

Meeting Packet October 30, 2017 5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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October 23, 2017

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 **October 30, 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

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**AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

Jack Durrance Auditorium **5:00 p.m.**
Alachua County Administration Building, Gainesville, Florida **October 30, 2017**

STAFF RECOMMENDATION

- 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 #177** **II. Citizens Advisory Committee- Vacant Positions** **FILL VACANT POSITIONS**
- The Metropolitan Transportation Planning Organization needs to fill five vacant positions.
- Page #187** **III. Bicycle/Pedestrian Advisory Board- Vacant Positions** **FILL VACANT POSITIONS**
- The Metropolitan Transportation Planning Organization needs to fill two vacant positions.
- Page #201** **IV. Long-Range Transportation Plan Administrative Modification - SW 62nd Connector 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 #207** **V. Transportation Improvement Program Amendment - SW 62nd Connector 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 #213 VI. **Transportation Improvement Program Amendment - State Road 222 (NW 39th Avenue) Railroad Crossing** **APPROVE JOINT RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program to advance this project to Fiscal Year 2017-18.

Page #217 VII. **Transportation Improvement Program Amendment - Federal Transit Administration Section 5339(c) Low or No-Emission Grant Award to the Regional Transit System** **APPROVE JOINT RECOMMENDATION**

The Regional Transit System has requested an amendment to the Transportation Improvement Program to add this project to Fiscal Year 2017-18.

Page #221 VIII. **Transportation Improvement Program Amendment - Florida Department of Transportation Service Development Grant Award to the Regional Transit System** **APPROVE JOINT RECOMMENDATION**

The Regional Transit System has requested an amendment to the Transportation Improvement Program to add this project to Fiscal Year 2017-18.

Page #225 IX. **Transportation Improvement Program Amendment - Roll Forward Projects** **APPROVE JOINT RECOMMENDATION**

The Florida Department of Transportation has requested a Transportation Improvement Program amendment to roll forward several projects to Fiscal Year 2017-18.

Page #231 X. **Florida Department of Transportation Tentative Five-Year Work Program 2018-19 to 2022-23** **APPROVE JOINT RECOMMENDATION**

The Florida Department of Transportation has submitted its Tentative Work Program for review and comment.

Page #241 XI. **Election of Officers** **ELECT 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.

Page #243 XII. **Audit Review Committee** **APPOINT TWO MEMBERS**

Each year, the Metropolitan Transportation Planning Organization appoints the Secretary/Treasurer and one other member to this committee.

Page #245 **XIII. Florida Metropolitan Planning Organization Advisory Council** **APPOINT REPRESENTATIVES**

Currently, Commissioner Harvey Budd serves as the voting member and Commissioners David Arreola and Helen Warren serve as alternate members.

Page #247 **XIV. Performance Measures** **NO ACTION REQUIRED**

The Metropolitan Transportation Planning Organization is being provided information concerning performance measures requirements.

Back Cover **XV. Next Meeting** **NO ACTION REQUIRED**

The next Metropolitan Transportation Planning Organization meeting is scheduled for December 4, 2017 at 5:00 p.m.

XVI. 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.

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**CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**Jack Durrance Auditorium
Alachua County Administration Building, Gainesville Florida** **5:00 p.m.
October 30, 2017**

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, 2016 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.

Page #67 CA. 7 Long-Range Transportation Plan Administrative Modification Authorization APPROVE RESOLUTION

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.

Page #75 CA. 8 Florida Department of Transportation - North I-75 Master Plan Summary Report NO ACTION REQUIRED

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

Page #99 CA. 9 Florida Transportation Disadvantaged Program - Transportation Disadvantaged Community Transportation Coordinator Designation APPROVE STAFF RECOMMENDATION

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

Page #101 CA. 10 Supplemental Joint Participation Agreement Federal Transit Administration Section 5305(d) Planning Funds NO ACTION REQUIRED

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

Page #107 CA. 11 Transportation Improvement Program Administrative Amendment - State Road 24 (Waldo Road) / State Road 331 (Williston Road) and North 23rd Avenue Streelighting Preliminary Engineering NO ACTION REQUIRED

The Florida Department of Transportation requested a Transportation Improvement Program Administrative Amendment for two streetlighting projects.

Page #115 CA. 12 Transportation Disadvantaged Program - Status Report NO ACTION REQUIRED

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

Page #127 CA. 13 Florida Strategic Highway Safety Plan NO ACTION REQUIRED

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

Page #165 CA. 14 Florida Metropolitan Planning Organization Advisory Council - 2018 Weekend Institute NO ACTION REQUIRED

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

Page #171 CA. 15 Florida Metropolitan Planning Organization Advisory Council - Legislative Priorities and Policy Positions NO ACTION REQUIRED

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

Consent

Agenda

Enclosures

MINUTES
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.

MEMBERS PRESENT

David Arreola
Harvey Budd
Mike Byerly
Charles Chestnut, IV, Chair
Ken Cornell
Adrian Hayes-Santos
Robert Hutchinson
Doug Jones
Lee Pinkoson
Lauren Poe
Harvey Ward
James Green/Greg Evans

MEMBERS ABSENT

Charles Goston
Curtis Reynolds
Helen Warren

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

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.

MOTION: Commissioner Hayes-Santos moved to remove CA.6 Transit Ridership Monitoring Report from the Consent Agenda and place it on the Meeting Agenda after Item I, and to approve the Consent Agenda and Meeting Agenda as amended. Commissioner Hutchinson seconded; motion passed unanimously.

CA.6 TRANSIT RIDERSHIP MONITORING REPORT

Scott Koons, Executive Director, stated that the Transit Ridership Monitoring Report is updated each year. He and Jesus Gomez, Regional Transit System Director, discussed the report and answered questions.

Mr. Anthony Lyons, Gainesville City Manager, discussed a City of Gainesville transit study as part of its budget process.

MOTION: Commissioner Budd moved to approve the Transit Ridership Monitoring Report as a completed planning document. Commissioner Byerly seconded; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Mr. Koons stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to add the Vehicle Purchase and Wheelchair Tie-ins project (4352108). He reported that the Regional Transit System has been awarded a \$125,000 Section 5310 grant to fund this project. This grant will be matched with \$15,625 from the Florida Department of Transportation and \$15,625 from local funds.

MOTION: Commissioner Hayes-Santos moved to approve the amendment to the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program to add Vehicle Purchase and Wheelchair Tie-ins project (4352108) in Fiscal Year 2016-17. Commissioner Budd seconded. Mr. Koons conducted a show-of-hands vote; motion passed unanimously.

III. TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Koons stated that the Transportation Improvement Program is the most important document that is approved each year by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in this report. He noted and answered questions regarding the following significant Fiscal Year 2016-17 projects:

- Airport - Airfield Lighting/Signage;
- Bicycle/Pedestrian - SW 27th Street Sidewalk and NW 19th Lane Bikelane/Sidewalk;
- Intersection - Newberry Road Turnlanes;
- Interstate - Rest Area Heating, Ventilation, Air Conditioning;
- Maintenance - Lighting Agreement Countywide;
- Public Transportation - Regional Transit System Capital/Operations and Capital funding;
- Resurfacing - State Road 121 Resurfacing Projects from U.S. 441 (NW 13th Street) to La Crosse and State Road 24 (Archer Road) to NW 5th Avenue; and
- Road Construction - SW 40th Boulevard Extension Project between State Road 24 (Archer Road) and State Road 121 (SW 34th Street).

Jeffrey Hays, Alachua County Transportation Planning Manager, discussed the County's role in the transportation improvement program process and answered questions.

James Green, Florida Department of Transportation Liaison, discussed the proposed streetlighting projects and Federal Transit Administration funding and answered questions.

Philip Mann, Gainesville Public Works Director, discussed the City's coordination with the Florida Department of Transportation regarding the proposed streetlighting projects.

Doug Jones, Rural Advisor, noted the Metropolitan Planning Organization Advisory Council Institute provided helpful training regarding the transportation planning process.

MOTION: Commissioner Cornell moved to approve the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program as modified to address review agency comments Commissioner Budd seconded. Mr. Koons conducted a show-of-hands vote; motion passed unanimously.

IV. LIST OF PRIORITY PROJECTS

Mr. Koons stated that, each year, priorities for unfunded projects are submitted to the Florida Department of Transportation. He said that these priorities are used by the Department to develop its Tentative Work Program. He added that the draft List of Priority Projects for this year includes projects from the adopted Year 2040 Long-Range Transportation Plan and from local agency recommendations. He discussed the project priorities and answered questions. He noted that resurfacing project funds are prioritized in the Year 2040 Long Range Transportation Plan.

Mr. Green discussed the project priorities process. He stated that, if the Metropolitan Transportation Planning Organization does not submit its List of Priority Projects by October 1, 2017, the Florida Department of Transportation would develop priorities without input from the Metropolitan Transportation Planning Organization. He also noted that the SW 62nd Connector Project is currently not eligible for State Highway System Funds.

Mr. Koons noted that the Metropolitan Transportation Planning Organization would have an opportunity to provide comments on the Florida Department of Transportation draft Tentative Work Program later in 2017.

MOTION: Commissioner Pinkoson moved to approve the List of Priority Projects Fiscal Years 2018-19 to 2022-23. Commissioner Budd seconded. Commissioner Byerly requested the motion be split between:

- **A. Bicycle/Pedestrian Priorities and B. Transit Priorities; and**
- **C. Transportation Regional Incentive Program Priorities.**

SPLIT MOTION PART ONE:

Commissioner Pinkoson moved to approve the List of Priority Projects Fiscal Years 2018-19 to 2022-23 - A. Bicycle/Pedestrian Priorities and B. Transit Priorities. Commissioner Budd seconded; motion passed unanimously.

SPLIT MOTION PART TWO:

Commissioner Pinkoson moved to approve the List of Priority Projects List of Priority Projects Fiscal Years 2018-19 to 2022-23 - C. Transportation Regional Incentive Program Priorities. Commissioner Budd seconded; motion passed 8 to 1 with Commissioner Byerly in dissent.

Mr. Koons stated that the long-range transportation plan analysis showed that increasing capacity on the SW 62nd Connector corridor would provide some congestion relief to Interstate 75. He said that supporting materials would be attached to the letter sent to the Florida Department of Transportation.

MOTION: Commissioner Pinkoson moved to authorize the Chair to send a letter to the Florida Department of Transportation requesting that the Florida Department of Transportation consider using State Highway System funds to develop the SW 62nd Connector Project corridor from State Road 26 (West Newberry Road) to State Road 331 (Williston Road) to relieve congestion and improve safety on Interstate 75 in accordance with the Recommended Guiding Principles for Planning Future Transportation Corridors in the Florida Department of Transportation I-75 Relief Task Force Recommendations Report dated October 1, 2016. Commissioner Hayes-Santos seconded.

FRIENDLY AMENDMENT:

Commissioner Cornell suggested designating the SW 62nd Connector Project corridor as State Road 93A. Commissioners Pinkoson and Hayes-Santos accepted the amendment.

Ms. Kristen Young, Gainesville Citizens for Active Transportation representative, spoke against funding the SW 62nd Connector project.

MOTION AS AMENDED:

Commissioner Pinkoson moved to authorize the Chair to send a letter to request that the Florida Department of Transportation consider designating the SW 62nd Connector Project corridor from State Road 26 (West Newberry Road) to State Road 331 (Williston Road) as State Road 93A and use State Highway System funds to develop the project to relieve congestion and improve safety on Interstate 75 in accordance with the Recommended Guiding Principles for Planning Future Transportation Corridors in the Florida Department of Transportation I-75 Relief Task Force Recommendations Report dated October 1, 2016. Commissioner Hayes-Santos seconded; motion passed 8 to 1 with Commissioner Byerly in dissent.

V. PUBLIC INVOLVEMENT PLAN UPDATE

Mr. Koons stated that the Metropolitan Transportation Planning Organization is required to review its Public Involvement Plan and revise it as needed. He discussed the proposed revisions to the plan for this year and answered questions. He noted that a 45-day legal notice was published in local newspapers inviting the public to attend the Metropolitan Transportation Planning Organization meeting to provide comments on the proposed revisions.

MOTION: Mayor Poe moved to approve the Public Involvement Plan update; Commissioner Cornell seconded; motion passed unanimously.

VI. STATE ROAD 26 (NEWBERRY ROAD) BIKELANES UPDATE

Mr. Koons stated that the Metropolitan Transportation Planning Organization discussed West Newberry Road (State Road 26) bikelanes at its August 1, 2016, October 3, 2016, December 5, 2016 and April 3, 2017 meetings. He reported that the Metropolitan Transportation Planning Organization has received copies of correspondence between Dr. Donald Duncanson, SIMED Chief Executive Officer, and Secretary Greg Evans of the Florida Department of Transportation.

Dr. Duncanson discussed the development of the SIMED property and supported keeping the onstreet parking on the West Newberry Road (State Road 26) corridor.

VII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for August 7, 2017 at 3:00 p.m.

IX. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed the availability of printed materials prior to the meeting.

Mr. Koons stated that the meeting materials are provided on the website a week before the meeting and printed materials are provided at the meeting.

It was a consensus of the Metropolitan Transportation Planning Organization to have printed materials provided a week prior to the meeting.

A member discussed the Florida Department of Transportation public meeting regarding the West Newberry Road (State Road 26) onstreet parking/bikelanes issue. He noted that the onstreet parking affects traffic progression within the corridor.

Mr. Jones noted he attended the Metropolitan Planning Organization Advisory Council Institute 2017 and recommended it to other members of the Metropolitan Transportation Planning Organization. He also discussed the State Transportation Improvement Program and the congestion in the Archer Road (State Road 24)/Interstate 75 area.

Mr. Koons and Mr. Green discussed the State Transportation Improvement Program process and its relationship to the Metropolitan Transportation Planning Organization Transportation Improvement Program.

B. CITIZENS

Dr. Duncanson noted that with the removal of onstreet parking, there could be more pedestrian signal actuations at NW 43rd Street intersection that could impede the flow of West Newberry Road (State Road 26) traffic.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 7:30 p.m.

Date

Ken Cornell, Secretary-Treasurer

EXHIBIT A

Interested Citizens

Dan Duncanson
Bob Karp
Kristin Young

Alachua County

Jeffrey Hays

City of Gainesville

Jesus Gomez
Anthony Lyons
Philip Mann

**Florida Department
of Transportation**

None

* 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 #7 CA. 1 Minutes- April 3, 2017 APPROVE MINUTES**
- The Metropolitan Transportation Planning Organization needs to review and approve this set of minutes.
- Page #15 CA. 2 Section 5305(d) Grant Application APPROVE STAFF RECOMMENDATION**
- The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization that the Federal Transit Administration Section 5305(d) grant funds are available.
- Page #35 CA. 3 Fiscal Year 2016 Audit ACCEPT AUDIT AND APPROVE PAYMENT**
- The Metropolitan Transportation Planning Organization needs to accept the audit report and approve payment of the invoice for auditor services.
- Page #63 CA. 4 Fiscal Year 2017-18 Budget ADOPT BUDGET**
- This budget establishes revenue and expenditure levels for the fiscal year.
- Page #67 CA. 5 Completion of Metropolitan Transportation Planning Certification Process NO ACTION REQUIRED**
- The Florida Department of Transportation has recertified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan transportation planning process.

Page #77 CA. 7 Glen Springs Braid Referral APPROVE JOINT RECOMMENDATION

The Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board request referral of the Glen Springs Braid to the Technical Advisory Committee to identify segments that could be Safe Routes to School funded projects.

Page #83 CA. 8 Transportation Disadvantaged Program - Resolution of Appreciation APPROVE RESOLUTIONS OF APPRECIATION

Former Commissioner Craig Carter has served as the Metropolitan Transportation Planning Organization representative and Alachua County Transportation Disadvantaged Coordinating Board Chair and Dr. Maurice Levy has served at the Elderly representative on the Transportation Disadvantaged Coordinating Board.

Page #91 CA. 9 Transportation Disadvantaged Program - Transportation Disadvantaged Board Reappointments REAPPOINT MR. HARRIS AND MS. MCKENZIE AND MR. LINDEN

Voting member applicants include Charles Harris Jr. as the Community Action Representative, Tiffany McKenzie as the Community Action Alternate and Albert Linden Jr. as the Veterans Representative.

Page #99 CA. 10 Transportation Disadvantaged Program - Status Report NO ACTION REQUIRED

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

Page #109 CA. 11 Florida Department of Transportation - Florida's Completing Streets Brochure NO ACTION REQUIRED

The Florida Department of Transportation has provided a brochure regarding its Complete Streets Program.



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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program - 2018 Applications

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and staff recommend that the and Metropolitan Transportation Planning Organization approve the submission of two Transportation Alternatives Program applications:

- **Priority 1- Archer Road (State Road 24) between SW 23rd Terrace and SW 34th Street Midblock Crosswalk project application prepared by the City of Gainesville;**
- **Priority 2- W. University Avenue (State Road 26) Enhanced Pedestrian Crossings at NW 16th Street, NW 17th Street 20th Avenue and NW 19th Street; and**
- **Priority 3- E. University Avenue (State Road 26) Pedestrian-Oriented Enhancements at Waldo Road (State Road 24).**

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

BACKGROUND

The Florida Department of Transportation has set a December 1, 2017 deadline for submission of applications for Transportation Alternatives Program funding. Exhibit 1 shows the priority list for transportation alternatives projects. This list was approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on June 5, 2017. Exhibit 2 includes the Florida Department of Transportation Transportation Alternatives Program application notice.

Attachment

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EXHIBIT 1

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2018-19 to 2022-23**

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

**Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> 1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

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

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

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

Illustration II Bicycle/Pedestrian Priorities Fiscal Years 2018-19 to 2022-23

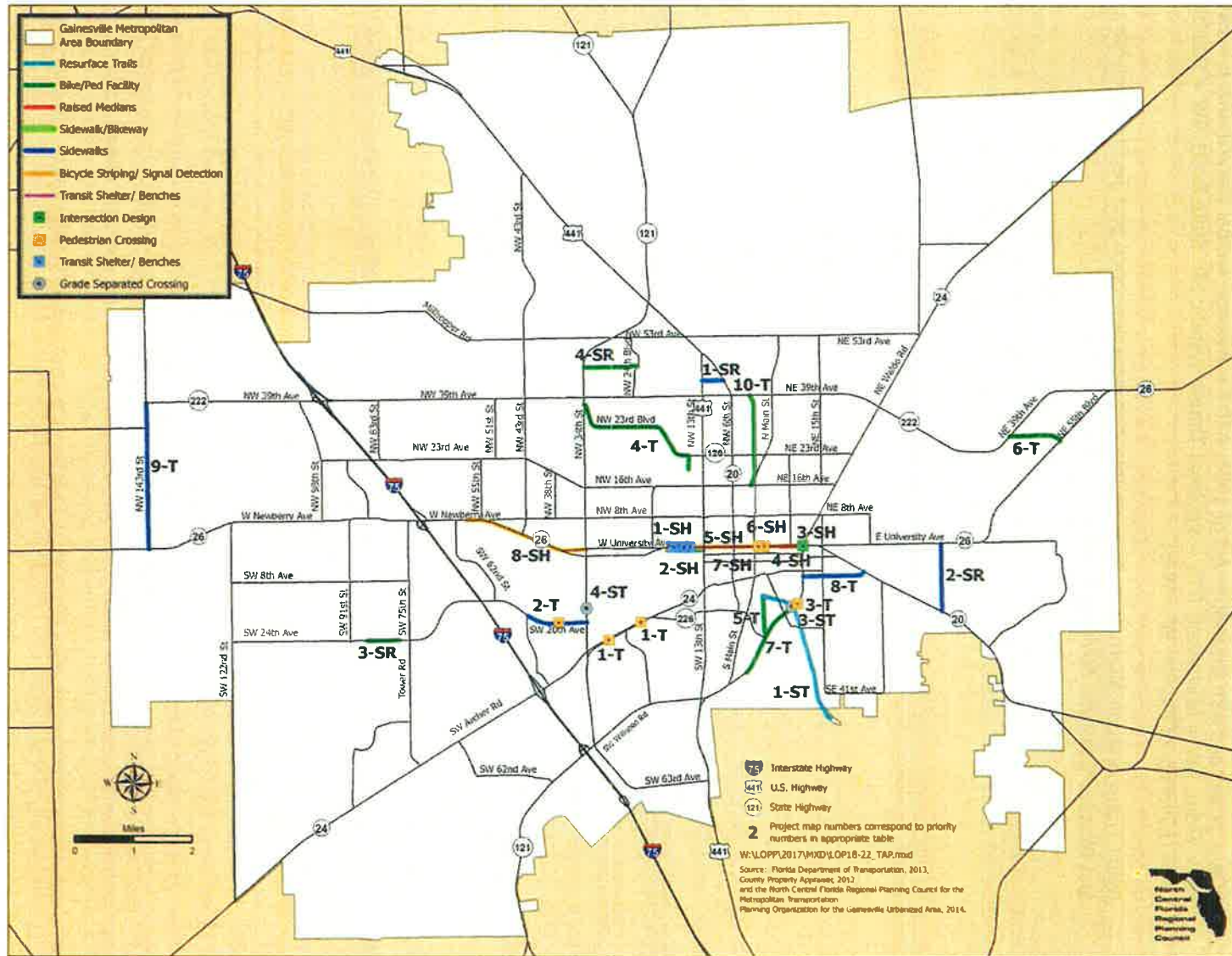


EXHIBIT 2



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

September 5, 2017

Gainesville MTPO: Sent via e-mail

Dear Mr. Koons,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2024. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

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

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

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

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2018 - FY2023 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

- | | | |
|-----------|---------------------|--|
| • 4333572 | Sidewalk | SW 170 th St from S. of SW 147 th Ave to SW 128 th Pl |
| • 4339881 | Sidewalk | Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk |
| • 4339891 | Bike Path/Trail | SW 27 th Street from Williston Road to SW 35 th Place |
| • 4339901 | Bike Path/Trail | Poe Springs Road from Poe Springs to US 27/Main St. |
| • 4355591 | Bike Path/Trail | Norton Elementary School Trail (NW 39 th Ave to NW 45 th Ave) |
| • 4373331 | Bike Lanes/Sidewalk | NW 19 th Lane from NW 16 th Terr to US 441/NW 13 th St
(Cycle Track) |

Please note the following:

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

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

Please submit separate projects on separate application forms. Submit completed applications to me no later than **December 1, 2017**. The application may be sent by email or regular mail at the address below.

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

Sincerely,



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



**FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION**

Revised
February 2014

APPLICANT INFORMATION

Date:

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

ZIP:

FAX:

PHONE:

EMAIL:

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

Currently LAP Certified
(Year of Certification: _____)

Not LAP Certified

Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

- Transportation Alternative, defined in 23 USC 101
- Recreational Trail, defined in 23 USC 206
- Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
*(Safe Routes to School Application **must** accompany this application)*
- Roadway construction within former interstate routes or other divided highways

QUALIFYING ACTIVITIES

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

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

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

On-System Project
(State Roadway)

Off-System Project
(Local Roadway)

Project Termini- Begin:

End:

Project Length:

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

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

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

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way.

Yes

No

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

- Project phases included in funding request:**
- Planning Activities
 - Project Development & Environment Study
 - Preliminary Engineering/Final Design Plans
 - Construction
 - Construction Engineering & Inspection

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

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

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

Planning	PD&E	Design	R/W Acquisition	Construction
<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> FDOT	<input type="checkbox"/> Applicant's CEI
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT		<input type="checkbox"/> FDOT

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

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

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

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

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

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

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

PROJECT FUNDING

TA FUNDS	<u>LOCAL FUNDS</u>	<u>TOTAL</u>
		\$ 0
<u>TA FUND %</u>	<u>LOCAL FUND %</u>	<u>TOTAL</u>
0%	0%	0%

CERTIFICATION OF PROJECT SPONSOR

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

Signature

Print Name

Title

Date


FOR FDOT USE ONLY

Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Include in Work Program	<input type="checkbox"/> Yes	<input type="checkbox"/> No



October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Shared-Use Nonmotorized Trail Network Program - 2018 Applications

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board and staff recommend that the Metropolitan Transportation Planning Organization authorize its Chair to sign Shared-Use Network Trail Program applications for which a maintenance entity has been determined for the following projects from the List of Priority Projects:

- **Priority 1 - Gainesville-Hawthorne Trail Resurfacing Project;**
- **Priority 2 - Downtown Connector Rail-Trail Crossing Grade Separated Crossing Project;**
- **Priority 3 - Hull Roads Grade Separated Crossing Project; and**
- **Priority 4 - NW 6th Street Rail/Trail Extension Project.**

Please note that the Citizens Advisory Committee did not have a quorum and the Technical Advisory Committee did not make a recommendation.

BACKGROUND

At its June 5, 2017 meeting, the Metropolitan Transportation Planning Organization approved the List of Priority Projects. Exhibit 1 includes the Shared-Use Nonmotorized Trail Network Program project priorities.

The Florida Department of Transportation has released information for Shared-Use Network Trail Program applications (Exhibit 2). The deadline for applying for these funds is December 15, 2017.

The Florida Shared-Use Nonmotorized Trail Network is authorized under Section 339.81, Florida Statutes. The Florida Department of Transportation is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System. This funding source for multi-use paths is restricted to eligible Shared-Use Nonmotorized Trail Network corridors.

Attachments

EXHIBIT 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects Fiscal Years 2018-19 to 2022-23

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

**Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> 1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2018-19 to 2022-23

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

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

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

Illustration II Bicycle/Pedestrian Priorities Fiscal Years 2018-19 to 2022-23

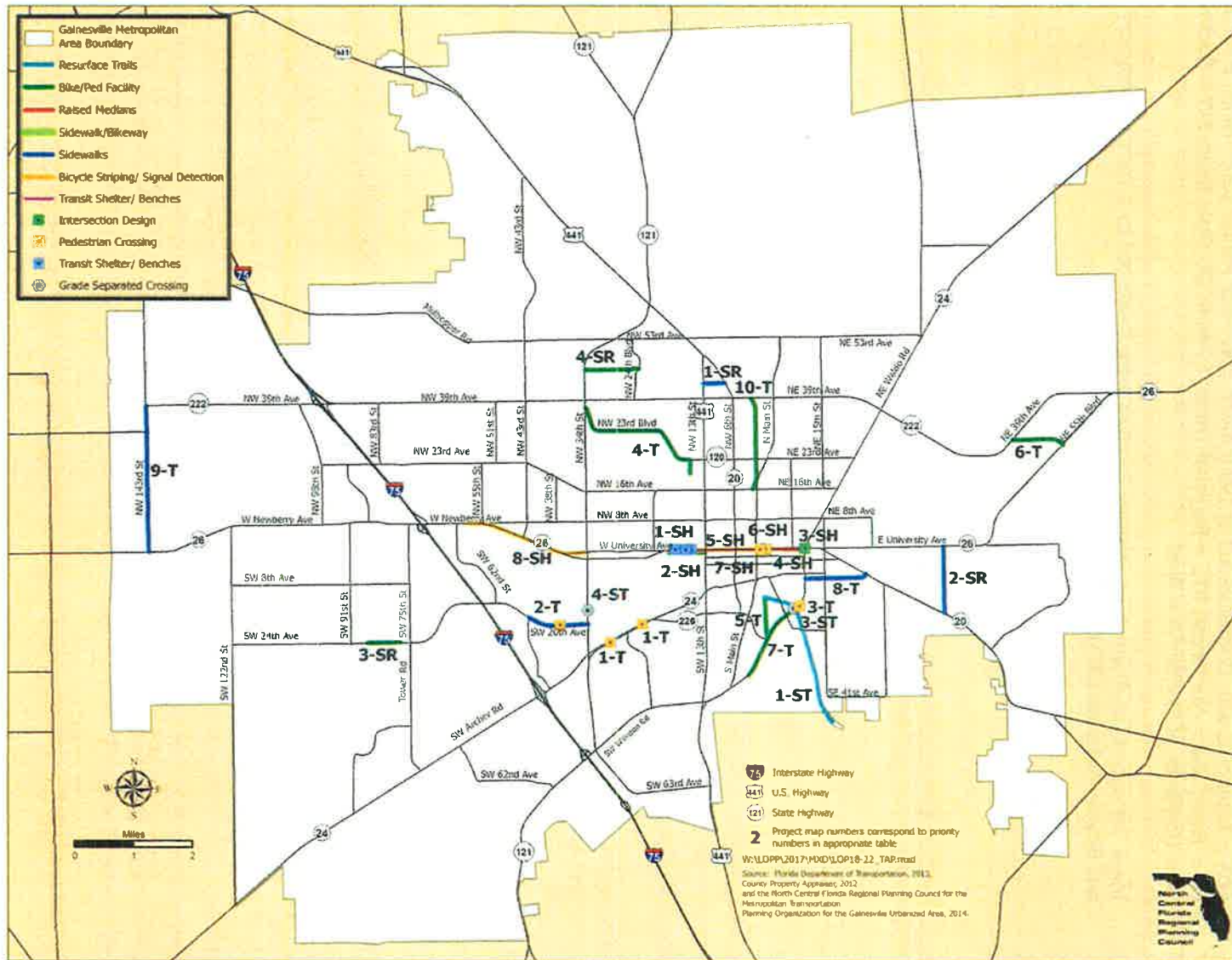


EXHIBIT 2



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

Mike Dew
SECRETARY

October 5, 2017

RE: Shared-Use Nonmotorized (SUN) Trail program Tentative Five Year Work Program development cycle through Fiscal Years 2023/2024

The Florida Department of Transportation (FDOT) is soliciting new proposals for funding Regional Trail System and Individual Trail projects through the **Shared-Use Nonmotorized (SUN) Trail program** for inclusion in the Tentative Five Year Work Program development cycle. Projects programmed for this cycle will be funded as early as Fiscal Years 2023/2024.

Authorization for the SUN Trail program is under [Section 339.81, Florida Statutes](#). FDOT will consider the following phases of project development including corridor planning, preliminary, and environmental planning; design; acquisition of right-of-way; new construction; or reconstruction of trail surfaces and bridges, and maintenance.

To receive consideration for SUN Trail funding, the [District Trail Coordinator](#) must receive a separate, complete "Request for Funding" for each eligible Regional or Individual Trail project with applicable information, including the prioritization, and required signatures **beginning October 5, 2017 and no later than 5:00 p.m., Eastern Standard Time, on December 15, 2017.**

Proposals not meeting the Eligibility Criteria, and ineligible projects and phases will not receive funding consideration. New proposals for funding consideration should be submitted if a project was previously deemed ineligible, but now meets the Eligibility Criteria or if FDOT did not receive project information during the 2016 solicitation period.

Projects must satisfy the four Eligibility Criteria listed below:

1. Documentation that the project will be developed as a paved multi-use trail within the [SUN Trail network](#), which is aligned to the adopted Florida Greenways and Trails System Priority Land Trail Network; at minimum, this will include transmittal of a map illustrating the project limits within the SUN Trail network, the typical section schematic and applicable information provided in the "Request for Funding."
2. Documentation that the project is a priority of the applicable jurisdiction at minimum, this will include transmittal of an adopted prioritization list of projects and applicable information provided in the "Request for Funding". If the project is within a boundary of a [Metropolitan/Transportation Planning Organization](#) (MPO), it must be a MPO priority. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal or state agency.
3. Documentation that a non-FDOT governmental entity is formally committed to the operation and maintenance of the project (long-term trail manager), this will include transmittal of applicable "Request for Funding" information; and

SUN Trail program Tentative Work Program development cycle through Fiscal Years 2023/2024

October 5, 2017

Page 2

4. Documentation that the project is consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s), this will include transmittal of applicable project concurrency information.

Provide one complete hard copy and one complete electronic copy of the project proposal to your District Trail Coordinator. Each project proposal consists of the following submittal items:

1. Completed “Request for Funding” (one PDF file)
2. Aerial Location Map depicting the project limits (one PDF file)
3. Typical Section (one PDF file)
4. Prioritization List (one PDF file)
5. Completed Engineer’s Cost Estimate (one Excel file) prepared and signed by a Professional Engineer from the Engineering Office

SUN Trail Program Schedule	
<i>October 2016</i>	<i>Adopted Work Program – SUN Trail funded projects Fiscal Years 2016/2017</i>
<i>July 1, 2017</i>	<i>Adopted Work Program – SUN Trail funded projects through Fiscal Years 2020/2021</i>
Underway	Development of the Preliminary Tentative Five-Year Work Program through Fiscal Years 2022/2023
October 5, 2017 – December 15, 2017	<p style="text-align: center;">Tentative Five Year Work Program development cycle through Fiscal Years 2023/2024 New Project Solicitation Period</p> <ul style="list-style-type: none"> • Staff available to discuss projects • “Request for Funding” Regional Trail System and Individual Trail projects are due to the District no later than 5 p.m., Eastern Standard Time, December 15, 2017 • The “Request for Funding” must include all applicable project information, including required signatures, prioritization and all accompanying materials
July 1, 2018	Adoption of Work Program – SUN Trail funded projects through Fiscal Years 2022/2023
July 1, 2019	Adoption of Work Program – SUN Trail funded projects through Fiscal Years 2023/2024

If you have any questions, comments or need further clarification, please contact your **District Trail Coordinator**. For additional guidance and to download the “Request for Funding” visit **FloridaSunTrail.com**.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program Schedule



The Florida Department of Transportation (FDOT) is soliciting new proposals for funding Regional Trail System and Individual Trail projects through the **Shared-Use Nonmotorized (SUN) Trail program** for inclusion in the Tentative Five Year Work Program development cycle. Projects programmed for this cycle will be funded as early as Fiscal Years 2023/2024.

Authorization for the SUN Trail program is under [Section 339.81, Florida Statutes](#). FDOT will consider the following phases of project development: corridor planning, preliminary, and environmental planning; design; acquisition of right-of-way; new construction; or reconstruction of trail surfaces and bridges, and maintenance.

To receive consideration for SUN Trail funding, the [District Trail Coordinator](#) must receive a separate, complete "Request for Funding" for each eligible Regional or Individual Trail project with applicable information, including the prioritization and required signatures **beginning October 5, 2017 and no later than 5:00 p.m., Eastern Standard Time, December 15, 2017.**

Proposals not meeting the Eligibility Criteria, and ineligible projects and phases will not receive funding consideration. New proposals for funding consideration should be submitted if a project was previously deemed ineligible, but now meets the Eligibility Criteria or if FDOT did not receive project information during the 2016 solicitation period.

If you have any questions, comments or need further clarification, contact your [District Trail Coordinator](#). For additional guidance and to download the "Request for Funding," visit FloridaSunTrail.com.

SUN Trail Program Schedule	
<i>October 2016</i>	<i>Adopted Work Program – SUN Trail funded projects Fiscal Years 2016/2017</i>
<i>July 1, 2017</i>	<i>Adopted Work Program – SUN Trail funded projects through Fiscal Years 2020/2021</i>
Underway	Development of the Preliminary Tentative Five-Year Work Program through Fiscal Years 2022/2023
October 5, 2017 – December 15, 2017	Tentative Five Year Work Program development cycle through Fiscal Years 2023/2024 New Project Solicitation Period <ul style="list-style-type: none"> • Staff available to discuss projects • "Request for Funding" Regional Trail System and Individual Trail are due to the District no later than 5 p.m., Eastern Standard Time, December 15, 2017 • The "Request for Funding" must include all applicable project information, including required signatures, prioritization and all accompanying materials
July 1, 2018	Adoption of Work Program – SUN Trail funded projects through Fiscal Years 2022/2023
July 1, 2019	Adoption of Work Program – SUN Trail funded projects through Fiscal Years 2023/2024

From: [Miller, Debrah](#)
To: [Green, James](#); [Lynn Godfrey](#); sanderson@ncfrpc.org; [Mike Escalante](#); [Scott Koons](#)
Cc: [Bennette, Barney](#)
Subject: SUN Trail Solicitation Announcement
Date: Monday, October 09, 2017 10:21:45 AM
Attachments: [SunTrail_FundingCycle_LetterheadAnnounce_2017.pdf](#)
[SunTrail_Schedule_201710.pdf](#)

Please see the attached

SUN Trail Solicitation is open!

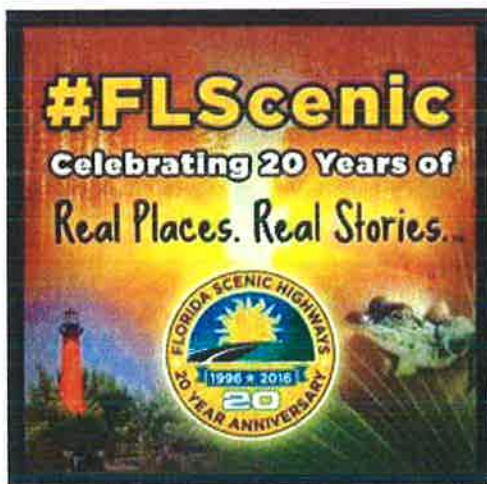
If you have previously applied for a project and it was unfunded, **please note you do not** have to reapply for that project.

Any new projects or gaps are eligible for application.

Please contact either myself or Barney Bennette if you have any questions or need additional information

Debrah


Debrah Miller
Project Specialist &
D2 Scenic Highway Coordinator
1109 South Marion Avenue
Lake City, Florida 32025
(386)-961-7793
debrah.miller@dot.state.fl.us
www.youtube.com/watch?v=DzxvpDMMtMk





October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Safe Routes to School Program - 2018 Applications

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and staff recommend that the and Metropolitan Transportation Planning Organization reaffirm support for the following three Safe Routes to School applications:

- **Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project;**
- **Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and**
- **Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.**

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

BACKGROUND

At its December 5, 2016 meeting, the Metropolitan Transportation Planning Organization approved the following motion:

To support the following three Safe Routes to School applications:

- *Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project;*
- *Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and*
- *Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.*

Information provided by Florida Department of Transportation District 2 staff indicates that none of the applications submitted last year were awarded.

The deadline for applying for these funds is December 31, 2017.

Attachments

t:\scott\sk18\mtpo\memo\sr2s_application_2017_oct30.docx

EXHIBIT 1



[E-Updates](#) | [FL511](#) | [Mobile](#) | [Site Map](#)

- [Home](#)
- [About FDOT](#)
- [Contact Us](#)
- [Maps & Data](#)
- [Offices](#)
- [Performance](#)
- [Projects](#)

State Safety Office

State Safety Office / Programs

Safe Routes to Schools (SRTS)



What is Safe Routes to School?

Safe Routes to School is a growing movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure and a lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.



[Florida SRTS Strategic Plan Need You](#)

[REDI Community Free Technical Assistance](#)

[SRTS Writing A Competitive Application Workshop](#)

[August Newsletter](#)

Starting Your Program

[Florida Contacts](#)

[Funding](#)

[Guidelines](#)

[Lessons and Curricula](#)

[Walking School Bus](#)

[Resources](#)

Important Dates to Remember

September 1

Call for Application

December 29

Application Due

Safe Routes in Florida

Walking or biking to school gives children a sense of freedom and responsibility, allows them to enjoy the fresh air and provides opportunities to get to know their neighborhood while arriving at school alert, refreshed and ready to start their day. Communities and community-based organizations are devoting increased attention to pedestrian and bicycle safety issues in an effort to improve the conditions for walking or biking to school.

Florida's Safe Routes to School (SRTS) program can help communities address their school transportation needs and encourage more students to walk or cycle to school. It strives to enable and encourage children in grades Kindergarten through High School, including those with disabilities, to walk and bike to school; to make walking and biking to school safer and more appealing, and to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools. In addition to encouraging more children to walk or cycle to school, the program also seeks to address the safety needs of children already walking or biking in less than ideal conditions.

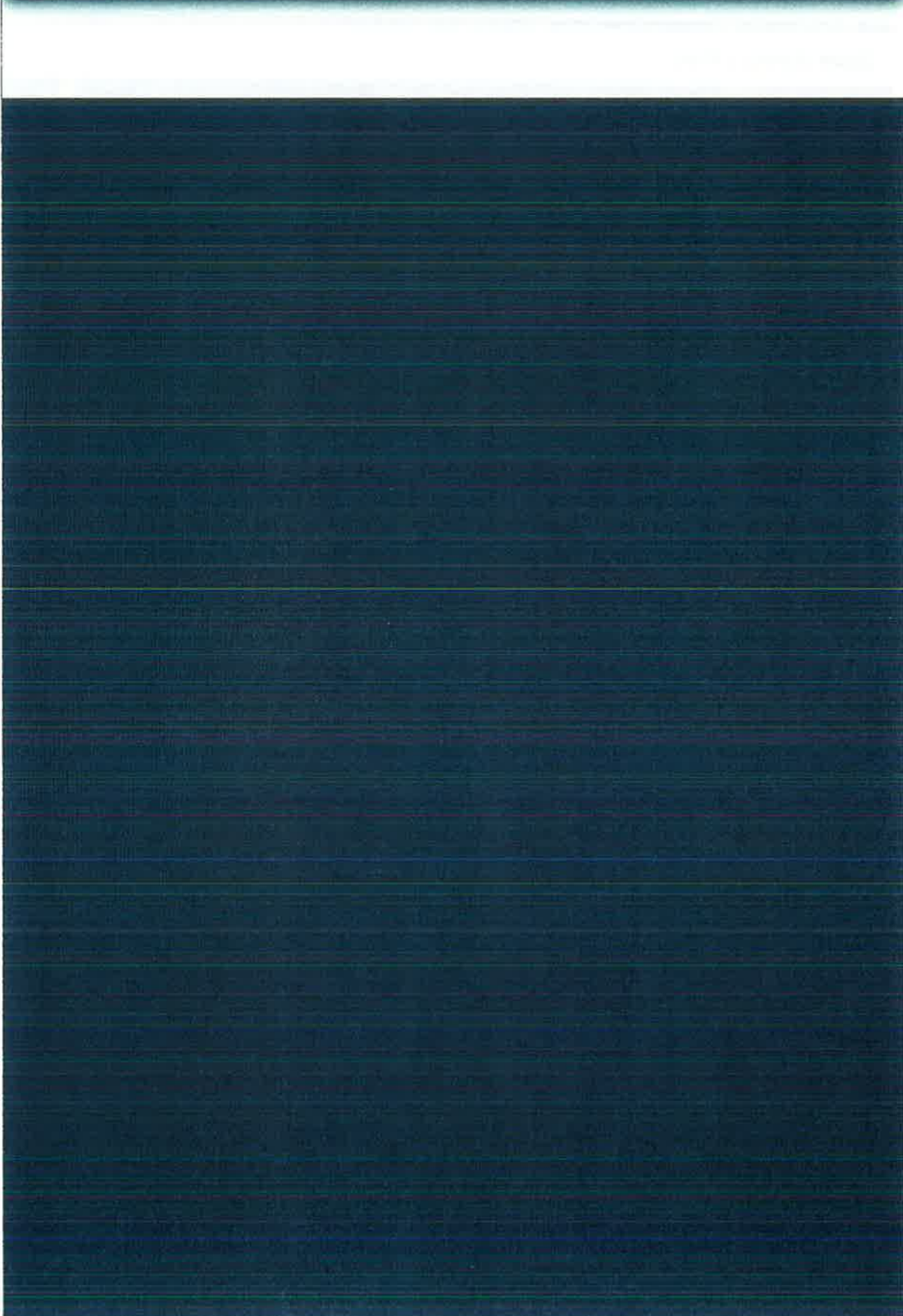
A successful program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program. The program encompasses routes and techniques used to encourage children to walk or cycle to or from school. We encourage schools, local transportation officials and other qualified groups to cooperate and apply to meet some of the identified needs, while they address other identified needs locally or through other methods.

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Florida Department of Transportation
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Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: _____ City: _____

School Name: _____ Congressional District: _____

Type: Elementary: Middle: High:

Check below which of the required agencies or organizations is the Applicant:

School Board: Private School: Maintaining Agency:

Name of Applicant Agency/Organization: _____

Contact Person: _____ Title: _____

Mailing Address: _____

City: _____ State: **FLORIDA** Zip: _____

Daytime Phone: _____ E-mail: _____

Signature: _____ Date: _____

Typed name: _____ Title: _____

Signature of School Board or school representative mandatory when different from applicant:

Signature: _____ Date: _____

Typed name: _____ Title: _____

Check below which of the required agencies is the Maintaining Agency:

City: County: Florida Department of Transportation: District: _____

Name of Maintaining Agency: _____ DUNS Number: _____

Contact Person: _____ Title: _____

Mailing Address: _____

Daytime Phone: _____ E-mail: _____

City: _____ State: **FLORIDA** Zip: _____

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature: _____ Date: _____

Typed name: _____ Title: _____

Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

Name of MPO: _____

Contact Person: _____ Title: _____

Mailing Address: _____

City: _____ State: **FLORIDA** Zip: _____

Daytime Phone: _____ E-mail: _____

Signature: _____ Date: _____

Typed name: _____ Title: _____

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. You must fulfill requirements in 2A-2C below before applying!

- A1. Has a school-based SRTS Committee (including school representation) been formed? Yes No
- A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes Yes No
- A3. Public notification of SRTS meeting? Yes No

- B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? Yes No
- B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? Yes No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

- C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? Yes No

- D. Is the Maintaining Agency fully Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) Yes No
 If Yes, what type certification do you have? Planning Design Construction Construction Administration

- E. Is the County/City willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:
 Install and/or maintain any traffic control devices included in this project? Yes No
 Construct and maintain the project on a state road? Yes No N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: Yes No

- G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering	
1A. Past: [REDACTED]	1B. Future: [REDACTED]
2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: http://www.dcp.ufl.edu/centers/trafficSafetyEd/) or other education program, please provide details below.	
2A. Past:	2B. Future: [REDACTED]
3. Encouragement	
3A. Past: [REDACTED]	3B. Future: [REDACTED]
4. Enforcement	
4A. Past: [REDACTED]	4B. Future: [REDACTED]
5. Evaluation	
5A. Past: [REDACTED]	5B. Future: [REDACTED]

Section 4 – Problem Identification	
<i>This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.</i>	
A. HAZARDOUS WALKING CONDITIONS	
Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing. <input type="checkbox"/> Yes <input type="checkbox"/> No Include a discussion of public support for the project if busing were eliminated:	
B. Are many students already walking or bicycling to this school in less than ideal conditions? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <ul style="list-style-type: none"> • Explain more about the number of students affected: • Explain more about the conditions/obstacles which prevent walking or bicycling to your school: 	
C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <ul style="list-style-type: none"> • Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 	
D. Write a brief history of the neighborhood traffic issues as background for the proposed project:	
E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?	
F. Provide the percent of free or reduced lunch program at the affected school:	
G. STUDENT TRAVEL DATA:	
1. School data: based on the <u>Student In-Class Travel Tally</u> :	
a. Number of students currently walking to school:	
b. Number of students currently biking to school:	
c. Total currently walking or biking to school (add a & b)	
d. Number of students in this school:	
e. Percent of students in school currently walking or biking to school: (c divided by d):	
2. Route Data:	
a. Number of students from the affected schools living along the proposed route:	
b. Based on (mark all that apply): *Existing School Data: <input type="checkbox"/> *Visual Observation Survey: <input type="checkbox"/> *Estimates: <input type="checkbox"/>	
c. Number of students currently walking or biking along this route:	
d. Number of students who could walk or bike along the proposed route after improvements:	

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: City County State
 From: _____ To: _____
 Project's closest point to school: 0 to ½ mile; ½ to 1 mile; 1 to 1 ½ miles; 1 ½ miles+
 Request #2 St. Name: _____ Maintaining Agency: City County State
 From: _____ To: _____
 Project's closest point to school: 0 to ½ mile; ½ to 1 mile; 1 to 1 ½ miles; 1 ½ miles+
 See Attachment for additional project sites:

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. SIDEWALK, BIKE LANE, PAVED SHOULDER, OR SHARED USE PATH

<input type="checkbox"/> Continuation of Existing Sidewalk	<input type="checkbox"/> New Sidewalk
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder
<input type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.
 Request #1:
 Request #2:
 See Attachment for additional project sites:
 Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

We have all necessary traffic control devices (Proceed to E)

<input type="checkbox"/> We need pedestrian signals (features)	<input type="checkbox"/> We need other school-related signals/beacons
<input type="checkbox"/> We need traffic signs	<input type="checkbox"/> We need other school-related signs
<input type="checkbox"/> We need marked crosswalks	<input type="checkbox"/> We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:	Operating Speed:	AADT:
St 2: Posted Speed Limit:	Operating Speed:	AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at: www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	
Maintenance of Traffic (MOT)	
Mobilization	
Subtotal	
Contingency (Locally Funded)	
Total Construction Cost	
Professional Engineering Design	
Construction Engineering and Inspection	
GRAND TOTAL	

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. Color project map showing school location
- B. Map showing existing conditions
- C. Map showing proposed improvements
- D. Map showing where students attending school live
- E. Proof of Right of Way
- F. Parent Survey Results
- G. Student Tally Results
- H. Letters of support
- I. Copy of public notice, sign in sheet and minutes of public meetings
- J. Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. Traffic/Engineering report evaluating the problem
- L. Crash Data
- M. Color Digital photos showing existing conditions




CA.5

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October 23, 2016

TO: Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Proposed Amended Budget for Fiscal Year 2016-17

RECOMMENDATION:

Adopt the amended budget for Fiscal Year 2016-17 as recommended by staff.

BACKGROUND:

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

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2016-17 budget reflects the preliminary year end activities of the current year.

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

Attachment

t:\scott\sk18\mntpo\memo\amendedbudgetoct30.docx

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
Fiscal Year October 1, 2016 to September 30, 2017
Adopted June 27, 2016

REVENUE

Florida Department of Transportation	\$ 673,500
Florida Transportation Disadvantaged Commission	24,100
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>106,800</u>
TOTAL REVENUE	\$ 828,400

EXPENSES

Contractual Services	\$ 704,000
Legal Advertisements	7,000
Audit	6,600
Travel	2,000
Memberships	500
Office Supplies	1,500
In-Kind Services (Florida Department of Transportation)	<u>106,800</u>
TOTAL EXPENSES	\$ 828,400

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
Fiscal Year October 1, 2016 to September 30, 2017
Amended October 30, 2017

REVENUE

Florida Department of Transportation	\$ 652,800
Florida Transportation Disadvantaged Commission	23,300
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>106,800</u>
TOTAL REVENUE	\$ 806,900

EXPENSES

Contractual Services	\$ 680,000
Legal Advertisements	11,500
Audit	6,600
Travel	1,000
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>106,800</u>
TOTAL EXPENSES	\$ 806,900



CA.6

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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Engagement Letter for Fiscal Year 2016-17 Audit

STAFF RECOMMENDATION

Authorize the Chair to execute an engagement letter with the auditing firm of Powell and Jones, Certified Public Accountants of Lake City to conduct the Fiscal Year 2016-17 Audit of the accounts of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization selects an auditor for a three-year period, with the condition that an engagement letter be approved each year to ensure that the auditor is conducting the audits in an acceptable manner. The current auditor was selected in 2016 and has conducted one audit under this series. Therefore, it is recommended that a second engagement letter be entered into for the audit of Fiscal Year 2016-17.

Please find attached a summary of the proposal made by Powell and Jones, Certified Public Accountants (Exhibit 1). Please note that page 7 of Exhibit 1 shows a \$6,728 fee to be charged for the Fiscal Year 2016-17 Audit.

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

Attachment



EXHIBIT 1



Powell & Jones
Certified Public Accountants

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

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

September 20, 2017

To the Board of Directors and Management
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 N.W. 67th Place, Suite A
Gainesville, FL 32653-1603

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2017. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements, of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of and for the year ended September 30, 2017. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

- 1) Management's Discussion and Analysis.
- 2) Schedule of Expenditures of Federal Awards and State Financial Assistance

We have also been engaged to report on supplementary information other than RSI that accompanies Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America, and we will provide an opinion on it in relation to the financial statements as a whole, in a report combined with our auditor's report on the financial statements:

- 3) Schedule of Expenditures of Federal Awards and State Financial Assistance

Audit Objectives

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

- Internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control over compliance related to major programs and an opinion (or disclaimer of opinion) on compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will include a paragraph that states that (1) the purpose of the report is solely to describe the scope of testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance, and (2) the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The Uniform Guidance report on internal control over compliance will include a paragraph that states that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Both reports will state that the report is not suitable for any other purpose.

Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of the Uniform Guidance, and will include tests of accounting records, a determination of major program(s) in accordance with the Uniform Guidance, and other procedures we consider necessary to enable us to express such opinions. We will issue written reports upon completion of our Single Audit. Our reports will be addressed to management and the Board of Director of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions or add emphasis-of-matter or other-matter paragraphs. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or we may withdraw from this engagement.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted auditing standards and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform the appropriate level of management of any material errors, any fraudulent financial reporting, or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of

laws or governmental regulations that come to our attention, unless clearly inconsequential, and of any material abuse that comes to our attention. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by generally accepted auditing standards.

Audit Procedures—Internal Control

Our audit will include obtaining an understanding of the government and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

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

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and the Uniform Guidance.

Audit Procedures—Compliance

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

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with federal statutes, regulations, and the terms and conditions of federal awards applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's major programs. The purpose of these procedures will be to express an opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

Other Services

We will also assist in preparing the financial statements, schedule of expenditures of federal awards, and related notes of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in conformity with U.S. generally accepted accounting principles and the Uniform Guidance based on information provided by you. These non-audit services do not constitute an audit under *Government Auditing Standards* and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. The other services are limited to the financial statements, schedule of expenditures of federal awards, and related notes services previously defined. We, in our sole professional

judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities.

Management Responsibilities

Management is responsible for (1) establishing and maintaining effective internal controls, including internal controls over federal awards, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met; (2) following laws and regulations; (3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, schedule of expenditures of federal awards, and all accompanying information in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations (including federal statutes) and the provisions of contracts and grant agreements (including award agreements). Your responsibilities also include identifying significant contractor relationships in which the contractor has responsibility for program compliance and for the accuracy and completeness of that information.

Management is also responsible for making all financial records and related information available to us and for the accuracy and completeness of that information. You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, (2) access to personnel, accounts, books, records, supporting documentation, and other information as needed to perform an audit under the Uniform Guidance, (3) additional information that we may request for the purpose of the audit, and (4) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence.

Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants. Management is also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements, or abuse that we report. Additionally, as required by the Uniform Guidance, it is management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan. The summary schedule of prior audit findings should be available for our review on September 30, 2017.

You are responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the schedule of expenditures of federal awards (including notes and noncash assistance received) in conformity with the Uniform Guidance. You agree to include our report on the schedule of expenditures of federal awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. You also agree to [include the audited financial statements with any presentation of the schedule of expenditures of federal awards that includes our report thereon OR make the audited financial statements readily available to intended users of the schedule of expenditures of federal awards no later than the date the schedule of expenditures of federal awards is issued with our report thereon]. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance; (2) you believe the schedule of expenditures of federal awards, including its form and content, is stated fairly in accordance with the Uniform Guidance; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4)

you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards.

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

You agree to assume all management responsibilities relating to the financial statements, schedule of expenditures of federal awards, and related notes, and any other non-audit services we provide. You will be required to acknowledge in the management representation letter our assistance with preparation of the financial statements, schedule of expenditures of federal awards, and related notes and that you have reviewed and approved the financial statements, schedule of expenditures of federal awards, and related notes prior to their issuance and have accepted responsibility for them. Further, you agree to oversee the non-audit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

Engagement Administration, Fees, and Other

We may from time to time, and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers, but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to electronically submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors' reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. The Data Collection Form and the reporting package must be submitted within the earlier of 30 calendar days after receipt of the auditors' reports or nine months after the end of the audit period.

We will provide copies of our reports to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is the property of Powell and Jones, CPA and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Powell and Jones, CPA's personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release date or for any additional period requested by a federal agency. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the parties contesting the audit finding for guidance prior to destroying the audit documentation.

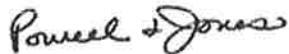
We expect to begin our audit on approximately January 15, 2018, and to issue our reports no later than April 1, 2018 unless extended by the Organization. Richard C. Powell, Jr. is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Terms for fees, time frames for audits and renewals are contained in our separate "Proposal for Audit Services". The fee for the current year audit will be \$6,728.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of our contract. Our 2014 peer review report is available upon request.

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

Very truly yours,



Powell and Jones, CPAs

RESPONSE:

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

Management signature: _____

Title: _____

Date: _____

Governance signature: _____


Title: _____

Date: _____



October 23, 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 Authorization

STAFF RECOMMENDATION

Approve the attached Resolution 2017-02 (Exhibit 1) which authorizes the Metropolitan Transportation Planning Organization Executive Director to approve administrative modifications to the Year 2040 Long-Range Transportation Plan.

BACKGROUND

An administrative modification to the long-range transportation plan is a revision that does not require:

- public review and comment;
- a redemonstration of fiscal constraint; or
- a conformity determination (in air quality nonattainment and maintenance areas).

As referenced in 23 Code of Federal Regulations 450.104, an administrative modification includes:

- minor changes to project/project phases;
- minor changes to funding sources of previously included projects; or
- minor changes to project/project phases initiation dates.

The purpose of Resolution 2017-02 is to enable the Metropolitan Transportation Planning Organization Executive Director to approve administrative modifications to the long-range transportation plan in accordance with federal and state legislation. Exhibit 2 is an excerpt from a Federal Highway Administration/Florida Department of Transportation long-range transportation plan amendment thresholds guidance concerning administrative modifications dated March 5, 2014.

The Metropolitan Transportation Planning Organization will receive notification concerning any administrative modification to the Year 2040 Long-Range Transportation Plan as a Consent Agenda item at its next meeting.

Attachments

t:\scott\sk18\mntpo\memo\lrtp_mod_resolution_oct30.docx



CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2017-02, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the _____ day of _____, A.D., 2017.

WITNESS my hand this _____ day of _____, A.D., 2017.

Ken Cornell, Secretary

RESOLUTION NO. 2017-02

A RESOLUTION OF THE METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
AUTHORIZING ITS EXECUTIVE DIRECTOR TO
APPROVE ADMINISTRATIVE MODIFICATIONS TO
THE GAINESVILLE URBANIZED AREA YEAR 2040
LONG-RANGE TRANSPORTATION COST FEASIBLE
PLAN; PROVIDING AN EFFECTIVE DATE

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

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

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

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Gainesville Urbanized Area Year 2040 Long-Range Transportation Cost Feasible Plan on October 5, 2015;

WHEREAS, stated in the 23 Code of Federal Regulations 450.104 -

- Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program, or Statewide Transportation Improvement Program that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates; and
- An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas); and

WHEREAS, the Florida Department of Transportation Metropolitan Planning Organization Program Management Handbook states that a Long-Range Transportation Plan can be revised at any time.

NOW THEREFORE, BE IT RESOLVED THAT THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA hereby authorizes its Executive Director to approve administrative modifications to the Gainesville Urbanized Area Year 2040 Long-Range Transportation Cost Feasible Plan, dated October 5, 2015, as revised;

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

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

DULY ADOPTED in regular session, this _____ day of _____ A.D., 2017.

ATTEST:

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Ken Cornell, Secretary

Charles S. Chestnut, IV, Chair

APPROVED AS TO FORM

Sylvia Torres, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

EXHIBIT 2

Federal Highway Administration/Florida Department of Transportation

Long-Range Transportation Plan Modifications

Changes that are less significant than those that trigger a Long-Range Transportation Plan amendment would only require a modification. These include:

- A. Design Concept or Scope Changes: A minor change in the project termini equal to or less than 10% of the total project, i.e., adjusting length for turn lane tapers.
- B. Identification of planned use of Federal funds for existing Cost Feasible Plan projects if Federal funds are added to a project funded with only state or local funds in the adopted Long-Range Transportation Plan.
- C. Project or Project Phase Initiation Date:
 - a) Advancing a project from a 5- or 10-year band to an adjacent 5 year band beyond the Transportation Improvement Program/State Transportation Improvement Program years/1st 5-yr band.
 - b) Adding a new phase to an existing Cost Feasible Plan project (e.g. if Right-of-Way is funded, adding Construction Phase) where the new phase is funded beyond the Transportation Improvement Program/State Transportation Improvement Program years/1st 5-year band of the Long-Range Transportation Plan.
 - c) Adding a new phase to an existing Cost Feasible Plan project (e.g. if Right-of-Way is funded, adding Construction Phase) from a Needs or Illustrative list to the Cost Feasible Plan where the new phase is funded beyond the Transportation Improvement Program/State Transportation Improvement Program years/1st 5-year band of the Long-Range Transportation Plan.
 - d) Adding a new phase to an existing Cost Feasible Plan project (e.g. if Right-of-Way is funded, adding Construction Phase) from a Needs or Illustrative list to the Cost Feasible Plan where (1) the new phase is funded in the Transportation Improvement Program/State Transportation Improvement Program years/1st 5-year band of the Long-Range Transportation Plan and (2) the added phases use new funds not contained in the Long-Range Transportation Plan Revenue Forecast to the Cost Feasible Plan.

Long-Range Transportation Plan Modifications Examples				
Cost Feasible Plan				Needs
1st 5-Year band TIP/STIP Years	2nd 5-Year band	3rd 5-Year band	Last 10-Year band	Needs/ Illustrative List
TO ←	FROM			
	TO ←	FROM		
		TO ←	FROM	

TIP/STIP - Transportation Improvement Program/State Transportation Improvement Program

Advancing Phases for Minor Projects

Projects and/or project phases of \$5 million or less can be moved from any 5-yr band to any 5-yr band by modification to the Long-Range Transportation Plan.



CA.8

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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: North I-75 Master Plan Summary Report

STAFF RECOMMENDATION

The Florida Department of Transportation has provided a copy of the North I-75 Master Plan Summary Report. No Action Required.

BACKGROUND

The Florida Department of Transportation has completed its update of the North I-75 Master Plan and has released a summary report. Exhibit 1 is the transmittal email. Exhibit 2 is a copy of the North I-75 Master Plan Summary Report. According to Florida Department of Transportation staff, the next steps include the:

1. Implementation of short-term improvements along the I-75 before ultimate improvements are constructed;
2. Initiation of next project phases for the critical segments of I-75;
3. Completion of the ongoing rail feasibility study to analyze the need for passenger service from Tampa to Jacksonville; and
4. Evaluation of new multimodal and multiuse corridors in future studies.

Attachment

From: Shen, Huiwei [Huiwei.Shen@dot.state.fl.us]
Sent: Monday, September 18, 2017 2:33 PM
To: Scott Koons
Cc: Overton, Maria; Reichert, Mark; Mike Escalante
Subject: North I-75 Master Plan Summary Report
Attachments: North I-75 Master Plan Summary Report - FINAL.pdf

Dear Scott,

The North I-75 Master Plan was initiated after the I-75 Relief Task Force process to address certain Task Force recommendations. The main goals of the Master Plan are to develop recommendations regarding strategies for immediately optimizing existing transportation corridors; and to evaluate potential enhancements to, or transformation of existing corridors.

During the Master Plan process, FDOT evaluated I-75 and the parallel corridors as a system and determined their ability to accommodate current and future traffic growth. Short-term and long-term capacity improvements are needed to the I-75 corridor to accommodate additional projected growth in freight, visitor, and local commuter traffic and to enhance public safety and emergency evacuation. The parallel corridors studied during the Master Plan process (US 41, US 441, and US 301) are very limited in their current and future ability to serve as efficient diversion routes and would not be effective relievers. The findings and recommendations of the North I-75 Master Plan have been outlined in the attached Summary Report.

The next steps of this project are a priority and FDOT will continue focus on relieving congestion along the I-75 corridor. These next steps are:

1. Implement short term improvements along the I-75 before ultimate improvements are constructed;
2. Initiate next project phases for the critical segments of I-75;
3. Complete the ongoing rail feasibility study to analyze the need for passenger service from Tampa to Jacksonville; and
4. Evaluate new multimodal and multiuse corridors in future studies.

Thank you for your input and collaboration throughout the I-75 Relief Task Force and the North I-75 Master Plan process. If you have any questions or comments, please do not hesitate to contact me at 850-414-4911 or email me at huiwei.shen@dot.state.fl.us.

Huiwei

Huiwei Shen

Manager, Systems Implementation Office

850.414.4911 (Office) / 850.694.8634 (Mobile)

huiwei.shen@dot.state.fl.us

Florida DOT – Systems Implementation Office

605 Suwannee Street, MS 19

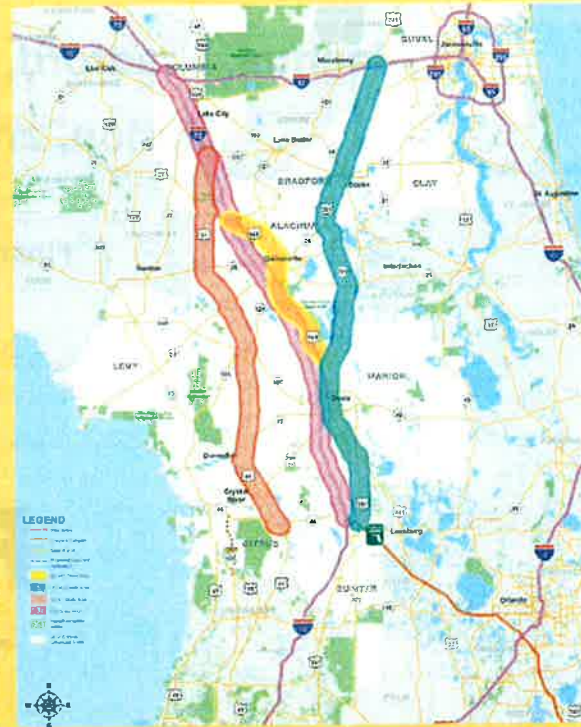
Tallahassee, Florida 32399



NORTH I-75 MASTER PLAN Summary Report

Financial Project ID: 191985-2-12-01

August 2017



NORTH I-75 MASTER PLAN Summary Report

**Interstate 75 (SR 93)
From the Florida's Turnpike Interchange
to the I-10 Interchange**

**Alachua, Bradford, Clay, Citrus, Columbia, Duval, Levy,
Marion, and Sumter Counties, Florida**

Financial Project ID: 191985-2-12-01



June 2017

Updated August 2017

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1 EXECUTIVE SUMMARY

Interstate 75 (I-75) is part of the Strategic Intermodal System (SIS) and a major interstate highway supporting tourism, economic development, emergency management, and mobility of people and goods. The I-75 corridor from Florida's Turnpike to I-10 exhibits unique characteristics in that its traffic congestion occurs due to both recurring congestion (traffic bottlenecks) and non-recurring congestion (incidents, seasonal and special events, and weather). The combination of recurring and non-recurring congestion is contributing to unsatisfactory traffic operations witnessed in both the existing and future conditions on I-75.

- Improvements are needed to the I-75 corridor to accommodate additional projected growth in freight, visitor, and local commuter traffic and to enhance public safety and emergency evacuation.
- Alternative parallel corridors (US 41, US 441, and US 301) would require significant improvements in urban areas to serve as reliever routes to I-75. These improvements would have significant impacts to the social, cultural, physical, and natural environment and would require changes to local government Comprehensive Plans.
- A series of short-term improvements to enhance safety, improve operations, and extend the life of the I-75 corridor should be evaluated and implemented within the next 2-5 years. Some examples of short-term improvements include signal coordination, fiber interconnection, Road Ranger's service patrol, and enhanced regional transportation management center operations.
- Given the importance of I-75 to freight, tourism, mobility of people and goods, and emergency evacuation in the state of Florida, the Florida Department of Transportation (FDOT) should immediately begin planning studies to determine long-term improvements such as addition of General Use Lanes or Express Lanes. However, the widening of I-75 alone does not address the issue of non-recurring congestion and the long-term corridor travel demand.
- This Master Plan focused only on existing facilities and determined these existing facilities (I-75, US 41, US 441, and US 301) cannot accommodate the recurring and non-recurring congestion. Capacity improvements to these corridors will have significant social, cultural, physical, and natural environment impacts. It is FDOT's mission and goal to evaluate the state's long-term mobility needs and maintain acceptable operations and safety standards. New multimodal and multiuse corridors were recommendations of the I-75 Relief Task Force and should be evaluated in other future studies.

2 PROJECT BACKGROUND & PURPOSE

2.1 Background

In October 2015, FDOT Secretary Jim Boxold established the I-75 Relief Task Force for the purpose of providing consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay to Northeast Florida study area, with initial emphasis on the area along and to the west of I-75. The Task Force included 21 members representing state agencies, local governments, regional planning councils, environmental organizations, businesses, economic development interests, and the public.

2.2 I-75 Relief Task Force Recommendations

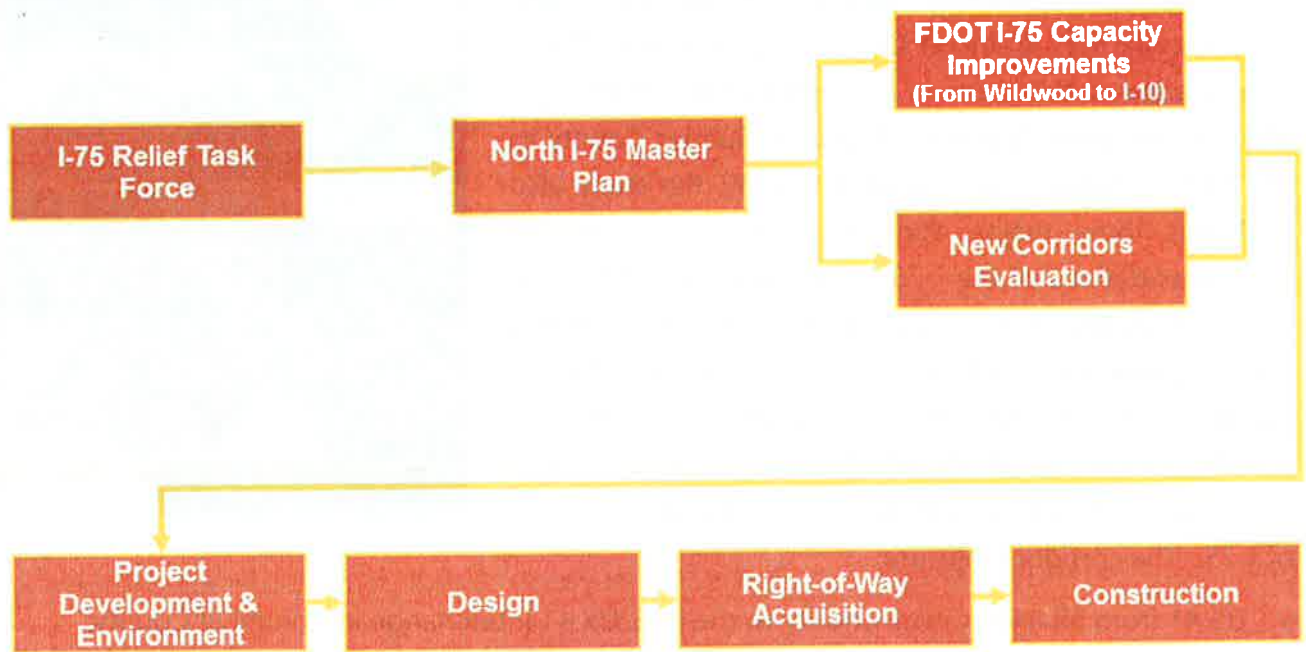
The Task Force focused on mobility needs along I-75 in six counties (Alachua, Citrus, Hernando, Levy, Marion, and Sumter). The Task Force met seven times at various locations between December 2015 and August 2016 and recommended a range of options. These recommendations include:

1. Optimize existing transportation corridors;
2. Evaluate potential enhancements to, or transformation of, existing transportation corridors; and
3. Evaluate potential areas of opportunity for new multimodal, multipurpose corridors after evaluation of enhancements to I-75 and other I-75 connector roads, and determination of need.

To better evaluate the need for I-75 improvements, the Task Force recommendations included evaluation of potential capacity and connectivity enhancements on major north-south corridors parallel to I-75, including the US 41 and US 301 corridors, to analyze their ability to provide traffic relief to I-75.

Based on the Task Force Recommendations, the North I-75 Master Plan study was initiated to evaluate I-75 and the parallel corridors as a system and determine their ability to accommodate the future congestion. This Master Plan focused only on existing facilities of I-75, US 41, US 441, and US 301. A new corridor evaluation was outside the scope of this study. It is FDOT's mission and goal to evaluate the state's long-term mobility needs to maintain acceptable operational and safety standards. New multimodal and multiuse corridors were recommendations of the I-75 Relief Task Force and should be evaluated in future studies.

The flow chart below shows the origination of this Master Plan and the next steps in the overall Transportation Planning Process.



The North I-75 Master Plan Study area and methodology are presented in the next sections.

3 STUDY AREA CORRIDORS

3.1 Study Area

The North I-75 Master Plan study area encompasses nine counties: Alachua, Bradford, Clay, Citrus, Columbia, Duval, Levy, Marion, and Sumter. In addition to the I-75 corridor, which spans from Florida's Turnpike in Sumter County to the I-10 interchange in Columbia County, the study also evaluates three major north-south corridors per the recommendations of the I-75 Relief Task Force. The Task Force initially focused on a six-county study area but it was later expanded to nine counties in this Master Plan to include I-75 and the adjacent parallel corridors. The parallel corridors are US 41, which is located to the west of I-75, and US 441 and US 301, which are located to the east of I-75. The corridor limits are:

- US 41 from SR 44 in Citrus County to the I-75/US 41 interchange in Columbia County;
- US 441 from the City of Belleview in Marion County to the I-75/US 441 interchange in Alachua County. US 441 was not recommended by the Relief Task Force but was added to this Master Plan as it runs parallel to I-75 and can serve as a potential alternate route; and
- US 301 from the Florida's Turnpike/US 301 interchange in Sumter County to the I-10/US 301 interchange in Duval County.

The parallel corridor limits were determined based on feasible diversion locations available from I-75 to the parallel corridors. The limits were also presented to Planning staff of the Counties.

A map illustrating the study corridors is shown in **Figure 1** on the following page.

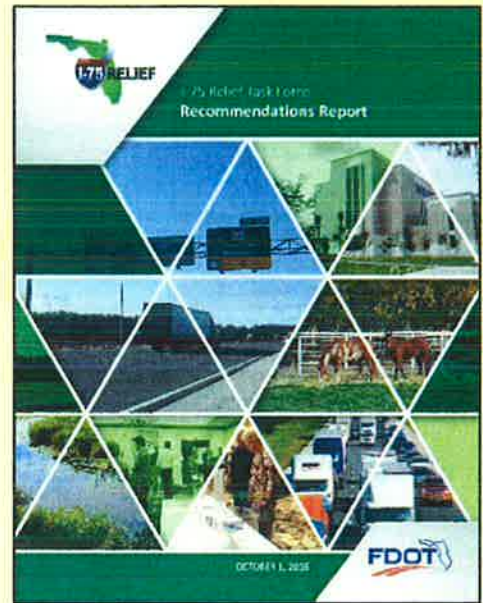
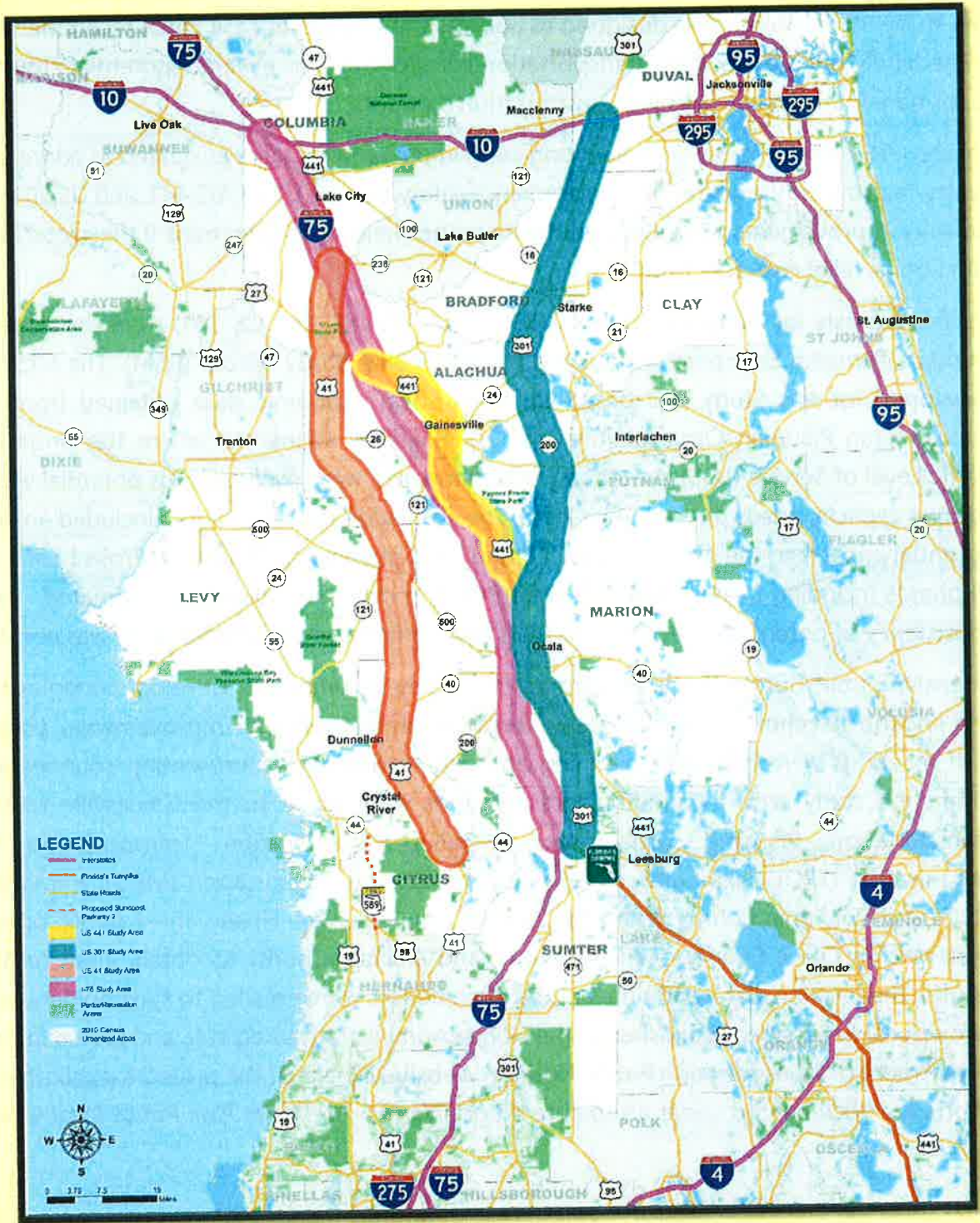


Figure 1 – Study Corridors



4 STUDY METHODOLOGY & PUBLIC INVOLVEMENT

The study methodology was designed to address the I-75 Relief Task Force recommendations to immediately optimize existing transportation corridors; and to evaluate potential enhancements to, or transformation of, existing transportation corridors.

For the I-75 corridor, short-term and long-term improvements were evaluated to address capacity needs, improve traffic operations, and enhance safety. For the US 41, US 441, and US 301 corridors, capacity improvements were evaluated at major bottlenecks to determine if these corridors could function as relief corridors to I-75.

Traffic forecasts for all four corridors (I-75, US 41, US 441, and US 301) were developed by the Florida's Turnpike Enterprise (FTE) using the I-75 Relief Study Model (RSM). The I-75 RSM was developed for this Study and based on latest socio economic data obtained from the local Metropolitan Planning Organizations (MPOs). Roadway segments, where the projected 2040 traffic Level of Service (LOS) exceeded FDOT standards, were evaluated for potential widening to address capacity needs through year 2040. The evaluation of the corridors included an analysis of potential impacts to the natural, social, cultural, and physical environment. Project costs covering all phases including Design, Right-of-Way (ROW), and Construction were estimated. Finally, the consistency of potential improvements with appropriate comprehensive plans was considered.

Extensive public outreach was performed to identify stakeholders, develop strategies to inform and engage stakeholders, and to obtain feedback on the potential improvements. Local agency staff meetings were held with planning and engineering staff representing counties and cities within the study area. In addition, presentations were made to the Gainesville Metropolitan Transportation Planning Organization (MTPO), Ocala/Marion Transportation Planning Organization (TPO), Lake-Sumter Metropolitan Planning Organization (MPO), Hernando/Citrus MPO, and Columbia County Board of County Commissioners. Finally, three public open houses were held in Citrus County, Marion County, and Alachua County to obtain input on the study results. The location, date, and times of the open houses were emailed to stakeholders, advertised in four local newspapers, published in the Florida Administrative Register, and placed in the Florida Department of Transportation Public Notices' Website. Details of the project's public involvement efforts are documented under a separate report, *North I-75 Master Plan Public Involvement Plan*.

5 EXISTING AND FUTURE I-75 TRANSPORTATION

Vehicular traffic and congestion occurs on roadways when LOS failures occur leading to bottlenecks. The I-75 Corridor is a unique corridor because its LOS failures occur due to both recurring and non-recurring congestion. The traffic spikes during holidays, special events, and frequent lane closures make up the majority of LOS failures. The LOS failures analyzed occur presently due primarily to non-recurring congestion and it is anticipated that LOS failures will also occur in the next 10 to 12 years due to recurring congestion.

5.1 Recurring and Non-Recurring Congestion

5.1.1 Recurring Congestion

Recurring congestion is caused by increased traffic volumes and bottlenecks created during the peak hour commute as residents travel to work in the morning and return home in the evening. Bottlenecks cause about 20 percent of the congestion on I-75.

5.1.2 Non-Recurring Congestion

Non-recurring congestion accounts for about 80 percent of the total congestion on I-75 (as shown in Figure 2 below) and significantly affects driving conditions. There are four major factors that contribute to non-recurring congestion:

1. Special Events and Seasonal Traffic: Sporting events such as football games, spring break, summer, and holidays such as Labor Day, Thanksgiving, and Christmas account for approximately 30 percent of the congestion on I-75;
2. Incidents: Lane closing traffic incidents which cause significant congestion issues account for approximately 21 percent of the congestion on I-75. On average, more than 500 incidents a year cause all lanes to be closed on I-75 within the study area, once every 9 days;
3. Work Zones: Construction and maintenance work zones account for approximately 14 percent of the congestion on I-75; and
4. Weather: Rain was identified as the leading weather-related driving hazard and accounts for 15 percent of the congestion on I-75.

Figure 2 illustrates how I-75 is affected by recurring and non-recurring congestion.

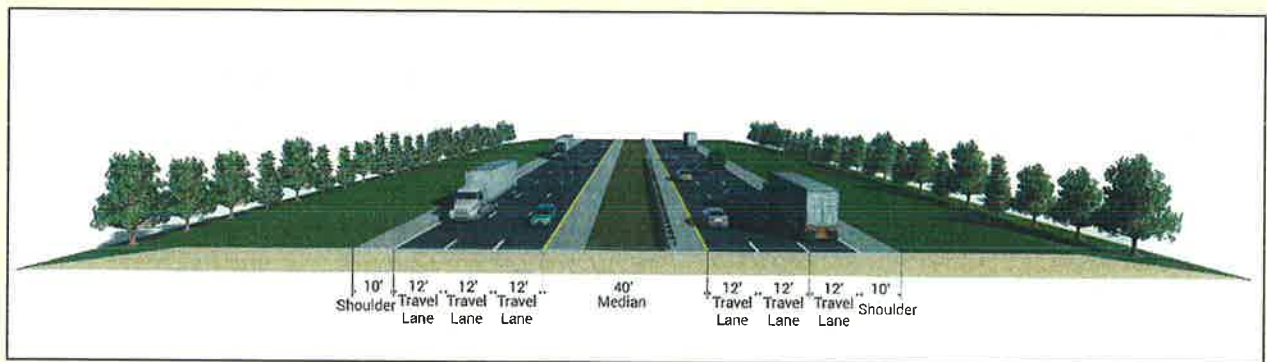
5.2 Roadway Geometry

The I-75 corridor is a six-lane divided limited access freeway from Florida's Turnpike in Sumter County to I-10 in Columbia County. The posted speed limit is 70 miles per hour (mph) and there are no sidewalks or bicycle lanes located along the corridor. A typical section of I-75 near US 41 in Columbia County is shown below in **Figure 3**.

Figure 2 – Congestion Effects on I-75



Figure 3 – I-75 Typical Section in Columbia County



5.3 I-75 Existing/Future Traffic and Level of Service

Traffic analysis of I-75 shows failing LOS on segments of I-75 occurring before the year 2040 in or near urban areas like the Cities of Gainesville and Ocala. I-75 near the City of Ocala begins to fail around year 2030 while I-75 near the City of Gainesville begins to fail around year 2035 due solely to recurring congestion. However, when factoring in non-recurring congestion, the I-75 corridor begins to fail as early as 2020. In fact, non-recurring congestion alone is currently causing I-75 to operate at LOS F 40 percent of the year.

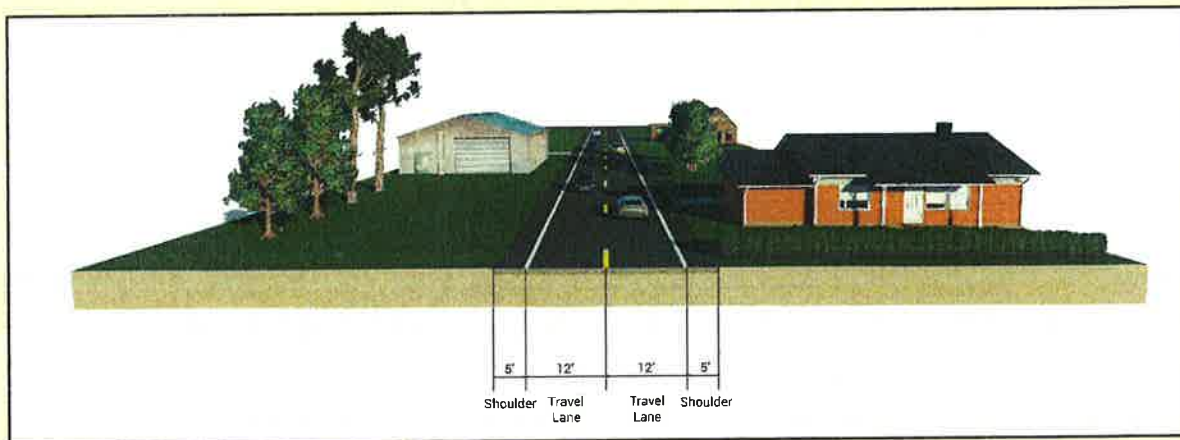
Table 1 below illustrates the existing and future traffic and LOS.

Table 1: I-75 Existing and Future Traffic and LOS							
From	To	2015 AADT	2040 AADT	LOS Target	2015 LOS	2040 LOS	Fall Below LOS Target
City of Ocala							
SR 200	SR 40	80,900	141,500	D	C	F	Yes
SR 40	US 27	80,000	138,400	D	C	F	Yes
US 27	49th Street	71,700	126,000	D	C	E	Yes
City of Gainesville							
SR 121	SR 24	67,700	121,100	D	B	E	Yes
SR 24	SR 26	79,600	120,000	D	C	E	Yes

6 EXISTING AND FUTURE PARALLEL CORRIDORS

The US 41 corridor is primarily a rural 2-lane undivided highway. The segment from SR 44 to West Main Street within the City of Inverness is classified as a 4-lane divided arterial segment. The speed limit varies from 35 to 65 mph. There are also sidewalks and bicycle lanes at various locations along the corridor that accommodate pedestrians and bicyclists. A typical 2-lane section of US 41 near Raleigh Road in Alachua County is shown below in **Figure 4**.

Figure 4 – US 41 Typical Section



The US 441 corridor is primarily a 4-lane divided arterial from the US 301/US 441 split to I-75. The corridor narrows to a 4-lane undivided arterial at a single location in Marion County from Avenue H to Avenue B within downtown Ocala. The speed limit along the corridor varies from 35 to 65 mph. Sidewalks and bicycle lanes are located primarily within the urban city limits of Ocala and

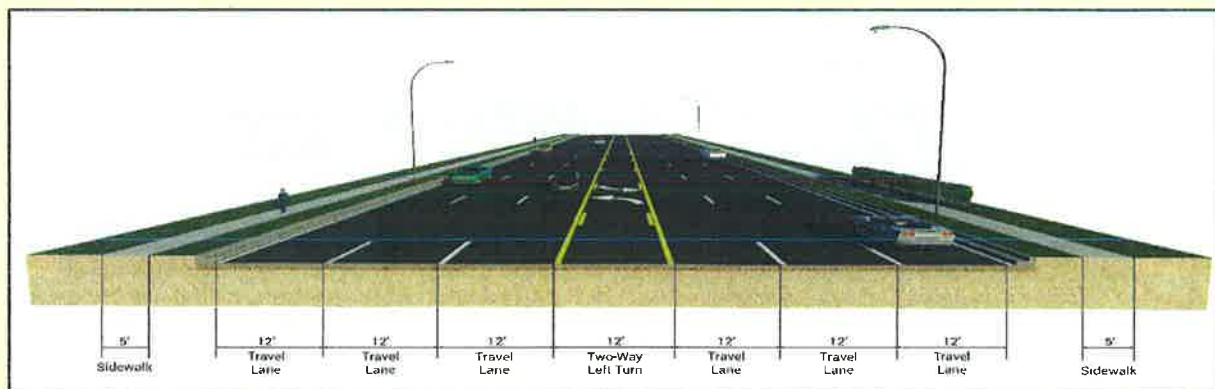
Gainesville. A typical section of US 441 located just south of SR 24A in Gainesville is shown below in **Figure 5**.

Figure 5 – US 441 Typical Section



The US 301 corridor is primarily a 4-lane divided arterial from Florida’s Turnpike to I-10 except for two areas: South of Belleview, from CR 42 to north of SE 145th Street, where the corridor narrows to a 2-lane arterial, and within the City of Ocala, from SE 1st Avenue to NW 2nd Street, where the corridor expands to a 7-lane arterial. The speed limit varies from 35 to 65 mph. Sidewalks and bicycle lanes are mainly located in the urban city limits of Ocala. The 7-lane US 301 typical section near CR 464 in Ocala is shown below in **Figure 6**.

Figure 6 – US 301 Typical Section



6.1 Existing and Future Traffic and Level of Service on US 41, US 441, and US 301

Traffic analysis of US 41, US 441, and US 301 shows failing LOS in all the urban areas (Gainesville, Ocala, Inverness, and Williston). It is important to note the US 41, US 441, and US 301 corridors

are failing due to local traffic and do not have the capacity to accommodate any traffic diverted from I-75. **Tables 2, 3, and 4** below show the existing and future traffic LOS along US 41, US 441, and US 301, respectively.

Table 2: US 41 Existing and Future Traffic and LOS							
From	To	2014 AADT	2040 AADT	LOS Standard	2014 LOS	2040 LOS	Fall Below LOS Target
City of Inverness							
SR 44	W Main Street	37,400	65,200	D	F	F	Yes
W Main Street	E Mimosa Lane	13,900	28,000	D	D	F	Yes
City of Williston							
SR 121	7th Avenue	9,000	18,800	C	C	E	Yes
7th Avenue	SR 500	9,000	18,800	C	C	E	Yes
SR 500	SR 121	15,300	29,100	C	C	E	Yes

Table 3: US 441 Existing and Future Traffic and LOS							
From	To	2014 AADT	2040 AADT	LOS Target	2014 LOS	2040 LOS	Fall Below LOS Target
City of Gainesville							
SR 331/Williston Road	SR 226	22,000	23,200	D	C	C	No
SR 226	SR 24/Archer Road	32,000	45,100	D	D	F	Yes
SR 24/Archer Road	SR 26/University Avenue	32,100	44,200	D	D	F	Yes
SR 26/University Avenue	SR 12/N 23rd Avenue	31,700	44,400	D	D	F	Yes
SR 12/N 23rd Avenue	SR 222	27,400	35,100	D	D	F	Yes
SR 222	SR 20	17,100	21,400	D	C	C	No
SR 20	SR 121	23,400	32,300	D	C	C	No

Table 4: US 301 Existing and Future Traffic and LOS							
From	To	2014 AADT	2040 AADT	LOS Standard	2014 LOS	2040 LOS	Fall Below LOS Target
City of Ocala							
SE 100th Street	CR 464A	26,225	59,350	C	C	E	Yes
CR 464A	SE 31st Street	26,700	49,700	C	C	E	Yes
SE 31st Street	CR 464	33,500	62,800	C	C	E	Yes
CR 464	SR 40	34,300	70,800	C	C	F	Yes
SR 40	US 27	26,800	56,850	C	C	F	Yes
US 27	NE 20th Street	28,700	46,800	C	C	E	Yes

The LOS analysis results show that to address the future traffic demand, the existing parallel corridors would need to be widened. US 41 through the City of Williston is projected to be at LOS

F by 2040. US 441 through the City of Gainesville is projected to be at LOS F by 2040. US 301 has been identified as a potential reliever route to I-75; however, several segments of US 301 are expected to fail by year 2040. US 301 through the City of Ocala is projected to be failing with a LOS F by 2040. There are social, cultural, and physical constraints along the corridors that present significant challenges to any capacity improvements.

7 STUDY CORRIDOR CONSTRAINTS

7.1 Social Constraints

The Alachua County and the City of Gainesville Comprehensive Plans restrict the number of lanes on US 441 to four lanes. Along the US 301 corridor, the Marion County Comprehensive Plan restricts widening or new construction to roadways outside their Urban Growth Boundary.

Potential widening of the parallel corridors, by adding one lane in each direction, through the urban areas would be challenging. The existing parallel corridors traverse multiple local communities and are characteristic of constrained ROW areas with multiple homes, businesses, and major community services such as the University of Florida within Gainesville. For example, widening the US 41 corridor through the City of Inverness would impact 87 parcels, one of which is residential and 86 that are commercial. Similarly, widening US 441 through the City of Gainesville would impact 199 parcels, 36 of which are residential and 163 that are commercial. These parcels include the University of Florida Campus, which is located along the US 441 corridor. Additionally, there is heavy pedestrian traffic on crosswalks near the university facilities and any widening would create safety issues. Widening of the US 301 corridor through the City of Ocala would impact 192 parcels, 6 of which are residential and 186 are commercial.

Widening improvements along US 41, through the Cities of Williston, High Springs, Dunnellon, and Inverness, would impact businesses adjacent to limited ROW. For example, the existing ROW including the existing roadway through the City of Williston and High Springs is approximately 60 feet.

Improving the University Avenue/US 441 intersection would either impact the University of Florida Campus or the Holiday Inn Hotel. In addition to ROW constraints, both the Alachua County and City of Gainesville's Comprehensive Plans state that all roadways (with the exception of I-75) should be limited to four travel lanes.

At the intersection of SR 40 and US 301, widening improvements would impact several businesses as well as the Clerk of Court Annex. In addition to ROW constraints, Marion County staff have stated that widening should not be considered.

7.2 Natural Constraints

Wetlands, conservation areas, floodplains, and the Paynes Prairie greenways and trails system exist within the study area. As part of the study, wetland impacts were quantified. Approximate wetland impacts would be 14 acres along US 41; 8 acres along US 441; and 14 acres along US 301.

Approximate impacts to conservation lands would be 16 acres along US 41; 2 acres along US 441; and 1/2 acre along US 301.

Approximate floodplain impacts would be 70 acres along US 41; 102 acres along US 441; and 188 acres along US 301.

No threatened or endangered species were observed along any of the alternative study corridors. Future studies will require additional listed species surveys to completely identify constraints.

There were specific environmental constraints addressed in the study that would impose challenges on the widening of I-75 and all of the alternate study corridors. The widening of US 41 could potentially impact Cooter Pond Park. Along I-75, US 441, and US 301, the widening could impact the Florida Greenways and Trails System, the historic Santo State Recreation Area, and the Santos Trailhead and Campground.

7.3 Cultural Constraints

In addition to social and natural impacts, there are also cultural sites and contamination sites adjacent to the parallel study corridors. Along the US 41 corridor within the City of Inverness, 3 historical buildings (Citrus County Courthouse, Masonic Temple of Citrus, and Bank of Inverness) and 47 contamination sites were identified.

Along the US 441 corridor within the City of Gainesville, 4 historical buildings (PK Yonge Old Laboratory and Mallory, Reid, and Yulee Halls) and 29 contamination sites were identified.

Along the US 301 corridor within the City of Ocala and the City of Belleview, 3 historical buildings (Belleview City Hall, Migrant House, and Belleview-Santos Elementary School) and 148 contamination sites were identified.

8 I-75 CAPACITY IMPROVEMENT OPTIONS

8.1 I-75 Short-Term Improvements

As part of this study, short-term improvements were developed to address traffic congestion concerns along I-75. These short-term improvements would help enhance safety, improve operations, and extend the life of the system before the need for additional lanes on I-75. Some of the key short-term improvements being considered include providing:

- Road Rangers Service Patrol
- Dynamic Message Signs
- Fiber Interconnection between Major Cities
- Signal Coordination on Arterials
- Enhanced Regional Transportation Management Center Operations

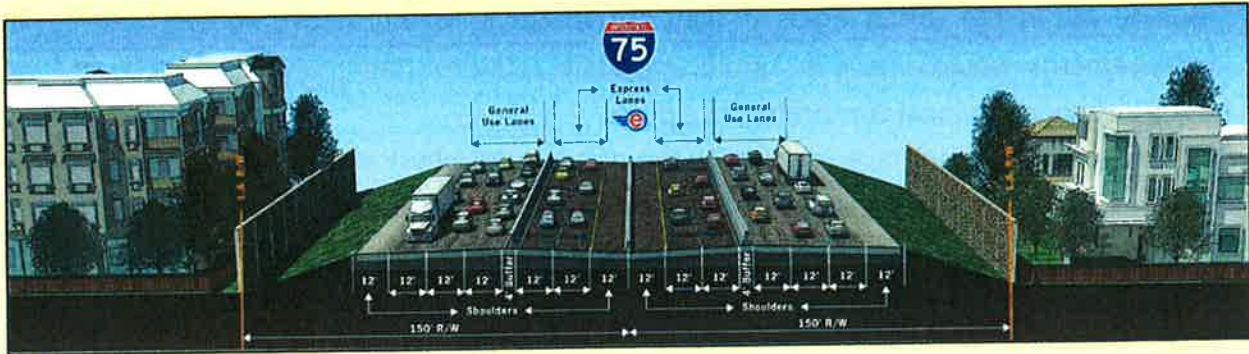
8.2 I-75 Ultimate Improvements

In addition to short-term improvements, this study also considered ultimate (long-term improvement) alternatives for I-75. The ultimate alternatives include the addition of general use lanes and/or express lanes. Truck only lanes were not found to be feasible based on the preliminary analysis and were not evaluated further in this study. An illustration of the General Use Lanes Alternative is shown below in **Figure 7** and an illustration of the Express Lanes Alternative is shown in **Figure 8**.

Figure 7 - General Use Lanes Alternative



Figure 8 - Express Lanes Alternative



8.3 Rail Feasibility Study

The I-75 Task Force recommendations included providing more choices for long-distance travel, including analyzing the feasibility of enhanced or new passenger rail services. FDOT has initiated a rail feasibility study to analyze the need for additional passenger service from Tampa to Jacksonville. As part of the I-75 North Master Plan, the potential for enhanced or new intercity passenger rail between Tampa Bay and Jacksonville is being studied, including an analysis of existing and historical rail corridors. Preliminary results indicate the projected ridership for enhanced or new service through the year 2040 would be similar to the existing ridership levels on the Amtrak Tampa to Jacksonville service via Orlando. Based on the anticipated ridership levels, new intercity passenger rail service between Tampa to Jacksonville is not anticipated to be cost-feasible or result in any substantial diversion of auto traffic from I-75.

9 SUMMARY AND CONCLUSION

The North I-75 Master Plan has evaluated recommendations from the I-75 Relief Task Force and concluded the following:

- I-75 is a unique corridor that experiences substantial increases in traffic during holidays, special events, and frequent closures due to incidents or weather. LOS failures occur presently due to non-recurring congestion and LOS failures are also anticipated in the next 10 to 12 years due to recurring congestion.
- Short-term and long-term capacity improvements are needed to the I-75 corridor to accommodate additional projected growth in freight, visitor, and local commuter traffic and to enhance public safety and emergency evacuation.

- Three parallel corridors, US 41, US 441, and US 301 would not serve as efficient diversion routes. These corridors would require significant improvements and substantial community impacts within the urban areas if they are to serve as alternative routes to I-75. These improvements would result in significant social, cultural, and natural impacts and would require changes to local comprehensive plans.
- I-75 widening will also have impacts to the natural and physical environment. Widening of I-75 does not address the issue of non-recurring congestion. Weather related congestion, incidents, and holiday/seasonal traffic affect the entire I-75 corridor. Currently, non-recurring congestion is responsible for failing conditions on I-75 for about 40 percent of the time in a year.


9.1 Next Steps

1. FDOT Districts 2 and 5, along with Central Office, are also considering several projects that would implement short-term improvements along I-75 before ultimate improvements are constructed.
2. The next step after this Master Plan is to initiate the next project phases for the critical segments of I-75 followed by Design and Construction phases as funding becomes available. FDOT Districts 2 and 5 have initiated a planning study for evaluating improvements along I-75. The limits of this study are from Wildwood in District 5 to I-10 in District 2.
3. Additionally, FDOT has initiated a rail feasibility study to analyze the need for additional passenger service from Tampa to Jacksonville. The ongoing study will document potential intercity passenger rail connections for further study as travel demand for rail increases.
4. This Master Plan focused only on existing facilities and determined the existing facilities (I-75, US 41, US 441, and US 301) cannot accommodate the recurring and non-recurring congestion. Capacity improvements to these corridors will have significant social, cultural, and natural impacts. It's FDOT's mission and goal to evaluate the state's long-term mobility needs to maintain acceptable operational and safety standards. New multimodal and multiuse corridors were recommendations of the I-75 Relief Task Force and should be further evaluated in future studies.



October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Transportation Disadvantaged Program -
Transportation Disadvantaged Community Transportation Coordinator Designation

RECOMMENDATION:

- **Recommend the use of the competitive request for proposals process to designate a Community Transportation Coordinator for Alachua County;**
- **Authorize the Executive Director to appoint a Technical Review Committee of at least three North Central Florida Regional Planning Council employees who have experience and knowledge of Florida's Transportation Disadvantaged Program; and**
- **Authorize the Technical Review Committee to review and assign points to the proposals and make a recommendation to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning the designation of the Community Transportation Coordinator for Alachua County.**

BACKGROUND:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the Designated Official Planning Agency for the Transportation Disadvantaged Program in Alachua County. The Florida Commission for the Transportation Disadvantaged requires that the designated official planning agencies use the competitive request for proposals process to recommend the designation of non-governmental Community Transportation Coordinators at the end of each contract period.

MV Transportation, Inc. is the designated Community Transportation Coordinator for Alachua County. MV Transportation, Inc.'s Memorandum of Agreement will expire June 30, 2018. Therefore, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must use a competitive request for proposals process to recommend the Community Transportation Coordinator for Alachua County.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will accept proposals from qualified agencies or firms for the award of a contract to coordinate transportation services for the transportation disadvantaged in Alachua County. The selected contractor will be the designated Community Transportation Coordinator under Florida's Transportation Disadvantaged Program, as authorized by Chapter 427, Florida Statutes, and more fully described in Rule 41-2, Florida Administrative Code.

A Technical Review Committee will be appointed by the Executive Director. The Technical Review Committee will be comprised of at least three North Central Florida Regional Planning Council employees who have experience and knowledge of Florida's Transportation Disadvantaged Program. Each Technical Review Committee member will assign points to the proposals. A numerical ranking will be established for all proposals sent to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The proposals and rankings by the Technical Review Committee will be provided to the Alachua County Transportation Disadvantaged Coordinating Board for review. The Board may provide non-binding comments concerning the proposals to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will review the recommendations of the Technical Review Committee and any comments provided by the Alachua County Transportation Disadvantaged Coordinating Board and forward a recommendation to the Florida Commission for the Transportation Disadvantaged concerning the designation of the Community Transportation Coordinator including any terms of designation. The Florida Commission for the Transportation Disadvantaged will make the final designation.

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



CA.10

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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Supplemental Joint Participation Agreement
Federal Transit Administration Section 5305 (d) Planning Funds

STAFF RECOMMENDATION

For Information Only

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives Federal Transit Administration Section 5305 (d) transit planning funds. Due to a formula recalculation, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will be receiving \$170,092 in federal funds that are matched with \$21,261 in state funds and \$21,261 in local funds.

The Florida Department of Transportation has submitted a request for a Supplemental Joint Participation Agreement (Exhibit 1). In order to receive these funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Chair has signed the Supplemental Joint Participation Agreement (Exhibit 2) under authority of Resolution No. 2016-06. The signed Supplemental Joint Participation Agreement has been submitted to the Florida Department of Transportation.

Attachments

t:\scott\sk18\mtpo\memo\section5305d_jpa_supp_oct30.docx

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

TRANSMITTED ELECTRONICALLY – September 27, 2017

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

**Re: Contract G0120 – FTA 5305(d) Transit Planning Funding Grant
Supplemental Agreement for FY2017 funds**

Dear Mr. Koons,

The Florida Department of Transportation requests approval of the attached **Supplemental Agreement 01** to **Contract G0120 – FTA 5305(d) Transit Planning** funding grant. This Supplement adds FY2017 funds to the existing contract. It is our understanding that Paragraph 6 of 2016-06, adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) on October 3, 2016, authorizes the Chair to execute Supplemental Agreements, without further Board action.

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

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams, Karen Taulbee

EXHIBIT 2

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT
Number SA-01

725-030-07
PUBLIC TRANSPORTATION
12/14
Page 1 of _____

Financial Project No(s): 411762-3-14-18 <small>(item-segment-phase-sequence)</small> Contract No.: G0120	Fund: DPTO Function: 615 Federal No.: FL-2016-066-00 DUNS No.: 80-939-7102	FLAIR Category: 088774 Object Code: 780000 Org. Code: 022020229 Vendor No.: 591834302002
Catalog of Federal Domestic Assistance Number: 20.505 CFDA Title:	Catalog of State Financial Assistance Number: _____ CSFA Title:	

THIS AGREEMENT, made and entered into this _____ day of _____, _____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter referred to as the Department, and Metropolitan Transportation Planning Organization for the Gainesville Urban Area, hereinafter referred to as Agency, 2009 NW 67th Place, Gainesville, FL 32653-1063

WITNESSETH:

WHEREAS, the Department and the Agency heretofore on the 15th day of December 2016 entered into a Joint Participation Agreement; and

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

WHEREAS, the Department desires to participate in all eligible items for this project as outlined in Attachment "A" for a total Department Share of \$42,262.00

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

1.00 Project Description: The project description is amended
Provide FY2017 Federal Transit Administration Section 5305(d) Grant for Transit Planning Assistance

2.00 Project Cost:

Paragraph 3.00 of said Agreement is increased/ decreased by \$212,614.00
bringing the revised total cost of the project to \$422,623.00.

Paragraph 4.00 of said Agreement is increased/ decreased by \$21,261.00
bringing the Department's revised total cost of the project to \$42,262.00.

3.00 Amended Exhibits:

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

4.00 Contract Time:

Paragraph 16.00 of said Agreement _____.

5.00 E-Verify

Vendors/Contractors:

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



CA.11

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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Administrative Amendment -
State Road 24 (Waldo Road) / State Road 331 (Williston Road) and
State Road 120 (North 23rd Avenue)
Streetlighting Preliminary Engineering

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

On July 27, 2017, the Florida Department of Transportation requested an administrative amendment to the Metropolitan Transportation Planning Organization Transportation Improvement Program regarding the Waldo Road/Williston Road Streetlighting Preliminary Engineering and North 23rd Avenue Streetlighting Preliminary Engineering projects in Exhibit 1. On July 31, 2017, a letter indicating approval of the Transportation Improvement Program administrative amendment in accordance with Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Resolution No. 10-8 (Exhibit 2) was transmitted to the Florida Department of Transportation. Exhibit 3 shows that the administrative amendment was electronically executed on August 1, 2017. This amendment enabled the Florida Department of Transportation to let the contracts for these projects prior to October 1, 2017.

Attachment

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

TRANSMITTED ELECTRONICALLY – July 27, 2017

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

Re: FDOT Administrative Amendment request for the Gainesville MTPO Transportation Improvement Program for FY 2016/17 – FY 2020/21

Dear Mr. Koons,

The Florida Department of Transportation requests your approval of the Administrative Amendment to the Transportation Improvement Program for FY 2016/17 through FY 2020/21 of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO). The amounts listed below are the total project costs to be shown in the TIP amendment report.

FPID	439804-1	PROJECT ID	SR 331 – from SW 16 th Ave. to NW 16 th Ave.
		Work Mix:	Lighting (Safety) TIP Page: 43, Table 8 #5
FY 2017			
	Preliminary Engineering	\$ 78,500	HSP (Highway Safety Program)
	TOTAL ADDED	\$ 78,500	

FPID	439805-1	PROJECT ID	120 – from US 441 to Waldo Road
		Work Mix:	Lighting (Safety) TIP Page: 42, Table 8 #2
FY 2017			
	Preliminary Engineering	\$ 62,000	HSP (Highway Safety Program)
	TOTAL ADDED	\$ 62,000	

This amendment adds the Preliminary Engineering (Design) phase for two safety lighting projects.

Both projects are in the TIP adopted by the MTPO on June 5, 2017, on the pages indicated in the tables above. These amendments are consistent with the guidance in the *FDOT MPO Program Management Handbook ("Handbook")*, **Section 5.12.4 – Administrative TIP Amendment between Start of the State and Federal Fiscal Years**. Specifically:

- a. The amendment takes place between July 1 and September 30;
- b. The project must appear in the amendment exactly as it appears in the newly adopted TIP; and
- c. The MPO Director has been authorized by the Board to approve Administrative TIP Amendments.

Section (9) of the MTPO Bylaws grants the Executive Director the authority to process Administrative Transportation Improvement Program amendments that meet the criteria defined in the *Handbook*.

The Department requests your prompt consideration of these Administrative TIP Amendments, so these important Safety projects may proceed.

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

Sincerely,

James M. Green

James M. Green

Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams, Karen Taulbee

EXHIBIT 2



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July 31, 2017

Mr. James M. Green, Gainesville MTPO/Alachua County Liaison
Florida Department of Transportation
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204-2730

RE: Fiscal Year 2016-17 through Fiscal Year 2020-21 Transportation Improvement Program
Administrative Amendment

Dear Jim:

In response to your letter dated July 27, 2017 concerning a request by the Florida Department of Transportation for an Administrative Amendment to the Fiscal Year 2016/17 through Fiscal Year 2020/21 Transportation Improvement Program, effective this date and by authority of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Resolution No. 10-8, the above referenced amendment for the projects described below is hereby approved.

FPID 439804-1	PROJECT ID State Road 331 – from SW 16th Avenue. to NW 16th Avenue	
Work Mix:	Lighting (Safety)	TIP Page: 43, Table 8 #5
FY 2017		
Preliminary Engineering	\$ 78,500	HSP (Highway Safety Program)
TOTAL ADDED	\$ 78,500	
FPID 439805-1	PROJECT ID State Road 120 – from US 441 to Waldo Road	
Work Mix:	Lighting (Safety)	TIP Page: 42, Table 8 #2
FY 2017		
Preliminary Engineering	\$ 62,000	HSP (Highway Safety Program)
TOTAL ADDED	\$ 62,000	

If you have any questions concerning this matter, please call me at 352.955.2200, ext 101.

Sincerely,

Scott R. Koons, AICP
Executive Director

t:\scott\sk18\tip\tipamend4lighting.docx

Mike Escalante

From: Green, James [James.Green@dot.state.fl.us]
Sent: Tuesday, August 01, 2017 4:00 PM
To: Mike Escalante
Cc: Taulbee, Karen; Scott Koons
Subject: RE: Admin TIP Amendments - more

Thank you.
Jim G.

From: Mike Escalante [mailto:escalante@ncfrpc.org]
Sent: Tuesday, August 01, 2017 3:55 PM
To: Green, James
Cc: Taulbee, Karen; Koons, Scott
Subject: RE: Admin TIP Amendments - more

STIP website has been check-marked for MPO approval. mike



*Michael B. Escalante, AICP
Senior Planner
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 114
Fax: 352.955.2209*

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Green, James [mailto:James.Green@dot.state.fl.us]
Sent: Tuesday, August 01, 2017 3:46 PM
To: Mike Escalante
Cc: Taulbee, Karen
Subject: FW: Admin TIP Amendments - more
Importance: High

Mike

Once you sign the STIP amendments, send an email to me and to Karen – I will be out of the office tomorrow, and she can sign it for the District and get it up to Central Office.

Thank You!!!
Jim

From: Green, James
Sent: Tuesday, August 01, 2017 3:40 PM
To: Mike Escalante (escalante@ncfrpc.org)
Subject: Admin TIP Amendments
Importance: High

Mike

I have submitted the Admin TIP Amendments, I think you need to “sign” them.
Jim

James Green
Gainesville MTPO / Alachua County Liaison
Florida Department of Transportation – District 2
Planning, Jacksonville Urban Office – MS 2806
2198 Edison Avenue

Jacksonville, FL 32204-2730
904-360-5684
Email: james.green@dot.state.fl.us



PLEASE NOTE: Florida has very broad public records laws. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communication may therefore be subject to disclosure.

NEW WEB ADDRESS: The FDOT's web address has changed from www.dot.state.fl.us to www.fdot.gov.




**North
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Florida
Regional
Planning
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CA.12

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October 23, 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

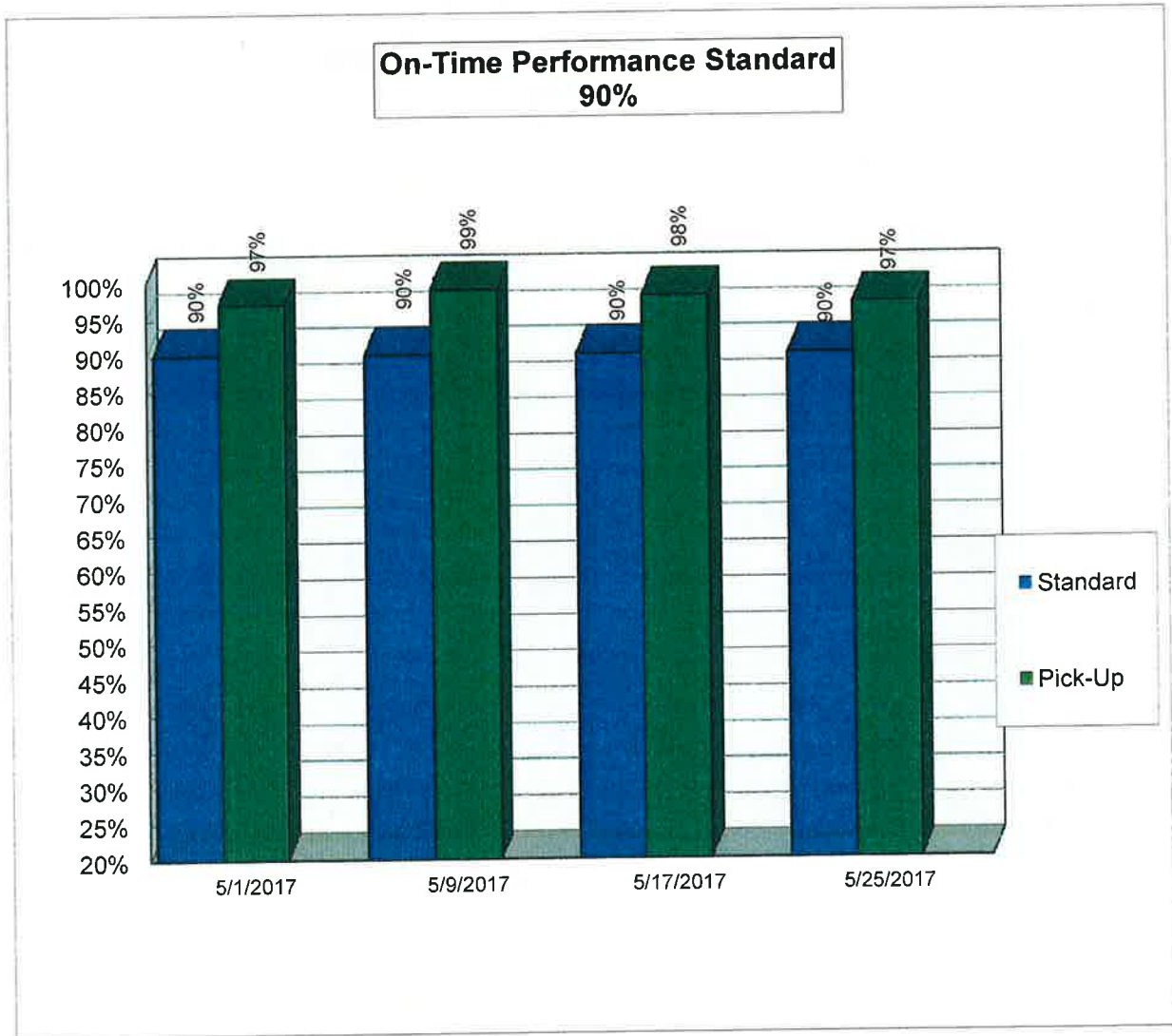
Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Reports
May - July 2017:
 - On-time performance
 - Complaints
 - Call hold time
 - Accidents
 - Roadcalls
2. MV Transportation Operations Report July 2016 - July 2017.

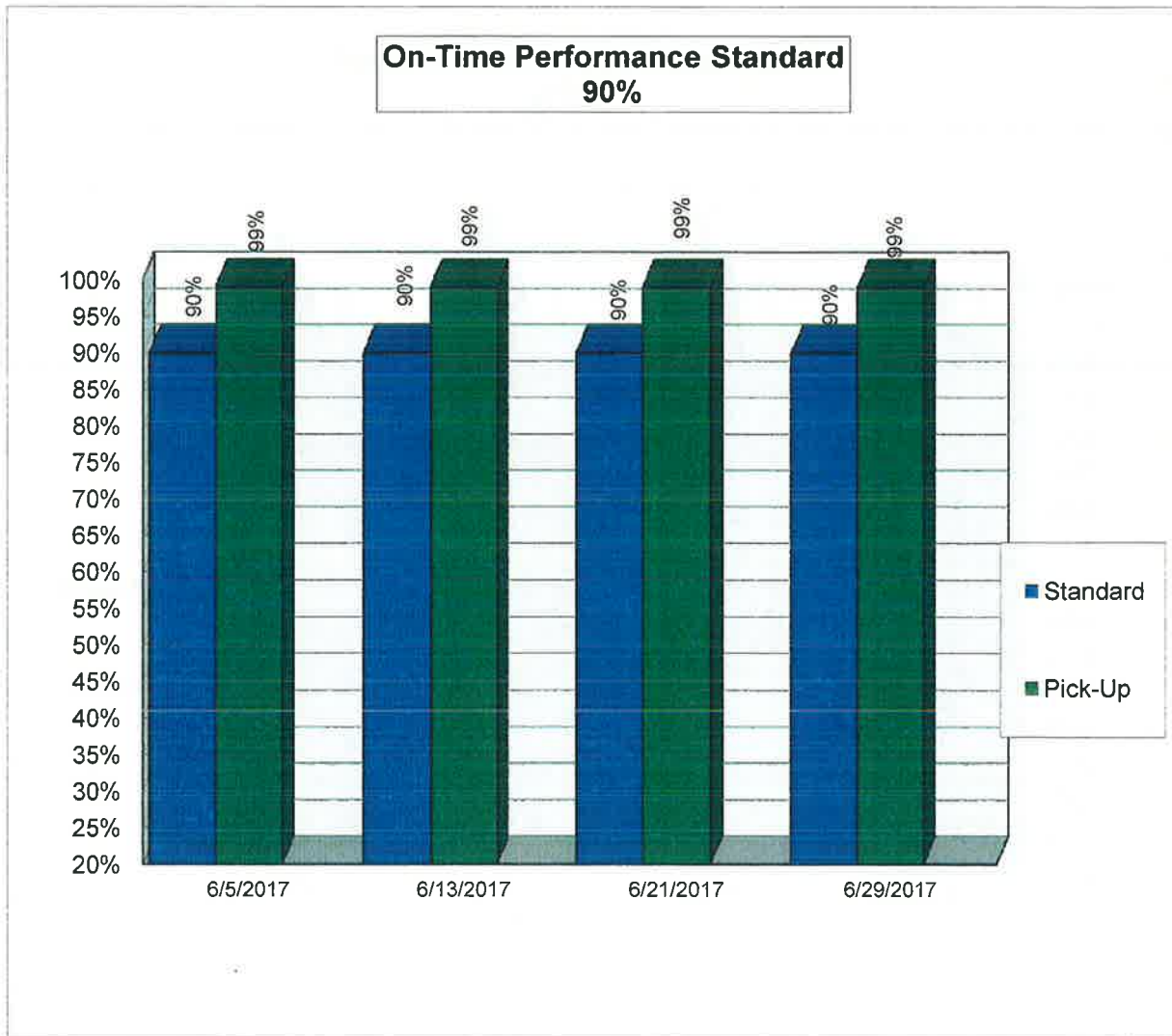
Attachments

t:\ynn\td2017\alachua\memos\statmtpooc.docx

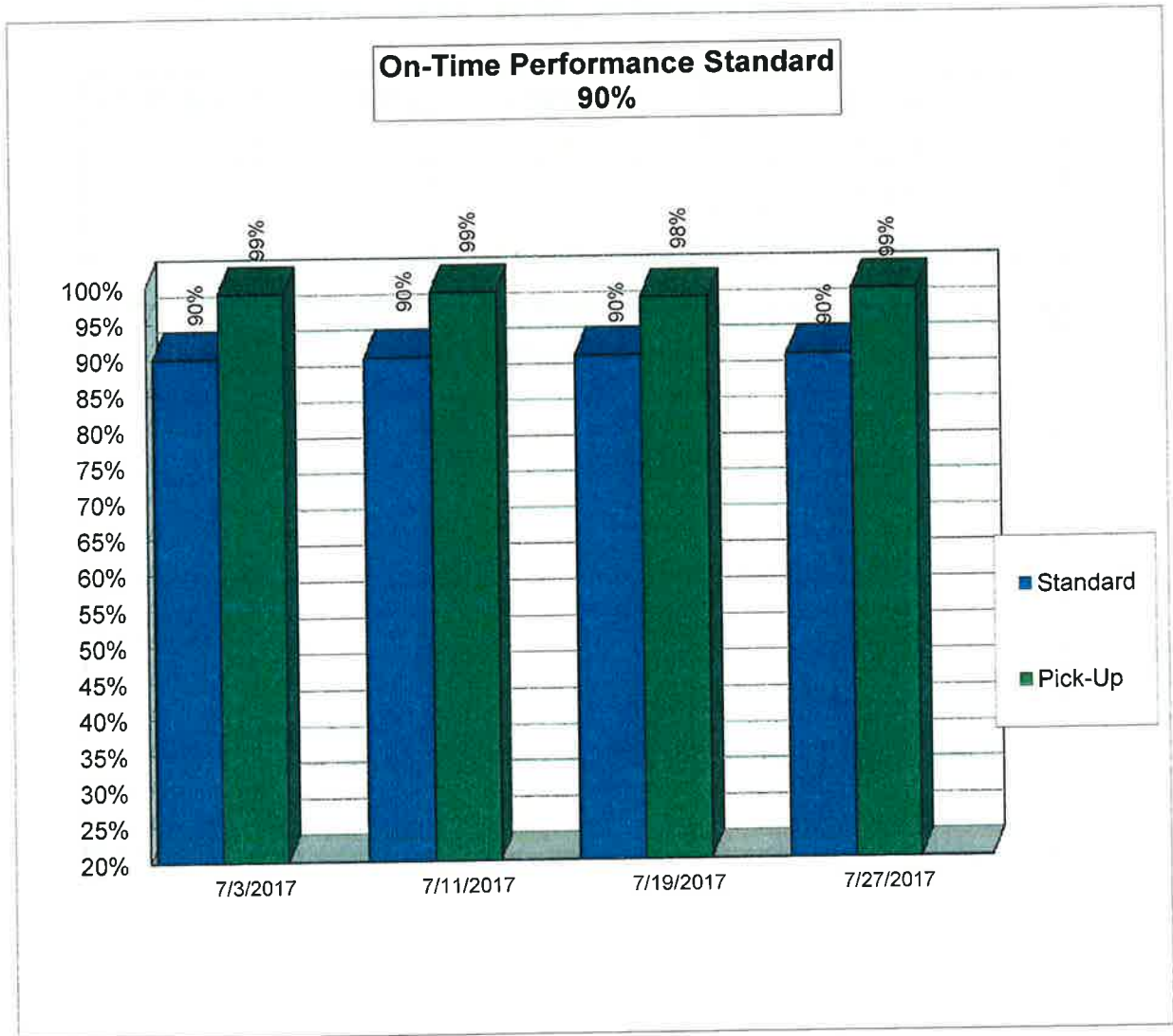
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, MAY 2017**



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE 2017**



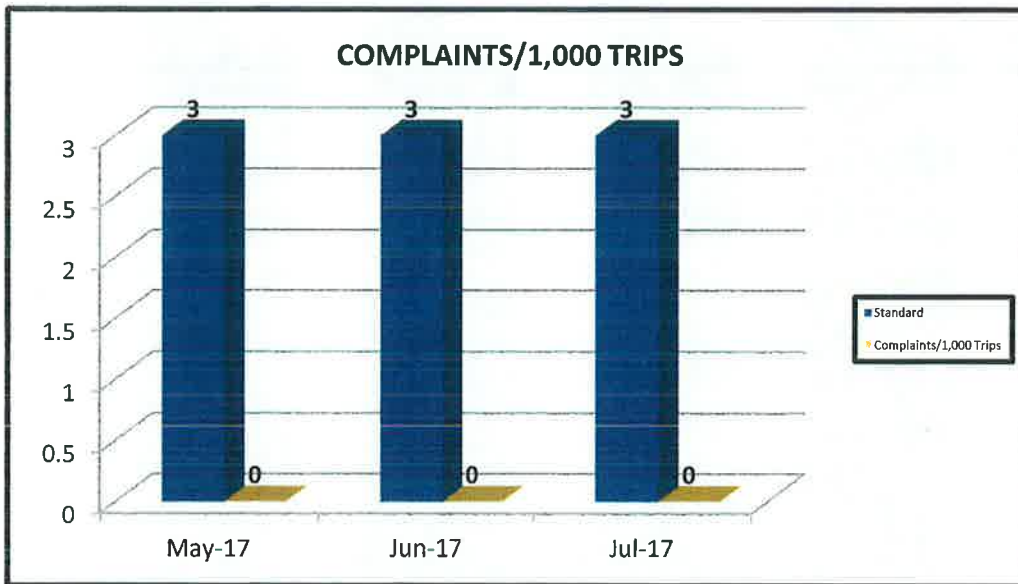
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JULY 2017**



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

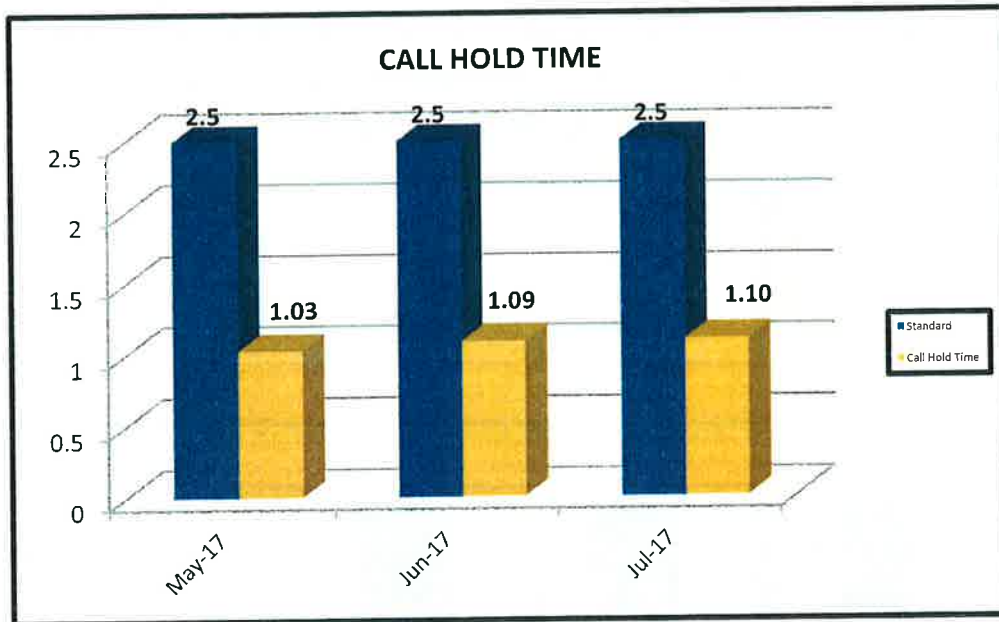
ALACHUA COUNTY, MAY 2017 - JULY 2017

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
May-17	3	0
Jun-17	3	0
Jul-17	3	0



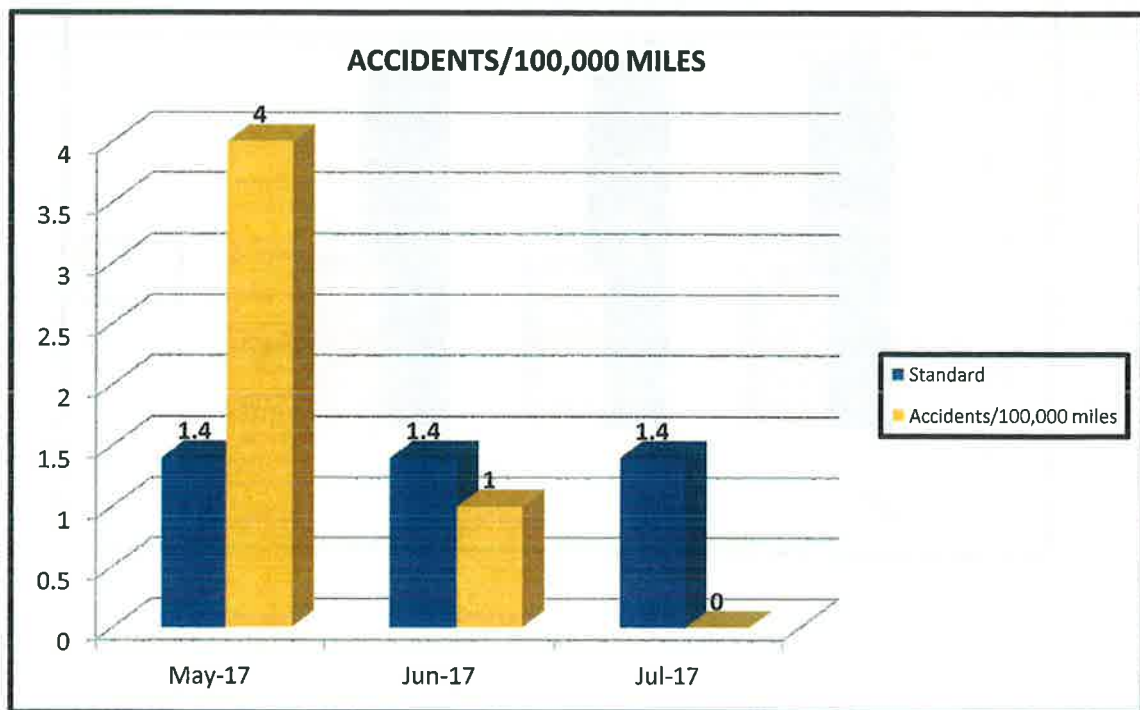
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, MAY 2017 - JULY 2017**

MONTH	STANDARD	CALL HOLD TIME
May-17	2.5	1.03
Jun-17	2.5	1.09
Jul-17	2.5	1.10



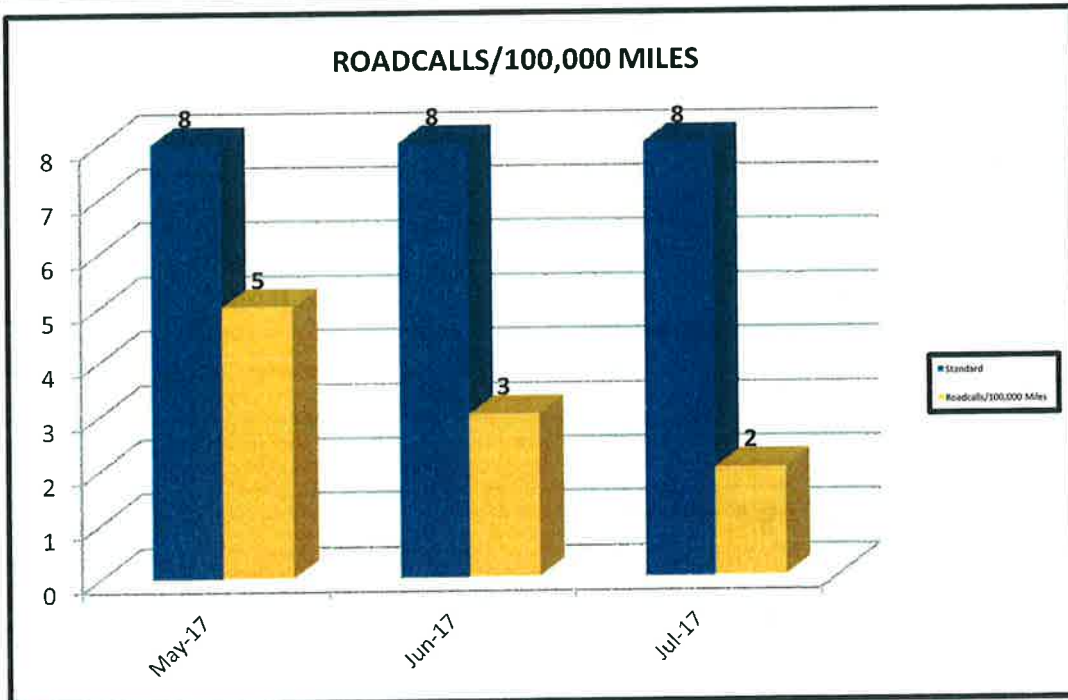
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY MAY 2017 - JULY 2017**

MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
May-17	1.4	4
Jun-17	1.4	1
Jul-17	1.4	0



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, MAY 2017 - JULY 2017**

MONTH	STANDARD	ROADCALLS/100,000 MILES
May-17	8	5
Jun-17	8	3
Jul-17	8	2



2016-2017 OPERATING DATA	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
Total No Trips Invoiced	6,992	7,679	7,102	7,001	7,038	6,516	7,102	7,128	7,999	7,416	8,035	7,725
HMO Medicaid (Access to Care)	855	379	353	334	352	281	319	0	0	0	0	0
HMO Medicaid (MTM)	208	170	202	167	169	160	152	152	158	139	155	144
Transportation Disadvantaged Program	1,629	1,734	1,798	1,601	1,730	1,478	1,683	1,833	1,859	1,738	1,776	1,710
Mobility Enhancement Grant Program - Bus Passes	133	88	229	193	212	136	138	225	338	307	225	189
City of Gainesville ADA Service	3,750	4,639	4,024	4,052	3,826	3,794	4,097	4,188	4,765	4,283	4,728	4,729
Florida Department of Transportation 5311	178	127	148	172	175	113	126	0	0	157	285	228
Florida Department of Transportation 5310	124	150	108	113	119	68	62	129	292	191	263	194
Alachua County	229	446	447	535	545	401	488	563	546	570	570	141
Elder Care	29	34	22	27	122	221	37	38	41	31	33	30
Total Vehicle Miles	98,231	105,351	98,987	92,009	97,066	91,331	97,503	98,025	106,426	97,145	96,136	95,749
Total Vehicle Hours	5,814	6,368	6,037	5,873	5,854	5,573	6,103	5,909	6,362	6,160	6,551	6,319
Average Miles per Trip	14	14	14	13	14	14	14	14	13	13	12	12
Number of No Shows	312	296	296	221	275	201	255	280	386	392	300	311
Number Trips Denied	0	0	0	0	0	0	0	0	0	0	0	0
Preventable Accidents	0	1	1	4	0	1	1	0	1	0	4	1
RoadCalls	3	2	2	1	3	1	0	1	3	2	5	3
Commendations	8	6	8	10	8	12	9	16	11	6	10	8
Complaints	5	4	5	3	4	5	2/7,102	8/7,128	4/7,999	2/7,416	3/8,035	2
Telephone Calls	9,288	10,073	9,596	9,647	8,864	8,165	9,068	9,197	9,659	9,073	10,368	9,656
Average Call On-Hold Time	1.25	1.24	1.07	1.13	1.08	1.11	1.1	1.11	1.13	1.12	1.03	1.09

2017-2018 OPERATING DATA	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Total No Trips Invoiced	6,944											
HMO Medicaid (Access to Care)	0											
HMO Medicaid (MTM)	149											
Transportation Disadvantaged Program	1472											
Mobility Enhancement Grant Program - Bus Passes	250											
City of Gainesville ADA Service	4306											
Florida Department of Transportation 5311	296											
Florida Department of Transportation 5310	333											
Alachua County	98											
Elder Care	40											
Total Vehicle Miles	90,357											
Total Vehicle Hours	5,678											
Average Miles per Trip	13											
Number of No Shows	287											
Number Trips Denied	0											
Preventable Accidents	0											
RoadCalls	2											
Commendations	6											
Complaints	2											
Telephone Calls	9,463											
Average Call On-Hold Time	1.10											



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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: Florida Strategic Highway Safety Plan

STAFF RECOMMENDATION

For information only.

BACKGROUND

The Florida Department of Transportation has provided a copy of its Florida Strategic Highway Safety Plan.

Attachment

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FLORIDA STRATEGIC HIGHWAY
SAFETY PLAN



**DRIVING DOWN
FATALITIES**



0

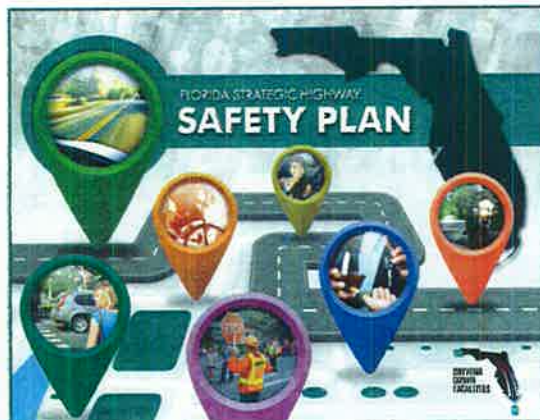
OCTOBER 2016



Florida Transportation Plan Policy Element December 2015

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida, created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP includes a 50-year Vision Element, a 25-year Policy Element, and a five-year Implementation Element.

www.floridatransportationplan.com



Florida Strategic Highway Safety Plan August 2016

The Strategic Highway Safety Plan (SHSP) was developed as a part of the FTP Implementation Element to address highway safety and aligns with the FTP Vision Element and FTP Policy Element. The SHSP is a statewide, data-driven safety plan for all of Florida's road users. The plan is the state's five-year comprehensive roadway safety plan for achieving Florida's vision of zero traffic-related fatalities. The SHSP includes 13 Emphasis Areas that guide Florida's safety efforts.

www.fdot.gov/safety/



For more information regarding the Strategic Highway Safety Plan please contact:

FDOT Safety Office
(850) 414-3100

www.fdot.gov

For more information on the Florida Transportation Plan please contact:

FDOT Office of Policy Planning
(850) 414-4800



Letter From the FDOT Secretary

Dear Traffic Safety Partner:

Thank you for being a part of Florida's transportation and traffic safety team and making the Florida Strategic Highway Safety Plan (SHSP) a reality. Safety is our top priority.

Florida's safety belt usage rate continues to move toward nearly 90 percent, almost three percent higher than the national average. In recent years we have strengthened our traffic safety laws by requiring booster seats for children up to six years old and by prohibiting texting while driving. We have increased awareness about traffic safety, especially in the area of bicycle and pedestrian safety. The condition of our state roads and bridges is among the best in the nation. However, our collective vision of a fatality-free transportation system will continue to require a united emphasis on traffic safety, using all the tools we each have in our toolboxes.

The four Es of traffic safety - engineering, education, enforcement, and emergency services, working together - is the vehicle that will ultimately get us to a fatality-free transportation system. **Driving Down Fatalities**, a Toward Zero Deaths initiative, is our traffic safety vision. One life lost is too many. Continuous collaboration with federal, state, regional, and local governments, advocacy groups, law enforcement, and emergency responders across the state makes us all more effective in reducing fatalities.

Florida continues to rank among the top travel destinations in the world and our beautiful climate and strong economy make us a sought-after place to live. We recognize, however, that being a great place to live, learn, work, and play also requires a safe and reliable transportation system. As technology moves forward with new and exciting ways to travel, Florida will remain a leader in embracing innovations while also ensuring the safety and security of the people who use our roadways. To that end, we thank each and every one of our traffic safety partners for your tireless work.

Whether you drive, walk, or ride: Look for Motorcycles, Buckle Up, Drive Sober, and Put it Down.

Sincerely,



Jim Boxold, Secretary



Traffic Safety Partner Pledge

Vision: **A Fatality Free Transportation System**

We support the national vision of
"Toward Zero Deaths"

We share the vision of a
fatality-free roadway system

We serve as **ambassadors of traffic safety**,
including the promotion of the Strategic Highway
Safety Plan and its goals

Jim Baxbold, Secretary
Florida Department of Transportation

Terry L. Rhodes, Executive Director
Florida Department of Highway Safety and Motor Vehicles

Colonel Gene Spaulding, Director
Florida Highway Patrol

Sheriff Bobby Schultz, Chairman
Florida Sheriffs Association

Chief Brett Railey, President 2015-2016
Florida Police Chiefs Association

Mayor Susan Haynie, Chair
Metropolitan Planning Organization Advisory Council

Tom Byron, P.E., Executive Director
Florida Rail Enterprise

Ramon D. Gavarrete, P.E., Past-President
Florida Association of County Engineers
and Road Superintendents

James Christian, Division Administrator
Federal Highway Administration

Carmen Hayes, Regional Administrator
National Highway Traffic Safety Administration

Jeff Sanderson, Division Administrator
Federal Motor Carrier Safety Administration



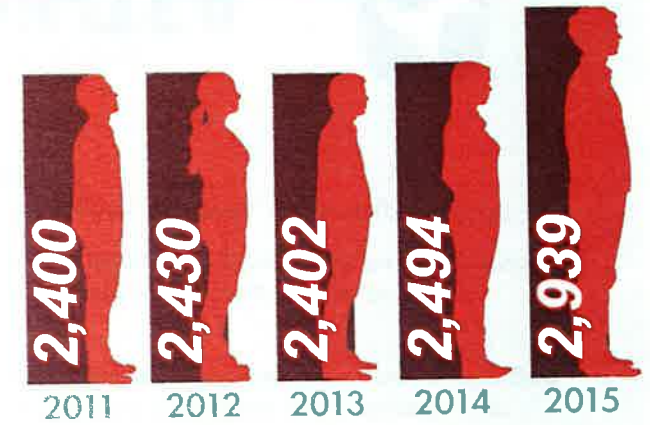
Introduction

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. Between 2011 and 2015, 12,665 people died on Florida's roadways and an additional 102,759 were seriously injured. The Florida Department of Transportation (FDOT) and its partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable.

The Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners. The SHSP is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans. The SHSP and safety plans for other modes align not only with the Florida Transportation Plan (FTP) but also with national programs funded by the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), and the National Highway Traffic Safety Administration (NHTSA).

The data-driven SHSP focuses on 13 Emphasis Areas, which reflect ongoing and emerging highway safety issues in Florida. Key strategies related to each Emphasis Area are identified, as well as overarching strategies that apply across Emphasis Areas. These strategies align with the "4 Es" - engineering, education, enforcement, and emergency response. The SHSP also defines a framework for implementation activities to be carried out through strategic safety coalitions and specific activities by FDOT, other state agencies, metropolitan planning organizations, local governments, and other partners.

Number of People Killed on Florida's Roadways (2011-2015)



Vision: ZERO DEATHS

Source: Department of Highway Safety and Motor Vehicles (2016).

What's Inside...

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What Key Trends Are Shaping Florida's Transportation System?.....	4	Commercial Motor Vehicles.....	19
How Can We Improve Safety On Both State and Local Roads?.....	6	Speeding and Aggressive Driving.....	20
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How is Each Emphasis Area Organized?	11	Work Zones.....	23
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How Was the Strategic Highway Safety Plan Developed?

The 2016 SHSP was updated through collaboration with Florida’s safety partners. It is aligned with and builds on the recently adopted FTP, the state’s long-range transportation plan. Both the FTP and the SHSP share the vision of a fatality-free roadway system to protect Florida’s 20 million residents and more than 105 million annual visitors.

The SHSP update process included:

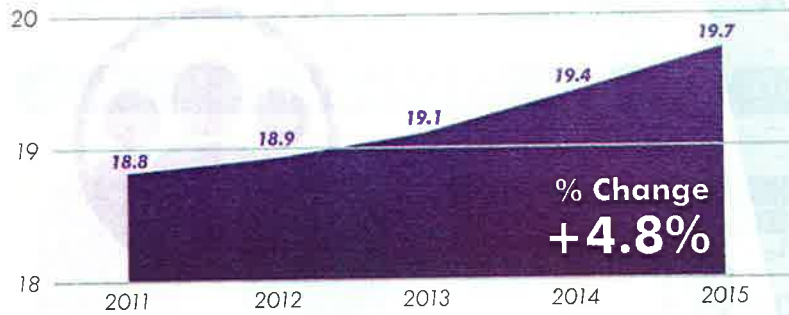
- Analysis of safety data collected by FDOT, the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and other sources to identify trends in the number of traffic fatalities and serious injuries and factors often associated with these events. All data presented in the SHSP are from DHSMV for 2011 to 2015 unless otherwise noted. This plan was developed using the most recent data available at the time of plan approval.
- Consideration of extensive partner and public input gathered through the FTP update process in 2015. This process engaged more than 15,000 participants through a 35-member Steering Committee, four advisory groups, three statewide events, 13 regional forums and workshops, and more than 350 partner briefings. This input reaffirmed the state’s commitment to maintaining a safe and secure transportation system for residents, visitors, and businesses. The process also highlighted several safety issues of concern to the public, including bicycle and pedestrian safety, commercial vehicles, the impacts of changing technologies, and the role of design and operational decisions in creating a safe environment.
- Coordination with eight strategic safety coalitions representing statewide, regional, and local partners from both the public and private sectors. These coalitions provided targeted input on the emphasis areas specifically related to their current strategic plans, and defined key strategies for the next five years.
- Coordination with Florida’s 27 metropolitan planning organizations (MPOs), including review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through Florida’s Metropolitan Planning Organization Advisory Council.
- Review and approval by:





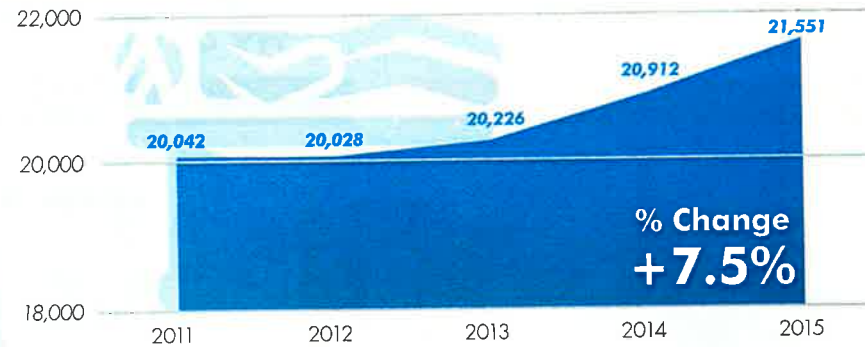
What Factors Influence Fatalities?

Florida Population (in millions)



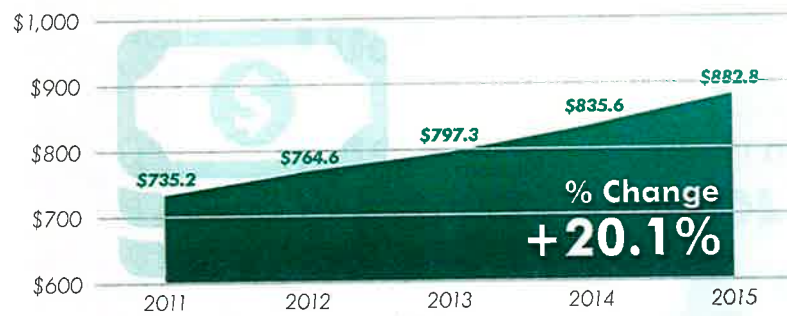
Source: University of Florida, Bureau of Economic and Business Research (2016)

Florida Serious Injuries



Source: Florida's Integrated Report Exchange System (FIRES) (2016)

Florida Gross Domestic Product (in billions of dollars)



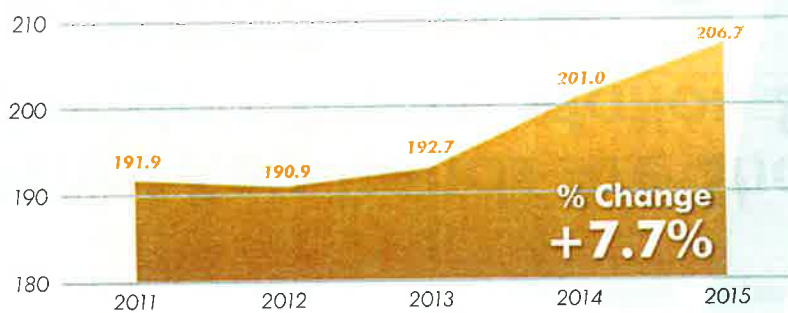
Source: U.S. Bureau of Economic Analysis (2016)

Florida Fatality Rate

1.42 per
100 Million
Vehicle Miles Traveled

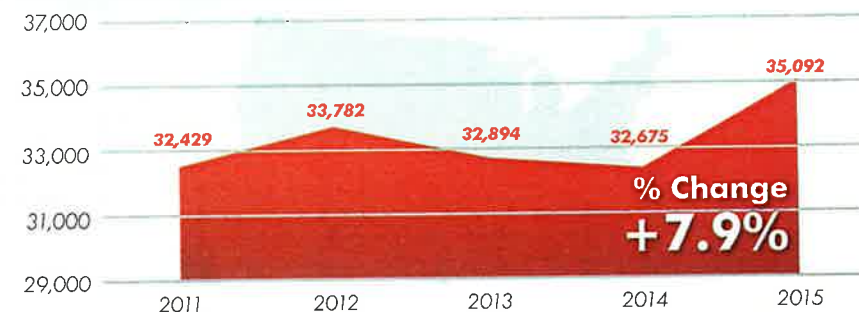
Source: Florida Department of Transportation; Department of Highway Safety and Motor Vehicles (2016)

Florida Vehicle Miles Traveled (in billions)



Source: Florida Department of Transportation (2016)

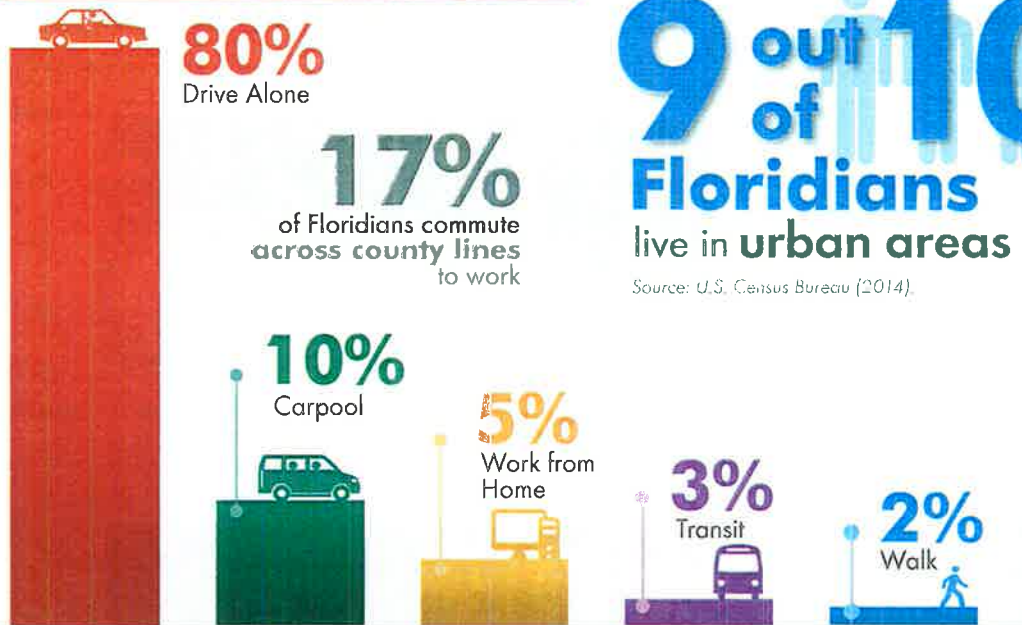
Total Fatalities Nationwide



Source: National Highway Traffic Safety Administration (2016)

What Key Trends Are Shaping Florida's Transportation System?

Floridians' driving habits



Source: U.S. Census Bureau (2013)



Source: U.S. Census Bureau (2014)

Licensed Drivers 65+ increased by 12.0% (2011-2015)



increased by **12.0%**
(2011-2015)

Licensed Teen Drivers decreased by 4.6% (2011-2015)



decreased by **4.6%**
(2011-2015)

Source: Florida Department of Highway Safety and Motor Vehicles, (2016)

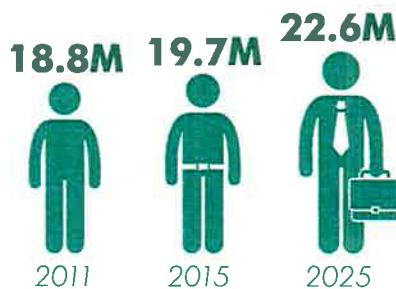
More aging road users on Florida's roads



These users tend to have a harder time seeing, reacting to, and recovering from events that cause crashes.

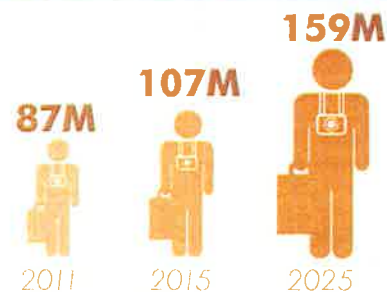
Source: Bureau of Economic and Business Research (2016)

Growth in population



Source: Bureau of Economic and Business Research (2016)

Growth in visitors



Source: Florida Office of Economic and Demographic Research (2015)

Technology is changing how we move

28% of Americans age **18-29** have used on-demand ride sharing services

Frequent users are **less likely** to own a car and **more likely** to take transit, walk, or ride a bike

Source: Pew Research Center (2015)



Google has autonomously driven more than **1.5 Million Miles** Nationally

Source: Google Self-Driving Car Project (2016)

Floridians are choosing non-automobile modes more often

Transit Boardings

↑6% between 2011 and 2014
Source: FDOT (2015)

Walking to Work

↑2% between 2011 and 2014
Source: Bureau of Economic and Business Research (2016)

Motorcycle Endorsements

↑13% between 2011 and 2015
Source: Department of Highway Safety and Motor Vehicles (2016)

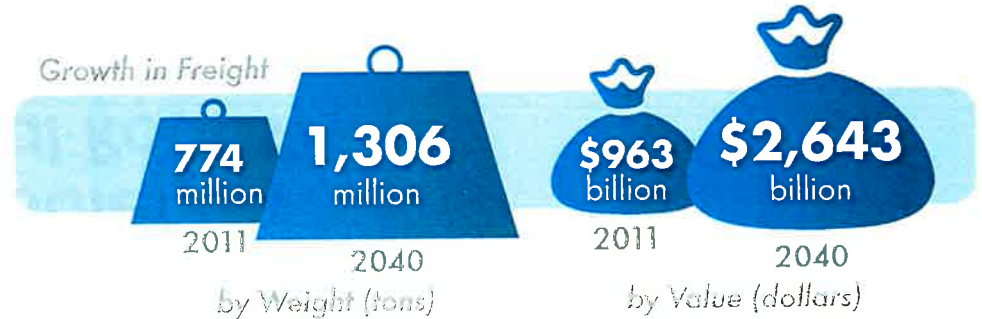
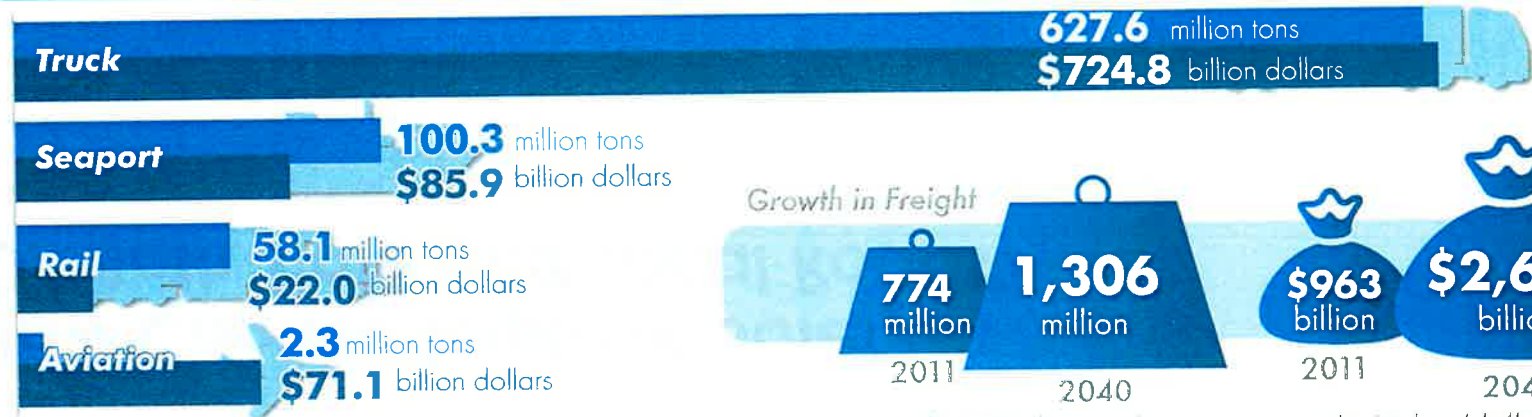
Bicycling to Work

↑39% between 2011 and 2014
Source: Bureau of Economic and Business Research (2016)

90% of the U.S. population owns a cellphone and **20%** use their phone for real time traffic or transit information

Source: Gartner, Inc., "Predictis 2015: The Internet of Things" (2014)

Freight growth is putting more trucks on Florida's roadways



Sources: Truck and Rail - FHWA Freight Analysis Framework 3.4 (2011); Aviation - FAA Air Carrier Activity Information System (2011); Seaport - Florida Ports Council Five Year Seaport Mission Plan (2011).

Source: Federal Highway Administration, Freight Analysis Framework 3.4 (2011).



How Can We Improve Safety On Both State and Local Roads?

Florida's transportation system is large, multimodal, and owned by a number of entities including the state government, local governments (cities and counties), the federal government, and the private sector. When someone travels on a roadway, they rarely think about who owns it. Roadway ownership, however, matters because improvements and maintenance are the responsibility of the owner.

Florida's SHSP is aimed at all public roads. Federal Highway Administration safety funding can be used for state and local safety projects. In developing the SHSP, efforts were made to reach out to local engineers and planners and the state's 27 MPOs to provide information on ways to improve safety. Local roads account for 39 percent of roadway fatalities. That is why coordination and collaboration through the SHSP is important as it helps achieve a shared vision for safety.

Florida has some of the largest urbanized areas in the country as well as many rural areas. Strategies for improving safety on urban roadways are different than the strategies used for improving safety on rural roads and each have their own set of challenges. Rural areas, for instance, often have more narrow, two-lane roadways and can lack shoulders alongside the roadway. Florida is focused on reducing crashes on all roads including high risk rural road segments. The state implements safety countermeasures based on funding availability and works closely with local governments and agencies to support efforts for local road system enhancements.

Arrive Alive Initiative

Florida's safety partners and stakeholders have come together to revitalize the Arrive Alive initiative. Arrive Alive is an education campaign Florida has used in the past that will be improved by including data analytics, data-driven concepts, and consistent statewide messaging and best practices. The new Arrive Alive initiative will include an identification of corridor segments with a high number of fatalities, roadway safety assessments (RSAs) to identify the major safety issues with those corridor segments, and targeted education and enforcement efforts to reduce fatalities and serious injuries.

Florida's Transportation System

State Highways

12,116 Centerline Miles
10% of All Intersections
60% of Total Fatalities

Local Roads

108,264 Centerline Miles
88% of All Intersections
39% of Total Fatalities

Rail-Highway Crossings

3,731 Public At-Grade Crossings
1,245 Private At-Grade Crossings

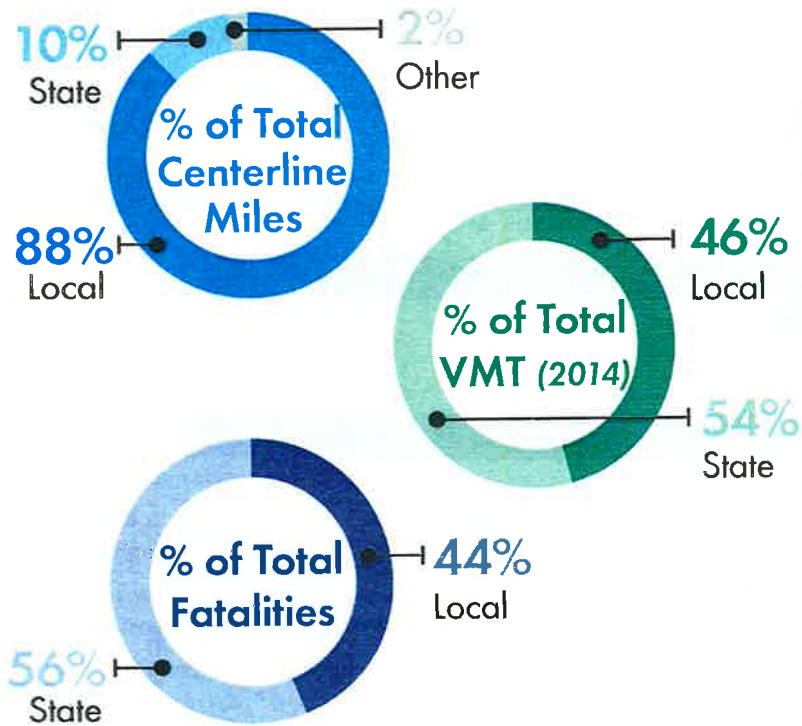
Bicycle/Pedestrian

7,418 Miles of Bicycle Facilities on State Highway System
3,627 Miles of Pedestrian Facilities on State Highway System

Source: Florida Department of Transportation (2016).



Comparing State and Local Roads

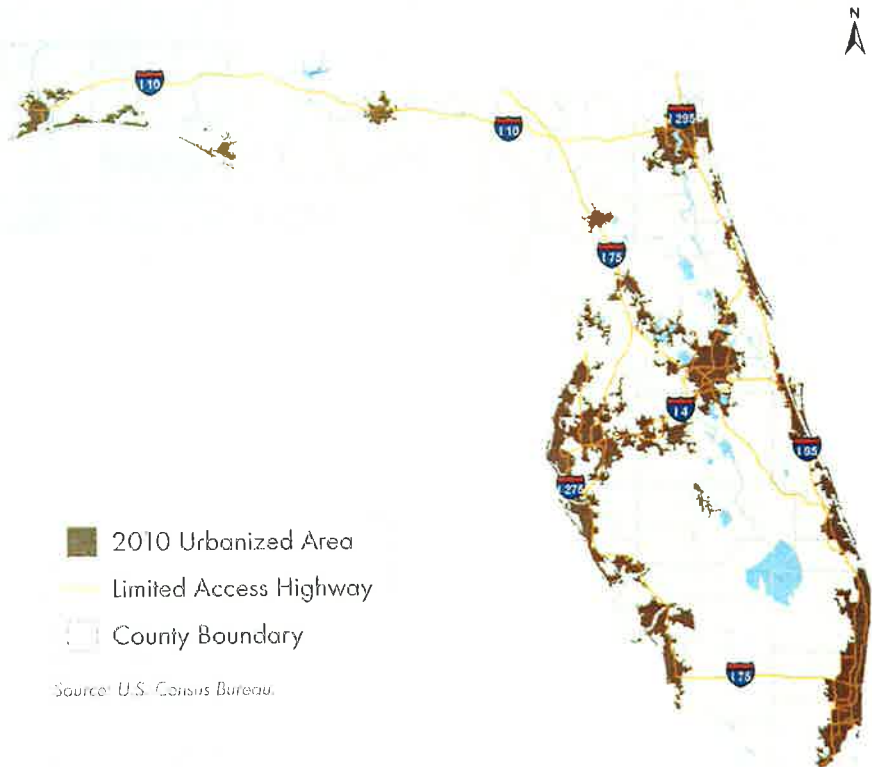


Source: Florida Department of Transportation (2015)

67 counties
 411 cities
 27 MPOs
 in Florida

The SHSP guides state and local governments in addressing safety, helps them coordinate the safety performance measures required for states and MPOs, and addresses federal funding through the Highway Safety improvement Program (HSIP). To qualify for HSIP funding, a project must be reflected in the SHSP.

Involvement and coordination with the SHSP serves local constituencies by improving the transportation system and the quality of life for residents and visitors. Most importantly, it saves lives.



Source: U.S. Census Bureau

0 50 100 Miles

What Are the SHSP Emphasis Areas?

Thirteen Emphasis Areas are the primary focus for Florida's traffic safety improvement efforts. The Emphasis Areas were identified through a collaborative process that included:

- Review of fatality and serious injury data from 2011 to 2015 to identify and set priorities among Florida's most serious crash problems;
- Input from the existing strategic safety coalitions, MPOs, and other partners; and
- Consideration of public input from the FTP update process.

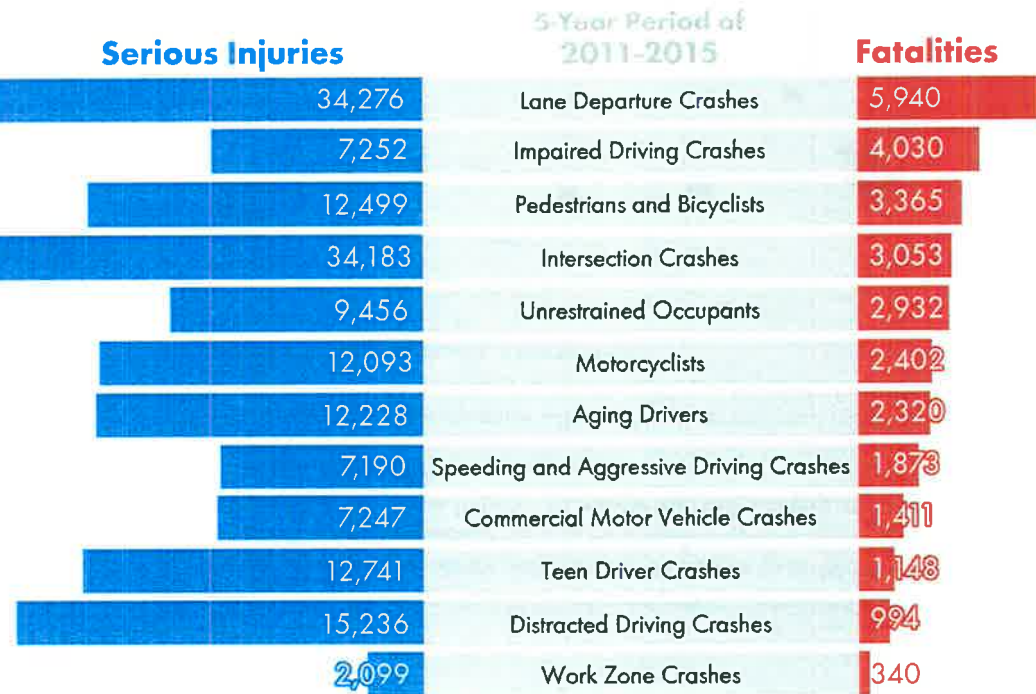
Safety coalitions oversee many emphasis areas and develop detailed strategic plans that identify targeted strategies and actions to reduce fatalities and serious injuries for each Emphasis Area. Florida relies on the "4 Es" - engineering, education, enforcement, and emergency response - as a tool to guide decision-making for improving roadway safety. The "4 Es" are used to help identify and organize overarching strategies that help guide the safety coalitions and other partners.

A Leading E is identified for each Emphasis Area to help focus implementation activities. The Leading E reflects the most common and most effective safety solutions related to each Emphasis Area. Identification of the Leading E does not limit the types of actions that can be undertaken to improve safety for that Emphasis Area.

CRASH REPORT

- Lane Departure
- Speeding and Aggressive Driving
- Aging Road User
- Teen Driver
- Distracted Driving
- Intersection Crash

Teen driver was distracted by a cell phone. He was speeding around a curve and departed the roadway colliding with a tree.



Note: Multiple factors are involved in almost every crash.

Source: Department of Highway Safety and Motor Vehicles (2016).

For example, while Enforcement is identified as the Leading E for Speeding and Aggressive Driving, many Education and Engineering actions also can be taken to reduce fatalities and serious injuries caused by these types of crashes.

Emergency Response is a unique "E" because it is not directly related to preventing crashes, but rather supports the other "Es" by helping reduce fatalities or serious injuries through improving the response to crashes after they occur. For this reason Emergency Response is not identified as a Leading E for any of the Emphasis Areas.

Like the SHSP, each coalition's strategic plan is data driven, increasing the importance of high quality traffic records and information systems. Overarching strategies are identified for traffic records and information systems even though it is not considered one of the "4 Es."





What Are the Overarching SHSP Strategies?

Engineering

Identify, develop, and deploy **engineering solutions** and best practices that encourage safe driving behavior and reduce roadway fatalities and serious injuries.

Incorporate policies and practices into **roadway design, construction, operation, and maintenance** that make Florida's transportation system safer for all users.

Ensure infrastructure design allows for **safe and efficient access for first responders**.

Enforcement

Increase **targeted enforcement activities** in high-crash locations and at relevant times.

Increase enforcement of **high-risk driving behaviors**.

Coordinate with prosecutors and the courts to **improve prosecution and adjudication** of traffic safety-related cases.

Education

Educate all road users on **sharing the road**.

Develop and implement communication strategies for all road users and **improve public awareness** of highway safety.

Increase training and educational opportunities for first responders and other traffic safety partners focused on reducing roadway-related fatalities and serious injuries.

Increase motorists' **understanding of engineering solutions and best practices**, and vehicle technologies that can reduce the number and injury severity of crashes.

Emergency Response

Improve emergency response time.

Provide training to first responders to **improve trauma management**.

Facilitate the **quick clearance of traffic crashes**.

Traffic Records and Information Systems

Develop, maintain, and enhance **quality traffic records** by ensuring data are timely, accurate, complete, uniform, integrated, and accessible.

Develop a systematic approach for identifying locations and behaviors related to fatal and serious injury crashes.

Promote the **collection, analysis, and distribution** of quality crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.





How Is Each Emphasis Area Organized?

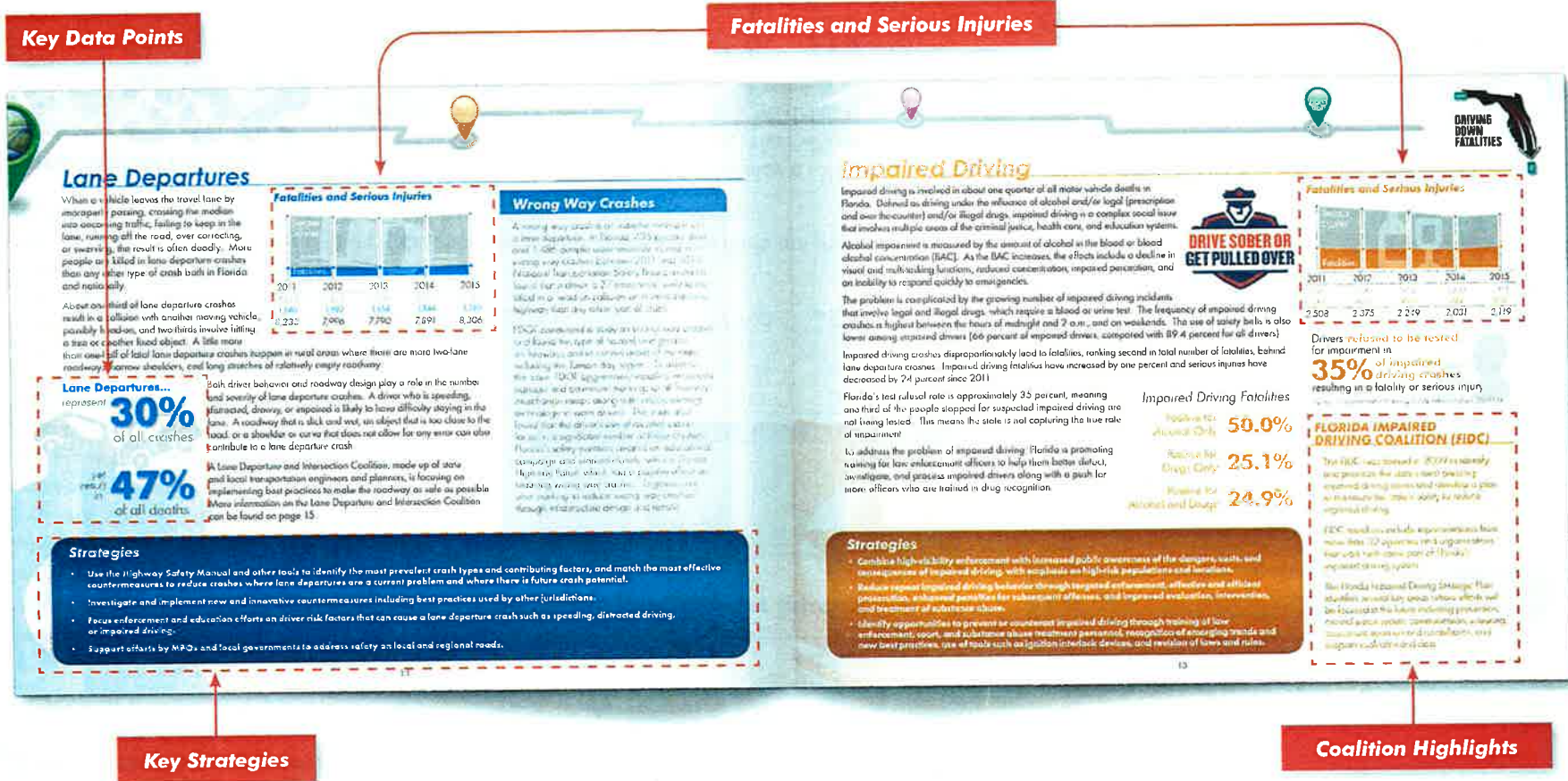
The main body of the SHSP presents the 13 Emphasis Areas ordered from the highest number of 2011 to 2015 fatalities to the lowest. The Emphasis Area sections focus on serious injury and fatality data from 2011 to 2015 provided by DHSMV, unless otherwise noted. Each Emphasis Area narrative addresses:

Fatalities and Serious Injuries related to each Emphasis Area.

Key Data Points supporting the focus of each Emphasis Area.

Coalition Highlights that report on the work being done by Florida's strategic safety coalitions.

Key Strategies that will guide Florida's efforts to reduce fatalities and serious injuries related to each Emphasis Area over the next five years.



Lane Departures

When a vehicle leaves the travel lane by improperly passing, crossing the median into oncoming traffic, failing to keep in the lane, running off the road, over correcting, or swerving, the result is often deadly. More people are killed in lane departure crashes than any other type of crash both in Florida and nationally.

About one-third of lane departure crashes result in a collision with another moving vehicle, possibly head-on, and two-thirds involve hitting a tree or another fixed object. A little more than one-half of fatal lane departure crashes happen in rural areas where there are more two-lane roadways, narrow shoulders, and long stretches of relatively empty roadway.

Lane Departures... represent **30%** of all crashes

yet result in **47%** of all deaths

Both driver behavior and roadway design play a role in the number and severity of lane departure crashes. A driver who is speeding, distracted, drowsy, or impaired is likely to have difficulty staying in the lane. A roadway that is slick and wet, an object that is too close to the road, or a shoulder or curve that does not allow for any error can also contribute to a lane departure crash.

A Lane Departure and Intersection Coalition, made up of state and local transportation engineers and planners, is focusing on implementing best practices to make the roadway as safe as possible. More information on the Lane Departure and Intersection Coalition can be found on page 15.

Fatalities and Serious Injuries

Year	2011	2012	2013	2014	2015
Serious Injuries	7,093	6,804	6,636	6,747	6,996
Fatalities	1,140	1,192	1,154	1,144	1,310

Wrong Way Crashes

A wrong way crash is an extreme example of a lane departure. In Florida, 435 people died and 1,486 people were seriously injured in wrong way crashes between 2011 and 2015. National Transportation Safety Board research found that a driver is 27 times more likely to be killed in a head-on collision on a limited-access highway than any other type of crash.

FDOT conducted a study on wrong way crashes and found this type of hazard was greater on freeways and in certain areas of the state, including the Tampa Bay region. To address the issue, FDOT aggressively installed enhanced signage and pavement markings at all freeway interchange ramps along with vehicle-alerting technology to warn drivers. The study also found that the driver's use of alcohol was a factor in a significant number of these crashes. Florida's safety partners created an educational campaign and worked closely with the Florida Highway Patrol, which had a positive effect on reducing wrong way crashes. Engineers are also working to reduce wrong way crashes through infrastructure design and retrofit.

Strategies

- Use the Highway Safety Manual and other tools to identify the most prevalent crash types and contributing factors, and match the most effective countermeasures to reduce crashes where lane departures are a current problem and where there is future crash potential.
- Investigate and implement new and innovative countermeasures including best practices used by other jurisdictions.
- Focus enforcement and education efforts on driver risk factors that can cause a lane departure crash such as speeding, distracted driving, or impaired driving.
- Support efforts by MPOs and local governments to address safety on local and regional roads.



Impaired Driving

Impaired driving is involved in about one quarter of all motor vehicle deaths in Florida. Defined as driving under the influence of alcohol and/or legal (prescription and over-the-counter) and/or illegal drugs, impaired driving is a complex social issue that involves multiple areas of the criminal justice, health care, and education systems.

Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC). As the BAC increases, the effects include a decline in visual and multi-tasking functions, reduced concentration, impaired perception, and an inability to respond quickly to emergencies.

The problem is complicated by the growing number of impaired driving incidents that involve legal and illegal drugs, which require a blood or urine test. The frequency of impaired driving crashes is highest between the hours of midnight and 2 a.m., and on weekends. The use of safety belts is also lower among impaired drivers (66 percent of impaired drivers, compared with 89.4 percent for all drivers).

Impaired driving crashes disproportionately lead to fatalities, ranking second in total number of fatalities, behind lane departure crashes. Impaired driving fatalities have increased by one percent and serious injuries have decreased by 24 percent since 2011.

Florida's test refusal rate is approximately 35 percent, meaning one-third of the people stopped for suspected impaired driving are not being tested. This means the state is not capturing the true rate of impairment.

To address the problem of impaired driving, Florida is promoting training for law enforcement officers to help them better detect, investigate, and process impaired drivers along with a push for more officers who are trained in drug recognition.



Fatalities and Serious Injuries



Drivers **refused to be tested** for impairment in **35%** of impaired driving crashes resulting in a fatality or serious injury

Source: National Traffic Highway Safety Administration (NHTSA).

Impaired Driving Fatalities

Positive for Alcohol Only: **50.0%**

Positive for Drugs Only: **25.1%**

Positive for Alcohol and Drugs: **24.9%**

FLORIDA IMPAIRED DRIVING COALITION (FIDC)

The FIDC was formed in 2009 to identify and prioritize the state's most pressing impaired driving issues and develop a plan to maximize the state's ability to reduce impaired driving.

FIDC members include representatives from more than 30 agencies and organizations that work with some part of Florida's impaired driving system.

The Florida Impaired Driving Strategic Plan identifies several key areas where efforts will be focused in the future including prevention; criminal justice system; communication; screening, assessment, treatment and rehabilitation; and program evaluation and data.

Strategies

- Combine high-visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on high-risk populations and locations.
- Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention, and treatment of substance abuse.
- Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices, use of tools such as ignition interlock devices, and revision of laws and rules.

Pedestrians and Bicyclists

Walking and biking are popular in Florida due to the year-round moderate climate. Given the vulnerability of a pedestrian or bicyclist, however, these activities can result in death and serious injury when they come into conflict with a motor vehicle. Since 2011, pedestrian and bicyclist fatalities increased 27 percent and serious injuries increased 18 percent. Florida conducted a pedestrian assessment in January 2012 and began specifically addressing key bicycle concerns in 2014.

Several factors are involved in these crashes. Approximately two-thirds of pedestrian and bicyclist-related fatal crashes occur outside of a marked crosswalk or bicycle lane. A major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. More than 40 percent of bicyclist fatalities are

Fatalities and Serious Injuries



related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

Florida seeks to be a quality place for people to live, learn, work, and play, and is working to ensure everyone has convenient and safe choices for transportation, including walking, biking, and transit. Florida's focused initiative to improve pedestrian and bicyclist safety has resulted in a statewide Complete Streets Policy and Implementation Plan, an intersection lighting plan, updated design guidance, a comprehensive communication plan, high-visibility enforcement efforts, a strong emphasis on pedestrian and bicyclist safety in driver education, revisions

of Florida's Driver Handbook and driver license exam, and improved emergency response to victims of traffic crashes.



Engineering solutions such as pedestrian hybrid beacon traffic signals at marked mid-block crosswalks and protected bike lanes have been added to support pedestrian and bicyclist safety. Florida has improved traffic data to allow a more accurate assessment of pedestrian and bicycle related issues and developed a GIS tool that allows users to map crashes, identify areas with an over representation of crashes, and conduct a comprehensive analysis of the context of each priority area to ensure the appropriate countermeasures are selected to resolve specific challenges.

FLORIDA PEDESTRIAN AND BICYCLE SAFETY COALITION

Florida's Pedestrian and Bicycle Safety Coalition is a diverse group of national, state, and local partners and safety advocates that prioritizes and implements the strategies identified in the statewide Pedestrian and Bicycle Strategic Safety Plan (PBSSP) to reduce pedestrian and bicycle related fatalities and serious injuries as a result of traffic crash involvement on Florida's roadways.

The PBSSP was finalized in 2013 in response to a pedestrian fatality rate that was nearly double the national average and a bicyclist rate that was nearly triple. The Coalition meets regularly to discuss and update the progress of the PBSSP implementation.

Florida represents

6% of the U.S. population

but accounts for

17% & 11%
of bicyclist fatalities of pedestrian fatalities

Source: National Highway Traffic Safety Administration (NHTSA)

Strategies

- Increase awareness and understanding of safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists.
- Develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multi-disciplinary countermeasures.
- Create urban and rural built environments to support and encourage safe bicycling and walking.
- Support national, state, and local initiatives and policies that promote bicycle and pedestrian safety.

Intersections

No other location in the transportation system poses greater risks than an intersection. An intersection is the one place where all road users and vehicle types may come together.

An intersection is a potential point of conflict that relies on signage, traffic control devices, roadway design, lighting, the good behavior of users, and other factors to ensure everyone navigates through safely.

Pedestrians and bicyclists are involved in less than five percent of all intersection crashes, yet account for more than 17 percent of the fatalities.

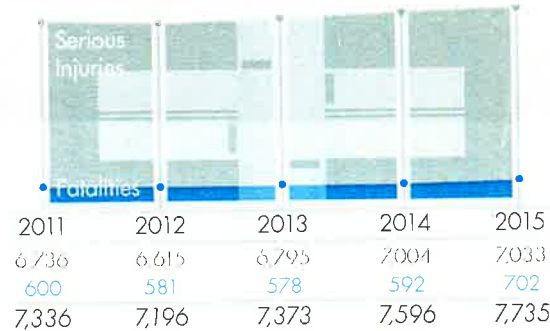
Intersections create risks for aging road users because as people age, there are declines in visual, cognitive, and physical abilities. This creates difficulties for aging road users in some situations such as making left turns, changing lanes, and navigating through intersections.¹ Sixty percent of aging road user

¹ National Institute of Health, Senior Health.

LANE DEPARTURE AND INTERSECTION COALITION

The mission of the Lane Departure and Intersection Coalition is to analyze data, develop strategies, and implement improvements to eliminate fatal and serious injury crashes for both intersections and lane departures. With assistance from the Federal Highway Administration, the Coalition has developed a Lane Departure Implementation Plan and is working on developing a similar plan for intersections. In putting the plan together, the Coalition also relied on the progress made by other statewide coalitions such as the Safe Mobility for Life Coalition and the Florida Impaired Driving Coalition.

Fatalities and Serious Injuries



fatal crashes involved a failure to yield the right of way. The traffic safety challenge at intersections is evidenced by the 17 percent increase in fatalities and the four percent increase in serious injuries.

One intersection where there are special circumstances are railway-highway crossings. Florida has over 3,500 public railroad crossings and the majority (80 percent) are equipped with active warning devices such as flashing lights and gates. This is higher than the national percentage of 50 percent. In the last five years, 22 people died and 81 were seriously injured in railway-highway

crossing crashes in Florida. The good news is Florida's rail crossing fatalities have decreased 44 percent over the past decade, which is noteworthy given increased highway traffic and changes in the railroad industry that have resulted in more trains on fewer rail lines.

Florida uses Complete Streets and context sensitive design strategies that consider the needs of all users and the context of local communities when planning roadway improvements. Improvements such as signal upgrades, turning restrictions at multi-lane intersections, traffic detection control systems, and roadway lighting at intersections are being implemented. Roundabouts have been proven to reduce the number of fatal and severe injury crashes by 82 percent over a stop-controlled intersection and 78 percent over a signalized intersection. Because such new design features can sometimes be confusing, education and information on how to safely navigate through them is necessary. These solutions can be integrated into almost any intersection to help reduce crashes that result in fatalities and serious injuries.

Strategies

- Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric, traffic control, and lighting improvements.
- Institute and promote Highway Safety Manual analyses and road safety audits/assessments using multi-disciplinary teams to review the operations and safety for all intersection users.
- Use traditional and alternative designs and technologies to reduce conflict risks such as innovative interchange designs, access management, and roundabouts.
- Improve the awareness and visibility of traffic control devices so all users can safely navigate an intersection.

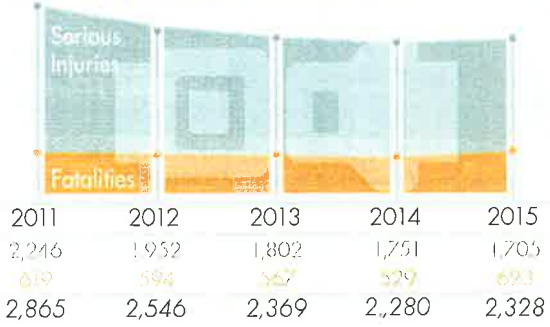
Occupant Protection

NHTSA estimates that safety belts saved nearly 13,000 lives in the United States in 2014. Safety belts and age-appropriate child safety seats, when used properly, keep vehicle occupants in their seats during a crash and spread the crash forces across the stronger parts of the upper body, which helps to prevent deaths and serious injuries.

In Florida, unrestrained occupants represent 23 percent of all fatalities and nearly 10 percent of serious injuries. Almost 20 percent of lane departure and 7 percent of intersection fatalities and serious injuries involved a person who was unrestrained. Often, the individuals who were killed or seriously injured in unrestrained crashes exhibited other risk taking behaviors such as driving impaired (17 percent), speeding (14 percent), and being distracted (6 percent).

Successful occupant protection involves education, communication, and enforcement necessary to achieve significant, lasting increases in safety belt and child safety seat usage. In Florida, efforts focus on regulation, policy, and education, including safety belt

Fatalities and Serious Injuries



and child safety seat awareness and enforcement. These efforts include programs targeting specific demographic groups with low compliance rates, such as teen and minority populations, and other activities aimed at child passenger safety, such as expansion of inspection stations, awareness training, school bus safety, and special needs training.



Each spring around Memorial Day, Florida, along with all 50 states and the District of Columbia, participates in NHTSA's nationwide Click It or Ticket high visibility enforcement campaign. These efforts have helped Florida reduce unrestrained occupant serious injuries by 24 percent.

Safety belts **reduce the risk of fatal injury** to front seat occupants by **45%** and the **risk of moderate-to-critical injury** by **50%**

Source: Centers for Disease Control.

Strategies

- Enforce occupant protection use laws, regulations, and policies to provide clear guidance to the public concerning motor vehicle occupant protection systems including those aimed at children.
- Determine which population groups are at highest risk for not wearing safety belts, and develop culturally relevant public education and outreach to increase awareness of the benefits of safety belt use among these groups.
- Develop and implement programs that use the media, including social media, to improve public awareness of the importance of safety belts.

Florida's safety belt use rate is **89.4%**

National average is **87.0%**

Source: National Highway Traffic Safety Administration (NHTSA)



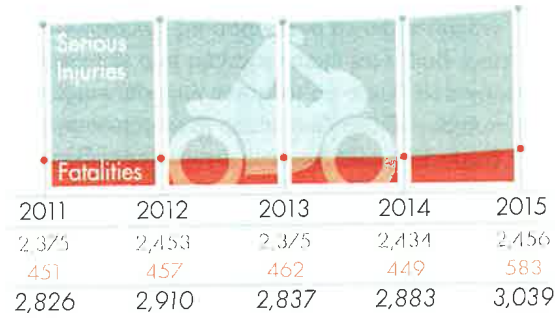
Motorcyclists

More Floridians ride motorcycles than ever before, with riders coming from every age and demographic group. Florida's sunny weather, beautiful beaches, and scenic highways make it a popular place for motorcycle enthusiasts. The downturn in the economy and higher gas prices earlier in this decade made motorcycles and scooters a more attractive transportation choice.

Motorcyclists, including motor scooter riders, represent seven percent of licensed drivers, three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represent 19 percent of Florida's traffic fatalities and 12 percent of serious injuries. During the past five years, motorcycle-related fatalities increased by 29 percent, perhaps reflecting the increase in motorcycle endorsements and the increase in motorcycle registrations. Whatever the reason, this dramatic increase has prompted Florida to continue to explore the causes of increasing fatalities and focus on developing solutions to prevent them.

Florida's efforts to improve motorcyclist safety involve educating riders about riding skills and how to be seen by other vehicles, protective

Fatalities and Serious Injuries



equipment, impaired riding, and proper licensure. Florida also educates other motor vehicle drivers about sharing the roadway and educates engineers and highway maintenance personnel about roadway hazards specific to motorcyclists.

In 2008, Florida adopted a law requiring motorcyclists who want to obtain a motorcycle endorsement or motorcycle-only license to complete a mandatory 15-hour basic training course provided by the Florida Rider Training Program.

Florida law also requires that all riders younger than 21 years wear a helmet. Motorcyclists

21 years and older may ride without helmets only if they show proof of coverage by a medical insurance policy. In 2015, 48 percent of motorcyclist fatalities involved a rider not wearing a helmet. The state is focused on educating all riders about the value of wearing protective gear including helmets, eye protection, jackets, gloves, long-legged pants, and sturdy footwear.

FLORIDA MOTORCYCLE SAFETY COALITION

The Florida Motorcycle Safety Coalition was formed in 2008, and includes representatives from more than 25 public and private agencies and organizations who developed and now implement the Motorcycle Safety Strategic Plan.

It is focused on promoting "Ride S.M.A.R.T.," which stands for: **S**ay no to drinking and riding, **M**ake yourself visible to motorists, **A**lways wear a helmet, **R**ide in control, and **T**rain regularly. The coalition, a winner of a 2011 National Roadway Safety Award, collects and analyzes data, conducts surveys, and implements and evaluates the state's motorcycle safety program.

Strategies

- Improve the skill levels of motorcyclists through increased participation in rider education programs and proper license endorsements.
- Promote the safe operation of motorcycles, including sharing the road, responsible riding, and the use of personal safety gear.
- Consider the unique vulnerabilities and characteristics of motorcyclists when designing and improving transportation infrastructure.



Aging Road Users

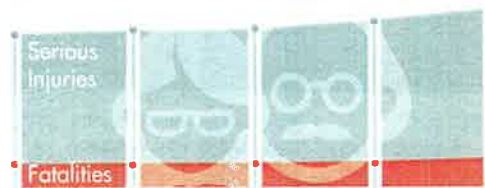
Florida has the largest number of aging road users in the nation. Since today's older adults are expected to live longer and continue to drive longer than any previous generation, their impact on traffic safety can be substantial.

As drivers age, their traffic risks increase. An 80-year-old woman driver is seven times more likely to be killed as a 45-year-old woman in trips that are the same distance.² Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving. Fortunately, the majority of aging drivers voluntarily limit their driving when their skills begin to decrease. They make choices to not drive at night, stay on familiar roadways, and drive more during the mid-day hours when traffic is not as heavy (10 a.m. to 2 p.m.).

Whether it is an increase in the overall number of individuals age 65 or older, an increase in the number of vehicle miles they are traveling, or other causes, fatalities involving aging drivers have increased by 22 percent and serious injuries by 15 percent. To address the needs of aging road users, Florida's Safe Mobility for Life program provides a one-stop web site for safety and mobility resources; the *Florida Guide for Aging Drivers*; the nation's largest CarFit program helping drivers be safe

The Pepper Institute on Aging and Public Policy, Florida State University

Fatalities and Serious Injuries



Year	2011	2012	2013	2014	2015
Fatalities	434	442	445	468	531
Serious Injuries	2,313	2,363	2,372	2,514	2,666

and comfortable by improving the "fit" between drivers and their vehicles; a Find-a-Ride database that provides direct access to over 800 local transportation options; and roadway improvements such as larger lettering on signs and advance warning signs.

Additional activities include helping people transition more easily from driving to other modes of transportation; developing and distributing resources and tools to support safe driving skills; educating and promoting driving evaluation strategies to prevent crashes; and supporting implementation of community design features that meet the mobility needs of an aging population. Pedestrian and bicyclist safety for aging road users also will be addressed as more seniors decide to walk or ride rather than drive.



SAFE MOBILITY FOR LIFE COALITION

The mission of the Safe Mobility for Life Coalition is to improve the safety, access, and mobility of Florida's aging road users by implementing an Aging Road User Strategic Safety Plan to eliminate fatalities and reduce serious injuries. The Coalition consists of almost 30 member organizations who work together to develop, distribute, and evaluate transportation safety and mobility resources to benefit not only older adults but families and caregivers, engineers and planners, communities, law enforcement, aging service providers, and health care professionals.

The Coalition takes a positive and innovative approach to help aging Floridians improve their safety, mobility, independence, and connection to the community. The Safe Mobility for Life Coalition works with road users age 50 and up with a focus on users age 65 and up. This is to ensure we are working with road users early so they are prepared to transition from driving when that time comes.

Strategies

- Promote and educate drivers on comprehensive driving evaluations and safety strategies to prevent crashes.
- Expand transportation choices and promote community design features to meet the mobility needs of an aging population.
- Develop and distribute resources and tools to support safe driving skills and encourage early planning to safely transition from driving.



Commercial Motor Vehicles

“If you bought it, a truck brought it,” is as true today as it was several years ago when it was first introduced as an advertising campaign. Projections suggest that truck tonnage will increase by 74 percent, nationally, by 2040 due to continued globalization in trade and significant changes in the nation’s shopping patterns, increasing the demand for trucks on Florida’s roadways.³ As one of the top tourist destinations in the world, Florida also has a high number of buses on the road, a trend that is expected to continue.

Nearly 600,000 Floridians hold a commercial driver license and almost 10 percent of commercial driver licenses held nationwide are issued in Florida. Out of the 350,000 commercial motor vehicles registered in Florida, 72,000 are Class A Commercial Drivers Licenses for truck trailer combinations (semi-trucks). Growth in commercial vehicle traffic has resulted in a 31 percent increase in commercial vehicle-related fatalities and a four percent increase in serious injuries.

³ Federal Highway Administration, Freight Analysis Framework 3.4.

Fatalities and Serious Injuries



The Florida Highway Patrol’s Office of Commercial Vehicle Enforcement (CVE) conducts safety inspections of commercial trucks and buses and enforces safety and size/weight requirements. CVE has a comprehensive commercial motor vehicle safety enforcement program that includes traffic enforcement focused on moving infractions, distracted driving, fatigued driving, and impaired driving. CVE concentrates enforcement efforts on these violations in high crash locations to prevent crashes.

Florida’s shortage of available truck parking often results in trucks parking along the shoulders of interstates, which creates a safety hazard for motorists. Expanded parking areas at rest stops helps reduce driver fatigue. Roadside

pull-off areas along interstates in highly urbanized areas increase safety during traffic stops. Public awareness programs are conducted throughout the state. Outreach efforts include public speaking, media interviews, public service ads, billboards, dynamic message boards, and electronic social networking to educate the public about the value of the trucking industry and motorist safety in relation to commercial motor vehicle operations. Other efforts under consideration include truck-only lanes, more truck lane restrictions, and separate entrances at busy port locations.

Nationally in 2014,
73% of the **fatalities** in commercial vehicle crashes were **occupants of other vehicles**

10% were **pedestrians, bicyclists, or motorcyclists**

Source: National Highway Traffic Safety Administration (NHTSA).

Strategies

- Conduct targeted enforcement for violations in high crash locations associated with commercial vehicles.
- Use public awareness program, outreach efforts, and social media to increase motorist awareness of safe driving around commercial vehicles.
- Collaborate with the trucking and bus industry on programs and initiatives to improve safety and reduce crashes.



Speeding and Aggressive Driving

Chances of dying in a crash doubles for every 10 miles per hour (mph) a car travels above 50 mph. Speeding reduces the time a driver has to react to a dangerous situation, and increases the impact energy and risk of death in the event of a crash. According to the National Safety Council, if a car is traveling at 30 mph and accelerates to 60 mph, the amount of energy upon impact is four times greater. That impact ripples across the three types of collisions that are part of a crash: the vehicle collision when the car hits another car or object; the human collision when the people in the car hit the interior of the vehicle or another occupant; and the internal collision when organs in the body collide with the body's skeleton or other organs.

A crash is considered to be speed-related when a driver is driving too fast for conditions or exceeding the posted speed limit. Speeding is part of the overall problem of aggressive driving, which can also involve following too closely, refusing to yield the right-of-way, running red lights, weaving in and out of traffic, and passing improperly. In addition to the effects on reaction time and impact, speeding reduces a driver's ability to steer safely around other vehicles, curves, or objects in the roadway; extends the distance

Fatalities and Serious Injuries



necessary to stop a vehicle; and increases the distance a vehicle travels before a hazard is noticed. While quieter, better designed cars and smoother and wider roadways can contribute to the speed problem, driver attitudes and cultural norms are ultimately the major factor in decisions to speed.

Lane departures are involved in 54 percent of all speeding and aggressive driving fatalities and serious injuries, and intersection crashes make up another 25 percent. Individuals involved in speeding and aggressive driving crashes often exhibit other risk-taking behavior such as not

wearing a safety belt (17 percent) or driving impaired (12 percent). Speeding and aggressive driving serious injuries have declined by 12 percent since 2011 while fatalities have increased by 12 percent.

Speeding and aggressive driving are complex issues that can be addressed through engineering, enforcement, and education solutions.

Engineering solutions include managing speed by setting appropriate speed limits; using variable speed limits that change based on road, traffic, and weather conditions; and implementing traffic calming measures that slow drivers down. Local law enforcement agencies can also target problems with high visibility speeding and aggressive driving initiatives that educate the public about the problem and cite individuals who violate the law.

8 out of 10

drivers exhibit aggressive driving behavior

Source: AAA Foundation for Traffic Safety

Strategies

- Enforce speeding and aggressive driving laws by focusing on high-risk locations.
- Incorporate technology and other innovations at high risk locations.
- Evaluate crash hot spots and implement appropriate engineering countermeasures to control speed and reduce aggressive driving behavior.
- Conduct community-based public awareness and education regarding speeding and aggressive driving.



Teen Drivers

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 400,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 40,000 crashes resulting in 200 fatalities and 2,500 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

Teen drivers do not have years of experience in recognizing and avoiding dangerous situations. The Centers for Disease Control and Prevention (CDC) finds that teens often engage in risky behaviors. In one-third of the deaths and serious injuries involving teen drivers, safety belts were not worn. Teens are more likely to underestimate

Motor vehicle crashes are the
LEADING CAUSE OF DEATH
 for U.S. teens

Source: Centers for Disease Control and Prevention (CDC)

Strategies

- Educate stakeholders about the potential safety benefits of improving Florida's Graduated Driver Licensing law to include passenger and cell phone restrictions.
- Educate parents, caregivers, and role models on the dangers of impaired driving for teen drivers including the prohibition on providing alcohol or drugs to anyone under the age of 21.
- Work with law enforcement agencies to increase enforcement of GDL and other traffic safety laws including safety belt use and impaired driving.

Fatalities and Serious Injuries



dangerous situations, speed, and allow shorter distances between vehicles.

For most adults, driving is almost automatic; in reality, it is a complex task requiring the driver to pay attention to a multitude of factors simultaneously, including other cars, pedestrians, obstructions, signs, and signals. Almost one-half of all Florida teen fatalities and serious injuries happen at intersections where the mix of traffic, pedestrians, signs, and signals can be overwhelming, especially for someone who is inexperienced.

The Graduated Driver Licensing (GDL) laws allow new drivers to gain necessary experience and skills before being allowed full driving privileges. GDL has been very effective in reducing fatalities and serious injuries among this age group, according to NHTSA. In Florida, teen driver serious injuries have decreased by six percent.



TEEN SAFE DRIVING COALITION

Leading the charge in Florida to improve traffic safety among teens is the Teen Safe Driving Coalition, which is focusing on reducing the number of teen drivers being killed or seriously injured in traffic crashes.

The Coalition is working to expand the network of individuals and partners who are involved in the teen safe driving effort and is conducting extensive outreach and education.

Each year, the Coalition works with Students Against Destructive Decisions (SADD) on a Leadership Academy, which helps Florida teens plan and conduct peer-to-peer safety campaigns in their schools and communities.



Distracted Driving

At 55 mph, a driver can travel the distance of a football field (with his or her eyes off the road) in the amount of time it takes to send a text.⁴ Distracted driving includes anything that takes the driver's attention away from the vital task of driving.

There are three types of distraction: manual, which is taking hands off the wheel; visual, or taking eyes off the road; and cognitive, which involves taking one's mind off driving. Discussions about distracted driving often center on cell phone use and texting but other activities such as eating, talking to passengers, reading, adjusting the radio or climate controls, dealing with children, and being fatigued or drowsy can be equally as distracting.

Fatalities involving distracted driving increased 17 percent while serious injuries increased 36 percent. The relatively low numbers of fatalities and serious injuries, given what people suspect is the extent of the problem, may be due to the difficulty in obtaining distracted driving data.

⁴ Centers for Disease Control and Prevention (CDC).

Fatalities and Serious Injuries

Year	2011	2012	2013	2014	2015
Serious Injuries	2,525	2,861	3,073	3,344	3,433
Fatalities	185	176	198	219	216
Total	2,710	3,037	3,271	3,563	3,649

Law enforcement officers often have trouble determining if a person was distracted and cannot confiscate a cell phone to verify if a driver was texting without a warrant.

Activities to address distracted driving include a "Just Put It Down" campaign with a sample proclamation and a pledge for people to sign and a partnership with GEICO Insurance to offer "Safe Phone Zones" at 64 Florida rest areas, welcome centers, and turnpike service plazas.



At any given daylight moment across America,

660,000 DRIVERS^{are} USING CELL PHONES

or manipulating electronic devices while driving

Source: NHTSA, One Text or Call Could Wreck It All, Traffic Safety Marketing.

Strategies

- Implement effective roadway design and operation practices such as rumble strips and stripes and flashing beacons with warning signs to mitigate lane departures, speeding, and other symptoms of distracted driving and to reduce congestion and improve mobility.
- Change societal attitudes about distracted driving through intensive public education activities.
- Collaborate with other public and private organizations to offer innovative solutions such as policies that prohibit distracted driving when using company or organization vehicles.



Work Zones

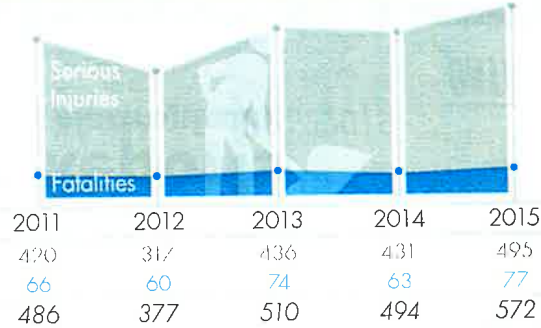
While work zones may be frustrating to many drivers, they are essential to ensure Florida's roadways, bridges, medians, and shoulders are properly constructed and maintained. A work zone is an area set up by state and local departments of transportation or utility companies to allow highway construction, maintenance, or utility-work activities. Work zones are usually marked by signs, channeling devices, barriers, pavement markings, and/or work vehicles, and may be monitored by state or local law enforcement.

The length of time a work zone is in operation depends on the type of construction or maintenance project as well as the type of roadway, weather conditions, and traffic volume. A work zone involves workers, vehicles, trucks,

In 2014, Florida had the **3rd** highest number of **Fatal Traffic Crashes** in Work Zones in the Nation

Source: National Work Zone Information Clearinghouse

Fatalities and Serious Injuries



and equipment that can necessitate lane closures, detours, and moving equipment, and can last from a few days to years. While work zone fatalities make up only three percent of overall fatalities and two percent of serious injuries, the safe and efficient flow of traffic through work zones is an ongoing priority for Florida's transportation and safety partners. A focus on work zone safety is critical because plans for investment in maintaining existing roads and bridges and building or expanding roadways to meet the growing capacity needs of the state's transportation system will result in more work zones across the state.

Workers were present in the work zone in 35 percent of the fatal crashes and 44 percent of crashes resulting in serious injuries. The majority of the fatalities and serious injuries happened in work zones located on shoulders or in the median area of the roadway, and for most, law enforcement officers were not present. A major cause of these crashes is distraction, with 16 percent of work zone related fatalities and serious injuries involving distracted driving.

Efforts to improve safety in and around work zones include traffic training for workers and contractors, rumble strips to alert drivers that the work zone is near, and law enforcement presence to ensure traffic slows down.

FLORIDA WORK ZONE SAFETY COALITION

The Florida Work Zone Safety Coalition is an industry initiated coalition that was established in 2016. This coalition is new and does not currently have a strategic safety plan. FDOT participates as a member of this coalition and will encourage the coalition to adopt the strategies identified in the SHSP.

Strategies

- Apply advanced technology to improve work zone safety such as automated work zone information systems, simplified dynamic lane merge systems, portable changeable message signs, and queue warning systems.
- Educate road users about work zone safety and provide timely and accurate information regarding active work zones.
- Determine the feasibility and effectiveness of other improvements including installing reflectors on barrier walls, spacing on curves, changes in the penalties and fines to contractors for getting out of the roadway late, using of crash cushions, and correcting pavement marking errors.
- Work with law enforcement, contractors, and FDOT personnel to reduce speeding in and around work zones through a comprehensive approach of increased fines and increased law enforcement contacts.



Traffic Records and Information Systems

Data are the foundation of any effort to improve traffic safety and are critical for the development and implementation of the SHSP. Using data to identify safety problems creates an evidence-based safety planning process, and results in better decision-making.

A traffic records system consists of data about a state's roadway network and the people and vehicles that use it. The six traffic records systems are: crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services/injury surveillance. The data from these systems are used to understand driver demographics, licensure, behavior, and sanctions; vehicle types, configurations, and usage; engineering, education, and enforcement measures; crash-related medical issues and actions; and how all of these factors affect highway safety. Decision makers and safety stakeholders at the state, regional, and local level analyze the various data to understand their highway safety challenges, set priorities, and develop and evaluate projects and programs that save lives.

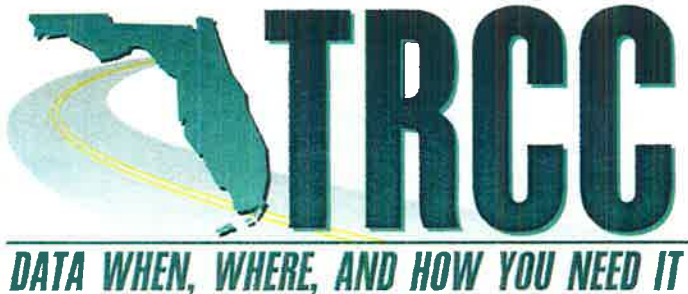
Connecting quality data from all of the traffic records systems can provide a detailed and clear picture of traffic safety issues. The analysis of a single crash or aggregated crashes statewide, in a region, or a specific corridor, can help inform the type of engineering, education, or enforcement strategy to implement by targeting specific safety problems, road user populations, or training needs. Additionally, quality data allow for performance monitoring so that resources and investments are used most effectively and efficiently.

FLORIDA TRAFFIC RECORDS COORDINATING COMMITTEE

Florida's Traffic Records Coordinating Committee (TRCC) was created to bring together agencies interested in reducing traffic fatalities and serious injuries by improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records data. The TRCC facilitates planning, coordinating, and implementing projects to accomplish common goals and improve the quality of the state's traffic records information systems.

Currently the TRCC is working on integrating with the national emergency medical services information system; expanding a crash geo-location system; and providing grants to local law enforcement agencies and courts to improve their traffic records systems.

90% of Florida's **Crash Reports** were submitted **electronically** in 2015



- Strategies**
- Develop and maintain complete, accurate, uniform, and timely traffic records data.
 - Promote the use of traffic records data for decision-making purposes and ensure its accessibility.
 - Facilitate collaboration of multi-agency initiatives and projects that improve traffic records information systems.
 - Create the same key data fields and definitions among Florida's six data systems to allow end users to link traffic records data.



Transition to Implementation

The Strategic Highway Safety Plan focuses on persistent problems and new or trending areas that most significantly affect Florida’s highway fatalities and serious injuries. The state’s network of highway safety professionals and advocates are working to drive down fatalities and serious injuries with an ultimate vision of zero. The SHSP identifies proven strategies, programs, and initiatives, as well as new approaches that will be used to accomplish this vision.

The SHSP is an overarching plan that provides direction to state, regional, and local transportation, law enforcement, education, emergency management, and other entities. The SHSP will be implemented through multiple activities. The SHSP will:

- Provide a framework for updates of three plans that identify specific projects as priorities for use of dedicated safety improvement funding available through federal agencies: the Highway Safety Improvement Program (FHWA), the Highway Safety Plan (NHTSA) and the Commercial Vehicle Safety Plan (FMCSA).
- Inform the updates of strategic or action plans developed and maintained by established or new coalitions of safety professionals focused on specific emphasis areas. Florida’s Community Traffic Safety Teams (CTSTs) are an excellent conduit to working on emphasis areas and targeting community-specific traffic safety issues.
- Guide FDOT in incorporating safety improvement strategies as appropriate into the full range of maintenance, operations, and capacity projects in its work program and future plans, recognizing that every transportation investment also represents an opportunity to improve the safety of travelers. A key focus will be on improving the safety of travel on Florida’s Strategic Intermodal System, the state’s high priority network of facilities important for statewide and interregional travel.
- Guide Florida’s 27 MPOs, 67 counties, and 411 cities in updating safety action plans and safety elements of their long-range transportation plans, as well as implementing specific projects.

Emphasis area coalitions are charged with implementing the strategies of the SHSP. These coalitions represent a variety of federal, state, regional, local, and advocacy organizations whose expertise and interests include multiple modes of transportation, as well as engineering, education, enforcement, and emergency response. The coalitions meet regularly, and develop and track progress on detailed data-driven strategic plans that focus on proven strategies and activities to drive down fatalities and serious injuries.

Florida’s Highway Safety Coalitions

Lane Departure and Intersection Coalition

Florida Impaired Driving Coalition

Florida Pedestrian and Bicycle Safety Coalition

Safe Mobility for Life Coalition

Florida Motorcycle Safety Coalition

Teen Safe Driving Coalition

Florida Traffic Records Coordinating Committee

Work Zone Safety Coalition

(review plans at <http://www.fdot.gov/safety>)



The Florida Transportation Plan identifies implementation guiding principles related to collaboration, innovation, customer service, and data and performance. The transition of the SHSP from planning to implementation will require a focus on these same areas.

How do we collaborate across jurisdictions modes, and disciplines?

- Continue to support Florida's existing safety coalitions to **coordinate with stakeholders to drive down fatalities** in specific emphasis areas.
- **Establish ad hoc working groups or additional coalitions** for the commercial motor vehicle, distracted driving, occupant protection, and speeding/aggressive driving emphasis areas that do not presently have established coalitions.
- **Coordinate with Florida's MPOs and local governments** on SHSP emphasis area implementation and future updates of their safety plans and programs.
- Continue to encourage **multi-disciplinary approaches to safety improvements** that consider engineering, education, enforcement, and emergency response solutions.
- **Coordinate with land use, public health, and other partners** to ensure safety considerations are a top priority in planning decisions related to transportation.

How do we embrace innovation in all aspects of highway safety?

- **Invest in research and evaluation of new technologies and practices** that can reduce highway fatalities and serious injuries.
- Plan to use technology to **improve communication** across modes and design "smart streets" that provide information to all travelers to reduce conflicts.
- **Monitor and evaluate innovations** that may change travel behavior and demand for potential impact to safety.
- Update state and local safety plans and regulations to **consider technologies and innovation** that may reduce fatalities and serious injuries.

How do we better serve our customers?

- Communicate **clear and consistent safety messages** using a variety of mediums and venues that engage roadway users in their role in Driving Down Fatalities.
- Create transportation environments that are **accommodating and safe for all roadway users**.
- Educate roadway users on **how to use new infrastructure and technologies**, such as roundabouts and signalized crosswalks.
- **Understand how changes in travel demand, preferences, and options impact highway safety.**

How do we improve data and performance?

- Commit to ongoing **improvements in the quality, integration, and analysis** of various traffic records data, including innovative uses of new and emerging data sources.
- Create a **long-term strategy for managing traffic records data** as a critical resource for highway safety agencies' and partners' decision-making and research, including data storage, sharing, privacy, and quality issues.
- Commit to ongoing highway safety research to **identify proven strategies, programs, and initiatives** that can be replicated across the state to realize further reductions in highway fatalities and serious injuries.
- Implement innovative techniques to **measure progress and guide investment decisions** to continuously improve traffic safety.
- Work with MPOs to **coordinate target setting and performance measures** between the state and local plans, consistent with federal requirements.



Call to Action

Improving safety on our roadways involves all of us working together to reduce fatalities and serious injuries. Implementing the SHSP strategies, through the efforts of engineering, education, enforcement, and emergency response, while increasing roadway users' awareness and understanding of their role in improving safety on our roadways, is our best opportunity to Drive Down Fatalities.

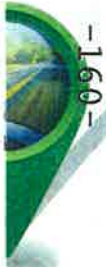
To successfully implement the SHSP, all stakeholders should commit to:

- Update their safety plans, including other state, coalition, MPO, and local government plans, to align with the FTP and SHSP zero fatality vision.
- Demonstrate support and promote the SHSP vision of zero fatalities by implementing SHSP strategies and links to the SHSP document on state, regional, and local transportation safety agency and organization websites.
- Promote initiatives that increase roadway users' understanding of the state's most significant traffic safety problems and their role in reducing fatalities and serious injuries.
- Document and report progress in each Emphasis Area toward achieving Florida's vision of zero roadway fatalities.
- Support national, state, and local initiatives, policies, and safety projects that promote highway safety.

Safety for Florida's residents and visitors is a top priority for the state that can only be achieved with the help of safety partners. Florida's traffic safety community must continue to work together to identify and implement innovative solutions that help to reduce fatalities and serious injuries on Florida's roadway system. As we continue to work together, engage new partners, and follow through with the strategies outlined in the SHSP, we are confident that we can drive down roadway fatalities and serious injuries.

For more information please visit:

www.fdot.gov/safety/



Glossary

Aging Road User – A driver, passenger, pedestrian, bicyclist, transit rider, motorcyclist, or operator of a non-motorized vehicle who is 65 years of age or older for crash data purposes, and 50 years of age and older for the proactive purposes of the Aging Road Users Coalition.

Autonomous Vehicle Technology – Technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator.

Blood Alcohol Concentration (BAC) – The amount of alcohol that is present in a person's blood when tested by a law enforcement authority.

Bicyclist – Users who are riding a bicycle or other type of non-motorized cycle.

Centers for Disease Control and Prevention (CDC) – The CDC, which is part of the U.S. Department of Health and Human Services, is responsible for protecting America from health, safety, and security threats.

Commercial Motor Vehicle – Medium or heavy trucks more than 10,000 pounds, trucks carrying hazardous material and marked with a hazardous materials placard, or those operated by a driver with an interstate carrier or an intrastate carrier commercial driver's license. Commercial vehicles include buses that carry nine or more passengers or are designed and used for the transportation of persons for compensation.

Commercial Vehicle Enforcement (CVE) – The unit within the Florida Highway Patrol that is charged with conducting safety inspections of these vehicles and enforcing safety requirements.

Commercial Vehicle Safety Plan (CVSP) – Plan required by the Federal Motor Carrier Safety Administration that outlines strategies and countermeasures specifically targeting commercial vehicle safety.

Community Traffic Safety Team (CTST) – Locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach.

Complete Streets – Streets that are planned, designed, and operated consistent with surrounding community characteristics and roadway functions so that multiple modes of transportation and customers, regardless of age or ability, easily, comfortably, and safely can access and use the street.

Context Sensitive Solutions (CSS) – A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

Coordination – The comparison of plans, programs and schedules of one agency with related plans, programs, and schedules of other agencies or entities with legal standing, and adjustment of plans, programs, and schedules to achieve general consistency.

Distracted Driving Crash – Includes any crash where the driver is distracted by an electronic communication device, such as a cell phone; other electronic devices, such as navigation or a DVD player, or other external distractions; passengers in the vehicle; texting; or where the driver is inattentive.

Engineering – One of the "4 Es" of traffic safety which includes highway design, traffic, maintenance, operations, and planning professionals.

Enforcement – One of the "4 Es" of traffic safety which supports efforts by state and local law enforcement agencies.

Education – One of the "4 Es" of traffic safety which includes safety solutions that support prevention specialists, communication professionals, educators, and citizen advocacy groups.

Emergency Response – One of the "4 Es" of traffic safety which includes improving the response to crashes after they occur and safety solutions that support first responders, paramedics, fire, and rescue.

Emphasis Area – One of 13 areas of focus identified in the SHSP.

Facility – The infrastructure (such as a roadway, railway, or waterway) that supports the transportation of people and goods.

Fatality Rate – The number of fatalities per 100 million vehicle miles traveled.

Federal Highway Administration (FHWA) – The Federal agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's highway system.

Federal Motor Carrier Safety Administration (FMCSA) – Federal government agency responsible for regulating and providing safety oversight of commercial motor vehicles.

Florida Impaired Driving Coalition (FIDC) – Florida's strategic safety coalition primarily focused on reducing fatalities caused by impaired driving crashes.

Florida Lane Departure and Intersection Coalition – Florida's strategic safety coalition primarily focused improving safety at intersections and reducing lane departures.

Florida Motorcycle Safety Coalition – Florida's strategic safety coalition primarily focused on motorcyclist safety.

Florida Pedestrian and Bicycle Safety Coalition – Florida's strategic safety coalition primarily focused on pedestrian and bicyclist safety.

Florida Teen Safe Driving Coalition (FTSDC) – Florida's strategic safety coalition primarily focused on teen drivers safety.

Florida Transportation Plan (FTP) – A statewide plan that defines Florida's long range transportation goals and objectives for at least the next 20-50 years.

Florida Work Zone Safety Coalition – Florida's strategic safety coalition primarily focused on work zone safety. This is an industry established and led coalition.

Freight – Any commodity being transported.

Geographic Information System (GIS) – System designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data. GIS includes tools that allow users to create interactive queries, analyze spatial information, edit data in maps, and present all of these operations.

Graduated Driver's License (GDL) – A multi-staged process for issuing driver's licenses to young, novice drivers to ensure that they gain valuable driving experience under controlled circumstances and demonstrate responsible driving behavior and proficiency.

High-Risk Rural Roads – Rural roads with average crash rates that are higher than the district's average crash rate for the same roadway type on which there are a statistically significant number of fatal and serious injury crashes. Minimum crash criteria include eight or more crashes over a three-year period for a rural major or minor collector and three or more crashes over a three-year period for a rural local road.

Highway – A general term for denoting a public way for purposes of vehicular and people travel, including the entire area with the right-of-way.

Highway Fatalities – All deaths in which a motor vehicle was the cause of the fatality. This includes pedestrians and bicyclists killed by motor vehicles as well as vehicle occupants.

Highway Safety Improvement Program (HSIP) – This is a core Federal-aid program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Highway Safety Plan (HSP) – Plan required by NHTSA outlining the highway safety programs and projects that will be undertaken by a state's highway safety office to reduce traffic crashes and the resulting deaths, injuries, and property damage.



Impaired Driver – A person driving or in physical control of a vehicle when under the influence of alcoholic beverages or legal or illegal drugs.

Incident – An event that causes a temporary, significant disruption in transportation services.

Intelligent Transportation Systems – A wide range of advanced technologies and ideas, which, in combination, can improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources, and reduce adverse environmental effects.

Intersection Crash – Crashes that occur at an intersection or are influenced by an intersection. These include interchanges, railway-highway crossings, and trail crossings.

Lane Departure Crash – Result from a vehicle running off the road or crossing the center median into an oncoming lane of traffic, and include sideswipe crashes. A lane departure crash can not be at or influenced by an intersection.

Maintenance – Activities undertaken to keep the state's transportation infrastructure and equipment operating as intended, to eliminate deficiencies, and to extend or achieve the expected life of facilities before reconstruction is needed.

Metropolitan Planning Organization (MPO) – Transportation policy-making organization at a regional level that is made up of representatives from local government and governmental transportation authorities. These organizations may also be referred to as Transportation Planning Organizations or TPOs.

Motorcycle – A motor vehicle powered by a motor with a displacement of more than 50 cubic centimeters, having a seat or saddle for the use of the rider, and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor or triped.

Motorcycle Rider or Motorcyclist – Operator or passenger on a motorcycle.

Multimodal – More than one travel mode potentially including auto, bicycle, bus, pedestrian, aviation, rail, seaports, and transit.

National Highway Traffic Safety Administration (NHTSA) – Federal agency responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs.

Partners, Transportation – Those parties with interests in transportation facilities and services including the public, local governments, metropolitan planning organizations, public and private sector users and providers, Native American Nations, the Florida Department of Transportation, and other federal and state agencies.

Pedestrian – Non-motorists who are walking, in a wheelchair, skating, inside a building, using a pedestrian conveyance, etc.

Quality of Life – All of the characteristics of an area's living conditions, including such things as housing, education, transportation infrastructure, leisure time offerings, climate, employment opportunities, medical and health care infrastructure, and environmental resources.

Quality Place – An area where people experience quality of life.

Railway-Highway Crossing Crash – A crash that occurs at, or is influenced by, a railway-highway crossing.

Region – An area of distinctive communities, cities, and counties where residents share: a geographic identity and are socially, economically, and culturally interdependent; a capacity for planning and function; and a capacity to create competitive advantage.

Retroreflectivity – The phenomenon of light rays striking a surface and being redirected back to the source of light.

Routine Maintenance – Operations that may be predicted and planned in advance. These operations (e.g., cleaning and debris removals, regular inspections, mowing, preventive maintenance, etc.), may be preventive or corrective in nature. Proper scheduling of these operations should be utilized to provide minimum disruptions and hazards to the driving public.

Safe Mobility For Life Coalition (SMFLC) – Florida's strategic safety coalition primarily focused on aging road user safety.

Safety Management System – A systematic process that has the goal of reducing the number and severity of traffic crashes by ensuring that all opportunities to improve highway safety are identified, considered, implemented as appropriate, and evaluated in all phases of highway planning, design, construction, maintenance, and operation; and by providing information for selecting and implementing effective highway safety strategies and projects.

Safety Program – Projects designed to improve vehicle and pedestrian safety on the city, county, and state highway systems. The program is divided into three subprograms - rail/highway crossings, highway safety, and traffic safety grants.

Serious Injury – Injury to a person, including the driver, which consists of a physical condition that creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of a bodily member or organ.

Speed and Aggressive Driving – Includes driving too fast for conditions and exceeding the posted speed limit (speeding); while aggressive driving requires at least two of the following contributing causes: speeding, unsafe, or improper lane change, following too closely, failure to yield the right-of-way, improper passing, and failure to obey traffic control devices.

Stakeholders – Individuals and groups with an interest in the outcomes of policy decisions and actions.

State Highway System – A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike, and other toll facilities operated by transportation authorities and arterial highways.

Strategic – Important or essential to Florida's statewide economic competitiveness.

Strategy – A specific activity that is designed to help achieve an objective.

System – A combination of facilities or services forming a network or being selected for analysis.

Teen Driver – Drivers between the ages of 15 and 19.

Traffic Records Coordination Committee (TRCC) – This is a multidisciplinary group that works to improve the collection, management, and analysis of traffic safety data.

Traffic Records and Information Systems – A foundational emphasis area that addresses the quality of the state's crash data, in addition to roadway, citation/adjudication, injury/emergency medical services, driver licensing, and vehicle registration data.

Truck – A heavy vehicle engaged primarily in the transport of goods and materials.

Unrestrained Occupant – Any person who has not used a safety belt, child safety seat, or booster seat.

Vehicle Miles Traveled (VMT) – The total number of miles traveled by vehicles using a roadway system.

Vehicle Occupancy – The number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip.

Vulnerable Road Users – Road users who have the potential for a disproportionately high fatality rate, including pedestrians, bicyclists, and motorcyclists.

Work Zone – Marked section of roadway for construction, maintenance or utility work.

Work Zone Crash – Crashes that occur in a marked section of roadway for construction, maintenance or utility work.

Wrong Way Crash – A crash where the driver of any vehicle is on the wrong side or traveling the wrong direction on the roadway.



SHSP Partners

- AAA Auto Club South
- AARP
- ABATE of Florida
- Alachua County Sheriff's Office
- All Children's Hospital
- Allstate Foundation
- American Automobile Association (AAA)
- American Public Works Association - Florida Chapter
- American Traffic Safety Services Association Florida Chapter
- Anthony Telesca Foundation
- Area Agency on Aging for North Florida, Inc.
- Auto Club Group
- Baskerville-Donovan, Inc.
- Bayfront Medical Center
- Brandon Harley Davidson
- Broward County Sheriff's Office
- Brunet-Garcia
- Car Control
- Carlin Rogers Consulting, LLC
- Cities That Work
- City of Daytona Beach
- City of St. Petersburg
- Commission for the Transportation Disadvantaged
- Conference of County Court Judges of Florida
- Crown Technology, LLC
- Department of Education School Transportation
- Department of Health
- Department of Highway Safety and Motor Vehicles
- Driving Coach Chris, Inc.
- DUI Counterattack, Hillsborough, Inc.
- Executive Office of the Governor
- Favorite Studios, Inc.
- FDOT District 5 Community Traffic Safety Team
- Federal Highway Administration
- Federal Highway Administration - Florida Division
- Florida Agency for Health Care Administration
- Florida Agriculture and Mechanical University, Construction/Civil Engineering Technology
- Florida Association of Area Agencies on Aging
- Florida Association of County Engineers and Roadway Superintendents (FACERS)
- Florida Association of Court Clerks
- Florida Association of Senior Centers
- Florida Bureau of Emergency Medical Services
- Florida Community Traffic Safety Teams
- Florida Department of Business and Professional Regulation
- Florida Department of Economic Opportunity
- Florida Department of Education
- Florida Department of Elder Affairs
- Florida Department of Health
- Florida Department of Health Bureau of Emergency Medical Oversight
- Florida Department of Highway Safety and Motor Vehicles
- Florida Department of Law Enforcement
- Florida Department of Law Enforcement Alcohol Testing Program
- Florida Department of Transportation
- Florida Greenbook Committee
- Florida Highway Patrol
- Florida International University
- Florida Law Enforcement Liaison Program
- Florida Occupational Therapy Association
- Florida Police Chiefs Association
- Florida Prosecuting Attorneys Association
- Florida Public Safety Institute
- Florida Public Transportation Association
- Florida Regional Councils Association
- Florida Rider Training Program
- Florida S.A.F.E., Inc.
- Florida Sheriffs Association
- Florida State University
- Florida State University Police Department
- Florida Students Against Destructive Decisions (SADD)
- Florida Traffic Safety Resource Prosecutor Program
- Florida Transportation Builders Association
- Florida Trucking Association
- Foley & Lardner
- Ford Motor Company - Driving Skills for Life
- Fort Myers Police Department
- Gainesville Police Department



George Group
 Gold Wing Road Riders Association
 Heartland Education Consortium
 Hillsborough County Public Works
 Hillsborough County Sheriff's Office
 Indian River Fire and Rescue
 Institute of Police Technology and Management
 Jacksonville Motorcycle Safety Training
 Jacksonville Sheriff's Office
 Judicial Outreach Liaisons
 Lee County Metropolitan Planning Organization
 Lee County Risk Management
 Lee County Sheriff's Office
 Leon County Probation Division
 Madison Police Department
 Meagan Napier Foundation
 Metroplan Orlando
 Metropolitan Planning Organization Advisory Council (MPOAC)
 Miami Dade Metropolitan Planning Organization
 Mothers Against Drunk Driving (MADD)
 National Highway Traffic Safety Administration
 National Safety Council
 Nova Southeastern University
 Offices of the Public Defender
 Orange County Sheriff's Office
 Orlando Health
 Orlando Royal Plaza Hotel

Parsons Brinkerhoff
 Pepper Institute on Aging and Public Policy
 Pinellas County Judge
 Plastic Safety Systems
 Preusser Research Group
 Renaissance Planning Group
 Responsible Decision Making Coalition
 Reynolds' Right Hands
 Ryder Trauma Center - Miami
 Safe Kids Florida
 Safe Kids Lee/Collier
 Safe Kids Palm Beach Coalition
 Safe Kids USA
 Safe Kids Worldwide
 Safe Mobility for Life Program
 Senior Trial Court Judge State of Florida
 Southern Florida National Safety Council
 St. Johns & Partners
 St. Joseph's Children's Hospital,
 Child Advocacy Center
 StarMetro
 State Attorney's Office, Second Judicial Circuit
 State Attorney's Office, Fourth Judicial Circuit
 State Attorney's Office, Sixth Judicial Circuit
 State Attorney's Office, 16th Judicial Circuit
 Stay Alive...Just Drive!, Inc.
 Tallahassee Community College
 Tallahassee Police Department

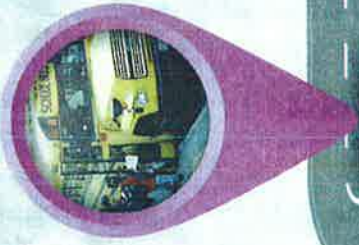
Tallahassee Senior Center
 Teen Driver Challenge
 Teen Driver Safety Foundation
 Teens Learn to Drive Foundation, Inc.
 The Children's Hospital of South Florida,
 Child Advocacy Program
 The Dori Slosberg Foundation
 The Self Movement
 The University of Florida Institute for Mobility,
 Activity, and Participation
 Tindale-Oliver & Associates, Inc.
 Traffic Records Coordinating Committee
 Twin Visions, Boca
 U.S. Insurance Services, Inc.
 United States Navy - NAS Jacksonville
 University of Florida
 University of Florida Local Technical
 Assistance Program
 University of Florida, Florida Transportation
 Technology Transfer Center
 University of Miami, WalkSafe Program
 University of North Florida, Institute of Police
 Technology and Management
 University of North Florida, Public Opinion
 Research Laboratory
 University of South Florida, Center for Urban
 Transportation Research (CUTR)
 We Save Lives



**DRIVING
DOWN
FATALITIES**



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October 23, 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 - 2018 Weekend Institute

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has announced two meeting dates for its Weekend Institute - April 13 through 15, 2018 in Orlando and June 1 through 3, 2017 in Tampa (Exhibit 1). The Weekend Institute provides training regarding the transportation planning process. The Florida Metropolitan Planning Organization Advisory Council provided hotel and in-state registration information (Exhibit 2) for its two Weekend Institute sessions.

Attachments

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MPOAC Weekend Institute for Elected Officials

April 13 - 15, 2018

**FLC University Training Center
Orlando, Florida**

June 1 - 3, 2018

**Renaissance Hotel International Plaza
Tampa, Florida**

Workshop will cover:

- Laws and Regulations Affecting MPOs
- MPO Board Responsibilities & Authority
- MPO Product and Processes
- Critical Funding Issues
- Transportation Jargon & Acronyms

**PICK
THE PLACE
and
SAVE THE
DATE**

Please note, space is limited at these events. Three seats at each event will be reserved for board members from each MPO, with an overall limit of 25 participants per Institute. Coordinate with your colleagues and Staff Director to determine which MPO Board members will attend each MPOAC Institute. A waiting list will be formed on a first come, first served basis for all other interested MPO Board members. A registration fee of \$300 will be required to attend the MPOAC Weekend Institute.

Hosted by the Florida Metropolitan Planning Organization Advisory Council (MPOAC) in conjunction with the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF).

MPOAC
institute

For more information contact **Christen Miller**
at (727) 916-2599, christen@cutr.usf.edu.

MPOAC Weekend Institute for Elected Officials

Ever wonder...

- *Why MPOs were created in the first place?*
- *What all that transportation jargon really means?*
- *What MPOs are supposed to be doing?*
- *How transportation projects get funded?*

We've got the answers.

Florida MPO
Advisory Council

MPOAC
institute

EXHIBIT 2

MPOAC Weekend Institute 2018

CONFERENCE OVERVIEW

Transportation decision-makers face numerous challenges in making complex transportation decisions. Many new MPO board members have limited prior experience with the planning and funding of the local and regional transportation system. Even board members with years of experience struggle mastering important elements of the transportation planning process, especially given the constant evolution of federal and state regulations.

The MPOAC Weekend Institute for Elected Officials provides MPO board members with an opportunity to enhance their understanding and leadership skills regarding transportation decision-making, including the key role they play in the process.

TWO EVENTS / TWO LOCATIONS

The MPOAC Weekend Institute for Elected Officials will be held twice in 2018: **April 13-15** at the FLC University Training Center in Orlando and **June 1-3** at the Renaissance Hotel International Plaza in Tampa. The MPOAC Weekend Institute is open to MPO board members only and space for this event is limited. Three seats at each event will be reserved for board members from each Florida MPO, with an overall limit of 25 participants per Institute. Select the event date you would like to attend and register by **March 23, 2018** for Orlando or **May 18, 2018** for Tampa. Following the registration deadlines, any unfilled seats will be offered on a first come first served basis.

April 13 - 15, 2018 FLC University Training Center Orlando, Florida

Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the Residence Inn by Marriott Orlando Downtown directly at (407) 996-1000, or visit <http://tinyurl.com/2018Orlando>.

A special rate of \$125.00 per night is available for Institute attendees who make reservations by **March 23, 2018** for this event. To receive the special rate, notify the receptionist of your participation in the MPOAC Institute when making your hotel reservations. Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC.

The hotel offers complimentary on-site self parking if registered under the room block.

June 1 - 3, 2018 Renaissance Hotel International Plaza Tampa, Florida

Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the hotel directly at (888) 236-2427 or visit <http://tinyurl.com/2018Tampa>.

A special rate of \$120.00 per night is available for Institute attendees who make reservations by **May 18, 2018** for this event. To receive the special rate, notify the reservationist of your participation in the MPOAC Institute when making your hotel reservations. Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC.

Upon request, the Renaissance hotel offers complimentary shuttles to and from the local airport. The hotel also offers complimentary on-site self parking. Overnight valet parking is available for \$22.00.

REGISTRATION

A registration fee of \$300 is required to attend the MPOAC Weekend Institute. The registration fee may be paid by check or credit card. Be sure to indicate whether paying by check or credit card. If you elect to pay with a credit card, you will receive an emailed invitation with instructions to pay via PayPal within a week. To register by mail, send the attached registration form and check by the respective deadline date to **MPOAC Weekend Institute, c/o Brigitte Messina, 605 Suwannee St., MS 28B, Tallahassee, FL 32399-0450**. Please notify Christen Miller at (727) 916-2599, christen@cutr.usf.edu at least two weeks prior to each event date if you need to cancel. Cancellations after that time will not be refunded.



ABOUT THE INSTITUTE

The MPOAC Institute for Elected Officials covers a variety of topics of interest to MPO Board members. The information provided during the Institute is designed for practical application in transportation planning activities performed by elected officials. The goal is to provide MPO Board members with the knowledge and tools necessary to engage in the MPO process without requiring Board members to become transportation experts.

Institute topics include:

- **Laws and Regulations Affecting MPOs**
- **MPO Products and Process**
- **Transportation Jargon & Acronyms**
- **MPO Board Responsibilities and Authority**
- **Critical Funding Issues**

Check-in for the Institute will be held between 5:30-6 p.m. on the first day of the event. The program will begin promptly at 6:00 p.m. with a working dinner. Please note that while the dinner will be a good opportunity to mingle with fellow MPO Board members from around the state, it will also be used as a training opportunity and attendance is important. Breakfast will be provided each morning, as will a deli-style buffet lunch on Saturday. These meals, along with Friday's working dinner, are included in the registration fee. Saturday evening is a "free" evening and an opportunity to experience the diversity of restaurants and activities in the area.

INSTITUTE TRAINERS

Harold (Hal) M. Beardsall, JD
Transportation Specialist
FCRC Consensus Center
Florida State University

Jeff Kramer, AICP
Senior Research Associate
Center for Urban
Transportation Research
University of South Florida

Scott O. Paine, Ph.D.
Director
Leadership Development
and Education
Florida League of Cities

Kristine Williams, AICP
Program Director
Center for Urban
Transportation Research
University of South Florida



CA.15

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

October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -
2018 Legislative Priorities and Policy Positions

STAFF RECOMMENDATION

For information only.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its approved 2018 Legislative Priorities and Policy Positions.

Legislative Priorities & Policy Positions

Florida

Metropolitan Planning Organization Advisory Council

2018

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

Regulates distracted driving as a primary offense by prohibiting the use of two-way electronic wireless communication devices and other similar distracting devices while operating a motor vehicle, except when the device is part of, or physically docked in, the motor vehicle.

Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP).

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

Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.



PRIORITY POLICY POSITIONS

The MPOAC Supports State Legislation that:

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

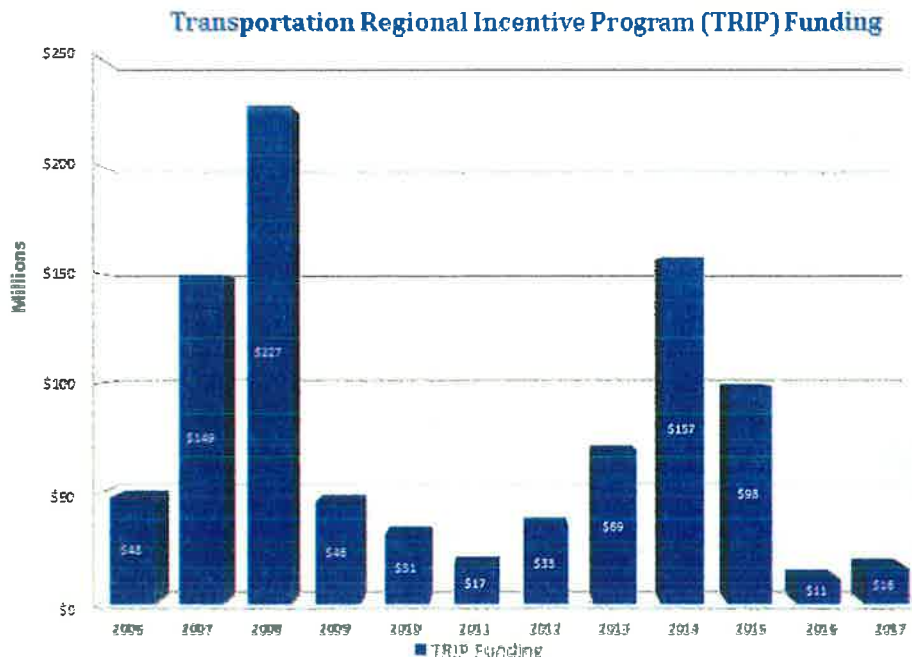
Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.

2. Regulates distracted driving as a primary offense by prohibiting the use of two-way electronic wireless communication devices and other similar distracting devices while operating a motor vehicle, except when the device is part of, or physically docked in, the motor vehicle.

The 2013 Florida legislature enacted the "Florida Ban on Texting While Driving Law." The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014, 2015, 2016 and 2017 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for distracted driving. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

3. Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP). The TRIP leverages state documentary stamp tax proceeds to promote regional planning and project development by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. This proposal seeks to restore TRIP funding by reducing diversions of documentary stamp proceeds for non-transportation purposes.



MPOAC

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

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

ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

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

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

- 5. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).**

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

- 6. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.**

The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

Florida Metropolitan Planning Organization Advisory Council



GOVERNING BOARD

Mayor Susan Haynie, Chair
Palm Beach MPO

Commissioner Nick Maddox, Vice-Chair
Capital Region TPA

Commissioner Rodney Friend
Bay County TPO

Commissioner Nicholas Nicholson
Hernando/Citrus MPO

Commissioner Carl Zalak, III
Ocala/Marion County TPO

Councilmember Bryan Caleika
Broward MPO

Mr. Paul Anderson
Hillsborough County MPO

Councilmember Dick Rynearson
Okaloosa-Walton TPO

Commissioner James Herston
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Indian River County MPO

Mayor Camille Hernandez
Pasco County MPO

Councilmember Reg Buxton
Collier MPO

Mayor Pat Kelley
Lake-Sumter MPO

Mayor Pro-Tem Nat Birdsong
Polk TPO

Commissioner Rob Williamson
Florida-Alabama TPO

Councilmember Jim Burch
Lee County MPO

Councilmember Pat Patterson
River to Sea TPO

Councilmember Doreen Caudell
Forward Pinellas

Commissioner Troy McDonald
Martin MPO

Commissioner Willie Shaw
Sarasota/Manatee MPO

Commissioner Adrian Hayes-Santos
Gainesville MTPO

Commissioner Bob Dallari
MetroPlan Orlando

Mayor Kathy Meehan
Space Coast TPO

Commissioner Terry Burroughs
Hearland Regional TPO

Commissioner Bruno Barreiro
Miami-Dade TPO

Mayor Linda Hudson
St. Lucie TPO

Councilmember Doyle Carter
North Florida TPO

STAFF DIRECTORS' ADVISORY COMMITTEE

Peter Buchwald, Chair
St. Lucie TPO

Greg Stuart, Vice-Chair
Broward MPO

Mary Beth Washnock
Bay County TPO,

Dennis Dix
Hernando/Citrus MPO

Michael Daniels
Ocala/Marion County TPO

Greg Slay
Capital Region TPA

Beth Alden
Hillsborough County MPO

Dawn Schwartz
Okaloosa-Walton TPO

Bob Herrington
Charlotte County-Punta Gorda MPO

Phil Matson
Indian River County MPO

Nick Uhren
Palm Beach MPO

Anne McLaughlin
Collier MPO

T.J. Fish
Lake-Sumter MPO

Craig Casper
Pasco County MPO

Austin Mount
Florida-Alabama TPO

Donald Scott
Lee County MPO

Tom Deardorff
Polk TPO

Whit Blanton
Forward Pinellas

Beth Beltran
Martin MPO

Lois Bollenback
River to Sea TPO

Patricia Steed
Hearland Regional TPO

Harold Barley
MetroPlan Orlando

David Hutchinson
Sarasota/Manatee MPO

Scott Koons
Gainesville MTPO

Aileen Bouclé
Miami-Dade TPO

Bob Kamm
Space Coast TPO

Jeff Sheffield
North Florida TPO

Meeting

Agenda

Enclosures



October 23, 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 five vacant positions on the Citizens Advisory Committee. There are two candidates for the five vacant positions. Two current members (Gilbert Levy and James Samec) are seeking reappointment (as shown in Exhibit I).

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

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

CITIZENS ADVISORY COMMITTEE MEMBERSHIP BYLAWS

The Citizens Advisory Committee shall be composed of 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**

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

~ Member or Applicant Living Outside Gainesville Urbanized Area Boundary

* Current Member Seeking Reappointment

Former Member Seeking Appointment

EXHIBIT II

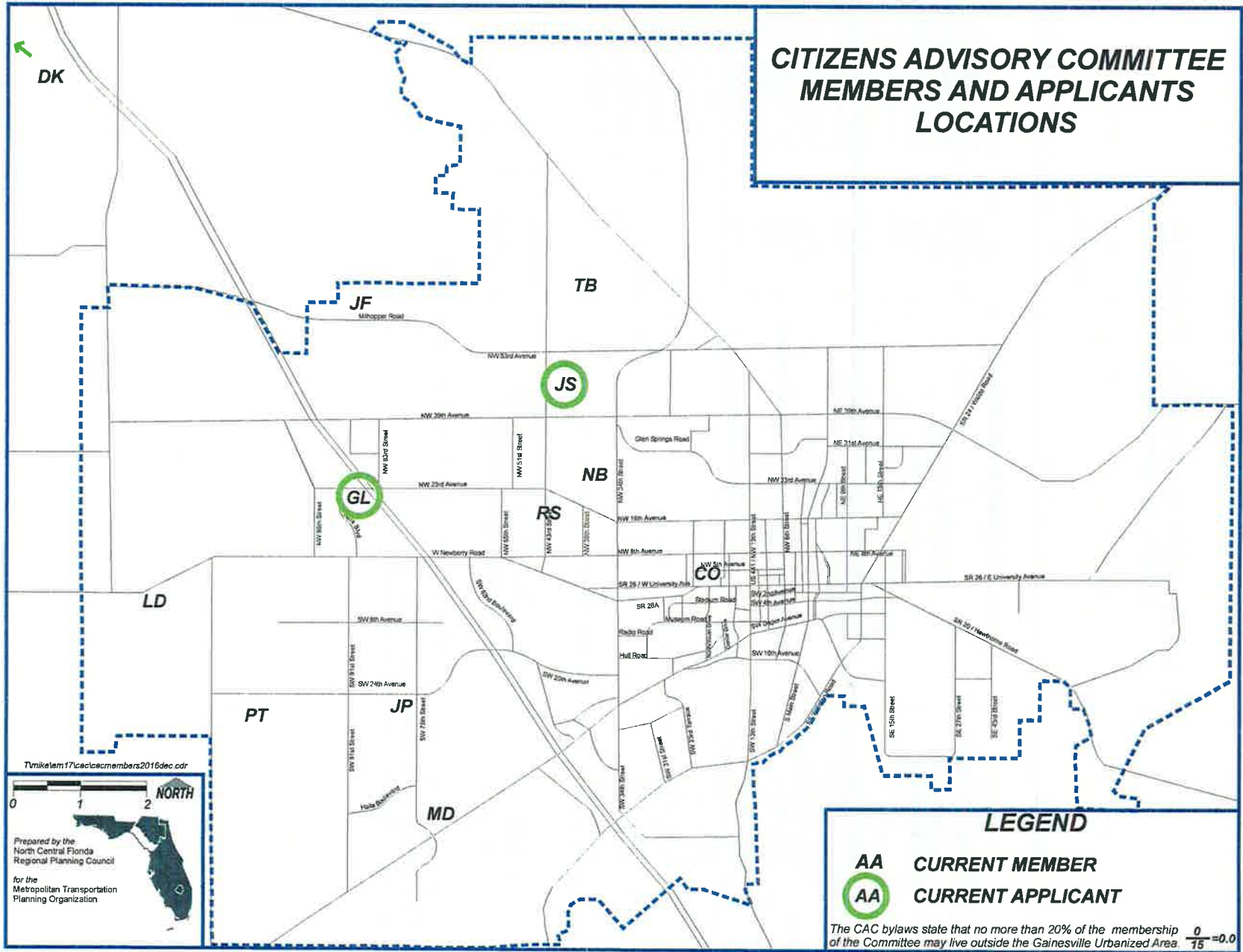


EXHIBIT III

MTPO MEMBER	Gilbert LEVY	James SAMEC
David ARREOLA		
Harvey BUDD		
Mike BYERLY		
Charles CHESTNUT IV		
Ken CORNELL		
Charles GOLSTON		
Adrian HAYES-SANTOS		
Robert HUTCHINSON		
Lee PINKOSON		
Mayor Lauren POE		
Harvey WARD		
Helen WARREN		

Fill up to five [5] vacant positions 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

Date: OCTOBER 16, 2017

NAME GILBERT A. LEVY
ADDRESS 7719 NW 18TH LANE
CITY/STATE/ZIP CODE GAINESVILLE FLA 32605
EMAIL gil-levy@msn.com
TELEPHONE (HOME) 352-373-7637
(WORK) 352-240-6965
(CELL) 352-258-1656
HOW LONG A RESIDENT OF ALACHUA COUNTY? 36 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES NO
OCCUPATION - BANK CEO RE CONSULTANT
EDUCATION - BSBA FINANCE - UNIVERSITY OF PUERTO RICO

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

- REAL ESTATE DEVELOPMENT, MANAGEMENT
- RESIDENT OF CITIES WITH LARGE TRANSPORTATION USE/NEEDS
- CURRENTLY SERVE ON CAC OF THE MTPD.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

- IMPACT AWARD, SBA AWARD OF THE YEAR,
- CITY/COUNTY HONORARY FOR SUPPORTING ARTS

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

OCT 16 2017

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

Date: 9-24-2017

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

NAME JAMES SAMEC ADDRESS 4045 NW 46 Ave
ZIP CODE 32606 AGE 67 TELEPHONE (H) 352 371-0454
EMAIL SAMEC PAPA @ AOL.COM (W) _____
FAX: _____

HOW LONG A RESIDENT OF ALACHUA COUNTY? 36 Yrs

ARE YOU CURRENTLY AN ELECTED OFFICIAL? NO

OCCUPATION Retired

EDUCATION College

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

26 Law Enforcement

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS CAC
Volunteer OPD

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

Phil Mann 352 393-8133

Pete Bachaus 334-5030

Martin Kuper 334-2438

James Samec
Signature

RECEIVED

Additional information may be attached to this form.

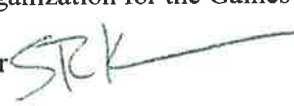
OCT 16 2017



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

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

October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Bicycle/Pedestrian Advisory Board Vacant Positions

STAFF RECOMMENDATION

Fill one vacancy for a three-year term on the Bicycle/Pedestrian Advisory Board through December 2020 and fill one vacancy for a two-year term on the Bicycle/Pedestrian Advisory Board through December 2019.

BACKGROUND

The Metropolitan Transportation Planning Organization needs to fill two vacant positions on the Bicycle/Pedestrian Advisory Board. There are four candidates for the two vacant positions-Amanda Bailey, Adam Carr, Maxine Stallings and Gina van Blokland. One vacancy is due to a resignation of a current member and one vacancy is due to a term expiring 2017.

ATTACHED MATERIALS

Attached please find:

1. Exhibit I which lists the names and occupations of current Bicycle/Pedestrian Advisory Board members and applicants;
2. Exhibit II which shows where current Bicycle/Pedestrian Advisory Board 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.

VOTING PROCEDURE

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

Attachments

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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Fourth block of faint, illegible text in the lower middle section.

Fifth block of faint, illegible text in the lower section.

Sixth block of faint, illegible text in the lower section.

Seventh block of faint, illegible text in the lower section.

Eighth block of faint, illegible text in the lower section.

EXHIBIT I

**CURRENT BICYCLE/PEDESTRIAN ADVISORY BOARD
TERMS OF APPOINTMENT**

CURRENT MEMBERS	OCCUPATION	TERM EXPIRES
ALACHUA COUNTY		
Maxine Stallings	-	August, 2017
VACANT	-	August, 2017
Mario Perez	-	August, 2018
Richard Pushaw	-	August, 2019
CITY OF GAINESVILLE		
Les Brown	Student Seat	Fall, 2017
VACANT	-	December, 2017
Luke Jolly	-	December, 2017
Joseph Floyd	-	December, 2018
Jennifer Meiselman Titus	-	December, 2019
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION		
Allyson Gill	Nurse Practitioner	December, 2018
Arthur Stockwell*	Accountant	December, 2018
VACANT	-	December, 2019
VACANT	-	December, 2020
APPLICANTS	OCCUPATION	TENURE (In Years)
Amanda Bailey	Graduate Teaching Assistant	-
Adam Carr*	Student	1
Maxine Stallings	Retired	
Gina van Blokland	Retired	

*Current member seeking reappointment

EXHIBIT II

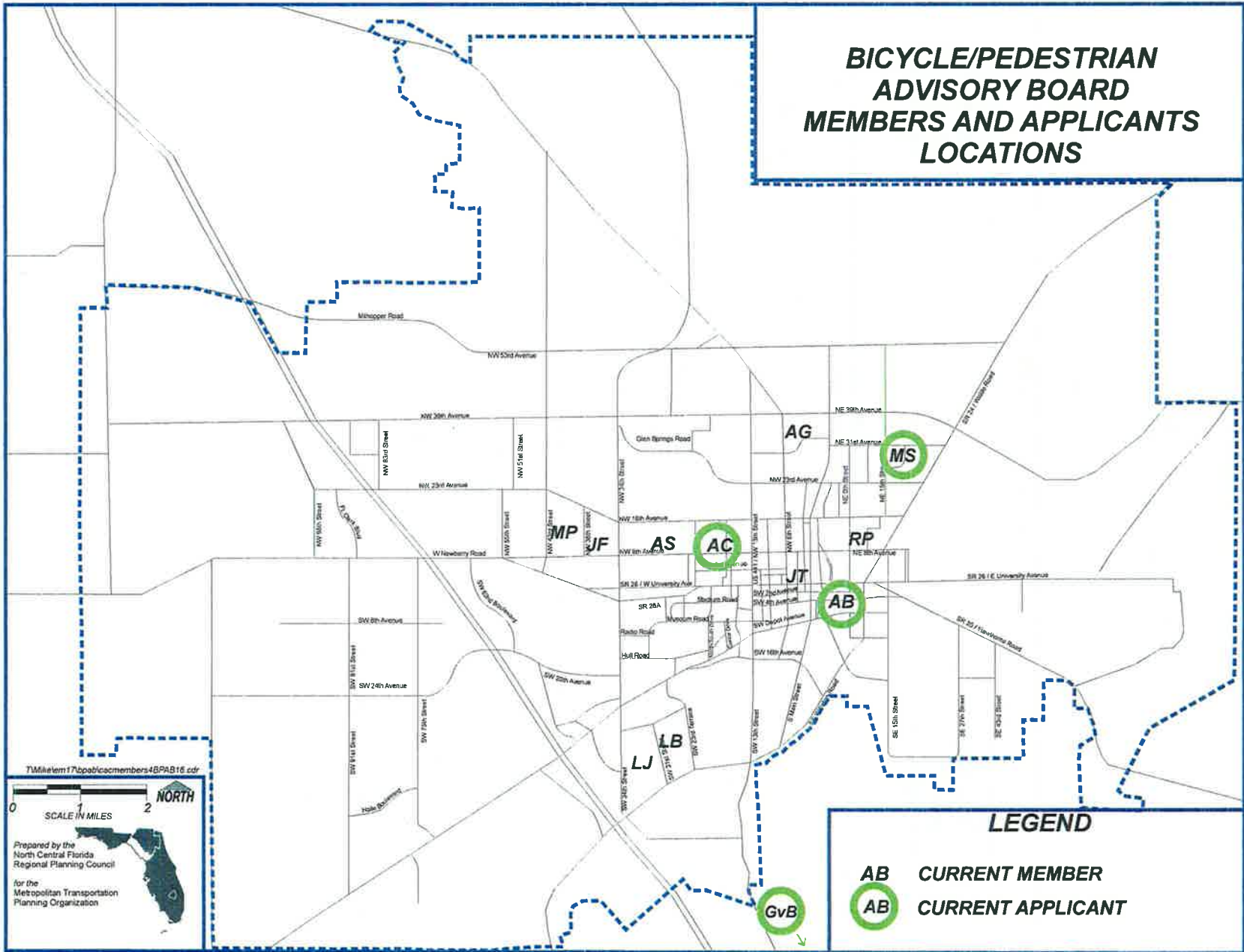


EXHIBIT III

MTPO MEMBER	Amanda BAILEY	Adam CARR	Maxine STALLINGS	Gina van BLOKLAND
David ARREOLA				
Harvey BUDD				
Mike BYERLY				
Charles CHESTNUT IV				
Ken CORNELL				
Charles GOLSTON				
Adrian HAYES-SANTOS				
Robert HUTCHINSON				
Lee PINKOSON				
Mayor Lauren POE				
Harvey WARD				
Helen WARREN				

Fill two [2] vacant positions.

EXHIBIT IV

**NOTICE
APPLICATION FOR
BICYCLE / PEDESTRIAN ADVISORY
BOARD**

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

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

Applications and additional information may be obtained by writing or calling: North Central Florida Regional Planning Council, 2009 NW 67th Place Gainesville, Florida 32653; telephone 352.955.2200; or from the following website at www.ncfrpc.org/mtpo. Applications must be received no later than Monday, October 16, 2017.

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

**BICYCLE/PEDESTRIAN ADVISORY BOARD
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

Date: 7/5/17

NAME Amanda Bailey
ADDRESS 810 SE 5th Ave, Apt. 22
CITY/STATE/ZIPCODE Gainesville, FL 32601
EMAIL amanda.bailey@ufl.edu
TELEPHONE (HOME) (352) 390-0486
(WORK)
(CELL) (352) 390-0486

HOW LONG A RESIDENT OF ALACHUA COUNTY? 1 YEARS

ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES _____ NO X

OCCUPATION Graduate teaching assistant pursuing PhD in Mass Communications at UF

EDUCATION MA in English

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

As a daily bike commuter, I have a personal investment in this position. I want to see the roads of Gainesville safer for bikers and pedestrians alike. I also have strong organizational and interpersonal communication skills.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Please see resume attached.

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board. 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)

Dr. Frank Waddell, current supervisor, frank.waddell@ufl.edu, (814) 470-9411

Dr. Debbie Treise, current dean, dtreise@ufl.edu, (352) 392-6557

Signature Amanda Bailey

Additional information may be attached to this form

Amanda Bailey

810 SE 5th Ave, Apt. 22 • Gainesville, FL
amanda.bailey@ufl.edu
352.390.0486

EDUCATION

Ph.D. in Mass Communications
Media Effects

University of Florida, Gainesville, FL
Expected graduation date May 2019

Master of Arts in English
Professional Writing

Old Dominion University, Norfolk, VA
Accelerated Master's Program
May 2012

Bachelor of Arts in English
Journalism

Old Dominion University, Norfolk, VA
Summa Cum Laude
August 2011

COURSES TAUGHT

English Composition I & II
Advanced Composition
Academic Research Writing
Intro to Scientific Writing
Intro to Journalism
American Literature
Magazine & Feature Story Writing

SKILLS

Very proficient with technology
Amateur photographer
Seasoned international traveler
Working knowledge of Spanish

COMMUNITY SERVICE

Children's Hospital Volunteer | 2015
Humanitarian Aide in Sri Lanka | 2014
Website Manager for Teen AIDS
Non-profit | 2012 – 2013
Assistant News Editor for Campus
Newspaper | 2010 – 2011
Various charitable freelance writing and
design projects | 2010 – Present

References available upon request

RELATED EXPERIENCE

Graduate Research and Teaching Assistant
University of Florida

Gainesville, FL
2016 – present

- Obtaining PhD in Mass Communications while assisting in weekly research and teaching duties.

Residential Director
Exploration School at Yale

New Haven, CT
Summer 2017

- Directed a team of residential assistants and instructors in daily life and crisis management with high school students.

Writing Tutor
Pearson

Online
2015 – 2016

- Provided constructive criticism to a variety of college students via organized digital feedback guidelines.
- Developed grammar and mechanical tutoring skills.
- Enabled me to travel internationally during my gap year.

English Composition Instructor
College of Charleston

Charleston, SC
2013 – 2015

- Instructed undergraduate composition courses with a focus on new media, popular culture, and academic research.
- Employed an active-learning teaching style involving class discussions, group activities, and interactive writing exercises to engage students to participate in a collaborative learning environment.
- Developed syllabi, essay prompts, daily lectures, grading rubrics, engaging classroom activities, and discussion topics.

English Language Counselor
American Village

Joude, France
Summers 2014, 2015, & 2016

- Taught English to French-speaking students aged 8-17 in English-immersion camp setting.
- Gained experience living and working abroad; successfully navigated cultural norms to effectively communicate with students and community.

Adjunct Journalism Instructor
Trident Technical College

Charleston, SC
2013 – 2015

- Instructed undergraduate courses in journalism and writing.
- Gained experience in the technical college classroom and online platforms.

Adjunct English Instructor
Old Dominion University

Norfolk, VA
2012 – 2013

- Instructed undergraduate English courses in literature, first and second year composition, and technical writing.
- Integrated technology through use of electronic portfolios and grading using Google Drive and Blackboard.

Substitute Teacher
Newport News Public Schools

Newport News, VA
2008 – 2013

- Instructed students in grades Pre-K through 8th in grammar, social studies, art, library services and other subjects.
- Taught and assisted in special needs classrooms including hearing impaired, autistic, learning, emotionally, and developmentally disabled classrooms.

Visit amandalynndavid.com to view additional work experience & teaching portfolio.

OCT 12 2017

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

BICYCLE/PEDESTRIAN ADVISORY BOARD
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

Date: 10/10/17

NAME Adam Carr
ADDRESS 1721 NW 10th Ave
CITY/STATE/ZIPCODE Gainesville, FL 32605
EMAIL abcarr1@gmail.com
TELEPHONE (HOME) _____
(WORK) _____
(CELL) 352-318-9820

HOW LONG A RESIDENT OF ALACHUA COUNTY? 26 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES _____ NO

OCCUPATION Student
EDUCATION Pursuing Master's of Urban and Regional Planning

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT
Current BPAB member, wrote paper on garbage transportation in Gainesville

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board. 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)

David Carr, 1721 NW 10th Ave, 352-74182
Peggy Carr, " " " "
Crystal Goodison, Architecture Building 131, UF; 352-8686

Signature Adam Carr

Additional information may be attached to this form

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
BICYCLE/PEDESTRIAN ADVISORY BOARD

RESUME

Please return to:

Date Thurs. 9/14/2017

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

NAME Maxine Stallings **ADDRESS** 2930 NE 19th Street, Gainesville, FL.

ZIP CODE 32609 **AGE** N.A **TELEPHONE (H)** (352) 372-8430

EMAIL accb.org@gmail.com & bikeped@cityofgainesville.org **(W)** (352) 338-7951

HOW LONG A RESIDENT OF ALACHUA COUNTY? 38 years
ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Retired

EDUCATION B.S. - University of Delaware, dbl. major: Psychology and Socio. Post-grad. study @ UF in Public Admin.

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT
Having worked as an advocate with the Alachua County Council of the Blind, Bicycle/Pedestrian Advisory Board

(BPAB) and being Chair of the White Cane Safety Awareness Walk for the last 20 years has prepared me to understand the issues related to pedestrian safety, not only for the blind but for citizens as a whole.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Alachua County Council of the Blind; Board of Directors, Center for Independent Living; Member of City of Gainesville Citizen Disability Advisory Committee; Alachua County Traffic Safety Team

I am willing to spend 4.0 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number.)

Dr. Tony Delisle, Cntr. for Independent Living Exe. Dir., 222 SW 36th Terr., G'ville, FL. 32607. (352) 378-7474.

Dr. Mary Ann Mehn, MammaCare Foundation Dir. of Ed., 930 NW 8th Ave., G'ville, FL. 32601. (352) 375-0607.

Dekova Batey, City of Gainesville Bicycle/Ped. Coord., P.O. Box 490, M.S. 58, G'ville, FL. 32627-0490. (352) 393-8493.

MS
Signature

RECEIVED

OCT 16 2017

Additional information may be attached to this form

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
BICYCLE/PEDESTRIAN ADVISORY BOARD

RESUME

Please return to:

Date 11/30/2016

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

NAME Gina van Blokland **ADDRESS** 625 SE 119th Avenue

ZIP CODE 32667 **AGE** 60 **TELEPHONE (H)** (352) 317-3516

EMAIL blokland6666@gmail.com **(W)** _____

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

OCCUPATION Retired

EDUCATION BS Degree in Leisure Studies and Services from FSU


TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT I could bring another point of view from someone who has lived and worked in this community for nearly 40 years. I ride on the streets and trails in this area as well as many other areas in this country. I have also ridden on the streets and roads in other countries in the world where I have traveled.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

National Recreation and Parks Association Recreation and Open Space Committee

Florida Recreation and Parks Association

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


Signature

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

OCT 16 2017

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Additional information may be attached to this form.




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

October 23, 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 Connector 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 Connector project in Fiscal Year 2017-18 for preliminary engineering identified in Exhibit 1;
2. add the funding for the SW 62nd Connector project in Fiscal Year 2017-18 and Fiscal Year 2018-19 for right-of-way acquisition identified in Exhibit 1; and
3. reduce funding for right-of-way acquisition identified in Exhibit 2.

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

BACKGROUND

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 Connector 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
- Right-of-Way Acquisition Fiscal Year 2018-19 - \$772,801 (Repurposed Federal Earmark).

Exhibit 1 shows the changes to Table 9 for additional funding in blue text. Exhibit 2 shows the change to Table 11 for reduction of the advanced right-of-way funding in red text.

Attachments

t:\scott\sk18\mtpo\memo\lrtp_mod_sw62connector_oct30.docx

EXHIBIT 1

Table 9: Major Projects in the Transportation Improvement Program: Fiscal Years 2015-16 to 2019-20

Project	Description	Project Phase* and Funding by Fiscal Year in Millions of Dollars				
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
SW 27 th Street	Construct bike/pedestrian trail from State Road 331 (Williston Road) to SW 35 th Place	-	\$0.07 PE	-	\$0.232 CST	-
Norton Elementary Trail	Construct bike/pedestrian trail from State Road 222 (NW 39 th Avenue) to NW 45 th Avenue	-	\$0.371 CST	-	-	-
State Road 24 (Archer Road)	Project Development and Environment Study from US 27/Bronson to Tower Road/SW 75 th Street	\$0.520 PE	-	-	-	-
Depot Avenue	Reconstruct corridor from US 441 (SW 13 th Street) to State Road 331 (Williston Road)	\$6.41 PE, ROW, CST	-	-	-	-
SW 30 th Avenue	Construct bridge from SW 45 th Street to SW 30 th Avenue	\$12.0 CST	-	-	-	-
SW 62 nd Boulevard	Preliminary engineering from State Road 24 (Archer Road) to State Road 26 (Newberry Road)	\$1.28 PE	-	4.963 PE, ROW	0.834 ROW	-
SW 40 th Boulevard Extension	Construct new roadway from State Road 121 (SW 34 th Street) to State Road 24 (Archer Road)	-	\$1.36 CST	-	-	-
Interstate 75	Project Development and Environment Study and Preliminary Engineering of State Road 121 (Williston Road) Interchange	\$0.124 PE	\$0.133 PE	-	-	-
Southeast 16 th Avenue (State Road 226)	Transportation Systems Management Capacity Enhancements at Main Street and Williston Road (State Road 331) Intersections	\$2.024 PE, CST	\$0.026 CST	\$0.054 CST	-	-

*Project Phasing: PE=Preliminary Engineering, ROW=Right of Way Acquisition, CST = Construction

EXHIBIT 2

Table 11: Adopted Year 2040 Cost Feasible Plan Phasing (in Year of Expenditure Dollars)

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Strategic Intermodal System Revenues (Year of Expenditure Dollars)								
	\$5.1 Million		-		-		-	
Modifications at Interstate 75 / State Road 121 Interchange	ROW	\$0.10	-	-	-	-	-	-
	CST/CEI	\$5.00	-	-	-	-	-	-
State Highway System Revenues (Year of Expenditure Dollars)								
	\$23.6 Million		\$22.3 Million		\$48.8 Million		\$33.3 Million	
Multimodal Emphasis Corridor Study and implementation on US 441(West 13th Street) from NW 33rd Avenue to Archer Road	Design	FDOT	-	-	-	-	-	-
	ROW	NA	-	-	-	-	-	-
	CST	\$2.35	-	-	-	-	-	-
	CEI	\$0.40	-	-	-	-	-	-
Multimodal Emphasis Corridor projects on State Road 26 (University Avenue) from Gale Lemerand Drive to Waldo Road	Design	FDOT	-	-	-	-	-	-
	ROW	\$0.30	-	-	-	-	-	-
	CST	\$6.55	-	-	-	-	-	-
	CEI	\$1.00	-	-	-	-	-	-
Pedestrian Safety Modifications on State Roads 24/331 (Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue	Design	FDOT	-	-	-	-	-	-
	ROW	NA	-	-	-	-	-	-
	CST	\$3.30	-	-	-	-	-	-
	CEI	\$0.50	-	-	-	-	-	-
Safety and Capacity Enhancements on State Road 121 (West 34th Street) from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	Design	FDOT	-	-	-	-	-	-
	ROW	\$1.65	ROW	\$1.50	-	-	-	-
	CST	\$6.55	CST	\$3.70	CST	\$39.35	-	-
	CEI	\$1.00	CEI	\$0.50	CEI	\$5.70	-	-
Widen State Road 24 (Archer Road) to four lanes from Tower Road to SW 122nd Street	Design	FDOT	-	-	-	-	-	-
	-	-	ROW	\$9.70	-	-	ROW	\$5.15
	-	-	CST	\$6.10	CST	\$3.15	CST	\$24.40
	-	-	CEI	\$0.80	CEI	\$0.60	CEI	\$3.75

Table 11 continues on the following page

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Program Revenues (Year of Expenditure Dollars)								
	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
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	ROW	\$3.57	ROW	\$4.15	-	-	ROW	\$2.50
	-	-	-	-	-	-	CST	\$14.00
	-	-	-	-	-	-	CEI	\$2.00
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	Design	\$0.33	-	-	-	-	-	-
	-	-	-	-	-	-	ROW	\$7.25
	-	-	-	-	-	-	CST	\$9.35
Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	-	-	Design	\$0.45	Design	\$1.40	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$2.25	CST	\$13.40	-	-
Resurface City Roads according to priorities established by the Gainesville City Commission	-	-	CEI	\$0.40	CEI	\$2.00	-	-
	-	-	Design	\$0.30	Design	\$0.20	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$0.60	CST	\$0.80	-	-
	-	-	CEI	\$0.15	CEI	\$0.20	-	-
	-	-	-	-	-	-	-	-
Transportation Alternatives Program Revenues (Year of Expenditure Dollars)								
	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
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	Design	\$0.20	Design	\$0.15	Design	\$0.25	-	-
	ROW	N/A	ROW	N/A	ROW	\$0.30	-	-
	CST	\$1.10	CST	\$1.15	CST	\$2.10	-	-
	CEI	\$0.15	CEI	\$0.15	CEI	\$0.25	-	-
Transit Revenues (Year of Expenditure Dollars)								
	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
Maintain and operate existing City of Gainesville Regional Transit System	TOP	\$18.2	TOP	\$19.2	TOP	\$40.0	-	-

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




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

October 23, 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 Connector 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 Connector 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

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 Connector 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 Connector is a priority project in the Year 2040 Long-Range Transportation Plan (Exhibit 2).

Attachments

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

TRANSMITTED ELECTRONICALLY – September 27, 2017

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.

211365-6	SW 62 nd Boulevard 4-Lane Arterial Connector	
PHASE	Fund Source	FY18
Preliminary Engineering	Repurposed Federal Earmark (REPE)	\$ 120,051

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

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

James M. Green

Gainesville MTPO / Alachua County Liaison

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

EXHIBIT 2


Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Program Revenues (Year of Expenditure Dollars)								
	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
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	ROW	\$8.25	ROW	\$4.15	-	-	ROW	\$2.50
	-	-	-	-	-	-	CST	\$14.00
	-	-	-	-	-	-	CEI	\$2.00
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	Design	\$0.33	-	-	-	-	-	-
	-	-	-	-	-	-	ROW	\$7.25
	-	-	-	-	-	-	CST	\$9.35
Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	-	-	Design	\$0.45	Design	\$1.40	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$2.25	CST	\$13.40	-	-
Resurface City Roads according to priorities established by the Gainesville City Commission	-	-	CEI	\$0.40	CEI	\$2.00	-	-
	-	-	Design	\$0.30	Design	\$0.20	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$0.60	CST	\$0.80	-	-
	-	-	CEI	\$0.15	CEI	\$0.20	-	-
	-	-	-	-	-	-	-	-
Transportation Alternatives Program Revenues (Year of Expenditure Dollars)								
	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
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	Design	\$0.20	Design	\$0.15	Design	\$0.25	-	-
	ROW	N/A	ROW	N/A	ROW	\$0.30	-	-
	CST	\$1.10	CST	\$1.15	CST	\$2.10	-	-
	CEI	\$0.15	CEI	\$0.15	CEI	\$0.25	-	-
Transit Revenues (Year of Expenditure Dollars)								
	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
Maintain and operate existing City of Gainesville Regional Transit System	TOP	\$18.2	TOP	\$19.2	TOP	\$40.0	-	-
	-	-	-	-	-	-	-	-

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



October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment-
State Road 222 (NW 39th Avenue) Railroad Crossing

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 advance funding into Fiscal Year 2017-18 for the State Road 222 (NW 39th Avenue) Railroad Crossing project (Exhibit 1).

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

BACKGROUND

The Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization that the State Road 222 (NW 39th Avenue) Railroad Crossing Project (4381101) has been advanced from Fiscal Year 2018-19 to Fiscal Year 2017-18. Therefore, the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program to advance funding from Fiscal Year 2018-19 to Fiscal Year 2017-18 for the project shown in Exhibit 1.

Attachment

EXHIBIT 1

Mike Escalante

From: Green, James [James.Green@dot.state.fl.us]
Sent: Wednesday, October 04, 2017 5:41 PM
To: Mike Escalante
Cc: Scott Koons; Taulbee, Karen; Phillips, Kelli
Subject: 438110-1 SR 222 Rail Crossing

Mike

In response to your inquiry about the following project:

FPID	438110-1
Location	SR 222 (NW 39 th Avenue) near West Side Drive – RR Crossing NO627036T
Description	Install New Concrete Crossing
Funding	\$460,000 District Dedicated Revenue (DDR – State Funds)
TIP Reference	Page 65, Table 14

To balance applicable funding categories in the Work Program, the project was advanced from FY2019 to the current fiscal year (FY2018). As this is not a Project of Regional Significance, and includes no Federal Funds, an Amendment to the State Transportation Improvement Program (STIP) is not necessary. I am advising you so you make note, if you desire, in your TIP documentation.

Please let me know if you have any questions.

James Green
Gainesville MTPO / Alachua County Liaison
Florida Department of Transportation – District 2
Planning, Jacksonville Urban Office – MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730
904-360-5684
Email: james.green@dot.state.fl.us



PLEASE NOTE: Florida has very broad public records laws. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communication may therefore be subject to disclosure.

NEW WEB ADDRESS: The FDOT's web address has changed from www.dot.state.fl.us to www.fdot.gov.




VII

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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment-
Federal Transit Administration Section 5339(c)
Low or No-Emission Grant Award to the Regional Transit System

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 funding into Fiscal Year 2017-18 for the Section 5339(c) Low or No-Emission Grant project (Exhibit 1).

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

BACKGROUND

The Regional Transit System has informed the Metropolitan Transportation Planning Organization that it has been awarded a Federal Transit Administration Section 5339(c) Low or No-Emission Grant for Fiscal Year 2017-18. Therefore, the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program to add this project.

Attachment



U.S. Department of Transportation
Office of the Secretary of Transportation

1200 New Jersey Ave., S.E.
Washington, DC 20590

GRANT ADVANCE NOTICE

Date: **09/12/2017**

NOTICE TO CONGRESS OF DOT DISCRETIONARY GRANT AWARDS: This notification is provided to the Committee pursuant to one of the following requirements governing the public announcement of a Department of Transportation discretionary grant, letter of intent, or Federal Transit Administration full funding grant agreement:

(1) Currently applicable General Provision of the Appropriations Act, Continuing Resolution, or Supplemental Appropriation governing Department of Transportation appropriations, containing a prohibition on the use of funds made available unless the Secretary notifies the House and Senate Committees on Appropriation at least three full business days before the Department or its operating administrations announces any discretionary grant award, letter of intent, or full funding grant agreement from: (A) any discretionary grant or federal credit program of the FHWA, including the emergency relief program; (B) the airport improvement program of the FAA; (C) any program of the FRA; (D) any program of the FTA other than the formula grants and fixed guideway modernization programs; (E) any program of the Maritime Administration; or (F) any funding provided under the heading "National Infrastructure Investments" in the Appropriations Act;

(2) Section 311 of title 49, United States Code;

(3) Section 159(b) of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21); or

(4) Section 5334(j) of title 49, United States Code.

Notice: THIS GRANT CANNOT BE RELEASED UNTIL THREE FULL BUSINESS DAYS HAVE PASSED AFTER THE DATE SHOWN ABOVE

Title: **FTA FY17 Low or No-Emission Vehicle (Low-No) Competitive Program - 5339(c)**

Grant Amount: **\$ 1,000,000.00**

Description:
Gainesville, purchase battery-electric buses and chargers

Congressional members affected:

Ted Yoho

Senators affected:

Marco Rubio
Bill Nelson

Should you have any questions, please contact the Office of Governmental Affairs (202)366-4573.




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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment-
Florida Department of Transportation
Service Development Grant Award to the Regional Transit System

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 funding into Fiscal Year 2017-18 for the Service Development Grant for the Operations of an Autonomous Bus Route Project (Exhibit 1).

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

BACKGROUND

The Regional Transit System has informed the Metropolitan Transportation Planning Organization that it has been awarded a Florida Department of Transportation Service Development Grant for the Operations of an Autonomous Bus Route Project for Fiscal Year 2017-18. Therefore, the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program to add this project.

Attachment

EXHIBIT 1

FINANCIAL PROJECT NO.

CONTRACT NO. _____

AGREEMENT DATE _____

EXHIBIT "A" PROJECT DESCRIPTION AND RESPONSIBILITIES

This exhibit forms an integral part of that certain Joint Participation Agreement between the State of Florida, Department of Transportation and City of Gainesville Regional Transit System 34 SE 13th Road, Gainesville, Florida, 32601, referenced by the above Financial Project Number.

PROJECT LOCATION:
Alachua County, Florida

PROJECT DESCRIPTION:
Service Development funding for the operations of an Autonomous bus route project in the Gainesville area.

SPECIAL CONSIDERATIONS BY AGENCY:

The audit report(s) required in paragraph 6.50 of the Agreement shall include a schedule of project assistance that will reflect the Department's contract number, Financial Project Number and the Federal Identification number, where applicable, and the amount of state funding action (receipt and disbursement of funds) and any federal or local funding action and the funding action from any other source with respect to the project.

SPECIAL CONSIDERATIONS BY DEPARTMENT:

The following conditions would warrant an administrative action by the Department which may result in termination and closure of the grant award:

**No invoice activity for six months, or*

**No contract activity for 18 months.*

The Department reserves the right to periodically review the service being administered by the grantee under this contract in order to verify that it is consistent with the project application and that the grantee is complying with all state and/or federal requirements that were a condition of the award. Should services or project expenses not be in accordance with the Agency's funding application as submitted to the Department as the basis for the Agency's funding request, then the Department may seek reimbursement from the Agency for any and all expenses paid under this contract.

FINANCIAL PROJECT NO. _____
CONTRACT NO. _____

EXHIBIT "B"
PROJECT BUDGET

This exhibit forms an integral part of that certain Joint Participation Agreement between the State of Florida, Department of Transportation and the City of Gainesville Regional Transit 34 SE 13th Road, Gainesville, Florida, 32601, referenced by the above Financial Project Number.

I. PROJECT COST: \$733,333.00

TOTAL PROJECT COST: \$733,333.00

II. PARTICIPATION:

Maximum Federal Participation
FTA, FAA

Agency Participation

In-Kind

Cash

(50%) or \$ 0

Other

Maximum Department Participation,

Primary

(DPTO)

(100%) or \$ 712,530.00

(DS)

(100%) or \$ 20,803.00


Federal Reimbursable (DU)(FRA)(DFTA)

Local Reimbursable (DL)

TOTAL PROJECT COST \$733,333.00



October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Transportation Improvement Program Amendment - Roll Forward Projects

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 roll forward funding into Fiscal Year 2017-18 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

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

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2016-17 to Fiscal Year 2017-18 for the projects shown in Exhibit 1. This amendment is needed because these projects were not committed by June 30, 2017 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- 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).

Each year, funds for some federally-funded projects are rolled forward into the next fiscal year because of the difference between the federal and state fiscal years. The federal fiscal year is from October 1st to September 30th each year, while the state fiscal year is from July 1st to June 30th.

Attachment

EXHIBIT 1

PAGE 1
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/03/2017
TIME RUN: 09.50.47
MBRMPOTP

HIGHWAYS

ITEM NUMBER:207798 6
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45/US27/US41
COUNTY:ALACHUA
PROJECT LENGTH: 1.073MI

NON-SIS
TYPE OF WORK:RIGHT OF WAY ACTIVITIES
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500		0	0	0	0	500
LF	90,819	0		0	0	0	0	90,819
TOTAL 207798 6	90,819	500		0	0	0	0	91,319
TOTAL PROJECT:	90,819	500		0	0	0	0	91,319

ITEM NUMBER:430395 1
DISTRICT:02
ROADWAY ID:26010000

PROJECT DESCRIPTION:SR 25 (US 441) AT CR 234/CHOLOKKA BLVD UPDATE FLASHING BEACON
COUNTY:ALACHUA
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,701		0	0	0	0	2,701
TOTAL 430395 1	0	2,701		0	0	0	0	2,701
TOTAL PROJECT:	0	2,701		0	0	0	0	2,701

ITEM NUMBER:433990 1
DISTRICT:02
ROADWAY ID:26511000

PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27 (MAIN STREET)
COUNTY:ALACHUA
PROJECT LENGTH: 3.462MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500		0	0	0	0	500
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALN	0	23,026		0	0	0	0	23,026
TOTAL 433990 1	0	23,526		0	0	0	0	23,526
TOTAL PROJECT:	0	23,526		0	0	0	0	23,526

ITEM NUMBER:434382 1
DISTRICT:02
ROADWAY ID:26070000

PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) AT NW 98TH STREET
COUNTY:ALACHUA
PROJECT LENGTH: .008MI

SIS
TYPE OF WORK:TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,600		0	0	0	0	2,600
TOTAL 434382 1	0	2,600		0	0	0	0	2,600
TOTAL PROJECT:	0	2,600		0	0	0	0	2,600
TOTAL DIST: 02	90,819	29,327		0	0	0	0	120,146
TOTAL HIGHWAYS	90,819	29,327		0	0	0	0	120,146

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/03/2017
TIME RUN: 09.50.47
MBRMPOTP

=====

ITEM NUMBER: 436408 1 PROJECT DESCRIPTION: GAINESVILLE REG APT DESIGN & CONST AIRFIELD LTG & SIGNAGE REHAB PFL9868 *SIS*
DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: AVIATION PRESERVATION PROJECT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY:								
FAA	0	1,627,650	0	0	0	0	0	1,627,650
LF	0	90,425	0	0	0	0	0	90,425
TOTAL 436408 1	0	1,718,075	0	0	0	0	0	1,718,075
TOTAL PROJECT:	0	1,718,075	0	0	0	0	0	1,718,075
TOTAL DIST: 02	0	1,718,075	0	0	0	0	0	1,718,075
TOTAL AVIATION	0	1,718,075	0	0	0	0	0	1,718,075

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/03/2017
 TIME RUN: 09.50.47
 MBRMPOTP

GAINESVILLE MTPO

 TRANSIT

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS	
ITEM NUMBER:404026 1		PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES					*NON-SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:CAPITAL FOR FIXED ROUTE		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
FTA	4,700,000	7,000,000	2,500,000	2,500,000	2,500,000	2,500,000	0	21,700,000	
LF	1,175,000	1,750,000	625,000	625,000	625,000	625,000	0	5,425,000	
TOTAL 404026 1	5,875,000	8,750,000	3,125,000	3,125,000	3,125,000	3,125,000	0	27,125,000	
TOTAL PROJECT:	5,875,000	8,750,000	3,125,000	3,125,000	3,125,000	3,125,000	0	27,125,000	

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS	
ITEM NUMBER:441520 1		PROJECT DESCRIPTION:ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT					*NON-SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY									
FTA	0	273,337	0	0	0	0	0	273,337	
LF	0	54,468	0	0	0	0	0	54,468	
TOTAL 441520 1	0	327,805	0	0	0	0	0	327,805	
TOTAL PROJECT:	0	327,805	0	0	0	0	0	327,805	
TOTAL DIST: 02	5,875,000	9,077,805	3,125,000	3,125,000	3,125,000	3,125,000	0	27,452,805	
TOTAL TRANSIT	5,875,000	9,077,805	3,125,000	3,125,000	3,125,000	3,125,000	0	27,452,805	
GRAND TOTAL	5,965,819	10,825,207	3,125,000	3,125,000	3,125,000	3,125,000	0	29,291,026	




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October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation
Tentative Five-Year Work Program

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and staff recommend 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 Turnlane installation from NW 16th Avenue to U.S. 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 U.S. 441 Resurfacing Project (4361751) from the Marion County Line to Williston Road (State Road 331) and 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.

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

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program (Exhibit 1) to the State Legislature. The Florida Department of Transportation Tentative Five Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2019 to 2023). Exhibit 2 shows new projects in the Tentative Work Program.

Action Being Requested

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program.

Attachments

EXHIBIT 1

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2019 - 2023 (10/01/2017 20:15:01)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
Highways: Interstate								
Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4230716	I-75(SR121)WILLISTON RD SR222(NW 39TH AVE)	ADD MANAGED LANES	7.651		1,000 PDE			
4230714	I-75(SR93)@ SR24(ARCHER RD)	INTERCHANGE - ADD LANES	.500	500 RRU				
				7,442 CST				

Highways: State Highways								
Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	957 OPS	1,004 OPS	1,052 OPS	1,103 OPS	1,157 OPS
4408981	INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	44.977	3,070 CST				
4358901	RECONSTRUCT 5 TRAFFIC SIGNALS ON SR331 IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	1.998			917 PE		
4358891	SR120(NW 23RD AVE) & SR25(US441)(NW 13TH ST) ALACHUA CO GAINESVILLE	TRAFFIC SIGNAL UPDATE	.005		1 PE	401 PE		
4394901	SR121 FROM: NW16TH AVE TO: US441	TRAFFIC OPS IMPROVEMENT	3.698			8,053 CST		
4343971	SR121(NW 34TH ST) @ CR232(NW53RD)	TRAFFIC SIGNAL UPDATE	.007		406 CST			
4394881	SR121(SW34TH ST) FROM: SR26A(SW2ND AVE) TO: SR26(W UNIV AVE)	TRAFFIC OPS IMPROVEMENT	.450		3,924 CST			
4361761	SR20(SE HAWTHORNE RD) FROM: SR26 TO: CR329B	RESURFACING	3.413		8,248 CST	81 CST		
4355641	SR200(US301) @SR24 CSXRR BR.NO260001 & SR25(US441) PED OVRPS BR.260003	BRIDGE - PAINTING	.141		130 PE			
						100 RRU		
						54 CST	1,282 CST	
4323111	SR200(US301) FROM RAILROAD OVERPASS TO BRADFORD C/L	RESURFACING	3.431	28 CST				
4395271	SR226 FROM: SR24 TO: US441	LANDSCAPING	.924	45 PE				
					207 CST			
4373771	SR226(SW 16TH AVE) AT SW 10TH TERRACE	TRAFFIC SIGNAL UPDATE	.004	127 PE				
								579 CST
4405211	SR24 @ RR CROSSING NO622511D	RAILROAD CROSSING	.200			300 RRU		
4343961	SR24 @ SW 23RD TERRACE	TRAFFIC SIGNAL UPDATE	.010	153 PE				
								693 CST
4394891	SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222	LIGHTING	2.640		3,938 CST			
4343231	SR24(ARCHER RD) FROM: SW 40TH BLVD TO: SR226	RESURFACING	2.106	57 CST				
4399341	SR24(ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD	BIKE PATH/TRAIL	.000		1,827 CST			
4393441	SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: SW 75 ST	RESURFACING	6.781	80 PE	20 PE			
					7,440 CST	86 CST		
4358911	SR25(US441) @ SR24(SW ARCHER RD)	TRAFFIC SIGNAL UPDATE	.006				550 PE	
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.006				742 CST	
4361571	SR25(US441) FROM: MARION COUNTY LINE TO: SR331	RESURFACING	11.639	1,501 PE	100 PE	40 PE		
						16,834 CST		
4361731	SR25(US441) FROM: NW 167TH BLVD TO: COLUMBIA COUNTY LINE	RESURFACING	6.739	103 CST				
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031		4,000 PE	100 PE	100 PE	
							1,875 ROW	4,376 ROW
4339881	SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500		500 CST	5 CST		
4412621	SR26 FROM: SR45(US41) TO: CR241 SOUTH	RESURFACING	4.797	24 PE				
						8,246 CST		
4373541	SR26(NEWBERRY RD) FROM: NW 75TH ST TO: NW 69TH TERRACE	ADD TURN LANE(S)	.391	2,984 CST				
4305422	SR26(NEWBERRY RD) FROM: W OF NW 80TH BLVD. TO: SW 38TH STREET	SIDEWALK	2.852	1,296 ROW	729 ROW	432 ROW		
						2,591 CST		
4361661	SR331 FROM: SR121 TO: SR25(US441)	RESURFACING	2.169	51 CST				
4393001	SR45 @ SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	13.087				424 CST	

FLORIDA DEPARTMENT OF TRANSPORTATION
 5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
 TENTATIVE FY 2019 - 2023 (10/01/2017 20:15:01)
ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
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Highways: Local Roads

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4395001	CR235 @ NW 94TH AVE	INTERSECTION IMPROVEMENT	.200		73 CST	1 CST		
4423381	CR237 ALACHUA RR CROSSING NO. 625944U	RAIL SAFETY PROJECT	.020	319 RRU				
4394981	CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION	INTERSECTION IMPROVEMENT	.100		47 CST	1 CST		
4412191	NW 53RD AVE @ ANIMAL SERVICES DRIVE	INTERSECTION IMPROVEMENT	.100	206 PE			871 CST	
4339902	POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET)	BIKE PATH/TRAIL	3.462	1,781 CST	1 CST			
4339901	POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)	BIKE PATH/TRAIL	3.462	11 ROW				
4411551	SE 65TH AVE FROM: SE 215TH TO: SE 210TH	SIDEWALK	.140			47 PE		212 CST
4394991	SW 170TH ST(CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER	WIDEN/RESURFACE EXIST LANES	2.600		3,812 CST			
4412181	SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET	SIDEWALK	1.034	103 PE		438 CST		
2113656	SW 62ND BLVD 4-LANE ARTERIAL CONNECTOR	TRAFFIC OPS IMPROVEMENT	1.516				17,607 CST	
2113657	SW 62ND BLVD 4-LANE ARTERIAL CONNECTOR	RIGHT OF WAY ACQUISITION	.000	1,351 ROW				

Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4423431	MAGNOLIA AVE RAILROAD SIGNAL CROSSING NUMBER 622510W	RAIL SAFETY PROJECT	.000	190 RRU				
4394951	NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST	SIDEWALK	.280		231 CST			
4347961	NW 1ST AVENUE @ NORTH SEABOARD DRIVE RAILROAD CROSSING 622497K	RAIL SAFETY PROJECT	.000	177 RRU				
4373331	NW 19TH LANE FROM: NW 16TH TERRACE TO: US441(NW 13TH STREET)	BIKE LANE/SIDEWALK	.247		417 CST			
4347911	NW 252ND STREET @ NW 5TH AVENUE RAILROAD CROSSING 625897N	RAIL SAFETY PROJECT	.000	215 RRU				
4339891	SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE	BIKE PATH/TRAIL	.696	412 CST	5 CST			

Fixed Capital Outlay: Facilities

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4354543	GAINESVILLE OPERATIONS COMPLEX HVAC SYSTEMS & COMPTROLLERS UPGRADES-5	FIXED CAPITAL OUTLAY	.000	370 CST				
4354542	GAINESVILLE OPERATIONS COMPLEX ELECTRICAL UPGRADES WELDING SHOP	FIXED CAPITAL OUTLAY	.000	15 CST				

Transportation Planning: Non-System Specific

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4393182	GAINESVILLE MPO FY 2018/2019-2019/2020 UPWP	TRANSPORTATION PLANNING	.000	482 PLN	488 PLN			
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000			488 PLN	488 PLN	
4393184	GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	.000					488 PLN

Maintenance: Interstate

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
2149384	ALACHUA ROUTINE	ROUTINE MAINTENANCE	.000	250 MNT	250 MNT	250 MNT	250 MNT	250 MNT

Maintenance: State Highways

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4404751	ALACHUA CO CONCRETE REPAIRS	ROUTINE MAINTENANCE	.000	75 MNT	75 MNT			
2143011	ALACHUA	ROUTINE MAINTENANCE	.000	5,000 MNT	5,000 MNT	5,000 MNT		

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2019 - 2023 (10/01/2017 20:15:01)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4401961	ALACHUA CO TREE & STUMP REMOVAL	ROUTINE MAINTENANCE	.000	77 MNT				
4420751	DITCH CLEANING & REPAIRS ALACHUA CO	ROUTINE MAINTENANCE	.000	150 MNT				
4144031	LIGHTING AGREEMENTS ALACHUA COUNTY	LIGHTING	.000	964 MNT	992 MNT	1,022 MNT	1,053 MNT	1,084 MNT

Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000				1,000 CAP	
4349201	GAINESVILLE REG APT COMMERCIAL TERMINAL EXPANSION	AVIATION PRESERVATION PROJECT	.000	10,000 CAP				
4349211	GAINESVILLE REG APT DESIGN & CONST HANGAR PFL0099867	AVIATION REVENUE/OPERATIONAL	.000	800 CAP	1,000 CAP	1,000 CAP		
4331231	GAINESVILLE REG APT DGN & CONST NEW AIR TRAFF IC CONTROL TOWER PFL0983	AVIATION SAFETY PROJECT	.000			4,000 CAP		
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000	983 CAP				
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000		500 CAP	500 CAP		
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000				225 CAP	
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	AVIATION CAPACITY PROJECT	.000			2,450 CAP	2,450 CAP	
4331201	GAINESVILLE REGIONAL APT PAPI AND BEACON REPLACEMENT PF0009132	AVIATION SAFETY PROJECT	.000			176 CAP		
4367611	GAINESVILLE REGIONAL APT PURCHASE TRACTOR & MOWER PFL0008658	AVIATION REVENUE/OPERATIONAL	.000	200 CAP	150 CAP			
4288321	GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733	AVIATION PRESERVATION PROJECT	.000				1,200 CAP	
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	AVIATION REVENUE/OPERATIONAL	.000				150 CAP	

Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4330761	ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT PROJECT	TRANSIT SERVICE DEMONSTRATION	.000	973 OPS				
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	678 OPS	712 OPS	747 OPS	784 OPS	824 OPS
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	163 PLN	159 PLN	168 PLN	173 PLN	178 PLN
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000	3,125 CAP	3,125 CAP	3,125 CAP	3,125 CAP	3,125 CAP
2155461	GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS	
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	3,913 OPS	4,091 OPS	4,296 OPS	4,528 OPS	4,736 OPS

Phase Group Descriptions

Phase	Description	Phase Group	Phase Type	Exceptions
ADM	Administration	A	Any	Excl pgm 52; Ph A8 w/pgm 39
CAP	Capital	9	Any	
CST	Construction	5,6	Any	Excl Ph 5A,5D,56,57; Cnclss 9
DSB	Design Build	5,6	Any	With Conclass 9 only
ENV	Environmental	C	Any	
INC	Contract Incentives	5	A	
LAR	Local Advance Reimburse	A	8	With Program 39 only
MNT	Brdg/Rdwy/Contract Maint	7	Any	Excl Phase 76 and 77
OPS	Operations	8	Any	
PDE	P D & E	2	Any	
PE	Preliminary Engineering	3	Any	Excl Phase 36 and 37
PLN	Planning	1	Any	
RES	Research	B	Any	
RPY	Repayments	5	D	Also incl Ph A8 w/pgm 61,78,SB
ROW	Right of Way	4	Any	Excl Phase 46 and 47
RRU	Railroad & Utilities	Any	6,7	Excl Phase Group 1 and 2
MSC	Miscellaneous	Other	Other	

Component Descriptions

Component Description	Trans System	Phase Group	Phase Type	Budget Dist
Highways	01,03-07,16	Any	Any	Any
Tumpike	02	Any	Any	Any
Fixed Capital Outlay	12	Any	Any	Any
Research & Testing	Any	B	Any	Any
Transportation Planning	13	1	Any	Any
Maintenance	Any	7	Any	Any
F, L and PO	08-11,15	Any	Any	Any
Transportation Disadvantaged	14	Any	Any	Any
Florida Rail Enterprise	Any	any	Any	31
Miscellaneous	Any Other	Other	Other	Any

System Group Descriptions

System Group	Trans System	Program	Exceptions
Interstate	01	Any	Excl pgm 90
State Highways	03,04,05	Any	Excl pgm 90
Local Roads	06,07	Any	Excl pgm 90
Intermodal	08-11,15	Any	Excl pgm 90
High Speed Rail Development	Any	90	
Other	Any Other	Other	Excl pgm 90

EXHIBIT 2

**New Tentative Work Program Projects
Fiscal Years 2018-19 to 2022-23**

Work Description	Number	Location	Five-Year Timetable		
			Planning	Operations/ Construction	Funding
Aviation					
Inline Baggage System Installation	4420461	Gainesville Regional Airport	-	2019-22	\$4,900,000
Bicycle/Pedestrian					
Sidewalk - [Safety Funds]	4412181	SW 20th Avenue -SW 43rd Street to SW 34th Street	2018-19	2020-21	\$541,000
Interstate/Interchange					
Add Managed Lanes (Planning Study)	4230716	I-75 - Williston Road to NW 39th Avenue	2021-22	-	\$1,000,000
Interchange - Add lanes*	4230714	I-75 at Archer Road	-	2018-19	\$7,942,000
Landscaping					
Landscaping	4395271	SW 16th Avenue - Archer Road to SW 13th Street	2018-19	2019-20	\$252,000
Railroad					
No Railroad Projects	-	-	-	-	-
Roadway					
Resurfacing	4361751	US 441 - Marion County Line to Williston Road	2018-21	2020-21	\$18,475,000
Traffic Signal Update	4373771	SW 16th Avenue at SW 10th Terrace	2018-19	2022-23	\$606,000
	4343961	Archer Road at SW 23rd Terrace	2018-19	2022-23	\$846,000
	4358911	Archer Road at SW 13th Street	2021-22	-	\$550,000
Traffic Operations Modification	2113656	SW 62nd Boulevard 4-Lane Arterial Connector	-	2021-22	\$17,607,000
Transit					
Transit Service Demonstration	4330761	Gainesville Metropolitan Area	-	2018-19	\$973,000
Total New Project Funding					\$53,692,000

* Funding includes utilities



XI

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October 23, 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.





October 23, 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.

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October 23, 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 member and two alternate voting members to the Florida Metropolitan Planning Organization Advisory Council.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint one voting member and two alternate voting member 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 member and Commissioners Charles Chestnut IV and David Arreola served as the alternate voting members.

11/12/20

Dear Mr. [Name],



Reference is made to your letter of the 10th inst. regarding the matter mentioned therein.

The enclosed documents are being furnished to you for your information.

Very truly yours,

[Signature]

[Address]



October 23, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Performance Measures

STAFF RECOMMENDATION

No Action Required.

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.

In 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will need to set performance measures and targets. The categories include:

- Safety - Fatalities and Serious Injuries [All Public Roads];
- Transit - Fixed-Route Bus State of Good Repair [Regional Transit System];
- System Performance - Travel Time Reliability by Persons/Freight [National Highway System];
- Bridge - Bridge Condition [National Highway System]; and
- Pavement - Pavement Condition [National Highway System].

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; and
4. National Highway System map.

Attachments

T:\Scott\SK18\MTPO\Memo\perf_measures_oct30.docx

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

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.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

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

Rev. 7/12/17 Prepared by FHWA FL Division

*Technical correction on due date forthcoming.

Summary of FHWA Performance Measures Implementation Requirements in Florida							
Agency	Safety Measures	Freight Plan	Asset Management Plan ²	Planning Requirements	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target, Plan, etc)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
LRTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)	Apr 18, 2018 ¹	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019
LRTP							
LRTP	Safety Measures	Freight Plan	Asset Management Plan ²	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
Any LRTP Amended By May 26, 2018	N/A						
Any LRTP Amended Between May 27, 2018 and May 19, 2019	X	X	X	X			
Any LRTP Amended Between May 20, 2019 and the MPO's next LRTP adoption date 2019/2020/2021/2022 (First LRTPs Due Oct 2019)	X	X	X	X	X	X	X
Any LRTP Adopted 2019/2020/2021/2022	X	X	X	X	X	X	X
S/TIP ³							
S/TIP	Safety Measures	Freight Plan	Asset Management Plan ²	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
S/TIP Effective October 1, 2017	N/A						
Any S/TIP Amended Between October 1, 2017 and May 26, 2018	N/A						
Any S/TIP Amended Between May 27, 2018 and September 30, 2018	X	X	X	X			
S/TIP Effective October 1, 2018	X	X	X	X			
Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019	X	X	X	X			
Any S/TIP Amended Between May 20, 2019 and September 30, 2019	X	X	X	X	X	X	X
S/TIP Effective October 1, 2019 and Beyond	X	X	X	X	X	X	X
Legend: Related to Performance Measures (Final Rules: 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)							

¹The 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.

²6/30/2019: 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)}

³If 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.

Next LRTP Due Dates		
October 2019: Palm Beach (16); Miami-Dade (23)	October 2020: Gainesville (5); Charlotte-Punta Gorda (5); Space Coast (8)	March 2021: Heartland (16)
November 2019: Hillsborough (12); North Florida (13)	November 2020: Florida-Alabama (3); Capital Region (16); Ocala-Marion (24)	June 2021: Bay (22)
December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11)	December 2020: St. Lucie (2); METROPLAN (9); Lake Sumter (9); Indian River (9); Polk (10); Collier (11); Martin (14); Sarasota-Manatee (14); Lee (18)	Feb 2022: Okaloosa-Walton (16)
September 2020: River to Sea (23)		

EXHIBIT 3

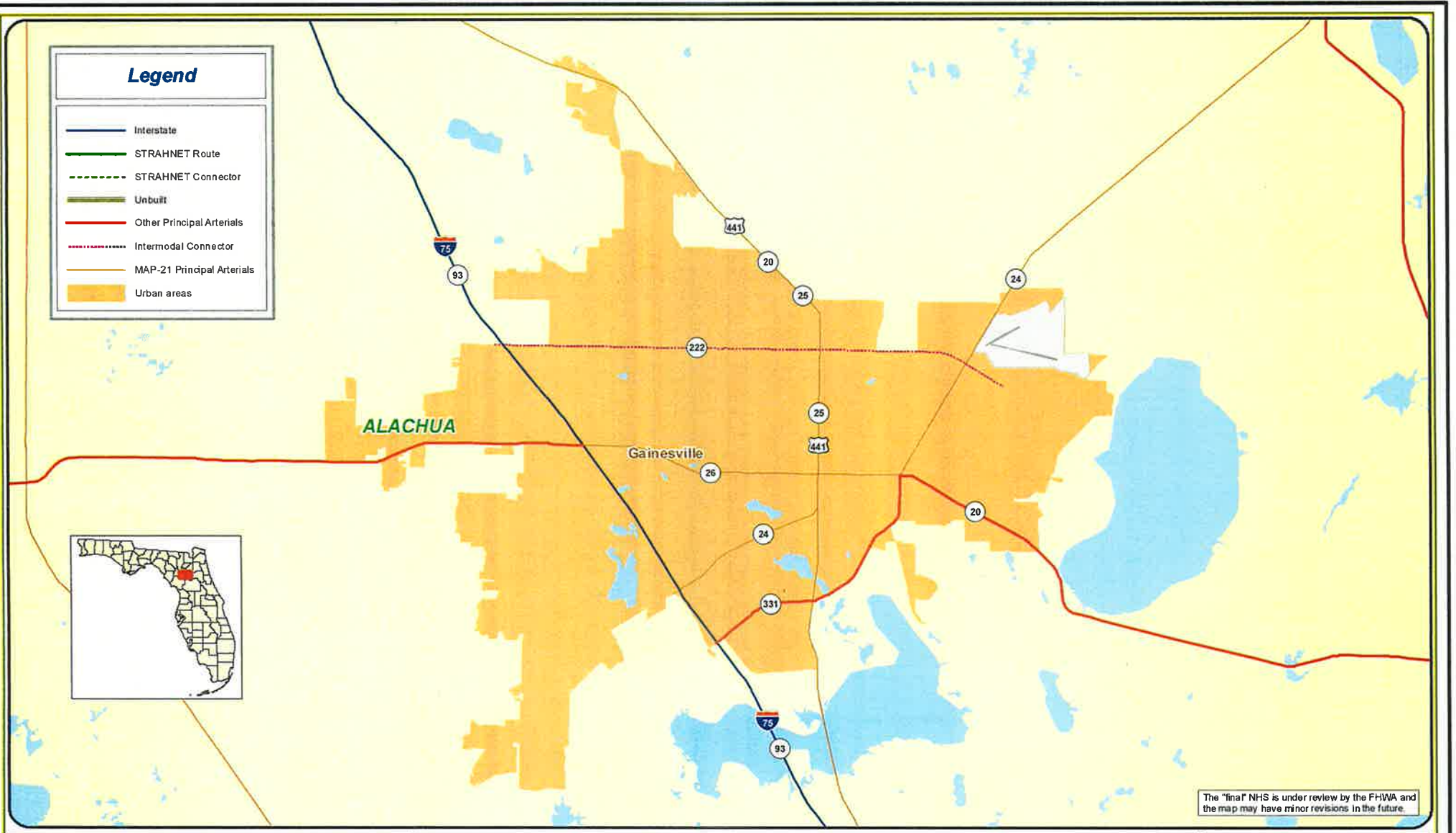
Rev. 7/12/17

Prepared by FHWA FL Division

Summary of FHWA Performance Measures and Target Setting Dates				
Agency	Safety Measures	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target)	Aug 31, 2017	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
	# Fatalities	% of person-miles traveled on the Interstate that are Reliable	% of NHS Bridges Classified as Good Condition	% of pavements of the Interstate System in Good Condition
	Rate of Fatalities Per 100M VMT	% of person-miles traveled on the non-Interstate NHS that are Reliable	% of NHS Bridges Classified as Poor Condition	% of pavements of the Interstate System in Poor Condition
	# Serious Injuries	The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles		% of pavements of the non-Interstate NHS in Good Condition
	Rate of Serious Injuries per 100M VMT	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (N/A for FL)		% of pavements of the non-Interstate NHS in Poor Condition
	# 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.

EXHIBIT 4



The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

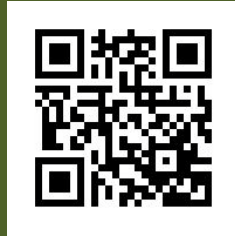
SCHEDULED 2017 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>Cancelled</i>	<i>Cancelled</i>	<i>Cancelled</i>
MAY	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	<i>Cancelled</i>	July 20	<i>Cancelled</i>
OCTOBER	October 11	September 14 October 12	October 30 at 5:00 p.m.
DECEMBER	November 15	November 16	December 4 at 5:00 p.m.

Note, unless otherwise scheduled:

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



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo