO/TMA (Over 200,000)

Other MPOs (Under 200,000)

MPO/TPO Identification Number

40 20 0 40 Miles

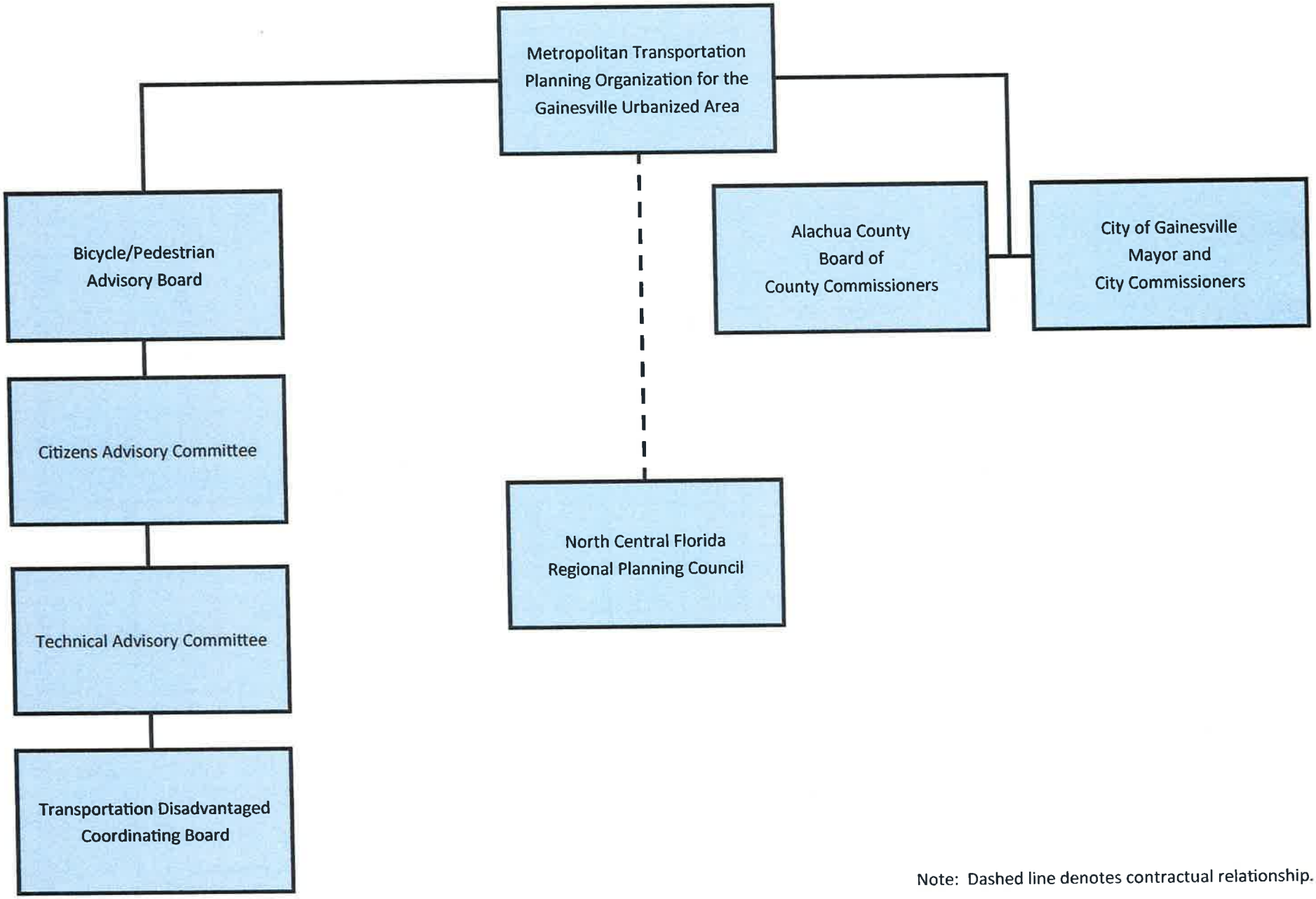
Exhibit 1

Florida Metropolitan Planning Organizations/Staffing

Metropolitan Planning Organization	Staff
Bay County Transportation Planning Organization	West Florida Regional Planning Council
Broward Metropolitan Planning Organization	Independent
Capital Region Transportation Planning Agency	Independent
Charlotte County-Punta Gorda Metropolitan Planning Organization	Independent
Collier County Metropolitan Planning Organization	Independent
Florida-Alabama Transportation Planning Organization	West Florida Regional Planning Council
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	North Central Florida Regional Planning Council
Hernando/Citrus Metropolitan Planning Organization	County
Heartland Regional Transportation Planning Organization	Central Florida Regional Planning Council
Hillsborough County Metropolitan Planning Organization	County
Indian River County Metropolitan Planning Organization	County
Lake-Sumter Metropolitan Planning Organization	County
Lee County Metropolitan Planning Organization	County
Martin Metropolitan Planning Organization	County
MetroPlan Orlando	Independent
Miami-Dade Metropolitan Planning Organization	County
North Florida Transportation Planning Organization	Independent
Ocala/Marion County Transportation Planning Organization	City of Ocala
Okaloosa-Walton Transportation Planning Organization	West Florida Regional Planning Council
Palm Beach Metropolitan Planning Organization	County
Pasco County Metropolitan Planning Organization	County
Pinellas County Metropolitan Planning Organization	County
Polk Transportation Planning Organization	County
River to Sea Transportation Planning Organization	Independent
Sarasota/Manatee Metropolitan Planning Organization	Independent
Space Coast Transportation Planning Organization	Independent
St. Lucie Transportation Planning Organization	Independent

Exhibit - 2

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Organizational Chart



Note: Dashed line denotes contractual relationship.

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December 7, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Plan East Gainesville Subcommittee

STAFF RECOMMENDATION

Appoint two City Commissioners and also appoint a Chair and Vice-Chair.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has established a Plan East Gainesville Subcommittee. The current members are:

ALACHUA COUNTY

Mike Byerly
Chuck Chestnut
Ken Cornell

CITY OF GAINESVILLE

Mayor Ed Braddy
(Chair Yvonne Hinson-Rawls vacant position)
(Vice-Chair Lauren Poe vacant position)

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SCHEDULED 2016 MTPO AND COMMITTEE MEETING DATES AND TIMES PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.			
MTPO MEETING MONTH	**TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]**	**B/PAB [At 7:00 p.m.]**	**MTPO MEETING**
FEBRUARY	February 10	February 11	February 22 at 3:00 p.m.
APRIL	March 23	March 24	April 4 at 3:00 p.m.
JUNE	June 15 *TAC@NCFRPC*	June 16	June 27 at 5:00 p.m.
AUGUST	July 20 *TAC@NCFRPC*	July 21	August 1 at 3:00 p.m.
OCTOBER	September 21 *TAC@NCFRPC*	September 22	October 3 at 3:00 p.m.
DECEMBER	November 16 *TAC@NCFRPC*	November 17	December 5 at 5:00 p.m.

Note, unless otherwise scheduled:

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

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Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo