Meeting Packet
October 5, 2015, 5:00 p.m.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

North Central Florida Regional Planning Council

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

September 28, 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, October 5, 2015 at 5:00 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, 5:00 p.m.
October 5, 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.

Page #97 **II. Draft Year 2040 Cost Feasible Plan Public Hearing**

A. Welcome and Opening Remarks

B. Draft Year 2040 Cost Feasible Plan Presentation

C. Public Comments and Questions

1. In order to ensure that everyone has the opportunity to speak at this public hearing, please fill out a card located at the table in the entrance area.

2. Speakers will be encouraged to provide comments and ask questions in the order that the cards were completed and submitted (each card will have a number at the top).

3. Each speaker will be encouraged to limit their comments to three minutes depending on the number of cards submitted.

D. Close Public Hearing

Page #97 **III. Adoption of Year 2040 Cost Feasible Plan** **APPROVE STAFF RECOMMENDATION**

(Note- additional public comments can be made on proposed motions)

The MTPO must adopt a Cost Feasible Plan before October 27, 2015.

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

The next MTPO meeting is scheduled for December 14, 2015 at 3:00 p.m.

V. 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
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** **APPROVE STAFF RECOMMENDATION**

There are three applications for three vacant positions on the Coordinating Board.

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.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

3:00 p.m.
Monday
August 3, 2015

MEMBERS PRESENT
Robert Hutchinson, Chair
Ed Braddy
Mike Byerly
Todd Chase
Chuck Chestnut
Ken Cornell
Charles Goston
Doug Jones
Jim Knight/Greg Evans
Lee Pinkoson
Randy Wells

MEMBERS ABSENT
Harvey Budd
Craig Carter
Curtis Reynolds
Helen Warren

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 3:10 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Hutchinson noted that Congresswomen Corinne Brown was not able to attend the full meeting. He recommended a motion to defer CA.4 Transportation Disadvantaged Program- Coordinating Board Appointment to the October MTPO meeting (see Exhibit 1), to add item II.$_B$ Congresswoman Corrine Brown Presentation after item II. Transportation Improvement Program Amendments- Roll Forward Projects and to place item CA.8 Florida Department of Transportation (FDOT) Correspondence- Open (Active) Street Program on the regular agenda after item V. 2040 Long Range Transportation Plan Update- Needs Plan Project Rankings.

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

1. **defer CA.4 Transportation Disadvantaged Program- Coordinating Board Appointment to the October MTPO meeting;**

2. **add item II.$_B$ Congresswoman Corinne Brown Presentation after item II. Transportation Improvement Program Amendments- Roll Forward Projects; and**

3. **place item CA.8 Florida Department of Transportation Correspondence- Open (Active) Streets Program on the regular agenda after item V. 2040 Long Range Transportation Plan Update- Needs Plan Project Rankings.**

Commissioner Byerly seconded; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS-ROLL FORWARD PROJECTS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that FDOT has requested amendments to the Transportation Improvement Program to roll forward several projects.

MOTION: Commissioner Pinkoson moved to approve the roll forward projects identified in Exhibit 2. Mayor Braddy seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.

II.B CONGRESSWOMAN CORINNE BROWN PRESENTATION

Congresswoman Brown noted that she is the 4th ranking Democrat on the House Transportation Committee and the 1st ranking Democrat on the House Veterans Committee. She stated that transportation projects create jobs. She introduced her staff assistant, Mr. Nick Martin.

Mr. Martin provided a status report on the Federal Transportation Bill and discussed local projects that could be impacted.

Congresswoman Brown spoke in support of the SW 62nd Boulevard project and answered questions. She noted that she sent a letter of support for the Tower Road project to Secretary of Transportation Anthony Foxx (see Exhibit 3).

A member asked about minority contracting for the Regional Transit System maintenance facility.

Congresswoman Brown said she has conducted workshops to get certification for transportation projects. She added that she could see that there is a workshop in Gainesville.

A member thanked her for her efforts in Veterans Affairs issues.

Congresswoman Brown noted that a Veterans hospital has been built in Orlando.

A member thanked Congresswoman Brown for her support for local transportation projects.

A member asked when the MTPO will be considering priorities for the SW 62 Boulevard project that Congresswoman Brown supports.

Mr. Sanderson stated that the MTPO will be considering the prioritization of the SW 62nd Boulevard Project at its October 5, 2015 meeting.

III. COMPLETE STREETS

Mr. Sanderson stated that FDOT District One Secretary Billy Hattaway was present to discuss FDOT's Complete Streets Policy.

Secretary Hattaway discussed the Complete Streets Policy, its implementation, application, examples and answered questions. He noted that it will begin to be implemented later this year. He added that local government needs to provide for a local development pattern that supports Complete Streets, including development plans for the complete street implementation.

IV. LIST OF PRIORITY PROJECTS

Mr. Sanderson stated that, each year, priorities for unfunded projects are submitted to FDOT. He said that these priorities are used by FDOT to develop its Tentative Work Program. He added that this year's draft List of Priority Projects includes projects from the adopted Year 2035 Livable Community Reinvestment Plan and from local agency recommendations.

Mr. Wiatt Bowers, Atkins Project Manager, discussed project funding and answered questions.

Mr. Jim Knight, FDOT Urban Planning and Modal Administrator, stated that the Archer Road 4-Laning project would need to be in the Year 2040 Cost Feasible Plan in order to be constructed.

MOTION: Commissioner Cornell moved to approve the List of Priority Projects. Mayor Braddy seconded; motion passed unanimously.

V. 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-NEEDS PLAN PROJECT RANKINGS

Mr. Sanderson discussed the Year 2040 Long Range Transportation Plan Update development timeline and answered questions. He discussed the recommendation of the MTPO Advisory Committees and staff. He introduced the MTPO's consultant, Mr. Bowers.

Mr. Bowers discussed the Year 2040 Needs Plan project rankings and answered questions.

Mr. Jim Green, FDOT Liaison to the MTPO, reported that State Law does not allow State Funds being spent off the State Highway System.

MOTION: Commissioner Cornell moved to send a letter to FDOT to request that it consider including State Road 26 from Interstate 75 to Hawthorne Road (State Road 20) in the Strategic Intermodal System. Commissioner Byerly seconded.

FRIENDLY AMENDMENT:

Commissioner Pinkoson asked that inclusion of local bridges over the Interstate also be considered for the Strategic Intermodal System. Commissioners Cornell and Byerly accepted the amendment.

Mr. Green stated that the District has forwarded the MTPO request to spend state funds off the State Highway System to the FDOT Central Office for a response.

Several members discussed concerns of the impact of having State Road 26 from Interstate 75 to Hawthorne Road on the Strategic Intermodal System.

Mr. Green stated that FDOT is still considering whether bicycle/pedestrian and transit projects on the State Highway System are eligible for State Funds. He noted that adding facilities to the Strategic Intermodal System is not tied to the Strategic Intermodal System update process.

SUBSTITUTE MOTION:

Commissioner Cornell moved to:

1. **have staff provide a report on the impacts of Strategic Intermodal System designation that also includes statewide SIS and non-SIS project funding; and**

2. **authorize the Chair to send a letter to request that the Florida Department of Transportation consider including local bridges over Interstate Highways as part of the Strategic Intermodal System.**

Commissioner Byerly seconded; motion passed unanimously.

Mr. Sanderson stated that MTPO staff would work with City and County staffs to develop prioritized lists of local roads that need resurfacing.

Mr. Bowers discussed the projected federal and state revenue forecasts and answered questions.

Representing Butler Enterprises, Mr. Gerry Dedenbach, Causseaux, Hewett and Walpole Vice President, spoke in support of State Funds being spent on local projects that relieve congestion on the State Highway System.

MOTION: Commissioner Pinkoson moved to request that the Florida Department of Transportation revisit the determination concerning the eligibility of the SW 62 Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan. Commissioner Cornell seconded; motion passed unanimously.

Mr. Sanderson discussed transit funding. He noted that the Regional Transit System uses the entire transit revenue forecast fund to pay for operating expenses.

Mr. Bowers stated that FDOT takes funding for operations and maintenance of the State Highway System out of the revenue forecasts.

A member noted that there was an opportunity to make NW 34th Street a Complete Street. He discussed his concerns about a transfer station at Five Points. He noted the support of the SW 62nd Boulevard by Representatives Brown and Yoho.

Mayor Doug Jones, MTPO Rural Advisor, spoke in support of the NW 34th Street capacity projects and the park-and-ride projects to outlying communities.

MOTION: Commissioner Byerly moved to:

1. **accept the Needs Plan Project Rankings as a completed planning document; and**

2. **refer to Alachua County staff the development of a prioritized list for resurfacing projects.**

Commissioner Chestnut seconded.

FRIENDLY AMENDMENT:

Commissioner Wells asked that the referral include City of Gainesville staff. Commissioners Byerly and Chestnut accepted the amendment.

Mr. Dedenbach spoke in support of the SW 62nd Boulevard project. He noted broad community support. He said that there was a lot of private sector investment in developing roadway connectivity.

Representing the Gainesville-Alachua County Board of Realtors, Ms. Heather Swanson spoke in support of the NW 34th Street Project, the Archer Road four-laning project and the SW 62nd Boulevard project. She also spoke in support of funding local road resurfacing projects.

Representing the Gainesville Area Chamber of Commerce, Mr. Kamal Latham spoke in support of the SW 62nd Boulevard project, including noting the bipartisan Congressional support from Representatives Brown and Yoho. He also thanked the MTPO for its query of using State Funds on local projects that relieve congestion on the State Highway System and read Congresswoman Brown's letter of support for the SW 62nd Boulevard project aloud.

Representing Butler Enterprises, Ms. Deborah Butler spoke in support of the SW 62nd Boulevard project. She also spoke in favor of providing sufficient access and mobility for first responders.

Ms. Kristen Young spoke in support of the SW 62nd Boulevard project. She also requested an explanation of the Needs Plan project ranking scores.

Mr. Chandler Otis spoke in support of the SW 62nd Boulevard project.

Letters of support for the SW 62nd Boulevard Project are included as:

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

Exhibit 12 is a letter of support for the Archer Road 4-Laning Project from the Archer Chamber of Commerce.

ORIGINAL MOTION AS AMENDED:

Commissioner Byerly moved to:

1. **accept the Needs Plan Project Rankings as a completed planning document; and**
2. **refer to Alachua County and City of Gainesville staff the development of prioritized lists for resurfacing projects.**

Commissioner Chestnut seconded; motion passed unanimously.

A member discussed asking FDOT to designate the SW 62nd Boulevard corridor as an Interstate Business Loop.

MOTION: Commissioner Cornell moved to authorize the Chair to send a letter to request that the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) to north to State Road 26 (Newberry Road) to the State Highway System. Commissioner Wells seconded; motion passed unanimously.

Mr. Bowers reviewed the Needs Plan project ranking methodology and answered questions.

CA. 8 FLORIDA DEPARTMENT OF TRANSPORTATION CORRESPONDENCE-OPEN (ACTIVE) STREETS PROGRAM

Mr. Sanderson reported that FDOT has stated that it will no longer provide funding for Open Streets.

Mr. Marc Morrison, Mr. Shawn Webber, Mr. Bob Karp, Mr. Chandler Otis, Ms. Kristen Young, Mr. Raymond Rawls and Mr. Joseph Floyd spoke in support of Open Streets activities.

MOTION: Commissioner Cornell moved to authorize the Chair to send a letter to request that the Florida Department of Transportation:

1. **provide permission to use State Road 26 for Open "Active" Street events; and**
2. **reconsider its decision not to provide maintenance of traffic for these events beyond September 2015.**

Commissioner Wells seconded; motion passed unanimously.

VI. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 5, 2015 at 5:00 p.m.

VII. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 7:15 p.m.

_____ _____

Date Chuck Chestnut, IV

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Wiatt Bowers	Mike Fay	Dekova Batey	Jim Green
Corrine Brown#	Jeff Hays	Russ Blackburn	Billy Hattaway
Deborah Butler	Mark Sexton	Jesus Gomez	
Gerry Dedenbach		Debbie Leistner	
Joseph Floyd		Teresa Scott	
Bruce Frendahl			
Ed Griffin			
Corey Harris			
Lisa Hogan			
Bob Karp			
Kamal Latham#			
Nick Martin			
Marc Morrison			
Annie Orlando			
Chandler Otis			
Ermon Owens			
Raymond Rawls			
Barbara Sharpe			
Heather Swanson#			
Paul Thurdekos			
Sally Warrick			
Shawn Webber			
William Worth			
Kristen Young			

* By telephone
# Spoke and provided written comments

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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, 3:00 p.m.
August 3, 2015

STAFF RECOMMENDATION

Page #9 **CA. 1** **MTPO Minutes- June 1, 2015** — **APPROVE MINUTES**

This set of MTPO minutes is ready for review.

Page #19 **CA. 2** **Adopt Budget for Fiscal Year 2015/16** — **APPROVE BUDGET**

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

Page #23 **CA. 3** **Safety and Access Management Concerns SW 34th Street, University Avenue and SW 2nd Avenue** — **NO ACTION REQUIRED**

The Florida Department of Transportation will be ready to report on the safety study for this area at the next meeting (October 5, 2015).

Page #29 **CA. 4** **Transportation Disadvantaged Program- Coordinating Board Appointment** — **DEFER TO OCTOBER 5, 2015 MEETING**

Ms. Hogan's application was the only one submitted for the voting Private Transit Industry position on this Board.

Page #33 **CA. 5** **Transportation Disadvantaged Program- Resolution of Appreciation** — **APPROVE RESOLUTION OF APPRECIATION**

This resolution of appreciation recognizes the service of Mr. Andrew Singer while serving as a member of the Alachua County Coordinating Board.

Page #37 **CA. 6** **Transportation Disadvantaged Program-Status Report** **NO ACTION REQUIRED**

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

Page #47 **CA. 7** **Florida Department of Transportation Correspondence-State Road 24 (Waldo Road) Pedestrian Safety** **NO ACTION REQUIRED**

FDOT will conduct a pedestrian safety and speed study along portions of Waldo Road that is expected to be completed in either September 2015 or October 2015.

Page #51 **CA. 9** **Florida Department of Transportation Correspondence-State Road 26 (University Avenue) Speed Limit** **NO ACTION REQUIRED**

FDOT does not currently use variable speed limits and, therefore, will not be lowering the speed limit on University Avenue.

EXHIBIT 1

We Provide Freedom™

August 3, 2015

To: Metropolitan Transportation Planning Organization (MPTO) for the Gainesville Urbanized Area Members

From: Edward I. Griffin, General Manager, MV Transportation

Subject: MPTO Meeting August 3, 2015 Consent Agenda Item C.A. 4 – Transportation Disadvantaged Program Coordinating Board Appointment

This letter is written concerning 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.

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. Throughout this time period as CTC we were 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 Medicaid, which was administered through a separate contract with the CTD. Until recently, Medicaid 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 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.

An important point to know 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

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P 972.391.4600
www.mvtransit.com

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.

My point is simply this; while these contracts are with private entities and companies have the right to compete for this business, appointment to the Local Coordinating Board (LCB) is another matter and a clear conflict of interest. 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.

I strongly urge you to deny this application, or table action until more information can be gathered from stakeholders, including staff from the Regional Planning Council and the Commission for the Transportation Disadvantaged (CTD), and purchasing agencies, including the City of Gainesville RTS and Alachua County. Thank you for your consideration of this important matter.

EXHIBIT 2

GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
==========

DATE RUN: 07/02/2015
TIME RUN: 13.20.06
MBRMPOTP

ITEM NUMBER:430395 1 PROJECT DESCRIPTION:SR 25 (US 441) AT CR 234/CHOLOKKA BLVD UPDATE FLASHING BEACON *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:26010000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2016	2016	2017	2018	2019	2020	GREATER THAN 2020	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,701	0	0	0	0	0	2,701
TOTAL 430395 1	0	2,701	0	0	0	0	0	2,701
TOTAL PROJECT:	0	2,701	0	0	0	0	0	2,701

ITEM NUMBER:434382 1 PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) AT NW 98TH STREET *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26070000 PROJECT LENGTH: .008MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2016	2016	2017	2018	2019	2020	GREATER THAN 2020	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,600	0	0	0	0	0	2,600
TOTAL 434382 1	0	2,600	0	0	0	0	0	2,600
TOTAL PROJECT:	0	2,600	0	0	0	0	0	2,600

ITEM NUMBER:434394 1 PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) AT NW 57TH ST. *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26070000 PROJECT LENGTH: .005MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2016	2016	2017	2018	2019	2020	GREATER THAN 2020	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,201	0	0	0	0	0	2,201
TOTAL 434394 1	0	2,201	0	0	0	0	0	2,201
TOTAL PROJECT:	0	2,201	0	0	0	0	0	2,201

ITEM NUMBER:434395 1 PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) AT NW 55TH TERRACE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26070000 PROJECT LENGTH: .004MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2016	2016	2017	2018	2019	2020	GREATER THAN 2020	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,201	0	0	0	0	0	2,201
TOTAL 434395 1	0	2,201	0	0	0	0	0	2,201
TOTAL PROJECT:	0	2,201	0	0	0	0	0	2,201

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
==========

DATE RUN: 07/02/2015
TIME RUN: 13.20.06
MBRMPOTP

ITEM NUMBER:435890 1 PROJECT DESCRIPTION:RECONSTRUCT 5 TRAFFIC SIGNALS ON SR 331 IN ALACHUA CO. *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26050000 PROJECT LENGTH: 1.998MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2016	2016	2017	2018	2019	2020	GREATER THAN 2020	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	200,000	0	0	0	0	0	200,000
DIH	0	2,000	0	0	0	0	0	2,000
DS	0	15,000	0	0	0	0	0	15,000
TOTAL 435890 1	**0**	**217,000**	**0**	**0**	**0**	**0**	**0**	**217,000**
TOTAL PROJECT:	**0**	**217,000**	**0**	**0**	**0**	**0**	**0**	**217,000**

ITEM NUMBER:437354 1 PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) FROM NW 75TH ST. TO NW 69TH TERRACE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:26070000 PROJECT LENGTH: .391MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	LESS THAN 2016	2016	2017	2018	2019	2020	GREATER THAN 2020	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500	0	0	0	0	0	500
TOTAL 437354 1	**0**	**500**	**0**	**0**	**0**	**0**	**0**	**500**
TOTAL PROJECT:	**0**	**500**	**0**	**0**	**0**	**0**	**0**	**500**
TOTAL DIST: 02	**0**	**227,203**	**0**	**0**	**0**	**0**	**0**	**227,203**
TOTAL HIGHWAYS	**0**	**227,203**	**0**	**0**	**0**	**0**	**0**	**227,203**
GRAND TOTAL	0	227,203	0	0	0	0	0	227,203

EXHIBIT 3

COMMITTEES:

TRANSPORTATION & INFRASTRUCTURE
Railroads, Pipelines And Hazardous Materials, Ranking Member
Coast Guard And Maritime Transportation
Water Resources And Environment

VETERANS' AFFAIRS
Health

MEMBERSHIPS:

Congressional Black Caucus
Congressional Caucus For Women's Issues
Congressional Human Rights Caucus
Congressional Missing And Exploited Children's Caucus
Congressional Diabetes Caucus
Older Americans Caucus
Progressive Caucus
The Democ Congress Study Group

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

CORRINE BROWN
5th DISTRICT, FLORIDA

REPLY TO:

WASHINGTON OFFICE:

2111 Rayburn House Office Building
Washington, DC 20515
(202) 225-0123
FAX (202) 225-2256

DISTRICT OFFICES:

101 East Union Street
Suite 202
Jacksonville, Florida 32202
(904) 354-1692
FAX (904) 354-2722

400 North Garland Ave
Suite 414
Orlando, Florida 32801
(407) 872-2208
FAX (407) 872-3783

Gainesville, Florida
(352) 378-6476

June 26, 2015

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express my strong support for the TIGER VII application submitted by Alachua County, Florida. The Tower Road Complete Street Reconstruction initiative will provide improved access to vital employment and commercial centers, improve safety, and enhance economic development initiatives for the entire region.

Tower Road (also known as SW 75th Street) is a two-lane urban arterial roadway and a key corridor in the western urbanized area of Alachua County, Florida. The corridor provides connectivity to a range of institutional and commercial land uses as well as neighborhoods, and the corridor does not currently meet the County's adopted multimodal levels of service for a collector or arterial roadway.

The completion of the bicycle and pedestrian facilities along the corridor will allow for residents and visitors to access an array of civic, institutional, office and retail land uses via walking and bicycling and will enhance the economic vitality of the area.

Safety concerns along the Tower Road corridor would be diminished through this project, as the area saw 164 total accidents over the last three years. The installation of warranted turn lanes, intersection improvements, in-street bicycle lanes, and completion of the sidewalk network would likely significantly reduce the accident rate.

The Tower Road corridor also serves as the northwestern boundary to an area of the community which has been documented to be a hotspot of poverty and related public health issues. Improving the public services in the area has been a focus of the Alachua County Commission for many years, and Commissioners have recently opened a community center

and a public health clinic in the immediate vicinity of the Tower Road corridor with an aim towards improving conditions and services for residents. The proposed project will provide safer and more convenient multimodal access for this community to the numerous public facilities and other destinations in the region.

Finally, the southwest portion of Alachua County has been actively developing for over 30 years, and several large undeveloped parcels remain along the Tower Road corridor that could be more attractive for development with enhanced capacity and improved multimodal access. Alachua County has recently adopted amendments to its Comprehensive Plan that encourage and incentivize the development of Traditional Neighborhood and Transit Oriented Developments. Several of the undeveloped parcels that are adjacent to the Tower Road corridor would be prime locations for these types of mixed-use developments, with the multimodal enhancements and pavement resurfacing being critical to enhancing this type of economic development.

The project has a total budget of $12.5 million. Alachua County is proposing to utilize $2.5 million in locally derived funds and is requesting a grant award of $10 million from the TIGER program. These funds are desperately needed for a region that's growth rate far exceeds the availability of state and local resources.

This important project 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.

Thank you for your attention to this matter. I would greatly appreciate your consideration of the merits of this important transportation and economic development project for Alachua County.

Sincerely,

Corrine Brown

Corrine Brown
Member of Congress

EXHIBIT 4

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

EXHIBIT 5

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.

EXHIBIT 6

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

EXHIBIT 7

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

EXHIBIT 8

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.

EXHIBIT 9

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

EXHIBIT 10

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

EXHIBIT 11

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 12

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!

North Central Florida Regional Planning Council

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

September 28, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Engagement Letter for Fiscal Year 2014-15 Audit

STAFF RECOMMENDATION

Approve the Engagement Letter for Fiscal Year 2014-15 Audit.

BACKGROUND

Each fiscal year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to have an audit prepared of its financial records. Powell & Jones, Certified Public Accountants, was selected to conduct this audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to approve the attached Engagement Letter in order for Powell & Jones, Certified Public Accountants, to proceed with the audit.

Attachment

t:\marlie\ms16\mtpo\memo\audit_engage_2015new.docx

Powell & Jones
Certified Public Accountants

Richard C. Powell, Jr., CPA
Marian Jones Powell, CPA

1359 S.W. Main Blvd.
Lake City, Florida 32025
386 / 755-4200
Fax: 386 / 719-5504
admin@powellandjonescpa.com

September 14, 2015

Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 N.W. 67th Place, Suite A
Gainesville, Florida 32653-1603

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2015. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, which collectively comprise the entity's basic financial statements, of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of and for the year ended September 30, 2015. The following supplementary information accompanying the basic financial statements is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited.

1. Management's Discussion and Analysis

Also, the following additional information accompanying the basic financial statements will be subjected to the auditing procedures applied in our audit of the financial statements upon which we will provide an opinion in relation to the basic financial statements.

2. Schedule of Federal Awards and State Financial Assistance

Audit Objectives

The objective of our audit is the expression of an opinion as to whether your basic financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the additional information referred to in the first paragraph when considered in relation to the basic financial statements taken as a whole. The objective also includes reporting on:

Internal control related to the financial statements and compliance with laws, regulations, and the provisions of contracts or grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations.*

The reports on internal control and compliance will each include a statement that the report is intended solely for the information and use of the audit committee, management, specific

legislative or regulatory bodies, federal awarding agencies, and if applicable, pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Our audit will be conducted in accordance with U.S. generally accepted auditing standards, the standards of financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major programs in accordance with OMB Circular A-133, and other procedures we consider necessary to enable us to express such an opinion and to render the required reports. If our opinion on the financial statements or the Single Audit compliance opinion is other than unqualified, we will discuss the reasons with management in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for establishing and maintaining effective internal control and for compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. In fulfilling this responsibility, estimates and judgments by management are required to assess the expected benefits and related cost of the controls. The objectives of internal control are to provide management with reasonable, but not absolute, assurance that assets are safeguarded against loss from unauthorized use or disposition, that transactions are executed in accordance with management's authorizations and recorded properly to permit the preparation of financial statements in accordance with generally accepted accounting principles, and that federal award programs are managed in compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is responsible for making all financial records and related information available to us. We understand that you will provide us with such information required for our audit and that you are responsible for the accuracy and completeness of that information. Management's responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the representation letter that the effects of any correct material misstatements and for confirming to us in the representation letter that that effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; and for the fair presentation in the financial statements of financial position, changes in net assets, and cash flows in conformity with U.S. generally accepted accounting principles. You are also responsible for management decisions and functions; for designating an individual with suitable skill, knowledge, or experience to oversee the services we provide; and for evaluating the adequacy and results of those services and accepting responsibility for them.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area involving (a) management, (b) employees who have significant roles in internal control, and (c) others where the fraud or illegal acts could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area complies with applicable laws and regulations and for taking timely and appropriate steps to remedy any fraud, illegal acts, or violations of contracts or grant agreements, or abuse that we may report. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on any reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan.

As part of the audit, we will prepare a draft of your financial statements, schedule of expenditures of federal awards, and related notes. In accordance with *Government Auditing Standards*, you will be required to review and approve those financial statements prior to their issuance and have a responsibility to be in a position in fact and appearance to make an informed judgment on those financial statements. Further, you are required to designate a qualified management-level individual to be responsible and accountable for overseeing our services.

Audit Procedures – General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (a) errors, (b) fraudulent financial reporting, (c) misappropriation of assets, or (d) violations of laws or governmental regulations that are attributable to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area or to acts by management or employees acting on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse. As required by the Single Audit Act Amendments and OMB Circular A-133, our audit will include tests of transactions related to major federal award programs for compliance with applicable laws and regulations and the provisions of contracts and agreements.

Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect material misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform you of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform you of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected funding sources, creditors, and financial institutions. We will also request written representations from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's attorneys as part of the engagement, and they may bill the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for responding to this inquiry. At the conclusion of our audit, we will

require certain written representations from management about the financial statements and related matters.

Audit Procedures – Internal Controls

In planning and performing our audit, we will consider the internal control sufficient to plan the audit in order to determine the nature, timing, and extent of our auditing procedures for the purpose of expressing our opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements and on compliance with requirements applicable to major programs.

We will obtain an understanding of the design of the relevant controls and whether they have been placed in operation, and we will assess control risk. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Tests of controls relative to the financial statements are required only if control risk is assessed below the maximum level. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards.*

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify reportable conditions. However, we will inform the governing body or audit committee of any matters involving internal control and its operation that we consider to be reportable conditions under standards established by the American Institute of Certified Public Accountants. Reportable conditions involve matters coming to our attention relating to significant deficiencies in the design or operation of the internal control that, in our judgment, could adversely affect the entity's ability to record, process, summarize, and report financial data consistent with the assertions of management in the financial statements. We will also inform you of any nonreportable conditions or other matters involving internal control, if any, as required by *Government Auditing Standards* and OMB Circular A-133.

Audit Procedures – Compliance

Our audit will be conducted in accordance with the standards referred to in the section titled Audit Objectives. As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform test of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance, and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards.*

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and agreements applicable to major programs. Our procedures will consist of the applicable procedures described in the "OMB Circular A-133 Compliance Supplement" for the types of compliance requirements that could have a direct and material effect on each of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's major programs. The purpose of these procedures will be to express an opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Audit Administration, Fees, and Other

We understand that your employees will assist in the preparation of any cash, accounts receivable, and other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide requested copies of our reports to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; however, it is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the designated federal clearinghouse and, if appropriate, to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditor's reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audit. At the conclusion of the engagement, we will provide the information to management as to where the reporting packages should be submitted and the number to submit.

The audit documentation for this engagement is the property of Powell & Jones, CPAs and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Powell & Jones, CPAs personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of six years after the auditor's report is issued or for any additional period requested by a federal agency. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit on approximately January 15, 2016, and to issue our report on approximately April 1, 2016, in accordance with your requested schedule.

The fees for this engagement will be as follows:

	09-30-15
Basic Services	$ 6,270
CPI - 1.7%	107
	$ 6,377

If unusual circumstances are encountered making it necessary for us to do added work in the year, we shall immediately report such conditions to the Organization and both parties may negotiate such additional compensation as appears justified.

Periodic progress billings shall be submitted as actual work is completed on the audit, but not more often than monthly. Progress billings shall be submitted in such form as to provide the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with sufficient information to ascertain that at any point total billings will not exceed the proportional fee earned for the audit.

This agreement is specifically renewable based upon our proposal submitted to you.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2014 peer review report and letter of comment has been previously filed with you, and is also available on our website, PowellandJonesCPA.com.

We appreciate the opportunity to be of service to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Sincerely,

Powell & Jones

POWELL & JONES, CPAs

RESPONSE:

This letter correctly sets forth the understanding of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

By:_____
Robert Hutchinson

Title: MTPO Chair

Date:_____

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September 28, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Amended Budget for Fiscal Year 2014-15

RECOMMENDATION:

Adopt the amended budget for Fiscal Year 2014-15 as recommended by staff.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopts the Unified Planning Work Program which outlines the anticipated transportation planning expenditures each year for the period beginning on July 1 and ending on June 30. However, since the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a governmental entity under Florida state law, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area fiscal year begins on October 1. Consequently, a fiscal year budget is adopted that can be monitored and adjusted appropriately during the year as decisions are made with respect to program activities.

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2014-15 budget reflects the year to date activities of the current year during the first three quarters and an estimate of the revenue and expenditures anticipated during the July-September 2015 quarter.

If you have any questions concerning this matter, please do not hesitate to contact me. Staff will be available at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting to answer any questions concerning the amended budget.

Attachment

t:\marlie\ms16\mtpo\memo\amendedbudgetoct5new.docx

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
Fiscal Year October 1, 2014 to September 30, 2015
Amended October 5, 2015

REVENUES	
Florida Department of Transportation	$ 880,400
Florida Transportation Disadvantaged Commission	23,100
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	130,200
TOTAL REVENUES	**$ 1,057,700**

EXPENDITURES	
Contractual Services	$ 899,100
Legal Advertisements	19,700
Audit	6,200
Travel	1,500
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	130,200
TOTAL EXPENDITURES	**$ 1,057,700**

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September 28, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Alternatives Application- 2015

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and MTPO staff all recommend that the MTPO approve the submission of a transportation alternatives application, prepared by City of Gainesville staff, for the W. University Avenue Multimodal Emphasis Corridor bikeway/sidewalk and enhanced pedestrian crossings between Gale Lemerand Drive and W. 13th Street.

BACKGROUND

According to Exhibit 1, transportation alternative applications are due this year by December 4, 2015. This means that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will need to approve the submission of this year's application at its next meeting on October 5, 2015.

Exhibit 2 is the priority list for transportation alternatives projects. This list was approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on August 3, 2015.

According to Florida Department of Transportation staff, the priority #1 NW 19th Lane project is funded. Priority #2 is the bikeway/sidewalk project on the south side of W. University Avenue. This year's transportation alternatives project application should include both the priority #2 bikeway/sidewalk project and the priority #3 enhanced pedestrian crossings at NW 16th Street and NW 19th Street. This is because these two projects are dependent on each other and are considered one interconnected project.

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EXHIBIT 1

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

September 10, 2015

Gainesville MTPO: Sent via e-mail

Dear Mr. Sanderson,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2022. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

Eligible Projects: The following types of projects are eligible for Transportation Alternatives funding:

- Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclisits, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation structures.
- Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Safe Routes to School Program – A separate application form must be filled out and included with the Transportation Alternatives application. Because of the extensive nature of the Safe Routes to School application, an additional year may be needed before a Safe Routes to School project can be programmed.

The Department receives an annual allocation of approximately $5,000,000 in Transportation Alternatives funds per year to be disbursed among the 18 counties that make up District Two. In this solicitation cycle, the Department is asking for a **maximum of two (2) projects in addition to any Safe Routes to School project applications** to be submitted within the Gainesville Metropolitan Transportation Planning Organization (MTPO) boundary. Please prioritize these projects when submitted. The Department will also send a separate solicitation letter to Alachua County requesting a maximum of two (2) projects outside the MTPO boundary.

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2016 - FY2021 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

• 4305131	Sidewalk	Town of Lacrosse, SR 121 from NW 202 Pl to CSX Railroad
• 4322402	Bike Lane/Sidewalk	Hawthorne, SE 221st St from Trailhead to SR 20
• 4333572	Sidewalk	SW 170th St from S. of SW 147th Ave to SW 128th Pl
• 4339881	Sidewalk	Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk
• 4339891	Bike Path/Trail	SW 27th Street from Williston Road to SW 35th Place
• 4339901	Bike Path/Trail	Poe Springs Road from Poe Springs to US 27/Main St.
• 4355591	Bike Path/Trail	Norton Elementary School Trail (NW 39th Ave to NW 45th Ave)
• 4373331	Bike Lanes/Sidewalk	NW 19th Lane from NW 16th Terr to US 441/NW 13th St (Cycle Track)

Please note the following:

- Projects that were applied for in a previous year, but were not programmed, will need to be requested again if the project is still desired.
- If ALL the Right-of-Way necessary to construct the project is not currently in public ownership, please do not submit an application until you speak with us.
- The "Certification of Project Sponsor" on the last page of the application must be filled out and signed before a project will be programmed.

Once an application is received it will be evaluated for constructability, financial feasibility, and prioritized. If the project is programmed the local agency will be notified that the project will be added to the Tentative 5-Year Work Program. If the project is not programmed but remains a priority with the local agency, then the project will need to be requested in the next solicitation cycle.

Please submit separate projects on separate application forms. Submit completed applications to me no later than **December 4, 2015.** The application may be sent by email or regular mail at the address below.

If you have any questions or comments or need further clarification, please call me at (386) 961-7878 or (800) 749-2967, Extension 7878.

Sincerely,

Barney Bennette

Barney Bennette
Transportation Alternatives Coordinator
Florida Department of Transportation, District 2
1109 S. Marion Avenue
Mail Station 2007
Lake City, Fl 32025-5874
email: barney.bennette@dot.state.fl.us.

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

District 2
February 2014

APPLICANT INFORMATION

Date:

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS: FL,

ZIP:

PHONE:

FAX:

EMAIL:

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS:

☐ Currently LAP Certified
(Year of Certification:)

☐ Not LAP Certified

☐ Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

☐ Transportation Alternative, defined in 23 USC 101

☐ Recreational Trail, defined in 23 USC 206

☐ Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
*(Safe Routes to School Application **must** accompany this application)*

☐ Roadway construction within former interstate routes or other divided highways

QUALIFYING ACTIVITIES

Check the Transportation Alternative activity that the proposed project will address. Please check one activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 101(a)(29) and 213(b).

- ☐ Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- ☐ Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- ☐ Construction of turnouts, overlooks, and viewing areas
- ☐ Community improvement activities, which include but are not limited to:
  - ☐ Inventory, control, or removal of outdoor advertising
  - ☐ Historic preservation and rehabilitation of historic transportation facilities
  - ☐ Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
  - ☐ Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- ☐ Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - ☐ address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
  - ☐ reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- ☐ The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: ***(A Safe Routes to School application must accompany this application.)***
  - ☐ infrastructure-related projects
  - ☐ Noninfrastructure-related projects
  - ☐ Safe Routes to School Coordinator
- ☐ Planning, designing, and constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

☐ **On-System Project** (State Roadway) ☐ **Off-System Project** (Local Roadway)

Project Termini- Begin: **End:**

Project Length:

Scope of Work *(Attach conceptual plans if available)*:

Summarize any special characteristics of the project *(Provide Typical Section drawings and describe the typical section here.)*:

Describe existing right-of-way ownerships along the project *(Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements)*:

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way. ☐ **Yes** ☐ **No**

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

Project phases included in funding request:

- ☐ Planning Activities
- ☐ Project Development & Environment Study
- ☐ Preliminary Engineering/Final Design Plans
- ☐ Construction
- ☐ Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Describe the proposed method of performing and administering each work phase of the project. (*If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)*

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff
☐ Applicant's Cons	☐ Applicant's Cons	☐ Applicant's Cons	☐ FDOT	☐ Applicant's CEI
☐ FDOT	☐ FDOT	☐ FDOT		☐ FDOT

Have any public information, or community, meetings been held? ☐ **Yes** ☐ **No**

Describe public, and private, support for the project. *(Examples: petitions, written endorsements, resolutions, etc.)*

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Are matching funds being applied to the project? If so, explain any limitations to those funds. ☐ **Yes** ☐ **No**

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

Below, provide a summary of the estimated cost for the work being proposed. ***(A detailed project cost estimate must be attached to this application.)***

Planning Activities	_____
Project Development & Environment Study	_____
Preliminary Engineering / Final Design Plans	_____
Construction	_____
Construction Engineering & Inspection Activities	_____
Other (Describe) _____	_____
Total Estimated Cost	0

PROJECT FUNDING

TA FUNDS	LOCAL FUNDS	TOTAL
		0
TA FUND %	**LOCAL FUND %**	**TOTAL**
		0

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by 0 _____ (sponsoring entity) and that said entity will: (1)provide any required funding match; (2)enter into a maintenance agreement with the Florida Department of Transportation, as necessary; (3)comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4)comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and (5)support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and that 0 _____ (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

_____
Signature

_____
Print Name

_____
Title

_____
Date

FOR FDOT USE ONLY		
Application Complete	☐Yes	☐No
Project Eligible	☐Yes	☐No
Implementation Feasible	☐Yes	☐No
Include in Work Program	☐**Yes**	☐**No**

B. Transportation Alternatives Program Priorities

Table 2 identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program.

Table 2
Transportation Alternatives Program Priorities
Fiscal Years 2016-17 to 2020-21
(within the Gainesville Metropolitan Area)

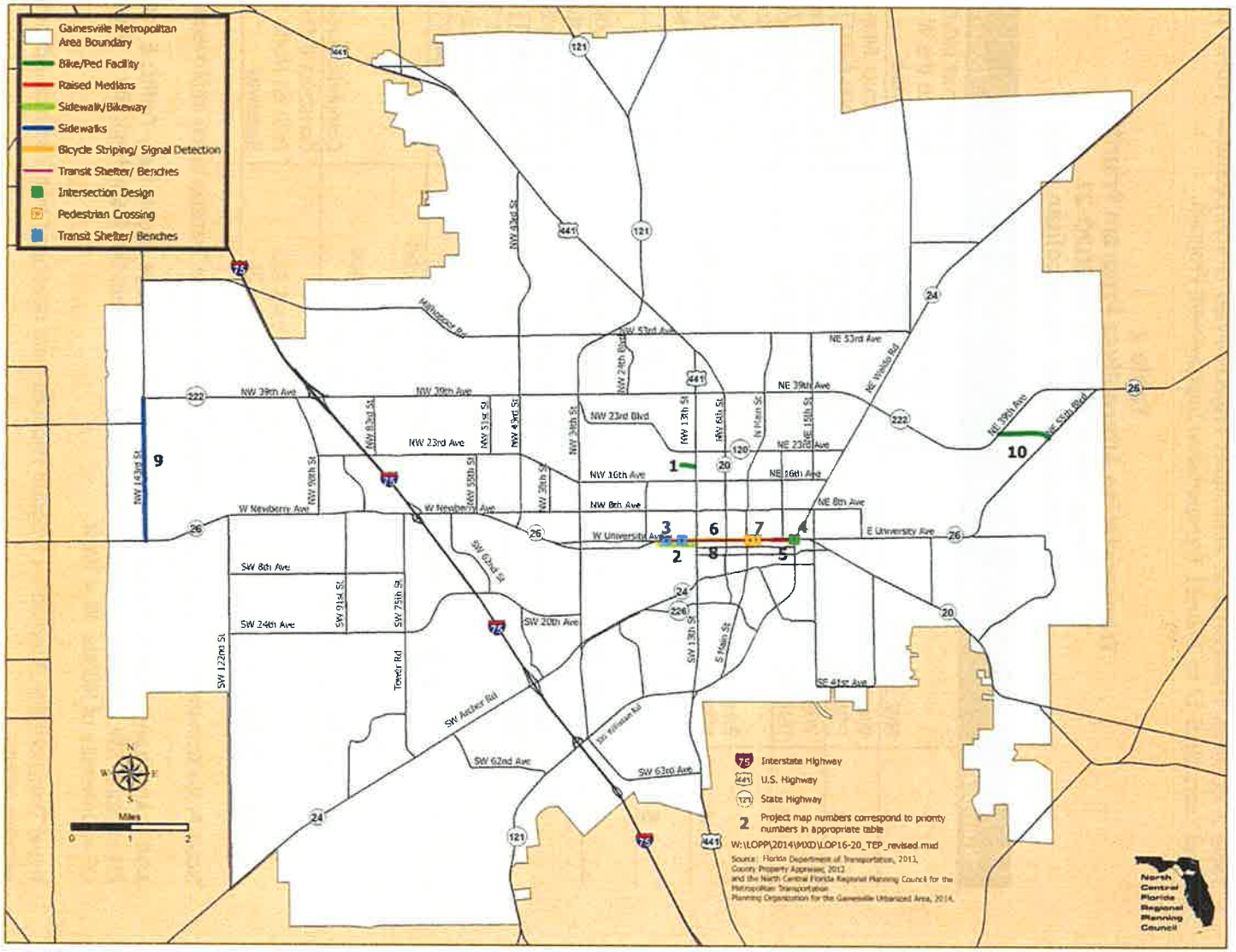
Number	Project	Location	Description
1	NW 19 Lane	FM: NW 16 Terrace TO: NW 13 Street [SR 25]	Construct bicycle facility tying to the W 12 Street bike boulevard
2	West University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3	West University Avenue [SR 26]	AT: NW 16 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
4	East University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design (Complete) [18,700 AADT]
5	East University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
6	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
7	East University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
8	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
9	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest; UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.

Illustration III
Transportation Alternatives Program Priorities
Fiscal Years 2016-17 to 2020-21



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September 28, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Disadvantaged Program Coordinating Board Appointments

STAFF RECOMMENDATION

- **Appoint Pamela Hagley as the voting Florida Agency for Health Care Administration Representative on the Alachua County Transportation Disadvantaged Coordinating Board.**
- **Appoint Ms. Lisa Hogan as the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board.**
- **Appoint Mr. Paul Selvy as the alternate Citizen Advocate on the Alachua County Transportation Disadvantaged Coordinating Board.**

BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board.

The Metropolitan Transportation Planning Organization received the attached application for the voting Private Transit Industry Representative position on the Alachua County Transportation Disadvantaged Coordinating Board. Despite re-advertising for this position, the Metropolitan Transportation Planning Organization received one application for this position on the Board. Exhibit 1 includes the application and related materials.

The Metropolitan Transportation Planning Organization received the attached application for the alternate Citizen Advocate position on the Board (Exhibit 2). Only one application for this position was received.

The Metropolitan Transportation Planning Organization received the attached nomination for the voting Florida Agency for Health Care Administration Representative position on the Board (Exhibit 3).

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EXHIBIT 1

TRANSPORTATION DISADVANTAGED COORDINATING BOARD
MEMBERSHIP APPLICATION

Name: Lisa Hogan / Right Path Transport

Address: 5218 SW 34th St.

City/State/Zip Code Gainesville, FL 32608

County: Alachua

Phone Number: 352-575-8309

E-Mail Address: lisaphogan@gmail.com

Signature: Lisa Hogan

Date: 6-15-15

Representing (check position(s) you are applying for):

CITIZEN ADVOCATE _____ Voting _____ Alternate
Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

CITIZEN ADVOCATE -USER _____ Voting _____ Alternate
Qualifications: A resident who uses the transportation disadvantaged system.

PERSONS WITH DISABILITIES REPRESENTATIVE _____ Voting _____ Alternate
Qualifications: A person with a disability representing the disabled in the county.

ELDERLY REPRESENTATIVE _____ Voting _____ Alternate
Qualifications: A person over sixty years of age representing the elderly in the county.

CHILDREN AT RISK _____ Voting _____ Alternate
Qualifications: A local representative for children at risk.

MEDICAL COMMUNITY: _____ Voting _____ Alternate
Qualifications: A local representative of the medical community.

PRIVATE TRANSIT INDUSTRY: ✓ Voting _____ Alternate
Qualifications: An experienced representative of the local private for profit transportation industry.

Please complete and return to:

North Central Florida Regional Planning Council
2009 N.W. 67 Place
Gainesville, FL 32653-1603

Marlie Sanderson

From: Lynn Godfrey
Sent: Wednesday, August 05, 2015 3:07 PM
To: Right Path
Cc: Marlie Sanderson; dan.zeruto@dot.state.fl.us; Scott Koons
Subject: RE: Metropolitan Transportation Board

Good Afternoon Ms. Hogan:

Again, I apologize for the confusion at the Metropolitan Transportation Planning Organization meeting on Monday. Your appointment to the Board was deferred to the Metropolitan Transportation Planning Organization's October 5, 2015 meeting agenda. We will forward your concerns to the members of the Metropolitan Transportation Planning Organization prior to the October 5th meeting.

Please do not hesitate to contact me if you have any questions or need any additional information.

North Central Florida Regional Planning Council

Lynn Franson-Godfrey, AICP
Senior Planner
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 110
Fax: 352.955.2209

From: Right Path [mailto:rightpathtransport@gmail.com]
Sent: Wednesday, August 05, 2015 1:42 PM
To: Lynn Godfrey
Subject: Fwd: Metropolitan Transportation Board

Lynn,
I'm writing this letter to express my concern on the situation Tuesday!

I applied to fill a vacant position on the board, a position that I understand has been vacant for over a year-and the title of this position is Private Transport Industry Representative. Who better to fill this position than a local small-woman owned minority business?

I moved to Gainesville 5 years ago after working and living in a small town in south Georgia as a teacher and counselor. My goal was to offer the elderly and disadvantage another option for private transportation. My goal was to provide a service that showed more compassion and treated each client like family, never forgetting that each and every client is someone's mother, father, grandmother, grandfather, son or daughter, which must be working as we have grown from one van to 15 vans in 5 years-and also now caught the attention of a nationwide company such as MV.

I have worked hard to be a part of the Gainesville community, Right Path is a member of the Chamber of Commerce, Leadership Gainesville, Gainesville Women's Network Board, OBUDS member, Elder Care of

Alachua County, Meals on Wheels, National Association of Professional Women, and we donate our time to many other needs in this community.

However, upon arriving at the meeting on Tuesday, I was told that the issue had been tabled due to a letter written by a general manager of MV Transportation, Mr. Edward Griffin. His letter goes on to state how local companies have came into Alachua County and worked with brokers to take work away from MV. I thought America was the land of opportunity for small businesses to grow and at one time, this now nationwide company MV, with 16,000 plus employees was just like Right Path Transport, a small company (24 employees) seeking to grow and learn about each community and state endeavors concerning transportation. Mr. Griffin of MV went on to state that these small companies are not held to the same standards as MV-which is a complete fabrication of the truth. We are held to the exact same standards in order to work with Medicaid and brokers.I have no idea why he feels that a small private company would even be considered a competitor for a nationwide company such as MV.

There is no attempt on my part as he stated to gain any advantage in the current marketplace, simply to gain more knowledge of MPTO and offer my knowledge as a small private transportation company owner to this board as well as offer my input to better serve this community in any way that I can.

Please let this letter serve as clarification to the letter that was sent by Mr. Griffin and I look forward to my appointment to this board. If you would like to meet with me and further discuss this matter, please feel to contact me at 352-575-8309.
Please confirm that you received this email.

Sincerely,

Lisa Hogan
Owner, Right Path Transport

Right Path Transport
Ph 352-507-3956
Fax 352-505-1327
www.rightpathtransport.com

CALENDAR

To submit a listing, send email to calendar@gainesville.com

TODAY IN HISTORY

In 1807, Robert Fulton's North River Steamboat began heading up the Hudson River on its successful round trip between New York and Albany.

BIRTHDAYS

Actress **Maureen O'Hara** is 95. Former Chinese President **Jiang Zemin** is 89. Author **V.S. Naipaul** is 83. Former MLB All-Star **Boog Powell** is 74. Actor **Robert DeNiro** is 72. Movie director **Martin Coolidge** is 69. Rock musician **Gary Talley** (The Box Tops) is 68. Rock musician **Sib Hashian** is 66.

LOTTERY

Sunday, Aug. 16
Cash 3
Early drawing: 0-0-1
Night drawing: 3-1-3
Play 4
Early drawing: 7-0-2-9
Night drawing: 2-6-1-5
Fantasy 5
8-11-31-32-34

PREVIOUS RESULTS

Lotto – Saturday
1-23-24-35-39-49

Match	Payoff	Winners
6-of-6	$8 million	0
5-of-6	$5,438	21
4-of-6	$87	1,118
3-of-6	$5.50	3,531

Fantasy 5 – Saturday
2-11-12-23-29

Match	Payoff	Winners
5-of-5	$82,645.89	3
4-of-5	$100	399
3-of-5	$9	12,112

POLL QUESTION:

TODAY'S TOPIC
Answer online at gainesville.com
What do you consider the end of summer?
AVAILABLE RESPONSES:
- School starts
- Football returns
- Tropical storms in the Gulf
- Labor Day
- Fall equinox

WEEKEND'S RESPONSE
Would you take a trip to Cuba if the travel embargo was lifted?
- YES: 342
- NO: 390

Results are strictly surveys of those who choose to participate and are not valid statistical samples.

WHAT'S AHEAD

TODAY

"THE SILENT TRUTH": Documentary revolving around the story of a 19-year-old woman in the U.S. Army, who was found dead under suspicious circumstances. 7 p.m. today. Civic Media Center, 433 S. Main St. Cost: Suggested donation of $3-5.

TUESDAY

ALACHUA COUNTY/CITY OF ALACHUA JOINT MEETING: The commissions for the city of Alachua and the county meet for mediation on a dispute concerning the rezoning of land where Wal-Mart plans to build a store. 1 p.m. Tuesday, Alachua City Hall, 15100 NW 142nd Terrace, Alachua.
FREE COOKING CLASSES: The UF/IFAS Extension Alachua County offers free cooking classes every Tuesday for six weeks, starting 3:30-5:30 p.m. Tuesday. Library Partnership Resource Center, 1130 NW 16th Ave.

WEDNESDAY

LOUDD CONVERSATIONS – SCHOOL TO PRISON PIPELINE: LOUDD Magazine hosts a conversation about the social ramifications of the federal government allotting money to each state to build prisons based on third- and fourth-grade failure rates. 8 p.m. Wednesday: Civic Media Center, 433 S. Main St. Cost: Free, donations appreciated.
CHIROPRACTIC HEALTH CENTER PHYSIOLOGY CLASS: Citizen's Co-op and the Sunogren Chiropractic Health Center bring a series of health-related workshops to the Civic Media Center. The first workshop focuses on gastric anatomy. 5-6 p.m. Wednesday, 433 S. Main St. Cost: Free, donations appreciated.

THURSDAY

COUNTY COMMISSION SPECIAL MEETING: Items of discussion will be posted online in the coming days. 10 a.m. Thursday. Room 209, Alachua County Administration Building, 12 SE First St.
IMMUNIZATIONS – YOU CALL THE SHOTS: An event to educate the public about the benefits of vaccines. 11:30 a.m. Thursday. Paramount Plaza Hotel & Conference Center, 2900 SW 13th St. Cost: Free. Reservations required. (733-0000)
IMPACT DAY: The Boys and Girls Club of Alachua County have partnered with Lucky's Market for Impact Day to raise funds for teen programs in the area. Thursday, 10 percent of all net sales at Lucky's will be donated to the Boys and Girls Club.

FRIDAY

"FREE FRIDAYS" CONCERT SERIES: The Savants of Soul give the town a taste of their 10-piece Motown sound for the city of Gainesville downtown concert series, 8-10 p.m. Friday, parking lot No. 10, corner of Southwest Second Avenue and Second Street. Free.
HEARKEN NIGHT OF MUSIC: Michael Claytor and friends will blend folk, Americana and bluegrass into a single performance for this edition of the Hearken Night series. 7:30 p.m. Friday, High Springs Playhouse, 130 NE First Ave., High Springs. Cost: $10, tickets available online and the door. (highspringsplayhouse.com)

ONGOING

"A T. REX NAMED SUE": Exhibit presents the story of "Sue," the largest, most complete and best-preserved Tyrannosaurus rex ever unearthed, during family-friendly interactive components that explore the paleontology that has helped scientists reconstruct Sue's life and legacy. exhibit runs through Sept. 13, Florida Museum of Natural History, 3215 Hull Road. Admission: $7.50; $6.50 for Florida residents, seniors and college students; $4.50 for ages 3-17; free to museum members and UF students. (www.flmnh.ufl.edu, 846-2000)

BOX OFFICE

'Straight Outta Compton' takes top spot

The Man from U.N.C.L.E. only brings in $13.5M

By Lindsey Bahr
The Associated Press

This photo provided by Universal Pictures shows, Aldis Hodge, from left, as MC Ren, Neil Brown, Jr. as DJ Yella, Jason Mitchell as Eazy-E, O'Shea Jackson, Jr. as Ice Cube and Corey Hawkins as Dr. Dre, in the film, "Straight Outta Compton." The movie brought in more than $56 million in its debut weekend in theaters. JAMIE TRUEBLOOD/UNIVERSAL PICTURES VIA AP

LOS ANGELES – The boys from Compton smashed opening weekend expectations, while the stylish "The Man From U.N.C.L.E." struggled to find its footing.

Universal's N.W.A. biopic earned an astonishing $56.1 million in its debut, according to studio estimates Sunday.

Director F. Gary Gray's well-received film charts the formation and rise of the influential rap group. It cost just $29 million to produce.

N.W.A. members Dr. Dre and Ice Cube served as producers on the film, which has Ice Cube's real son O'Shea Jackson Jr. playing his father. Dr. Dre also released the companion piece "Compton," – his first new album in 16 years.

Nick Carpou, Universal's president of domestic distribution, said they were "elated" with the results. Universal had previously predicted a very conservative $25 to $30 million opening.

"It really struck a chord with audiences. It's a story that is resonating right now," said Paul Dergarabedian, Rentrak's senior media analyst. "It was one of those records that was an important work and a very important expression of a particular viewpoint. To this day, that album has so much power."

Beyond the fandom around N.W.A. and the timeliness of the themes, Universal also launched a clever marketing campaign around the film, "Straight Outta Somewhere," which allows social media users to insert photos in the iconic "Straight Outta Compton" album cover and write in a hometown of their choosing.

There have been over 5.4 million downloads to date and it trended No. 1 across Facebook, Twitter and Instagram for two days in a row.

"We've got the best marketers in the business and they understand their audiences," Carpou said. "The good news here is it attaches to a product that we're exceedingly proud of."

At a glance

Estimated ticket sales for Friday through Sunday at U.S. and Canadian theaters, according to Rentrak. Where available, the latest international numbers for Friday through Sunday are also included. Final domestic figures will be released today.

1. "Straight Outta Compton" $56.1 million
2. "Mission: Impossible – Rogue Nation" $17 million
3. "The Man From U.N.C.L.E." $13.5 million
4. "Fantastic Four" $8 million
5. "The Gift" $6.5 million
6. "Ant-Man" $5.5 million
7. "Vacation" $5.3 million
8. "Minions" $5.2 million
9. "Ricki and the Flash" $4.6 million
10. "Trainwreck" $3.8 million

According to exit polls, audiences for the R-rated film were evenly divided between genders, 51 percent were under the age of 30, 46 percent were African-American and 23 percent Caucasian.

Meanwhile, Warner Bros. PG-13-rated adaptation of the 1960s television series "The Man From U.N.C.L.E." debuted in third place, behind "Mission: Impossible – Rogue Nation," with a sluggish $13.5 million.

"I was hoping for a little higher number, quite frankly," said Jeff Goldstein, executive vice president of domestic distribution for Warner Bros. The goal had been a modest $15 million. The period spy thriller will have an uphill battle to make up its $80 million production budget.

"(Director) Guy Ritchie made an original and fun movie. Eighty-six percent of our audience was over 25 and 39 percent are over 50," he said. "Older audiences, we all know, don't rush out opening weekend."

"The Man From U.N.C.L.E." stars Henry Cavill and Armie Hammer as a pair of American and Russian agents in the fashionable Cold War-era film.

Goldstein noted that they weren't able to attract a significant younger audience, who are likely not familiar with the source material. The 7 percent who did turn out gave the film a favorable A- CinemaScore, and Goldstein hopes that word-of-mouth will spread in the coming weeks.

Fox's "Fantastic Four" plummeted to $8 million to take the fourth place spot, while "The Gift" took fifth with $6.5 million.

But it's Universal's weekend to celebrate once more in what has become a banner year for the studio. Universal crossed the $2 billion mark domestically on Saturday – four months ahead of previous record-holder Warner Bros.

"Straight Outta Compton" is Universal's sixth film to open over $50 million in 2015 and broke the August record for an R-rated opening.

"If you were to create a blueprint for how to perfectly execute a box office year, they've done it," said Dergarabedian.

The Gainesville Sun

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NOTICE

APPLICATIONS FOR ALACHUA COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD MEMBERSHIP

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites experienced representatives of the local private for-profit transportation industry to apply for membership on the Alachua County Transportation Disadvantaged Coordinating Board. The Transportation Disadvantaged Coordinating Board is an advisory Board that oversees the provision of public transportation services to disadvantaged citizens in Alachua County.

These are volunteer positions serving as the voting and alternate Private Transportation Industry Representatives.

Applications or additional information may be obtained by contacting: Lynn Godfrey, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67th Place, Gainesville, Florida 32653; phone 352.955.2200 x110, e-mail godfrey@ncfrpc.org or by visiting our website at http://www.ncfrpc.org/TD/td.html

Applications must be received by September 18, 2015.

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August 3, 2015

To: Metropolitan Transportation Planning Organization (MPTO)
for the Gainesville Urbanized Area Members

From: Edward I. Griffin, General Manager, MV Transportation

Subject: MPTO Meeting August 3, 2015 Consent Agenda Item C.A. 4
– Transportation Disadvantaged Program Coordinating Board Appointment

This letter is written concerning 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.

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. Throughout this time period as CTC we were 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 Medicaid, which was administered through a separate contract with the CTD. Until recently, Medicaid 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 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.

An important point to know 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

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

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.

My point is simply this; while these contracts are with private entities and companies have the right to compete for this business, appointment to the Local Coordinating Board (LCB) is another matter and a clear conflict of interest. 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.

I strongly urge you to deny this application, or table action until more information can be gathered from stakeholders, including staff from the Regional Planning Council and the Commission for the Transportation Disadvantaged (CTD), and purchasing agencies, including the City of Gainesville RTS and Alachua County. Thank you for your consideration of this important matter.

EXHIBIT 2

TRANSPORTATION DISADVANTAGED COORDINATING BOARD MEMBERSHIP APPLICATION

RECEIVED
AUG 17 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Name: Paul Selvy

Address: 110 SW 109th Place

City/State/Zip Code Micanopy FL. 32667

County: Alachua

Phone Number: (352) 466-4864

E-Mail Address: Paul.selvy3@gmail.com

Signature: Paul Selvy

Date: August 3, 2015

Representing (check position(s) you are applying for):

CITIZEN ADVOCATE ___ Voting ✓ Alternate
Qualifications: A resident who is concerned about the needs of disadvantaged individuals.

CITIZEN ADVOCATE -USER ___ Voting ___ Alternate
Qualifications: A resident who uses the transportation disadvantaged system.

PERSONS WITH DISABILITIES REPRESENTATIVE ___ Voting ___ Alternate
Qualifications: A person with a disability representing the disabled in the county.

ELDERLY REPRESENTATIVE ___ Voting ___ Alternate
Qualifications: A person over sixty years of age representing the elderly in the county.

CHILDREN AT RISK ___ Voting ___ Alternate
Qualifications: A local representative for children at risk.

MEDICAL COMMUNITY: ___ Voting ___ Alternate
Qualifications: A local representative of the medical community.

PRIVATE TRANSIT INDUSTRY: ✓ Voting ___ Alternate
Qualifications: An experienced representative of the local private for profit transportation industry.

Please complete and return to:

North Central Florida Regional Planning Council
2009 N.W. 67 Place
Gainesville, FL 32653-1603

EXHIBIT 3

TRANSPORTATION DISADVANTAGED COORDINATING BOARD MEMBER NOMINATION FORM

Name: Pamela Hagley

Mailing Address: Medicaid Field Office Four
921 N. Davis St., Bldg. A, Suite 160
Jacksonville, FL 32209

County(ies): Alachua

Phone Number: 904-798-4291

E-mail Address: pamela.hagley@ahca.myflorida.com

Representing: **Florida Agency for Healthcare Administration**

☑ Voting Member

☐ Alternate Member

Signature:

Date: 9. 15. 2015

Please complete and return to:

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September 28, 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 - August 2015.

Attachments

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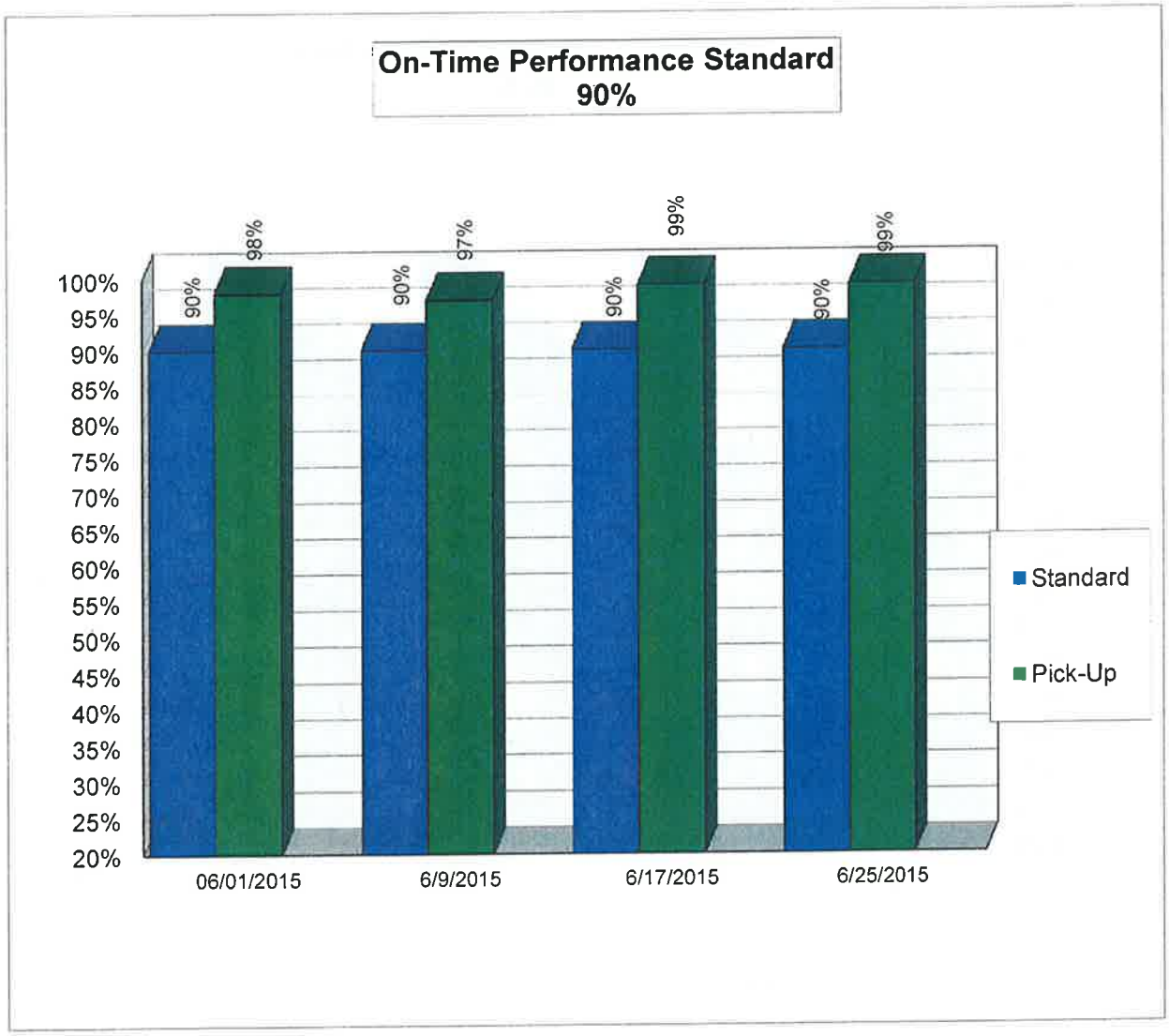
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, JUNE 2015



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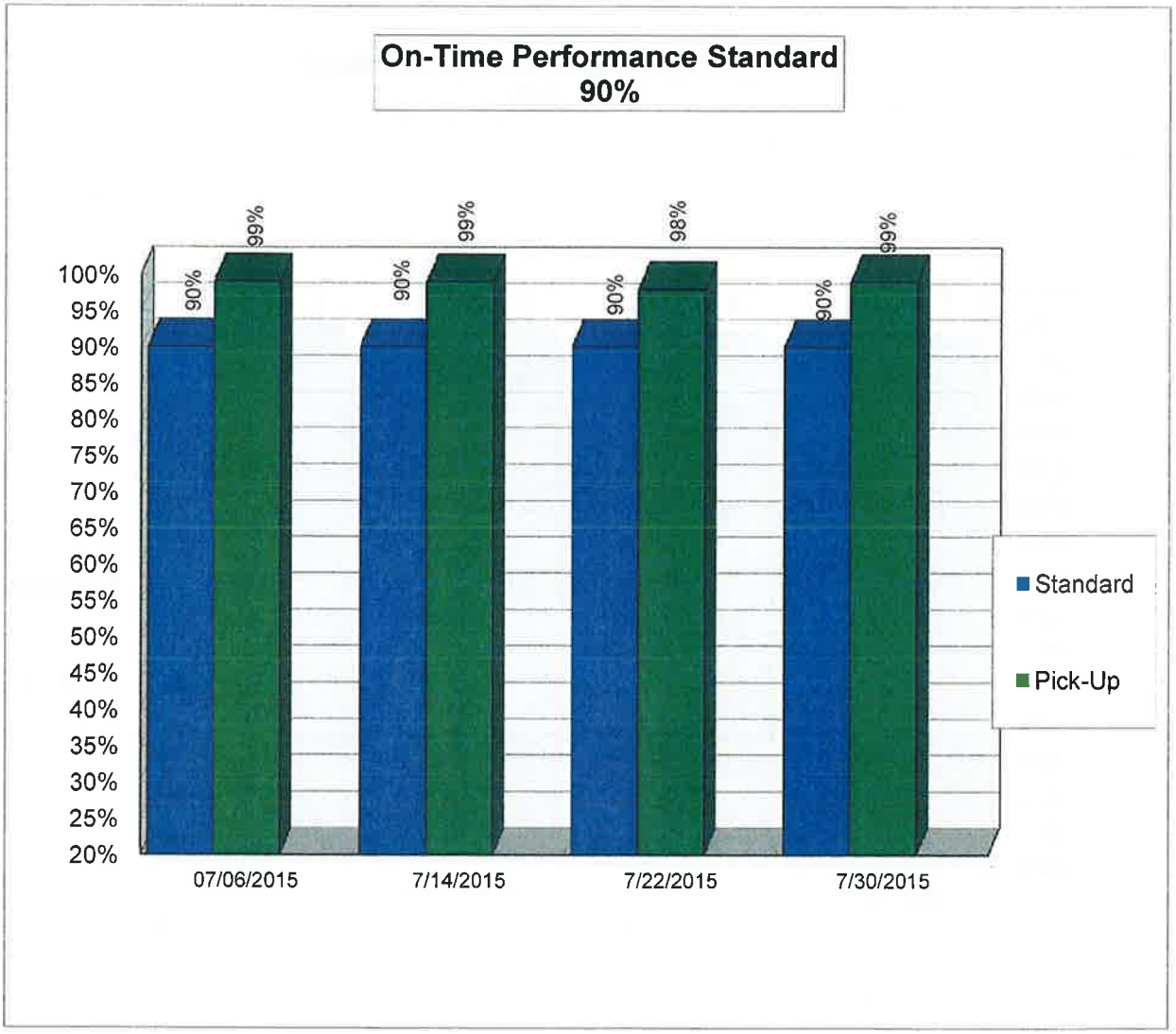
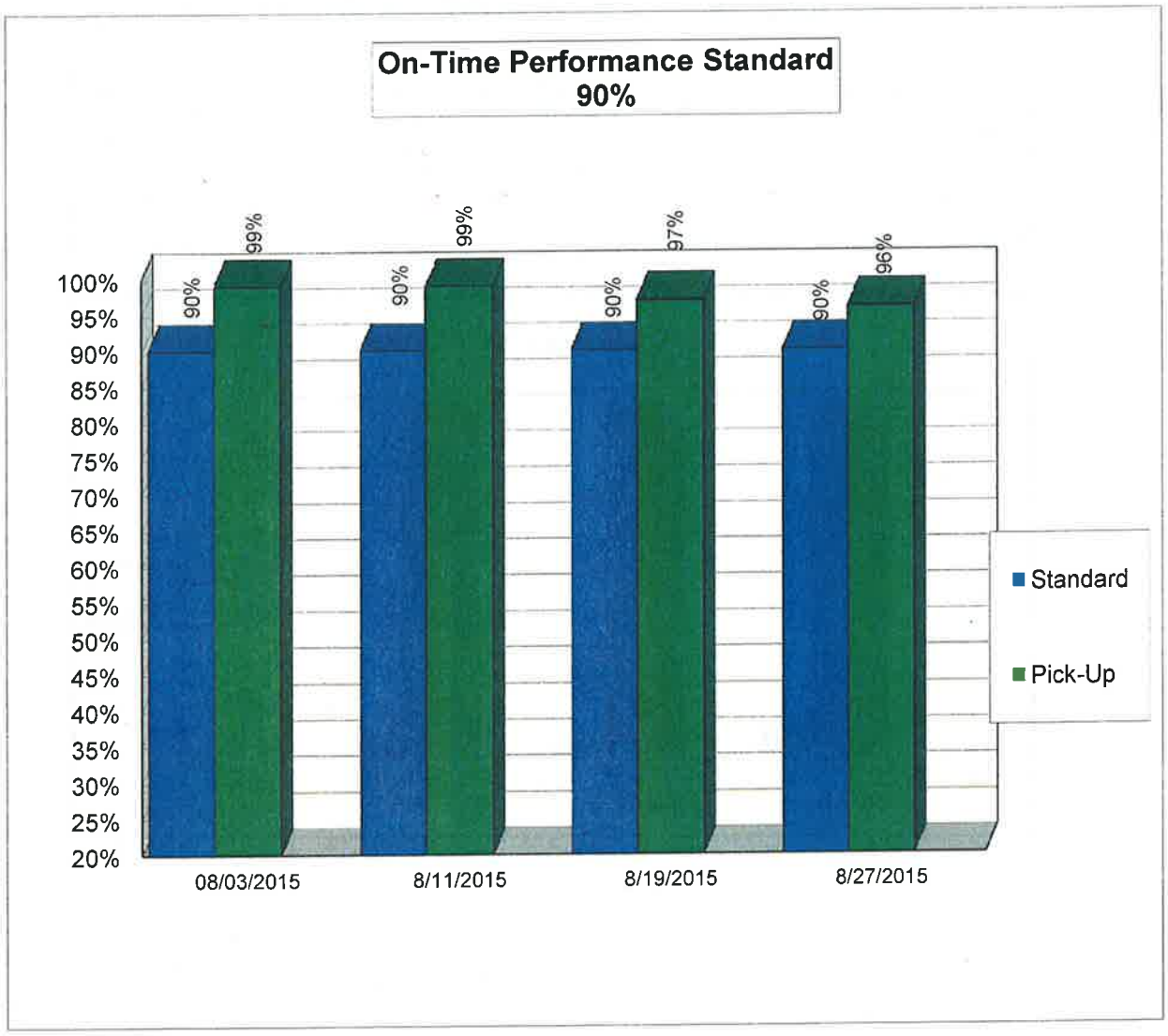


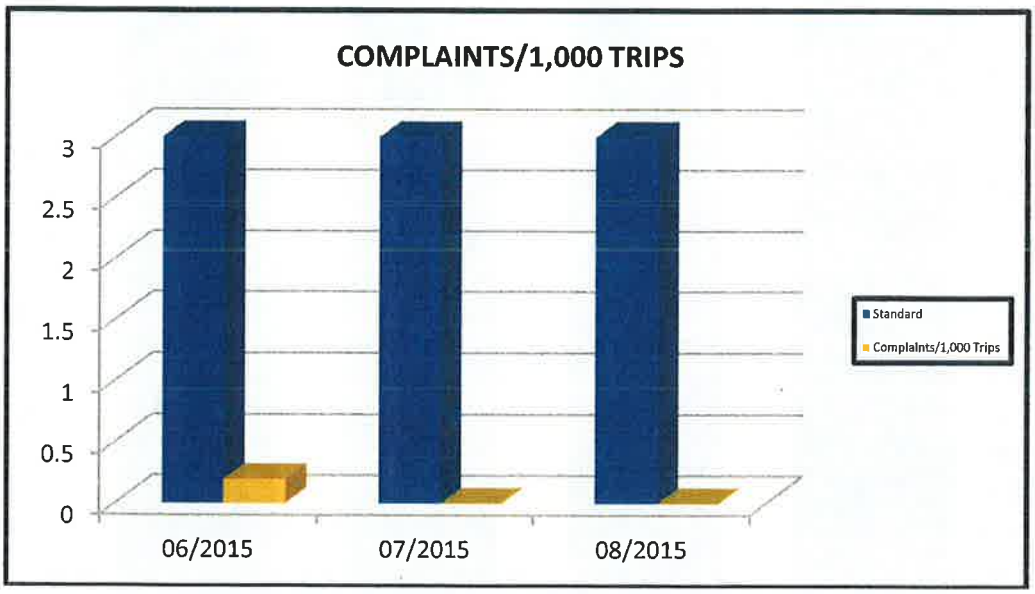
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS ALACHUA COUNTY, AUGUST 2015



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

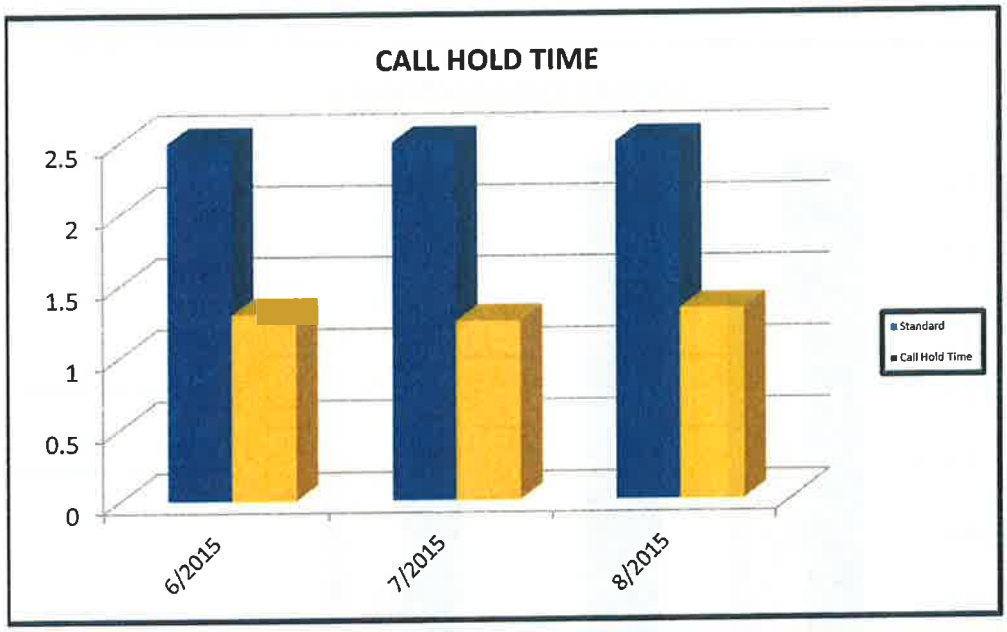
ALACHUA COUNTY, JUNE - AUGUST 2015

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
06/2015	3	0.2
07/2015	3	0
08/2015	3	0



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

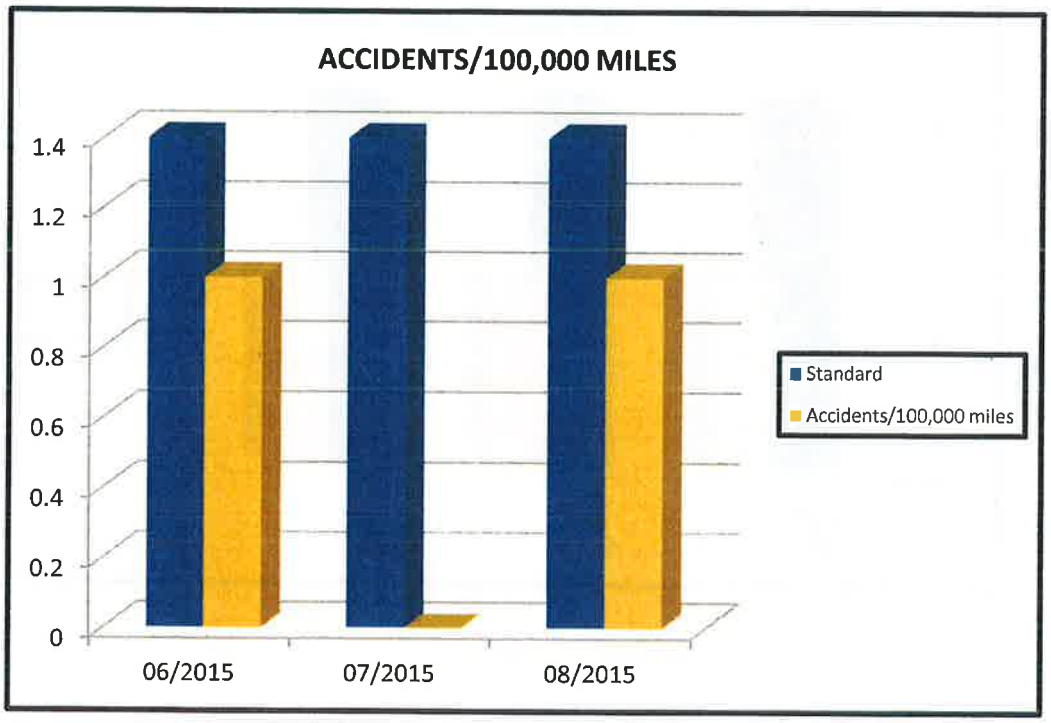
MONTH	STANDARD	CALL HOLD TIME
6/2015	2.5	1.30
7/2015	2.5	1.25
8/2015	2.5	1.33



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

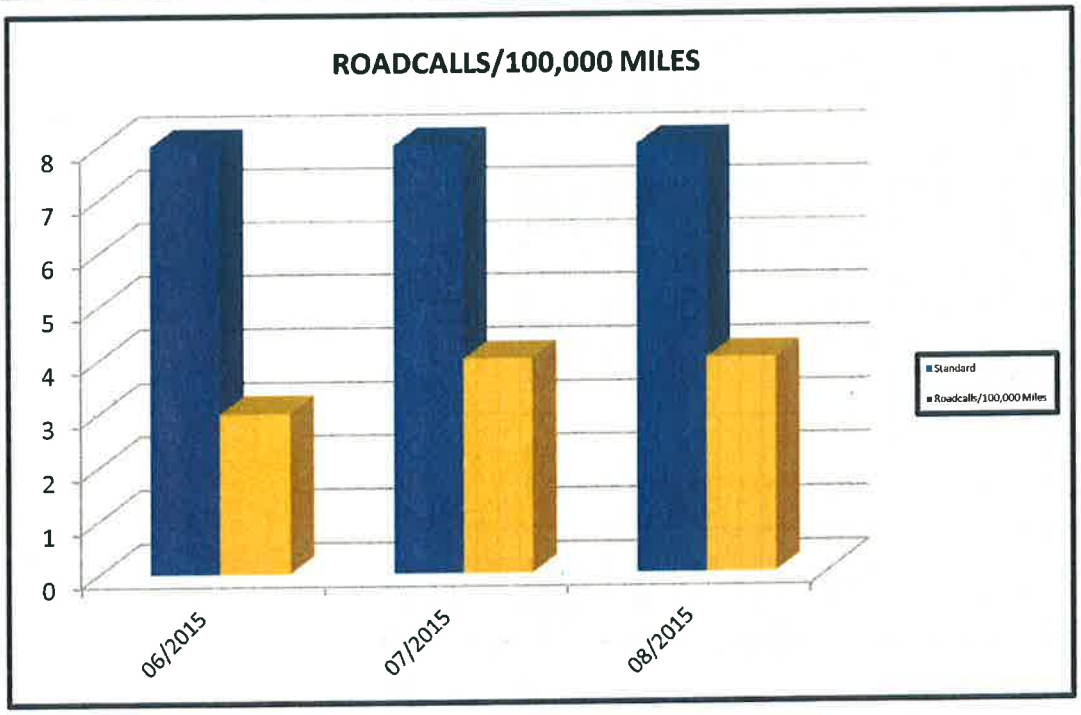
ALACHUA COUNTY JUNE-AUGUST 2015

MONTH	STANDARD	ACCIDENTS/100,000 MILES
06/2015	1.4	1
07/2015	1.4	0
08/2015	1.4	1



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

MONTH	STANDARD	ROADCALLS/100,000 MILES
06/2015	8	3
07/2015	8	4
08/2015	8	4



2015-2016 OPERATING DATA	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16
Total No Trips Invoiced	**8,196**	**8,639**	**9,179**	**0**	**7,812**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
HMO Medicaid (Access to Care)	1,981	2,029										
HMO Medicaid (MTM)	249	284										
Transportation Disadvantaged Program	1,408	1,433										
City of Gainesville ADA Service	4,123	4,337										
Florida Department of Transportation 5317	0	0										
Florida Department of Transportation 5311	135	110										
Florida Department of Transportation 5310	70	77										
Alachua County	193	347										
Elder Care	37	22										
Service Cost	**$ 236,705.36**											
HMO Medicaid (Access to Care)	$ 52,665.55	$ 55,310.33										
HMO Medicaid (MTM)	$ 4,250.00	$ 4,460.00										
Transportation Disadvantaged Program	$ 50,370.15	$ 50,184.95										
City of Gainesville ADA Service	$ 113,585.79	$ 119,348.46										
Florida Department of Transportation 5317	$ -											
Florida Department of Transportation 5311	$ 4,522.33	$ 3,411.62										
Florida Department of Transportation 5310	$ 1,990.75	$ 2,138.21										
Alachua County	$ 8,002.11	$ 12,966.84										
Elder Care	$ 1,318.68	$ 784.08										
Total Expenses	**$ 236,770.00**	**$ 228,133.00**										
Average Cost Per Trip	**$ 28.88**	**$ 26.41**	**$ -**	**#DIV/0!**	**$ -**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
Total Vehicle Miles	**114,058**	**116,295**										
Total Vehicle Hours	**6,665**	**6,774**										
Average Miles per Trip	**14**	**13**	**0**	**#DIV/0!**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
Average Cost Per Mile	**$2.08**	**$1.96**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
Average Cost Per Hour	**$35.52**	**$33.68**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
Number of No Shows	**465**	**564**										
Number Trips Denied	**0**	**0**										
Accidents	**0**	**1**										
RoadCalls	**4**	**4**										
Telephone Calls	**12,035**	**14,613**										
Avgerage Call On-Hold Time	**1.25**	**1.33**										

For additional information and a copy of the Tentative Five-Year Work Program, please visit our website:
http://www.d2wpph.com
(Information will be posted as it becomes available.)

Centennial FDOT
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Florida Department of Transportation (District Two and Florida's Turnpike Enterprise)

Invites You to Attend a Public Meeting Presenting the Tentative Five-Year Work Program Fiscal Years 2016/2017-2020/2021

Public Hearing-Tuesday, October 6, 2015-Open House 5 p.m. to 6 p.m.

Followed by a Presentation and Public Comments

FDOT District Two Urban Office, Training Facility
2198 Edison Avenue, Jacksonville, FL

This meeting will serve as the official Public Hearing and **will include a presentation of the Tentative Five-Year Work Program.** Department staff will be on hand to answer questions or concerns for the following counties: *Baker, Clay, Duval, Putnam, Nassau, and St. Johns.*

Public Workshop-Thursday, October 8, 2015-Open House 2 p.m. to 6 p.m.

FDOT District Two Office, Madison Room
1109 S. Marion Avenue, Lake City, FL

This meeting will be conducted as an Open House. **There will not be a presentation of the Tentative Five-Year Work Program.** Department staff will be on hand to answer questions or concerns for the following counties: *Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Suwannee, Taylor, and Union.*

**Information for all 18 counties in District Two will be available at each meeting.*

Sincerely,

Greg Evans
District Two Secretary

Written comments will be received by the Department at the workshop or hearing and until October 31, 2015. Comments should be addressed to:

Mr. Greg Evans, FDOT District Two Secretary
1109 S. Marion Avenue, Mail Station 2000
Lake City, FL 32025-5874
(800) 749-2967 ext. 7800
Greg.Evans@dot.state.fl.us

I-75 & Northwest 39th Avenue Improvements

Gainesville-Alachua County

Construction project open house scheduled October 7

Open House Information:

When:
Wednesday, October 7, 2015
11:30 a.m. - 1 p.m.

Where:
Springhill Commons/Publix Parking Lot
9160 Northwest 39th Avenue
Gainesville

The open house will be an informal event. No formal presentation will be given.

Learn about the resurfacing project on I-75 from south of Northwest 39th Avenue (State Road 222) in Gainesville to north of U.S. 441 in Alachua. Work includes improvements to the Northwest 39th Avenue and U.S. 441 interchanges which is scheduled to begin in late September with paving on I-75 scheduled in October. Florida Department of Transportation (FDOT) project personnel will be available to provide information and answer questions about the project.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status as FDOT complies with Title VI of the Civil Rights Act of 1964.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Rebecca White at 800-475-0044 or rebecca.white@atkinsglobal.com, prior to the meeting. (Si prefiere recibir esta carta en español, por favor contacte Esther Murray a las (904) 360-5348. Referencia: FM #428803-1-52-01).

Contact Information:
Rebecca Leigh White at 800-475-0044
Rebecca.White@atkinsglobal.com
www.nflroads.com
Follow FDOT for updates on the project at
http://twitter.com/MyFDOT_NEFL or @MyFDOT_NEFL
and Facebook at www.facebook.com/myfdotnefl

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Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue, MS 2000
Lake City, FL 32025-5874

JIM BOXOLD
SECRETARY

September 18, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653-5847

RE: Open (Active) Streets Program

Dear Chairman Hutchinson:

Thank you for your August 13, 2015 letter regarding the Department's support for local Open Street events. The Department, through the Florida's Pedestrian and Bicycle Focused Initiative, offered to provide maintenance of traffic (MOT) support for Open Streets events that occurred on the State Highway System for a period of one year. The intent was to help local communities establish the events during the first year with the expectation that future events would be self-sustaining.

In accordance with Rule 14-65.0035(1)(c), Florida Administrative Code, a road closure permit will be required from the Department before State Road 26 can be closed. As we have done this past year, we will continue to partner with the City of Gainesville and the Gainesville Active Streets Alliance to facilitate the approval of road closure permits for Open Streets events.

The Department has had discussions with Joseph Floyd, Executive Director of Gainesville Active Streets Alliance, and agreed to provide MOT support for the October 18, 2015 Open Streets event in Gainesville since the event date was within two weeks of the 1 year period. The Department will not be providing MOT support for any additional Open Streets events after October 18, 2015.

If you have any additional questions, please contact Rodney Cooper, District Traffic Safety Program Engineer, at (904) 360-5629 or rodney.cooper@dot.state.fl.us.

Sincerely,

Greg Evans

Greg Evans
District Two Secretary

cc: Jerry Ausher, P.E., District Traffic Operations Engineer
Rodney Cooper, P.E., District Safety Program Engineer

Meeting

Agenda

Enclosures

North Central Florida Regional Planning Council

II III
Serving
Alachua • Bradford
Columbia • Dixie • Gilchrist
Hamilton • Lafayette • Levy • Madison
Marion • Suwannee • Taylor • Union Counties

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

September 28, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Draft Year 2040 Cost Feasible Plan Public Hearing

JOINT BICYCLE/PEDESTRIAN ADVISORY BOARD, CITIZENS ADVISORY COMMITTEE AND TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

Adopt the Year 2040 Transportation Cost Feasible Plan in Exhibit 15, including all supporting documentation.

ADDITIONAL BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board also recommends that the NW 34th Street projects and the SW 62nd Boulevard projects be designed and constructed as Complete Streets.

ADDITIONAL TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee also recommends that the MTPO 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.

STAFF RECOMMENDATION

1. **approve Resolution 2015-02 (Exhibit 19) adopting the Year 2040 Transportation Cost Feasible Plan in Exhibit 15, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets;**

2. **authorize staff to convert the projects in Exhibit 15 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 described in Exhibit 6;**

   b. **the Strategic Intermodal System information in Exhibit 16;**

   c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County in Exhibit 17; and**

   d. **as an appendix, the Florida's Future Corridor Program information in Exhibit 18; 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.**

BACKGROUND

In order to receive federal and state funds for transportation projects, the adopted Year 2035 Long Range Transportation Plan must be updated to the Year 2040 by October 27, 2015. The MTPO will conduct a public hearing on the draft Cost Feasible Plan at its October 5, 2015 meeting. Attached are the following exhibits-

Exhibit 1 Cost Feasible Plan Public Hearing Advertisement;

Exhibit 2 Adopted Vision Statement, Principles and Strategies;

Exhibit 3 Existing Plus Committed Projects;

Exhibit 4 Year 2040 Needs Plan Map;

Exhibit 5 Year 2040 Needs Plan Projects, Including Cost Estimates;

Exhibit 6 Year 2040 Revenue Forecasts;

Exhibit 7 Regional Transit System Funding Information;

Exhibit 8 Evaluation Criteria/Scoring/Weighting Information;

Exhibit 9 Year 2040 Needs Plan- Project Scoring Information;

Exhibit 10 Year 2040 Roadway Projects- Scoring information;

Exhibit 11 Alachua County and City of Gainesville Resurfacing Project Priorities;

Exhibit 12 Year 2035 Transportation Plan- Implementation Status;

Exhibit 13 Correspondence- Cost Feasible Plan Project Recommendations;

Exhibit 14 Florida Department of Transportation Correspondence- SW 62nd Boulevard Projects;

Exhibit 15 B/PAB-CAC-TAC-Staff Year 2040 Transportation Cost Feasible Plan Recommendation;

Exhibit 16 Strategic Intermodal System Cost Feasible Plan for the Year 2040 Long Range Transportation Plan;

Exhibit 17 Local Projects- Alachua County, City of Gainesville, University of Florida and Private Sector;

Exhibit 18 Florida's Future Corridors Program; and

Exhibit 19 Resolution 2015-02.

Attachments

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EXHIBIT 1

Cost Feasible Plan
Public Hearing Advertisement

YEAR 2040 LONG RANGE TRANSPORTATION COST FEASIBLE PLAN GAINESVILLE METROPOLITAN AREA

PUBLIC HEARING NOTICE

Monday, October 5, 2015
5:00 p.m.
Jack Durrance Auditorium
Alachua County Administration Building
12 SE 1st Street
Gainesville, Florida

We want your opinion and your involvement. Please come to share your ideas.

The Gainesville City Commission and the
Alachua County Commission sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area are developing the Year 2040 Livable Community Reinvestment Plan Update for the Gainesville Metropolitan Area. The Cost Feasible Plan Public Hearing is the second of two public hearings in this two-year study. This public hearing is your opportunity to provide input concerning the future transportation system projects to be included in the Year 2040 Long Range Transportation Cost Feasible Plan. Get involved in deciding future multimodal (bicycle, pedestrian, roadway and transit) transportation projects. Come to this public hearing and share your ideas.

Visit our Long Range Transportation Plan update website at http://livablecommunity2040.com/

More detailed information concerning this public hearing can be obtained in several ways: by visiting the website at www.ncfrpc.org (click Metropolitan Transportation Planning); by writing to the Metropolitan Transportation Planning Organization, 2009 NW 67th Place Gainesville, Florida 32653; by appearing in person at the above address 8:00 a.m. to 5:00 p.m., Monday through Friday; or by calling 352.955.2200. 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. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act or persons who require translation services (free of charge), to participate in this public hearing should contact Mr. Marlie Sanderson at 352.955.2200, extension 103, at least seven (7) days before the public hearing.

EXHIBIT 2

Adopted Vision Statement, Principles and Strategies

Vision Statement [MAP-21- Subsection (a) (1)]

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

Principles [MAP-21 (h) (1)] and Strategies

Principle 1: Support economic vitality

Strategy 1.1 Support transportation projects that promote economic development.

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

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

Principle 2: Increase safety and security for motorized and nonmotorized users

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

Strategy 2.2 Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Strategy 2.3 Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.

Strategy 2.4 Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.

Strategy 2.5 Coordinate with appropriate agencies to accommodate incident management and emergency management.

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

Strategy 3.1 Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2 Encourage the construction of bus bays (turnouts) where possible.

Strategy 3.3 Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.

Strategy 3.4 Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.

Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Strategy 4.1 Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2 Develop and expand a network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

Strategy 4.3 Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.

Strategy 4.4 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

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

Strategy 5.1 Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.

Strategy 5.2 Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

Strategy 6.1 Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2 Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3 Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1 Direct sufficient resources to preserve existing transportation infrastructure.

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

EXHIBIT 3

Existing Plus Committed Projects

Illustration I
Existing and Committed Capacity Projects

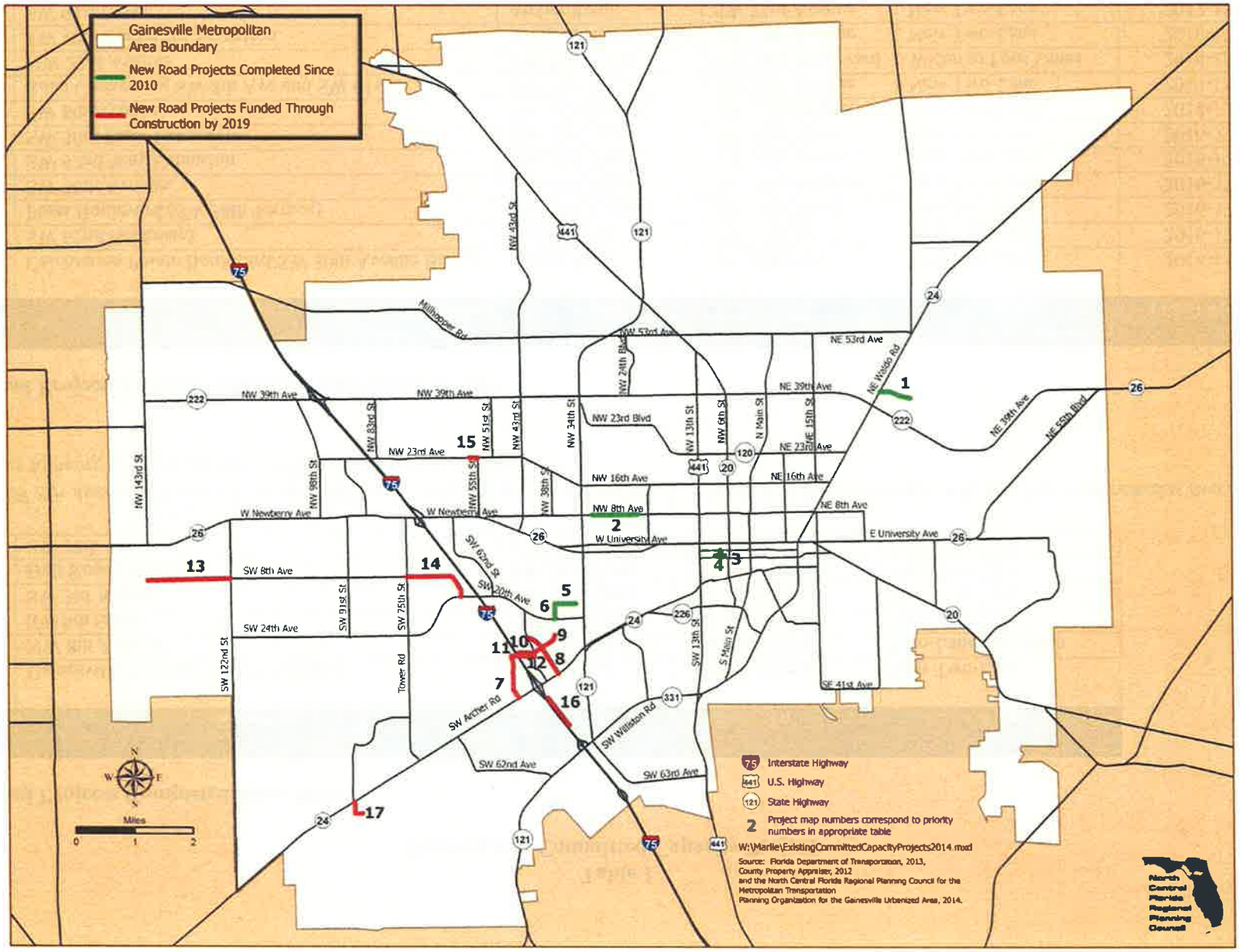

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Table 1
Existing and Committed Capacity Projects

New Road Projects Completed Since 2010

MAP #	Roadway	From	To	Type
1	Gainesville Regional Airport Entrance	Waldo Road	Airport Terminal	New Two-Lane
2	NW 8th Avenue[a]	NW 23rd Street	NW 31st Drive	Two-Lane Reduction
3	SW 9th Street	SW 2nd Avenue	SW 4th Avenue	New Two-Lane
4	SW 3rd Avenue	SW 10th Street	SW 7th Terrace	New Two-Lane
5	Hull Road Extension	SW 34th Street	SW 38th Terrace	New Two-Lane
6	SW 38th Terrace	SW 20th Avenue	Hull Road	New Two-Lane

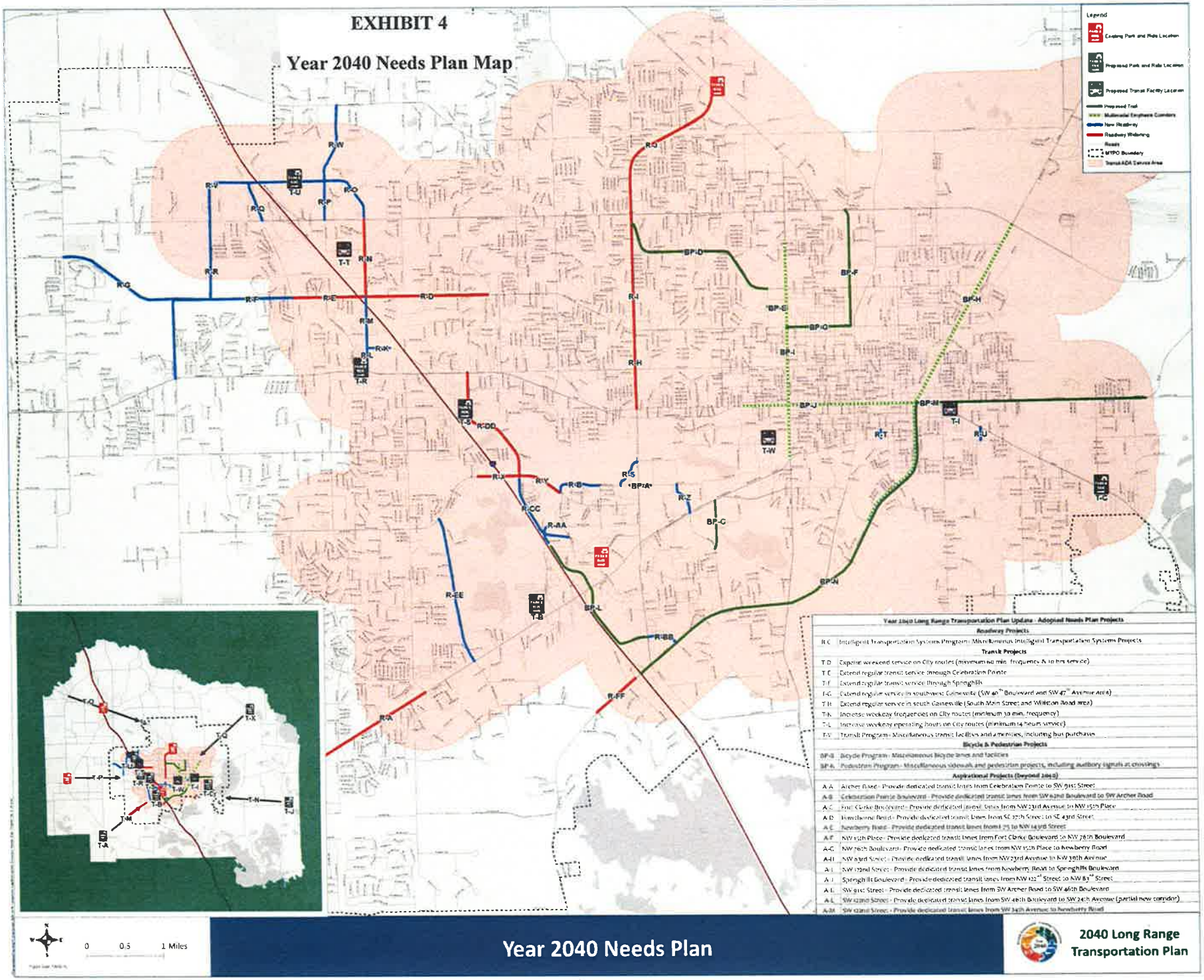
[a]*Note- NW 8th Avenue is currently being tested and evaluated as a two-lane road. A final decision concerning whether this road remains two lanes, or returns to being a four-lane road, will be made at a later date.*

New Road Projects Funded Through Construction by 2019

MAP #	Roadway	From	To	Type	Fiscal Year
7	Celebration Pointe Boulevard/SW 30th Avenue Bridge	Archer Road	SW 42nd Way	New Four Lane	2014-15
8	SW 62nd Boulevard	Archer Road	SW 43rd Street	New Four Lane	2016-17
9	Plaza Boulevard (SW 38th Terrace)	SW 24th Avenue	SW 42nd Street	New Two-Lane	2016-17
10	SW 30th Avenue	SW 42nd Street	SW 40th Boulevard	New Two-Lane	2016-17
11	SW 42nd Way Extension	SW 30th Place	SW 30th Avenue	New Two-Lane	2016-17
12	SW 30th Place Extension	SW 42nd Way	SW 42nd Street	New Two-Lane	2016-17
13	SW 8th Avenue	SW 143rd Street	SW 122nd Street	New Two-Lane	2014-15
14	Road Connecting SW 8th Ave and SW 61st St	SW 75th Street	SW 24th Avenue	New Two-Lane	2014-15
15	NW 23rd Avenue	NW 55th Street	NW 58th Boulevard	Widen to Four Lanes	2014-15
16	SW 40th Boulevard Extension	South of Archer Road	SW 47th Avenue	New Two-Lane	2016-17
17	SW 91st Street	Archer Road	SW 73rd Avenue	New Two-Lane	2017-18

EXHIBIT 4

Year 2040 Needs Plan Map



Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects

Roadway Projects	
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects
Transit Projects	
T-D	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)
T-E	Extend regular transit service through Celebration Pointe
T-F	Extend regular transit service through Springhills
T-G	Extend regular service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)
T-H	Extend regular service in south Gainesville (South Main Street and Williston Road area)
T-K	Increase weekday frequencies on City routes (minimum 30 min. frequency)
T-L	Increase weekday operating hours on City routes (minimum 14 hours service)
T-V	Transit Program - Miscellaneous transit facilities and amenities, including bus purchase
Bicycle & Pedestrian Projects	
BP-B	Bicycle Program - Miscellaneous bicycle lanes and facilities
BP-A	Pedestrian Program - Miscellaneous sidewalk and pedestrian projects, including auditory signals at crossings
Aspirational Projects (Beyond 2040)	
A-A	Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
A-B	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
A-C	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
A-D	Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street
A-E	Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street
A-F	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
A-G	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
A-H	NW 43rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
A-I	SW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
A-J	Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
A-K	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
A-L	SW 62nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
A-M	SW 62nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road

EXHIBIT 5

Year 2040 Needs Plan Projects, Including Cost Estimates

	Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	Ownership	State Highway System	Surface Transportation Program	Transportation Alternatives Program	Estimated Total Cost	Old ID
	Roadway Projects					$ 343,562,000	
R-A1	Archer Road – Widen to 4 lanes from Tower Road to SW 91st Street	State	✓	✓		$ 9,891,000	13
R-A2	Archer Road – Widen to 4 lanes from SW 91st Street to SW 122nd Street (MTPO boundary)	State	✓	✓		$ 22,257,000	13
R-B	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street	City		✓		$ 4,863,400	29
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	(see footnote #1)	✓	✓		$ 10,000,000	72
R-D	NW 23rd Avenue – Widen to 4 lanes from NW 58th Boulevard to NW 83rd Street	County		✓		$ 15,021,100	12
R-E	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 98th Street	County		✓		$ 15,197,500	11
R-F	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 122nd Street	County		✓		$ 13,092,700	2a
R-G	NW 23rd Avenue – Two-lane extension from NW 122nd Street to NW 143rd Street	County		✓		$ 10,712,100	2b
R-H	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue	State	✓	✓		$ 12,164,000	37
R-I	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue	State	✓	✓		$ 12,364,900	38
R-J	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441	State	✓	✓		$ 18,135,200	39
R-K	NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension	County		✓		$ 2,367,700	3
R-L	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	County		✓		$ 3,306,200	4
R-M	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	County		✓		$ 10,410,300	5
R-N	NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue	County		✓		$ 7,556,300	22
R-O	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	County		✓		$ 10,750,600	6
R-P	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard	County		✓		$ 2,986,300	9
R-Q	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	County		✓		$ 2,986,300	8
R-R	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue	County		✓		$ 16,893,800	1
R-S	Radio Road – Two-lane extension from SW 34th Street to Hull Road	University		✓		$ 3,242,200	30
R-T	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue	City		✓		$ 917,200	32
R-U	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road	City		✓		$ 1,621,100	33
R-V	Springhills Boulevard – New two-lane roadway from NW 39th Avenue to NW 83rd Street	County		✓		$ 5,972,500	7
R-W	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	County		✓		$ 5,972,500	10
R-X	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard	County		✓		$ 8,430,500	14
R-Y	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street	County		✓		$ 10,642,000	34
R-Z	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	University		✓		$ 2,815,600	18
R-AA	SW 24th Avenue – Two-lane extension from SW 40th Boulevard to SW 43rd Street	City		✓		$ 3,668,800	28
R-BB	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road	City		✓		$ 3,242,200	31
R-CC	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	City		✓		$ 27,000,000	27
R-DD	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road	City		✓		$ 18,400,000	36
R-EE	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue	County		✓		$ 14,590,100	15
R-FF	Williston Road – Widen to 4 lanes from SW 62nd Avenue to I-75	State	✓	✓		$ 6,090,900	17
R-GG	Resurfacing Program - Miscellaneous Roadway Maintenance Projects	City / County		✓		$ 30,000,000	new
	Transit Projects					$ 112,020,000	
T-A	Archer Park & Ride Facility	City		✓		$ 4,480,000	65
T-B	Celebration Pointe Park and Ride	City		✓		$ 4,160,000	60
T-C	Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road)	City		✓		$ 4,480,000	63
T-D	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)	City		✓		$ 7,500,000	43
T-E	Extend regular transit service through Celebration Pointe	City		✓		$ 1,400,000	85
T-F	Extend regular transit service through Springhills	City		✓		$ 1,400,000	86
T-G	Extend regular service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)	City		✓		$ 1,400,000	50
T-H	Extend regular service in south Gainesville (South Main Street and Williston Road area)	City		✓		$ 1,400,000	51
T-I	Five Points Transfer Station	City		✓		$ 4,480,000	87

	Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	Ownership	State Highway System	Surface Transportation Program	Transportation Alternatives Program	Estimated Total Cost	Old ID
T-J	Hawthorne Park & Ride Facility	City		✓		$ 4,480,000	59
T-K	Increase weekday frequencies on City routes (minimum 30 min. frequency)	City		✓		$ 15,000,000	41
T-L	Increase weekday operating hours on City routes (minimum 14 hours service)	City		✓		$ -	42
T-M	Intercity Weekday Commuter Service to/from Archer	City		✓		$ 1,000,000	54
T-N	Intercity Weekday Commuter Service to/from Hawthorne	City		✓		$ 1,000,000	55
T-O	Intercity Weekday Commuter Service to/from High Springs & Alachua	City		✓		$ 1,000,000	52
T-P	Intercity Weekday Commuter Service to/from Newberry	City		✓		$ 1,000,000	53
T-Q	Intercity Weekday Commuter Service to/from Waldo	City		✓		$ 1,000,000	56
T-R	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	City		✓		$ 4,480,000	62
T-S	Oaks Mall Transit Center / Park & Ride Facility	City		✓		$ 6,240,000	45
T-T	Santa Fe College Transit Center	City		✓		$ 6,240,000	58
T-U	Springhills Area Park and Ride (North of 39th Ave)	City		✓		$ 4,160,000	61
T-V	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	City		✓		$ 25,000,000	75
T-W	University of Florida Transit Center	City		✓		$ 6,240,000	57
T-X	Waldo Park & Ride Facility	City		✓		$ 4,480,000	64
	Bicycle & Pedestrian Projects					$ 44,541,900	
BP-A	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	(see footnote #2)		✓	✓	$ 5,950,000	69
BP-B	Bicycle Program - Miscellaneous bicycle lanes and facilities	(see footnote #1)		✓	✓	$ 10,000,000	74
BP-C	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	City		✓	✓	$ 300,700	80
BP-D	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace	City		✓	✓	$ 1,102,500	79
BP-E	Glen Springs Braid - NW 19th Lane – Construct bicycle facility from NW 16th Terrace to NW 13th Street	City		✓	✓	$ 350,000	81
BP-F	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue	City		✓	✓	$ 905,900	66
BP-G	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street	City		✓	✓	$ 349,500	82
BP-H	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	State		✓	✓	$ 600,000	new
BP-I	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	State		✓	✓	$ 6,000,000	77
BP-J	Multimodal Emphasis Corridor on University Avenue from Gale Lemerand Drive to Waldo Road	State		✓	✓	$ 6,000,000	78
BP-K	Pedestrian Program - Miscelllaneous sidewalk and pedestrian projects, including auditory signals at crossings	(see footnote #1)		✓	✓	$ 8,000,000	73 & 76
BP-L	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	City		✓	✓	$ 822,400	70
BP-M	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	State		✓	✓	$ 1,426,400	67
BP-N	Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	State		✓	✓	$ 2,734,500	84
	Aspirational Projects (beyond 2040)						
A-A	Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	County					90
A-B	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	County					89
A-C	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	County					95
A-D	Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	County					100
A-E	Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	County					94
A-F	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	County					96
A-G	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	County					97
A-H	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	County					88
A-I	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	County					98
A-J	Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street	County					99
A-K	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	County					91
A-L	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	County					92
A-M	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	County					93
					Total Cost	**$ 500,123,900**	

#1- Ownership will be determinted later when specific project is identified. #2- Ownership has not been determined at this time.

EXHIBIT 6

Year 2040 Revenue Forecasts

Table 1

Gainesville Metropolitan Area Capacity Program Estimates
State and Federal Funds from the Year 2040 Forecast (Millions of Current Year Dollars)

Capacity Programs	Fiscal Years			20-Year Total
	2021-25	2026-30	2031-40	2021-2040
State Highway System- Construction and Right-of-Way (State Funds)	18.0	14.5	24.8	57.3
Surface Transportation Program (Bicycle/Pedestrian/Highway/Transit) (Federal Funds)	6.6	5.4	9.1	21.1
Transportation Alternatives Program (Bicycle/Pedestrian) (Federal Funds)	1.1	0.94	2.9	4.94
Total Capacity Programs	25.7	20.84	36.8	83.34

Footnote-

Forecasted transit revenues totaling $52.7 million (current year dollars) through the Year 2040 will be needed to fund existing transit service and capital deficiencies and will not be available to fund future transit expansion projects. Therefore, transit forecast revenues are not included in this table.

t:\marlie\ms16\lrtp\revenue2040revisedjuly17.docx

EXHIBIT 7

Regional Transit System Funding information

Marlie Sanderson

From: Muller, Mathew R. [MullerMR@cityofgainesville.org]
Sent: Monday, August 10, 2015 11:26 AM
To: Marlie Sanderson
Cc: Scott Koons; Gomez, Jesus M.; Scott, Teresa A.
Subject: RE: MTPO Request

See below for requested information. The only applicable FTA "flex" program is §5307 – agencies of a certain size, however, cannot flex these funds. This represents funding for fixed route operations. Under this program FTA treats ADA operating assistance as a capital expense.

Year	Amount ($)
2010	1,700,000
2011	1,700,000
2012	1,700,000
2013	1,800,000
2014	1,800,000

Thanks,
MM

Matthew Muller
Transit Planner
Regional Transit System
Gainesville's Transit Provider since 1974
www.go-rts.com

34 SE 13 Road
Gainesville, FL 32601
Direct: 352-393-7820 | Mobile: 305-773-5481
Main: 352-393-7852 | Fax: 352-334-3681
E: mullermr@cityofgainesville.org

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Monday, August 10, 2015 11:13 AM
To: Muller, Mathew R.
Cc: Scott Koons; Gomez, Jesus M.; Scott, Teresa A.
Subject: MTPO Request

Matt-

At the August 3rd meeting, the MTPO was discussing future revenues that will be used for the Year 2040 Cost Feasible Plan. During this discussion, it was noted that the Year 2040 forecast of federal and state revenues did not include transit revenues for future transit capital projects because RTS uses these funds currently to pay for operating expenses. A member of the MTPO asked for information that identifies recent Federal Transit Administration funds that could have been used for capital projects, that instead have been used for RTS operating expenses. Can you prepare information to include in the next MTPO meeting packet that lists these funds and the amount of money involved for the last five years?

Marlie

Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

EXHIBIT 8

Evaluation Criteria/
Scoring /Weighting Information

	Partial funding or funding commitment	Project increases accessability to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System	Project shifts mode from auto to other	Project does not adversley effect the environment	Project expands network connectivity	
Support economic vitality								
Support Transportation projects that promote economic development	●	●	○	○	○	○	●	○
Consider capacity enhancement projects that allow for the epansion of existing commercial centers								◑
Support projects that improve connectivity to existing or planned economic centers								●
Increase Safety and Security for motorized and non-motorized users								
Support projects that increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.								
Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.	◑	◑	◑	●	◑	◑	◑	
Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.								
Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.								
Coordinate with appropriate agencies to accommodate incident management and emergency management.								
Increase the accessibility and mobility of people and freight								
Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).	●	●	◑	●	●	○	●	
Encourage the construction of bus bays (turnouts) where possible.								
Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.								
Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.								
Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns								
Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.								
Develop and expand a network that provides multi-modal transportation opportunities for bicyclists and pedestrians.	○	◑	◑	◑	●	●	●	
Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.								
Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.								
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight								
Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.	●	●	◑	●	●	◑	●	
Provide adequate sidewalks to all bus stops and bicycle racks on all buses.								
Promote efficient system management and operation								
Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.								
Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.	●	●	●	●	○	◑	●	
Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.								
Emphasize the preservation of the existing transportation system								
Direct sufficient resources to preserve existing transportation infrastructure.	●	○	◑	○	◑	●	○	
Protect existing and future road rights-of-way from building encroachment.								
Average Score (Weight)	4.1	3.9	3.0	3.6	3.3	3.0	4.1	25.0

EXHIBIT 9

Year 2040 Needs Plan- Project Scoring Information

		2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects	Partial funding or funding commitment	Project increases accessability to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System	Project shifts mode from auto to other	Project does not adversley effect the environment	Project expands network connectivity
		Average Svore (Weight)	4.1	3.9	3.0	3.6	3.3	3.0	4.1
		Roadway Projects							
R-R	1	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue	☐	☑	☑	☑	☑	☐	☑
R-F	2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 122nd Street	☐	☐	☐	☑	☐	☐	☑
R-G	3	NW 23rd Avenue – Two-lane extension from NW 122nd Street to NW 143rd Street	☐	☐	☐	☑	☐	☐	☑
R-K	4	NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension	☑	☑	☑	☐	☐	☑	☑
R-L	5	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	☐	☑	☑	☑	☑	☑	☑
R-M	6	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	☐	☑	☑	☑	☑	☑	☐
R-O	7	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	☑	☑	☐	☐	☑	☑	☑
R-V	8	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	☑	☑	☐	☐	☑	☑	☑
R-Q	9	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	☑	☑	☐	☐	☐	☐	☑
R-P	10	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard	☑	☑	☐	☐	☐	☐	☑
R-W	11	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	☑	☑	☐	☐	☑	☐	☑
R-E	12	NW 23rd Avenue – Widen to four lanes from NW 98th Street to NW 83rd Street	☐	☑	☑	☑	☐	☑	☐
R-D	13	NW 23rd Avenue – Widen to four lanes from NW 83rd Street to NW 58th Boulevard	☐	☑	☑	☑	☐	☑	☐
R-A	14	Archer Road – Widen to four lanes from Tower Road to SW 122nd Street (MTPO boundary)	☑	☑	☐	☑	☐	☑	☐
R-X	15	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	☑	☑	☑	☑	☑	☑	☐
R-EE	16	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue	☐	☐	☑	☑	☑	☐	☑
R-FF	17	Williston Road – Widen to four lanes from SW 62nd Avenue to I-75	☐	☑	☑	☑	☐	☑	☐
R-Z	18	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	☑	☑	☑	☑	☐	☑	☑
R-N	19	NW 83rd Street – Widen to four lanes from NW 23rd Avenue to NW 39th Avenue	☐	☑	☑	☑	☑	☑	☐
R-CC	20	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	☑	☑	☑	☑	☑	☐	☑
R-AA	21	SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street	☑	☑	☐	☐	☑	☑	☑
R-B	22	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street	☐	☑	☐	☑	☑	☑	☑
R-S	23	Radio Road – Two-lane extension from SW 34th Street to Hull Road	☑	☑	☐	☐	☑	☑	☑
R-BB	24	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road	☐	☐	☑	☑	☑	☑	☑
R-T	25	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue	☐	☑	☐	☐	☐	☑	☑
R-U	26	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road	☐	☑	☑	☐	☐	☑	☑
R-Y	27	SW 20th Avenue – Widen to four lanes from SW 62nd Boulevard to SW 43rd Street	☐	☑	☑	☑	☑	☐	☐
R-DD	28	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	☑	☑	☑	☑	☑	☑	☐
R-H	29	NW 34th Street – Widen to four lanes from University Avenue to NW 16th Avenue	☐	☑	☑	☑	☑	☑	☐
R-I	30	NW 34th Street – Widen to four lanes from NW 16th Avenue to NW 39th Avenue	☐	☑	☑	☑	☑	☐	☐
R-J	31	NW 34th Street – Widen to four lanes from NW 39th Avenue to US 441	☐	☑	☑	☑	☑	☐	☐
R-C	32	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	☐	☐	☑	☑	☐	☑	☐
R-GG	33	Resurfacing Program - Misceallaneous Roadway Maintenance Projects	☑	☑	☐	☐	☐	☑	☐
		Transit Projects							
T-K	34	Increase weekday frequencies on City routes (minimum 30 min. frequency)	☐	☑	☑	☑	☑	☑	☐
T-L	35	Increase weekday operating hours on City routes (minimum 14 hours service)	☐	☑	☑	☑	☑	☑	☐
T-D	36	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)	☐	☑	☐	☑	☑	☑	☐
T-S	37	Oaks Mall Transit Center / Park & Ride Facility	☐	☑	☑	☑	☑	☑	☑
T-G	38	Extend regular service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)	☐	☐	☐	☑	☑	☑	☑
T-H	39	Extend regular service in south Gainesville (South Main Street and Williston Road area)	☐	☐	☐	☑	☑	☑	☑
T-O	40	Intercity Weekday Commuter Service to/from High Springs & Alachua	☐	☑	☐	☐	☑	☑	☑
T-P	41	Intercity Weekday Commuter Service to/from Newberry	☐	☑	☐	☐	☑	☑	☑
T-M	42	Intercity Weekday Commuter Service to/from Archer	☐	☑	☐	☐	☑	☑	☑
T-N	43	Intercity Weekday Commuter Service to/from Hawthorne	☐	☑	☐	☐	☑	☑	☑
T-Q	44	Intercity Weekday Commuter Service to/from Waldo	☐	☑	☐	☐	☑	☑	☑
T-W	45	University of Florida Transit Center	☑	☑	☑	☑	☑	☑	☑
T-T	46	Santa Fe College Transit Center	☐	☑	☑	☑	☑	☑	☑
T-J	47	Hawthorne Park & Ride Facility	☐	☑	☐	☐	☑	☑	☑

		2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects	Partial funding or funding commitment	Project increases accessability to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System	Project shifts mode from auto to other	Project does not adversley effect the environment	Project expands network connectivity
T-B	48	Celebration Pointe Park and Ride	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
T-U	49	Springhills Area Park and RIde (North of 39th Ave)	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
T-R	50	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
T-C	51	Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road)	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check
T-X	52	Waldo Park & Ride Facility	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check
T-A	53	Archer Park & Ride Facility	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check
T-E	54	Extend regular transit service through Celebration Pointe	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
T-F	55	Extend regular transit service through Springhills	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
T-I	56	Five Points Transfer Station	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
T-V	57	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☐ Check
		Bicycle & Pedestrian Projects							
BP-F	58	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue	☑ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-M	59	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-A	60	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
BP-L	61	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-K	62	Pedestrian Program - Miscelllaneous sidewalk and other pedestrian projects	☐ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-B	63	Bicycle Program - Miscellaneous bicycle lanes and facilities	☐ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-H	64	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
BP-I	65	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
BP-J	66	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check
BP-D	67	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace	☐ Check	☐ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-C	68	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-E	69	Glen Springs Braid - NW 19th Lane – Construct bicycle facility from NW 16th Terrace to NW 13th Street	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-G	70	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
BP-N	71	Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check
		Aspirational Projects (beyond 2040)							
A-H		NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-B		Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-A		Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-K		SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-L		SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-M		SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-E		Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-C		Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-F		NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-G		NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-I		NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-J		Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check
A-D		Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check

EXHIBIT 10

Year 2040 Roadway Projects-Scoring Information

	Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	Ownership	State Highway System	Surface Transportation Program	Estimated Total Cost	Evaluation Criteria Score	Evaluation Ranking by Category	Benefit Cost ROI Score	Combined Score
	Roadway Projects				$ 313,562,800				
R-A	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)	State	✓	✓	$ 32,148,800	14.6	18	1.0	15.6
R-B	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street	City		✓	$ 4,863,400	17.9	11	1.0	18.9
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	(see footnote #1)	✓	✓	$ 10,000,000	9.6	30	0.0	9.6
R-D	NW 23rd Avenue – Widen to 4 lanes from NW 58th Boulevard to NW 83rd Street	County		✓	$ 15,021,100	13.4	25	0.0	13.4
R-E	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 98th Street	County		✓	$ 15,197,500	13.4	26	5.0	18.4
R-F	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 122nd Street	County		✓	$ 13,092,700	7.7	32	1.0	8.7
R-G	NW 23rd Avenue – Two-lane extension from NW 122nd Street to NW 143rd Street	County		✓	$ 10,712,100	7.7	31	0.0	7.7
R-H	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue	State	✓	✓	$ 12,164,000	16.7	14	5.0	21.7
R-I	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue	State	✓	✓	$ 12,364,900	13.7	22	3.0	16.7
R-J	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441	State	✓	✓	$ 18,135,200	13.7	21	3.0	16.7
R-K	NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension	County		✓	$ 2,367,700	18.1	10	3.0	21.1
R-L	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	County		✓	$ 3,306,200	20.9	5	3.0	23.9
R-M	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	County		✓	$ 10,410,300	16.7	4	3.0	19.7
R-N	NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue	County		✓	$ 7,556,300	16.7	15	3.0	19.7
R-O	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	County		✓	$ 10,750,600	18.4	9	3.0	21.4
R-P	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard	County		✓	$ 2,986,300	12.2	27	3.0	15.2
R-Q	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	County		✓	$ 2,986,300	12.2	28	3.0	15.2
R-R	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue	County		✓	$ 16,893,800	17.9	12	1.0	18.9
R-S	Radio Road – Two-lane extension from SW 34th Street to Hull Road	University		✓	$ 3,242,200	18.5	6	1.0	19.5
R-T	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue	City		✓	$ 917,200	11.0	29	5.0	16.0
R-U	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road	City		✓	$ 1,621,100	14.0	19	1.0	15.0
R-V	Springhills Boulevard – New two-lane roadway from NW 39th Avenue to NW 83rd Street	County		✓	$ 5,972,500	18.4	8	3.0	21.4
R-W	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	County		✓	$ 5,972,500	15.4	17	3.0	18.4
R-X	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard	County		✓	$ 8,430,500	20.9	16	1.0	21.9
R-Y	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street	County		✓	$ 10,642,000	13.7	23	3.0	16.7
R-Z	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	University		✓	$ 2,815,600	21.7	2	5.0	26.7
R-AA	SW 24th Avenue – Two-lane extension from SW 40th Boulevard to SW 43rd Street	City		✓	$ 3,668,800	18.4	7	0.0	18.4
R-BB	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road	City		✓	$ 3,242,200	17.0	13	1.0	18.0
R-CC	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	City		✓	$ 27,000,000	22.0	1	3.0	25.0
R-DD	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road	City		✓	$ 18,400,000	20.9	3	3.0	23.9
R-EE	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue	County		✓	$ 14,590,100	14.0	20	3.0	17.0
R-FF	Williston Road – Widen to 4 lanes from SW 62nd Avenue to I-75	State	✓	✓	$ 6,090,900	13.4	24	1.0	14.4
R-GG	Resurfacing Program - Misceallaneous Roadway Maintenance Projects	State		✓	$ 30,000,000	11.0	24	0.0	11.0

EXHIBIT 11

Alachua County and City of Gainesville Resurfacing Project Priorities

Marlie Sanderson

From: Jeffrey L. Hays [jhays@alachuacounty.us]
Sent: Wednesday, August 26, 2015 4:39 PM
To: Marlie Sanderson
Cc: Chris Dawson; Mike Escalante; Scott Koons; Brian Singleton; James Harriott
Subject: RE: LRTP- Resurfacing Projects
Attachments: County Pavement Management needs within MTPO- Priority - Fed Aid Eligible.pdf

Marlie,

Yes the projects are prioritized in that list. Your question did lead to one edit because SE 43rd St had been artificially moved up in the priority ranking due to the fact that it was partially funded. Attached is the revised priority list from a staff perspective with that edit.

We are going to be discussing this issue with the BOCC on their last meeting in September. I know you will be preparing packets prior to that for the 10/5 MTPO but we could potentially have a revised ranking based on Board direction at that time. One option of course is just to list "Alachua County Pavement Management Projects" as a line item in the cost feasible plan with a funding commitment and allow the County to use the funding on the priority list.

Let me know if you have any questions. -Jeff

Jeffrey L Hays, AICP
Transportation Planning Manager
Alachua County Growth Management
jhays@alachuacounty.us
phone: 352-374-5249
fax: 352-338-3224

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Wednesday, August 26, 2015 3:54 PM
To: Jeffrey L. Hays
Cc: Chris Dawson; Mike Escalante; Scott Koons
Subject: RE: LRTP- Resurfacing Projects

Jeff- Are these listed in priority order? If not, can you assign priorities to these projects? We may be only able to fund one or two projects in the LRTP with STP funds and it would be helpful to know which one or two projects are the highest priority of County staff. Marlie

North Central Florida Regional Planning Council

Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

From: Jeffrey L. Hays [mailto:jhays@alachuacounty.us]
Sent: Wednesday, August 26, 2015 3:08 PM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; Chris Dawson; Michael J. Fay; Bowers, Wiatt F; James Harriott; Brian Singleton
Subject: RE: LRTP- Resurfacing Projects

Marlie,

ROAD_NO	FROM	TO	LENGTH	CORRECT SUBSTANDARD LANE WIDTHS	ADD PAVED SHOULDER	NEW SIDEWALK OR MULTI-USE PATH**	TOTAL COST
NW 43 ST	W NEWBERRY RD	NW 13 ST/US 441	6.4	Standard	Existing	Existing	$ 7,760,000.00
NW/NE 16 AV	NW 13 ST (US 441)	NE WALDO RD	2.3	Standard	C&G	Existing	$ 2,020,000.00
NW/SW 75 ST (TOWER RD)	SW ARCHER RD	W NEWBERRY RD	4.3	Standard	Yes	Existing	$ 4,190,000.00
NW 23 AV	FORT CLARKE BLVD	NW 55 ST	2.2	Standard	YES	Existing	$ 1,950,000.00
NW 53 AV/ MILLHOPPER RD	URBAN BOUNDARY (0.25 miles west of NW 97 ST)	NW 13 ST/US 441	6.7	Standard	Existing	0.3	$ 5,190,000.00
FT CLARKE BLVD	W NEWBERRY RD (SR 26)	NW 23 AV	1.1	Standard	C&G	Existing	$ 850,000.00
NW 83 ST	NW 23 AV	NW 39 AV / SR 222	1.1	Standard	C&G	Existing	$ 880,000.00
N MAIN ST	NW 23 AV	NW 39 AV	0.6	Standard	Existing	Existing	$ 820,000.00
SW/ NW 122 ST	SW 24 AV	W NEWBERRY RD	2.1	Standard	Existing	1	$ 1,390,000.00
NW 98 ST	W NEWBERRY RD	NW 39 AV	2.1	Standard	Yes	Existing	$ 1,560,000.00
SW 91 ST	SW ARCHER RD	SW 44 AV	1.7	Standard	Yes	Existing	$ 960,000.00
SE 43 ST	SE HAWTHORNE RD	E UNIVERSITY AV /SR 26	1.2	Standard	Yes	0.5	$ 930,000.00
S MAIN STREET	SR 331	SW 16 AV	1.9	Standard	Existing	Existing	$ 3,520,000.00
SW 91 ST	SW 24 AV	SW 8 AV	1.1	Yes	Yes	0.4	$ 800,000.00
SE 15 ST (CR 2043)	SE HAWTHORNE RD	SE 41 AV	1.4	Standard	Yes	Existing	$ 1,720,000.00
SW 34 ST / SW 63 AV (CR 23)	SW 13 ST (US 441)	BEGIN CURB & GUTTER	1.9	Yes	Yes	Rural/Ag	$ 1,620,000.00
SW 24 AV	SW 122 ST	SW 75 ST	3.2	Standard	Yes	Existing	$ 2,380,000.00
NW 143 ST/140 ST (CR 241)	W NEWEBERRY RD	NW 39 AV	2.6	Standard	Existing	2.6	$ 1,900,000.00
SW 46 BLVD	SW 91 ST	SW 75 ST	1.2	Standard	Yes	Existing	$ 1,220,000.00

***Project scopes include constructing and/or reconstructing all transportation features to restore the functional life including adding sidewalks/paths, safety modifications, operational modifications and any other aspects required by law. Projects may include addition of travel lanes if consistent with the Capital Improvements Element and a portion of the funding comes from new capacity funding sources.**

****Estimated length need was calculated in 2013 based on urbanized areas; actual need, project length and sidewalk or multi-use path construction shall be determined during project development.**

Marlie Sanderson

From: Leistner, Deborah L. [leistnerdl@cityofgainesville.org]
Sent: Wednesday, August 26, 2015 10:40 AM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; Scott, Teresa A.; Bowers, Wiatt F
Subject: RE: LRTP- Resurfacing Projects

Marlie –

The City would like to submit the following projects:

SW 62 Blvd, SW 9 Place to Newberry Road– major collector - $1,620,000
N. Main Street, N 39th Avenue to N 53 Avenue– minor arterial - $1,400,000
NE 8 Avenue, Waldo Road to NE 25 Street– major collector - $790,000
NW 22 Street, NW 8 Avenue to NW 16 Avenue– major collector - $420,000

Debbie Leistner
PW Planning Manager
Phone: (352) 393-8412
www.cityofgainesville.org/publicworks

RIDE & STRIDE

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Friday, August 07, 2015 9:43 AM
To: Leistner, Deborah L.
Cc: Scott Koons; Mike Escalante; Scott, Teresa A.; Bowers, Wiatt F
Subject: LRTP- Resurfacing Projects

Debbie-

As you know, the MTPO requested that City and County staff provide us with a prioritized list of roads to be resurfaced using Surface Transportation Program (STP) funds in the Year 2040 Cost Feasible Plan. Attached is implementation guidance for the STP program that identifies "resurfacing" as an eligible activity. In Section C. "Eligibility," it states that "the location of STP projects is not limited [except in our case to the MTPO planning area]. However, STP projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991, ..." *Note that there are exceptions listed at the end of this sentence.*

Please send this list of proposed resurfacing projects by Monday, August 31, 2015. Starting around September 1st, we will use this information to prepare a draft Staff Recommended Year 2040 Cost Feasible Plan. This draft Cost Feasible Plan will be distributed to the MTPO Advisory Committees on September 16th.

For each proposed resurfacing project that you list, please provide the following information-

Priority Number
Roadway Name
The limits of the projects (From/To)
Functional Classification (Principal Arterial, Minor Arterial, Major Collector or Minor Collector)

Estimated Cost (In 2014 dollars to be consistent with other LRTP cost estimates)

Thanks, Marlie

Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

EXHIBIT 12

Year 2035 Transportation Plan- Implementation Status

Priority	Description	From/To	Status
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = $92.0 million year of expenditure dollars)			
1	State Road 226 (SE 16 Avenue) widen to four lanes	Main Street to Williston Road	Project funded for construction in Fiscal Year 2015-16
2	State Road 121 (NW 34 Street)-construction of turn lanes to improve safety and traffic flow	NW 16 Avenue to US 441	One turn lane constructed at the YMCA.
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor	Gale Lemerand Drive to Waldo Road	Planning Study completed.
4	US 441 (W. 13 Street) Multimodal Emphasis Corridor Study	NW 33 Avenue to Archer Road	Nothing funded.
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit , multi-trail and corridor redevelopment study (PD&E)	University Avenue to NE 39 Avenue	FDOT is currently conducting a safety study. Bus rapid transit not being implemented.
6	Bus Rapid Transit (BRT) Corridor Infrastructure-Partial	Santa Fe Village to Gainesville Regional Airport	Bus rapid transit not being implemented.
7	State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 75 Street	Bus rapid transit not being implemented.
8	State Road 121 (Williston Road) additional roadway capacity and corridor management (PD&E)	SW 62 Avenue to SW 35 Way	Nothing funded.

Year 2035 Transportation Plan- Implementation Status (Continued)

Priority	Description	From/To	Status
Surface Transportation Program (Cost Feasible Plan Revenues = $36.1 million)			
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	Alternatives Analysis completed.
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives	Santa Fe to Oaks Mall	Alternatives Analysis completed.
3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	Feasibility Study completed.
4	Intermodal Center/Park and Ride Lot	(location to be determined)	Privately-funded project in Butler Plaza is scheduled for construction in Fiscal Year 2015-16
5	Transit Maintenance Facility- Phases 2, 3 & 4	NA	Project completed.

Year 2035 Transportation Plan- Implementation Status (Continued)

Priority	Description	From/To	Status
Surface Transportation Program (STP) Enhancements (Cost Feasible Plan Revenues = $11.5 million)			
1	Cross Campus Greenway	Archer Road to SW 34 Street	Project under construction.
2	Hull Road Parking Area	SW 34 Street to End of Hull Road Parking Area	Project completed.
3	Hull Road Connector	Hull Road Parking Area/SW 20 Avenue	Project completed.
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	Private development will construct.
5	SW 34 Street Grade Separated Crossing	SW 34 Street at Hull Road	Project on hold waiting for agency/local government to accept maintenance responsibility

t:\marlie\ms16\lrtp\cost feasible plan\year 2035 implementation.docx

COMMITTEES:

VETERANS' AFFAIRS

TRANSPORTATION & INFRASTRUCTURE

MEMBERSHIPS:

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

CORRINE BROWN
5th DISTRICT, FLORIDA

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.

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

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

Marlie Sanderson

From: Kamal Latham [kamal@gainesvillechamber.com]
Sent: Thursday, June 25, 2015 3:58 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; Adrian Taylor; Russ Blackburn; lniblock@alachuacounty.us; Kamal Latham
Subject: Chamber: Prioritize SW 62nd Blvd in MTPO Cost Feasible Plan
Attachments: MTPO 2040 Cost Feasible Plan Position Statement_Gainesville Area Chamber of Commerce_June 2015.pdf

Dear MTPO Chair Hutchinson,

Thank you for your leadership.

The Gainesville Area Chamber of Commerce respectfully requests that the MTPO for the Gainesville Urbanized Area designate SW 62nd Boulevard Segments B and C as the top priority projects in the Year 2040 Long Range Transportation Cost Feasible Plan, which should also include transit and bicycle/pedestrian projects. The Chamber position statement is attached.

SW 62nd Boulevard is a community asset and vital to our region's transportation infrastructure. The four-lane extension and widening projects would enhance safety, serve to improve response times for first responders and facilitate economic development.

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

The Chamber values the MTPO's role in enhancing our multi-modal transportation infrastructure.

Thank you for your kind consideration.

Regards,

Kamal

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

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!

RECEIVED

JUL 31 2015

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

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.

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.

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

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 14

MTPO Correspondence-
SW 62nd Boulevard Projects to Florida Department of Transportation

North Central Florida Regional Planning Council

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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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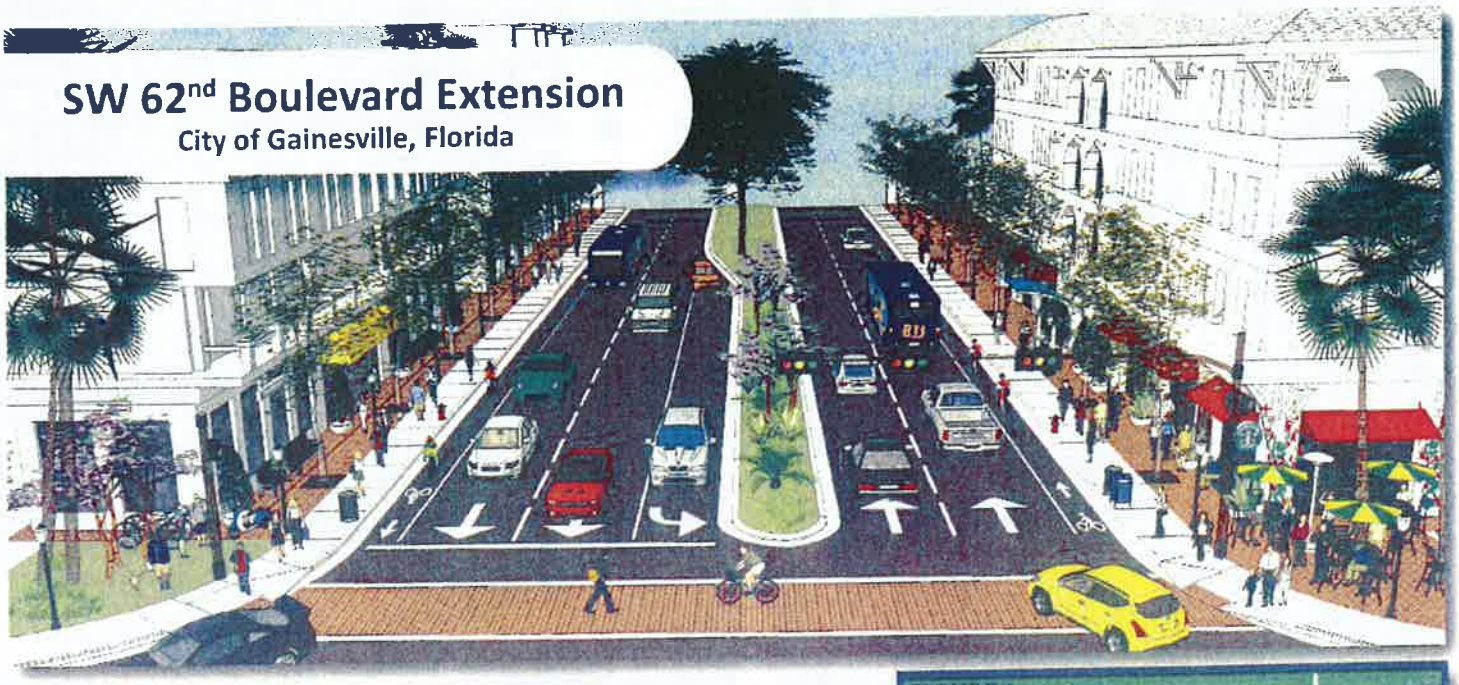
SW 62nd Boulevard Extension

City of Gainesville, Florida



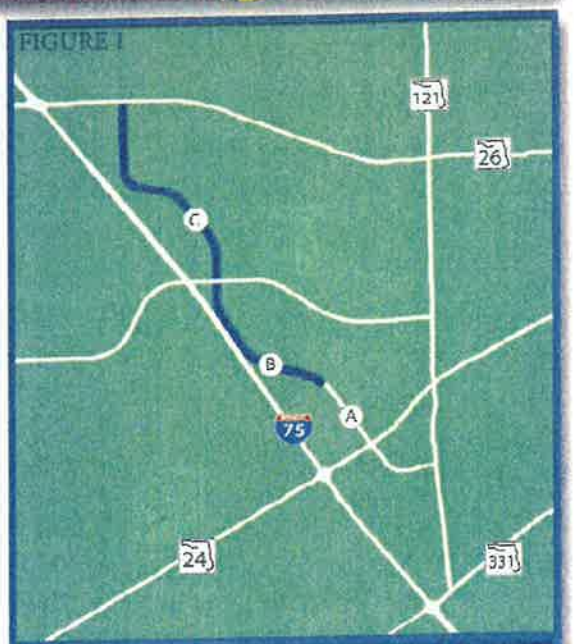
ABOUT: The SW 62nd Blvd Extension is a critical roadway project that will facilitate the movement of people and goods through the Gainesville Metropolitan Area, enhancing access to major employment centers, and alleviating congestion on the Federal Highway System (FHS). **The project implements a new 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.

FIGURE 1



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.

CITY OF GAINESVILLE
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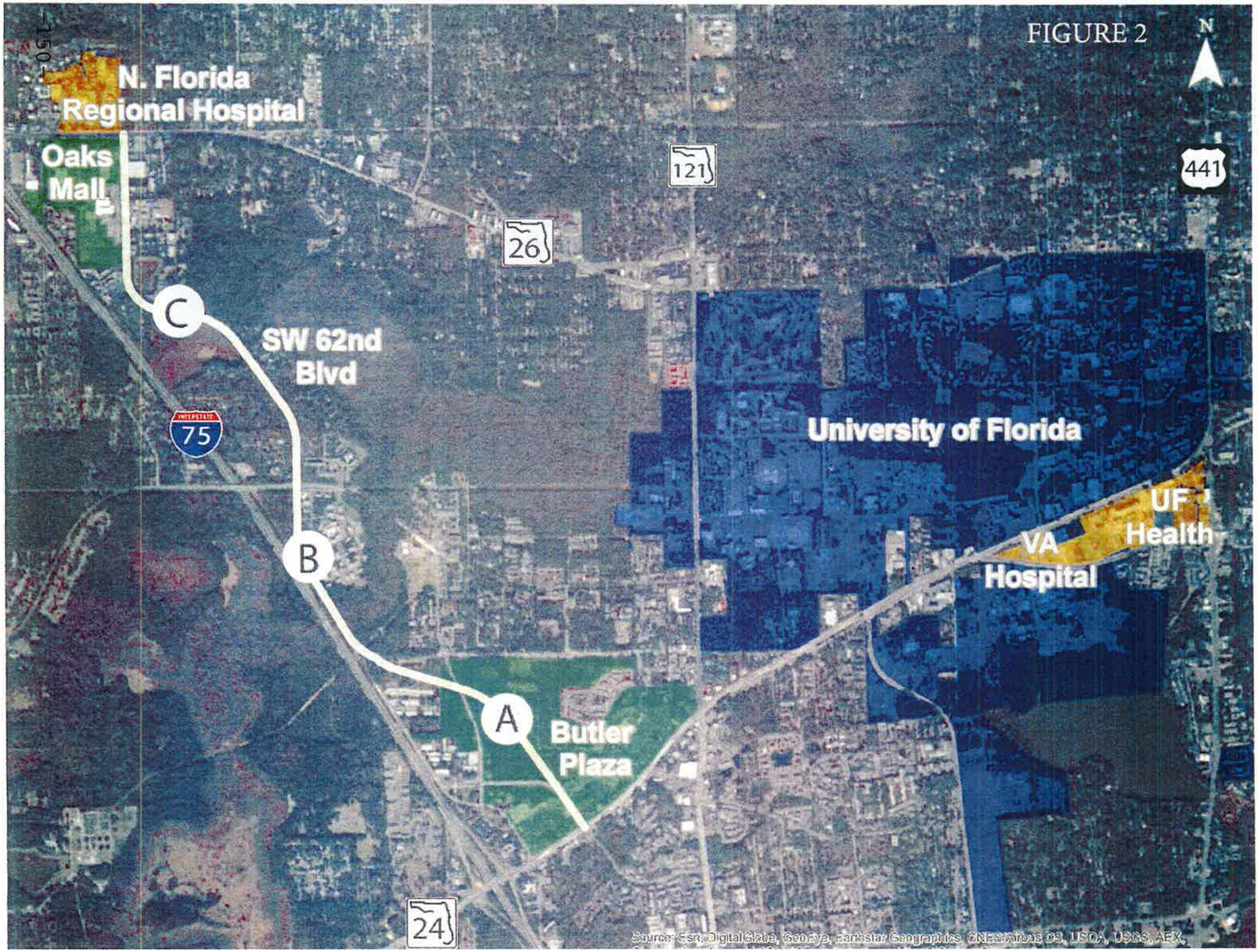
FLORIDA

FIGURE 2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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

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 this project and the positive impacts it will have on the transportation system of the area. 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 consider adding SW 62nd Boulevard from State Road 24 (Archer Road) north to State Road 26 (Newberry Road) to the State Highway System."*

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
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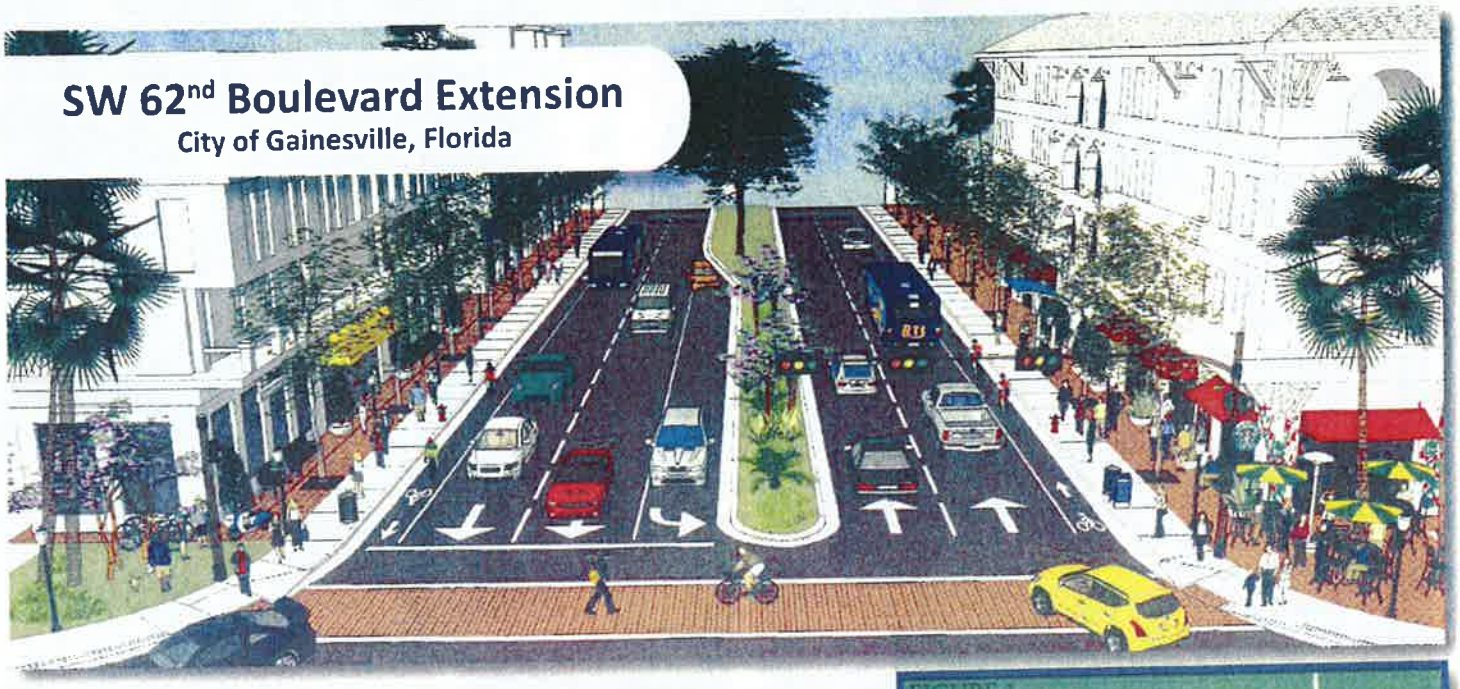
SW 62nd Boulevard Extension

City of Gainesville, Florida



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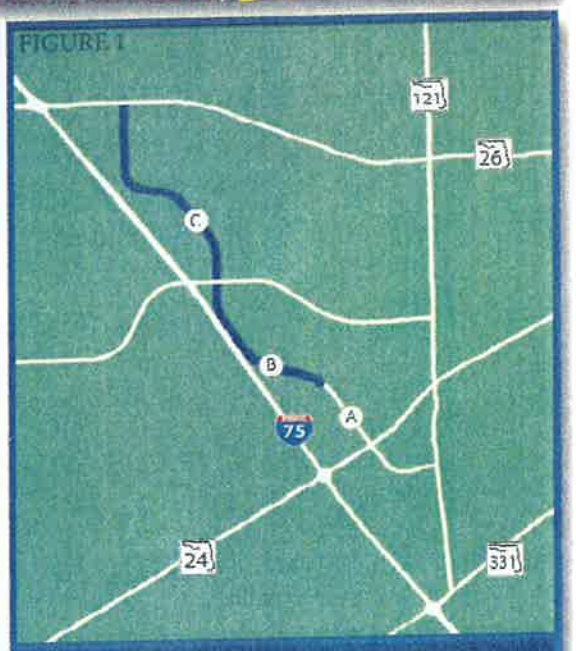

FUNDING NEEDS BY SEGMENT		SEGMENT DESCRIPTION
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B	$27 million	SW 43rd St - SW 20th Ave **NEW CONNECTOR** with multimodal facilities
C	$18.2 million	SW 20th Ave - SR 26 **RECONSTRUCT EXISTING** to 4 lanes plus multimodal facilities

Funding needs based on HNTB estimates in 2009 dollars.

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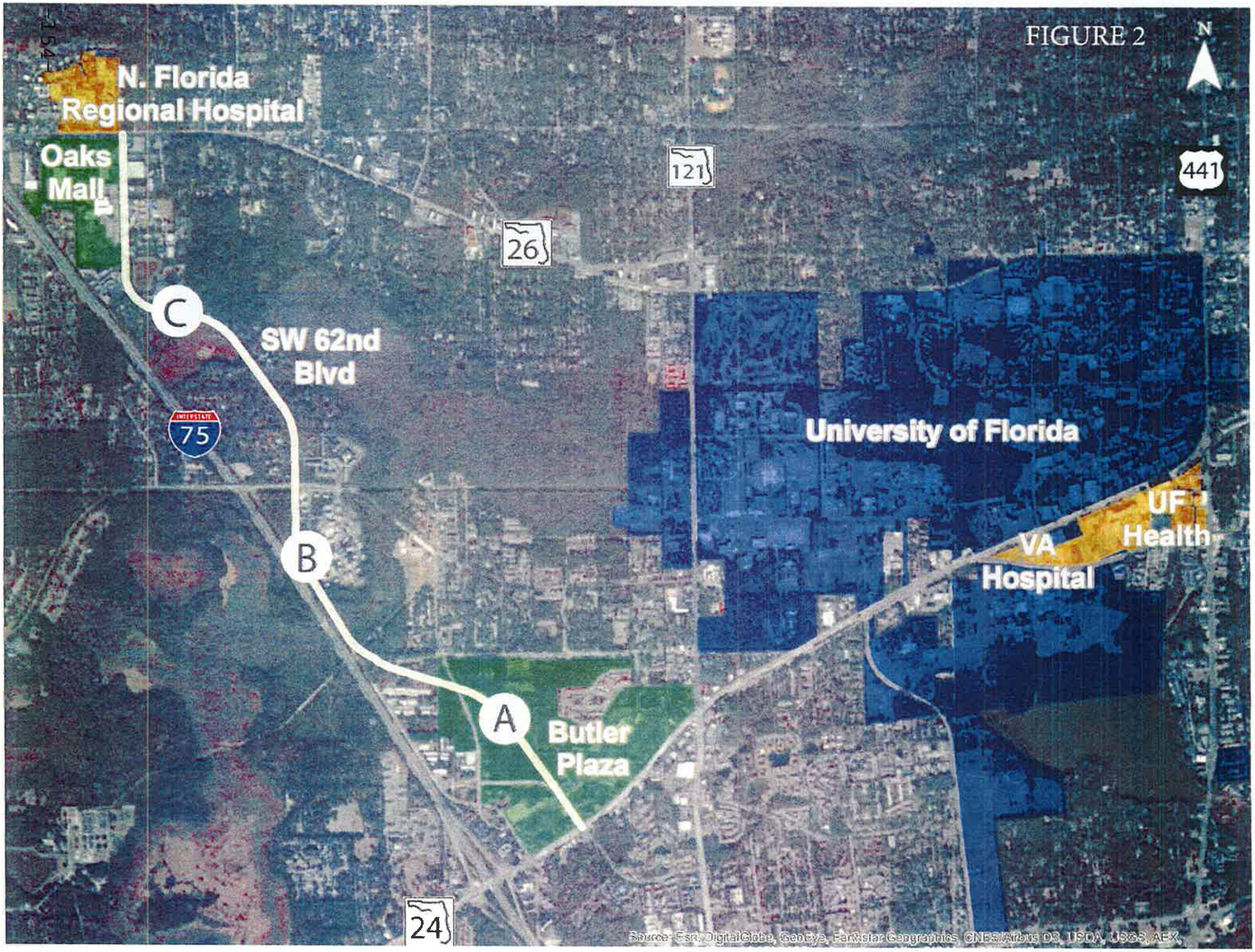
FIGURE 2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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX

Exhibit 15 - 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.

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EXHIBIT 16

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Strategic Intermodal System Cost Feasible Plan for the Year 2040 Long Range Transportation Plan

Final 3/27/2014

FM	County	Facility	Project Limits	Work Mix	Phase	FY 2020	FY 2021 - 25	FY 2026 - 30	FY 2031-40	Programming Notes
4230713	Alachua	I-75	@ State Road 121 / Williston Road	M-Inch	PD&E					
					Design					
					R/W		$ 100,000			
					Mitigation					
					Construction		$ 5,000,000			Operational Improvement

Notes:

1) All phases except Environmental Mitigation inflated to year of expenditure
Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars
From table D-1 2040 LRTP Revenue Forecast Handbook

Base year is FY 2014	
Fiscal Year	Multiplier
FY 2020	1.170
FY 2021-2025	1.310
FY 2026-2030	1.540
FY 2031-2040	1.970
Unfunded Need	**PDC**

2) Add 4 MGLN= Add 4 Managed Lanes (2 in each direction)

FY = Fiscal Year
M-Inch = Interchange Modification
PD&E = Project, Development and Environment study
R/W = Right-of-Way

EXHIBIT 17

Local Projects -
Alachua County, City of Gainesville, University of Florida and Developer Funded

ID	Project	Funding Entity	Total Cost
R-O	NW 83rd Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	$ 10,750,500
R-P	NW 91st Street - Two-lane extension from terminus to Springhills Boulevard	Developer	$ 2,986,400
R-Q	NW 98th Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	$ 5,588,500
R-S	Radio Road Extension - Two-lane extension from SW 34th Street to Hull Road	Univeristy of Florida	$ 3,242,200
R-V	Springhills Boulevard - New two-lane roadway from NW 122nd Street to NW 83rd Street	Developer	$ 5,972,500
R-W	Springhhills Connector - New two-lane roadway from Springhills Boulevard to Millhopper Road	Developer	$ 5,972,500
R-Z	SW 23rd Terrace Extension - Two lane extension from Archer Riad to Hull Road	Univeristy of Florida	$ 2,387,000
T-W	University of Florida Transit Center	Univeristy of Florida	$ 6,240,000

EXHIBIT 18

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.

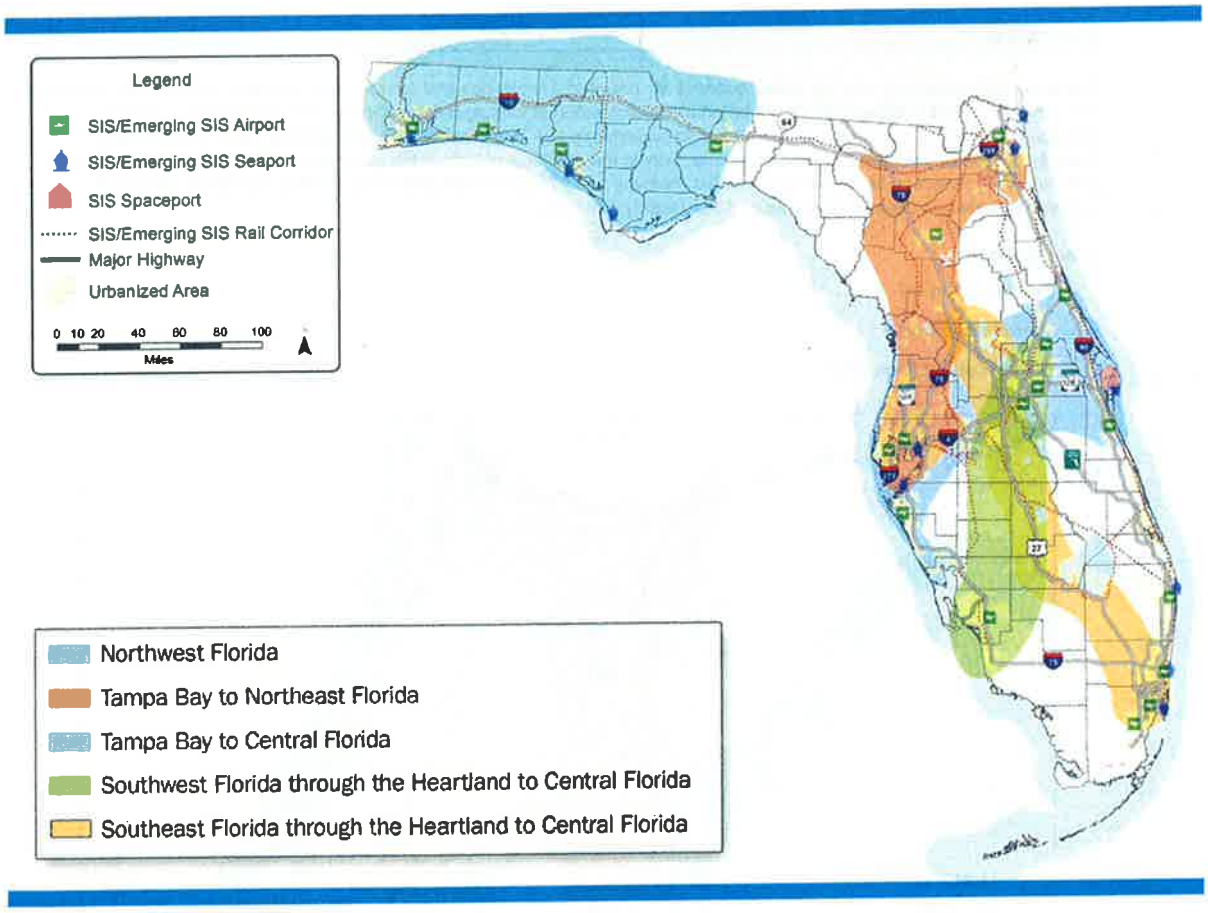
Who Will Be Involved in Planning and Developing Future Corridors?

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

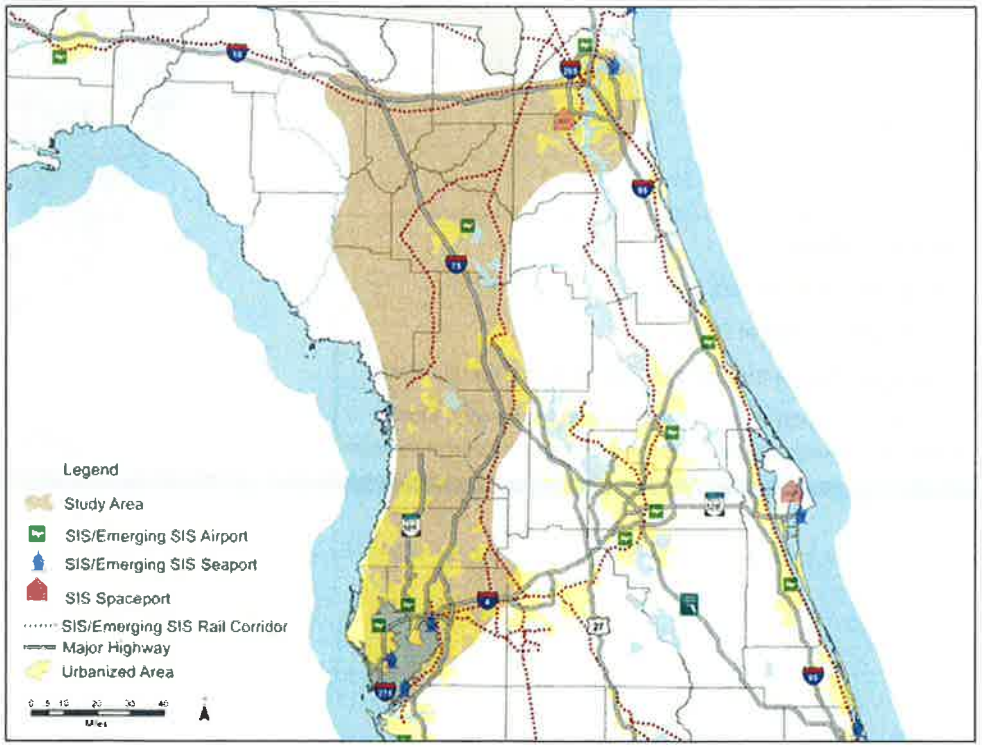

EXHIBIT 19

Resolution 2015-02

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 _____ day of _____, A.D., 2015.

WITNESS my hand this _____ day of _____, 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 _____day of _____ A.D., 2015.

ATTEST:

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

_____
Charles " Chuck" Chestnut, IV, Secretary

_____
Robert Hutchinson, Chair

APPROVED AS TO FORM

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

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SCHEDULED 2015 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	January 21	January 22	February 2 at 3:00 p.m.
APRIL	April 1 *TAC @ NCFRPC*	April 2	April 13 at 3:00 p.m.
JUNE	May 20	May 21	June 1 at 3:00 p.m.
AUGUST	July 22	July 23	August 3 at 3:00 p.m.
OCTOBER	September 23 *TAC @ NCFRPC*	September 24	October 5 at 5:00 p.m. October 26 at 5:00 p.m.
DECEMBER	December 2 *TAC @ NCFRPC*	December 3	December 14 at 3:00 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

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www.ncfrpc.org/mtpo