Meeting Packet
December 4, 2017
5:00 p.m.
TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Charles S. Chestnut, IV, Chair

SUBJECT: Meeting Announcement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on December 4, 2017 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 Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Attachments
AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida

5:00 p.m.
December 4, 2017

Page #3
I. Approval of the Meeting Agenda and Consent Agenda Items

APPROVE BOTH AGENDAS

The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.

Page #69
II. Citizens Advisory Committee- Appointments

APPOINT MEMBERS

The Metropolitan Transportation Planning Organization needs to appoint members.

Page #79
III. Long-Range Transportation Plan
     Administrative Modification - SW 62nd Boulevard
     Preliminary Engineering and Right-of-Way

APPROVE JOINT RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to administratively modify its Year 2040 Long-Range Transportation Plan.

Page #109
IV. Transportation Improvement Program
     Amendment - SW 62nd Boulevard
     Preliminary Engineering and Right-of-Way

APPROVE JOINT RECOMMENDATION

The Florida Department of Transportation has requested a Transportation Improvement Program amendment to add funding for the SW 62nd Connector project to Fiscal Year 2017-18 and Fiscal Year 2018-19.

Page #115
V. Safety Performance Measures and Targets

APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets.
VI. Election of Officers

In December 2016, the Metropolitan Transportation Planning Organization elected Charles Chestnut IV as Chair, Harvey Budd as Vice-Chair and Ken Cornell as Secretary/Treasurer.

VII. Audit Review Committee

Each year, the Metropolitan Transportation Planning Organization appoints the Secretary/Treasurer and one other member to the Audit Review Committee.

VIII. Florida Metropolitan Planning Organization Advisory Council

Currently, Commissioner Adrian Hayes-Santos serves as the voting representative and Commissioners David Arreola and Charles Chestnut, IV serve as alternate representatives.

IX. Next Meeting

The next Metropolitan Transportation Planning Organization meeting is scheduled for February 26, 2018 at 5:00 p.m.

X. Comments

A. Metropolitan Transportation Planning Organization Members*
B. Citizens Comments*
C. Chair’s Report*

If you have any questions, please contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

*No backup material included with the attached agenda material.
CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville Florida

5:00 p.m.
December 4, 2017

STAFF RECOMMENDATION

CA. 1 Minutes- October 30, 2017 APPROVE MINUTES
This set of Metropolitan Transportation Planning Organization minutes is ready for review and approval.

CA. 2 Bylaws APPROVE STAFF RECOMMENDATION
The Metropolitan Transportation Planning Organization Bylaws references to agreements, documents and statutory citations have been updated.

CA. 3 2018 Meeting Schedule APPROVE STAFF RECOMMENDATION
The Metropolitan Transportation Planning Organization 2018 Meeting Schedule needs to be approved.

CA. 4 House Bill 575 NO ACTION REQUIRED
This proposed legislation revises voting membership of certain metropolitan planning organizations according to population size; prohibits an entire county commission from being members of the governing board; and revises the percentage of membership which may be composed of county commissioners.

CA. 5 State Road 331 (Williston Road) at Main Street Intersection Project Description NO ACTION REQUIRED
The Metropolitan Transportation Planning Organization has asked what modifications are scheduled to be completed for this intersection.

Dedicated to improving the quality of life of the Region’s citizens by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments.
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<th>CA. 6 Coastal Connector through Citrus and Marion Counties Update</th>
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<td>The Metropolitan Transportation Planning Organization has asked for an update on the status of the Coastal Connector through Citrus and Marion Counties.</td>
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<th>CA. 7 U.S. Highway 441 Flooding</th>
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<td>The Metropolitan Transportation Planning Organization has asked for information regarding the impacts of flooding in the U.S. Highway 441 corridor through Paynes Prairie.</td>
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<th>CA. 8 Transportation Disadvantaged Program - Alachua County Resolution of Appreciation</th>
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<td>This resolution recognizes Christine Eason Louton's service since 2011 as the Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board.</td>
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<td>The Metropolitan Transportation Planning Organization has asked for regular status reports concerning this program.</td>
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Call to Order

Chair Charles Chestnut, IV called the meeting to order at 5:02 p.m.

I. Approval of the Meeting Agenda and Consent Agenda

Chair Chestnut asked for approval of the meeting agenda and consent agenda.

Several members discussed whether to defer the Year 2040 Long-Range Transportation Plan administrative modification, some Transportation Improvement Program amendments and the Florida Department of Transportation Tentative Work Program until after the joint meeting of the Alachua County Board of County Commissioners and the City of Gainesville City Commission to discuss gas tax distribution.

James Green, Florida Department of Transportation Liaison, discussed the Transportation Improvement Program amendments.

Scott Koons, Executive Director, stated that the item X. Florida Department of Transportation Tentative Work Program is time-sensitive and that comments need to be provided to the Florida Department of Transportation by November 20, 2017.

Karen Taulbee, Florida Department of Transportation Urban Planning Manager, discussed the Transportation Improvement Program amendments.
MOTION: Mayor Poe moved to approve the Consent Agenda and Meeting Agenda. Commissioner Cornell seconded; motion passed unanimously.

II. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Scott Koons, Executive Director, stated that the Metropolitan Transportation Planning Organization needs to fill five vacant positions on its Citizens Advisory Committee. He reported that the five positions have a term ending December 31, 2020. He noted that there are only two candidates at this time.

Chair Chestnut asked if there were any applicants present to speak concerning their candidacy.

Gilbert Levy spoke regarding his candidacy for the Citizens Advisory Committee.

MOTION: Commissioner Arreola moved to reappoint Gilbert Levy and James Samec to the Citizens Advisory Committee for a term ending December 31, 2020. Commissioner Budd seconded; motion passed unanimously.

III. BICYCLE/PEDESTRIAN ADVISORY BOARD- VACANT POSITIONS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to fill two vacant positions on the Bicycle/Pedestrian Advisory Board. He noted that the two positions have a term ending December 31, 2020. He reported that there were no applicants present to speak concerning their candidacy. He conducted a voice rollcall ballot for the Bicycle/Pedestrian Advisory Board candidates. He tabulated the votes and reported the results of the Bicycle/Pedestrian Advisory Board appointment vote.

MOTION: Commissioner Hutchinson moved to appoint Adam Carr and Maxine Stallings for a term ending December 31, 2020. Mayor Poe seconded; motion passed unanimously.

A member asked that Gina van Blokland’s application be placed on the Alachua County agenda for consideration by the Alachua County Board of County Commissioners.

IV. LONG-RANGE TRANSPORTATION PLAN ADMINISTRATIVE MODIFICATION - SW 62ND BOULEVARD PRELIMINARY ENGINEERING AND RIGHT-OF-WAY

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to administratively modify its Year 2040 Long-Range Transportation Plan to advance the SW 62nd Boulevard Preliminary Engineering project to Fiscal Year 2017-18 and advance the SW 62nd Boulevard Right-of-Way project to Fiscal Years 2017-18 and 2018-19.

A member asked who are the property owners within the proposed rights-of-way.

Deborah Leistner, Gainesville Transportation Planning Manager, discussed SW 62nd Boulevard project right-of-way and answered questions. She said that City staff will provide property ownership information at the next meeting of the Metropolitan Transportation Planning Organization.

Philip Mann, Gainesville Public Works Director, discussed the SW 62nd Boulevard project timeline, the National Environmental Policy Act process and rights-of-way and answered questions. He also discussed the SW 62nd Boulevard resurfacing project between State Road 26 (West Newberry Road) and SW 20th Avenue to be done in Fiscal Year 2019 and answered questions.
Mr. Koons stated that the administrative modification moves the SW 62nd Boulevard project from Fiscal Years 2021-2026 to Fiscal Years 2017-18 and 2018-19.

A member asked about flooding in the Hogtown Creek floodplain.

Mr. Mann discussed the properties within the floodplain and answered questions.

A member asked for detailed maps of the project.

Mr. Koons stated that detailed maps will be included in the meeting packet for the next meeting of the Metropolitan Transportation Planning Organization.

Ms. Kristen Young, Gainesville Citizens for Active Transportation representative, spoke against approval of the administrative modification.

MOTION: Mayor Poe moved to approve the administratively modify the Year 2040 Long-Range Transportation Plan to advance the SW 62nd Boulevard Preliminary Engineering project to Fiscal Year 2017-18 and advance the SW 62nd Boulevard Right-of-Way project to Fiscal Years 2017-18 and 2018-19 as shown in Exhibit 1. Commissioner Arreola seconded. Mr. Koons conducted a rollcall vote.

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Motion failed for lack of an Alachua County Board of County Commissioners favorable majority.

A member asked that staff be prepared to address the justification of the project, the Florida Department of Transportation letter and rights-of-way costs at the next meeting of the Metropolitan Transportation Planning Organization.

Ms. Young suggested adding information on environmental and cultural impacts.

MOTION: Commissioner Cornell moved to defer to the December 4, 2017 meeting item IV. Long-Range Transportation Plan Administrative Modification - SW 62nd Boulevard Preliminary Engineering and Right-of-Way so that information regarding project justification, property ownership within the affected rights-of-way, right-of-way acquisition costs and environmental impacts, including Hogtown Creek flooding, could be provided in the backup materials. Commissioner Hutchinson seconded.
FRIENDLY AMENDMENT:

Mayor Poe requested that item V. Transportation Improvement Program Amendment - SW 62nd Boulevard Preliminary Engineering and Right-of-Way also be deferred to the December 4, 2017 meeting. The amendment was accepted by Commissioners Cornell and Hutchinson.

Ms. Taulbee stated that the federal Earmark Funds available for this project are time-limited. She said she would provide detailed information concerning this item at the next meeting of the Metropolitan Transportation Planning Organization.

MOTION AS AMENDED:

Commissioner Cornell moved to defer the following items to the December 4, 2017 meeting:

the Long-Range Transportation Plan Administrative Modification - SW 62nd Boulevard Preliminary Engineering and Right-of-Way so that information regarding project justification, property ownership within the affected rights-of-way, right-of-way acquisition costs and environmental impacts, including Hogtown Creek flooding, could be provided in the backup materials; and

the Transportation Improvement Program Amendment - SW 62nd Boulevard Preliminary Engineering and Right-of-Way.

Commissioner Hutchinson seconded; motion passed unanimously.

VI. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - STATE ROAD 222 (NW 39TH AVENUE) RAILROAD CROSSING

MOTION: Commissioner Pinkoson moved to approve the amendment to the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program to advance the State Road 222 (NW 39th Avenue) Railroad Crossing project (4352108) to Fiscal Year 2017-18. Commissioner Ward seconded. Mr. Koons conducted a show-of-hands vote.

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Motion passed.
VII. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION SECTION 5339(C) LOW OR NO-EMISSION GRANT AWARD TO THE REGIONAL TRANSIT SYSTEM

Mr. Koons stated that the Regional Transit System has requested an amendment to the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program to add the the Federal Transit Administration Section 5339(c) Low or No-Emission Grant Award project (4352108) in Fiscal Year 2017-18.

MOTION: Commissioner Ward moved to approve the amendment to the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program to add the Federal Transit Administration Section 5339(c) Low or No-Emission Grant Award to the Regional Transit System project (4352108) in Fiscal Year 2017-18. Commissioner Budd seconded. Mr. Koons conducted a show-of-hands vote.

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Motion passed unanimously.

VIII. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FLORIDA DEPARTMENT OF TRANSPORTATION SERVICE DEVELOPMENT GRANT TO THE REGIONAL TRANSIT SYSTEM

Mr. Koons stated that the Regional Transit System has requested an amendment to the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program to add the Florida Department of Transportation Service Development Grant to the Regional Transit System project (4352108) in Fiscal Year 2017-18.

MOTION: Mayor Poe moved to approve the amendment to the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program to add the Florida Department of Transportation Service Development Grant to the Regional Transit System project (4352108) in Fiscal Year 2017-18. Commissioner Hayes-Santos seconded. Mr. Koons conducted a show-of-hands vote.
IX. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Mr. Koons stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to roll forward the following projects within the Gainesville Metropolitan Area:

- Gainesville Regional Airport Airfield Lighting and Signage Rehabilitation (4364081);
- Newberry Road (State Road 26) Traffic Signal Update at NW 98 Street (4343821);
- Regional Transit System Section 5307 Formula Grant (4040261); and
- Regional Transit System Section 5339 Operating Assistance Grant (4415201).

Ms. Taulbee and Mr. Jesus Gomez, Regional Transit System Director, discussed transit funding and answered questions.

MOTION: Mayor Poe moved to approve the amendment to the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program to roll forward funding into Fiscal Year 2017-18 for the project within the Gainesville Metropolitan Area identified in Exhibit 1. Commissioner Ward seconded. Mr. Koons conducted a show-of-hands vote.

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Motion passed.

X. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM

Mr. Koons stated that the Metropolitan Transportation Planning Organization received the draft Tentative Work Program on October 3, 2017. He discussed the Tentative Work Program and answered questions. He reviewed new projects included in the Tentative Work Program and answered questions.

Ms. Taulbee stated that she would provide the State Road 331 (Williston Road) at Main Street intersection project description for the next meeting of the Metropolitan Transportation Planning Organization.

Mr. Gomez discussed the autonomous bus project and answered questions.

Jeffrey Hays, Alachua County Transportation Planning Manager, discussed the reasons for involvement in scoping of the U.S. Highway 441 resurfacing project and traffic signal update projects and answered questions.

Ms. Taulbee stated that the Florida Department of Transportation wants local governments to be involved in the scoping for projects prior to design. She said that the Florida Department of Transportation was implementing its Complete Streets policy and applying context area criteria to State Highway System corridors.

Mr. Green stated that the Florida Department of Transportation was assessing the impacts of flooding in the U.S. Highway 441 corridor.

A member discussed the use of U.S. Highway 441 through Paynes Prairie as a linear park and suggested that the scoping could also be used for evaluation of the corridor as a recreational destination.

Ms. Linda Dixon, University of Florida Planning Manager, stated that the University of Florida supports the Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street and the Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations.

A member discussed the autonomous bus demonstration project between downtown and the University of Florida campus.

Ms. Taulbee discussed the Florida Department of Transportation routine maintenance projects and answered questions.

Mr. Anthony Johnson, citizen, requested that funds be spent equitably.

MOTION: Commissioner Arreola moved to authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation consider the following comments concerning the Tentative Five-Year Work Program (Exhibit 1):

1. consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:
A. Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;
B. Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;
C. Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;
D. Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turn lane installation from NW 16th Avenue to U.S. Highway 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;

2. involve the Metropolitan Transportation Planning Organization in the scoping of the:
A. U.S. 441 Resurfacing Project (4361751) from the Marion County Line to Williston Road (State Road 331) and include local governments, Federal Highway Administration, Florida Department of Transportation Florida Department of Environmental Protection Division of Recreation and Parks and other stakeholders interested in the Paynes Prairie portion of U.S. Highway 441 as a recreational destination; and
B. Traffic Signal Update projects (4373771, 4343961 and 4358911); and

3. confirm that Interstate 75 Managed Lanes and Interstate Interchange projects in the Tentative Work Program are not competing with projects listed in the Year 2040 Long-Range Transportation Plan for funds identified in the Revenue Forecast provided by the Florida Department of Transportation.

Commissioner Ward seconded, motion passed unanimously.

Mr. Koons suggested deferring items XI. Election of Officers, XII. Audit Review Committee and XIII. Florida Metropolitan Planning Organization Advisory Council to the December 4, 2017 meeting.

MOTION: Commissioner Hayes-Santos moved to defer items XI. Election of Officers, XII. Audit Review Committee and XIII. Florida Metropolitan Planning Organization Advisory Council to the December 4, 2017 meeting. Commissioner Cornell seconded; motion passed unanimously.

XIV. PERFORMANCE MEASURES

Mr. Koons stated that federal legislation requires that the Metropolitan Transportation Planning Organization set targets for several transportation performance measures. He discussed the performance measures and schedule and answered questions.

XV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for December 4, 2017 at 5:00 p.m.
IX. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member suggested that Mr. Johnson should apply for a position on the Citizens Advisory Committee.

A member discussed the current usage of the U.S. Highway 441 corridor as a linear park through Paynes Prairie. He asked if the City was interested in participation in a process to develop this concept.

Mayor Poe responded that the County should provide the City information at the appropriate time.

A member also discussed the Coastal Connector project in Citrus and Marion Counties. The member requested that information concerning the Coastal Connector project in Citrus and Marion Counties be provided at the next meeting of the Metropolitan Transportation Planning Organization.

Mr. Koons stated that Ms. Huiwei Shen, Florida Department of Transportation Systems Planning Office Manager, would be present at the February 26, 2017 meeting to discuss the North I-75 Master Plan Summary report. He stated that the information requested would be provided at the December 4, 2017 meeting.

A member discussed net employment impacts due to automation.

A member stated that Career Source has data regarding autonomous vehicles. He said that the Massachusetts Institute of Technology has done research into the impacts of automation on job displacement.

Mr. Koons reported that the North Central Florida Regional Planning Council performs econometric modeling and could provide information concerning the impact on jobs to the Metropolitan Transportation Planning Organization.

Mr. Hays stated that Alachua County staff is researching autonomous vehicles. He said that County staff could compile information and report on it.

Mr. Gomez stated there is also a need to look into labor impacts in the future.

MOTION: Commissioner Hutchinson moved to refer development of recommendations for a net employment impact statement related to transportation projects to be considered by the Metropolitan Transportation Planning Organization to its Citizens Advisory Committee and the Alachua County Economic Development Advisory Committee. Commissioner Byerly seconded; motion passed unanimously.

Doug Jones, Rural Advisor, discussed large employer involvement in transportation. He suggested inclusion of large employers in the development of transit.

Chair Chestnut asked about the liability responsibility of the autonomous bus demonstration project.

A member and Mr. Gomez discussed the implementation of the autonomous bus demonstration project and liability responsibility.
B. CITIZENS
There were no Citizens Comments.

C. CHAIR’S REPORT
There was no Chair’s Report.

ADJOURNMENT
The meeting was adjourned at 7:40 p.m.

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Date  Ken Cornell, Secretary-Treasurer
EXHIBIT A

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<th>Alachua County</th>
<th>City of Gainesville</th>
<th>Florida Department of Transportation</th>
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* Via 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

June 5, 2017
5:00 p.m.

STAFF RECOMMENDATION

Page 9 CA. 1 Minutes- June 5, 2017
APPROVE MINUTES
This set of Metropolitan Transportation Planning Organization minutes is ready for review.

Page 17 CA. 2 Transportation Alternatives Program - 2018 Applications
APPROVE JOINT RECOMMENDATION
The Metropolitan Transportation Planning Organization needs to approve the submission of Transportation Alternatives Program applications prior to the December 1, 2017 application deadline.

Page 33 CA. 3 Shared-Use Nonmotorized Trail Network Program - 2018 Applications
APPROVE JOINT RECOMMENDATION
The Metropolitan Transportation Planning Organization needs to approve the submission of Shared-Use Nonmotorized Trail Network Program applications prior to the December 15, 2017 application deadline.

Page 43 CA. 4 Safe Routes to School Program - 2018 Applications
APPROVE JOINT RECOMMENDATION
The Metropolitan Transportation Planning Organization needs to support the submission of Safe Routes to School applications prior to the December 30, 2017 application deadline.

Page 53 CA. 5 Proposed Amended Budget for Fiscal Year 2016-17
APPROVE STAFF RECOMMENDATION
This amended budget will allow staff to monitor Metropolitan Transportation Planning Organization expenditures and make appropriate adjustments as needed.

Page 59 CA. 6 Engagement Letter for Fiscal Year 2016-17 Audit
APPROVE STAFF RECOMMENDATION
The audit this year will be prepared by Powell and Jones, Certified Public Accountants.
This resolution authorizes the Metropolitan Transportation Planning Organization Executive Director to approve administrative modifications to the long-range transportation plan in accordance with federal and state law.

The Florida Department of Transportation has provided its North I-75 Master Plan Summary Report.

This agenda item concerns the use of a competitive request for proposals process for the selection of the Alachua County Community Transportation Coordinator.

The Florida Department of Transportation has requested a Supplemental Joint Participation Agreement in order to receive additional Section 5305(d) planning funds.

The Metropolitan Transportation Planning Organization has asked for regular status reports concerning this program.

The Florida Department of Transportation has provided copies of this plan.

The Florida Metropolitan Planning Organization Advisory Council has announced meeting dates for its Weekend Institute and provided applications.

The Florida Metropolitan Planning Organization Advisory Council has adopted a series of legislative priorities and policy positions for the 2018 Florida Legislative Session.
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Bylaws

STAFF RECOMMENDATION

Adopt amendments to the Metropolitan Transportation Planning Organization Bylaws that provide for changes to agreements, documents and statutory citations.

BACKGROUND

Staff has reviewed the Metropolitan Transportation Planning Organization Bylaws for consistency with current agreements, documents and statutory citations.

Attached Exhibit 1 is the Metropolitan Transportation Planning Organization Bylaws with proposed amendment language updating appropriate agreements, documents and statutory citations in strike through underline format.

Attachment

t:\scott\sk\mtpo\memo\bylaws_amend_dec4.docx
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director
SUBJECT: 2018 Meeting Schedule

STAFF RECOMMENDATION

Approve the Scheduled 2018 Metropolitan Transportation Planning Organization and Committee Meeting Dates and Times (Exhibit 1).

BACKGROUND

Staff has coordinated with the Alachua County and City of Gainesville staffs to develop the draft Scheduled 2018 Metropolitan Transportation Planning Organization and Committee Meeting Dates and Times.

Attachment
SCHEDULED 2018 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.

<table>
<thead>
<tr>
<th>MTPO MEETING MONTH</th>
<th>TAC [At 2:00 p.m.]</th>
<th>B/PAB [At 7:00 p.m.]</th>
<th>MTPO MEETING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEBRUARY</td>
<td>February 7</td>
<td>February 8</td>
<td>February 26 at 3:00 p.m.</td>
</tr>
<tr>
<td>MAY</td>
<td>April 4</td>
<td>April 5</td>
<td>April 23 at 3:00 p.m.</td>
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<tr>
<td>JUNE</td>
<td>June 6</td>
<td>June 7</td>
<td>June 25 at 5:00 p.m.</td>
</tr>
<tr>
<td>AUGUST</td>
<td>August 8</td>
<td>August 9</td>
<td>August 27 at 3:00 p.m.</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>October 3</td>
<td>October 4</td>
<td>October 22 at 3:00 p.m.</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>November 28</td>
<td>November 29</td>
<td>December 17 at 5:00 p.m.</td>
</tr>
</tbody>
</table>

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Charles F. Justice Conference Room of the North Central Florida Regional Planning Council Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization
TAC means Technical Advisory Committee
CAC means Citizens Advisory Committee
B/PAB means Bicycle/Pedestrian Advisory Board
NCFRPC means North Central Florida Regional Planning Council

T:\Scott\SK18\MTPO\MEET2018.doc

November 21, 2017
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons AICP, Executive Director  
SUBJECT: House Bill 575  

STAFF RECOMMENDATION  
No Action Required.  

BACKGROUND  
The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has been provided a copy of House Bill 575 (Exhibit 1). This bill proposes:  

- to place stricter limitations on the size of metropolitan planning organization voting memberships;  
- to prohibit entire county commission participation on the governing board;  
- to prohibit a weighted voting structure; and  
- to require updates to metropolitan planning organization membership, interlocal agreement, governing documents and any other relevant information to the proposed changes to Section 339.175, Florida Statutes, by July 1, 2019.  

Potential impact to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be a reduction of representation from the Alachua County Board of County Commissioners. Exhibit 2 shows the:  

- Jurisdictional populations within the adopted Gainesville Metropolitan Area using Base Year 2010 long-range transportation plan traffic analysis zone data from the Census; and  
- Current governing board membership.  

Attachments
A bill to be entitled
An act relating to metropolitan planning
organizations; amending s. 339.175, F.S.; revising
voting membership requirements for metropolitan
planning organizations according to population;
prohibiting an entire county commission from being
members of a governing board; revising the percentage
of membership which may be composed of county
commissioners; requiring metropolitan planning
organizations to adopt certain bylaws; revising
provisions relating to reappointment of members;
requiring metropolitan planning organizations to
comply with certain provisions by a specified date;
providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsection (3) and paragraph (b) of subsection
(4) of section 339.175, Florida Statutes, are amended to read:

339.175 Metropolitan planning organization.—
(3) VOTING MEMBERSHIP.—
(a)(1) The voting membership of an M.P.O. designated in an
urbanized area with a population of 500,000 or fewer shall
consist of at least 5 but not more than 25 apportioned
members, with the exact number determined on an equitable
geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations.

2. The voting membership of an M.P.O. designated in an urbanized area with a population of more than 500,000 shall consist of at least 5 but not more than 15 apportioned members, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations.

3. In accordance with 23 U.S.C. s. 134, the Governor may also allow M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area which do not have members on the M.P.O. With the exception of instances in which all of the county commissioners in a single county M.P.O. are members of the M.P.O. governing board, County commissioners shall compose at least one-third of the M.P.O. governing board membership; however, the entire county commission may not be members of the M.P.O. governing board. A multicounty M.P.O. may satisfy this requirement by any combination of county commissioners from each of the counties constituting the M.P.O. Voting members shall be elected officials of general-purpose local governments, one of whom may represent a group of general-purpose local governments through an entity created by an M.P.O. for that purpose. An
M.P.O. may include, as part of its apportioned voting members, a
member of a statutorily authorized planning board, an official
of an agency that operates or administers a major mode of
transportation, or an official of Space Florida. As used in this
section, the term "elected officials of a general-purpose local
government" excludes constitutional officers, including
sheriffs, tax collectors, supervisors of elections, property
appraisers, clerks of the court, and similar types of officials.

County commissioners shall compose not less than 20 percent
of the M.P.O. membership if an official of an agency that
operates or administers a major mode of transportation has been
appointed to an M.P.O. Each M.P.O. shall adopt bylaws governing
the operation of the M.P.O., including voting privileges. An
M.P.O. may not adopt a weighted voting structure.

For purposes of this section, the term "elected officials of a
general-purpose local government" excludes constitutional
officers, including sheriffs, tax collectors, supervisors of
elections, property appraisers, clerks of the court, and similar
types of officials.

(b) In metropolitan areas in which authorities or other
agencies have been or may be created by law to perform
transportation functions and are or will be performing
transportation functions that are not under the jurisdiction of
a general-purpose local government represented on the M.P.O.,
such authorities or other agencies may be provided voting membership on the M.P.O. In all other M.P.O.'s in which transportation authorities or agencies are to be represented by elected officials of from general-purpose local governments, the M.P.O. shall establish a process by which the collective interests of such authorities or other agencies are expressed and conveyed.

(c) Any other provision of this section to the contrary notwithstanding, a charter county with a population of over 1 million may elect to reapportion the membership of an M.P.O. if the M.P.O. whose jurisdiction is wholly contained within the county. The charter county may exercise the provisions of this paragraph if:

1. The M.P.O. approves the reapportionment plan by a three-fourths vote of its membership;

2. The M.P.O. and the charter county determine that the reapportionment plan is needed to fulfill specific goals and policies applicable to that metropolitan planning area; and

3. The charter county determines the reapportionment plan otherwise complies with all federal requirements pertaining to M.P.O. membership.

A Any charter county that elects to exercise the provisions of this paragraph shall notify the Governor in writing.

(d) Any other provision of this section to the contrary
notwithstanding, any county as defined in s. 125.011(1) chartered under s. 6(c), Art. VIII of the State Constitution may elect to have its county commission serve as the M.P.O. if the M.P.O. jurisdiction is wholly contained within the county. Any charter county that elects to exercise the provisions of this paragraph shall notify the Governor in writing. Upon receipt of such notification, the Governor must designate the county commission as the M.P.O. The Governor must appoint four additional voting members to the M.P.O., one of whom must be an elected official representing a municipality within the county, one of whom must be an expressway authority member, one of whom must be a person who does not hold elected public office and who resides in the unincorporated portion of the county, and one of whom must be a school board member.

(4) APPORTIONMENT.

(b) Except for members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (3)(a), the members of an M.P.O. shall serve 4-year terms. Members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (3)(a) may serve terms of up to 4 years as further provided in the interlocal agreement described in paragraph (2)(b). The membership of a member who is a public
official automatically terminates upon the member's leaving his
or her elective or appointive office for any reason, or may be
terminated by a majority vote of the total membership of the
entity's governing board represented by the member. A vacancy
shall be filled by the original appointing entity. A member may
be reappointed for one or more additional 4-year term terms.

Section 2. Notwithstanding any other provision of law to
the contrary, by July 1, 2019, each metropolitan planning
organization shall update its membership, interlocal agreement,
governing documents, and any other relevant information to
comply with changes made by this act to s. 339.175, Florida
Statutes.

Section 3. This act shall take effect July 1, 2018.
### EXHIBIT 2

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Population ~</th>
<th>Current Members</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
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<tr>
<td><strong>Non-Voting Advisors</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alachua County League of Cities</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Florida Department of Transportation</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Voting Members</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Alachua</td>
<td>2,303</td>
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<tr>
<td>City of Gainesville</td>
<td>114,295</td>
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<tr>
<td>Vote Majority</td>
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<td>-</td>
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<tr>
<td>Unincorporated</td>
<td>82,654</td>
<td>41.5</td>
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<tr>
<td>Vote Majority</td>
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<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>199,252</td>
<td>100.0</td>
</tr>
</tbody>
</table>

* population within traffic analysis zones within the Gainesville Metropolitan Area
* represented by Rural Advisor
# represented by the Mayor and six City Commissioners
^ represented by five County Commissioners
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: State Road 331 (Williston Road) at Main Street Intersection Project Description

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its October 30, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the draft Tentative Work Program. During this discussion, a member asked for a description of the modifications to the State Road 331 (Williston Road) at Main Street intersection.

Florida Department of Transportation staff stated that the project description would be provided to the Metropolitan Transportation Planning Organization. Exhibit 1 shows the project description.

Attachment
TO: Mr. Scott Koons, AICP - Executive Director, NCFRPC

FROM: Karen Taulbee, AICP - D2 Planning Manager

DATE: November 20, 2017

Subject: Response to Inquiry from October 30 MTPO Meeting
South Main Street (CR 329) at Williston Road (SR 331)

During the October 30 meeting of the Policy Board for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), several questions were raised. Staff provided a helpful matrix of the topics and the relevant responsible agency. Following is the Department of Transportation’s (Department) response to questions about the Safety Project at the intersection of CR329 (South Main Street) and US 441 (SE Williston Road).

1. This will be a Local Area Program (LAP) project with Alachua County. In Fiscal Year 2018 (the current fiscal year), $13,000 is budgeted for Preliminary Engineering (PE - Design), and $48,000 is programmed in FY2020 and FY2021 for Construction.

2. All funding is from the Federal Highway Safety Program (HSP); which is a discretionary program, where the return on investment of the proposed project competes with other projects throughout the state. This intersection experiences a high number of crashes, the most common are rear-end and run-off-the-road, attributed to speed and careless driving.

3. Although the exact details must await the Design (PE) process, the concept developed to estimate the costs and benefits includes several safety features along South Main Street, primarily in the southbound direction, approaching SE Williston Road:
   a. Adding Radar Feedback Speed Display Signs for southbound traffic. These signs provide visual feedback in the form of a flashing display of excessive speed, with the intent of encouraging drivers to reduce their speed.
   b. Adding Raised Rumble Strips for southbound traffic. These provide a tactile and audible reminder to drivers to reduce their speed as they approach the curve and intersection.
   c. Other signs within and near the intersection will be brought up to current standards.

Implementation of these improvements will address crashes associated with drivers failing to negotiate the curve approaching the intersection with SE Williston Road.

I hope this information is of use, as we work together to plan and implement a safe and efficient transportation system. Please let me know if you have any questions.
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Coastal Connector through Citrus and Marion Counties Update

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its October 30, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed extension of the Coastal Connector. During this discussion, a member asked for a briefing on the project.

Staff reviewed the draft Tentative Work Program and did not identify any projects related to Coastal Connector through Citrus and Marion Counties. Exhibit 1 shows the Coastal Connector through Citrus and Marion Counties information provided by the Florida Department of Transportation.
During the October 30 meeting of the Policy Board for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), several questions were raised. Staff provided a helpful matrix of the topics and the relevant responsible agency. Following is the Department of Transportation’s (Department) response regarding the Suncoast Expressway.

The following information is from Ms. Rebecca K. Bolan, P.E., PMP, the Project Manager for Florida’s Turnpike Enterprise study of the Coastal Connector. The Coastal Connector is a high-level study that will evaluate new transportation corridor alternatives in Citrus and Marion Counties. The study will establish a new vision for transportation by incorporating emerging transportation technologies to improve freight movement, address seasonal congestion, accommodate projected growth, and plan for emergency evacuation to create Florida’s Next Generation Corridor. A study Kick-off meeting was held in October 2017. All documents from the Kick-off meeting as well as other information on the study can be found on the website www.coastalconnector.com. Attached is a handout that was distributed at the Kick-off meeting and can be found in the Documents section of the website. If there are any questions on the project, please direct them to the website. Contact information is included on the website as well as ways to sign up for the mailing list and stay connected.

I hope this information is of use, as we work together to plan and implement a safe and efficient transportation system. Please let me know if you have any questions.
Click here for On-line Kick-off Meeting (http://coastalconnector.com/onlinemeeting/)

COASTAL CONNECTOR

About The Project

Environment

Innovation

Schedule

Documents

Stay Connected

Ms. Rebecca Bolan, P.E., PMP
Project Manager for
Florida's Turnpike Enterprise
(Montgomery Consulting Group)
P.O. Box 613069
Ocoee, Florida 34761-3069
✉ Rebecca.Bolan@dot.state.fl.us (mailto:rebecca.bolan@dot.state.fl.us?subject=Coastal Connector)
📞 407.264.3416

Ms. Alison Stettner, AICP
Planning Manager
Alternative Corridor Evaluation Study (ACE)

The Florida Department of Transportation (FDOT), Florida’s Turnpike Enterprise is in the planning phase of the Coastal Connector, a high level study that will evaluate new transportation corridor alternatives in Citrus and Marion Counties. The study will establish a new vision for transportation by incorporating emerging transportation technologies to improve freight movement, address seasonal congestion, accommodate projected growth, and plan for emergency evacuation to create Florida’s Next Generation Corridor.

Major transportation improvements can take decades to realize, now is the time to begin planning and investing in our future transportation systems. Delay in planning can result in continued deterioration of our roadways, increased congestion, and rising costs. The intent of this study is to keep the region moving forward by establishing a long-term vision and plan for the next generation transportation system.

Join the mailing list to stay connected and informed on the latest study developments. Your participation will help shape the future of Florida’s Next Generation Corridor.

Click here to join mailing list

Introduction

Florida’s Next Generation Corridor

The Coastal Connector Study is following a process developed by the Florida Department of Transportation known as an Alternative Corridor Evaluation, or ACE. The ACE process helps to identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development process to document potential alternatives that can be carried forward into future phases. By the end of the study, enough information will be gathered to determine whether or not a new route should move forward to a more detailed evaluation.

Study Background
goal of alleviating congestion, and improving the performance and reliability of the area’s transportation systems. For example, Florida’s Future Corridors, I-75 Relief, and the North I-75 Master Plan studies were conducted by the FDOT that evaluated improvements to I-75 and existing corridors as well as recommended the continued study of new alternative corridors.

The Coastal Connector ACE Study is an innovative solution to connect the North Central Florida region with a new alternate corridor. As the region continues to experience traffic growth, this study will plan to improve regional freight movements, address seasonal congestion, accommodate projected population growth, and plan for emergency evacuation.

**Community Coordination and Public Participation**

Florida’s Turnpike Enterprise encourages the public to be involved throughout the study by providing comments, questions and suggestions to the study team. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

If you would like to obtain additional project information, be added to the mailing list, or arrange a meeting, please see the Stay Connected section.

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**Study Area Map**

The Coastal Connector ACE study area is located in Citrus and Marion Counties.
PROJECT SCHEDULE

PUBLIC INVOLVEMENT

Opportunities for community input are integrated into every step of the study to allow for meaningful participation in the process.

CONTENTS

Welcome........................................1
Meeting Information..........................2
Study Area......................................3
Schedule / Contact Information...........4

MEETING LOCATIONS

Citrus County
- October 12, 2017
  - 6:30 p.m. to 7:30 p.m.
  - College of Central Florida
  - Citrus Conference Center
  - 3800 S. Lecanto Highway
  - Lecanto, FL 34461
  - (352) 249-1210

Marion County
- October 18, 2017
  - 6:30 p.m. to 7:30 p.m.
  - Hilton Ocala
  - 3600 SW 36th Avenue
  - Ocala, FL 34474
  - (352) 854-1400

The information will be the same at each Kick-off Meeting.

STAY INFORMED

www.CoastalConnector.com
info@coastalconnector.com

PUBLIC INVOLVEMENT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you are deaf or hard of hearing, please contact the agency using the Florida Relay Service, 1(800) 963-3771 (TDD) or 1(800) 955-8770 (Voice).

CONTACT INFORMATION

Rebecca Bolan, PE
Project Manager for Florida's Turnpike Enterprise
Montgomery Consulting Group
PO Box 612669
Ocala, FL 34476-669
(352) 264-3416
rebecca.bolan@dot.state.fl.us

Alison Stettner, AICP
Planning Manager, Florida's Turnpike Enterprise
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Ocala, FL 34476-769
(352) 264-3202
alison.stettner@dot.state.fl.us

Alternative Corridor Evaluation (ACE) Study
Public Kick-off Meeting

WELCOME

Thank you for attending the Public Kick-off Meeting for the COASTAL CONNECTOR, Florida's Next Generation Corridor. The purpose of today's meeting is to introduce you to the study and provide information on ways you can get involved and stay connected.

The Florida Department of Transportation, Florida's Turnpike Enterprise (FTE) is in the planning phase of the Coastal Connector, a high level study that will evaluate new transportation corridor alternatives in Citrus and Marion Counties. By the end of the study, enough information will be gathered to determine whether or not a new route should move forward to a more detailed evaluation. As part of this study, FTE will explore new transportation technologies and opportunities to improve freight movement, address seasonal congestion, accommodate projected growth, and plan for emergency evacuation. Improvements to roadways can take decades to realize, the time is here to begin planning and investing in the next generation transportation system. Your input is important in the development of this study. Everyone is encouraged to participate.

Various information is available at each of the different stations. A summary of the information available at today's meeting is provided on the next page. Please make sure to:

Step 1. Sign in.
Step 2. View the presentation.
Step 3. Visit each station, review materials, and ask questions.
Step 4. Provide your input.
MEETING INFORMATION

Presentation
We encourage you to watch a brief presentation (on a continuous loop) to learn about the study schedule and process.

Study Introduction
Review a map of the study area and learn about the Alternative Corridor Evaluation (ACE) process, study schedule and upcoming public meetings.

Study Area Overview
Review display boards showing several important factors that affect transportation systems in the study area. Please feel free to discuss the content of these boards with the project team and ask questions.

Corridor of the Future
Transportation technologies such as automated vehicles are rapidly evolving and we need to consider how these innovations will impact the planning and design of future corridors. Be sure to watch the video on automated vehicles to learn about their benefits.

Provide Comments
We value your input and encourage you to complete a survey and provide comments. You can complete the survey and comment forms here at the meeting or online via the project website.

All materials presented are available at the study website. Visit us at www.coastalconnector.com.

FLORIDA'S NEXT GENERATION CORRIDOR
The Study will establish a new vision for transportation by incorporating emerging technologies to create Florida's Next Generation Corridor. Benefits of tomorrow's transportation technology include improved safety, greater efficiency, and reduced environmental impacts.

Improve Safety. Automated and connected vehicles are projected to provide significant safety benefits with up to 80% reduction in vehicle accidents.

Create Efficiency.
New technologies like truck platooning and cooperative adaptive cruise control improve travel time and increase roadway capacity while providing fuel savings. Automated and connected vehicles can operate more consistently than human operators resulting in reduced vehicle spacing and smaller lane widths.

Minimize Environmental Impacts. Technologies such as truck platooning have been shown to provide up to 30% improvement in operational efficiency and reductions of nearly 10% in CO₂ emissions. Other benefits including reduced right-of-way and sustainable facilities will also help to reduce environmental impacts.

LEGEND
- Study Area
- Interstate
- Toll Roads
- Suncoast Parkway
- Railroad
Source: FDOT, Florida Department of Transportation

Study Area
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director
SUBJECT: U.S. Highway 441 Flooding

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its October 30, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the flooding in the U.S. Highway 441 corridor through Paynes Prairie. During this discussion, a member asked for information from the Florida Department of Transportation regarding the flooding in the U.S. Highway 441 corridor through Paynes Prairie. Exhibit 1 consists of the U.S. Highway 441 corridor through Paynes Prairie information provided by the Florida Department of Transportation.

Attachment
TO: Mr. Scott Koons, AICP - Executive Director, NCFRPC
FROM: Karen Taulbee, AICP - D2 Planning Manager
DATE: November 20, 2017
Subject: Response to Inquiry from October 30 MTPO Meeting
US 441 Flooding

During the October 30 meeting of the Policy Board for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), several questions were raised. Staff provided a helpful matrix of the topics and the relevant responsible agency. Following is the Department of Transportation’s (Department) response to the inquiry about flooding on US 441 in the Payne’s Prairie area.

The roadway base and sub-base became saturated during the flooding. As the flood waters recede, and the roadway dries, the structural integrity is returning. The Department’s Materials Office is conducting regular tests of the roadway to determine when traffic can be safely returned. Initially, the one inside lane (adjacent to the median) in each direction was deemed suitable for light vehicles and emergency response vehicles. During this time, heavy vehicles were detoured to I-75. More recently, the Department determined the roadbed has recovered sufficiently to allow all vehicles to use the one inside lane in each direction. We are continuing to test the outside lanes until we determine they can safely accommodate traffic. There are still some locations of the northbound paved shoulder that have standing water.

There were multiple factors that led up to the flooding of US 441 in Payne’s Prairie during Hurricane Irma this September. Over the summer months, especially June and July, record rainfall levels were experienced. When Hurricane Irma arrived in early September, Payne’s Prairie was already saturated and holding water. Additionally, the excessive water levels, made worse by the hurricane, caused a breach in the dike containing Camps Canal. The result of these extraordinary water levels was US 441 becoming submerged. The Department of Environmental Protection (DEP) executed an emergency contract to repair the breach in the dike. With this source of water into the Prairie stopped, we now wait while the remaining water flows away, seeps into the ground, and evaporates. The Department, DEP, and the Water Management District will meet soon to discuss “lessons learned” and develop procedures to deal with extraordinary water levels, with the goal of preventing – or minimizing – future closure of US 441 due to flooding.

I hope this information is of use, as we work together to plan and implement a safe and efficient transportation system. Please let me know if you have any questions.
TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director  
SUBJECT: Transportation Disadvantaged Program - Alachua County  
Resolution of Appreciation

RECOMMENDATION:  
Approve the attached resolution of appreciation for Christine Eason Louton.

BACKGROUND:  
The attached resolution of appreciation is regarding Florida’s Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Christine Eason Louton served as the Persons with Disabilities Representative since October 2011.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

Attachment:
t:\lynn\appt2017\alachua\resmpol2042017.docx

Dedicated to improving the quality of life of the Region's citizens, by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments.
RESOLUTION

WHEREAS, Christine Eason Louton has served as the Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board since October 2011; and

WHEREAS, Christine Eason Louton ably discharged the duties of the Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board;

NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do hereby express their appreciation to Christine Eason Louton for dedicated service rendered to the Alachua County Transportation Disadvantaged Coordinating Board, and concern for the transportation disadvantaged needs of Alachua County and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for all citizens of the community to view and recognize the accomplishments and service of Christine Eason Louton.

Charles Chestnut, IV, Chair

ADOPTED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

December 4, 2017
Date
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Transportation Disadvantaged Program – Status Report

RECOMMENDATION

For information only.

BACKGROUND

Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Reports for August 2017 - October 2017:
   - On-time performance
   - Complaints
   - Call hold time
   - Accidents
   - Road calls


Attachments

t:\lynn\td2017\alachua\memos\statmtpodec.docx
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST 2017

On-Time Performance Standard
90%

<table>
<thead>
<tr>
<th>Date</th>
<th>Standard</th>
<th>Pick-Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/7/2017</td>
<td>96%</td>
<td>96%</td>
</tr>
<tr>
<td>8/15/2017</td>
<td>96%</td>
<td>96%</td>
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<tr>
<td>8/23/2017</td>
<td>96%</td>
<td>96%</td>
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<tr>
<td>8/31/2017</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, SEPTEMBER 2017

On-Time Performance Standard 90%

<table>
<thead>
<tr>
<th>Date</th>
<th>Standard</th>
<th>Pick-Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/4/2017</td>
<td>100%</td>
<td>90%</td>
</tr>
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<td>9/12/2017</td>
<td>90%</td>
<td>90%</td>
</tr>
<tr>
<td>9/20/2017</td>
<td>90%</td>
<td>90%</td>
</tr>
<tr>
<td>9/28/2017</td>
<td>90%</td>
<td>90%</td>
</tr>
</tbody>
</table>
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, OCTOBER 2017

On-Time Performance Standard
90%

<table>
<thead>
<tr>
<th>Date</th>
<th>Standard</th>
<th>Pick-Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/2/2017</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>10/10/2017</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>10/18/2017</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>10/26/2017</td>
<td>99%</td>
<td>99%</td>
</tr>
</tbody>
</table>
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST 2017 - OCTOBER 2017

<table>
<thead>
<tr>
<th>MONTH</th>
<th>STANDARD</th>
<th>COMPLAINTS/1,000 TRIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug-17</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Sep-17</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Oct-17</td>
<td>3</td>
<td>0</td>
</tr>
</tbody>
</table>

COMPLAINTS/1,000 TRIPS

- Standard
- Complaints/1,000 Trips
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST 2017 - OCTOBER 2017

<table>
<thead>
<tr>
<th>MONTH</th>
<th>STANDARD</th>
<th>CALL HOLD TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug-17</td>
<td>2.5</td>
<td>1.06</td>
</tr>
<tr>
<td>Sep-17</td>
<td>2.5</td>
<td>0.59</td>
</tr>
<tr>
<td>Oct-17</td>
<td>2.5</td>
<td>1.16</td>
</tr>
</tbody>
</table>

CALL HOLD TIME

![Bar chart showing call hold times for Aug-17, Sep-17, and Oct-17 with standards and actual times]
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY AUGUST 2017 - OCTOBER 2017

<table>
<thead>
<tr>
<th>MONTH</th>
<th>STANDARD</th>
<th>PREVENTABLE ACCIDENTS/100,000 MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug-17</td>
<td>1.4</td>
<td>1</td>
</tr>
<tr>
<td>Sep-17</td>
<td>1.4</td>
<td>1</td>
</tr>
<tr>
<td>Oct-17</td>
<td>1.4</td>
<td>0</td>
</tr>
</tbody>
</table>

ACCIDENTS/100,000 MILES

- Standard
- Accidents/100,000 miles
TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST 2017 - OCTOBER 2017

<table>
<thead>
<tr>
<th>MONTH</th>
<th>STANDARD</th>
<th>ROADCALLS/100,000 MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug-17</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Sep-17</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>Oct-17</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Total No Trips Invoiced</td>
<td>6,944</td>
<td>7,794</td>
</tr>
<tr>
<td>HMO Medicaid (MTM)</td>
<td>149</td>
<td>147</td>
</tr>
<tr>
<td>Transportation Disadvantaged Program</td>
<td>1,472</td>
<td>1,555</td>
</tr>
<tr>
<td>Mobility Enhancement Grant Program - Bus Passes</td>
<td>250</td>
<td>175</td>
</tr>
<tr>
<td>City of Gainesville ADA Service</td>
<td>4,306</td>
<td>4,842</td>
</tr>
<tr>
<td>Florida Department of Transportation 5311</td>
<td>296</td>
<td>294</td>
</tr>
<tr>
<td>Florida Department of Transportation 5310</td>
<td>333</td>
<td>382</td>
</tr>
<tr>
<td>Alachua County</td>
<td>98</td>
<td>366</td>
</tr>
<tr>
<td>Elder Care</td>
<td>40</td>
<td>33</td>
</tr>
<tr>
<td>Total Vehicle Miles</td>
<td>90,357</td>
<td>93,817</td>
</tr>
<tr>
<td>Total Vehicle Hours</td>
<td>5,678</td>
<td>6,204</td>
</tr>
<tr>
<td>Average Miles per Trip</td>
<td>13</td>
<td>12</td>
</tr>
<tr>
<td>Number of Passenger No Shows</td>
<td>287</td>
<td>352</td>
</tr>
<tr>
<td>Number Trips Denied</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Preventable Accidents</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Road Calls</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Commendations</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>Complaints</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Telephone Calls</td>
<td>9,463</td>
<td>10,699</td>
</tr>
<tr>
<td>Average Call On-Hold Time</td>
<td>1.10</td>
<td>1.06</td>
</tr>
</tbody>
</table>
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Citizens Advisory Committee Vacant Positions

STAFF RECOMMENDATION

Fill vacancies for three-year terms on the Citizens Advisory Committee through December 2020.

BACKGROUND

There are currently three vacant positions on the Citizens Advisory Committee. There are two candidates for the three vacant positions as shown in Exhibit I.

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

ATTACHED MATERIALS

Attached please find:

1. Exhibit I which lists the names and occupations of current Citizens Advisory Committee members and applicants;

2. Exhibit II which shows where current Citizens Advisory Committee members and applicants live;

3. Exhibit III which is a blank ballot to assist in the voting process;

4. Exhibit IV which is the text of the newspaper advertisement placed in the September 13, 2017 Independent Florida Alligator and in the September 14, 2017, Gainesville Guardian and The Gainesville Sun; and

5. Current pool of applications.
CITIZENS ADVISORY COMMITTEE MEMBERSHIP - FLORIDA STATUTES

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

CITIZENS ADVISORY COMMITTEE MEMBERSHIP BYLAWS

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

Citizens Advisory Committee members shall not be elected officials or technical personnel directly involved in transportation planning.

Note: There is no policy regarding how many times a member may serve on the Committee.

VOTING PROCEDURE

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

Attachments
## EXHIBIT I

### CURRENT CITIZENS ADVISORY COMMITTEE

#### TERMS OF APPOINTMENT

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>TENURE (In Years)</th>
<th>TERM EXPIRES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT MEMBERS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Ann DeMatas</td>
<td>-</td>
<td>6.0</td>
<td>December, 2018</td>
</tr>
<tr>
<td>Jan Frentzen</td>
<td>General Contractor</td>
<td>21.0</td>
<td>December, 2018</td>
</tr>
<tr>
<td>Delia Kradolfer</td>
<td>Accountant</td>
<td>2.0</td>
<td>December, 2018</td>
</tr>
<tr>
<td>Chandler Otis</td>
<td>Bicycle Mechanic, Sales Clerk</td>
<td>12.0</td>
<td>December, 2018</td>
</tr>
<tr>
<td>Ruth Steiner</td>
<td>University of Florida Professor</td>
<td>15.0</td>
<td>December, 2018</td>
</tr>
<tr>
<td>Thomas Bolduc</td>
<td>Pharmacy Operations Manager</td>
<td>5.0</td>
<td>December, 2019</td>
</tr>
<tr>
<td>Nelle Bullock</td>
<td>Social Worker</td>
<td>9.5</td>
<td>December, 2019</td>
</tr>
<tr>
<td>Luis Diaz</td>
<td>Town of Tioga Director of Development</td>
<td>4.5</td>
<td>December, 2019</td>
</tr>
<tr>
<td>John Pickett</td>
<td>Insurance</td>
<td>1.5</td>
<td>December, 2019</td>
</tr>
<tr>
<td>Paul Thur de Koos</td>
<td>Commercial Property Owner/Manager</td>
<td>1.0</td>
<td>December, 2019</td>
</tr>
<tr>
<td>Gilbert Levy</td>
<td>Town of Tioga President</td>
<td>3.0</td>
<td>December, 2020</td>
</tr>
<tr>
<td>James Samec</td>
<td>Retired Police Officer</td>
<td>10.0</td>
<td>December, 2020</td>
</tr>
<tr>
<td>VACANT</td>
<td>-</td>
<td>-</td>
<td>December, 2020</td>
</tr>
<tr>
<td>VACANT</td>
<td>-</td>
<td>-</td>
<td>December, 2020</td>
</tr>
<tr>
<td>VACANT</td>
<td>-</td>
<td>-</td>
<td>December, 2020</td>
</tr>
</tbody>
</table>

| **APPLICANTS*#--**       |                                                 |                   |              |
| Craig Brashier           | Planning Consultant                             | -                 |              |
| Peter Davis              | Information Technology Manager                  | -                 |              |

* Member or Applicant Living Outside Gainesville Urbanized Area Boundary

* Current Member Seeking Reappointment

# Former Member Seeking Appointment
EXHIBIT II

CITIZENS ADVISORY COMMITTEE MEMBERS AND APPLICANTS LOCATIONS

LEGEND

AA CURRENT MEMBER
AA CURRENT APPLICANT

The CAC bylaws state that no more than 20% of the membership of the Committee may live outside the Gainesville Urbanized Area.
EXHIBIT III

<table>
<thead>
<tr>
<th>MTPo MEMBER</th>
<th>Craig BRASHIER</th>
<th>Peter DAVIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>David ARREOLA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harvey BUDD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike BYERLY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ken CORNELL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles GOLSTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adrian HAYES-SANTOS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert HUTCHINSON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lee PINKOSON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor Lauren POE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harvey WARD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helen WARREN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles CHESTNUT IV</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Appoint two applicants for a term ending in 2020. Applicants shown in italics and shaded column reside outside the Metropolitan Transportation Planning Organization Boundary.
EXHIBIT IV

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

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

At its October 30, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will make five appointments to fill vacancies on its Citizens Advisory Committee.

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

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

Applications and/or additional information may be obtained by writing or calling: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67 Place, Gainesville, Florida 32653; telephone 352.955.2200; or from its website at www.ncfrpc.org/mtpo. Applications must be received no later than Monday, October 16, 2017.
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE
APPLICATION

Please return to:

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
c/o North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

NAME    Craig Brashier, AICP
ADDRESS  3810 NW 10th PL
CITY/STATE/ZIPCODE Gainesville, FL 32605
EMAIL    craigb@chw-inc.com
TELEPHONE (HOME)  352-672-7689
                (WORK)  352-331-1976
                (CELL)  352-672-7689

HOW LONG A RESIDENT OF ALACHUA COUNTY?  7 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES NO    X

OCCUPATION    Director of Planning / Professional Consultant @ CHW
EDUCATION    Master's Degree in Planning / University of Tennessee

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT
I earned a Master's Degree in Planning from the University of Tennessee and I have
over 15 years of professional experience in Land Planning and Transportation
Planning. My professional experience includes both the public and private sectors.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS
AICP Certified Planner since 2004

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation
Planning Organization for the Gainesville Urbanized Area. If at any time my business or professional
interests conflict with the interests of this board or committee, I will not advocate for any projects or
activities from which I may receive financial benefit. Should any business of this board or committee
constitute a conflict of interest, I will declare a conflict of interest and submit a Conflict of Interest Form
(Form 8B). Additional information on me may be secured from: (List three references - name, address,
and telephone number)

E.J. Bolduc III, PLA / 132 NW 76th Drive, Gainesville, FL 32607 / 352-331-1976
Linda Dixon, AICP / 245 Gale Lemerand Drive, Gainesville, FL 32611 / 352-273-4000
Adam Boukari / 15100 NW 142nd Terrace, Alachua, FL 32615 / 386-418-6100

Signature

Additional information may be attached to this form
Please return to:

Metropolitan Transportation Planning Organization
c/o North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

NAME: Peter Davis
ADDRESS: 326 SW 131st Street
CITY/STATE/ZIPCODE: Newberry, FL 32669
EMAIL: pwdavismd@gmail.com
TELEPHONE (HOME): 410-881-0062
TELEPHONE (CELL): 410-881-0062

HOW LONG A RESIDENT OF ALACHUA COUNTY? 2 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES NO X

OCCUPATION: IT Manager at UF Health
EDUCATION: BS, Virginia Tech

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT
Citizen Advocate

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. If at any time my business or professional interests conflict with the interests of this board or committee, I will not advocate for any projects or activities from which I may receive financial benefit. Should any business of this board or committee constitute a conflict of interest, I will declare a conflict of interest and submit a Conflict of Interest Form (Form 8B). Additional information on me may be secured from: (List three references - name, address, and telephone number)

Signature

Additional information may be attached to this form
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Long-Range Transportation Plan Administrative Modification - SW 62nd Boulevard Preliminary Engineering and Right-of-Way

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve administrative modifications to its Year 2040 Long-Range Transportation Plan to:

1. Add the funding for the SW 62nd Boulevard project in Fiscal Year 2017-18 for preliminary engineering identified in Exhibit 1; and
2. Add the funding for the SW 62nd Boulevard project in Fiscal Year 2017-18 and Fiscal Year 2018-19 for right-of-way acquisition identified in Exhibit 1.

Please note that the Citizens Advisory Committee did not have a quorum.

BACKGROUND

This agenda item was deferred from the October 30, 2017 Metropolitan Transportation Planning Organization meeting.

The purpose of this administrative modification is to add preliminary engineering funds and advance funds for right-of-way acquisition. Concurrent with the Transportation Improvement Program amendment, the Metropolitan Transportation Planning Organization needs to administratively modify its Year 2040 Long-Range Transportation Plan to revise funding for this SW 62nd Boulevard project (2113656). Activities in this administrative modification include:

- Preliminary Engineering in Fiscal Year 2017-18 - $120,051 (Repurposed Federal Earmark);
- Right-of-Way Acquisition Fiscal Year 2017-18 - $4,842,481 Transportation Regional Incentive Program and Surface Transportation Program); and

Exhibit 1 shows the changes to Table 9 for additional funding in blue text. Exhibit 2 shows the project funding in Table 11. Exhibit 3 includes excerpted policies from the City of Gainesville Transportation Mobility Element. Exhibit 4 includes an excerpt from the Year 2040 Long-Range Transportation Plan Vision and Principles and the SW 62nd Boulevard. Exhibit 5 is information provided by the Florida Department of Transportation. Exhibit 6 includes information provided by the City of Gainesville. Exhibit 7 is a map showing the SW 62nd and SW 40th Boulevards parallel to Interstate 75.

Attachments
t:\scott\sk18\mtpo\memo\lrp_mod_sw62connector_dec4.docx

Dedicated to improving the quality of life of the Region's citizens, by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments.
Table 9: Major Projects in the Transportation Improvement Program: Fiscal Years 2015-16 to 2019-20

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Project Phase* and Funding by Fiscal Year in Millions of Dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW 27th Street</td>
<td>Construct bike/pedestrian trail from State Road 331 (Williston Road) to SW 35th Place</td>
<td>2015-2016: - 2016-2017: $0.07 PE 2017-2018: - 2018-2019: $0.232 CST 2019-2020: -</td>
</tr>
</tbody>
</table>

*Project Phasing: PE=Preliminary Engineering, ROW=Right of Way Acquisition, CST = Construction
Table 11: Adopted Year 2040 Cost Feasible Plan Phasing (in Year of Expenditure Dollars)

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding Period</th>
<th>Strategic Intermodal System Revenues</th>
<th>State Highway System Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$5.1 Million</td>
<td></td>
</tr>
<tr>
<td>Modifications at Interstate 75 / State Road 121 Interchange</td>
<td></td>
<td>ROW $0.10</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CST $5.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multimodal Emphasis Corridor Study and implementation on US 441(West 13th Street) from NW 33rd Avenue to Archer Road</td>
<td></td>
<td>Design FDOT</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td>Notes: FDOT = Florida Department of Transportation, ROW = Right of Way, CST = Construction, CEI = Construction Engineering Inspection, TOP= Transit Operations</td>
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</table>
Policy 6.1.6

The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.

Policy 7.1.5

The City shall use the Transportation Mobility Program Area as mapped in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the City, and to promote transportation choices.

Policy 7.1.7

The City shall coordinate the transportation network with the land uses shown on the Future Land Use Map Series in order to encourage compact development patterns, provide safe and convenient access for work, school, shopping, and service-related trips, protect the cultural and environmental amenities of the City, and protect the integrity of the Florida Strategic Intermodal System.
The only exception are the modifications to the Interstate 75 / State Road 121 (Williston Road) Interchange. The estimated cost for this Strategic Intermodal System project was not inflated, as the Florida Department of Transportation provided cost information already in year of expenditure. Finally, as noted above, some of the projects are not expected to be fully funded by 2040. For those projects, remaining costs are assumed to occur beyond 2040. Since inflation factors were not provided beyond 2040, the 2031-2040 factor is applied. Table 11 depicts the phasing of the Year 2040 Cost Feasible Plan projects anticipated to use State and Federal funding. Implementation phases shown in the table include:

- Design
- Right of Way Acquisition (ROW)
- Construction (CEI)
- Construction Engineering Inspection (CEI)
- Transit Operations (TOP)

Regionally Significant Projects
There are several regionally significant projects in the Year 2040 Cost feasible Plan. These include the widening and extension of SW 62nd Boulevard and the widening of Archer Road (State Road 24). Purpose and Need Statements have been developed for each and are included in the Florida Department of Transportation’s Efficient Transportation Decision Making database. A brief description is provided here.

**SW 62nd Boulevard**
The purpose of this project is to develop a new north-south corridor between State Road 24 (Archer Road) and State Road 26 (Newberry Road) east of Interstate 75. This connector is intended to provide congestion relief to the interstate as well as several arterial roads in the western part of the City of Gainesville. Modifications to the SW 62nd Boulevard corridor will also provide enhanced interconnectivity. The project is being coordinated with significant land use changes in the area, including development of the Urban Village area and redevelopment / expansion of the Butler Plaza shopping centers.

**Archer Road (State Road 24)**
The purpose of this project is to provide additional east-west mobility through the widening of the existing two-lane Archer Road (State Road 24) from SW 122nd Street to SW 75th Street / Tower Road. The project may include roadway widening to four lanes, intersection modifications, curb and gutter drainage, installation of sidewalks and bike lanes, transit enhancements, and additional roadway lighting.
5.3 Development of the Year 2040 Needs Plan

Vision Statement, Principles and Strategies

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

The Vision Statement for this plan update reads as follows: A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

This vision is supported by the following Principles 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 non-motorized users**
Strategy 2.1: Support projects that increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Strategy 2.3: Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.

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

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

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

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

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

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

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

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

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

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

Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.
Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
Strategy 5.1: Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Principle 7: Emphasize the preservation of the existing transportation system
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.
Strategy 7.2: Protect existing and future road rights-of-way from building encroachment.

Long Range Transportation Plan Planning Factors

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

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
During the October 30 meeting of the Policy Board for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), several questions were raised. Staff provided a helpful matrix of the topics and the relevant responsible agency. Following are the Department of Transportation’s (Department) responses to the questions about the SW 62nd Connector Corridor Project.

1. Federal Earmark Timeline/Deadline — The Earmark Funds proposed for use on the SW 62nd Connector are funds that have been repurposed from unspent earlier earmarks. Two critical conditions placed on the Repurposed Earmark Funds are:
   a. The funds must be committed by September 30, 2020
   b. The funds cannot be again repurposed to another project. That is, if they are not spent on the SW 62nd Connector, the funds will be returned to the federal treasury.
2. Right-of-Way Costs — total Right-of-Way costs are estimated at approximately $5.3 million from federal and state sources, as described in the following table.

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NOTE: The Local Match for the TRIP funds is met by local and developer funds previously spent on the project. These funds appear in the Work Program to illustrate all TRIP funds have been matched.

I hope this information is of use, as we work together to plan and implement a safe and efficient transportation system. Please let me know if you have any questions.
September 24, 2015

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

RE: SW 62nd Boulevard

Dear Chairman Hutchinson:

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

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

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

Based on review of the statutory factors and lack of significant improvement to I-75, SW 62nd Avenue is not an appropriate corridor to be considered for addition to the state roadway system. However, as a significant local roadway the project is eligible for funding using certain federal revenues (if the project is a high priority of the Metropolitan Transportation Planning Organization).
Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,

[Signature]

Greg Evans
District Two Secretary

Cc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist
### Roadway ROW (Sections B & C)

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<td>14,480</td>
<td>4.82%</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

---

### Section C Ponds

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>Company/Owner</th>
<th>Land Value</th>
<th>Market Value</th>
<th>Total Area (Ac.)</th>
<th>Total Area (ft²)</th>
<th>Widening About Center</th>
<th>Widening to East</th>
<th>Widening to West</th>
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<td>26</td>
<td></td>
<td></td>
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<td>$1,162,600</td>
<td>7.07</td>
<td>307,993.9</td>
<td>14,480</td>
<td>4.82%</td>
<td>0.00%</td>
</tr>
<tr>
<td>264657-002-007</td>
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<td>$2,310,600</td>
<td>$1,162,600</td>
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<td>307,993.9</td>
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<td>307,993.9</td>
<td>14,480</td>
<td>4.82%</td>
<td>0.00%</td>
</tr>
</tbody>
</table>
Figure 2: Butler Plaza Parcels

Note: Segment A constructed through Butler Plaza terminated at SW 43rd St as shown. The developer dedicated the right-of-way needed for the project west of SW 43rd St to the property boundary of Butler Enterprises (this dedication of land referred to parcels 06795-001-000, 06810-001-003, and 06816-005-001).
Figure 5-8
Southwest 62nd Boulevard Four Lane Connector
No Build Alternative - 2040 AADT
TABLE 3
SW 62nd Blvd
Financial Forecast - 10/12/2017

<table>
<thead>
<tr>
<th>Phase</th>
<th>Expected Schedule</th>
<th>Local Match</th>
<th>Grant Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Start</td>
<td>End</td>
<td>Developer</td>
<td>TMPA</td>
</tr>
<tr>
<td>Construction (Archer Road to SW 42nd Street)</td>
<td>Complete</td>
<td>$13,600,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>PD&amp;E(^a)</td>
<td>Jun-2015 to Sep-2018</td>
<td>$ -</td>
<td>$ -</td>
<td>$97,000</td>
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<tr>
<td>Preliminary Design</td>
<td>Aug-2016 to Feb-2018</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Right of Way</td>
<td>Feb-2018 to Feb-2020</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Final Design</td>
<td>Feb-2020 to Feb-2021</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Construction (SW 42nd St to SW 20th Ave)</td>
<td>Feb-2021 to Jul-2022</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Mitigation</td>
<td>Feb-2021 to Jul-2022</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Tree Mitigation(^b)</td>
<td>Feb-2021 to Jul-2022</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Design &amp; Construction (SW 20th Ave to SR 26)</td>
<td>Feb-2021 to Jul-2022</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Total</td>
<td>$13,600,000</td>
<td>$536,300</td>
<td>$ -</td>
<td>$443,700</td>
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</tbody>
</table>

34% 1% 0% 11% 3% 14% 35% 100%

$18,749,401 $15,206,100

Comments
1. Could be CIGP, TRIP, LAP, or other yet to be determined.
2. Could be finalized in March '18 if Type 2 Cat Ex approved.
3. MTPO 2040 Cost Feasible Plan in the amount of $9 million, available in FY21-FY25.
5. Currently unfunded.
7. CIGP Transfer per FDOT Memo dated 2/22/2017.
EXHIBIT 7

SW 62nd Boulevard
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Transportation Improvement Program Amendment - SW 62nd Boulevard Preliminary Engineering and Right-of-Way

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add the funding for the SW 62nd Boulevard project in Fiscal Year 2017-18 and Fiscal Year 2018-19 identified in Exhibit 1.

Please note that the Citizens Advisory Committee did not have a quorum.

BACKGROUND

This agenda item was deferred from the October 30, 2017 Metropolitan Transportation Planning Organization meeting.

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add funding for the SW 62nd Boulevard project (2113656). Activities in this amendment include:

- Preliminary Engineering in Fiscal Year 2017-18;
- Right-of-Way Acquisition Fiscal Year 2017-18; and
- Right-of-Way Acquisition Fiscal Year 2018-19.

The SW 62nd Boulevard is a priority project in the Year 2040 Long-Range Transportation Plan (Exhibit 2).

Attachments
Mr. Scott Koons, AICP  
Executive Director  
North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653-1053

Re: FDOT Amendment request for the  
Gainesville MTPO Transportation Improvement Program for FY 2017/18 – FY 2021/22

Dear Mr. Koons,

The Florida Department of Transportation requests placement on the agenda for the October 30 meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), and the Advisory Committees, as appropriate. This is to consider two Amendments to the Transportation Improvement Program for FY 2017/18 through FY 2021/22 to add funding for the SW 62nd Boulevard Connector. The amounts listed below are the total project costs to be shown in the TIP amendment report.

<table>
<thead>
<tr>
<th>211365-6</th>
<th>SW 62nd Boulevard 4-Lane Arterial Connector</th>
<th>Fund Source</th>
<th>FY18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>Repurposed Federal Earmark (REPE)</td>
<td>$120,051</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>211365-7</th>
<th>SW 62nd Boulevard 4-Lane Arterial Connector</th>
<th>Right-of-Way Activities</th>
<th>Fund Source</th>
<th>FY18</th>
<th>FY19</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Funds (LF)</td>
<td>Match requirement met by Local Agency and Developer, based on previous Right-of-Way and Construction of Phase 1 of 62nd Avenue Capacity Project.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Regional Incentive Program (TRIP - State)</td>
<td>$4,797,481</td>
<td>$67,000</td>
<td>$4,864,481</td>
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<td></td>
</tr>
<tr>
<td>Repurposed Federal Earmark (REPE)</td>
<td>$0</td>
<td>$772,801</td>
<td>$772,801</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Program – Anywhere (SA – Federal)</td>
<td>$45,000</td>
<td>$0</td>
<td>$45,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>$4,842,481</td>
<td>$839,801</td>
<td>$5,682,282</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

www.fdot.gov
The first amendment adds the Preliminary Engineering (Design) phase for the SW 62nd Boulevard Connector to the TIP; the second adds the Right-of-Way phase. There are two separate project numbers because the Preliminary Engineering, and the eventual Construction, will be managed by the City of Gainesville, while the Department will manage the Right-of-Way acquisition. These are both new projects to the TIP that was adopted on June 5, 2017. A local cash match for the TRIP funding is not needed, as the Department has determined the match requirement has been met by the Local Agency and the Developer, based on previous Right-of-Way and Construction of Phase 1 of the 62nd Avenue capacity project.

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

Sincerely,

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams, Dave Cerlanek, Karen Taulbee
EXHIBIT 2

<table>
<thead>
<tr>
<th>Project</th>
<th>2021 - 2025</th>
<th>2026 - 2030</th>
<th>2031 - 2040</th>
<th>Beyond 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surface Transportation Program Revenues (Year of Expenditure Dollars)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes</td>
<td>$8.7 Million</td>
<td>$8.3 Million</td>
<td>$18.0 Million</td>
<td>$71.9 Million</td>
</tr>
<tr>
<td>- ROW $8.25</td>
<td>ROW $4.15</td>
<td>-</td>
<td>-</td>
<td>ROW $2.50</td>
</tr>
<tr>
<td>- -</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- -</td>
<td>Design $0.33</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners</td>
<td>-</td>
<td>ROW N/A</td>
<td>CST $2.25</td>
<td>CST $13.40</td>
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<td>- -</td>
<td>-</td>
<td>-</td>
<td>CEI $0.40</td>
<td>CEI $2.00</td>
</tr>
<tr>
<td>- -</td>
<td>-</td>
<td>Design $0.45</td>
<td>Design $1.40</td>
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<td>Resurface City Roads according to priorities established by the Gainesville City Commission</td>
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<td>ROW N/A</td>
<td>CST $0.60</td>
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<td>- -</td>
<td>-</td>
<td>CEI $0.15</td>
<td>CEI $0.20</td>
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<tr>
<td><strong>Transportation Alternatives Program Revenues (Year of Expenditure Dollars)</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Design $0.15</td>
<td>Design $0.15</td>
<td>Design $0.25</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- ROW N/A</td>
<td>-</td>
<td>ROW N/A</td>
<td>CST $1.15</td>
<td>CST $2.10</td>
</tr>
<tr>
<td>- CST $1.10</td>
<td>-</td>
<td>CEI $0.15</td>
<td>CEI $0.15</td>
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</tr>
<tr>
<td>- CEI $0.15</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Transit Revenues (Year of Expenditure Dollars)</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintain and operate existing City of Gainesville Regional Transit System</td>
<td>$18.2 Million</td>
<td>$19.1 Million</td>
<td>$40.0 Million</td>
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<td>- TOP $18.2</td>
<td>TOP $19.2</td>
<td>TOP $40.0</td>
<td>-</td>
<td>-</td>
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</table>

Notes: FDOT = Florida Department of Transportation, ROW = Right of Way, CST = Construction, CEI = Construction Engineering Inspection, TOP = Transit Operations
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Safety Performance Measures and Targets

JOINT BICYCLE/PEDESTRIAN ADVISORY BOARD AND TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Bicycle/Pedestrian Advisory Board and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:

1. Set Safety Performance Targets consistent with the Florida Department of Transportation Targets at zero with a five-year rolling average for interim performance measures and rates; and

2. In addition, show the bicycle and pedestrian targets and interim performance measures separately in the Non-Motorized Fatalities and Serious Injuries.

Please note that the Citizens Advisory Committee did not have a quorum.

STAFF RECOMMENDATION

Set Safety Performance Targets consistent with the Florida Department of Transportation Targets at zero with a five-year rolling average for interim performance measures and rates as follows:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Target</th>
<th>Interim Performance Measure* 2012 to 2016</th>
<th>Interim Performance Measure Rate* 2012 to 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>Zero</td>
<td>36.6</td>
<td>1.48 per 100 million vehicle miles travelled</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>Zero</td>
<td>264.0</td>
<td>8.96 per 100 million vehicle miles travelled</td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>Zero</td>
<td>37.8</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Alachua Countywide

Dedicated to improving the quality of life of the Region's citizens, by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments.
BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America’s Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to set safety performance measures and targets for fatalities.

Staff has been coordinating with the Florida Department of Transportation. Exhibits include:

1. Federal Highway Administration Safety Performance Measures Fact Sheet;
2. Federal Highway Administration Performance Measures Implementation Requirements;
3. Federal Highway Administration Performance Measures and Target Setting Dates;
4. Florida Department of Transportation Safety Performance Targets excerpt; and

The Florida Department of Transportation has set safety targets and interim performance measures for fatalities and serious injuries. The interim performance measures were developed from a five-year rolling average of statewide crash report data.

A summary of the statewide targets derived from Exhibit 4 is listed in the matrix below.

<table>
<thead>
<tr>
<th>Florida Statewide Safety Performance Measures and Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Performance Measure</strong></td>
</tr>
<tr>
<td>-------------------------</td>
</tr>
<tr>
<td>Fatalities</td>
</tr>
<tr>
<td>Serious Injuries</td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
</tr>
</tbody>
</table>

The Florida Department of Transportation had not provided local interim performance measures information in time for the Metropolitan Transportation Planning Organization Advisory Committees meetings.

Attachments

T:\Scott\SK18\MTPO\Memo\perf_target_safety_dec4.docx
Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

<table>
<thead>
<tr>
<th>HSIP Safety Targets Established by MPOs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of fatalities</td>
</tr>
<tr>
<td>2. Rate of fatalities</td>
</tr>
<tr>
<td>3. Number of serious injuries</td>
</tr>
<tr>
<td>4. Rate of serious injuries</td>
</tr>
<tr>
<td>5. Number of non-motorized fatalities and non-motorized serious injuries</td>
</tr>
</tbody>
</table>

If an MPO agrees to support a State HSIP target, the MPO would...

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

If an MPO establishes its own HSIP target, the MPO would...

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets
Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets? MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets? States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets? While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.
### EXHIBIT 2

**Summary of FHWA Performance Measures Implementation Requirements in Florida**

<table>
<thead>
<tr>
<th>Agency</th>
<th>Safety Measures</th>
<th>Freight Plan</th>
<th>Asset Management Plan</th>
<th>Planning Requirements</th>
<th>System Performance Measures</th>
<th>Bridge Measures</th>
<th>Pavement Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDOT Due Date (Target, Plan, etc)</td>
<td>Aug 31, 2017</td>
<td>Dec 4, 2017</td>
<td>Apr 30, 2018</td>
<td>May 27, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
<tr>
<td>MPO Due Date (Target)</td>
<td>Feb 27, 2018</td>
<td>N/A</td>
<td>N/A</td>
<td>May 27, 2018</td>
<td>Nov 16, 2018</td>
<td>Nov 16, 2018</td>
<td>Nov 16, 2018</td>
</tr>
<tr>
<td>LRTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)</td>
<td>Apr 18, 2018</td>
<td>N/A</td>
<td>N/A</td>
<td>May 27, 2018</td>
<td>May 20, 2019</td>
<td>May 20, 2019</td>
<td>May 20, 2019</td>
</tr>
</tbody>
</table>

#### LRTP

<table>
<thead>
<tr>
<th>LRTP</th>
<th>Safety Measures</th>
<th>Freight Plan</th>
<th>Asset Management Plan</th>
<th>Planning Requirements</th>
<th>System Performance Measures</th>
<th>Bridge Measures</th>
<th>Pavement Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any LRTP Amended By May 26, 2018</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Any LRTP Amended Between May 27, 2018 and May 19, 2019</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Any LRTP Amended Between May 20, 2019 and the MPO’s next LRTP adoption date 2019/2020/2021/2022 (First LRTPs Due Oct 2019)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Any LRTP Adopted 2019/2020/2021/2022</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tbody>
</table>

#### S/TIP

<table>
<thead>
<tr>
<th>S/TIP</th>
<th>Safety Measures</th>
<th>Freight Plan</th>
<th>Asset Management Plan</th>
<th>Planning Requirements</th>
<th>System Performance Measures</th>
<th>Bridge Measures</th>
<th>Pavement Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/TIP Effective October 1, 2017</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Any S/TIP Amended Between October 1, 2017 and May 26, 2018</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Any S/TIP Amended Between October 1, 2018 and September 30, 2018</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S/TIP Effective October 1, 2018</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Any S/TIP Amended Between May 20, 2019 and September 30, 2019</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>S/TIP Effective October 1, 2019 and Beyond</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**Legend:**
- Related to Performance Measures (Final Rule: 3/15/16, 1/18/17, 5/19/17)
- Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice: 10/14/16, Final Rule: 10/24/16)
- Related to New Planning Requirements (Final Rule: 3/27/16)

---

1. The 2-year implementation date for the safety PM is Apr 2018. Since the planning rule is not effective until May 2018, that is when the Safety PM is required to be implemented.
2. 6/30/2019: FDOT Submits Asset Management Plan Meeting All Requirements; 11/23/2020: FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. (23 CFR 667.7(b))
3. If targets are set and effective, the S/TIP is expected to meet the associated performance measurement requirements even if the LRTP has not yet been updated.
## EXHIBIT 3
Summary of FHWA Performance Measures and Target Setting Dates

<table>
<thead>
<tr>
<th>Agency</th>
<th>Safety Measures</th>
<th>System Performance Measures*</th>
<th>Bridge Measures</th>
<th>Pavement Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FDOT Due Date (Target)</td>
<td>Aug 31, 2017</td>
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<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
<tr>
<td>MPO Due Date (Target)</td>
<td>Feb 27, 2018</td>
<td>Nov 16, 2018</td>
<td>Nov 16, 2018</td>
<td>Nov 16, 2018</td>
</tr>
</tbody>
</table>

### Safety Measures
- **# Fatalities**: % of person-miles traveled on the Interstate that are Reliable
- **Rate of Fatalities Per 100M VMT**: % of person-miles traveled on the non-Interstate NHS that are Reliable
- **# Serious Injuries**: The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles
- **Rate of Serious Injuries per 100M VMT**: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (N/A for FL)

### Bridge Measures
- **# of non-motorized Fatalities and non-motorized serious injuries**: Percent of Non-Single Occupancy Vehicle (SOV) Travel (N/A for FL)
- **Cumulative 2-Year and 4-Year emissions Reduction (kg/day) for CMAQ funded projects of reduced emissions for Nox, VOCs, CO, PM10, PM2.5 (N/A for FL)

*Technical correction on due date forthcoming.*
34. Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities - 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total fatalities on Florida’s roads is forecast to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for fatalities is zero in 2018. While the data forecast indicates Florida’s five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2018, Florida has forecast an interim performance measure of 3,052 in order to satisfy the federal requirement.

Number of Serious Injuries - 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total serious injuries on Florida’s roads is forecast to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for serious injuries is zero in 2018. The data forecast indicates Florida’s five year rolling average for serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida’s roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2018, Florida has forecast an interim performance measure of 20,861 in order to satisfy the federal requirement.

Fatality Rate - 0.100

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT on Florida’s roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for fatality rate per 100 million VMT is zero in 2018. While the data forecast indicates Florida’s five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 in order to satisfy the federal requirement.
Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for serious injury rate per 100 million VMT on Florida’s roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida’s five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 in order to satisfy the federal requirement.

Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model \((0, 1,1)(2,0,0)(12)\) with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

[Source: FDOT Highway Safety Plan]
The National Highway System is under review by the FHWA and the map may have minor revisions in the future.
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Election of Officers

STAFF RECOMMENDATION

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

BACKGROUND

According to its Bylaws, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to hold an organizational meeting each year for the purpose of electing a Chair, Vice-Chair and Secretary-Treasurer. Officers serve a term of one-year starting with the next meeting. Traditionally, officers have alternated between city and county commissioners. The officers for 2017 are, as follows:

- Chair Charles Chestnut IV;
- Vice-Chair Harvey Budd; and
- Secretary-Treasurer Ken Cornell.
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director
SUBJECT: Audit Review Committee

STAFF RECOMMENDATION

Appoint one city commissioner and one county commissioner to the Audit Review Committee, with one of the members being the Secretary-Treasurer, and that the Secretary-Treasurer serve as Committee Chair.

BACKGROUND

Upon completion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area audit for the fiscal year ended September 30, 2017, the Audit Review Committee will meet with the auditor to review the audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to the Audit Review Committee.
November 27, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Florida Metropolitan Planning Organization Advisory Council

STAFF RECOMMENDATION

Appoint a voting representative and two alternate voting representatives to the Florida Metropolitan Planning Organization Advisory Council.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint one voting representative and two alternate voting representatives to the statewide organization of Metropolitan Planning Organizations- the Florida Metropolitan Planning Organization Advisory Council. This past year, Commissioner Adrian Hayes-Santos served as the Metropolitan Transportation Planning Organization’s voting representative and Commissioners Charles Chestnut IV and David Arreola served as the alternate voting representatives.
### SCHEDULED 2018 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.

<table>
<thead>
<tr>
<th>MTPO MEETING MONTH</th>
<th>TAC [At 2:00 p.m.]</th>
<th>B/PAB [At 7:00 p.m.]</th>
<th>MTPO MEETING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEBRUARY</td>
<td>February 7</td>
<td>February 8</td>
<td>February 26 at 3:00 p.m.</td>
</tr>
<tr>
<td>MAY</td>
<td>April 4</td>
<td>April 5</td>
<td>April 23 at 3:00 p.m.</td>
</tr>
<tr>
<td>JUNE</td>
<td>June 6</td>
<td>June 7</td>
<td>June 25 at 5:00 p.m.</td>
</tr>
<tr>
<td>AUGUST</td>
<td>August 8</td>
<td>August 9</td>
<td>August 27 at 3:00 p.m.</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>October 3</td>
<td>October 4</td>
<td>October 22 at 3:00 p.m.</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>November 28</td>
<td>November 29</td>
<td>December 17 at 5:00 p.m.</td>
</tr>
</tbody>
</table>

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Charles F. Justice Conference Room of the North Central Florida Regional Planning Council Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization  
TAC means Technical Advisory Committee  
CAC means Citizens Advisory Committee  
B/PAB means Bicycle/Pedestrian Advisory Board  
NCFRPC means North Central Florida Regional Planning Council
Use the QR Reader App on your smart phone to visit our website!

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo