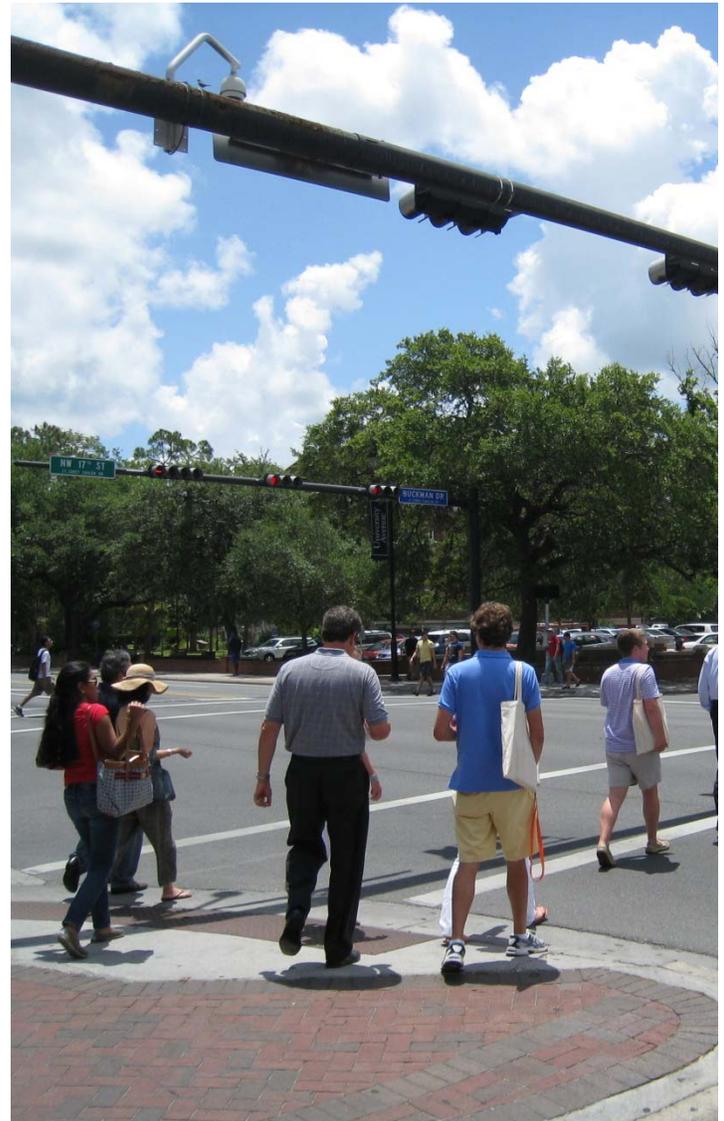
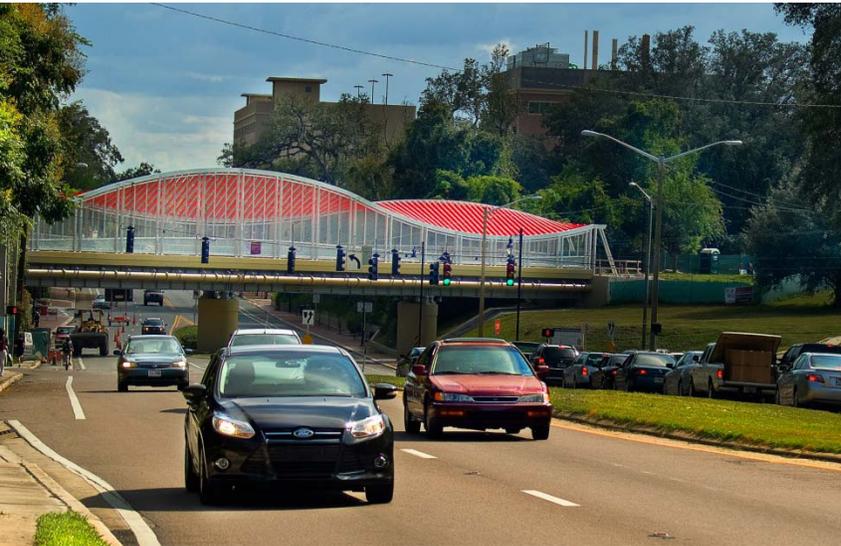


Meeting Packet August 27, 2018 3:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Ken Cornell, Chair
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **August 27, 2018 at 3:00 p.m.** This meeting will be held in the **John R. "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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I
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**AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**John R. “Jack” Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida**

**3:00 p.m.
August 27, 2018**

STAFF RECOMMENDATION

- | | | |
|-------------------|--|-------------------------------------|
| Page #3 | I. Approval of Meeting Agenda and Consent Agenda Items | APPROVE BOTH AGENDAS |
| | <p><u>The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.</u></p> | |
| Page #141 | II. Transportation Improvement Program Amendment - Roll Forward Projects | APPROVE JOINT RECOMMENDATION |
| | <p><u>The Florida Department of Transportation has requested a Transportation Improvement Program amendment to roll forward projects to Fiscal Year 2018-19.</u></p> | |
| Page #155 | III. Transit Performance Measures and Targets | APPROVE JOINT RECOMMENDATION |
| | <p><u>The Metropolitan Transportation Planning Organization needs to set Transit Performance Targets and modify its planning documents to comply with federal legislation.</u></p> | |
| Page #181 | IV. U.S. Highway 441 Resurfacing Project Scoping Update | RECEIVE PRESENTATION |
| | <p><u>The Metropolitan Transportation Planning Organization requested involvement in the scoping phase of the U.S. Highway 441 Resurfacing Project.</u></p> | |
| Back Cover | V. Next Meeting | NO ACTION REQUIRED |
| | <p><u>The next Metropolitan Transportation Planning Organization meeting is scheduled for October 22, 2018 at 3:00 p.m.</u></p> | |

VI. Comments

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

If you have any questions concerning agenda items, 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**

**John R. "Jack" Durrance Auditorium
Alachua County Administration Building
Gainesville Florida**

**3:00 p.m.
August 27, 2018**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - June 25, 2018 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 Fiscal Year 2018-19 Budget ADOPT BUDGET**
This budget establishes revenue and expenditure levels for the fiscal year.
- Page #21 CA. 3. Year 2045 Long-Range Transportation Plan Update - APPROVE STAFF
The Corradino Group, Inc. Agreement RECOMMENDATION**
This agreement is to engage the consultant that will assist in the Year 2045 Long-Range Transportation Plan Update.
- Page #85 CA. 4 State Highway System Roundabouts Referral APPROVE JOINT
RECOMMENDATION**
The Metropolitan Transportation Planning Organization referred the development of a prioritized list of roundabout candidate intersections on the State Highway System to its advisory committees.
- Page #87 CA. 5 State Road 26 (West Newberry Road) Bikelanes Update - NO ACTION REQUIRED
July 12, 2018 Florida Department of Transportation
Public Information Meeting**
The Florida Department of Transportation held a public meeting concerning the removal of onstreet parking and restriping for bicycle lanes on State Road 26 (West Newberry Road) from NW 44th Street to SW 38th Street.
- Page #103 CA. 6 State Road 222 (NE 39th Avenue) Crosswalk Update FOR INFORMATION ONLY**
The Florida Department of Transportation District 2 has requested a variance for this midblock crossing to Florida Department of Transportation Central Office.

Page #107 CA. 7 Transportation Improvement Program Update - Florida Department of Transportation Approval State Road 26 (West Newberry Road) Sidewalk Project [4305421] Information Alachua County Letter to the Florida Department of Transportation Concerning County Incentive Grant Program-Funded Projects **NO ACTION REQUIRED**

The Florida Department of Transportation has approved the Transportation Improvement Program; provided information for a sidewalk project; and responded to the Alachua County letter concerning County Incentive Grant Program-funded projects.

Page #117 CA. 8 U.S. Highway 441 Resurfacing Project (4361571) Scoping - Rumble Strips **FOR INFORMATION ONLY**

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request concerning rumble strips on U. S. Highway 441.

Page #121 CA. 9 U.S. Highway 441 (SW 13th Street) Charrette Implementation **FOR INFORMATION ONLY**

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request concerning implementation of the SW 13th Street Charrette recommendations.

Page #125 CA. 10 Transportation Disadvantaged Program - Resolution of Appreciation **APPROVE RESOLUTION OF APPRECIATION**

Commissioner Adrian Hayes-Santos served as the Alachua County Transportation Disadvantaged Coordinating Board Chair from April 2017 to July 2018.

Page #131 CA. 11 Transportation Disadvantaged Program - Status Report **NO ACTION REQUIRED**

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

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

June 25, 2018
5:00 p.m.

MEMBERS PRESENT

David Arreola, Vice-Chair
Mike Byerly
Charles Chestnut IV, Secretary-Treasurer
Ken Cornell, Chair
Linda Dixon/Curtis Reynolds
Adrian Hayes-Santos
Robert Hutchinson
Gail Johnson
Doug Jones
Lee Pinkoson
Lauren Poe
Gigi Simmons
Karen Taulbee/Greg Evans
Harvey Ward
Helen Warren

MEMBERS ABSENT

None

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Ken Cornell called the meeting to order at 5:05 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

MOTION: Commissioner Pinkoson moved to approve the Consent Agenda and Meeting Agenda. Commissioner Hutchinson seconded.

FRIENDLY AMENDMENT

Commissioner Hayes-Santos asked that CA. 7 State Highway System Roundabouts Status Report and CA. 9 Florida Department of Transportation District 2 BikePed Gap Study be placed on the regular meeting agenda. Commissioners Pinkoson and Hutchinson accepted the amendment.

MOTION AS AMENDED:

Commissioner Pinkoson moved to approve the:

- 1. Consent Agenda as amended to move CA. 7 State Highway System Roundabouts Status Report and CA. 9 Florida Department of Transportation District 2 BikePed Gap Study to the Meeting Agenda; and**
- 2. Place CA. 7 State Highway System Roundabouts Status Report and CA. 9 Florida Department of Transportation District 2 BikePed Gap Study on the Meeting Agenda after item VI. VII. Year 2045 Long-Range Transportation Plan Update - Request For Qualifications and Scope of Services.**

Commissioner Hutchinson seconded; motion passed unanimously.

II. DR. KERMIT SIGMON CITIZEN PARTICIPATION AWARD

Scott Koons, Executive Director, stated that Joakim B. “Jay” Nordqvist was selected by the Citizens Advisory Committee to receive the 2017 Dr. Kermit Sigmon Citizen Participation Award.

Mr. Nordqvist thanked the Metropolitan Transportation Planning Organization and its Citizens Advisory Committee.

Chair Cornell presented the award to Mr. Nordqvist.

III. 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.

MOTION: Commissioner Pinkoson moved to approve the Public Involvement Plan update; Commissioner Hayes-Santos seconded; motion passed unanimously.

**IV. TRANSPORTATION DISADVANTAGED PROGRAM -
ALACHUA COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD
CHAIR APPOINTMENT**

Mr. Koons stated that the Alachua County Transportation Disadvantaged Coordinating Board Chair needed to be replaced.

MOTION: Commissioner Byerly moved to appoint Commissioner Chestnut as the Alachua County Transportation Disadvantaged Coordinating Board Chair. Commissioner Pinkoson seconded; motion passed unanimously.

V. 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 and state 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 discussed and answered questions regarding the following significant Fiscal Year 2018-19 projects:

- Airport - Terminal Expansion, Taxiway A Resurfacing, Hangar Design and Construction and Tractor and Mower purchase;
- Bicycle/Pedestrian - State Road 26 (Newberry Road) Sidewalk and SW 20th Avenue Sidewalk;
- Intersection - Turnlane projects on State Road 26 (Newberry Road) at Interstate 75 and NE 53 Avenue at Animal Services entrance;
- Interstate - State Road 24 (Archer Road) interchange modification;
- Landscaping - State Road 24 (Archer Road) from SW 78th Street to SW 13th Street
- Maintenance - Lighting Agreement Countywide;
- Public Transportation - Regional Transit System Capital/Operations and Capital funding;
- Resurfacing - State Road 24 Resurfacing Projects from City of Archer to SW 75th Street and Fred Bear Drive to State Road 226 (SW 16th Avenue) and U.S. Highway 441 (SW 13th Street) Project from Marion Countyline to State Road 331 (Williston Road); and
- Road Construction - SW 62nd Boulevard Connector Project from Clark Butler Boulevard to SW 20th Avenue.

A member discussed drainage from State Road 26 to the North Florida Regional Medical Center duck pond.

Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager, stated she was not familiar with the drainage issue.

The member responded that the issue should be referred to City staff.

Philip Mann, Gainesville Public Works Director, discussed NW 6th Street Rail/Trail crossing markings at State Road 20 (NW 8th Avenue) and answered questions.

Kristen Young, representing Gainesville Citizens for Active Transportation, stated her support of U.S. Highway 441 rumble strip removal. She also spoke against public funding of the SW 62nd Boulevard Connector.

MOTION: Commissioner Arreola moved to:

- 1. Approve the Fiscal Years 2018-18 to 2022-23 Transportation Improvement Program as modified to address review agency comments;**
- 2. Request that the Florida Department of Transportation include in the U.S. Highway 441 scoping seven-foot bikelanes without rumble strips.**

Commissioner Pinkoson seconded. Commissioner Byerly asked to divide the motion by separately voting on the SW 62nd Boulevard Connector project. Commissioner Arreola did not accept division of the motion.

Mr. Koons discussed the staff recommendation to approve the Transportation Improvement Program.

Ms. Taulbee discussed a potential Alachua County Board of County Commissioners letter to the Florida Department of Transportation requesting removal of County Incentive Grant Program funding for the SW 62nd Boulevard Connector project and answered questions. She noted that, based on internal Florida Department of Transportation discussion, if Alachua County requests removal of the County Incentive Grant Program funding, then the Department would identify alternative funding sources in order to fund the construction of the SW 62nd Boulevard Connector project.

Jeffrey Hays, Alachua County Transportation Planning Manager, discussed County Incentive Grant Program grant applications submitted by Alachua County and answered questions.

Ms. Taulbee stated that this is the first time County Incentive Grant Program funding has appeared in the Work Program for the SW 62nd Boulevard Connector.

Ms. Taulbee stated that Federal Highway Administration considers funding in the first three years of the Transportation Improvement Program to be committed funding. She reiterated that the Florida Department of Transportation would identify alternative funding sources in order to fund the construction of the SW 62nd Boulevard Connector project. She noted that County Incentive Grant Program grant applications need to be submitted by Alachua County. She stated that Alachua County and the City of Gainesville had alternated submissions of County Incentive Grant Program grant applications in the past.

Deborah Leistner, Gainesville Transportation Planning Manager, discussed the County Incentive Grant Program application process and answered questions.

Chair Cornell, Ms. Leistner and Mr. Hays discussed the County Incentive Grant Program funded project history.

A member noted that Celebration Pointe transportation infrastructure had been privately funded and that the Butler Plaza area had received public funding.

Mr. Mann discussed the SW 62nd Boulevard Connector project history regarding the transfer of management of the project from Alachua County to the City of Gainesville.

Doug Jones, Rural Advisor, noted the support by Congressman Yoho and the North Florida Regional Medical Center for the SW 62nd Boulevard Connector project.

MOTION RESTATED:

Commissioner Arreola moved to:

- 3. Approve the Fiscal Years 2018-18 to 2022-23 Transportation Improvement Program as modified to address review agency comments;**
- 4. Request that the Florida Department of Transportation include in the U.S. Highway 441 scoping seven-foot bikelanes without rumble strips.**

Commissioner Pinkoson seconded. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Mike BYERLY		X
			Charles CHESTNUT IV	X	
Adrian HAYES-SANTOS	X				
			Robert HUTCHINSON		X
Gail JOHNSON	X				
			Lee PINKOSON	X	
Lauren POE	X				
Gigi SIMMONS	X				
Harvey WARD	X				
Helen WARREN	X				
			Ken CORNELL	X	
Totals	7	0		3	2

Motion passed (Commissioners Byerly and Hutchinson in dissent).

VI. 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 the Metropolitan Transportation Planning Organization would have an opportunity to provide comments on the Department draft Tentative Work Program later in 2018.

Mr. Hays discussed Priority 3SR - SW 24th Avenue Multi-Use Path from SW 87th Way to SW 77th Street and answered questions.

Mr. Koons stated that the draft List of Priority Projects Bicycle/Pedestrian Priorities is consistent with the Year 2040 Long-Range Transportation Plan priorities. He said that the Bicycle/Pedestrian Advisory Board recommendations addressed small projects that are less costly.

Ms. Young spoke in support of the University Avenue bicycle and pedestrian project priorities and spoke against continued public funding of the SW 62nd Boulevard Connector project. She asked about environmental impacts of the SW 62nd Boulevard Connector project.

Mr. Mann discussed the status of the SW 62nd Boulevard Connector environmental study and answered questions. He noted that the City of Gainesville has been informed that it will receive a favorable finding concerning the study from the Federal Highway Administration. He also reported that SW 62nd Boulevard from SW 20th Avenue to State Road 26 (Newberry Road) will be resurfaced in Fiscal Year 2019-20.

MOTION: Commissioner Hayes-Santos moved to approve the List of Priority Projects Fiscal Years 2018-19 to 2022-23. Commissioner Arreola seconded. Commissioner Byerly moved to split the motion to vote on the SW 62nd Boulevard Connector separately. There was no second. Motion failed with Commissioners Byerly, Cornell and Hutchinson in dissent.

MOTION: Commissioner Byerly moved to approve the List of Priority Projects Fiscal Years 2018-19 to 2022-23 excluding public funding of the SW 62nd Boulevard Connector project. Commissioner Hutchinson seconded.

A member discussed his concern regarding pedestrian safety issues on State Road 26 (University Avenue) versus the State Road 24 (Waldo Road).

Ms. Young stated she did not support the Bicycle/Pedestrian Advisory Board recommendation.

Linda Dixon, University of Florida Planning Director, spoke in support of the State Road 26 (West University Avenue) Bicycle/Pedestrian priorities.

Mr. Mann discussed utilizing limited access for the SW 62nd Boulevard Connector project. He said that limited access was not feasible.

SUBSTITUTE MOTION PART A:

Commissioner Pinkoson moved to approve the List of Priority Projects Fiscal Years 2018-19 to 2022-23 except for the Bicycle/Pedestrian Priorities. Commissioner Hayes-Santos seconded; motion passed 10 to 2 (Commissioners Byerly and Hutchinson in dissent).

SUBSTITUTE MOTION PART B:

Commissioner Pinkoson moved to approve the List of Priority Projects Fiscal Years 2018-19 to 2022-23 Bicycle/Pedestrian Priorities. Commissioner Hayes-Santos seconded; motion passed 11 to 1 (Commissioner Hutchinson in dissent).

**VII. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN UPDATE -
REQUEST FOR QUALIFICATIONS AND SCOPE OF SERVICES**

Mr. Koons stated that the Metropolitan Transportation Planning Organization approved the Scope of Services at its April 23, 2018 meeting. He said that the Metropolitan Transportation Planning Organization requested an opportunity to ratify the consultant shortlist. He discussed the consultant notification process and answered questions.

MOTION: Commissioner Arreola moved to ratify the short list of consultants that responded to the request for qualifications. Commissioner Chestnut seconded; motion passed unanimously.

CA. 7 STATE HIGHWAY SYSTEM ROUNDABOUTS STATUS REPORT

Mr. Koons discussed the status of identifying candidate intersections for roundabouts on the State Highway System and answered questions.

Ms. Taulbee discussed the Florida Department of Transportation letter concerning evaluation for a roundabout at the State Road 121 (NW 34th Street) at NW 53rd Avenue intersection.

CA. 9 FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2 BIKEPED GAP STUDY

Mr. Koons discussed the Florida Department of Transportation District 2 BikePed Gap Study. He noted that the Technical Advisory Committee observed that the Study omitted some existing facilities. He reported that Alachua County and City of Gainesville staffs would provide additional information to the Florida Department of Transportation to update the Study.

Lee McSherry discussed concerns regarding U.S. Highway 41/Coastal Connector potential limited access facilities.

VIII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Cornell announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for August 27, 2018 at 3:00 p.m.

IX. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

There were no member comments.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

Mr. Koons announced the approval of the Metropolitan Transportation Planning Organization Planning Process Certification and Unified Planning Work Program by the Federal Highway Administration and Federal Transit Administration. He also announced the Florida Department of Transportation Public Information meeting concerning restriping State Road 26 (West Newberry Road) to remove onstreet parking and replace it with onstreet bicycle lanes scheduled for July 12, 2018.

Ms. Taulbee introduced Mari Schwabacher as the new Florida Department of Transportation District 2 Liaison to the Metropolitan Transportation Planning Organization.

Ms. Schwabacher discussed her work history with the State of Florida.

ADJOURNMENT

The meeting was adjourned at 6:57 p.m.

Date

Charles Chestnut IV, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Judy Etzler
Vicki Gervakis
Azarell Herrera
Douglas Hutchinson
December McSherry
Lee McSherry
Jay Nordqvist
Mrs. Jay Nordqvist
Jonathan Paul
Chris Towne
Kristen Young

Alachua County

Jeffrey Hays
Sean McLendon
Tom Strom
Sylvia Torres

City of Gainesville

Dekova Batey
Daniel Hoffman
Deborah Leistner
Anthony Lyons
Philip Mann
Krys Ochia

**Florida Department
of Transportation**

Mari Schwabacher

* Via telephone
Spoke and provided written comments

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

**John R. “Jack” Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida**

**5:00 p.m.
June 25, 2018**

STAFF RECOMMENDATION

- | | | |
|-----------------|---|--|
| Page #7 | CA. 1 Minutes - April 23, 2018 | APPROVE MINUTES |
| | <u>This set of Metropolitan Transportation Planning Organization minutes is ready for review and approval.</u> | |
| Page #17 | CA. 2 Transit Ridership Monitoring Report | APPROVE STAFF RECOMMENDATION |
| | <u>This report is updated each year.</u> | |
| Page #21 | CA. 3 Completion of the Metropolitan Transportation Planning Certification Process | NO ACTION REQUIRED |
| | <u>The Florida Department of Transportation has recertified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan transportation planning process.</u> | |
| Page #47 | CA. 4 Florida Department of Transportation - Interstate 75 Relief / Coastal Connector Update | NO ACTION REQUIRED RECOMMENDATION |
| | <u>The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization information request.</u> | |
| Page #55 | CA. 5 Unified Planning Work Program - Federal Approval | NO ACTION REQUIRED |
| | <u>The Federal Highway Administration and Federal Transit Administration have approved the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program.</u> | |
| Page #59 | CA. 6 Collaborative Process for Federal Performance Measures | NO ACTION REQUIRED |
| | <u>The Florida Department of Transportation and Metropolitan Planning Organization Advisory Council have coordinated with the Federal Highway Administration concerning a collaborative process for federal performance measures.</u> | |

Page #81 CA. 8 Florida Department of Transportation State Road 26 (Newberry Road) Public Information Meeting FOR INFORMATION ONLY

The Florida Department of Transportation has scheduled a public meeting concerning the removal of onstreet parking and restriping for bicycle lanes on State Road 26 (Newberry Road) from NW 44th Street to SW 38th Street.

**Page #107 CA. 10 Transportation Disadvantaged Program - APPROVE RESOLUTION 2018-06
Local Transportation Disadvantaged Program
Administrative Support Grant Resolution
Fiscal Year 2018-19**

Resolution 2018-06 authorizes the Chair to sign the Fiscal Year 2018-19 Transportation Disadvantaged Local Program Administrative Support Grant Agreement with MV Transportation, Inc., the designated Community Transportation Coordinator for Alachua County.

**Page #113 CA. 11 Transportation Disadvantaged Program - APPOINT MS. ALFORD
Alachua County Transportation Disadvantaged Board
Appointment**

Cinton Alford has applied for appointment as the Children at Risk Representative.

**Page #117 CA. 12 Transportation Disadvantaged Program - NO ACTION REQUIRED
Status Report**

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



August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director 
SUBJECT: Fiscal Year 2018-19 Budget

RECOMMENDATION:

Adopt the budget for Fiscal Year 2018-19 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 needs to be adopted for the period October 1 to September 30.

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

Attachment

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
Fiscal Year October 1, 2018 to September 30, 2019
Proposed August 27, 2018

REVENUE

Florida Department of Transportation	\$ 773,200
Florida Transportation Disadvantaged Commission	24,000
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>128,300</u>
TOTAL REVENUE	\$ 949,500

EXPENSES

Contractual Services	\$ 802,200
Legal Advertisements	9,000
Audit	7,000
Travel	2,000
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>128,300</u>
TOTAL EXPENSES	\$ 949,500



August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Year 2045 Long-Range Transportation Plan Update -
The Corradino Group, Inc. Agreement

STAFF RECOMMENDATION

Approve and authorize the Chair to sign, the attached Agreement between The Corradino Group, Inc. and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning the update of the Year 2040 Long Range Transportation Plan to the Year 2045, subject to approval by the Federal Highway Administration and Florida Department of Transportation incorporating administrative and technical changes requested by the Federal Highway Administration and Florida Department of Transportation.

BACKGROUND

In order to receive federal and state funds for transportation projects, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must update the adopted Year 2040 Long-Range Transportation Plan to the Year 2045. A transportation planning consulting firm, The Corradino Group, Inc., has been selected to assist with this effort.

Attached as Exhibit 1 is an Agreement concerning the update of the adopted Year 2040 Long Range Transportation Plan to the Year 2045 between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and The Corradino Group, Inc. Also attached as Exhibit 2 is the Consultants' Competitive Negotiation Act Certification certifying that the consultant selection process was conducted in full compliance with Section 287.055 Florida Statutes, known as the Consultants Competitive Negotiation Act.

Attachments

EXHIBIT 1

GAINESVILLE URBANIZED AREA

YEAR 2045 LONG RANGE TRANSPORTATION PLAN UPDATE

AGREEMENT

BETWEEN

THE CORRADINO GROUP, INC.

AND THE

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FOR THE GAINESVILLE URBANIZED AREA

This Agreement is entered into this _____ day of _____ 2018 by and between The Corradino Group, Inc., hereinafter referred to as the "Consultant," located at 4055 NW 97th Avenue, Suite 200, Doral, FL 33178, and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, located at 2009 NW 67th Place, Gainesville, FL 32653-1603.

THIS AGREEMENT/CONTRACT IS ENTERED BASED ON THE FOLLOWING FACTS:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area desires to engage the Consultant to render certain technical or professional services; and

The Consultant possesses the qualifications and expertise to perform the services required.

NOW THEREFORE, THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AND THE CONSULTANT DO MUTUALLY AGREE, AS FOLLOWS:

I. COVENANT FOR SERVICES

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area does hereby contract with the Consultant to perform the services described herein and the Consultant does hereby agree to perform such services under the terms and conditions set forth in this Agreement.

II. AVAILABILITY OF FUNDS

Payments pursuant to this Agreement are subject to, and conditioned upon, the total release of authorized appropriations and receipt of such funds from the Florida Department of Transportation by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

III. DEFINITION, SCOPE AND QUALITY OF SERVICE

(A) Intent of the Agreement

The Consultant agrees, under the terms and conditions of this Agreement and the applicable state and local laws and regulations, to undertake, perform and complete all of the work tasks as outlined in Exhibit A, and by this reference made a part hereinafter called the project and the Consultant agrees to perform such work tasks and abide by the provisions of Exhibit A. Notwithstanding anything to the contrary in this Agreement, or in any other contract document relating to the project, in performing its work under this contract, Consultant shall perform its services to the standard of care of a reasonable planner that is performing the same, or similar, work at the same time and locality and under the same or similar conditions faced by the Consultant.

(B) Exhibit A, Scope of Services is hereto incorporated by reference.

IV. CONSIDERATION

As consideration for work rendered under this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agrees to pay the Consultant a fixed fee of two hundred thousand dollars and no cents (\$200,000.00), subject to funds being made available by the Florida Department of Transportation to support this amount. Funds may be used by the Consultant in preparing the work tasks contained in the scope of services attached hereto and incorporated by reference.

In the event it becomes necessary to cancel this Agreement due to lack of appropriations, the Consultant will be reimbursed for its incurred costs up to the date of Agreement termination. The reimbursement for these costs shall be inclusive of a fair and reasonable fee.

V. METHOD OF PAYMENT

(A) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall pay amounts as specified in Exhibit B- Schedule of Deliverables. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reserves the right to withhold payment or payments, in whole or in part, and to continue to withhold any such payments for work not completed, completed unsatisfactorily, work that is behind schedule or work that is otherwise performed in an inadequate or untimely fashion as determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Any and all such payment previously withheld shall be released and paid to the Consultant promptly when the work is subsequently satisfactorily performed.

(B) Subject to approval of the invoice, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will pay the Consultant within thirty (30) calendar days.

(C) The Consultant will submit a correct final invoice to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within sixty (60) calendar days after the date of expiration of this Agreement. Invoices received after this date will not be honored, unless an extension of this Agreement has been granted in accordance with Article XI.

VI. REQUIRED REPORTS, RECORDS AND CERTIFICATES

(A) The Consultant shall provide the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area a contract closeout report certifying that a copy of each work product has been submitted to and approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The report shall be received by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within sixty (60) calendar days after the date of expiration of this Agreement.

(B) If all required reports and copies, prescribed above, are not submitted to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, or are not completed in a manner acceptable to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall withhold further payments until they are completed. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may terminate this Agreement with the Consultant if reports are not received within ten (10) calendar days after notice. "Acceptable to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area" means that the work product was completed in accordance with professional planning principles and is consistent with the scope of services.

(C) The Consultant shall execute a truth-in-negotiation certificate stating that wage rates and other factual unit costs supporting the compensation are accurate, complete and current at the time of contracting.

VII. AUDIT REQUIREMENTS

(A) The Consultant agrees to maintain adequate financial procedures and adequate support documents to account for the expenditure of funds under this Agreement.

(B) These records shall be available at all reasonable times for inspection, review or audit by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and State of Florida personnel at the location where such records are stored and maintained by the Consultant. "Reasonable" shall be construed according to circumstances, but ordinarily shall mean normal business hours of 8:00 a.m. to 5:00 p.m., local time, Monday through Friday.

(C) The Consultant shall retain all financial records, supporting documents, statistical records and any other documents pertinent to this Agreement for a period of six (6) years after the date of submission of the final expenditures report. However, if litigation or an audit has been initiated prior to the expiration of the six-year (6-year) period, the records shall be retained until the litigation or audit findings have been resolved.

(D) Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and postaudit thereof.

VIII. PUBLIC RECORDS

The Consultant shall allow public access to all documents, reports, papers, letters or other material, subject to the provision of Chapter 119, Florida Statutes, prepared or received by the Consultant in conjunction with this Agreement.

IX. SUBCONTRACTS

(A) Except as otherwise authorized in writing by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Consultant shall not execute any contract or obligate itself in any manner requiring the disbursement of funds with any third party with respect to the project without the written concurrence of the Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area specifically reserves unto himself/herself the right to review the qualifications of any subconsultant or contractor and to approve or disapprove the employment of the same after the subconsultant is selected but before a subconsultant contract is executed.

(B) If, after receiving written approval by the Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Consultant subcontracts any or all of the work required under this Agreement, the Consultant agrees to include in the subcontract that the subcontractor is bound by the terms and conditions of this Agreement with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

(C) The Consultant agrees to include in the subcontract that the subcontractor shall hold the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Consultant harmless against all claims of whatever nature arising out of the subcontractor's performance of work under this Agreement, to the extent allowed and required by law.

(D) If, after receiving written approval by the Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Consultant subcontracts, a copy of the executed subcontract must be forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within ten (10) calendar days after execution.

(E) It is understood and agreed by the parties hereto that participation by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in a project with a Consultant, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the Consultant complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. As a further condition, the Consultant will involve the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Subconsultant Selection Process for all projects. In all cases, the Consultant's Attorney shall certify to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that selection has been accomplished in compliance with the Consultant's Competitive Negotiation Act.

(F) As required by 49 Code of Federal Regulations 26.13, the Consultant shall not discriminate on the basis of race, color, national origin, religion, gender, age or disability in the award and performance of any United States Department of Transportation-assisted contract or in the administration of its Disadvantaged Business Enterprise program or the requirements of 49 Code of Federal Regulations Part 26. The Consultant shall take all reasonable and necessary steps under 49 Code of Federal Regulations Part 26 to ensure nondiscrimination in the award and administration of United States Department of Transportation-assisted contracts.

(G) The Consultant shall utilize the United States Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Consultant during the term of the contract. The Consultant shall also expressly require any subcontractors performing work or providing services pursuant to this contract to likewise utilize the United States 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.

X. LIABILITY

To the extent permitted by law, the Consultant shall indemnify, save and hold harmless the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and all its officers, agents or employees from all suits, actions, claims, demands and liability to the extent caused by the negligent act, error, omission or willful misconduct of the Consultant, its subcontractors, agents or employees.

XI. CONTRACT TERMS

The Agreement shall commence on the last date of signing by the parties involved, that being the day and year first above written, and shall terminate on January 15, 2021 unless terminated earlier in accordance with the provisions of Section XIV of this Agreement. Requests for contract extensions must be submitted ninety (90) calendar days prior to expiration date of the contract in time to be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

XII. MODIFICATION OF CONTRACT

Either party may request modification of the provisions of this Agreement. Changes which are mutually agreed upon shall be made in written form and shall be incorporated as part of this Agreement.

XIII. DOCUMENTS

By January 15, 2021, the Consultant shall deliver to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in an organized manner, all documents, including final report, summary report, summary poster, project files, maps, sketches, worksheets and other materials used or gathered during the study process. This material shall become the property of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The cover page or title page of all reports, maps and other documents completed as a part of this Agreement shall acknowledge the date (month and year) the document was prepared and the name of the Consultant shall also be shown. In addition, the cover page or title page shall also contain the following paragraph -

“The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, United States Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code. The contents of this report do not necessarily reflect the official views or policy of the United States Department of Transportation.”

XIV. TERMINATION

(A) This Agreement may be terminated by the written mutual consent of the parties, provided that the Consultant shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.

(B) If the Consultant shall fail to fulfill in a timely and proper manner its obligations under this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall have the right, without liability, to terminate this Agreement within ten (10) calendar days after giving written notice to the Consultant of such termination.

In the event the Consultant substantially or materially fails to fulfill its obligations under this Agreement, in advance of terminating the contract for default, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall issue a formal written notice stating the basis for termination and providing a reasonable opportunity for the Consultant to cure and correct the deficiencies in its contract performance within ten (10) calendar days after first being informed of the basis for the contract termination. If after the cure notice period, the Consultant fails to fulfill in a timely and proper manner its obligations under this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall have the right to terminate this Agreement by giving written notice to the other party of such termination, the basis thereof and specifying the effective date of such termination, which shall in no event precede the cure notice period.

In the event of contract termination for whatever reason, costs incurred in providing services under the contract prior to the effective date of the termination shall be reimbursable. It is understood that this reimbursement shall include a fair and reasonable fee.

(C) Notwithstanding the above, the Consultant shall not be relieved of liability to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area by virtue of any breach of contract by the Consultant. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may withhold any payments to the Consultant for purpose of set-off until such time as the exact amount of damages due the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area from the Consultant is determined.

(D) Either party may terminate this Agreement without cause by providing fifteen (15) calendar days written notice to the other, provided that the Consultant shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.

(E) In the event funds to finance this contract become unavailable, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may terminate the Agreement with no less than twenty-four (24) hours written notice to the Consultant. Notice shall be delivered by certified mail, return receipt requested, or in person, with proof of delivery. Notice shall be effective upon receipt, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be the final authority as to the availability of funds. In the event it becomes necessary to cancel this Agreement due to lack of availability of funds, the Consultant will be reimbursed for its incurred costs up to the date of Agreement termination. The reimbursement for these costs shall be inclusive of a fair and reasonable fee.

XV. PROHIBITED INTERESTS

(A) Neither the Consultant, nor any of its subcontractors, shall enter into any contract, subcontract or arrangement in connection with the project or any property included, or planned to be included in the project, in which any member, officer or employee of the Consultant or the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area during his/her tenure for one (1) year thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires, or had acquired prior to the beginning of his/her tenure, any such interest, and if any interest is immediately disclosed to the Consultant, the Consultant with prior approval of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, may waive the prohibition contained in this paragraph, provided, that any such present member, officer or employee shall not participate in any action by the Consultant or the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area relating to such contract, subcontract or arrangement.

The Consultant shall insert in all subcontracts entered into in connection with the project, or any property included or planned to be included in any project, the following provision:

"No member, officer or employee of the Consultant either during his or her tenure, or for one (1) year thereafter, shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this subsection shall not be applicable to any agreement between the Consultant and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

(B) No Member or delegate to the Congress of the United States shall be admitted to any share, or part of this Agreement, or any benefit arising therefrom.

(C) The Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant to solicit or secure this Agreement and that it has not paid, or agreed to pay, any person, company, corporation, individual or firm, other than a bona fide employee working solely for the Consultant any fee, commission, percentage, gift or other consideration, contingent upon, or resulting from, the award or making of this Agreement.

(D) A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods and services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for Category Two for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.

XVI. NOTICE AND CONTRACT REPRESENTATIVES

(A) The representative of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area responsible for the management of this Agreement is Scott R. Koons, AICP, Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The representative of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may be contacted in writing at the address first above written.

(B) The representative of the Consultant responsible for the administration of this Agreement, and who will also serve as the technical and primary point of contact for this Agreement, is Edward Ng, AICP, Technical Vice-President, The Corradino Group, Inc. The representative for the Consultant may be contacted in writing at the address first above written.

(C) In the event that different representatives are designated by either party after execution of this Agreement, notice of the name, title and address of the new representative will be rendered in writing to the other party and said notification attached to the original of this Agreement.

XVII. NONDISCRIMINATION

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in accordance with Title VI of the Civil Rights Act of 1964 and other federal, state and local nondiscrimination authorities hereby notices all bidders that it will affirmatively insure that in any contract entered into pursuant to any advertisement soliciting contractual services, minority business enterprises will be afforded full opportunity to submit bids in response to any such invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity in consideration for an award.

During the performance of this Agreement, the Consultant, for itself, its assignees and successors in interest agrees, as follows:

(A) Compliance with Regulations: The Consultant shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the United States Department of Transportation Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

(B) Nondiscrimination: The Consultant, with regard to the work performed during this Agreement, shall not discriminate on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by 49 Code of Federal Regulations 21.5 of the Regulations, including employment practices when the contract covers a program set forth in 49 Code of Federal Regulations Part 21, Appendix A.

(C) Solicitations for Subcontractors, including Procurements of Materials and Equipment: In all solicitations made by competitive bidding or negotiation by the Consultant for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential subcontractor, supplier or lessor shall be notified by the Consultant of the Consultant's obligations under this Agreement and the regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity.

(D) Information and Reports: The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the Federal Highway Administration or the Federal Transit Administration to be pertinent to ascertain compliance with such regulations, orders and instructions.

Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Florida Department of Transportation, the Federal Highway Administration and the Federal Transit Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(E) Sanctions for Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall impose such sanctions as it, the Florida Department of Transportation, Federal Highway Administration or the Federal Transit Administration may determine to be appropriate, including, but not limited to: withholding of payments to the Consultant under this Agreement until the Consultant complies; and/or cancellation, termination or suspension of this Agreement, in whole or in part.

(F) Incorporation of Provisions: The Consultant shall include the provisions of paragraphs (A) through (E) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the Federal Highway Administration or the Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to enter into such litigation to protect the interests of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

XVIII. COMPLETE CONTRACT

This Agreement, including Exhibit A, Scope of Services and Exhibit B, Schedule of Deliverables, of this Agreement, which are incorporated by reference herein and considered as an integral part of the Agreement, constitutes the entire contract between the parties, and any changes, amendments or modification hereof shall be void unless the same are reduced to writing and signed by the parties hereto.

XIX. VENUE AND JURISDICTION FOR LITIGATION BETWEEN PARTIES

This Agreement shall be construed according to the laws of the State of Florida. Venue shall be exclusively in the County or the Circuit Court of Alachua County, Florida for all litigation between the parties and all issues litigated between the parties shall be litigated exclusively in the Circuit Court of Alachua County, Florida.

XX. TERMS AND CONDITIONS

This Agreement contains all the terms and conditions agreed upon by the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their undersigned officials as duly authorized on the day and year first above written.

ATTEST:

THE CORRADINO GROUP, INC.

SEAL

By: _____
Joseph M. Corradino, AICP
Managing Principal

By: _____
Joseph C. Corradino, PE
Chief Executive Officer

ATTEST:

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

SEAL

By: _____
Scott R. Koons, AICP
Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area
Executive Director

By: _____
Ken Cornell
Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area Chair

APPROVED AS TO FORM

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

EXHIBIT A

SCOPE OF SERVICES

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SCOPE OF SERVICES
FOR THE
GAINESVILLE URBANIZED AREA
YEAR 2045 LONG-RANGE TRANSPORTATION PLAN UPDATE

Prepared by:

**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**

With Assistance from:

**North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603
352.955.2200**

April 23, 2018

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INTRODUCTION

Every five years, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area updates its long-range transportation plan. The purpose of this plan update is to encourage and promote a safe and efficient transportation system to serve future year transportation demands. Results of the long-range transportation plan process are intended to serve the overall mobility needs of the area, while also being cost effective and consistent with state and local goals and objectives.

The Gainesville Metropolitan Area is located in the center of Alachua County, Florida and incorporates the City of Gainesville, as well as the surrounding urban and transitioning areas. Census 2010 data indicates that this area is inhabited by approximately 188,000 residents and accounts for approximately 75 percent of the total population of the county.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area manages the transportation network and mobility needs for the Gainesville Metropolitan Area and recognizes the inter-connectivity between network accessibility and land use development patterns. Prior decision making has focused on producing a multi-modal transportation network consisting of roads, transit service, bicycle/pedestrian facilities and a regional airport. These modes of transportation provide a foundation for handling the flow of goods and services to and from the area, as well as establish a system for area residents to access jobs, shopping and recreational facilities.

This document presents the tasks and data requirements to identify and develop a list of transportation projects to meet anticipated future demand needs of the Gainesville Metropolitan Area through the Year 2045. Major components of this update process include consistency with federal and state guidelines as established in the Florida Department of Transportation *Metropolitan Planning Organization Program Management Handbook* and significant attention to public participation, mapping, data development and model validation. These components shall establish a policy foundation for long-range transportation decisions affecting the Gainesville Metropolitan Area and are described in more detail in the following list of tasks.

Unless otherwise stated, all tasks discussed in the following pages shall be the responsibility of the CONSULTANT. Acronyms shall not be used in the technical report text, tables, maps and illustrations.

FEDERAL AND STATE REQUIREMENTS

Federal and state statutes outline the general requirements for long-range transportation plan updates and are incorporated in this Scope of Services. These outlines are broadly defined at the federal and state level by the following:

1. Federal Act - Fixing America's Surface Transportation Act;
2. 23 Code of Federal Regulations 450.316 and 450.322;
3. Section 339.175, Florida Statutes; and
4. Florida Department of Transportation *Metropolitan Planning Organization Program Management Handbook*.

The consultant shall address and include appropriate documentation for all items described in Exhibit C and Exhibit D of this scope of services.

TECHNICAL TASKS

This Scope of Services is subdivided into five separate tasks that outline the basic requirements of the long-range transportation plan update. Unless otherwise noted, the CONSULTANT is expected to fulfill each of the defined tasks and provide written documentation in the form of technical reports and/or technical memorandums. The CONSULTANT shall provide appropriate project management and coordination sufficient to assure production control and assistance to the Project Manager. The tasks to complete the long-range transportation plan update are defined as follows:

- Task 1: Public Involvement - It is imperative that the public involvement aspect of this update conforms to federal and state guidelines and provide ample opportunity for public review and comment.
- Task 2: Data Collection, Mapping and Data Development - Aspects of this task include development of the highway and transit networks, review and update of the traffic analysis zones, development of socioeconomic data and the research of future financial resources.
- Task 3: Data Review and Verification - Task 3 includes a careful review and analysis of socioeconomic data and model input files.
- Task 4: Model Update and Validation - This task involves the validation of each of the components of the travel demand model to federal and state recommended thresholds.
- Task 5: Year 2045 Long-Range Transportation Needs Plan - Elements within this task provide for Year 2045 Long-Range Transportation Needs Plan development.
- Task 6: Year 2045 Long-Range Transportation Preliminary and Constrained Needs Plan - Elements within this task provide for Year 2045 Long-Range Transportation Preliminary and Constrained Needs Plan development.
- Task 7: Year 2045 Long-Range Transportation Cost Feasible Plan - Elements within this task provide for Year 2045 Long-Range Transportation Cost Feasible Plan development.

TECHNICAL REPORTS

For reference purposes, it is important that the entire work effort be well documented. Acronyms shall not be used in the technical report text, tables, maps and illustrations. Technical reports detailing methodology and technique are required for each task. Specifically, the following seven technical reports are required.

- Technical Report 1- documents public involvement in the plan development process.
- Technical Report 2- develops required maps, background data and financial resource information.
- Technical Report 3- documents data review and verification.
- Technical Report 4- documents model update and validation.
- Technical Report 5- documents Year 2045 Long-Range Transportation Needs Plan development.
- Technical Report 6- documents the identification, evaluation and selection of the Year 2045 Long-Range Transportation Preliminary and Constrained Needs Plan, all Needs Plan Alternatives and the Needs Plan project ranking.
- Technical Report 7- documents Year 2045 Long-Range Transportation Cost Feasible Plan development.

TASK 1 - PUBLIC INVOLVEMENT

Public participation is a critical component of the long-range transportation planning process. Therefore, the CONSULTANT shall proactively implement the long-range transportation plan strategies and procedures of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan so that the public shall have early and continuing involvement in the plan development process. This public participation process is intended to provide sufficient opportunity for involvement of public officials (including elected officials) and citizens in the development of the long-range transportation plan before its approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The CONSULTANT shall develop a public involvement schedule and document public participation activities in accordance with Fixing America's Surface Transportation Act requirements. The public involvement schedule shall identify a contact person, as well as general contact information concerning how to get involved.

The CONSULTANT shall be responsible for conducting the following public workshops and public hearings:

- Public workshop #1 early in the plan update process to give a status report on the current long-range transportation plan implementation and to discuss the development of the vision statement, goals, objectives and policies;
- Public workshop #2 on the results of testing and evaluating alternative networks one and two discussed in Task 6;
- Year 2045 Long-Range Transportation Needs Plan public hearing;
- Public workshop #3 on the adopted Year 2045 Long-Range Transportation Needs Plan to obtain public input on projects that should be selected for the draft Year 2045 Long-Range Transportation Cost Feasible Plan; and
- Year 2045 Cost Feasible Plan public hearing.

The public participation schedule shall provide for outreach to Federal, State, Tribal wildlife, land management and regulatory agencies. In addition, the public participation schedule shall also provide for outreach to citizens, affected public agencies, agencies responsible for natural resources, environmental protection, conservation and historic preservation, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with responsible opportunities to be involved in the development of the long-range transportation plan.

1.1 PUBLIC PARTICIPATION PROCESS AND DOCUMENTATION

The CONSULTANT shall implement public participation activities in accordance with criteria in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan and provide documentation in a technical report and as part of the final report that describes explicit procedures, strategies and outcomes for:

1. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed long-range transportation plan;
2. Providing timely notice and reasonable access to information about transportation issues and processes;
3. Employing visualization techniques to describe proposed long-range transportation plans for use at public workshops and meetings;
4. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
5. Holding public meetings at convenient and Title VI-compliant locations and times;
6. Providing, as needed, planning documentation in Spanish to address Limited-English proficiency strategy of the Public involvement Plan;
7. Demonstrating explicit consideration and response to public input received during the development of the long-range transportation plan;
8. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
9. Consulting with Federal, State, Tribal, wildlife, land management and regulatory agencies and agencies responsible for natural resources, environmental protection, conservation and historic preservation; and
10. Providing an additional opportunity for public comment, if the final long-range transportation plan differs significantly from the version that was made available for public comment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

When significant written and oral comments are received on the draft long-range transportation plan (including the financial plan), the CONSULTANT shall prepare a summary, analysis and reports on the disposition of public comments and include this material as part of the adopted Year 2045 Long-Range Transportation Cost Feasible Plan Final Report. Agendas for all public hearings shall be available in Braille or large print upon request, as well as recorded versions of the same. With adequate advance notice, sign language interpretation shall be available for all public meetings. The availability of these media alternatives shall be advertised.

Elements of this work task are integrated throughout the study process and include the following:

1. Development of Vision Statement, Goals, Objectives and Evaluation Criteria;
2. Presentations to the Citizens Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Board and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;

3. Public presentations;
4. Preparation of an Executive Summary; and
5. Preparation of a Year 2045 Plan poster similar in design to the Year 2040 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Livable Community Reinvestment Plan poster.

1.2 PUBLIC INVOLVEMENT STRATEGY IMPLEMENTATION

The CONSULTANT shall implement the Public Involvement Plan strategies for the long-range transportation plan update which includes outreach to the elderly, persons with disabilities, minorities and low-income community and other groups traditionally under-represented in the plan update process. Strategies to solicit input from the business, environmental and other communities of local significance, such as focus groups, shall also be implemented.

- 1.2.1 Communication approaches to be used include the use of periodic newsletters and website. This website shall have a standalone address and there will be a direct link from the website of the North Central Florida Planning Council. The purpose of this website is to provide access to materials prepared during the plan update process.
- 1.2.2 The CONSULTANT shall develop a vision statement and a list of goals and objectives that shall govern the development of the long-range transportation plan, including long-range and short-range strategies and actions consistent with state and local goals and objectives. The CONSULTANT shall develop a process that ensure the public has adequate opportunity to provide input in developing the vision statement and the goals and objectives for the long-range transportation plan.

The CONSULTANT shall develop draft goals and objectives that include a review of the goals and objectives adopted by the City of Gainesville and Alachua County in their Comprehensive Plans. The State Comprehensive Plan and the North Central Florida Strategic Regional Policy Plan shall also be reviewed. Efforts shall be made to ensure that the goals and objectives of this update are consistent with State, regional and local comprehensive plans.

The CONSULTANT shall consider the goals and objectives identified in the Florida Transportation Plan.

The CONSULTANT shall include draft goals concerning safety and security. This information shall be provided to the public during the first public workshop.

- 1.2.3 The CONSULTANT shall incorporate visualization techniques in the public participation process to describe various aspects of the long-range transportation plan.
- 1.2.4 The CONSULTANT shall participate in at least eight briefings each that shall be held for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee, Technical Advisory Committee and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, including representatives of the Florida Department of Transportation. The Alachua County Traffic Safety Team, Alachua County Transportation Disadvantaged Coordinating Board and Bicycle/Pedestrian Advisory Board shall be invited and encouraged to attend briefings that are made to the Citizens Advisory Committee.

The CONSULTANT shall be responsible for all handout material, graphics, visual aids and equipment necessary for these presentations. The purpose of these briefings shall be to discuss the progress of the update, key decisions and milestones.

- 1.2.5 The CONSULTANT shall advertise and conduct at least three public workshops during the planning process. The first public workshop shall inform the public of the long-range transportation plan update and occur early in the project to outline the study scope, goals and timing. A portion of each meeting shall be devoted to questions and answers and the public shall be asked to identify and provide information about transportation problem areas.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall conduct a minimum of two public hearings, one to solicit public comment on the proposed Year 2045 Long-Range Transportation Needs Plan and one to solicit public comment on the proposed Year 2045 Long-Range Transportation Cost Feasible Plan.

- 1.2.6 The CONSULTANT shall document the entire public involvement effort in Technical Report 1. This document shall include photographs, a review of materials and subjects discussed, recurrent issues or themes and results of the process. The CONSULTANT is responsible for preparing meeting minutes for all public workshops, meetings and hearings, including documenting all public comments. All meeting minutes, emails, comments from the public and related information concerning the draft long-range transportation plan and technical reports shall be compiled in Technical Report 1.

1.3 TECHNICAL REPORT 1

The CONSULTANT shall document in Technical Report 1 the implementation of the public involvement.

TASK 2 - DATA COLLECTION, MAPPING AND DATA DEVELOPMENT

The purpose of this task is to develop the maps, model networks and data files needed to validate and run the transportation model. Data inputs to the model include socioeconomic data in the form of zonal data (ZDATA) files, traffic counts and transit ridership. This task shall also develop existing and projected financial resources to fund needed transportation projects by the Year 2045. Technical Report 2 shall describe the entire map development effort, as well as the development of zonal data (ZDATA) and the research of future financial resources.

2.1 DATA COLLECTION

The CONSULTANT shall collect datasets from the existing model and determine if they contain any usable information. The CONSULTANT shall collect, create, and/or compile datasets necessary to validate and calibrate the Gainesville Urban Area Transportation System travel demand model. The CONSULTANT shall revise screenlines and cutlines as necessary. The CONSULTANT shall collect and utilize all necessary traffic count data. The CONSULTANT shall conduct a roadway inventory to develop a 2010 Highway System Network including facility type, number of travel lanes in each direction, presence of turn lanes, posted speed, functional classification and other information as necessary. This roadway inventory shall incorporate Florida Department of Transportation Roadway Characteristics Inventory system data. The CONSULTANT shall be responsible for the coding, reviewing, editing and debugging of the 2015 Base Year network. The CONSULTANT shall collect necessary transit service data in order to construct transit networks and validate/calibrate the Gainesville Urbanized Area Transportation System model. In addition, the CONSULTANT shall use the bicycle and pedestrian facility inventory maintained by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and collect any additional appropriate bicycle and pedestrian data. This data shall be incorporated in the model as a layer file similar to the transit network.

- 2.1.1 The screenlines and cutlines developed for the last plan update shall be revised as appropriate and used in the validation of the 2015 Base Year Model. The CONSULTANT shall be responsible for the review and modification of the screenlines and cutlines.
- 2.1.2 The CONSULTANT shall be responsible for all traffic count data necessary to validate/calibrate the 2015 Base Year Model. Extensive traffic count data has been collected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Florida Department of Transportation, the City of Gainesville, Alachua County and other partner agencies. This data shall be made available to the CONSULTANT. The CONSULTANT shall review the most recent traffic count data/locations for adequacy and shall adjust the most recent counts for state facilities to average weekday peak season counts. If available, seasonal adjustment factors for local roads shall be used where appropriate.
- 2.1.3 A highway network shall be developed by the CONSULTANT for the 2015 Base Year. This network shall include double digit coding to allow for more accurate facility type representation. The revised model network shall incorporate changes to networks since the last plan update.
- 2.1.4 A Transit Network shall be developed by the CONSULTANT for the 2015 Base Year. The structure of this model system will allow for different modes of transit, such as bus rapid transit, fixed rail, streetcar and trolley.

- 2.1.5 Transit service data necessary to validate/calibrate the travel demand model shall be obtained from the Regional Transit System by the CONSULTANT for all City of Gainesville, Alachua County and University of Florida routes. All appropriate data obtained from special transit studies shall be reviewed and incorporated by the CONSULTANT where suitable.

Transit service data shall include, but not be limited to:

- A. AM Peak Screenline Ridership by route, mode and corridor;
- B. Midday (off-peak) Screenline Ridership by route, mode and corridor;
- C. Average Weekday Ridership by route, mode and corridor; and
- D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

2.2 MAPPING

The CONSULTANT shall be required to provide maps and digital copies of the data collected to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to facilitate the review and revision of the data prior to its use during model validation and calibration. Maps and data may include the study area boundary, the principal street system, traffic analysis zones, the highway system network maps (link/node plots) and data files, the transit system network maps and data files and other such maps that shall be used as working instruments.

All shapefiles shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area by the CONSULTANT in Florida Standard Urban Transportation Modeling Structure format and in Economic and Social Research Institute ArcMap shapefile format (Version 10.6 or later). Network maps shall be in line format with all roadway and/or transit network attributes and shall be used on the City of Gainesville Street Centerline File, unless an alternative road dataset is approved by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The data shall be projected using North American Datum of 1983 (NAD83) North Florida State Plane Feet coordinate system unless an alternative projection system is approved by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

- 2.2.1 A new Traffic Analysis Zone Map shall be developed. This task shall be prepared by the CONSULTANT and provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation.
- 2.2.2 A Highway System Network Map shall be developed by the CONSULTANT for the 2015 Base Year Network and include double-digit coding for more specific facility and area type designations. The CONSULTANT shall provide draft Highway System Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation. The Network shall also utilize the true shape display function in Cube Voyager for more accurate graphical representation.
- 2.2.3 A Transit System Network Map shall be developed by the CONSULTANT for the 2015 Base Year. The format of this map shall be consistent with the transit base year network for the last plan update. The CONSULTANT shall provide draft Transit System Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Regional Transit System for review and approval prior to model validation.

- 2.2.4 For purposes of documenting mode split, a Bicycle Facilities Network Map shall be developed by the CONSULTANT for the 2015 Base Year. The CONSULTANT shall provide draft Bicycle Facilities System Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation. Any information provided by the CONSULTANT may be used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for creating an updated bicycle map in an effort separate from this update of the long-range transportation plan.
- 2.2.5 For purposes of documenting mode split and identifying gaps in access to transit, a Sidewalk Network Map shall be developed by the CONSULTANT for the 2015 Base Year. The CONSULTANT shall provide draft Sidewalk Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Regional Transit System for review and approval prior to model validation.
- 2.2.6 For purposes of documenting freight considerations, a Freight Corridor Map shall be developed by the CONSULTANT for the 2015 Base Year. The CONSULTANT shall provide a draft Freight Corridor Map and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation. The CONSULTANT shall use the Statewide Freight Model for identifying long-haul truck distribution patterns.
- 2.2.7 The development of all maps shall be documented by the CONSULTANT in Technical Report 2.

2.3 DATA DEVELOPMENT

The socioeconomic data developed for the Year 2045 Update shall be prepared by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff for both Base Year 2015 and Future Year 2045. Base year 2015 data shall be developed by using information obtained from the 2015 American Community Survey, 2017 National Household Travel Survey Florida Add-on program, Info USA employment data, Chamber of Commerce Employment Statistics, State of Florida Agency for Workforce Innovation and Property Appraiser records where necessary.

The scope of services for this plan update shall include testing and evaluating one future land use scenario developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff. This scenario represents the most realistic forecast of where people shall live and work in Alachua County in the Year 2045 based upon currently adopted comprehensive plans.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the CONSULTANT shall also work with the University of Florida to develop specific socioeconomic data related to model production and attraction rates for the University of Florida campus and surrounding areas. Specific information regarding campus trip generation rates, mode splits and auto occupancy rates shall be included in the Year 2045 Update by the CONSULTANT.

The CONSULTANT shall assist Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in review of this data, perform necessary edit checks and make any corrections as may be required by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Additionally, the CONSULTANT shall deliver all zonal data (ZDATA) in Florida Standard Urban Transportation Modeling Structure format and in ArcMap shapefile format for the traffic analysis zone and boundary maps.

The CONSULTANT shall obtain data relating to travel demand for airports, intermodal facilities, recreation areas, significant commercial activity centers and freight distribution facilities. The intent is to accumulate sufficient data suitable for adequately analyzing the trip production and attraction as well as accessibility to such facilities. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the CONSULTANT shall coordinate the development of this list with the City of Gainesville, Alachua County and the Florida Department of Transportation.

The CONSULTANT shall ensure that all data is based upon the latest available estimates and assumptions for population, land use, travel, employment, congestion and economic activity.

2.3.1 Zonal Data One (ZDATA1): Population and household data for each model traffic analysis zone shall be obtained from the following sources by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:

A. 2015 Base Year population and housing data for each traffic analysis zone shall be obtained from the 2010 U.S. Census and the Census Transportation Planning Package for the following:

1. Population and the number of single-family and multi-family units;
2. Auto availability;
3. Percentage of vacant single-family and multi-family units;
4. Population and number of single-family and multi-family units occupied by non-permanent residents; and
5. According to Florida Standard Urban Transportation Modeling Structure for trip generation, add median family income variable if this data is available.

This information shall be cross referenced with 2015 Property Appraiser parcel records.

B. Future year population and income forecasts shall be obtained from the University of Florida, Bureau of Economic and Business Research. These forecasts shall be used as control totals for future population and provide a basis for estimating other socioeconomic factors, such as housing and employment.

C. The number of hotel/motel units shall be obtained from the Florida Department of Business Regulation, Division of Hotels and Restaurants. This data shall be supplemented by a Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area survey of hotel/motels to determine the percentage of occupied units and persons per occupied unit during the peak season.

D. The percentage of vacant single-family and multi-family dwelling units as identified in the Year 2015 American Community Survey data shall be used.

- 2.3.2 Zonal Data Two (ZDATA2): 2015 Base Year employment data shall be developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for each traffic analysis zone, classified by type (service, commercial, manufacturing and industrial). This data shall be verified using Property Appraiser records, occupational licenses and Info USA data provided by the Florida Department of Transportation. Employment data shall be cross referenced with the Chamber of Commerce large employers database for consistency (as it relates to size and location) and with Florida Agency for Workforce Innovation information.
- A. Parking cost shall be developed for the City and University of Florida campus traffic analysis zones where short-term (average 3 hours) paid parking is available and/or where long-term (average 9 hours) paid parking is offered.
- B. 2015 Base Year public school enrollment shall be obtained from the Alachua County School Board. Comparable data shall be obtained from private schools within the study area. Private school enrollment data is available from the Florida Department of Education.
- 2.3.3 Zonal Data Three (ZDATA3): The CONSULTANT shall develop data for airports, universities, regional shopping malls, military installations, which function as special generators.
- 2.3.4 Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files developed for the last plan update shall be reviewed and updated by the CONSULTANT.

2.4 DESIGNATION OF SCREENLINES

The screenlines and cutlines developed for the last plan update shall be revised as appropriate and used in the validation of the 2015 Base Year Model by the CONSULTANT.

2.5 TRAFFIC COUNT DATA

The CONSULTANT shall be responsible for all traffic count data necessary to validate/calibrate the 2015 Base Year Model. Extensive traffic count data has been collected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Florida Department of Transportation and shall be made available to the CONSULTANT. The CONSULTANT shall review the traffic count data/locations for adequacy and shall adjust the counts:

- to average weekday peak season counts; and
- to account for heavy vehicle traffic.

If available, seasonal adjustment factors for local roads developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be used where appropriate.

2.6 HIGHWAY AND TRANSIT NETWORKS

- 2.6.1 A highway network shall be developed by the CONSULTANT for the 2015 Base Year. This network shall be compatible with the ArcMap Geographic Information System format. The structure of this network shall be consistent with, but not limited to, the highway network for the previous update. This network shall also include double digit coding to allow for more accurate facility type representation and true shape format for graphical representation. The revised model network shall incorporate changes to networks since the last plan update.

2.6.2 A Transit Network shall be developed by the CONSULTANT for the 2015 Base Year. This network shall be compatible with the ArcMap Geographic Information System format. The structure of this model system shall be consistent with the transit base year network for the last plan update.

2.7 TRANSIT SERVICE DATA

Transit service data necessary to validate/calibrate the travel demand model shall be obtained from the Regional Transit System and other public transportation operators as warranted by the CONSULTANT for both City and University of Florida campus routes. All appropriate data obtained from special transit studies shall be reviewed and incorporated by the CONSULTANT where suitable.

Transit service data shall include, but not be limited to:

- A. AM Peak Screenline Ridership by route, mode and corridor;
- B. Midday (off-peak) Screenline Ridership by route, mode and corridor;
- C. Average Weekday Ridership by route, mode and corridor; and
- D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

2.8 DATA PROJECTIONS

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall develop and project the socioeconomic data files Zonal Data One (ZDATA1) and Zonal Data Two (ZDATA2) for the Year 2045. If available, population projections developed by the Bureau of Business and Economic Research shall be used as control totals. The CONSULTANT shall be responsible for developing the Zonal Data Three (ZDATA3), Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files for the Year 2045. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the North Central Florida Regional Planning Council, the Florida Department of Transportation, the City of Gainesville and Alachua County shall also participate in this effort. In addition, representatives from other municipalities in Alachua County shall also be invited to participate in developing this information.

The methodology used to project transit ridership developed for the Regional Transit System Transit Development Plan, the Regional Transit System Comprehensive Operational Analysis and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted Year 2040 Plan shall be used to project future transit ridership. This data shall be distributed to existing and projected Regional Transit System routes.

The methodologies used to project bicycle usage, heavy vehicle activity and pedestrian activity shall be developed:

- consistent with multimodal policies in the Alachua County and City of Gainesville comprehensive plans; and
- in coordination with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

As appropriate, these factors shall be used to project future highway traffic and transit ridership.

2.9 FINANCIAL RESOURCES

The CONSULTANT shall be responsible for the accumulation and aggregation of information regarding existing and projected funding sources for modifications outlined in the Year 2045 Needs Plan that shall be used in the development of the Year 2045 Cost Feasible Plan. The CONSULTANT shall develop estimates of funds that are anticipated to be available to support Year 2045 Cost Feasible Plan implementation with the Florida Department of Transportation. Cost Feasible Plan dollars shall be reported in year of expenditure dollars.

2.9.1 IDENTIFY AND PROJECT AVAILABLE RESOURCES

The CONSULTANT shall obtain historical financial information relative to the funding of transportation services within the study area from appropriate federal, state and local agencies. Based on this historical information, and the planning data forecast prepared in the development of the zonal data (ZDATA), potential financial resources shall be forecasted for the Year 2045. The CONSULTANT shall report future revenues by funding category. Included in this information shall be financial information from the latest adopted Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program.

2.9.2 IDENTIFY SYSTEM OPERATIONS, MAINTENANCE AND CAPITAL COSTS

The CONSULTANT shall confirm revenues and costs related to system operations and maintenance activities covered in the long-range transportation plan. The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain Federal-aid highways and public transportation.

2.9.3 IDENTIFY NEW PROJECT FUNDING SOURCES

The funding available for new projects is the difference between the funds reasonably expected to be available for transportation modifications minus the funds required to construct committed projects and those funds required to operate and maintain the transportation system. This difference shall be the funding available to develop the Year 2045 Long-Range Transportation Cost Feasible Plan.

2.9.4 IDENTIFY AND PROJECT POTENTIAL FUNDING SOURCES

Alternative funding sources such as bonds, transit fares, tolls, special taxing districts, impact fees and local option gas tax shall also be investigated and shall be included in the final report by the CONSULTANT as potential funding sources for projects not included in the Year 2045 Long-Range Transportation Cost Feasible Plan. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

Should any of these alternatives sources be recommended to fund projects in the Year 2045 Long-Range Transportation Cost Feasible Plan, strategies to ensure the availability and commitment of these sources shall be included as part of the recommendation. These strategies must include a plan of action describing the steps necessary to enact the sources. The analysis shall discuss past successes or failures to secure similar funding sources.

If the long-range transportation plan assumes a new revenue source as part of the Year 2045 Long-Range Transportation Cost Feasible Plan, the following information shall be included in the text: the source shall be clearly explained; why it is considered to be reasonably available; when it will be available; what actions would need to be taken for the revenue to be available; and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body, or a referendum of the public, defeated a similar revenue source, then the new revenue source may not be included in the Year 2045 Long-Range Transportation Cost Feasible Plan unless the CONSULTANT can justify the revenue source and explain the difference between the action that failed and the action being proposed. This applies to all revenue sources in the long-range transportation plan (i.e. federal, state, local, private, etc.).

2.9.5 TRANSPORTATION SYSTEM OPERATIONS AND MAINTENANCE

The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways, as defined by 23 United States Code 101(a)(5), and public transportation, as defined by Title 49 United States Code Chapter 53. The system level costs for operations and maintenance shall be included in the main summary plan document, in addition to the technical report, as a short narrative for both the state and local systems. This material shall also discuss how this information was developed.

2.9.6 YEAR OF EXPENDITURE DOLLARS

The CONSULTANT shall use an inflation rate for revenue and cost estimates to reflect year of expenditure dollars based on reasonable financial principles and information.

2.10 TECHNICAL REPORT 2

The CONSULTANT shall document in Technical Report 2 the entire data development process detailed in Tasks 2.1 through 2.9. As noted earlier, documentation of all tasks, including the development of all maps, data and financial resources, shall be in the form of Technical Memoranda. These memoranda shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task by the CONSULTANT. The technical memoranda shall clearly define all of the facility attributes and their purpose in the model.

The latest Florida Department of Transportation Revenue Forecast Handbook shall be used to develop an appendix that reflects the use of federal and state funding for non-capacity projects. This appendix shall be made part of Technical Report 2. Similar information shall be provided to document local and/or privately funded projects.

TASK 3 - DATA REVIEW AND VERIFICATION

The purpose of this task is to review the model inputs and outputs to ensure that the data sets are adequate for planning purposes. The CONSULTANT shall document completion of each task in a technical memorandum. All Technical Memoranda shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task by the CONSULTANT.

3.1 REVIEW ZONAL DATA (ZDATA) INPUTS

The CONSULTANT shall review the zonal data (ZDATA) to verify that it is in the standardized model format, is accurate, logical and properly coded. This review shall include the use of Land Use Check (LUCHECK), or similar software programs, as well as random manual checks. All errors and or deviations shall be corrected and documented by the CONSULTANT. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be notified by the CONSULTANT of all errors/corrections/changes through a technical memorandum.

- 3.1.1 The traffic analysis zone structure shall be analyzed by the CONSULTANT based on the number of productions and attractions generated. The necessary changes shall be made by the CONSULTANT to ensure a homogeneous traffic analysis zone structure in which zones are compatible as to the number of trips generated. The socioeconomic data shall also be checked for statistical validity and ratio comparisons.
- 3.1.2 The CONSULTANT shall incorporate special generators identified in Task 2 and ensure compatibility with all other socioeconomic data.
- 3.1.3 The CONSULTANT shall make all necessary changes related to the adjustments made to traffic analysis zone boundaries, including all the zonal data (ZDATA) files and all the Network Files. This requirement shall be clearly documented. Maps shall be provided, where necessary, (such as with traffic analysis zone splits) along with changes in data. Also, the process of delineating traffic analysis zones splits shall also be documented. All activities under this task shall be coordinated with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the City of Gainesville and Alachua County.

3.2 REVIEW 2010 HIGHWAY AND TRANSIT NETWORK

The CONSULTANT shall review the Highway Network for coding errors in facility types, area types, number of lanes and coordinates.

- 3.2.1 The review of the Highway Network shall also include the review of all directions and turn prohibitors.
- 3.2.2 The CONSULTANT shall review the network to determine whether links should be added or deleted to obtain a better assignment and a better reflection of the actual travel pattern.
- 3.2.3 The CONSULTANT shall review the coding of Interstate facilities to ensure that directional links, ramp systems and interchanges are correctly coded.
- 3.2.4 Double digit coding shall be used for area and facility type identification on all links.

3.2.5 All necessary corrections shall be made by the CONSULTANT and fully documented and mapped.

3.2.6 All input files and other related transit files shall be reviewed and updated as needed.

3.2.7 The CONSULTANT shall maintain and update bicycle facility coding.

3.3 REVIEW 2015 TRAFFIC COUNT AND 2015 TRANSIT RIDERSHIP DATA

The CONSULTANT shall review all traffic counts for accuracy and consistency. All traffic counts shall represent peak season weekday traffic and shall be reviewed and approved by the Florida Department of Transportation, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville and Alachua County prior to model input.

3.3.1 The CONSULTANT shall review the location and number of counts available to ensure that screenlines, cutlines and cordon lines are fully represented. The CONSULTANT shall also review the number of counts available within each cell matrix for each facility type and area type for the purpose of validation/calibration.

3.3.2 The CONSULTANT shall be responsible for the review of all transit service data and any other input variables needed for the transit and access modes. This effort shall include a review and use of data developed for the Regional Transit System Transit Development Plan.

3.4 REVIEW TRIP GENERATION RATE

The CONSULTANT shall review trip rates contained in input files for the study area for multi-family and single-family dwelling units in the cell matrixes used in the Gainesville Urbanized Area Transportation System Model. Modifications to the standard trip generation shall be based on 2017 National Household Travel Survey Florida Add-on Program for Alachua County. Variable attraction rates shall be used to add flexibility to the model. All Tranplan-Fortran Trip Generation modules shall be converted into a Cube Voyager platform.

The CONSULTANT shall review the trip rate concerning the total number of productions and attractions in the area. All zonal data (ZDATA) files shall be double checked if the output of the generation step falls beyond the acceptable range of 10,000 trips per traffic analysis zone.

3.5 REVIEW TRIP LENGTH DISTRIBUTION

The CONSULTANT shall review, and if necessary update, the Friction Factor files used in the last plan update and review the trip length distribution curves for each trip purpose.

3.6 REVIEW AUTO OCCUPANCY RATES

The CONSULTANT shall compare the Gainesville Urbanized Area Transportation System model automobile occupancy rates to results of the 2015 American Community Survey and the Census Transportation Planning Package and revise where necessary.

3.7 REVIEW TRANSIT PARAMETERS

The CONSULTANT shall review and, if necessary, revise the Florida Standard Urban Transportation Modeling Structure system files to ensure that all modes, local bus, express bus and walk modes, currently used in the study area are accommodated. The CONSULTANT shall review and update the parameters used in the input files based on information obtained from the household travel behavior survey and on data used in other urbanized areas of similar size within Florida. The CONSULTANT shall coordinate this task with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Regional Transit System and the Florida Department of Transportation.

3.8 TECHNICAL REPORT 3

The CONSULTANT shall prepare a Technical Memorandum for each of the tasks under Task 3. All Technical Memoranda are to be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task by the CONSULTANT. Once the review as outlined under Task 3 has been completed, the CONSULTANT shall document completion of Task 3 in Technical Report 3. This Technical Report may consist of an assemblage of the required Technical Memoranda.

TASK 4 - MODEL UPDATE AND VALIDATION

The purpose of this task is to update, validate and calibrate the 2015 Base Year Model with 2010 traffic counts and transit ridership figures. The CONSULTANT shall use the Gainesville Urbanized Area model developed by the Florida Department of Transportation and shall follow the process outlined below for the validation/updating and calibration purposes.

The end product of this task shall be a validated travel demand model capable of forecasting and evaluating future travel demand for alternative highway and transit networks using Cube Voyager as the primary Florida Standard Urban Transportation Modeling Structure engine. The entire validation process shall be documented in Technical Report 4 and shall include a summation of each of the related technical memoranda.

The CONSULTANT shall document the completion of each task in a Technical Memorandum. All Technical Memoranda shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task by the CONSULTANT. Documentation shall include flow charts, a step-by-step procedural guide for the complete model set and identification of all parameters specific to the Gainesville Urbanized Area Transportation System travel model. Details shall be provided describing key decisions and conclusions from each step of the process, including trip generation, trip distribution, mode-split and traffic assignment to completion.

The acceptable or tolerable range/limits for the various parameters generated in the model validation procedures that follow shall be those established by the Florida Department of Transportation and Federal Highway Administration. These parameters are documented in the Florida Department of Transportation publication entitled *Florida Standard Urban Transportation Modeling Structure - Cube Framework Phase I Default Model Parameters*, dated September 27, 2007. The model calibration and validation process shall follow the procedures in the report entitled *Florida Standard Urban Transportation Modeling Structure - Cube Framework Phase II Model Calibration and Validation Standards Final Report*, dated October 2, 2008.

The CONSULTANT shall provide all associated files in a format compatible with Cube Voyager as the primary Florida Standard Urban Transportation Modeling Structure engine. All Tranplan modules shall be converted to a Cube Voyager environment. The CONSULTANT shall ensure that the final model has been converted to a fully operational Cube Voyager platform.

The CONSULTANT should note that the Florida Department of Transportation Central Office is engaged in procuring a new software platform for modeling applications. The timeline for this procurement is under review and discussion. However, the CONSULTANT should be prepared to work with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation with model conversion provided that the new software platform is available and distributed for use.

4.1 VALIDATE EXTERNAL TRIPS

The CONSULTANT shall review and, if necessary, update the Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files developed for the last plan update.

4.1.1 The CONSULTANT shall perform a Base Year assignment using Year 2015 Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files. Results of this model run shall be reviewed by the CONSULTANT to compare the volume/count ratio on the cordon line capturing the links connecting the external stations to actual counts.

- 4.1.2 The CONSULTANT shall compare the projected 2045 volumes at the external stations with the growth rates of the adjacent counties, as well as the historic growth rate at the count stations. Adjustments to the Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files shall be made as necessary.

4.2 VALIDATE THE TRIP GENERATION MODEL

The CONSULTANT shall review and, if necessary, update the input files developed for the last plan update. All revisions shall be documented in the accompanying Technical Memorandum.

- 4.2.1 Based on the results of the distribution and assignment process, the CONSULTANT shall identify the special generators. The output of the Trip Generation Model shall be analyzed at the traffic analysis zone level.

At the traffic analysis zone level, the CONSULTANT shall review the total number of productions and attractions generated by the Year 2045 Model using the methodology described in the Florida Department of Transportation publication entitled *Florida Standard Urban Transportation Modeling Structure - Cube Framework Standard Trip Generation and Distribution Models, Draft Technical Memorandum No. 1 Trip Generation Review and Recommendations*, dated March 2009 to ensure a proper zone size and trip range per zone.

- 4.2.2 At the County level, the CONSULTANT shall conduct an analysis to ensure a direct correlation between land use and the relative number of productions and attractions. The total number of unadjusted attractions relative to the total number of adjusted attractions/productions shall be compared with the Institute of Transportation Engineers ratios and other national ratios, as well as the percentage of total trips, by purpose, of the total number of trips produced.

- 4.2.3 The statistical information provided as part of the Trip Generation Model output, such as total permanent population, total number of employees, number of dwelling units and truck generation by class, shall be checked against Census information and local data. In addition, all ratios, such as number of persons per dwelling unit, shall be checked against national ratios. Any major deviations from the above mentioned totals and/or ratios shall be traced back to the Zonal Data One (ZDATA1) and/or Zonal Data Two (ZDATA2) file(s) and researched, corrected and/or documented in the Technical Memorandum.

4.3 VALIDATE THE TRANSIT PATH BUILDING MODEL

The CONSULTANT shall review all of the traffic analysis zones reported in the output file as not having access to transit. These traffic analysis zones shall be double checked against the transit ridership information obtained by the CONSULTANT.

- 4.3.1 All transfer fares, transfer points, maximum and minimum limits on all parameters, such as waiting time, transfer time, walking distances, allowed mode transfers, park-and-ride connections and walk network connections, shall also be checked.
- 4.3.2 The CONSULTANT shall correct all errors in the morning and Midday Routecards and input files. All identified errors shall be corrected and documented in a Technical Memorandum. Further corrections may be necessary after the transit and highway assignments have been run.

4.4 VALIDATE THE TRIP DISTRIBUTION MODEL

The CONSULTANT shall validate the trip distribution model consistent with threshold parameters established by the Florida Department of Transportation in the report entitled *Florida Standard Urban Transportation Modeling Structure Cube Framework Phase 1* and consider suggestions from the report entitled *Florida Standard Urban Transportation Modeling Structure - Cube Framework Standard Trip Generation and Distribution Models, Draft Technical Memorandum No .2 Trip Distribution Review and Recommendations*, dated June 2009. This process shall be documented in a Technical Memorandum and identify major revisions to model input files necessary to meet the identified minimum thresholds.

- 4.4.1 The CONSULTANT shall review and document the percentage of intrazonal trips and ensure that no trip purpose exceeds the five percent threshold. If there are purposes that exceed this threshold, the CONSULTANT shall analyze the trip distribution patterns at the traffic analysis zone level.
- 4.4.2 The CONSULTANT shall summarize the output of the Distribution Model at the County level in order to identify the origin-destination pairs. This summary shall be checked for consistency with the land use in each traffic analysis zone.
- 4.4.3 The CONSULTANT shall review the assigned volumes on the links adjacent to special generators and check them against existing counts. Based on the magnitude of difference, the assignment shall be iteratively adjusted by adding or subtracting trips from the special generator in the Zonal Data Three (ZDATA3) file. The accepted method to code the Zonal Data Three (ZDATA3) file is described in the report entitled *Florida Standard Urban Transportation Modeling Structure - Cube Framework Standard Trip Generation and Distribution Models, Draft Technical Memorandum No. 1 Trip Generation Review and Recommendations*, dated March 2009.
- 4.4.4 Once the Zonal Data Three (ZDATA3) file is adjusted, the CONSULTANT shall check the volume/count ratio on all screenlines, cut lines and cordon lines. In addition, the volume/count ratios within all matrices shall be checked for all facility and area types using the standard procedures and ratios and ranges prescribed by the Florida Department of Transportation and the Federal Highway Administration.

The CONSULTANT shall then make all necessary adjustments to all network and/or data files to obtain a proper distribution as outlined in the Florida Standard Urban Transportation Modeling Structure documentation. All adjustments made to obtain a proper distribution shall be documented in the Technical Memorandum.

4.5 VALIDATE THE MODE CHOICE MODEL

- 4.5.1 The CONSULTANT shall validate a mode choice model that shall be capable of accurately dividing the generated trips among the different modes. This process shall accommodate the existing modes that include local bus, express bus, bus rapid transit and any additional modes that might need to be tested for the future networks.

4.5.2 The CONSULTANT shall review the auto occupancy factors, as well as the mode choice coefficients, making the necessary corrections to obtain a proper mode choice model using the standard procedures prescribed by the Florida Department of Transportation and the Federal Highway Administration. The process to obtain the mode choice coefficients, as well as a comparison with the variables used in the last plan update, shall be documented in a Technical Memorandum.

4.5.3 The CONSULTANT shall use the data from the household travel behavior survey conducted in Year 2008 by the Florida Department of Transportation to obtain coefficients related to the attractiveness of additional future transit modes. The information obtained in the survey regarding sample size, adjustment factors and the methodology used to obtain mode choice information shall also be documented in the Technical Memorandum.

4.6 VALIDATE THE TRANSIT ASSIGNMENT MODEL

4.6.1 The CONSULTANT shall be responsible for analyzing all transit-related data and making the necessary corrections to all the data files in order to obtain a proper transit assignment as provided for in the report entitled *New Florida Standard Urban Transportation Modeling Transit Modeling Framework*, updated March 26, 2010. Data developed for the Regional Transit System Transit Development Plan shall be used where appropriate.

4.6.2 The CONSULTANT shall summarize the number of trips assigned to the transit network and compare the results to the ridership data for the AM and Midday networks. The CONSULTANT shall review the total trips assigned, the total trips assigned by mode, the total trips assigned by corridor, the total number of transfers and the total number of transfers by mode. In addition, transit operating characteristics, such as average speed by mode, number of vehicles, total fare collected and other level of service information as provided in the output of the Transit Assignment Model, shall be reviewed and summarized.

4.6.3 The CONSULTANT shall document the procedures used in adjusting the Transit Assignment Model and all results in a Technical Memorandum.

4.7 VALIDATE THE HIGHWAY ASSIGNMENT MODEL

4.7.1 The CONSULTANT shall validate the highway assignment model using the current standard Florida Standard Urban Transportation Modeling Structure procedure. The CONSULTANT shall be responsible for all necessary corrections that need to be made to the data and network files in order to obtain a proper highway assignment as prescribed in Florida Department of Transportation and Federal Highway Administration documentation.

4.7.2 The CONSULTANT shall check the highway assignment against the actual ground counts throughout the highway network and check the accuracy of the highway assignment against the volume/count ratios grouped by facility type, area type, vehicle miles traveled, vehicle hours traveled and heavy vehicle factors.

The CONSULTANT shall refer to the existing documentation for allowable percentage of deviation of assignment versus count and compare to model results. If necessary, corrections to the appropriate files shall be made to obtain a proper assignment, consistent with the parameters defined by the Florida Department of Transportation and the Federal Highway Administration.

- 4.7.3 The CONSULTANT shall ensure accurate assignment of transit trips. The methodology used to achieve accurate assignment of transit trips shall first be reviewed and approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation and documented in a Technical Memorandum.
- 4.7.4 The CONSULTANT shall run color coded plots listing the volume/count ratios by link so that it can be reviewed for errors. The plots shall be color coded in four groups, as follows: less than 0.50, 0.51 to 0.85, 0.86 to 1.0 and over 1.0. If discrepancies are found in a particular area, and/or along certain corridors, the network shall be checked for errors, such as loadings of centroid connectors, possible errors in the Turn Prohibitor file and zonal data (ZDATA) file errors. The CONSULTANT shall make all necessary corrections to obtain a proper assignment.
- 4.8 FINAL MODEL VALIDATION
- 4.8.1 The CONSULTANT shall perform a highway only run using the base year network and the socioeconomic dataset for Year 2045.
- 4.8.2 The CONSULTANT shall summarize the trip generation and distribution outputs and compare them with the Base Year 2015 socioeconomic data. The results of the assignment for Year 2045 runs shall also be summarized using the evaluation program included as part of Florida Standard Urban Transportation Modeling Structure. Screenline projections, Base Year counts and historic growth rates shall also be compared.
- 4.8.3 The CONSULTANT shall review the model output data with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation pointing out any inconsistencies or errors in the socioeconomic data. The results of this analysis shall be documented in a Technical Memorandum.
- 4.8.4 The CONSULTANT shall also perform a transit only validation of the model (highway and transit).
- 4.9 GAINESVILLE URBANIZED AREA TRANSPORTATION MODEL TRANSIT PROCEDURE TECHNICAL MEMORANDUM

The CONSULTANT shall develop a technical memorandum for the Gainesville Urbanized Area Transportation System model transit procedure. The main purpose of this documentation is to describe any non-standard Florida Standard Urban Transportation Modeling Structure procedures used in the Gainesville Urbanized Area Transportation System model transit procedure. The CONSULTANT shall also provide descriptions on some standard Florida Standard Urban Transportation Modeling Structure executable files, input files and output files as necessary. The CONSULTANT shall incorporate the new Public Transit procedures noted in the documents entitled *Florida Standard Urban Transportation Modeling Structure Transit Modeling Framework*, updated March 26, 2010.

- 4.9.1 The consultant shall prepare a Technical Memorandum to describe the Gainesville Urbanized Area Transportation System transit model. This Memorandum shall include flow charts of Gainesville Urbanized Area Transportation System transit model, descriptions of all special executable files and descriptions of all special input and output files.

4.9.2 All executable files (includes both standard Florida Standard Urban Transportation Modeling Structure executables and non-standard Florida Standard Urban Transportation Modeling Structure executables) shall be included in the flow charts and all input and output files shall also be included in the flow charts.

4.9.3 For each of the nonstandard Florida Standard Urban Transportation Modeling Structure executable files, the CONSULTANT shall describe the function of the file, the purpose it serves in the process and required input and output files. All variables and parameters and their data format shall be described.

4.10 TECHNICAL REPORT 4

The CONSULTANT is responsible for documenting all activities related to the completion of Task 4 in Technical Report 4. The CONSULTANT shall prepare and deliver a Technical Memorandum for each task to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task.

TASK 5 - YEAR 2045 TRANSPORTATION NEEDS PLAN AND COST FEASIBLE PLAN

The purpose of this task is to develop a long-range transportation plan that identifies facilities (including major roadways, transit, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, public ports, intercity bus operators, employer-based commuting programs, nonmotorized transportation facilities and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In addition, the long-range transportation plan shall preserve the existing transportation infrastructure, enhance economic competitiveness, improve travel choices to ensure mobility and integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions.

The long-range transportation plan shall include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the latest available *Mobility Plan, Gainesville Metropolitan Area, Congestion Management Process* (Congestion Management Plan), strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, transportation and transit enhancement activities and regionally significant projects.

A regionally significant project is defined as a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area transportation network. At a minimum, this includes all principal arterial highways, all fixed guideway transit facilities and other transit facilities that offer a significant alternative to regional highway travel.

The first step in this process shall be the development of the existing plus committed (E+C) network and project list. Projects included in this list shall be developed from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program and the annual budgets of Alachua County and the City of Gainesville.

The second step in this process shall be development of a Year 2045 Long-Range Transportation Needs Plan that identifies highway and transit system modifications in response to model projected demands. In addition, this step shall include identification of needed:

- bicycle facility modifications based on implementation of the Alachua Countywide Bicycle Master Plan;
- pedestrian facility modifications based on the Alachua County and City of Gainesville comprehensive plans; and
- intelligent transportation system modifications based on City of Gainesville Traffic Operations recommendations.

The Year 2045 Long-Range Transportation Needs Plan shall include narrative descriptions of the major and more significant projects in the Plan. Any preliminary engineering studies and National Environmental Policy Act phases shall also be included in the long-range transportation plan.

5.1 NETWORK CODING, EDITING AND DEBUGGING

The CONSULTANT shall be responsible for the coding, review, editing and debugging of all networks leading to an adopted Year 2045 Long-Range Transportation Cost Feasible Plan. These networks shall include the Year 2019 Existing Plus Committed Network and the Year 2045 Long-Range Transportation Needs Plans and the Year 2045 Long-Range Transportation Cost Feasible Plan.

5.2 DEVELOPMENT OF THE EXISTING PLUS COMMITTED NETWORK

- 5.2.1 The Existing Plus Committed Network shall be developed by the CONSULTANT by coding all projects committed for construction to the Base Year Networks.
- 5.2.2 The CONSULTANT shall also review the Regional Transit System Transit Development Plan for transit related ridership and operational information.
- 5.2.3 Only projects for which federal, state, local or private funding for construction, or for the acquisition of right-of-way (and assumed to be completed and open to traffic in 2019), shall be identified and included in the Existing Plus Committed Network.
- 5.2.4 The CONSULTANT shall make an "all or nothing" assignment to the Existing Plus Committed Network and include a Year 2045 Trip Table to determine the deficiencies on the highway and transit networks that shall occur by the Year 2045.

5.3 DEVELOPMENT OF THE YEAR 2045 LONG-RANGE TRANSPORTATION NEEDS PLAN

- 5.3.1 The CONSULTANT shall use the following information to develop the Year 2045 Long-Range Transportation Needs Plan
 - A. the adopted Cost Feasible Plan identified in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted Year 2040 Long-Range Transportation Plan;
 - B. the Mobility Plan- Gainesville Metropolitan Area Congestion Management Process (to identify problem areas to be addressed); and
 - C. the adopted Regional Transit System Transit Development Plan.
- 5.3.2 The CONSULTANT shall further develop the Year 2045 Long-Range Transportation Needs Plan by testing multi-modal alternatives to satisfy person and freight travel demand deficiencies.
- 5.3.3 A maximum of three alternative solutions to transportation deficiencies shall be developed as discussed in Sections 6.1.1 through 6.1.6. These alternatives shall consider the Vision Statement and the Goals and Objectives of this Update.

5.4 TECHNICAL REPORT 6

- 5.4.1 The identification, evaluation and selection of the Year 2045 Long-Range Transportation Needs Plan shall be documented in Technical Report 5.

TASK 6 - YEAR 2045 LONG-RANGE TRANSPORTATION PRELIMINARY AND CONSTRAINED NEEDS PLAN

6.1 DEVELOPMENT OF THE YEAR 2045 LONG-RANGE TRANSPORTATION PRELIMINARY AND CONSTRAINED NEEDS PLAN

- 6.1.1 A Year 2045 Long-Range Transportation Preliminary Needs Plan shall be developed by running 2045 zonal data (ZDATA) with the 2019 Existing Plus Committed Network and identifying facilities with a volume/capacity ratio of 0.9 or greater. The CONSULTANT and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall review the facilities identified during this task. At the option of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the CONSULTANT shall use National Cooperative Highway Research Program- 255 to smooth and adjust the travel demand outputs for identified facilities as necessary.
- 6.1.2 A Constrained Needs Plan shall be developed by identifying facilities in the Year 2045 Long-Range Transportation Preliminary Needs Plan which cannot be modified for any of the following reasons:
- A. The impact widening of the road would have on the community;
 - B. The geography or development of the area causes a project to be too difficult or expensive;
 - C. The road is already as wide as allowed by state or local policies;
 - D. The potential impact to a designated historic district; or
 - E. The potential impact on environmentally sensitive lands.

Constrained facilities shall be eliminated from the Year 2045 Long-Range Transportation Needs Plan prior to the development of subsequent alternatives.

- 6.1.3 One alternative network, New Corridor Emphasis, shall be created that includes a mix of highway and transit solutions, but shall primarily focus on new roadways and new transit service. This includes modifications that expand the grid network of roadways and expansion of transit service to the west and northwest portions of the study area.
- 6.1.4 A second alternative network, Existing Corridors Emphasis, shall be created that includes a mix of highway and transit solutions, but shall primarily focus on widening existing roadways and providing additional service on existing transit routes.
- 6.1.5 The CONSULTANT shall facilitate a public workshop on the two alternative solutions in order to gather broad-based input on proposed alternative modifications that may be used to develop the third alternative and also included in the Year 2045 Long-Range Transportation Needs Plan.
- 6.1.6 A third alternative network shall be created that includes a combination of effective approaches identified in the previous two tasks. This hybrid alternative shall also consider innovative demand management techniques, such as congestion pricing, high occupancy vehicle lanes, park-and-ride facilities and ridesharing programs.

- 6.1.7 In all three alternative networks discussed in the preceding sections, the CONSULTANT shall address non-motorized activity in the model using the pedestrian environment variable procedures discussed on pages 14 and 15 of Technical Report 4 from the adopted Gainesville Urbanized Area Year 2040 Long-Range Transportation Plan Update. This information shall be validated using bicycle and pedestrian counts taken by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the University of Florida.
- 6.1.8 The CONSULTANT shall incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into the long-range transportation plan. These measures shall assess the effectiveness of the long-range transportation plan in increasing system performance. The CONSULTANT will obtain approval from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of all performance measures that will be used in the long-range transportation plan.
- 6.1.9 The CONSULTANT shall employ context sensitive solutions for appropriate transportation corridors by using a collaborative approach that involves all stakeholders to identify needed transportation projects that preserve and enhance scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure conditions.
- 6.1.10 The CONSULTANT shall identify projects to include in the Year 2045 Long-Range Transportation Needs Plan that enhance intermodal connections between alternative modes of travel, such as automobile, bus rapid transit, streetcar, bicycle and pedestrian. In addition, the CONSULTANT shall identify transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives and associated transit modifications.
- 6.1.11 The CONSULTANT shall coordinate the development of the Year 2045 Long-Range Transportation Needs Plan process, including selection of the final Year 2045 Needs Plan, with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The criteria by which the alternative needs plans shall be evaluated shall include:
- A. Those listed in the Urban Transportation Planning Model Update-Phase II, Task D, Develop Standard System Evaluation Model, and Task J, Transit Evaluation, as amended and other appropriate technical publications;
 - B. Requirements of Fixing America's Surface Transportation Act and appropriate rules issued by Federal Highway Administration and Federal Transit Administration; and
 - C. The Vision Statement and the Goals and Objectives established for this Study and documented in Technical Report 1.
- 6.1.12 Analysis of the Year 2045 Long-Range Transportation Needs Plan shall include sufficient information to understand the composition of the identified need. The CONSULTANT shall include an estimate of unfunded needs plan costs in base year dollars in the adopted long-range transportation plan. Estimated needs shall be reported by mode. The CONSULTANT shall confer with public transportation operators in developing estimates of funds involving public transportation services and/or facilities

- 6.1.13 The Year 2045 Long-Range Transportation Needs Plan shall include only transportation projects that are necessary to meet identified future transportation demand and advances the goals, objectives and policies of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the region and the state. Cost shall be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.
- 6.1.14 The CONSULTANT will produce Purpose and Need statements and GIS shape files for major transportation or regionally significant capacity projects (including specific transit/Bus Rapid Transit alignment projects identified in the Year 2045 Long-Range Transportation Needs Plan. The CONSULTANT is responsible for coordinating this effort with the Project Manager and the Florida Department of Transportation to ensure the projects are entered into the Efficient Transportation Decision Making Process (ETDM) data base system.
- 6.1.15 Presentation materials, including graphics and support documentation for the Year 2045 Long-Range Transportation Needs Plan Alternatives, shall be prepared by the CONSULTANT and presented to the Citizens Advisory Committee and the Technical Advisory Committee.
- 6.1.16 A proposed Year 2045 Long-Range Transportation Needs Plan shall be developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for presentation at a public hearing.
- 6.1.17 The CONSULTANT shall present the proposed Year 2045 Long-Range Transportation Needs Plan at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area public hearing and include a discussion of the process by which the plan was developed.

The CONSULTANT shall prepare presentation materials that shall include graphics, visual aids and handout materials. The CONSULTANT shall be responsible for preparing a transcript of the public hearing.

- 6.1.18 The CONSULTANT shall be responsible for meeting all of the Efficient Transportation Decision Making requirements identified in Sections 4.5.3 and 4.5.4 of the *Metropolitan Planning Organization Program Management Handbook*.

6.2 RANKING OF PROJECTS AND PROGRAMS IN THE YEAR 2045 LONG-RANGE TRANSPORTATION NEEDS PLAN

- 6.2.1 The CONSULTANT shall develop a methodology to rank projects and programs in the Year 2045 Long-Range Transportation Needs Plan and shall coordinate the ranking process with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation. All projects and programs included in the adopted Year 2045 Long-Range Transportation Needs Plan shall be ranked based on the following criteria:

- A. Output from the Congestion Management System;
- B. Existing level of service;

- C. Safety rankings that consider historic crash data, ability to manage traffic as an incoming emergency evacuation route from coastal counties and compatibility to non-motorized travel;
- D. Consistency with the long-range transportation plan vision statement and the goals and objectives established through the public involvement process;
- E. Forecast travel demand for the Year 2045;
- F. Cost estimates and the scheduled availability of funding;
- G. Assessment of the distribution of social, cultural and environmental benefits and adverse impacts of proposed long-range transportation plan projects on various socioeconomic groups; and
- H. Economic development opportunities.

6.2.2 The CONSULTANT shall prepare and distribute a list of the project rankings to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval. This list shall include project rank, as well as the ranking factors, for each proposed project. Any modifications made by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be incorporated into the Adopted Year 2045 Long-Range Transportation Needs Plan.

6.2.3 The CONSULTANT shall facilitate a public workshop on the adopted Year 2045 Long-Range Transportation Needs Plan in order to gather broad-based input on proposed Needs Plan modifications for the development of the Year 2045 Long-Range Transportation Cost Feasible Plan.

6.3 INCORPORATING SAFETY INTO LONG-RANGE TRANSPORTATION PLANNING

The CONSULTANT shall test the theoretical framework of the *2008 NCHRP Report 546: Incorporating Safety into Long-Range Transportation Planning*. This includes developing and employing techniques, tactics and strategies that institutionalize safety as a decision and planning factor. In addition, the CONSULTANT shall: develop implementation steps to institutionalize safety within the long-range planning process; identify and address policy, fiscal and other constraints; and develop a list of action steps, or an implementation plan, for increasing the explicit considerations of safety in the long-range transportation planning products.

6.4 TECHNICAL REPORT 6

The identification, evaluation and selection of the Year 2045 Long-Range Transportation Preliminary and Constrained Needs Plan, all Needs Plan Alternatives and the Year 2045 Long-Range Transportation Needs Plan ranking shall be documented in Technical Report 6.

TASK 7 - DEVELOPMENT OF THE YEAR 2045 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

Upon the approval of the Year 2045 Long-Range Transportation Needs Plan by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the proposed Year 2045 Long-Range Transportation Cost Feasible Plan shall be developed based on the financial resources identified in Task 2.9 and the cost analysis undertaken in Task 5.4. The CONSULTANT shall use evaluation criteria established earlier as a basis for ranking projects to be considered in the Cost Feasible Plan.

The CONSULTANT shall include an estimate of the cost of all projects and all phases, regardless of mode, in year of expenditure dollars. The CONSULTANT shall use Florida Department of Transportation adopted estimates of inflation to adjust costs from present day costs to year of expenditure costs. The CONSULTANT shall also clearly state in the proposed Year 2045 Long-Range Transportation Cost Feasible Plan the costs of operating and maintaining the existing and future transportation system.

Based upon this process, the CONSULTANT shall develop three Alternative Cost Feasible Plan Scenarios that shall establish the basis for identifying a final Year 2045 Long-Range Transportation Cost Feasible Plan. These scenarios shall be based on prior input received from the public and shall represent three unique proposals to address transportation system needs through the Year 2045. According to Federal Highway Administration and Florida Department of Transportation guidelines, the Year 2045 Long-Range Transportation Cost Feasible Plan must be the final plan adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The development of the Year 2045 Long-Range Transportation Cost Feasible Plan shall be documented in Technical Report 7.

A Year 2045 Long-Range Transportation Cost Feasible Plan shall also be developed by ranking projects and eliminating those for which financial resources cannot be identified. This plan shall build upon the Needs Plan to select a list of projects that can be funded with available revenue sources.

The Year 2045 Long-Range Transportation Cost Feasible Plan shall include narrative descriptions of the major and more significant projects in the Plan. Any preliminary engineering studies and National Environmental Policy Act phases shall also be included in the long-range transportation plan.

A Technical Memorandum shall document completion of each task and shall be submitted to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task.

7.1 DEVELOPMENT OF THE YEAR 2045 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

The CONSULTANT shall use the following information to develop the Year 2045 Long-Range Transportation Cost Feasible Plan:

- 7.1.1 The CONSULTANT shall evaluate the effectiveness of the proposed Year 2045 Long-Range Transportation Cost Feasible Plan by comparing it with the Year 2045 Long-Range Transportation Needs Plan using the evaluation criteria established and documented in Technical Report 6. This evaluation shall include an impact analysis and identification of transportation programs/projects included in the Year 2045 Long-Range Transportation Needs Plan, for which there is no funding and eliminated in the Year 2045 Long-Range Transportation Cost Feasible Plan.

- 7.1.2 The CONSULTANT shall identify those projects which would allow the proposed Year 2045 Long-Range Transportation Cost Feasible Plan to accomplish the vision statement and the goals and objectives identified in Technical Report 6, but cannot be included because of their costs.
- 7.1.3 The CONSULTANT shall review the alternative funding sources identified in Technical Report 2 as a possible funding source(s) and make appropriate recommendations. Should any of these alternative sources be recommended to fund projects in the Cost Feasible Plan, strategies to ensure availability of these funds shall be included in the Year 2045 Long-Range Transportation Cost Feasible Plan. These strategies shall include a plan of action describing the steps necessary to enact the proposed revenue sources and a discussion of past successes or failures to secure similar funding sources, as appropriate.
- 7.1.4 The CONSULTANT shall collect adequate safety data in order to develop a Safety Element as part of the proposed Year 2045 Long-Range Transportation Cost Feasible Plan. As required in 23 Code of Federal Regulations 450.322, the Safety Element shall incorporate or summarize the priorities, goals, countermeasures or projects contained in the Strategic Highway Safety Plan required under 23 United States Code 148, and the Regional Transit System Public Transportation Agency Safety Plan as well as (as appropriate) and safeguard the personal security of all motorized and non-motorized users. The Safety Element shall also incorporate emergency relief and disaster preparedness plans and strategies and policies that support homeland security and established incident management plans (if there is one with local authorities).
- 7.1.5 As required by Fixing America's Surface Transportation Act, the CONSULTANT shall consider the following ten planning factors in developing the Year 2045 Long-Range Transportation Cost Feasible Plan:
- A. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 - B. increase the safety of the transportation system for motorized and nonmotorized users;
 - C. increase the security of the transportation system for motorized and nonmotorized users;
 - D. increase the accessibility and mobility of people and for freight;
 - E. protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - F. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - G. promote efficient system management and operation;
 - H. emphasize the preservation of the existing transportation system;
 - I. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - J. Enhance travel and tourism.
- 7.1.6 The CONSULTANT shall develop strategies for the proposed Year 2045 Long-Range Transportation Cost Feasible Plan that adequately address operations and management for both the transit and highway network. This shall include the development of performance measures for transportation systems operations and management, with the focus on mobility and safety.

7.1.7 The CONSULTANT shall ensure that the proposed Year 2045 Long-Range Transportation Cost Feasible Plan includes both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe efficient movement of people and goods in addressing current and future transportation demand.

7.1.8 The CONSULTANT shall also ensure that the proposed Year 2045 Long-Range Transportation Cost Feasible Plan includes the following as required by Fixing America's Surface Transportation Act, 23 Code of Federal Regulations 450.322 and Florida Statutes 339.175:

1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions, including Strategic Intermodal System and Transportation Regional Incentive Program facilities, over the period of the transportation plan;
3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
4. Assessment of capital investment and other strategies necessary to:
 - Preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs and reduce the vulnerability of the existing transportation infrastructure to natural disasters, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and
 - Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.

The long-range transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area transportation system;

5. All proposed modifications shall be described in sufficient detail to develop cost estimates;
6. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the proposed Year 2045 Long-Range Transportation Cost Feasible Plan;
7. Pedestrian walkway and bicycle transportation facilities scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising;
8. Consideration of strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse emissions; and

9. Comparison of the proposed Year 2045 Long-Range Transportation Cost Feasible Plan to the State conservation plans and maps or inventories of natural resources.

- 7.1.9 The CONSULTANT shall include in the long-range transportation plan performance measures and targets and a system performance report and shall integrate other performance based plans, if any, in the long-range transportation plan either directly or by reference. This material shall describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.
- 7.1.10 The CONSULTANT shall develop a matrix that shows the consistency between each Cost Feasible Plan project and the Vision Statement, Goals, Objectives and Policies.
- 7.1.11 The adopted Year 2045 Long-Range Transportation Cost Feasible Plan shall use Fiscal Year 2014/2015 as the base fiscal year and Fiscal Year 2044/2045 as the horizon fiscal year. The CONSULTANT shall show all the projects and project funding for the entire time period covered by the Cost Feasible Plan, from the base year to the horizon year.
- 7.1.12 Year 2045 Long-Range Transportation Cost Feasible Plan cost estimates shall be provided for the operations and maintenance activities for the entire timeframe of the long-range transportation plan. System level estimates for operations and maintenance costs shall be shown for each of the five-year cost bands. System level is interpreted to mean the system within the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning area boundary.

Local agencies shall provide cost estimates for locally-maintained facilities covered in the Year 2045 Long-Range Transportation Cost Feasible Plan. The Florida Department of Transportation shall provide cost estimates for the state-maintained facilities covered in the Cost Feasible Plan. System level estimates at the Florida Department of Transportation District level are acceptable for the state-maintained facilities.

The Year 2045 Long-Range Transportation Cost Feasible Plan shall also identify the general source of funding for the operations and maintenance activities. Since operations and maintenance costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects shall be shown in order to demonstrate fiscal constraint.

- 7.1.13 For total project costs, all phases of a project shall be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the long-range transportation plan shall include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan shall be estimated using year of expenditure methodologies and the estimated completion date may be described as a band (i.e. construction expected 2045-2050, \$40 million). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. right-of-way/construction expected 2040-2055, \$50 million). This paragraph does not apply to routine system preservation or maintenance activities. Total project costs shall be shown for capacity expansion projects and for regionally significant projects.

- 7.1.14 The CONSULTANT shall ensure that the projects in the proposed Year 2045 Long-Range Transportation Cost Feasible Plan are listed in five-year band increments (based upon year of need). Estimates shall be summarized for the following five-year periods- 2020-2021, 2021-2025, 2026-2030, 2031-2035 and 2036-2045.
- 7.1.15 Revenues to support the costs associated with the work/phase shall be demonstrated. For a project to be included in the Year 2045 Long-Range Transportation Cost Feasible Plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment phase) must be included.

The phases to be shown in the Year 2045 Long-Range Transportation Cost Feasible Plan include preliminary engineering, right-of-way and construction (project development and environment and design phases may be combined into preliminary engineering). Boxed funds can be used as appropriate to finance projects. However, the individual projects using the box shall be listed, or at a minimum, shall be described in bulk in the Cost Feasible Plan (i.e. project development and environment for projects in Years 2021-2025).

- 7.1.16 Federal and state participation on projects in the Year 2045 Long-Range Transportation Cost Feasible Plan can be shown as a combined source for Cost Feasible Plan projects. Projects within the first ten years of the Cost Feasible Plan shall be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten-year period, specific federal funding notation is not required. Project funding, however, must be clearly labeled as a combined Federal/State source in the Year 2045 Long-Range Transportation Cost Feasible Plan.
- 7.1.17 For highway projects, the Year 2045 Long-Range Transportation Cost Feasible Plan shall describe the types of potential environmental mitigation activities and opportunities which are developed in consultation with federal and state wildlife, land management and regulatory agencies. This description shall occur at more of a system-wide level to identify areas where mitigation may be undertaken and what kinds of mitigation strategies, policies and/or programs may be used.

This description in the Year 2045 Long-Range Transportation Cost Feasible Plan shall identify broader environmental mitigation needs and opportunities of which individual transportation projects might later take advantage. The use of Efficient Transportation Decision Making alone is not environmental mitigation. The Efficient Transportation Decision Making effort is considered to be project screening and not a system-wide review. Documentation of the consultation with the relevant agencies shall be provided by the CONSULTANT.

For transit capital projects in the Year 2045 Long-Range Transportation Cost Feasible Plan, transit environmental benefits like reduction in single occupancy vehicle trips and vehicle miles traveled, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) shall be stated within the broad parameters in the Year 2045 Long-Range Transportation Cost Feasible Plan. Preliminary engineering, final design, right-of-way, utility relocation and construction for transit capital projects shall be listed in the Year 2045 Long-Range Transportation Cost Feasible Plan.

- 7.1.18 For regionally significant projects in the Year 2045 Long-Range Transportation Cost Feasible Plan, the CONSULTANT shall include a purpose and need statement for the project. This purpose and need statement shall identify the rationale as to why the project warranted inclusion in the Cost Feasible Plan.

- 7.1.19 The CONSULTANT shall ensure that the Year 2045 Long-Range Transportation Cost Feasible Plan document is prepared in a manner that balances length, clarity and graphics to create a succinct, specific and attractive document that relays a distinct vision and plan in a user-friendly way.
- 7.1.20 The CONSULTANT shall prepare procedures which document how modifications to the long-range transportation plan are addressed after adoption. The procedures shall specifically explain what qualifies as a modification as opposed to an amendment. These procedures shall be included as part of the long-range transportation plan.
- 7.2 APPROVAL OF THE YEAR 2045 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

The culmination of the long-range transportation plan process is the adoption of a fiscally constrained long-range transportation plan. This plan is a list of bicycle, highway, pedestrian and transit projects consisting of those modifications deemed most needed to address deficiencies in the transportation system, while also being financially feasible.

- 7.2.1 As soon as the proposed Year 2045 Long-Range Transportation Cost Feasible Plan is developed and reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee, Technical Advisory Committee and Bicycle/Pedestrian Advisory Board, the CONSULTANT shall present the proposed Year 2045 Long-Range Transportation Cost Feasible Plan to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at a public hearing.
- 7.2.2 The CONSULTANT shall ensure that the financial plan demonstrates how the adopted transportation plan can be implemented.
- 7.2.3 The CONSULTANT shall include an estimate of unfunded costs in base year dollars in the adopted long-range transportation plan.
- 7.2.4 The CONSULTANT shall present the proposed Year 2045 Long-Range Transportation Cost Feasible Plan at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area public hearing and include a discussion of the process by which the plan was developed. The CONSULTANT shall prepare presentation materials that include graphics, visual aids and handout materials. The CONSULTANT shall be responsible for preparing a transcript of the public hearing.
- 7.2.5 The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall adopt the final Year 2045 Long-Range Transportation Cost Feasible Plan with such additional modifications as deemed appropriate. The adopted Year 2045 Long-Range Transportation Cost Feasible Plan shall be included in all supporting analyses, including all Geographic Information System files.
- 7.2.6 The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall send copies of the adopted Year 2045 Long-Range Transportation Cost Feasible Plan to the Governor, the Florida Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

7.3 TECHNICAL REPORT 7

The development of the Year 2045 Long-Range Transportation Cost Feasible Plan shall be documented in Technical Report 7. Changes to the Cost Feasible Plan made in response to public comment, committee recommendation(s) or Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action shall also be documented in this Technical Report.

PROJECT TIME LINE

The CONSULTANT shall develop a detailed project time line that identifies the development of each task and the delivery of work products. Additionally, the time line shall include identifiers that represent the approximate date of public presentations and public workshops. The CONSULTANT shall meet monthly with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Project Manager to present work completed, confirm action items for the next work period and provide the Project Manager with a revised detailed project time line if changes are necessary.

In conjunction with its quarterly meeting with the Project Manager, the CONSULTANT shall provide a written monthly status report on the progress of each task being undertaken.

REQUIRED DOCUMENTS

The CONSULTANT shall ensure that all final documents are posted online, available for distribution and available through the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area office no later than 90 days after adoption by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The CONSULTANT shall provide to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area one clean, single-sided, full color paper original and Adobe Portable Data File and Microsoft Word electronic versions of materials to be presented:

- at meetings of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Citizens Advisory Committee, Technical Advisory Committee and the Bicycle/Pedestrian Advisory Board;
- at public hearings on the Year 4040 Long-Range Transportation Needs Plan and Year 2045 Long-Range Transportation Cost Feasible Plan;
- at public workshops; and
- on the Year 2045 Long-Range Transportation Plan website.

A copy of all Powerpoint presentations shall be provided to the Project Manager and posted on the Year 2045 Long-Range Transportation Plan website. The Year 2045 Long-Range Transportation Plan website shall include an accommodation to collect public comments.

TECHNICAL REPORTS AND MEMORANDUMS

As outlined in preceding sections, technical documentation is required for all tasks. These include Technical Reports for each task and Technical Memoranda for each subtask. The CONSULTANT shall provide one clean, single-sided, full color draft of the Technical Memorandums for review by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Citizens Advisory Committee, Technical Advisory Committee and the Bicycle/Pedestrian Advisory Board. Subsequent to this review, the CONSULTANT shall include all review comments and provide to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area one clean, single-sided, loose-leaf, full color paper original and Adobe Portable Data File (PDF) and Microsoft Word electronic versions of each final Technical Memorandum.

Copies of all final documents and maps shall be provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on compact disks in editable text/graphic software format and Adobe Portable Data File (PDF) format.

The Adopted Year 2045 Long-Range Transportation Cost Feasible Plan shall be published or otherwise made readily available by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the internet.

FINAL REPORT

The long-range transportation plan shall be presented as a stand alone document and provided in a three-ring binder. The CONSULTANT shall provide the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area fifteen (15) color printed copies, a copy of the final report on Compact Disc-ROM/DVD media, as well as produce one clean, single-sided, loose-leaf, full color final report.

SUMMARY REPORT

A summary report of twenty (20) or fewer pages shall accompany the final report. This summary report shall document the major steps and final results of the long-range transportation plan process and shall include the following sections:

- A. Introduction;
- B. Growth Forecasts;
- C. Vision Statement and the Goals and Objectives;
- D. Study Process;
- E. Year 2045 Cost Feasible Project Ranking; and
- F. Year 2045 Cost Feasible Project Map.

The CONSULTANT shall provide the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area fifty (50) copies of the summary report as well as one clean, single-sided, loose-leaf, full color summary.

SUMMARY POSTER

The final long-range transportation plan report shall also include a folded, full color poster of the adopted Year 2045 Long-Range Transportation Cost Feasible Plan. Summary information in the poster shall include the vision statement, graphic representations of the Year 2045 Long-Range Transportation Cost Feasible Plan and a table representation of the Project Priority Ranking list. Other information may include the goals and objectives of the plan. The CONSULTANT shall provide to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area two-hundred (200) copies of the summary poster upon final approval of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

EXHIBIT B

SCHEDULE OF DELIVERABLES

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EXHIBIT B- SCHEDULE OF DELIVERABLES

**Year 1
Fiscal Year 2019
July 1, 2018 to June 30, 2019**

Deliverable	Due Date	Payment Amount
TM Task 1.1 Public Participation Process and Documentation	12/31/18	\$10,000
TM Task 2.1- Data Collection	12/31/18	\$2,500
TM Task 2.2- Mapping	1/31/19	\$2,500
TM Task 2.3- Data Development	1/31/19	\$2,500
TM Task 2.4- Designation of Screenlines	1/31/19	\$2,500
TM Task 2.5- Traffic Count Data	1/31/19	\$2,500
TM Task 2.6- Highway and Transit Networks	1/31/19	\$2,500
TM Task 2.7- Transit Service Data	2/28/19	\$2,500
TM Task 2.8- Data Projections	2/28/19	\$2,500
TM Task 2.9- Financial Resources	2/28/19	\$2,500
TM- Public Workshop #1	2/28/19	\$5,000
Technical Report 2- Data Collection, Mapping and Data Development	3/31/19	\$17,500
TM Task 1.22- Vision Statement, Goals and Objectives	4/30/19	\$10,000
TM Task 3.1- Review Zonal Data (ZDATA) Inputs	4/30/19	\$2,500
TM Task 3.2- Review 2010 Highway and Transit Networks	4/30/19	\$2,500
TM Task 3.3- Review 2010 Traffic Count and Transit Ridership Data	4/30/19	\$2,500
TM Task 3.4- Review Trip Generation Rate	4/30/19	\$2,500
TM Task 3.5- Review Trip Length Distribution	5/31/19	\$2,500
TM Task 3.6- Review Auto Occupancy Rates	5/31/19	\$2,500
TM Task 3.7- Review Transit Parameters	5/31/19	\$2,500
Technical Report 3- Data Review/Verification	6/30/19	\$17,500
	TOTAL	\$100,000

TM means Technical Memorandum.

EXHIBIT B- SCHEDULE OF DELIVERABLES (Continued)

**Year 2
Fiscal Year 2020
July 1, 2019 to June 30, 2020**

Deliverable	Due Date	Payment Amount
TM Task 4.1- Validate External Trips	7/31/19	\$5,000
TM Task 4.2- Validate Trip Generation Model	8/31/19	\$5,000
TM Task 4.3- Validate Transit Path Building Model	8/31/19	\$5,000
TM Task 4.4- Validate Trip Distribution Model	9/30/19	\$5,000
TM Task 4.5- Validate Mode Choice Model	9/30/19	\$5,000
TM Task 4.6- Validate Transit Assignment Model	10/31/19	\$5,000
TM Task 4.7- Validate Highway Assignment Model	10/31/19	\$5,000
TM Task 4.8- Final Model Validation	11/30/19	\$5,000
TM Task 4.9- Transportation Model Transit Procedure	11/30/19	\$2,500
Technical Report 4- Model Update/Validation	12/31/19	\$5,000
TM- Public Workshop #2	1/31/20	\$5,000
TM Task 5.1- Network Coding, Editing and Debugging	1/31/20	\$2,500
TM Task 5.2- Development of Existing Plus Committed Network	2/28/20	\$2,500
TM Task 5.3- Development of Needs Plan	3/31/20	\$2,500
Technical Report 5- Needs Plan	4/30/20	\$5,000
TM Task 6.1- Development of Preliminary and Constrained Needs Plan	4/30/20	\$2,500
TM Task 6.2- Ranking of Projects and Programs	4/30/20	\$2,500
TM Task 6.3- Incorporating Safety into Long Range Transportation Planning	4/30/20	\$2,500
Technical Report 6- Preliminary and Constrained Needs Plan	6/30/20	\$7,500
TM- Public Workshop #3	6/30/20	\$5,000
	TOTAL	\$85,000

TM means Technical Memorandum.

EXHIBIT B- SCHEDULE OF DELIVERABLES (Continued)

**Year 3
Fiscal Year 2021
July 1, 2020 to June 30, 2021**

Deliverable	Due Date	Payment Amount
Technical Report 7- Cost Feasible Plan	11/30/20	\$2,500
Technical Report 1- Public Involvement Documentation	11/30/20	\$2,500
Final Report, Summary Report and Summary Poster	12/31/20	\$10,000
	TOTAL	\$15,000

TM means Technical Memorandum.

Consultants' Competitive Negotiation Act Certification

The undersigned, Sylvia Torres, Attorney for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, a political subdivision of the State of Florida, the grantee under the Unified Planning Work Program Financial Number 439318-2-14-01 for Professional Planning Services for the Year 2045 Long Range Transportation Plan Update, does hereby certify that the professional services contract between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and The Corradino Group, Inc., as consultant, which contract will be funded by the referenced Florida Department of Transportation contract, was entered into in full compliance with Florida Statutes 287.055, known as the Consultants Competitive Negotiation Act.

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

Date _____



August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: State Highway System Roundabouts Referral

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommendation is to report to the Metropolitan Transportation Planning Organization that:

- 1. There are no multilane candidate intersections for double-lane roundabouts on State Highway System facilities at this time; and**
- 2. State Highway System intersections will be monitored for consideration of single-lane or double-lane roundabouts for recommendation to the Metropolitan Transportation Planning Organization.**

BACKGROUND

At its April 23, 2018 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed State Highway System Roundabouts. During its discussion, the Metropolitan Transportation Planning Organization referred potential double-lane roundabouts to its advisory committees.

At its June 6, 2018 meeting, the Technical Advisory Committee initiated discussion of potential double-lane roundabouts and tabled discussion to a future meeting.

At its August 8, 2018 meeting, the Technical Advisory Committee continued discussion of potential double-lane roundabouts. At the meeting, Florida Department of Transportation staff stated that to convert a signalized intersection to a roundabout, the evaluation needs to demonstrate that a roundabout would result in safer driving conditions. The Technical Advisory Committee did not identify any additional roundabout intersection candidates. At their respective meetings, the Bicycle/Pedestrian Advisory Board and Citizens Advisory Committee supported the Technical Advisory Committee recommendation.



August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: State Road 26 (West Newberry Road) Bikelanes Update - July 12, 2018
Florida Department of Transportation Public Information Meeting

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its August 1, 2016, October 3, 2016, December 5, 2016, April 3, 2017 and June 25, 2018 meetings, the Metropolitan Transportation Planning Organization discussed replacement of onstreet parking on West Newberry Road (State Road 26) with onstreet bikelanes. At the conclusion of discussion at the December 5, 2016 meeting, the Metropolitan Transportation Planning Organization approved Option 1 and:

“authorized the Chair to send a letter to request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking.”

At the conclusion of discussion at the April 3, 2017 meeting on, the Metropolitan Transportation Planning Organization approved a motion to:

“request that the Florida Department of Transportation:

- 1. Program a project to restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes on West Newberry Road (State Road 26) 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 the Metropolitan Transportation Planning Organization information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project.”*

At its June 25, 2018 meeting, the Metropolitan Transportation Planning Organization received the Florida Department of Transportation State Road 26 Public Information Meeting announcement. The following attached exhibits were handouts from the State Road 26 (West Newberry Road) Public Information Meeting:

1. Metropolitan Transportation Planning Organization State Road 26 (West Newberry Road) Timeline;
2. Florida Department of Transportation State Road 26 (West Newberry Road) flyer; and
3. Florida Department of Transportation State Road 26 (West Newberry Road) Typical Roadway Cross-Section; and
4. Florida Department of Transportation State Road 26 (West Newberry Road) Design Draft.

Also attached as Exhibit 5 is a letter from Senator Keith Perry to the Florida Department of Transportation and Exhibit 6 is a FAX from Mark Coleman representing Suburban Animal Hospital. Exhibit 7 includes public comment materials provided by Florida Department of Transportation that is accessible at the link below.

http://ncfrpc.org/mtpo/FullPackets/MTPO/2018/sr26_bikelanes_pavement_x7_FDOT_Compiled_Comments.pdf

Staff review of the comments provided to the Florida Department of Transportation show that 35 comments supported restriping for bikelines, 224* comments supported retention of the onstreet parking and 14 provided questions and or comments only.

* One comment was received with a petition containing 368 signatures opposing the removal of onstreet parking.

Attachments

Exhibit 1

State Road 26 (Newberry Road) Bikelanes Project Timeline

Date	Event/Action
December 14, 1995	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) established bicycle and pedestrian facility policies in conjunction with new road construction, reconstruction and resurfacing projects within Gainesville Metropolitan Area (Urban Design Policy Manual).
July 1997	Florida Department of Transportation (Department) published the Gainesville Multimodal Corridor and Park and Ride Study. [State Road 26 identified as a multimodal corridor]
October 2, 1997	Metropolitan Transportation Planning Organization accepted the Gainesville Multimodal Corridor and Park and Ride Study as a completed planning document.
May 2, 2016	Citizen requested bikelanes in place of onstreet parking on State Road 26 as part of the resurfacing project.
August 1, 2016	Metropolitan Transportation Planning Organization scheduled a State Road 26 bikelanes item for its October 3, 2016 meeting.
October 3, 2016	Metropolitan Transportation Planning Organization received status report on State Road 26 resurfacing project and is informed that the projects is too far along to restripe for bikelanes. Metropolitan Transportation Planning Organization requested a study from the Department for analysis of State Road 26 (West Newberry Road) from NW 43rd Street to NW 38th Street to convert onstreet parking to bikelanes by examining its impact on safety and existing businesses along the corridor.
October 26, 2016	Department letter informed the Metropolitan Transportation Planning Organization that conversion from onstreet parking to bikelanes would necessitate a stand-alone project; asked for reaffirmation from the Metropolitan Transportation Planning Organization regarding the bikelanes of State Road 26; and if reaffirmed, the Department would schedule a public meeting to remove the onstreet parking.
December 5, 2016	Metropolitan Transportation Planning Organization reaffirmed its request for the bikelane conversion on State Road 26 and asked the Department to schedule a public meeting to remove the onstreet parking and program a project in the Florida Department of Transportation Five-Year Work Program to convert the onstreet parking to bikelanes.
December 22, 2016	Department informed Metropolitan Transportation Planning Organization that it will move forward with a project that removes onstreet parking and adds bikelanes from NW 44 Street and University Avenue (NW 38th Street) subject to public information meeting.
April 3, 2017	Metropolitan Transportation Planning Organization requested that the Department program a restriping project with 11-foot general purpose lanes with protected bikelanes between NW 52nd Terrace and State Road 121 (NW 34 Street) without loss of westbound right turnlane at NW 43 Street; conduct a speed zone study between NW 59 Street and NW 40 Drive; and provide information regarding Thermoplast treatment related to the resurfacing project.
June 5, 2017	Metropolitan Transportation Planning Organization received status report on State Road 26 bikelane conversion project. Metropolitan Transportation Planning Organization received public comment from an impacted business that had contacted the Department with its concerns and the Florida Department of Transportation response.
June 13, 2018	Metropolitan Transportation Planning Organization received the Department announcement for the State Road 26 Bikelanes conversion public information meeting.
June 25, 2018	Metropolitan Transportation Planning Organization received status report on State Road 26 Bikelanes conversion and the Department public information meeting announcement.



SR-26 (Newberry Road) Public Information Meeting



The Florida Department of Transportation (FDOT) invites you to attend a public meeting to discuss proposed improvements to SR-26 (Newberry Road) from NW 44th Street to SW 38th Street, Financial Project ID: 441046-1 in Gainesville, Florida

The FDOT is proposing to restripe this section of roadway and remove the on-street parking to allow for bike lanes in both directions.

Public participation is sought without regard to race, color, religion, sex, age, national origin, disability or family status. Person who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Amanda Farnell at the number provided at least 7 days before the meeting.

*Si prefiere recibir esta carta es español, por favor de comunicarse
con Esther Murray al (904) 5348. Referencia: 441046-1*

DATE
Thursday,
July 12, 2018

TIME
Open House Format
4:30—6:30 PM.
No Presentation

LOCATION
FL Dept. of Agriculture &
Consumer Services
The Doyle Conner Bldg.
1911 SW 34th Street
Gainesville, FL 32608

Contact
Amanda Farnell,
FDOT Project Manager
FL Dept. of Transportation
1109 S. Marion Avenue
Lake City, FL 32025
(386) 961-7431 or
(800) 749-2967
Email:
Amanda.farnell@dot.state.fl.us



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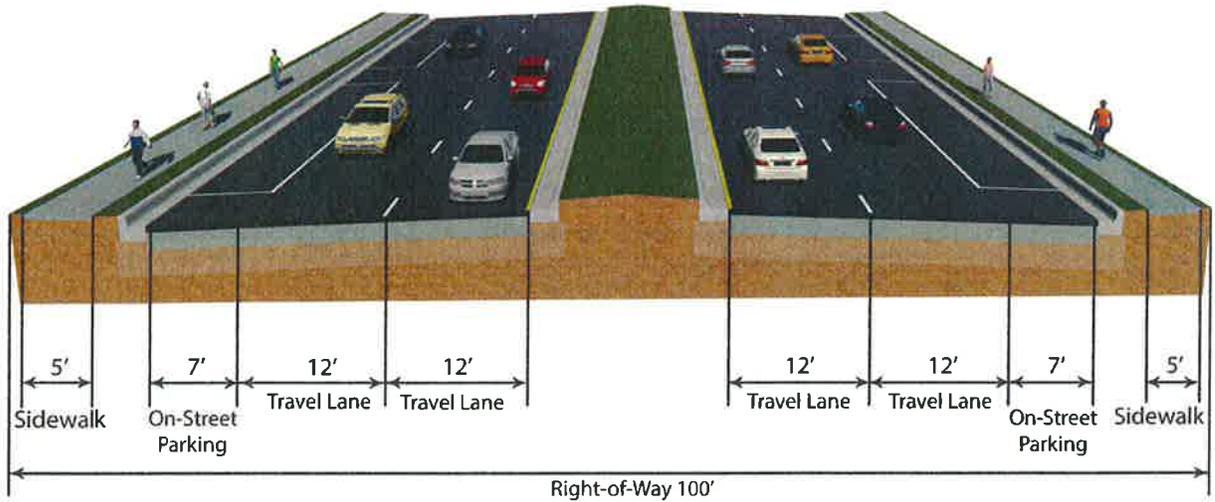


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Existing Typical



Proposed Typical

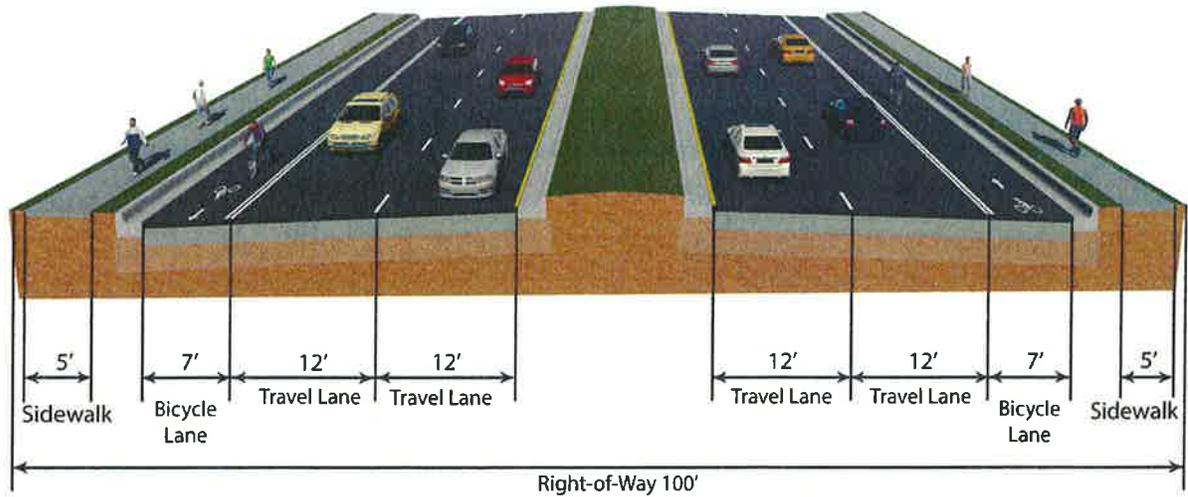


EXHIBIT 4



EXHIBIT 5

THE FLORIDA SENATE

Tallahassee, Florida 32399-1100



SENATOR KEITH PERRY
8th District

COMMITTEES:
Ethics and Elections, *Chair*
Appropriations Subcommittee on Higher
Education, *Vice Chair*
Appropriations Subcommittee on Criminal and
Civil Justice
Appropriations Subcommittee on Finance and Tax
Community Affairs
Education
Rules

JOINT COMMITTEE:
Joint Administrative Procedures Committee

July 19, 2018

Amanda Farnell
Project Manager
Florida Department of Transportation
1109 S Marion St.
Lake City, FL 32025

CC: Secretary Mike Dew

Re: Proposed SR.26 (Newberry Road) Improvement Project- Gainesville

Dear Amanda,

I am writing to you regarding the Newberry Road parking lane elimination project. I have recently met with various business owners whose businesses are located on Newberry Road in Gainesville. Not one business owner has said the Newberry Road parking lane elimination project would have a positive impact. The consensus has been that this project will negatively impact business.

The business owners I have spoken with have 4 main concerns. The first concern is the lack of parking that will be available after the bike lanes are in place. Due to the location of many businesses on Newberry Road, these businesses rely on street parking. The second concern is the ability for receiving products delivered by large trucks. Some have daily deliveries and trucks cannot navigate through existing parking lots. Lastly, the biggest concern the business owners have is the amount of time, money, and resources necessary to relocate in order to accommodate their customers.

After listening to the concerns of these business owners, I strongly urge you to reconsider the elimination of parking spaces on Newberry Road. I am requesting a meeting with the appropriate person to discuss. Please contact my office to set up a time and a place.

Sincerely,

A handwritten signature in blue ink that reads "Keith Perry".

Senator Keith Perry
District 8

REPLY TO:

- 4650 NW 39th Place, Suite C, Gainesville, Florida 32608 (352) 284-4040
- 312 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5008
- Marion County Board of Commissioners, 115 SE 25th Avenue, Ocala, Florida 34471
- Putnam County Government Complex, 2509 Crill Avenue, Palatka, Florida 32177

Senate's Website: www.flsenate.gov

JOE NEGRON
President of the Senate

ANITERE FLORES
President Pro Tempore

EXHIBIT 6



3831 Newberry Road
Gainesville, FL 32607
Phone: (352) 377-3361
Fax: (352) 378-8236

SK ME

Company Name:	MTPD/N.C.F.L. Regional Planning
Attention:	Mr. Scott Koons
Fax number:	955-2209
From:	Mark W. Coleman
Date:	7-11-18
Time Faxed:	~ 6pm

Total Pages, including cover: 3

Comments:

- ① Thanks for response on means of contact.
- ② Delay in submit to not intentional.
- ③ Contacts other than above
 - a) Cell phone 538-0187
 - b) Email per p. 2

If submit E-mail, a phone or text of value to confirm retrieve.
- ④ I will be in attendance Th. eve

This message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.

Subject: Financial Project ID 441046-1

From: suburbananimalhospital@yahoo.com

To: bocc@alachuacounty.us

Cc: citycomm@cityofgainesville.org; Amanda.famell@dot.state.fl.us; Kristin.Roberts@simedhealth.com

Date: Monday, July 9, 2018, 2:28:20 PM EDT

Subject: FDOT proposed elimination of street parking on 6 blocks of Newberry Road.

Concerns:

- 1) Street parking in front of the veterinary hospital is vital for delivery trucks to provide products and supplies. Multiple times per day the parking lane is used by veterinary distributors, prescription diet food deliveries in bags and cases, as well as office supply providers: UPS, FedEx, and US mail. We also have a provider of large tanks of Oxygen that makes deliveries at a minimum of every two weeks. The building was permitted in 1978 as a veterinary hospital prior to purchase in 1982 for Suburban Animal Hospital. With street parking available, the building was not designed for access by delivery vehicles. It is infeasible for larger vehicles to enter and circle the building, as well as any vehicles parked for unloading disallows cars/clients to exit. This is due to separate 17' entry and exits requiring circling of the back of the buildings 12' driveway. In addition, the building was designed with a 7' overhang with only an 8' clearance disallowing entry of taller vehicles.
- 2) Street parking is also needed for clients with RV's as well as some of the taller transport vans utilized by some of our disabled clients and living facility transports.
- 3) Designated parking spaces for clients (9) and employees (11) are limited, and thus additional street parking is often valued as an only option, or used for convenience.

The intent of the MTPG is understood and respected, but the negative impact that this proposal would have on Suburban Animal Hospital and the clients served would be major and potentially fatal.

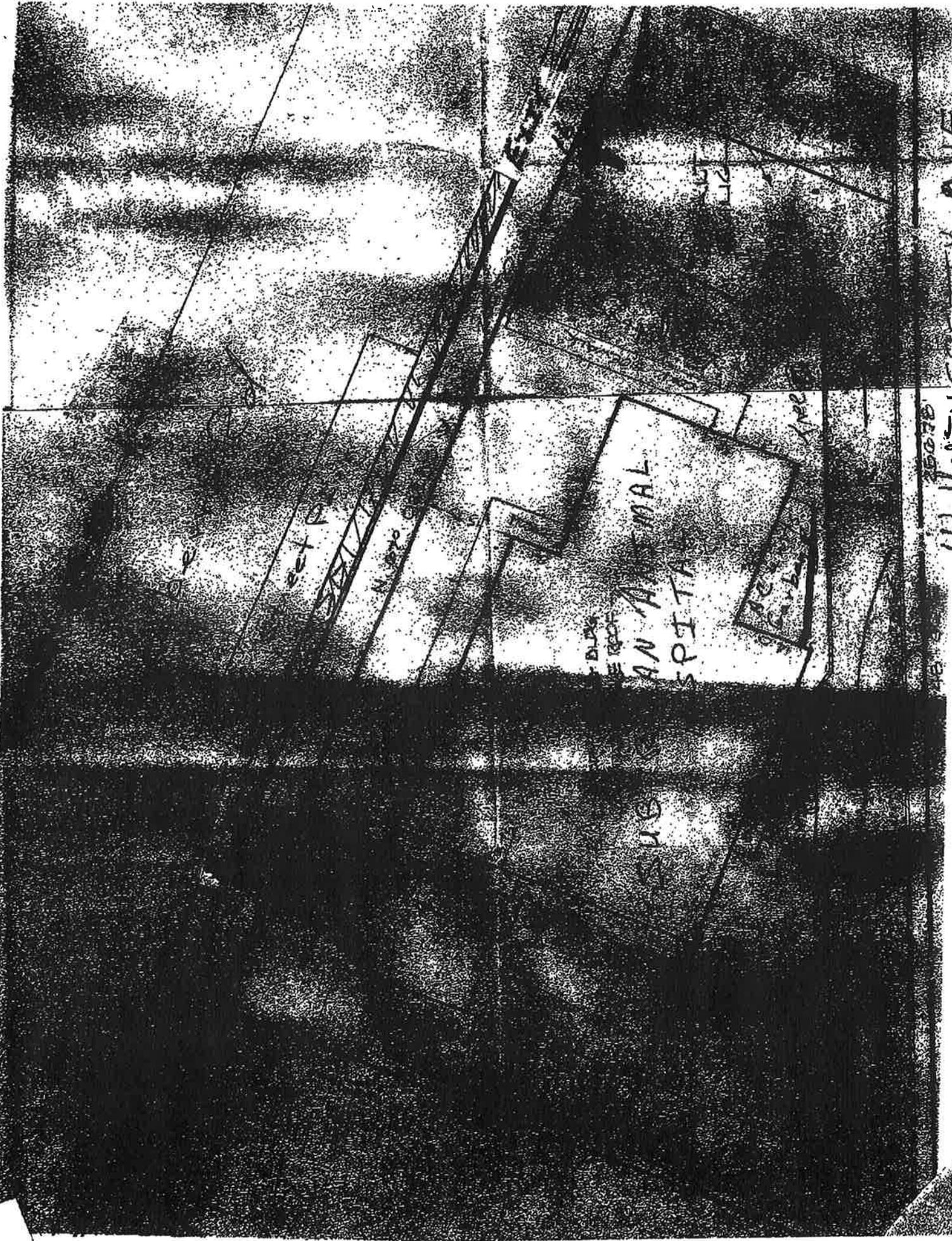
Respectfully,

Mark W. Coleman, DVM

YOUR PET'S NEXT BEST FRIEND

Suburban Animal Hospital
3831 Newberry Road
Gainesville, FL 32607
Phone (352) 377-3361
Fax (352) 378-8236

This message may contain confidential and/or proprietary information, and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.



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August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: State Road 222 (NE 39th Avenue) Crosswalk Update

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the installation of a crosswalk on State Road 222 (NE 39th Avenue) at or near the NE 28th Drive intersection. This discussion included reference to the Florida Department of Transportation District 2 request for a variance to install a crosswalk. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation proceed with the evaluation for the installation of a midblock crosswalk with control on State Road 222 (NE 39th Avenue) at or near NE 28th Drive.

The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation letter (Exhibit 1) that responds to the request. The Florida Department of Transportation District 2 is proceeding with the request for variance and will provide the Metropolitan Transportation Planning Organization with updates on the request.

Attachment

EXHIBIT 1



SK ME

Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

1109 South Marion Avenue
Lake City, Florida 32025-5874

**MIKE DEW
SECRETARY**

April 9, 2018

Mr. Harvey Budd, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, Florida 32653-1603

Subject: SR 222 (NE 39th Avenue) Crosswalk

Dear Chair Budd,

Thank you for your letter of March 12, 2018 requesting the Florida Department of Transportation proceed with the evaluation for the installation of a midblock crosswalk with control on SR 222/NE 39th Avenue at or near NE 28th Drive.

The Department will pursue a variance for approval to install the midblock crosswalk. We will keep the Board and staff informed of the progress...."

Please contact James Knight at 904-630-5646 or james.knight@dot.state.fl.us if you have any questions or need additional information.

Sincerely,

Greg Evans
District Two Secretary

RECEIVED

APR 12 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL



August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Transportation Improvement Program Update -
Florida Department of Transportation Approval
State Road 26 (West Newberry Road) Sidewalk Project [4305421] Information
Alachua County Letter to the Florida Department of Transportation Concerning
County Incentive Grant Program-Funded Projects

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

The Metropolitan Transportation Planning Organization has received a copy of the Florida Department of Transportation District 2 letter (Exhibit 1) concerning approval of the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program. In addition, the Florida Department of Transportation District 2 has provided additional information concerning the State Road 26 (West Newberry Road) Sidewalk Project [4305421] (Exhibit 2).

Also attached as Exhibit 3 is the Alachua County letter to the Florida Department of Transportation concerning County Incentive Grant Program-funded projects. The Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization that:

- County Incentive Grant Program funding for construction of the SW 62nd Boulevard Connector in Year 2022 would still be shown in the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program;
- Alternative funding sources to the County Incentive Grant Program funding for construction of the SW 62nd Boulevard Connector in Year 2022 have not been identified for inclusion in Florida Department of Transportation Tentative Work Program and, subsequently, in the draft Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program next spring; and
- By September 1, 2018, the Gainesville City Commission will need to commit to provide \$4.442 million in local funds to replace the County Incentive Grant Program funds currently programmed for this project in order for this project to remain in the Florida Department of Transportation Work Program and Transportation Improvement Program (see Exhibit 4).

Attachments

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EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

MIKE DEW
SECRETARY

Transmitted Electronically: July 19, 2018

July 19, 2018

Alex Gramovot
Metropolitan Planning Coordinator
Office of Policy Planning
605 Suwanee Street, Mail Station 28
Tallahassee, FL 32399-0450

Re: Gainesville MTPO FY 2018/19 – 2022/23 Transportation Improvement Program (TIP)

Dear Alex:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the FY 2018/19 – 2022/23 Transportation Improvement Program (TIP) at its meeting of June 25, 2018. The final adopted TIP was subsequently transmitted by the Gainesville MTPO to the reviewing agencies on the TIP Distribution List on July 12, 2018.

District Two has reviewed the TIP and believes it meets the requirements of Chapter 5 of the Florida MPO Program Management Handbook. The adopted TIP is also available on the Gainesville MTPO's website at: <http://www.ncfipc.org/mtpo/index.html>

Please contact me if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mari Schwabacher".

Mari Schwabacher
Planning Specialist
Mari.Schwabacher@dot.state.fl.us
(904) 360-5647

CC: Scott Koons, AICP, Gainesville TPO Executive Director
Michael B. Escalante, AICP, Senior Transportation Planner
Karen Taulbee, AICP, FDOT Urban Planning Manager
Mark Reichert, Administrator for Metropolitan Planning

FBI

From: Schwabacher, Mari [Mari.Schwabacher@dot.state.fl.us]
Sent: Wednesday, June 13, 2018 2:40 PM
To: Scott Koons
Cc: Mike Escalante; Taulbee, Karen; Williams, Amy; Marrero, Victor
Subject: TAC Meeting Follow-up on Project 4305422

Scott,

During the TIP review discussion at our most recent TAC meeting on June 6th a question was asked about project 4305422 (SR 26/Newberry Road – Sidewalk, from W. of N. 80th Blvd. to SW 38th St.) and its origination, due to it not being on the list of priority projects for sidewalks. I contacted the project manager and received the following details about this project and how it was prioritized:

***During the design process for the resurfacing project (430542-1) it was discovered that portions of existing sidewalk were located outside of existing FDOT Right-of-Way.
A separate project (430542-2) was created to address right-of-way issues that are not usually handled with a resurfacing project.***

***Since we needed to acquire R/W to properly address the sidewalk in front of Oaks Mall we decided to use the opportunity of a R/W phase to address substandard ADA slopes at driveways and other sidewalk locations accidentally constructed outside existing R/W along the corridor.
Right-of-way parcels take years to acquire, so we proceeded with design and subsequent recent construction of resurfacing project 430542-1.***

***The sidewalk construction associated with 430542-2 will only be rebuilding portions of existing sidewalk to ADA standards and to address broken concrete that creates tripping hazards.
No additional sidewalk alignment is proposed with 430542-2.***

Please let me know if this is enough clarification or if you need any additional information.

Sincerely,

Mari Schwabacher
Planning Specialist IV
Jacksonville Urban Office
Florida Department of Transportation, District 2
2198 Edison Avenue MS 2806
Jacksonville, FL 32204
mari.schwabacher@dot.state.fl.us
904.360.5647



Alachua County Board of County Commissioners

Lee Pinkoson, *Chair*
Charles S. Chestnut IV, *Vice Chair*
Mike Byerly
Ken Cornell
Robert Hutchinson

Administration
Michele L. Lieberman
Interim County Manager

July 9, 2018

Jim Knight, Urban Transportation Development Manager
Florida Department of Transportation, District 2
2198 Edison Avenue
Jacksonville, FL 32204-2730

Dear Mr. Knight,

At the June 25, 2018, Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) meeting there was extensive discussion of the FY 21/22 \$4.442 million County Incentive Grant Program (CIGP) budget line item for the SW 62nd Blvd project proposed in the FDOT work program. As was agreed upon by all parties at the meeting, the Alachua County Commission did not sanction the initial application for CIGP funding for this project as required by State Statute.

Alachua County does not concur with the Department's decision to use CIGP funding for this project. The County respectfully requests that CIGP funding be allocated to the "NW 23rd Avenue Complete Street Reconstruction and Capacity Enhancement Project" for which the County has requested CIGP funding over the last several years. As was mentioned at the MTPO meeting, there is an expectation that other eligible state or federal funding will be allocated to the SW 62nd Blvd project to fill any funding shortfalls.

Thank you for your attention in this matter. The County looks forward to continuing our collaboration with FDOT to meet State and County goals through the CIGP program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lee Pinkoson".

Lee Pinkoson, Chair
Alachua County Commission
Chr18.102

cc: Board of County Commissioners
Michele L. Lieberman, Interim County Manager
Sylvia Torres, Interim County Attorney
Greg Evans, FDOT District Two Secretary
Karen Taulbee, FDOT District Two Urban Planning Manager
Barney Bennette, FDOT District Two Transportation Planning Manager

EXHIBIT 4

Scott Koons

From: Taulbee, Karen <Karen.Taulbee@dot.state.fl.us>
Sent: Tuesday, July 31, 2018 10:15 AM
To: Jeffrey L. Hays; Scott Koons
Subject: FW: SW 62nd Boulevard Construction Funding

For your information, Mr. Knight corresponded with the City of Gainesville, via email, on July 25. Forwarding the correspondence sent.

Karen Taulbee, AICP

Urban Planning Manager
904-360-5652

Karen.Taulbee@dot.state.fl.us

From: Knight, James
Sent: Wednesday, July 25, 2018 5:46 PM
To: leistnerdl@cityofgainesville.org
Cc: Parks, Robert <Robert.Parks@dot.state.fl.us>; Driggers Jr., James <James.DriggersJr@dot.state.fl.us>; Browning, Stephen <Stephen.Browning@dot.state.fl.us>; Taulbee, Karen <Karen.Taulbee@dot.state.fl.us>; Schwabacher, Mari <Mari.Schwabacher@dot.state.fl.us>
Subject: SW 62nd Boulevard Construction Funding

FDOT has proposed funding the construction of the missing segment of SW 62nd Boulevard as a two-lane roadway in FY 21/22. The funding is a mix of federal and state funding totaling \$17,600,000 for construction and inspection (\$4,400,000 of the \$17,600,000 was proposed as CIGP Funding). Alachua County has informed District 2 that they do not support the project being funded with CIGP Funding; therefore, FDOT cannot use CIGP funding on the project leaving the project \$4,400,000 short of the minimum funding needed to proceed to construction in FY 21/22. FDOT has not identified any available funds to cover this shortfall in FY 21/22. This leaves the following options:

- The City of Gainesville can fund the \$4,400,000 shortfall and the project will proceed as planned in FY 21/22. FDOT would need a funding commitment by September 1, 2018 and the funds would have to be fully available prior to advertising for bids in FY 21/22.
- FDOT can move the project out of the Five-Year Work Program and reprogram the project when the full amount is available likely 5-10 years out (this assumes the project remains the top priority of the MTPO).

FDOT has not determined where the freed-up \$4,400,000 or \$17,600,000 (depending on which option is selected) will be placed. That will be determined based on needs and readiness of projects (it may or may not be in Alachua County). Please do not hesitate to call to discuss further or if any information is needed.

James M. Knight, P.E.
Urban Planning and Modal Administrator
Florida Department of Transportation District 2

Office (904) 360-5646
Mobile (904) 790-1056



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August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: U.S. Highway 441 Resurfacing Project (4361571) Scoping - Rumble Strips

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its meeting on June 25, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the draft Transportation Improvement Program. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation include seven-foot bikelanes without rumble strips in the scoping of the U.S. 441 Highway Resurfacing Project (4361571).

The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation letter (Exhibit 1) that responds to the request. The Florida Department of Transportation intends to provide rumble strips that are a different design than those currently in the roadway.

Attachment

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EXHIBIT 1



SK
ME

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

MIKE DEW
SECRETARY

July 25, 2018

The Honorable Ken Cornell, Chair
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653

RECEIVED

JUL 27 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Dear Chairman Cornell:

Thank you for your letter of July 5, 2018, requesting *that the Florida Department of Transportation include seven-foot bike lanes without rumble strips in the scoping of the US 441 Highway Resurfacing Project (436157-1)*

It is the Department's intent to provide a safe roadway for both motorists and bicyclists alike within the limits of the subject project. The current proposed design includes maintaining the existing 7' wide paved shoulders and installing a newer type of rumble strip treatment that allows an option for the bicyclists to safely switch from bicycle lane/shoulder to travel lane. (*GROUND-IN RUMBLE STRIPS index 546-010. The proposed treatment in "skip array"*).

Evaluation of the appropriate proposed paved shoulder widths and rumble strip applications on the remaining sections of the corridor will occur during the project's design phase which will begin in January 2019.

Should you have any questions or need additional information, please contact James Knight, Urban Planning and Modal Administrator.

Sincerely,

Greg Evans
District Two Secretary

xc: James Knight
Craig Teal
Mari Schwabacher

1201



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

August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: U.S. Highway 441 (SW 13th Street) Charrette Implementation

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the 2002 SW 13th Street Charrette implementation between Paynes Prairie and State Road 24 (Archer Road). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual along this corridor with a focus on:

- *Reduction in speed limits;*
- *Reduction in visual clutter by eliminating some highway signs or collocating signs on poles;*
- *Provide designated multiple midblock pedestrian crossings along the corridor;*
- *Increase lighting at median openings and signalized intersections; and*
- *Provide bus bays;*

Or explain why it will not complete these modifications.

The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation letter (Exhibit 1) that responds to the request. The Florida Department of Transportation intends to follow the elements of the Florida Design Manual 2018 and other criteria specified in the letter.

Attachment

EXHIBIT 1



SK
ME

Florida Department of Transportation

1109 South Marion Avenue
Lake City, Florida 32025-5874

RICK SCOTT
GOVERNOR

MIKE DEW
SECRETARY

April 9, 2018

Mr. Harvey Budd, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, Florida 32653-1603

RECEIVED

APR 12 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Subject: US 441 (SW 13th Street) Charrette Implementation

Dear Chair Budd,

We are in receipt of your letter dated March 12, 2018 outlining the MTPO Board discussion of the 2002 SW 13th Street Charrette. The Board has requested the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual on SW 13th St. US 441, between Paynes Prairie and Williston Rd/State Road 331 with specific focus areas.

During the design phase of resurfacing project 436157-1, US 441 resurfacing from Marion County Line to State Road 331/Williston Road, the Department will follow the elements of the Florida Design Manual 2018 standards for the context class.

- The design speed limit will be reviewed
- We will review opportunities for the potential to eliminate or co-locate signage. *Should the MTPO have specific signage they would like the Department to evaluate, please provide the description and location.*
- Regarding installing multiple mid-block crosswalks along the corridor, the Board is aware that the Department has specific criteria to follow in evaluating mid-block crossing locations. *If the Board has a preferred location they would like evaluated for a mid-block crossing, please provide the location.*
- Lighting criteria at intersection will be reviewed against the standards.
- The Department would request Regional Transit System (RTS) provide specific requests for bus bay siting to be evaluated."

Please contact James Knight at 904-630-5646 or james.knight@dot.state.fl.us if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Evans".

Greg Evans
District Two Secretary



CA.10

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August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County
Resolution of Appreciation

RECOMMENDATION:

Approve the attached resolution of appreciation for Commissioner Adrian Hayes-Santos.

BACKGROUND:

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Commissioner Hayes-Santos served as Chair of the Board since April 2017.

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

Attachment

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August 27, 2018

The Honorable Adrian Hayes-Santos
Gainesville City Commission
P.O. Box 490, Station 19
Gainesville, FL 32601-0490

RE: Florida's Transportation Disadvantaged Program

Dear Commissioner Hayes-Santos:

On behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, I want to express our regret that you will no longer serve as Chair of the Alachua County Transportation Disadvantaged Coordinating Board. Your knowledge and your concern for transportation disadvantaged individuals have made you a valuable asset to the Board.

As a token of our appreciation for your service, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at its regular meeting on June 25, 2018 unanimously approved the enclosed resolution. Thank you for taking the time to serve on this Board.

Sincerely,

Ken Cornell
Chair

Enclosure

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RESOLUTION

WHEREAS, Commissioner Adrian Hayes-Santos has served as Chair of the Alachua County Transportation Disadvantaged Coordinating Board since April 2017; and

WHEREAS, Commissioner Adrian Hayes-Santos ably discharged the duties of the Chair of the Alachua County Transportation Disadvantaged Coordinating Board;

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

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

Ken Cornell, Chair

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

August 27, 2018

Date



CA.11

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August 20, 2018

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

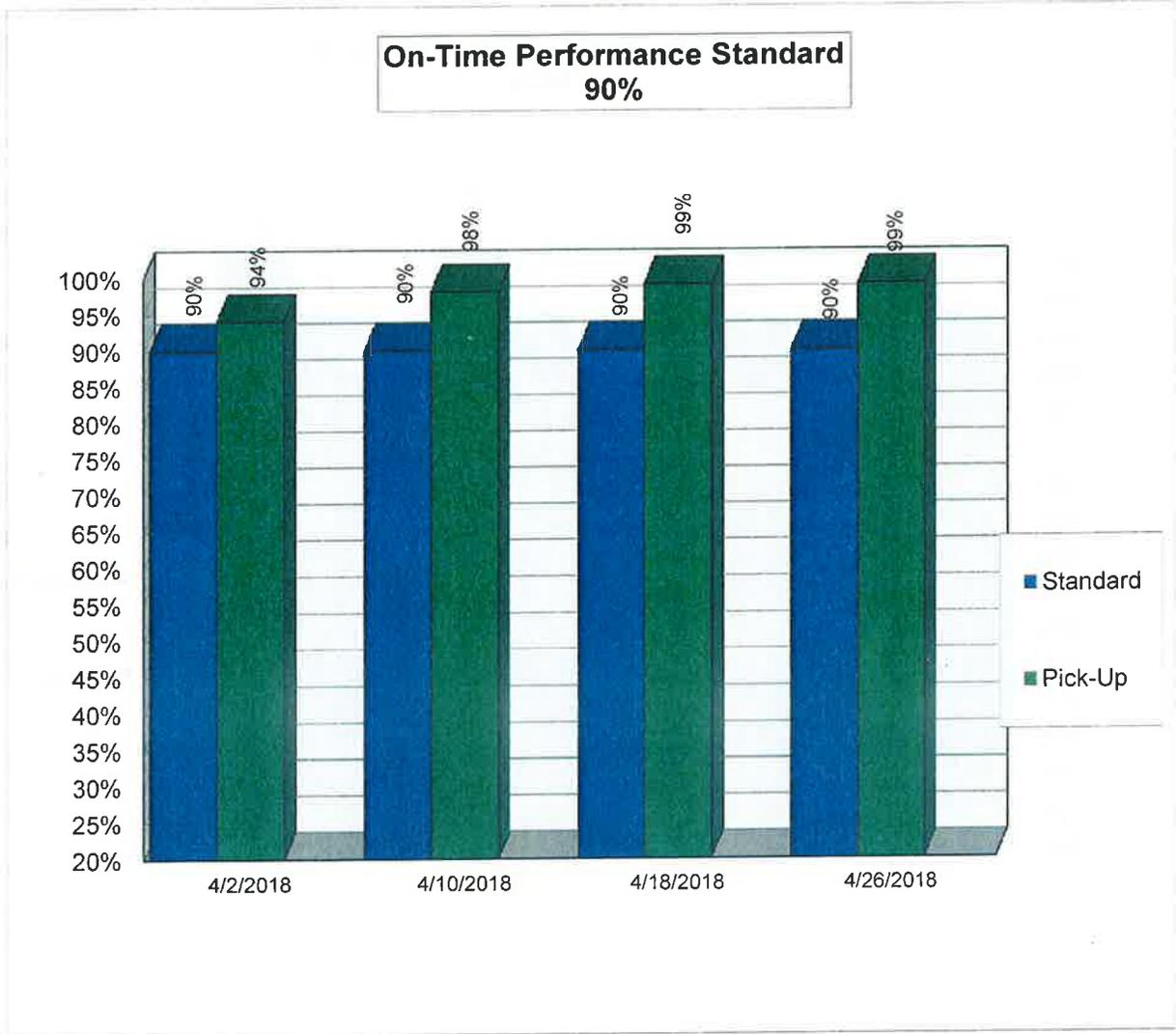
Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Reports
April - June 2018:
 - On-time performance
 - Complaints
 - Call hold time
 - Accidents
 - Roadcalls
2. MV Transportation Operations Report July 2017 - June 2018.

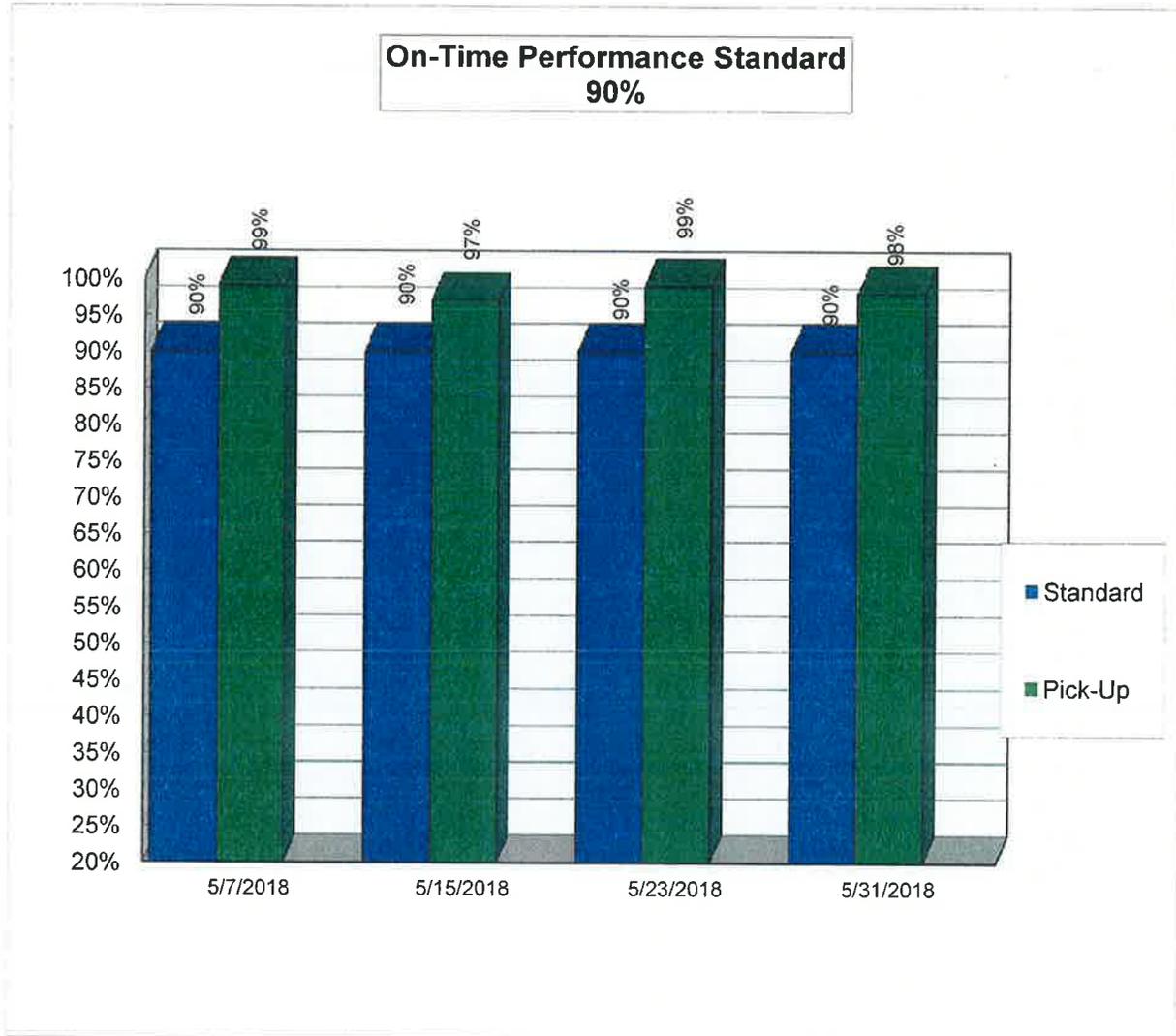
Attachments

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TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL 2018

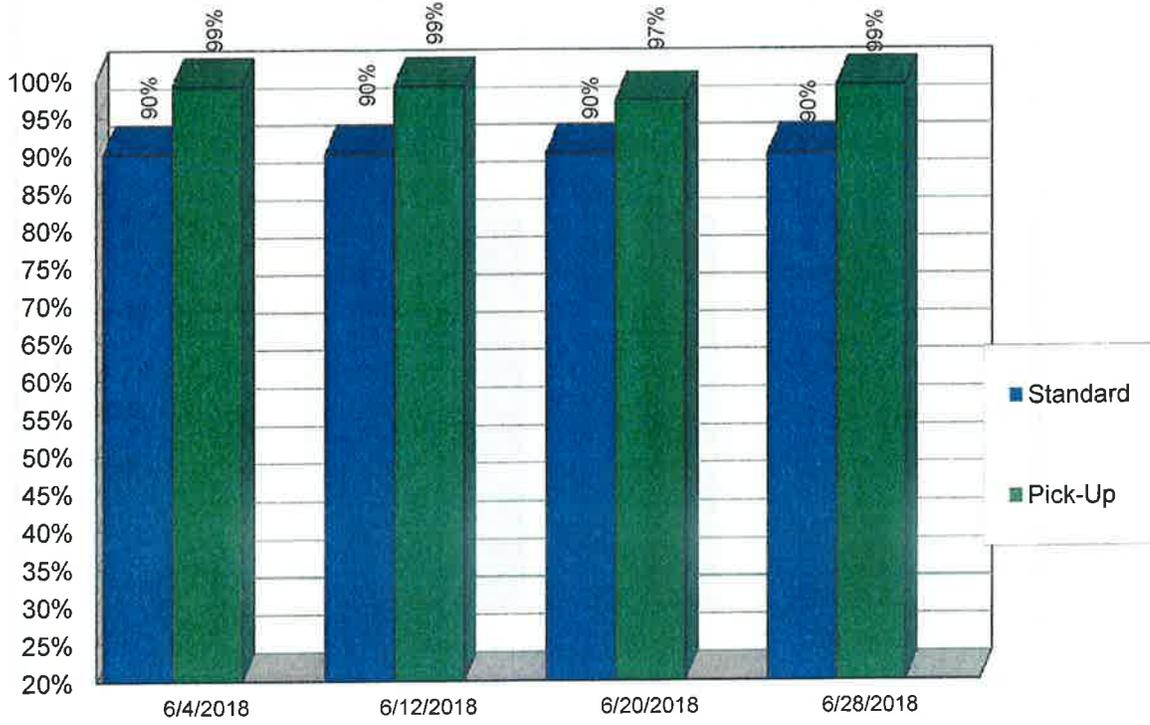


TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, MAY 2018



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JUNE 2018**

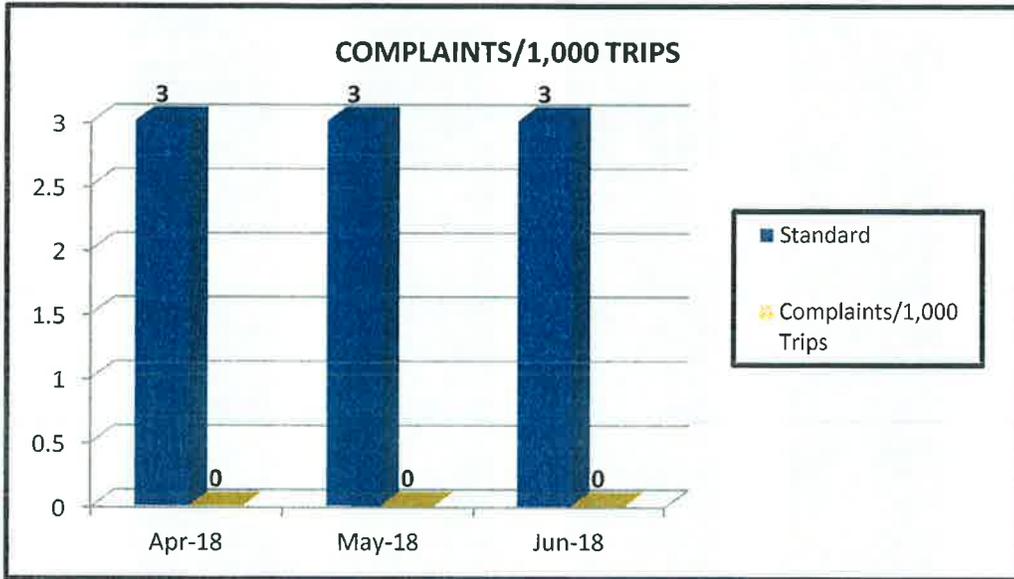
**On-Time Performance Standard
90%**



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS**

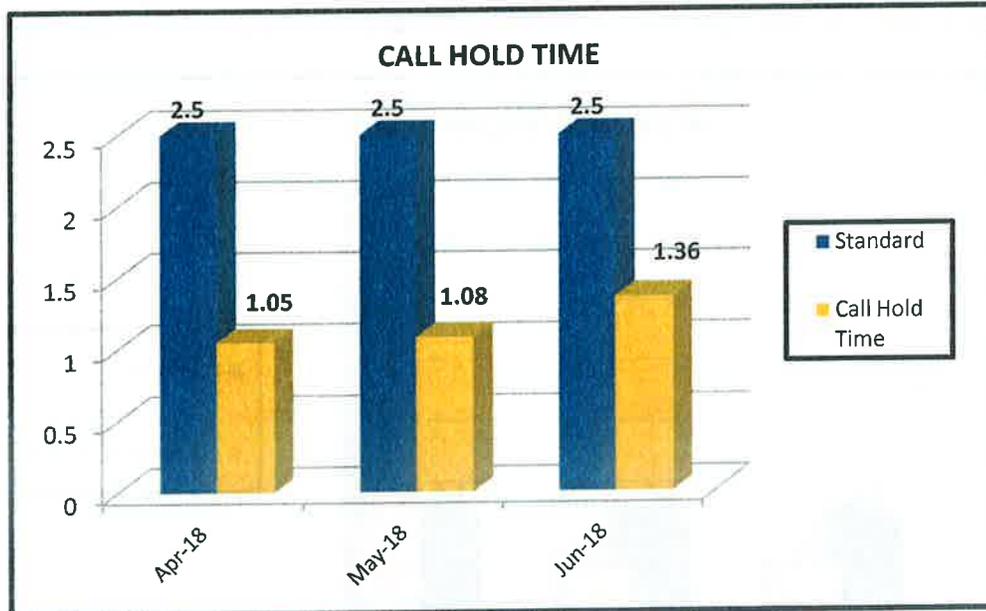
ALACHUA COUNTY, APRIL - JUNE 2018

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Apr-18	3	0
May-18	3	0
Jun-18	3	0



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL - JUNE 2018**

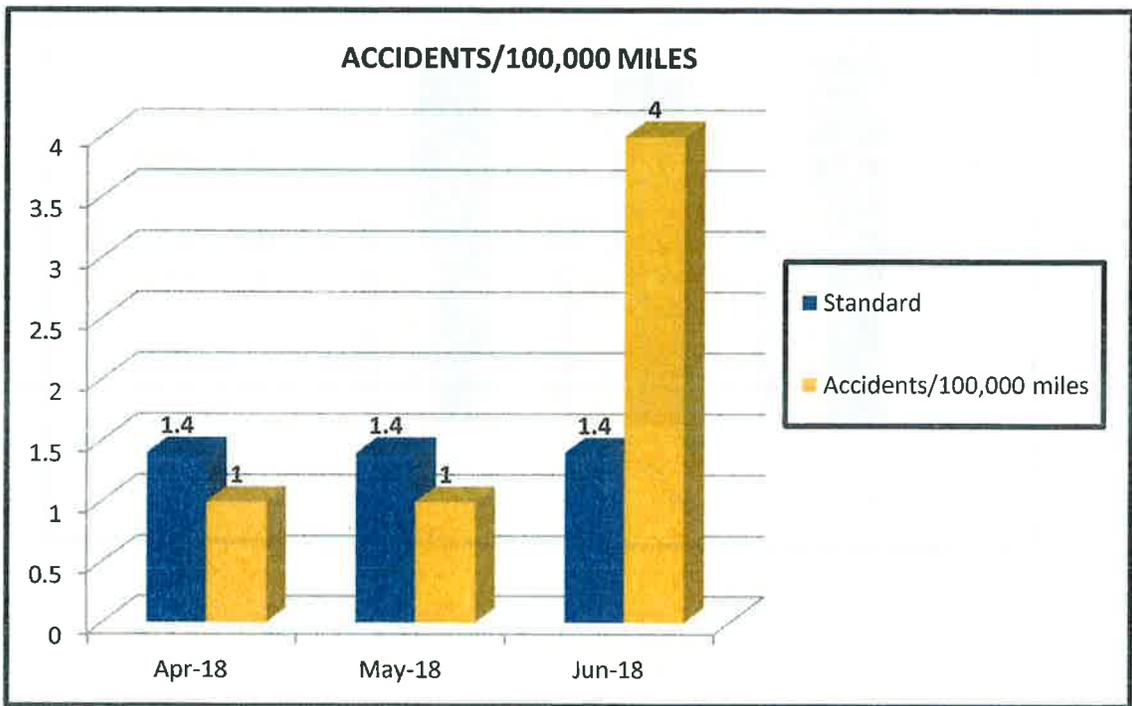
MONTH	STANDARD	CALL HOLD TIME
Apr-18	2.5	1.05
May-18	2.5	1.08
Jun-18	2.5	1.36



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS**

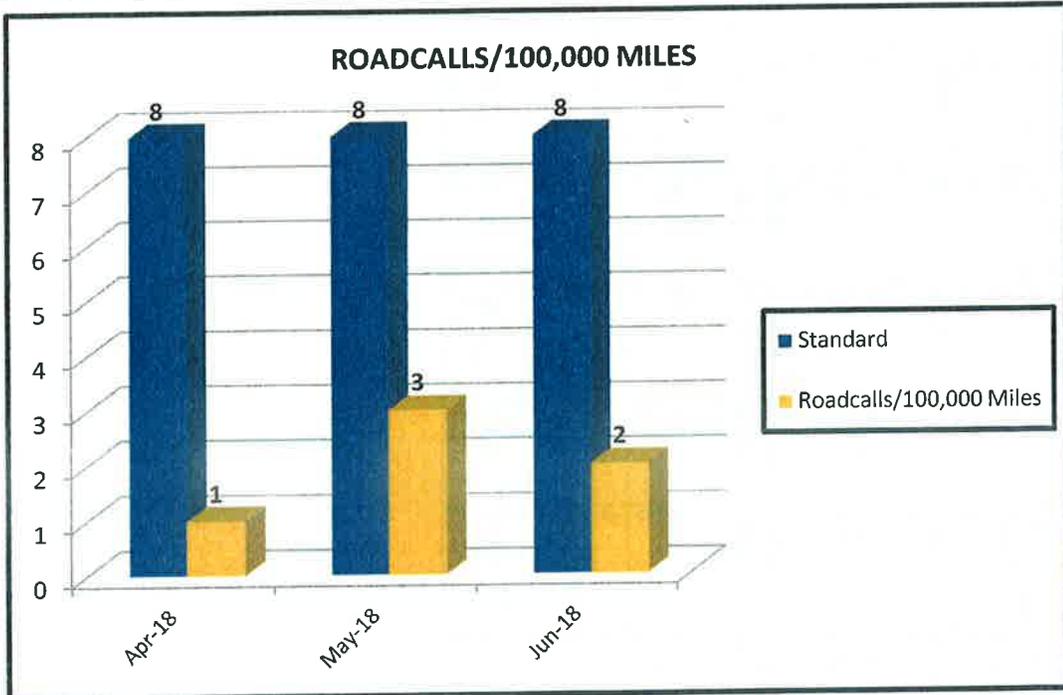
ALACHUA COUNTY APRIL - JUNE 2018

MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
Apr-18	1.4	1
May-18	1.4	1
Jun-18	1.4	4



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL - JUNE 2018**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Apr-18	8	1
May-18	8	3
Jun-18	8	2



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	7,794	6,519	7,729	7,431	6,723	7,414	7,377	7,882	7,881	8,112	7,342
HMO Medicaid (MTM)	149	147	136	143	149	122	122	101	122	126	119	125
Transportation Disadvantaged Program	1472	1,555	1,467	1,553	1,554	1,483	1,565	1,541	1,583	1,598	1,583	1572
Mobility Enhancement Grant Program - Bus Passes	250	175	210	229	229	243	234	245	247	209	208	249
City of Gainesville ADA Service	4306	4,842	4,044	4,850	4,662	4,230	4,695	4,593	5,116	4,982	5,170	5045
Florida Department of Transportation 5311	296	294	0	0	0	0	0	0	0	0	0	117
Florida Department of Transportation 5310	333	382	270	394	296	240	286	346	293	484	542	71
Alachua County	98	366	363	521	505	367	476	522	488	445	456	126
Elder Care	40	33	29	39	36	38	36	29	33	37	34	37
Total Vehicle Miles	90,357	93,817	83,223	92,923	94,553	89,705	82,759	93,555	101,856	100,825	102,230	103,269
Total Vehicle Hours	5,678	6,204	5,496	6,056	5,873	5,515	5,903	5,823	6,403	6,337	6,351	6,253
Average Miles per Trip	13	12	13	12	13	13	11	13	13	13	13	14
Number of Passenger No Shows	287	352	280	333	293	280	278	300	362	334	327	344
Number Trips Denied	0	0	0	21	1	1	0	0	0	0	0	0
Preventable Accidents	0	1	1	0	2	0	1	0	1	1	1	4
RoadCalls	2	4	2	1	4	1	3	2	2	1	3	2
Commendations	6	3	7	7	8	11	7	5	12	8	7	14
Complaints	2	3	1	2	3	2	1	2	2	0	4	3
Telephone Calls	9,463	10,699	9,196	9,943	10,142	9,179	11,015	3,405*	10,493	8,224**	11,182	11396
Average Call On-Hold Time	1.10	1.06	0.59	1.16	1.26	1.03	1.21	1.14	1.23	1.05	1.08	1.36

* Phone system was down for several weeks.

** Phone system had problems for several days

Meeting

Agenda

Enclosures



August 20, 2018

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, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding into Fiscal Year 2018-19 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

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 2017-18 to Fiscal Year 2018-19 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2018 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- SW 62 Boulevard Connector Preliminary Engineering and Right-of-Way [2113656];
- Interstate 75 Interchange Modification at State Road 24 (Archer Road) [4230714];
- State Road 226 (SE 16 Avenue) Intersection Modifications at Main Street and State Road 331 [4236082];
- State Road 222 (NW 39 Avenue at NW 10 Street Special Survey [4286821];
- Interstate 75 Resurfacing from South of State Road 222 to North of U.S. Highway 441 [4288031];
- Interstate 75 Resurfacing from South of State Road 121 to South of State Road 222 [4288041];
- Interstate 75 Resurfacing from Marion County line to South of State Road 121 [4288051];
- State Road 24 (Archer Road) at SW 23 Terrace Traffic Signal Update [4343961];
- State Road 24 (Archer Road) Four-Laning Project Development Environmental Study [4345591];
- U.S. Highway 441 (SW 13 Street) South of Gainesville Traffic Operations Modification [4358571];
- U.S. Highway 441 (SW 13 Street) at State Road 24 (Archer Road) Traffic Signal Update [4358911];
- State Road 24 (Waldo Road) Streetlighting from State Road 26 (University Avenue) to State Road 222 (NE 39 Avenue) [4394891];
- NE 18 Avenue Sidewalk from NE 12 Street to NE 15 Street [4394951];
- State Road 226 (SW 16 Avenue) Streetlighting from State Road 24 (Archer Road) to SW 6 Street [4398071];
- NW 16 Avenue at Hogtown Creek Bridge No. 260098 Emergency Operations [4427571];
- Regional Transit System Section 5307 Formula Grant Operating Assistance (2155461);
- Regional Transit System Section 5307 Formula Grant Capital Assistance (4040261);
- Regional Transit System Section 5339 Operating Assistance [4415201];
- Regional Transit System Section 5339(c) No-Lo Emissions Vehicle Purchases [4428871]; and
- Tropical Storm Hermine Countywide Disaster Recovery [4396031].

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

t:\scott\sk19\mtpo\memo\tipamend_rollover_mtpo_aug27new.docx

Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue MS 2806
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

July 19, 2018

Scott R. Koons, AICP
Director
Gainesville MTPO
2009 NW 67th Place
Gainesville, FL 32653

**SUBJECT: FDOT Request: Roll Forward Amendment to the Gainesville MPTO
Transportation Improvement Program (TIP) FY 2018/19 – 2022/2023**

Dear Mr. Koons,

The Florida Department of Transportation (FDOT) Requests a Roll Forward Amendment of the FY 2018/19 – 2022/23 TIP.

The Roll Forward Amendment represents those projects, or phases of projects, that were approved in the FY 2017/18 – 2021/22 TIP that were not authorized or begun prior to the beginning of the new fiscal year on July 1, 2018. These projects then “Roll Forward” into the first year of the new FY 2018/19 – 2022/23 TIP. The attached list (Exhibit A) contains the projects included in the Roll Forward Amendment. The highlighted projects are those located within the MTPO boundary.

Please place the Roll Forward TIP amendment request on the agendas for the MTPO and the committees for the August meetings.

Sincerely,

Mari Schwabacher
Planning Specialist IV
Mari.Schwabacher@dot.state.fl.us
(904) 360-5647

CC Karen Taulbee, FDOT Urban Planning Manager
Mike Escalante, AICP, Senior Transportation Planner

1007

Exhibit A

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/02/2018
TIME RUN: 08.32.40
MBRMPOTP

PAGE 1
GAINESVILLE MTPO

HIGHWAYS

ITEM NUMBER:207798 6	PROJECT DESCRIPTION:SR45/US27/US41						*NON-SIS*		
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:RIGHT OF WAY ACTIVITIES		
ROADWAY ID:26030000	PROJECT LENGTH: 1.073MI						LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0		
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	500		0	0	0	0	0	500
LF	90,819		0	0	0	0	0	0	90,819
SN	0	1,546		0	0	0	0	0	1,546
TOTAL 207798 6	90,819	2,046		0	0	0	0	0	92,865
TOTAL PROJECT:	90,819	2,046		0	0	0	0	0	92,865

ITEM NUMBER:207818 2	PROJECT DESCRIPTION:SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L						*SIS*		
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:ADD LANES & RECONSTRUCT		
ROADWAY ID:26080000	PROJECT LENGTH: 1.701MI						LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2		
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	13,554	0		0	0	0	0	0	13,554
DIH	418,885		0	0	0	0	0	0	418,885
DS	211,037		0	0	0	0	0	0	211,037
NHPP	125,352		0	0	0	0	0	0	125,352
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	389,557	0		0	0	0	0	0	389,557
DIH	151,844		0	0	0	0	0	0	151,844
DIRS	633,617		0	0	0	0	0	0	633,617
DS	4,367		0	0	0	0	0	0	4,367
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACNP	1	0		0	0	0	0	0	1
NHPP	6,738		0	0	0	0	0	0	6,738
SL	3,490		0	0	0	0	0	0	3,490
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACNP	7,926,546	52,800		0	0	0	0	0	7,979,346
ACSA	0	5,000		0	0	0	0	0	5,000
DIH	6,003	3,241		0	0	0	0	0	9,244
DS	224,820		0	0	0	0	0	0	224,820
NHPP	7,916,868		0	0	0	0	0	0	7,916,868
TOTAL 207818 2	18,032,679	61,041		0	0	0	0	0	18,093,720
TOTAL PROJECT:	18,032,679	61,041		0	0	0	0	0	18,093,720

ITEM NUMBER:211365 6	PROJECT DESCRIPTION:SW 62ND BLVD ARTERIAL CONNECTOR						*NON-SIS*		
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:TRAFFIC OPS IMPROVEMENT		
ROADWAY ID:26000094	PROJECT LENGTH: 1.516MI						LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE									
HPP	1,275,796			0	0	0	0	0	1,275,796
SA	7,576			0	0	0	0	0	7,576
S117	2,984			0	0	0	0	0	2,984
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT									
HPP	9,373	0		0	0	0	0	0	9,373
SA	27,936	18,488		0	0	0	0	0	46,424

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER: 423608 2
DISTRICT: 02
ROADWAY ID: 26004000

PROJECT DESCRIPTION: SR226 (SE 16TH AVE) @ MAIN ST @ SR331 (WILLISTON RD)
COUNTY: ALACHUA
PROJECT LENGTH: .557MI

NON-SIS
TYPE OF WORK: INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		112,021	0	0	0	0	0	112,021
DS		17,498	0	0	0	0	0	17,498
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR		3,653	0	0	0	0	0	3,653
DIH		79,686	0	0	0	0	0	79,686
DS		15,216	0	0	0	0	0	15,216
SA		543,559	0	0	0	0	0	543,559
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP		530,904	60,353	0	0	0	0	591,257
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		63,149	48,496	0	0	0	0	111,645
DS		138,000	0	0	0	0	0	138,000
HSP		2,601,100	0	0	0	0	0	2,601,100
TOTAL 423608 2		4,104,786	108,849	0	0	0	0	4,213,635
TOTAL PROJECT:		4,104,786	108,849	0	0	0	0	4,213,635

ITEM NUMBER: 426838 1
DISTRICT: 02
ROADWAY ID: 26100000

PROJECT DESCRIPTION: SR 121 FROM 169TH PL TO NW 177 AVE
COUNTY: ALACHUA
PROJECT LENGTH: .430MI

NON-SIS
TYPE OF WORK: SPECIAL SURVEYS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		243	1,001	0	0	0	0	1,244
DS		6,651	0	0	0	0	0	6,651
TOTAL 426838 1		6,894	1,001	0	0	0	0	7,895
TOTAL PROJECT:		6,894	1,001	0	0	0	0	7,895

ITEM NUMBER: 428682 1
DISTRICT: 02
ROADWAY ID: 26005000

PROJECT DESCRIPTION: SR 222 (NW 39TH AVE.) FROM 100' W OF NW 10TH ST TO 100' E OF NW 10TH ST
COUNTY: ALACHUA
PROJECT LENGTH: .040MI

SIS
TYPE OF WORK: SPECIAL SURVEYS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		0	2,151	0	0	0	0	2,151
DS		7,294	0	0	0	0	0	7,294
TOTAL 428682 1		7,294	2,151	0	0	0	0	9,445
TOTAL PROJECT:		7,294	2,151	0	0	0	0	9,445

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

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HIGHWAYS

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACNP	0	34,405	0	0	0	0	0	0	34,405
DDR	119,590	0	0	0	0	0	0	0	119,590
DI	874	0	0	0	0	0	0	0	874
DIH	31,919	6,329	0	0	0	0	0	0	38,248
DS	371,409	0	0	0	0	0	0	0	371,409
NHPP	13,349,086	114,703	0	0	0	0	0	0	13,463,789
TOTAL 428805 1	15,042,903	155,437	0	0	0	0	0	0	15,198,340
TOTAL PROJECT:	15,042,903	155,437	0	0	0	0	0	0	15,198,340

ITEM NUMBER:433357 2		PROJECT DESCRIPTION:170TH STREET FROM: SOUTH OF SW 147TH AVE TO: SW 128TH PLACE					TYPE OF WORK:SIDEWALK		*NON-SIS*
DISTRICT:02		COUNTY:ALACHUA					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0		
ROADWAY ID:26620000		PROJECT LENGTH: 1.180MI							
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY									
ACTA	193,394	0	0	0	0	0	0	0	193,394
TALT	290,623	6,700	0	0	0	0	0	0	297,323
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALT	2,106	2,000	0	0	0	0	0	0	4,106
TOTAL 433357 2	486,123	8,700	0	0	0	0	0	0	494,823
TOTAL PROJECT:	486,123	8,700	0	0	0	0	0	0	494,823

ITEM NUMBER:433890 1		PROJECT DESCRIPTION:SR 20 OVERPASS AT US 301 LANDSCAPING PUSH BUTTON					TYPE OF WORK:LANDSCAPING		*SIS*
DISTRICT:02		COUNTY:ALACHUA					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
ROADWAY ID:26080000		PROJECT LENGTH: .587MI							
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	1,847	2,102	0	0	0	0	0	0	3,949
TOTAL 433890 1	1,847	2,102	0	0	0	0	0	0	3,949
TOTAL PROJECT:	1,847	2,102	0	0	0	0	0	0	3,949

ITEM NUMBER:433990 1		PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)					TYPE OF WORK:BIKE PATH/TRAIL		*NON-SIS*
DISTRICT:02		COUNTY:ALACHUA					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0		
ROADWAY ID:26511000		PROJECT LENGTH: 3.462MI							
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALT	0	500	0	0	0	0	0	0	500
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALN	0	11,190	0	0	0	0	0	0	11,190
TALT	0	11,165	0	0	0	0	0	0	11,165
TOTAL 433990 1	0	22,855	0	0	0	0	0	0	22,855
TOTAL PROJECT:	0	22,855	0	0	0	0	0	0	22,855

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/02/2018
 TIME RUN: 08.32.40
 MBRMPOTP

 HIGHWAYS

ITEM NUMBER: 434396 1		PROJECT DESCRIPTION: SR24 @ SW 23RD TERRACE					*NON-SIS*	
DISTRICT: 02		COUNTY: ALACHUA					TYPE OF WORK: TRAFFIC SIGNAL UPDATE	
ROADWAY ID: 26090000		PROJECT LENGTH: .010MI					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	153,257	0	0	0	0	0	153,257
DIH	35	1,001	0	0	0	0	0	1,036
DS	239	0	0	0	0	0	0	239
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	0	685,592	0	685,592
DIH	0	0	0	0	0	7,885	0	7,885
TOTAL 434396 1	274	154,258	0	0	0	693,477	0	848,009
TOTAL PROJECT:	274	154,258	0	0	0	693,477	0	848,009

ITEM NUMBER: 434559 1		PROJECT DESCRIPTION: SR24 (ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD					*NON-SIS*	
DISTRICT: 02		COUNTY: ALACHUA					TYPE OF WORK: ADD LANES & RECONSTRUCT	
ROADWAY ID: 26090000		PROJECT LENGTH: 10.188MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999
DS	6,962	0	0	0	0	0	0	6,962
TOTAL 434559 1	105,837	14,182	0	0	0	0	0	120,019
TOTAL PROJECT:	105,837	14,182	0	0	0	0	0	120,019

ITEM NUMBER: 435857 1		PROJECT DESCRIPTION: SR 25 (US 441) SOUTH OF GAINESVILLE ADD LEFT TURN LANES PUSH BUTTON					*NON-SIS*	
DISTRICT: 02		COUNTY: ALACHUA					TYPE OF WORK: TRAFFIC OPS IMPROVEMENT	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,259	11,542	0	0	0	0	0	13,801
TOTAL 435857 1	2,259	11,542	0	0	0	0	0	13,801
TOTAL PROJECT:	2,259	11,542	0	0	0	0	0	13,801

ITEM NUMBER: 435891 1		PROJECT DESCRIPTION: SR25(US441) @ SR24(SW ARCHER RD)					*NON-SIS*	
DISTRICT: 02		COUNTY: ALACHUA					TYPE OF WORK: TRAFFIC SIGNAL UPDATE	
ROADWAY ID: 26010000		PROJECT LENGTH: .006MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	550,000	0	0	550,000
DIH	0	2,000	0	0	0	0	0	2,000
TOTAL 435891 1	0	2,000	0	0	550,000	0	0	552,000
TOTAL PROJECT:	0	2,000	0	0	550,000	0	0	552,000

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:439489 1
DISTRICT:02
ROADWAY ID:26050000

PROJECT DESCRIPTION:SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222
COUNTY:ALACHUA
PROJECT LENGTH: 2.640MI

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	286,417	8,501	0	0	0	0	0	294,918
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	2,845,984	0	0	0	0	2,845,984
ACSS	0	0	1,092,024	0	0	0	0	1,092,024
TOTAL 439489 1	286,417	8,501	3,938,008	0	0	0	0	4,232,926
TOTAL PROJECT:	286,417	8,501	3,938,008	0	0	0	0	4,232,926

ITEM NUMBER:439495 1
DISTRICT:02
ROADWAY ID:26000000

PROJECT DESCRIPTION:NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST
COUNTY:ALACHUA
PROJECT LENGTH: .280MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	0	5,001	0	0	0	0	0	5,001
SR2T	27,434	0	0	0	0	0	0	27,434
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	0	0	66,354	0	0	0	0	66,354
SR2T	0	0	164,602	0	0	0	0	164,602
TOTAL 439495 1	27,434	5,001	230,956	0	0	0	0	263,391
TOTAL PROJECT:	27,434	5,001	230,956	0	0	0	0	263,391

ITEM NUMBER:439807 1
DISTRICT:02
ROADWAY ID:26004000

PROJECT DESCRIPTION:SR226 FROM: SR24 TO: SW 6TH STREET
COUNTY:ALACHUA
PROJECT LENGTH: 1.494MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	478	0	0	0	0	0	0	478
HSP	34,003	1,000	0	0	0	0	0	35,003
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	5,909	0	0	0	0	0	0	5,909
TOTAL 439807 1	40,390	1,000	0	0	0	0	0	41,390
TOTAL PROJECT:	40,390	1,000	0	0	0	0	0	41,390

ITEM NUMBER:442149 2
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:SW WACAHOOTA ROAD, APPROX 1 MILE NW OF US HWY 441
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	2,892	0	0	0	0	0	2,892
TOTAL 442149 2	0	2,892	0	0	0	0	0	2,892

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/02/2018
TIME RUN: 08.32.40
MBRMPOTP

HIGHWAYS

ITEM NUMBER:442149 3 PROJECT DESCRIPTION:NW CR 236 BEWTEEN NW CR 241 AND NW CR 239. *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	3,836	0	0	0	0	0	3,836
DER	0	1,001	0	0	0	0	0	1,001
TOTAL 442149 3	0	4,837	0	0	0	0	0	4,837
TOTAL PROJECT:	0	7,729	0	0	0	0	0	7,729

ITEM NUMBER:442757 1 PROJECT DESCRIPTION:NW 16TH AVE AT HOGTOWN CREEK BR NO. 260098 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	102,527	0	0	0	0	0	102,527
TOTAL 442757 1	0	102,527	0	0	0	0	0	102,527
TOTAL PROJECT:	0	102,527	0	0	0	0	0	102,527

ITEM NUMBER:442758 1 PROJECT DESCRIPTION:SW WACHOOTA ROAD 1 MI NW OF SR25 (US441) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	1,001	0	0	0	0	0	1,001
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	16,648	0	0	0	0	0	16,648
TOTAL 442758 1	0	17,649	0	0	0	0	0	17,649
TOTAL PROJECT:	0	17,649	0	0	0	0	0	17,649
TOTAL DIST: 02	85,797,829	20,093,362	4,168,964	0	18,156,743	693,477	0	128,910,375
TOTAL HIGHWAYS	85,797,829	20,093,362	4,168,964	0	18,156,743	693,477	0	128,910,375

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/02/2018
TIME RUN: 08.32.40
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TRANSIT

ITEM NUMBER: 215546 1		PROJECT DESCRIPTION: GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE						*NON-SIS*	
DISTRICT: 02		COUNTY: ALACHUA						TYPE OF WORK: OPERATING FOR FIXED ROUTE	
ROADWAY ID:		PROJECT LENGTH: .000						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
DS	1	0	0	0	0	0	0	0	1
FTA	3,800,000	9,000,000	1,800,000	1,800,000	1,800,000	1,800,000	0	0	18,200,000
LF	3,800,000	9,000,000	1,800,000	1,800,000	1,800,000	1,800,000	0	0	18,200,000
TOTAL 215546 1	7,600,001	18,000,000	3,600,000	3,600,000	3,600,000	3,600,000	0	0	36,400,001
TOTAL PROJECT:	7,600,001	18,000,000	3,600,000	3,600,000	3,600,000	3,600,000	0	0	36,400,001

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	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
FTA	4,700,000	9,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	0	24,200,000
LF	1,175,000	2,375,000	625,000	625,000	625,000	625,000	0	0	6,050,000
TOTAL 404026 1	5,875,000	11,875,000	3,125,000	3,125,000	3,125,000	3,125,000	0	0	30,250,000
TOTAL PROJECT:	5,875,000	11,875,000	3,125,000	3,125,000	3,125,000	3,125,000	0	0	30,250,000

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	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY									
FTA	0	259,662	0	0	0	0	0	0	259,662
LF	0	54,468	0	0	0	0	0	0	54,468
TOTAL 441520 1	0	314,130	0	0	0	0	0	0	314,130
TOTAL PROJECT:	0	314,130	0	0	0	0	0	0	314,130

ITEM NUMBER: 442887 1		PROJECT DESCRIPTION: GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS						*NON-SIS*	
DISTRICT: 02		COUNTY: ALACHUA						TYPE OF WORK: PURCHASE VEHICLES/EQUIPMENT	
ROADWAY ID:		PROJECT LENGTH: .000						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
FTA	0	1,000,000	0	0	0	0	0	0	1,000,000
LF	0	410,000	0	0	0	0	0	0	410,000
TOTAL 442887 1	0	1,410,000	0	0	0	0	0	0	1,410,000
TOTAL PROJECT:	0	1,410,000	0	0	0	0	0	0	1,410,000
TOTAL DIST: 02	13,475,001	31,599,130	6,725,000	6,725,000	6,725,000	6,725,000	3,125,000	0	68,374,131
TOTAL TRANSIT	13,475,001	31,599,130	6,725,000	6,725,000	6,725,000	6,725,000	3,125,000	0	68,374,131

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/02/2018
 TIME RUN: 08.32.40
 MBRMPOTP

 MISCELLANEOUS

ITEM NUMBER: 439603 1
 DISTRICT: 02
 ROADWAY ID:

PROJECT DESCRIPTION: TS HERMINE (TD#9) ALACHUA (26) CO COUNTYWIDE DISASTER RECOVERY
 COUNTY: ALACHUA
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: EMERGENCY OPERATIONS
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FEMA	2,919	7,081	0	0	0	0	0	10,000
TOTAL 439603 1	2,919	7,081	0	0	0	0	0	10,000
TOTAL PROJECT:	2,919	7,081	0	0	0	0	0	10,000
TOTAL DIST: 02	2,919	7,081	0	0	0	0	0	10,000
TOTAL MISCELLANEOUS	2,919	7,081	0	0	0	0	0	10,000
GRAND TOTAL	99,275,749	51,699,573	10,893,964	6,725,000	24,881,743	3,818,477	0	197,294,506



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August 20, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Transit Performance Measures and Targets

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization set Transit Performance Targets consistent with the City of Gainesville Regional Transit System Targets as shown in Exhibit 8 and authorize staff to administratively modify the Transportation Improvement Program and List of Priority Projects to incorporate appropriate transit performance measures and targets language.

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to set state-of-good-repair transit performance measures and targets prior to the Federal Transit Administration October 1, 2018 deadline.

Staff has coordinated the establishment of the transit targets with the City of Gainesville Regional Transit System and Florida Department of Transportation. Exhibits include:

1. Federal Transit Administration Overview of Agency Roles, Responsibilities and Products;
2. Regional Transit System Maintenance Plan (see link below);
3. Regional Transit System Facilities and Equipment Maintenance Plan (see link below);
4. Regional Transit System Preventive Maintenance Plan (see link below);
5. Regional Transit System Revenue (Bus) Vehicle Fleet Mileage;
6. Regional Transit System Non-Revenue Equipment Fleet Mileage;
7. Regional Transit System Transit Performance Measures and Targets; and
8. Proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transit Performance Targets.

Proposed targets in Exhibit 8 are consistent with the City of Gainesville Regional Transit System Transit Performance Targets in Exhibit 7. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the City of Gainesville Regional Transit System and Florida Department of Transportation concerning monitoring and reporting on the Regional Transit System revenue vehicles, equipment and facilities. Below are the Regional Transit System maintenance document links.

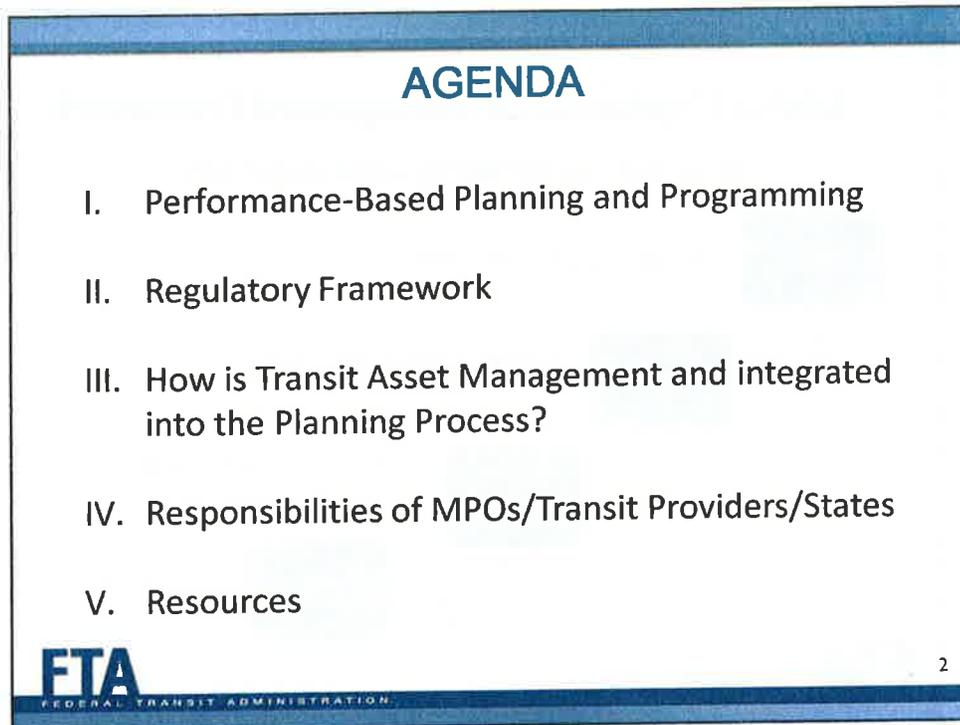
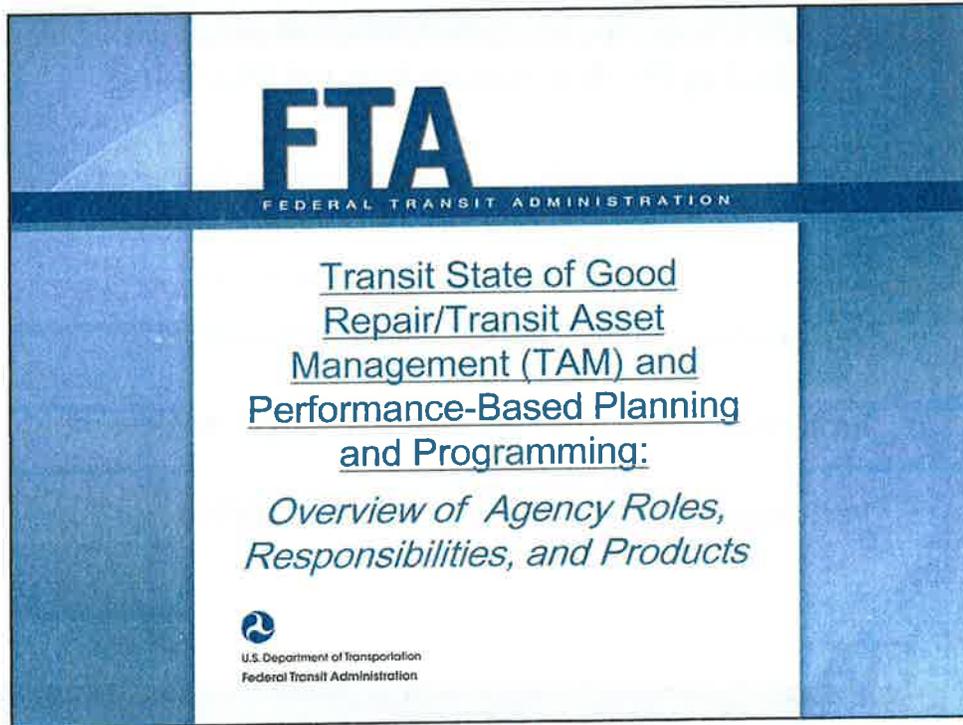
http://ncfrpc.org/mtpo/FullPackets/MTPO/2018/perf_target_transit_x2_RTS_Maintenance_Plan.pdf

http://ncfrpc.org/mtpo/FullPackets/MTPO/2018/perf_target_transit_x3_RTS_Facilities-Equipment_Maintenance_Plan.pdf

http://ncfrpc.org/mtpo/FullPackets/MTPO/2018/perf_target_transit_x4_RTS_Preventive_Maintenance_Guidelines.pdf

Attachments

T:\Scott\SK19\MTPO\Memo\perf_target_transit_aug27_mtpo.docx



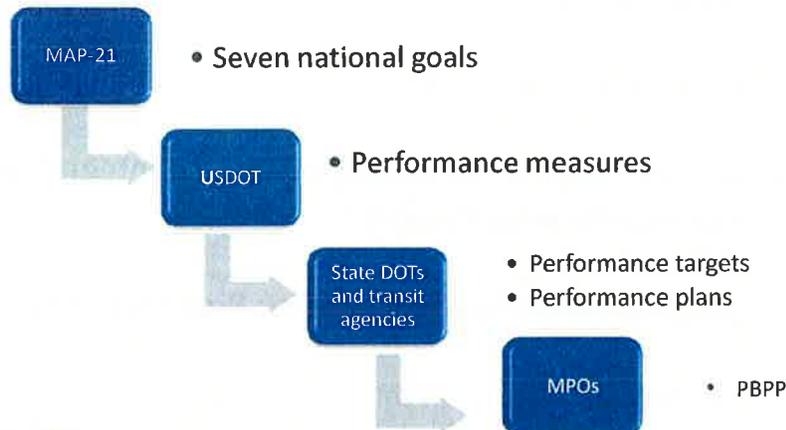
What is Performance-Based Planning

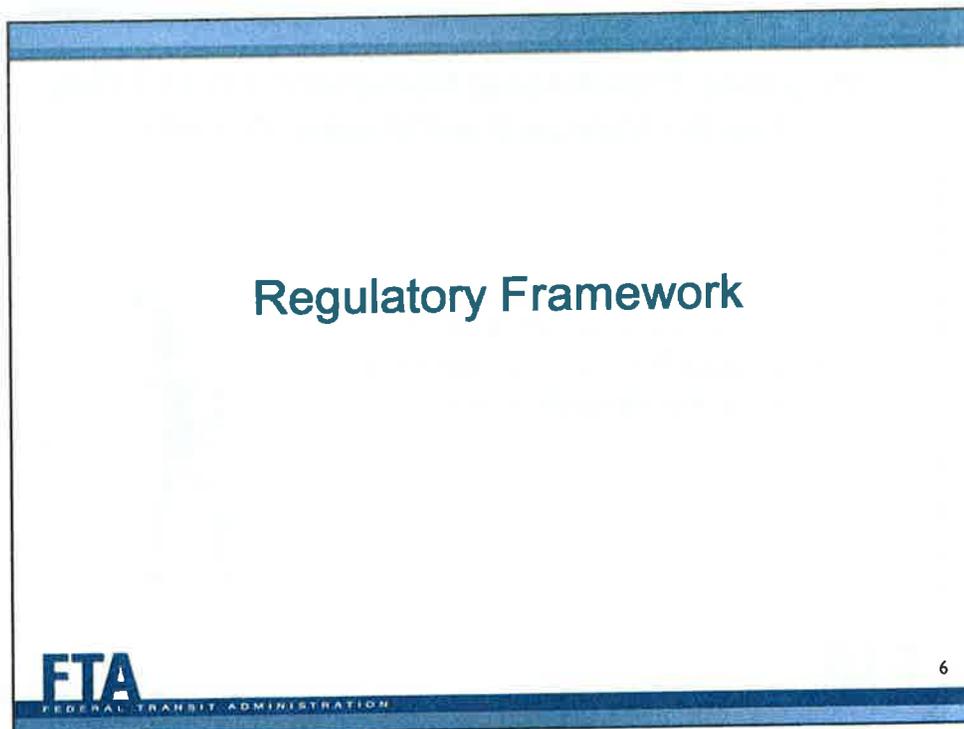
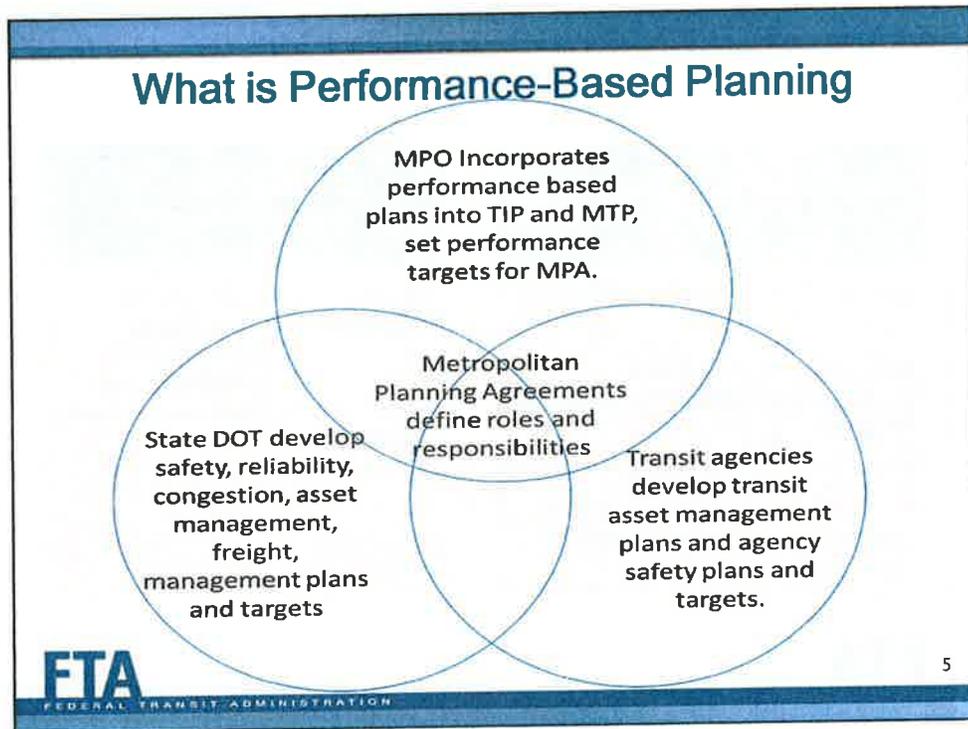
Strategic approach to decision-making that uses ***performance data*** to ***inform*** decisions and ***outcomes***

- Performance Targets Reflect Regional Priorities
- Projects in MTPs and TIPs Linked to Target Achievement
- Performance Expectations and Accountability

MAP-21 Performance Management Framework

To increase accountability and transparency





Regulatory Framework

Transit Asset Management (5326) Final Rule 7/26/16 Effective 10/1/16		Safety (5329) <i>(rulemaking delayed)</i>	
<u>Transit</u> 1/1/17	Develop TAM Targets	<u>Transit</u> Final Rule + 1 YR	Establish Public Transportation Agency Plan - including Safety Performance Targets
<u>MPO</u> Transit targets + 180 days	Establish Performance Targets	<u>MPO</u> Final Rule + 1 YR + 180 Days	
<u>Transit</u> 10/1/18	Establish TAM Plan		

FTA
FEDERAL TRANSIT ADMINISTRATION

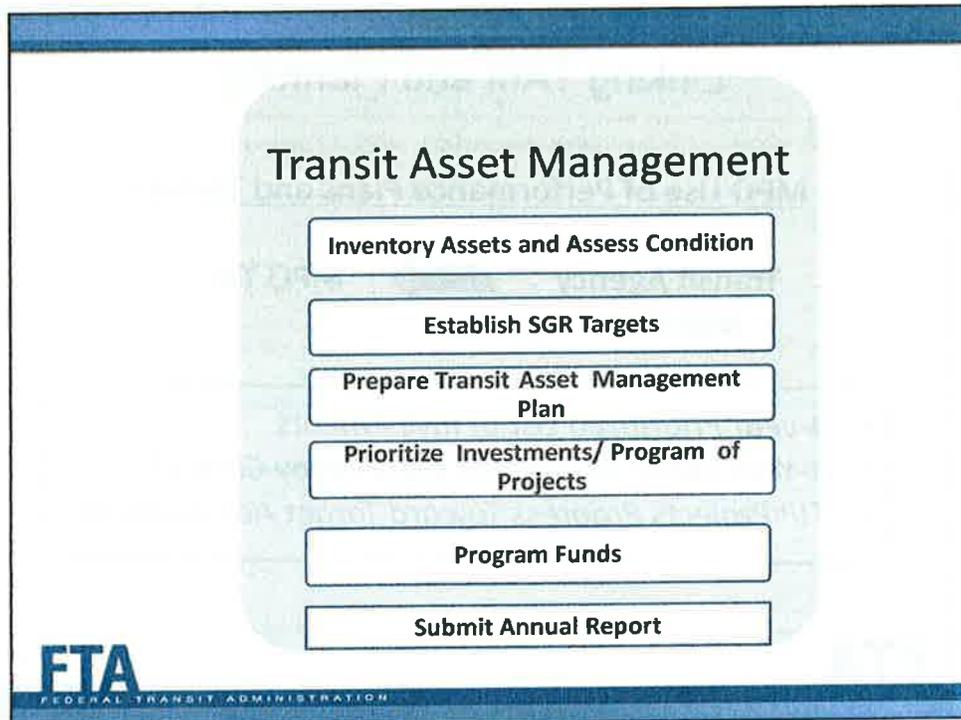
7

Integrating Transit Asset Management and Safety Into the Metropolitan Planning Process

*How are transit agency SGR needs
and safety linked with performance-
based planning at the MPO?*



FTA
FEDERAL TRANSIT ADMINISTRATION



- ### TAM Purpose
- Monitor and manage public transportation capital assets to:
 - Enhance safety,
 - Reduce maintenance costs,
 - increase reliability, and
 - Improve performance
 - Goal is to reach and maintain a *state of good repair (SGR)*
- FTA**
FEDERAL TRANSIT ADMINISTRATION
- 10

Linking TAM and Planning

MPO Use of Performance Plans and Targets

Transit Agency TAM Plan **➔** MPO TIP

- *4-year Prioritized List of Investments*
- *4-Year TAM / TIP Update Cycles May Coincide*
- *TIP Projects Progress Toward Target Achievement*

ETA
FEDERAL TRANSIT ADMINISTRATION

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Linking TAM and Planning

<p>Transit Asset Management</p> <ul style="list-style-type: none">Asset Inventory/ Condition AssessmentEstablish SGR TargetsTransit Asset Management PlanPrioritize Investments/ Program of ProjectsProgram FundsSubmit Annual Report	<p>Transportation Planning</p> <ul style="list-style-type: none">MPO and State Performance TargetsIntegrate Performance-Based PlansMetropolitan and Statewide Long-Range PlansAdopt TIP/STIP
---	--

ETA
FEDERAL TRANSIT ADMINISTRATION

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When does the State DOT include the Performance Targets and Plans in its STIP and Long Range State Plan and how should it be reflected?

- STIPs adopted or amended after October 1, 2018 must reflect a performance-based planning process.
- Long Range State Plans adopted or amended after October 1, 2018 must reflect a performance-based planning process.
- The TIP shall be designed to promote achievement of the performance targets in the plan
- The STIP and TIP shall, to the maximum extent practicable, describe how the investments in the STIP and the TIP make progress toward achievement of the targets in the plan.

Roles and Responsibilities

Roles and Responsibilities

Transit Providers

- Transit Asset Management (TAM)
 - Targets for Each Asset Class (January 2017)
 - Cooperate with MPOs in Setting Regional Targets (180 days after providers set targets)
 - TAM Plan (October 1, 2018)
 - Process and Reporting Deliverables
- Public Transportation Safety
 - Public Transportation Agency Safety Plans -- recent



FEDERAL TRANSIT ADMINISTRATION

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Roles and Responsibilities

Agreements Among MPO / Transit / State

- Cooperative Target-Setting for All Targets
- Roles/Responsibilities for Data Collection and Processing
- Projecting Progress in Target Achievement for TIP
- Analyzing Observed Data to Gauge Target Achievement in MTP and LRSTP (System Performance Reports)
- Other



FEDERAL TRANSIT ADMINISTRATION

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PBPP: Target-Setting Coordination

MPO Target Setting

- An MPO may establish its own quantifiable performance targets or
- An MPO may adopt a State's performance targets and support the State's efforts at achieving those targets

Either way, the MPO is establishing targets



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Roles and Responsibilities

Metropolitan Planning Organizations

- Documented Agreement w/ State and Transit Providers
- Setting Regional Targets and Integrating into TIPs/MTPs

	<u>Region Targets</u>	<u>in TIP/MTP</u>
• <u>Transit Asset Management</u>	July 2017	Oct. 2018
• <u>Transit Safety</u>	<i><delayed - TBD></i>	



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Roles and Responsibilities

MPO Use of Performance **Targets** and Plans

A Look Ahead – Projected Progress in Target Achievement Resulting from **TIP** Implementation

A Look Back – Reported Progress in Target Achievement in “System Performance Report” of **MTP**



Schedule for Target Use in TIP/MTP Preparation

2 Years after “Effective Date” of each Rule Defining Measures
(Oct. 1, 2018 for TAM)



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Roles and Responsibilities

State DOTs

- Role of transit (and highways) owner-operator, Group TAM Plan sponsor, metropolitan planning partner, *and* lead of statewide and nonmetropolitan planning process



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Resources

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Performance Based Planning Resources

- Performance Based Planning Website
 - Fact Sheet
 - Frequently Asked Questions
 - Roles and Responsibilities
 - Timeframes
 - Recorded Webinars and Presentations

<https://www.transit.dot.gov/performance-based-planning>

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Key Technical Assistance

- **Small Providers TAM Guide**
 - Includes Template for compliant or comprehensive TAM plan
- Performance Measure Guidebooks
 - [Facility Condition Assessments](#)
- TAM News newsletters
- Updated training courses
 - New NTI courses:
 - Performance Based Planning and Programming
 - Intro to TAM for Tier I Agencies
 - TAM Implementation for Tier II Agencies



FEDERAL TRANSIT ADMINISTRATION

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Final Rule Resources

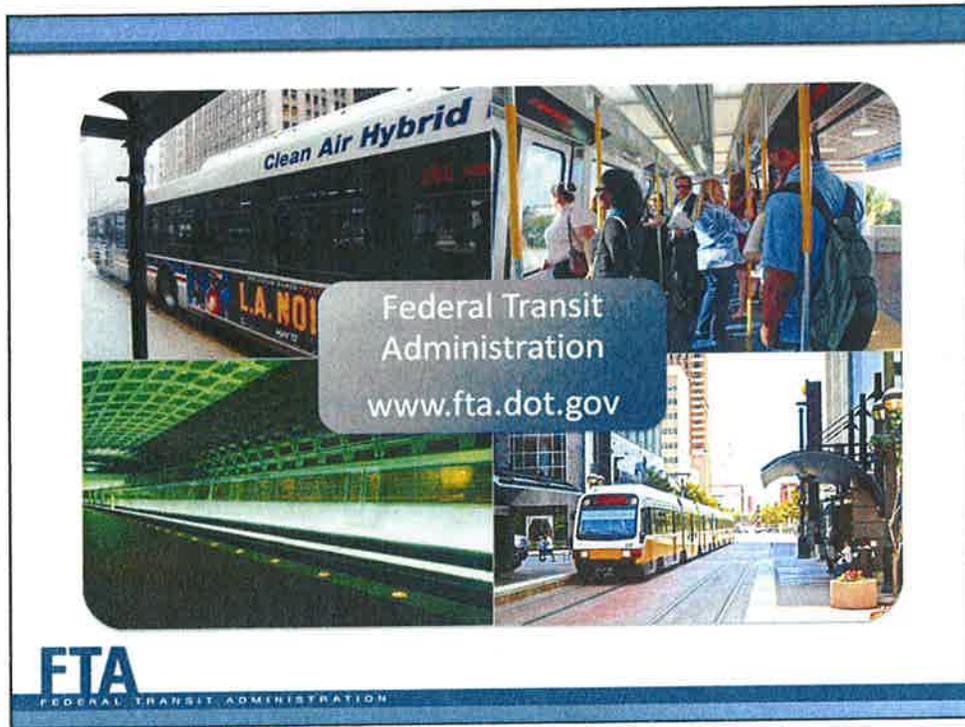
- TAM Compliance Checklists
- Final Rule Fact Sheets
- FAQs
- Revamped Website
 - Getting Started Page
 - Resources by topic and type

www.transit.dot.gov/TAM



FEDERAL TRANSIT ADMINISTRATION

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THE [illegible] [illegible]

[illegible text]

THE [illegible] [illegible]

EXHIBIT 5

Bus Fleet	Average Mileage	Average fleet age	404734	10.2		
VehicleNumber	MakeModel	ChassisNumber	Year	SumOfMiles	Age	
2571	GILLIG LOWFLOOR 40'	15GGD291861077351	2006	708334	12	
2572	GILLIG 40' LOW FLOOR	15GGD291X61077352	2006	700249	12	
2574	GILLIG 40' LOW FLOOR	15GGD291361077354	2006	683377	12	
2575	GILLIG 40' LOW FLOOR	15GGD291561077355	2006	639311	12	
2577	GILLIG 40' LOW FLOOR	15GGD291961077357	2006	633888	12	
2578	GILLIG 40' LOW FLOOR	15GGD291061077358	2006	618071	12	
2580	GILLIG 40' LOW FLOOR	15GGD291961077360	2006	664680	12	
2581	GILLIG 40' LOW FLOOR	15GGD291061077361	2006	677815	12	
2582	GILLIG 40' LOW FLOOR	15GGD291261077362	2006	298020	12	
2583	GILLIG 40' LOW FLOOR	15GGD291461077363	2006	612685	12	
2601	GILLIG 40' LOW FLOOR	15GGD291171077922	2007	579789	11	
2502	PHANTOM GILLIG 40'	15GCD271321111353	2002	731460	16	
2504	PHANTOM GILLIG 40'	15GCD271721111355	2002	704352	16	
2507	PHANTOM GILLIG 40'	15GCD271221111358	2002	752412	16	
2509	PHANTOM GILLIG 40'	15GCD271021111360	2002	748978	16	
2512	PHANTOM GILLIG 40'	15GCD271621111363	2002	796834	16	
2517	PHANTOM GILLIG 40'	15GCD271421111653	2002	762886	16	
2520	PHANTOM GILLIG 40'	15GCD291941113605	2004	602226	14	
2533	PHANTOM GILLIG 40'	15GCD291741112618	2004	604661	14	
2538	PHANTOM GILLIG 40'	15GCD291041112623	2004	631966	14	
19	GILLIG LOWFLOORF 35'	15GGD211XY1071328	2000	663653	18	
107	GILLIG LOWFLOORF 35'	15GGB211211071992	2001	650934	17	
110	GILLIG LOWFLOORF 35'	15GGB211811071348	2001	706867	17	
111	GILLIG LOWFLOORF 35'	15GGB211X11071349	2001	717215	17	
540	PHANTOM GILLIG 40'	15GCD201611089440	2001	684960	17	
541	PHANTOM GILLIG 40'	15GCD201X11089442	2001	669078	17	
542	PHANTOM GILLIG 40'	15GCD201X11089444	2001	642609	17	
543	PHANTOM GILLIG 40'	15GCD201111089445	2001	590420	17	
544	PHANTOM GILLIG 40'	15GCD20131089446	2001	582687	17	
545	PHANTOM GILLIG 40'	15GCD201511089447	2001	588081	17	
546	PHANTOM GILLIG 40'	15GCD201711089448	2001	615848	17	
547	PHANTOM GILLIG 40'	15GCD201311110910	2001	659293	17	
548	PHANTOM GILLIG 40'	15GCD201511110911	2001	610040	17	
549	PHANTOM GILLIG 40'	15GCD201711110912	2001	605290	17	
550	PHANTOM GILLIG 40'	15GCD201911110913	2001	593050	17	
551	PHANTOM GILLIG 40'	15GCD201311110857	2001	559813	17	
552	PHANTOM GILLIG 40'	15GCD201511110858	2001	603542	17	
553	PHANTOM GILLIG 40'	15GCD201711110859	2001	625407	17	
554	PHANTOM GILLIG 40'	15GCD201311110860	2001	518482	17	
555	PHANTOM GILLIG 40'	15GC0201511110861	2001	591477	17	
556	PHANTOM GILLIG 40'	15GCD201711110862	2001	597432	17	
557	PHANTOM GILLIG 40'	15GCD201911110863	2001	576751	17	
558	PHANTOM GILLIG 40'	15GCD201011110864	2001	606635	17	
559	PHANTOM GILLIG 40'	15GCD291X41112483	2004	465823	14	
560	PHANTOM GILLIG 40'	15GCD291141112484	2004	498950	14	
561	PHANTOM GILLIG 40'	15GCD291341112485	2004	511536	14	
562	PHANTOM GILLIG 40'	15GCD291951112486	2005	514624	13	
563	PHANTOM GILLIG 40'	15GCD291551112487	2005	499036	13	

564	PHANTOM GILLIG 40'	15GCD291751112488	2005	496441	13
565	PHANTOM GILLIG 40'	15GCD291951112489	2005	505162	13
566	PHANTOM GILLIG 40'	15GCD291551112490	2005	521312	13
567	PHANTOM GILLIG 40'	15GCD291751112491	2005	510540	13
568	PHANTOM GILLIG 40'	15GCD291351112746	2005	474303	13
569	PHANTOM GILLIG 40'	15GCD291361112747	2006	463622	12
570	PHANTOM GILLIG 40'	15GCD291561112748	2006	488805	12
571	PHANTOM GILLIG 40'	15GCD291761112749	2006	472747	12
572	PHANTOM GILLIG 40'	15GCD291361112750	2006	457691	12
573	PHANTOM GILLIG 40'	15GCD291271112806	2007	433715	11
574	PHANTOM GILLIG 40'	15GCD291471112807	2007	445020	11
575	PHANTOM GILLIG 40'	15GCD291671112808	2007	436533	11
576	PHANTOM GILLIG 40'	15GCD291871112809	2007	448630	11
577	PHANTOM GILLIG 40'	15GCD291471112810	2007	453361	11
701	GILLIG 40' LOW FLOOR	15GCD271471078081	2007	393231	11
702	GILLIG 40' LOW FLOOR	15GGD271671078082	2007	387439	11
703	GILLIG 40' LOW FLOOR	15GGD271871078083	2007	433710	11
704	GILLIG 40' LOW FLOOR	15GGD271X71078084	2007	425867	11
705	GILLIG 40' LOW FLOOR	15GGD271171078085	2007	422819	11
706	GILLIG 40' LOW FLOOR	15GGD271371078086	2007	408905	11
707	GILLIG 40' LOW FLOOR	15GGD271571078087	2007	410348	11
708	GILLIG 40' LOW FLOOR	15GGD271771078088	2007	405112	11
709	GILLIG 40' LOW FLOOR	15GGD271971078089	2007	435226	11
710	GILLIG 40' LOW FLOOR	15GGD271571078090	2007	425947	11
711	GILLIG 40' LOW FLOOR	15GGD271771078091	2007	460440	11
712	GILLIG 40' LOW FLOOR	15GGD271971078092	2007	419599	11
801	GILLIG 40' LOW FLOOR	15GCD271991177014	2009	358249	9
802	GILLIG 40' LOW FLOOR	15GCD271091177015	2009	394674	9
803	GILLIG 40' LOW FLOOR	15GCD271291177016	2009	412180	9
804	GILLIG 40' LOW FLOOR	15GCD271491177017	2009	401544	9
1001	GILLIG 40' LOW FLOOR	15GGD271XA1178306	2010	321606	8
1002	GILLIG 40' LOW FLOOR	15GGD2711A1178307	2010	317117	8
1003	GILLIG 40' LOW FLOOR	15ggd2713a1178308	2010	361592	8
1004	GILLIG 40' LOW FLOOR	15GGD2715A1178309	2010	335573	8
1005	GILLIG 40' LOW FLOOR	15GGD2711A1178310	2010	357463	8
1006	GILLIG 40' LOW FLOOR	15GGD2713A1178311	2010	367717	8
1007	GILLIG 40' LOW FLOOR	15GGD2715A1178312	2010	364531	8
1008	GILLIG 40' LOW FLOOR	15GGD2717A1178313	2010	325530	8
1009	GILLIG 40' LOW FLOOR	15GGD2719A1178314	2010	365092	8
1010	GILLIG 40' LOW FLOOR	15GGD2710A1178315	2010	347311	8
1011	GILLIG 40' LOW FLOOR	15GGD2712A1178316	2010	366724	8
1012	GILLIG 40' LOW FLOOR	15GGD2714A1178317	2010	336130	8
1013	GILLIG 40' LOW FLOOR	15GGD2716A1178318	2010	345664	8
1014	GILLIG 40' LOW FLOOR	15GGD2718A1178319	2010	344201	8
1015	GILLIG 40' LOW FLOOR	15GGD2714A1178320	2010	333436	8
1016	GILLIG 40' LOW FLOOR	15GGD2716A1178321	2010	339269	8
1017	GILLIG 40' LOW FLOOR	15GGD2718A1178322	2010	346487	8
1101	GILLIG 40' LOW FLOOR	15GGD2718B1178435	2011	264654	7
1102	GILLIG 40' LOW FLOOR	15GGD2717B1179558	2011	274559	7
1103	GILLIG 40' LOW FLOOR	15GGD2719B1179559	2011	285598	7
1104	GILLIG 40' LOW FLOOR	15GGD2715B1179560	2011	224092	7
1105	GILLIG 40' LOW FLOOR	15GGD2717B1179561	2011	239693	7

1106	GILLIG 40' LOW FLOOR	15GGD2719B1179562	2011	253556	7
1202	GILLIG 40' LOW FLOOR	15GGD2713C1180336	2012	182064	6
1203	GILLIG 40' LOW FLOOR	1GGD2715C1180337	2012	202166	6
1204	GILLIG 40' LOW FLOOR	15GGD2717C1180338	2012	214976	6
1205	GILLIG 40' LOW FLOOR	15GGD2719C1180339	2012	221457	6
1206	GILLIG 40' LOW FLOOR	15GGD2715C1180340	2012	232063	6
1207	GILLIG 40' LOW FLOOR	15GGD2717C1180341	2012	202601	6
1200	12 GILLIG HYBRID LF 40'	15GGD3010C1180343	2012	122120	6
1201	12 GILLIG HYBRID LF 40'	12GGD3019C1180342	2012	122701	6
1300	12 GILLIG HYBRID LF 40'	15GGD3015D1181859	2013	132627	5
1301	12 GILLIG HYBRID LF 40'	15GGD3011D1181860	2013	126307	5
1302	12 GILLIG HYBRID LF 40'	15GGD3013D1181861	2013	123185	5
1401	GILLIG 40' LOW FLOOR	15GGD2715E1183998	2014	113067	4
1402	GILLIG 40' LOW FLOOR	15GGD2717E1183999	2014	126128	4
1403	GILLIG 40' LOW FLOOR	15GGD2718E1184000	2014	116598	4
1501	GILLIG 40' LOW FLOOR	15GGD271811845595	2015	123784	3
1502	GILLIG 40' LOW FLOOR	15GGD2718F1184595	2015	109741	3
1601	GILLIG 40' LOW FLOOR	15GGD2714G1188886	2016	60162	3
1602	GILLIG 40' LOW FLOOR	15GGD2716G1188887	2016	60781	2
1603	GILLIG 40' LOW FLOOR	15GGD2718G1188888	2016	48297	2
1604	GILLIG 40' LOW FLOOR	15GGD271XG1188889	2016	58892	2
1605	GILLIG 40' LOW FLOOR	15GGD2716G1188890	2016	48783	2
1606	GILLIG 40' LOW FLOOR	15GGD2718G1188891	2016	52527	2
1607	GILLIG 40' LOW FLOOR	15GGD271XG1188892	2016	41445	2
1801	GILLIG 40' LOW FLOOR	15GGD2711J3191434	2018	18129	0.5
1802	GILLIG 40' LOW FLOOR	15GGD2713J3191435	2018	15838	0.5
1803	GILLIG 40' LOW FLOOR	15GGD2715J3191436	2018	18237	0.5
1804	GILLIG 40' LOW FLOOR	15GGD2717J3191437	2018	15593	0.5
1805	GILLIG 40' LOW FLOOR	15GGD2719J3191438	2018	13695	0.5
1806	GILLIG 40' LOW FLOOR	15GGD2710J3191439	2018	12786	0.5
1807	GILLIG 40' LOW FLOOR	15GGD2717J3191440	2018	8628	0.5
1808	GILLIG 40' LOW FLOOR	15GGD2719J3191441	2018	17190	0.5
1809	GILLIG 40' LOW FLOOR	15GGD2710J3191442	2018	13648	0.5
1810	GILLIG 40' LOW FLOOR	15GGD2712J3191443	2018	13954	0.5

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EXHIBIT 6

Equipment	Support Fleet				
VehicleNumber	MakeModel	ChassisNumber	Year	SumOfMiles	Age
4207	2016 MOVT MV-1	57WMD2C69GM100520	2016	9249	2
4190	2017 FORD FOCUS	1FADP3F20HL233223	2017	21793	1
4049	2015 FORD FOCUS 4D	1FADP3F25FL376116	2015	34602	3
4050	2015 FORD FOCUS 4D	1FADP3F23FL376115	2015	37112	3
4051	2015 FORD FOCUS 4D	1FADP3F27FL376117	2015	34520	3
2691	FORD/350 SER/TRK	1FDWF36S53EB38722	2003	29449	15
3240	FORD FOCUS 4DR SEDAN	1FAFP34N57W266575	2007	52976	11
3241	FORD FOCUS 4DR SEDAN	1FAFP34N37W266574	2007	64398	11
3242	FORD FOCUS 4DR SEDAN	1FAFP34N17W266573	2007	61464	11
3337	FORD F450 TRUCK	1FDXF46Y88ED74979	2008	24491	10
3351	FORD VAN	1FTSS34LX8DA99391	2008	68131	10
3595	FORD ESCAPE HYBRID	1FMCU4K30AKC84621	2010	22245	10
3596	FORD FOCUS	1FAHP3EN7AW263742	2010	14416	10
3597	FORD FOCUS	1FAHP3EN5AW263741	2010	54912	8
3637	FORD F150 1/2 TON PU	1FTMF1CM3BFB05314	2011	32940	7
3638	FORD F250 3/4 TON PU	1FTBF2A65BEC21217	2011	40885	7
3639	FORD ESCAPE HYBRID	1FMCU4K30BKB79580	2011	36686	7
3640	FORD ESCAPE HYBRID	1FMCU4K31BKB74002	2011	24434	7
3646	FORD ESCAPE HYBRID	1FMCU4K34BKB79579	2011	26105	7
3647	FORD F450 UTILITYBED	1FDUF4GY8BEC16635	2011	17676	7
3648	FORD FOCUS 4DR SEDAN	1FAHP3E27CL132028	2012	57644	6
3649	FORD FOCUS 4DR SEDAN	1FAHP3E21CL106363	2012	60640	6
3650	FORD FOCUS 4DR SEDAN	1FAHP3E25CL108519	2012	59184	6
3651	FORD FOCUS 4DR SEDAN	1FAHP3E21CL108520	2012	58150	6
3712	FORD ESCAPE HYBRID	1FMCU4K37CKB33245	2012	29434	6
3885	2013 FORD FOCUS	1FADP3F27DL272319	2013	33634	5
3886	2013 FORD FOCUS	1FADP3F23DL272320	2013	38895	5
3887	2013 FORD FOCUS	1FADP3F25DL272318	2013	41328	5
Fleet Average Miles			38835		
Fleet Average Age			6.9 years		

DR Cutaways					
VehicleNur	MakeModel	ChassisNumber	Year	SumOfMiles	Age
3716	Goshen 23 ft	1FD FE4FS5CDA02721	2011	255,709	7
3894	Champion 23 ft	1GB3G2BG2E1120192	2014	230544	4
3948	Champion 23 ft	1GB3G2BG7E1197754	2014	152,600	4
3962	Champion 23 ft	1GB3G2BG7E1197799	2015	185,301	3
4039	Glaval 23 ft	1FD FE4FS7GDC03266	2015	141,167	3
3990	Champion 23 ft	1GB3G2BG7F1135322	2015	118,352	3
3991	Champion 23 ft	1GB3G2BG1F1137115	2015	151062	3
3992	Champion 23 ft	1GB3G2BG0F1136571	2015	183,389	3
3993	Champion 23 ft	1GB3G2BG7F1135112	2015	139,639	3
4040	Glaval 23 ft	1FD FE4FS0GDC03268	2016	135,200	2
4041	Glaval 23 ft	1FD FE4FS3GDC03264	2016	140,012	2
4042	Glaval 23 ft	1FD FE4FS6GDC03274	2016	151,016	2
4062	Glaval 23 ft	1FD FE4FS5GDC25962	2016	93,438	2
4063	Glaval 23 ft	1FD FE4FS4GDC25967	2016	88,087	2
4064	Glaval 23 ft	1FD FE4FS8GDC25972	2016	99,634	2
4065	Glaval 23 ft	1FD FE4FSXGDC25973	2016	92,563	2
4066	Glaval 23 ft	1FD FE4FS0GDC25965	2016	90,305	2
4067	Glaval 23 ft	1FD FE4FS6GDC25971	2016	109,488	2
4069	Glaval 23 ft	1FDE4FS9GDC25964	2016	108,602	2
4159	Glaval 23 ft	1FD FE4FS8HDC01284	2017	79,606	2
4273	Champion	1FD FE4FS6HDC58440	2017	9,445	1
Fleet Average Miles			131198		
Fleet Average Age			2.2 years		

EXHIBIT 7

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target
REVENUE VEHICLES					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	34%	32%	31%	31%
	CU - Cutaway Bus	14%	23%	47%	9%
EQUIPMENT					
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	47%	40%	33%	30%
FACILITIES					
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale	Administration	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%

RTS Useful Life Benchmarks

Asset Classification	Asset Item	ULB Years	ULB Mileage
Rolling Stock Revenue vehicles (DR) 23Ft	Glaval 23' Cutaway	5	200,000
Rolling Stock Revenue vehicles (DR) 23Ft	Champion 23' Cutaway	5	200,000
Rolling Stock Revenue vehicles (DR) 23Ft	Goshen 23' Cutaway	5	200,000
Rolling Stock Revenue vehicles (MB) 40ft	Gillig 40' Phantom	14	500,000
Rolling Stock Revenue vehicles (MB) 40ft	Gillig 40' Lowfloor Diesel	14	500,000
Rolling Stock Revenue vehicles (MB) 40ft	Gillig Lowfloor Hybrid DieselElectric	14	500,000
Rolling Stock Revenue vehicles (MB) 35ft	Gillig lowfloor	14	500,000
Rolling Stock Revenue vehicles(MB) 40ft	Gillig Phantom	14	500,000
Facility: Administration, Maintenance Garage	34 SE 13th Rd, Gainesville, FL 32601		
Facility Transit Station	Rosa Parks	40	
Facility Transit Station	Butler Plaza	40	
Facility: Administration, Maintenance Garage	100 SE 10th ave, Gainesville, fl 32601	40	
Equipment Non- Revenue service vehicles	Sedans,	8	60000
Equipment Non- Revenue service vehicles	Pickup Trucks	8	60000
Equipment Non- Revenue service vehicles	Vans	8	60000

Exhibit 8

**Proposed
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
State-of-Good-Repair Performance Targets**

Revenue Vehicle Targets

Performance Measure	Revenue Vehicle	Target
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	31 Percent
	Cutaway	9 Percent

Equipment Target

Performance Measure	Equipment	Target
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	30 Percent

Facilities Performance Target

Performance Measure	Facilities	Target
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	Zero Percent
	Maintenance	Zero Percent
	Passenger Facilities	Zero Percent



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August 20, 2018

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

STAFF RECOMMENDATION

Receive presentation from the Florida Department of Transportation.

BACKGROUND

The Florida Department of Transportation District 2 has provided a copy of the U.S. Highway 441 Resurfacing Project Scoping (see Exhibit 1). Recently, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed several issues related to this project.

At its meeting on October 30, 2017, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed and discussed the Florida Department of Transportation Tentative Five-Year Work Program 2018-19 through 2022-23. As part of its Tentative Five-Year Work Program comments, the Metropolitan Transportation Planning Organization requested to be involved in the scoping of the U.S. 441 Resurfacing Project [4361751] from the Marion County Line to Williston Road (State Road 331) and also include local governments, the Federal Highway Administration, the Florida Department of Transportation the Florida Department of Environmental Protection Division of Recreation and Parks and other stakeholders interested in the Paynes Prairie portion of U.S. 441 as a recreational destination (see Exhibits 2, 3 and 4).

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the 2002 SW 13th Street Charrette implementation between Paynes Prairie and State Road 24 (Archer Road) and subsequently requested that the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual along this corridor with a focus on:

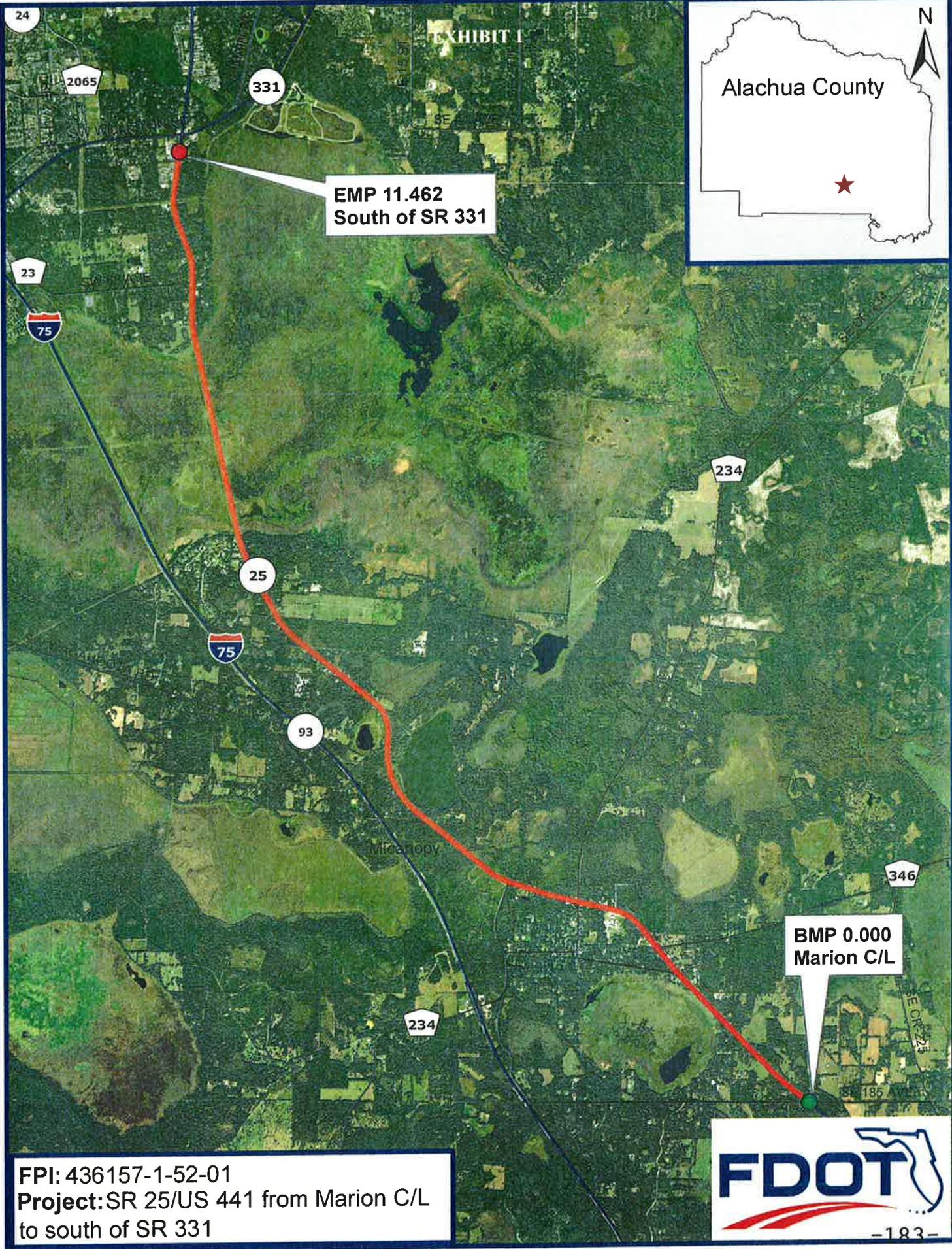
- Reduction in speed limits;
- Reduction in visual clutter by eliminating some highway signs or collocating signs on poles;
- Provide designated multiple midblock pedestrian crossings along the corridor;
- Increase lighting at median openings and signalized intersections; and
- Provide bus bays;

Or explain why it will not complete these modifications (see Exhibits 5 and 6).

At its meeting on June 25, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the draft Transportation Improvement Program and subsequently requested that the Florida Department of Transportation include seven-foot bikelanes without rumble strips in the scoping of the U.S. 441 Highway Resurfacing Project [4361571] (see Exhibits 7 and 8).

Attachments

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**EMP 11.462
South of SR 331**



**BMP 0.000
Marion C/L**

**FPI: 436157-1-52-01
Project: SR 25/US 441 from Marion C/L
to south of SR 331**



Final FY 2021 Candidate Project Resurfacing Scope

436157-1

November 15, 2017

State Road Number: SR 25
Project Limits: From the Marion County Line to South of SR 331
Section Number: 26010000
County: Alachua
Begin MP / End MP: 0.000 to 11.462
FPID: 436157-1

Note: This document was developed based on field and historical observations at the time of review. The engineer is responsible for verifying all proposed items and shall review the project for conformance with all applicable criteria and standards.

Project Information			
No.	Item	Value	Source
1	Begin Project Mile Post	MP 0.000 (Marion County Line)	SLD
2	End Project Mile Post	11.462 (South of SR 331)	Pavement Joint/Old Plans: FPN 207849-8-52-01
3	Project Length	60,520.31' (11.462 mi)	
4	Design Speed	65 MPH (MP 0.000 to MP 2.330) 55 MPH (MP 2.330 to MP 2.640) 45 MPH (MP 2.640 to MP 3.380) 55 MPH (MP 3.380 to MP 3.580) 60 MPH (MP 3.580 to MP 9.690) 55 MPH (MP 9.690 to MP 11.360) 45 MPH (MP 11.360 to MP 11.462)	Old Plans: FPN 207849-8-52-01
5	Posted Speed	Northbound 65 MPH (MP 0.000 to MP 2.354) 55 MPH (MP 2.354 to MP 2.600) 45 MPH (MP 2.600 to 3.300) 55 MPH (MP 3.300 to MP 3.811) 65 MPH (MP 3.811 to MP 9.451) 60 MPH (MP 9.451 to MP 9.700) 55 MPH (MP 9.700 to MP 11.382) 45 MPH (MP 11.382 to MP 11.462) Southbound 45 MPH (MP 11.462 to MP 11.382) 55 MPH (MP 11.382 to MP 9.700) 60 MPH (MP 9.700 to MP 9.451) 65 MPH (MP 9.451 to MP 3.811) 55 MPH (MP 3.811 to MP 3.300) 45 MPH (MP 3.300 to MP 2.600) 55 MPH (MP 2.600 to MP 2.354) 65 MPH (MP 2.354 to MP 0.000)	Field Review
6	Access Management Classification	3 (MP 0.000 to MP 2.500) 5 (MP 2.500 to MP 3.500) 3 (MP 3.500 to MP 11.462)	SLD

Final FY 2021 Candidate Project Resurfacing Scope

436157-1

November 15, 2017

Project Information			
No.	Item	Value	Source
7	Roadway Classification	Rural Principal Arterial (MP 0.000 to MP 9.950). Urban Principal Arterial (MP 9.950 to MP 11.462).	SLD
8	Typical Section	<ol style="list-style-type: none"> 1. Rural Divided Highway: 4 – 12' Travel Lanes with flush shoulders. 2. Suburban Divided Highway: 4 – 12' Travel Lanes with Curb and Gutter on inside lane, flush shoulders on outside lane. 	Old Plans: FPN 207849-8-52-01
9	Traffic - 2014	AADT = 7900, 8800, 11300, 12000 K = 9.5, 9.5, 9.5, 9.0 D = 57.4, 57.4, 52.6, 52.6 T = 3.8, 3.8, 3.8, 3.8	Maintenance Site numbers: 260431, 260137, 263109, 260055
10	Pavement	Crack 6.5 Rut 10.0 Ride 7.9	Maintenance
11	Complete Streets Context Classification	C2 Rural (MP 0.000 to MP 2.600) C2T (MP 2.600 to MP 3.200) C2 Rural (MP 3.200 to MP 7.800) C1 Natural (MP 7.800 to MP 9.450) C2 Rural (MP 9.450 to MP 10.620) C3R Suburban Residential (MP 10.620 to MP 11.639)	FDOT Planning

General Project Data		
No.	Item	Description
1	Existing R/W Map Project Numbers:	26010-2501, 1966 – Varies, 174' Min. 26010-2502, 1966 – 574' 26010-2526, 1957 – Varies, 174' Min. 26010-110, 1957 – Varies, 174' Min.
2	Old Construction Project Numbers:	FPID: 438085-1, 2016, Dynamic Message Sign (MP 11.000 to MP 11.700) FPID: 430395-1, 2011, Traffic Control Devices (MP 2.908 to MP 2.909) FPID: 207849-8, 2007, Resurfacing (MP 0.000 to MP 11.462) FPID: 207849-5, 2004, Resurfacing (MP 3.570 to MP 11.639) SPN: 2601-110, 1957, New Const. (MP 0.000 to 11.639) SPN: 2601-106, 1950, Resurfacing (MP 0.000 to 3.068) SPN: 2601-104 & 2606-106, 1946, Drainage (MP 3.120 to MP 7.380, MP 10.120 to MP 13.583)
3	Planned Projects:	None at the time this report was created.
4	Additional R/W Required?	No.
5	Maintenance Agreement?	No.

General Project Data		
No.	Item	Description
6	Level of Community Awareness Plan:	Level 1 (Rural resurfacing with lane closures).
7	Are there any bridges within the limits?	No.
8	Are there any RR Crossings within the project limits or in the vicinity?	No.
9	Are there any airports within 5 miles?	No.
10	Storm Water Management Jurisdiction:	SJRWMD
11	Is the project within the CCCL (Coastal Construction Control Line)?	No.
12	Existing Utilities per Sunshine One Call:	Information obtained on 09/19/2017 <u>Altitude Communications</u> Jamie Mills - (229) 232-8036 <u>Centurylink</u> George McElvain - (303) 992-9931 <u>City of Gainesville Public Works</u> Alice Rankeillor - (352) 393-8408 <u>Cox Cable</u> Gary Harrell - (352) 337-2052 <u>Duke Energy</u> Sharon Dear - (407) 905-3321 <u>Gainesville Regional Utilities - Electric</u> Tony Smith – (352) 393-6484 <u>Gainesville Regional Utilities - Fiber</u> Michael Chappell – (352) 393-6923 <u>Gainesville Regional Utilities -Gas</u> Phillip Lancaster – (352) 334-6078 <u>Gainesville Regional Utilities – Water/Sewer</u> Peter Simms – (352) 393-1643 <u>AT&T Distribution – Telephone</u> Dino Farruggio - (561) 997-0240 <u>University of Florida</u> Troy Miles – (352) 294-0612 <u>AT&T Communications/Fiber Optics</u> Nancy Spence – (770) 918-5424
13	Is the project near a significant archaeological site?	To be reviewed by FDOT EMO.
14	Any special MOT concerns?	(TCP Level 1) Lane closure restrictions at signalized intersections will be required.
15	Any construction concerns?	No.
16	Design Criteria and Highway System:	RRR, State Highway System.
17	Lump Sum or Pay Item:	TBD by DDE with DCE.
18	Proposed Design Schedule:	18 – 24 Months.

Project Intent:

The intent of this project is to mill and resurface SR 25/US 441 from the Marion County Line to just south of the SR 331 intersection.

Roadway:

- 1) **Begin Project:** Limits start at the Marion County Line (MP 0.000).
- 2) **End Project:** Limits extend to just south of SR 331 (MP 11.462).
- 3) **Project Length Exceptions:**
 - a. None
- 4) **Lane Closure Analysis:**
 - a. Northbound & Southbound– Lane closure restrictions will be required at signalized intersections.
 - b. Night work will not be required.
- 5) Mill and resurface approximately 615 SY asphalt pavement at the Paynes Prairie Observation parking area.
- 6) Upgrade sidewalk to meet ADA criteria as required.
- 7) **Pavement Design:**
 - a. The final pavement design will be based on actual pavement core data and the recommendation report from District Materials.
 - b. FDOT to perform Pavement Coring Report, provide ESAL calculations, and Resilient Modulus values.
 - c. Cross slope data to be provided by the FDOT Multi-Purpose Survey Vehicle (MPSV).
 - d. The limits of milling and resurfacing will include all travel lanes and auxiliary lanes. Side streets will be milled and resurfaced as described in the “Side Street Limits of Construction” table in this document.
 - e. Anticipated Pavement Design:
 - i. Mill 1.00” of pavement.
 - ii. Resurface 2.25” of pavement.
 - iii. The friction and structural courses will have polymer (PMA).
 - iv. The friction course will be open graded.
 - f. Pavement Failures & Patches: Additional examples of pavement failures and small patches exist on the roadway but were not logged.
 - i. There are recent maintenance pavement patches along the corridor. These pavement patches are due to the existing pavement’s poor condition and progressive raveling of the friction course. Per FDOT maintenance, these patches are not attributable to base failures.
- 8) **Turn Lanes:** Existing lengths are measured from stop bar or radius return to end of taper. The total length includes queue lengths.

Turn Lanes				
No.	Name	Location (Mile Post)	Direction	Length (FT)
1	SE 165 th Ave (SE Tuscawilla Road)	1.726	NB LT TL	375
2	SE 165 th Ave (SE Tuscawilla Road)	1.726	SB RT TL	360
3	SE CR 346 (Hunter Avenue)	2.019	SB LT TL	665
4	SE CR 346 (Hunter Avenue)	2.019	NB RT TL	315
5	SE CR 234 (Cholokka Boulevard)	2.908	NB LT TL	435

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Turn Lanes				
No.	Name	Location (Mile Post)	Direction	Length (FT)
6	SE CR 234 (Cholokka Boulevard)	2.908	NB RT TL	485
7	SE CR 234 (Cholokka Boulevard)	2.908	SB LT TL	400
8	SE CR 234	3.574	NB LT TL	300
9	SE CR 234	3.574	SB RT TL	185
10	Savannah Boulevard	4.176	SB LT TL	645
11	Savannah Boulevard	4.176	NB RT TL	250
12	Savannah Boulevard	4.176	NB ACCEL	275
13	SE Wacahoota Road	4.666	SB LT TL	510
14	SE Wacahoota Road	4.666	SB RT TL	335
15	SE Wacahoota Road	4.666	NB LT TL	400
16	Regatta Drive	5.497	SB LT TL	420
17	SW 109 Place	7.368	SB LT TL	500
18	SW 63rd Avenue	10.148	NB LT TL	410
19	SW 63rd Avenue	10.148	SB RT TL	355
20	No Street	10.380	SB LT TL	400
21	SW 56th Place	10.380	SB RT TL	130
22	Career Source Entrance	11.160	SB RT TL	225
23	Bus Stop/Acceleration Lane	11.160	SB ACCEL	215
24	SW 47 Lane	11.240	SB RT TL	130
25	Bus Stop	11.290	SB BUS BAY	180
26	Serenola Plantation Entrance	11.373	SB LT TL	185
27	SW 45 Lane	11.373	NB LT TL	395
28	Bridge House Entrance	11.444	SB RT TL	165

- 9) **Access Management:** Access Management Classes 3 and 5 are restrictive for median openings and signals. The Class 3 spacing requirement is 2,640', while the Class 5 spacing requirement is 2,640' above 45mph and 1,320' at 45 mph or less. The Class 3 access management is from MP 0.000 to MP 2.500 and MP 3.500 to MP 11.462 and the Class 5 access management is from MP 2.500 to MP 3.500.

Access Management for Median Openings				
No.	Name	Type	Location (Mile Post)	Spacing (FT) to Next Opening
1	NW 230 th Street/SE 185 th Avenue	Full	0.00	987
2	Median opening	Full	0.187	924
3	Median opening	Full	0.362	940
4	Median opening	Full	0.540	929
5	Veteran's Way	Full	0.716	1,816
6	Veteran's Way	Full	1.060	1,948
7	SE 169th Ave nue	Full	1.429	755
8	Median opening	Full	1.572	792

Final FY 2021 Candidate Project Resurfacing Scope

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Access Management for Median Openings				
No.	Name	Type	Location (Mile Post)	Spacing (FT) to Next Opening
9	SE 165th Avenue	Full	1.726	803
10	Median opening	Full	1.874	755
11	SE CR 346	Full	2.017	1,853
12	Median opening	Full	2.368	935
13	Memorial Lane	Full	2.545	919
14	Median opening	Full	2.719	919
15	SE CR 234	Full	2.893	655
16	Division Street	Full	3.017	1,468
17	Okohumpkee Street	Full	3.295	924
18	Median opening	Full	3.470	496
19	SE CR 234	Full	3.564	1346
20	Median opening	Full	3.819	924
21	Median opening	Full	3.994	924
22	Sanannah Boulevard	Full	4.169	919
23	Median opening	Full	4.343	919
24	SE Wacahoota Road	Full	4.517	787
25	Median opening	Full	4.666	1,220
26	Median opening	Full	4.897	1,494
27	SE 134th Avenue	Full	5.180	634
28	Median opening	Full	5.300	639
29	Median opening	Full	5.421	855
30	Median opening	Full	5.583	855
31	Median opening	Full	5.745	876
32	Median opening	Full	5.911	866
33	Median opening	Full	6.075	887
34	Median opening	Full	6.243	876
35	Median opening	Full	6.409	982
36	SE 119th Avenue	Full	6.595	982
37	Median opening	Full	6.781	993
38	Median opening	Full	6.969	1,003
39	Median opening	Full	7.159	612
40	Median opening	Full	7.275	1,352
41	Median opening	Full	7.531	892
42	SW 104th Avenue	Full	7.700	639
43	Median opening	Full	7.821	4,916
44	Median opening	Full	8.752	3,575
45	Median opening	Full	9.429	2,175
46	Median opening	Full	9.841	987
47	SW 66th Place	Full	10.028	1,024
48	SW 63rd Avenue	Full	10.222	808

Final FY 2021 Candidate Project Resurfacing Scope

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Access Management for Median Openings				
No.	Name	Type	Location (Mile Post)	Spacing (FT) to Next Opening
49	Median opening	Full	10.375	961
50	Median opening	Full	10.557	882
51	Median opening	Full	10.724	882
52	Median opening	Full	10.891	797
53	Median opening	Full	11.042	824
54	Median opening	Full	11.198	824
55	SW 45 th Lane	Full	11.354	354
56	Median opening	Full	11.421	449
57	Median opening	Full	11.506	

Side Street Limits of Construction			
No.	Name	Location (Mile Post)	Comment
1	Veteran's Way	0.720	Mill & resurface 14' from travel lane to pavement joint.
2	Veteran's Way	1.051	Mill & resurface 22' from travel lane to pavement joint.
3	SE 169 th Avenue	1.430	Mill & resurface 14' from travel lane to ROW.
4	SE 165 th Avenue	1.733	Mill & resurface 43' from travel lane to pavement joint.
5	SE CR 346	2.019	Mill & resurface 43' from travel lane to pavement joint.
6	NE Memorial Lane	2.547	Mill & resurface 21' from travel lane to ROW.
7	CR 234	2.883	Mill & resurface 79' from travel lane to pavement joint.
8	NE Cholokka Boulevard	2.893	Mill & resurface 100' from travel lane to pavement joint.
9	CR 234 Ramp	2.961	Mill & resurface 11' from travel lane to pavement joint.
10	SE CR 234	3.560	Mill & resurface 38' from travel lane to pavement joint.
11	Savannah Boulevard	4.166	Mill & resurface 48' from travel lane to pavement joint.
12	SE Wacahoota Road	4.517	Mill & resurface 38' from travel lane to pavement joint.
13	SE 134 th Avenue	5.180	Mill & resurface 23' from travel lane to ROW.
14	Regatta Drive	5.416	Mill & resurface 30' from travel lane to pavement joint.
15	SW 104 th Avenue	7.690	Mill & resurface 11' from travel lane to pavement joint.
16	Paynes Prarie observation area	8.780	Mill & resurface (open graded) approximately 625 SY of pavement.
17	SW 65 th Avenue	10.213	Mill & resurface 38' from travel lane to pavement joint.
18	SW 56 th Place	10.625	Mill & resurface 38' from travel lane to pavement joint.

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Side Street Overtracking			
No.	Location	Name	Comment
1	Sta. 224+00 LT	SE CR 234 SB	Improve striping to channel traffic into travel lane.
2	Sta. 442+00 LT	SW 104 th Ave SB	Improve striping to channel traffic into travel lane.

Multimodal:

Bike & Pedestrian			
No.	Location	Item	Description
1	SE 165 th Avenue SB	Bike Lane	Add Keyhole Bike lane at right turn. No paved shoulder exists beyond EOP at turn Lane. Approximately 335 LF of widening will be required.
2	SE CR 346 NB	Bike Lane	Add Keyhole Bike lane at right turn. No paved shoulder exists beyond EOP at turn Lane. Approximately 420 LF of widening will be required.
3	CR 234 NB	Bike Lane	Add Keyhole Bike lane at right turn. A 4' shoulder exists outside right turn lane. Approximately 500 LF of widening and shoulder grading will be required.
4	Various Locations	Sidewalk	This project is located partially within the Urban boundary (MP 9.463 to MP 11.462) and buffer (MP 8.463 to MP 9.463). Recommend adding sidewalk on both sides at the northern end of the job to connect the transit locations. This is approximately 1,350 SY.

Transit Locations						
No.	Bus Stop #	Mile Post	Station	Side	Description	SWK 6" (SY)
1	1461	5.407	321+50	RT	Construct concrete pad with minor grading.	4.5
2	1480	11.269	631+00	LT	Construct concrete pad with minor grading.	4.5
3	0681	11.288	632+00	LT	No construction necessary.	0
4	1264	11.363	636+00	LT	Construct concrete pad with minor grading.	4.5
5	0680	11.382	637+00	LT	Construct concrete pad with minor grading.	4.5
6	0682	11.455	639+00	RT	Construct concrete pad with minor grading.	4.5

Drainage:

Drainage Structures				
No.	Location	Item	Description	Rip Rap (TN)
1	Sta. 72+30 RT	Erosion Control	Recommend adding erosion control measures to stabilize area around MES on median drain.	5
2	Sta. 73+25 RT	MES	Recommend replacement of (1) Mitered end section on south end of side drain.	
3	Sta. 96+10 LT	MES	Recommend replacement of (2) Mitered end sections on side drain.	
4	Sta. 110+00 LT	MES	Recommend replacement of (2) Mitered end sections on side drain.	

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Drainage Structures				
No.	Location	Item	Description	Rip Rap (TN)
5	Sta. 127+20 RT	CMP/MES	Recommend replacement of ~35 LF Corrugated Metal Pipe side drain and (2) Mitered End Sections	
6	Sta. 128+30 RT	MES	Recommend replacement of (1) Mitered end section on median drain	
7	Sta. 135+20 RT	MES	Recommend replacement of (1) Mitered end section on north end of side drain	
8	Sta. 163+00 RT/LT	Erosion Control	Recommend adding erosion control measures to stabilize area around MES on both sides of cross drain	8
9	Sta. 170+00 LT	MES	Recommend replacement of (2) Mitered end sections on side drain	
10	Sta. 178+60 LT	CMP/MES	Recommend replacement of ~30 LF Corrugated Metal Pipe side drain and (2) Mitered End Sections	
11	Sta. 198+40 RT/LT	Erosion Control	Recommend adding erosion control measures to stabilize area around MES on both sides of cross drain	8
12	Sta. 213+45 LT	CMP/MES	Recommend replacement of ~30 LF Corrugated Metal Pipe side drain and (2) Mitered End Sections	
13	Sta. 294+50 LT	MES	Recommend replacement of (1) Mitered end section on north end of side drain	
14	Sta. 302+00 LT	CMP/MES	Recommend replacement of ~35 LF Corrugated Metal Pipe side drain and (2) Mitered End Sections	
15	Sta. 311+00 Center	DBI	Recommend replacement of damaged grate	
16	Sta. 326+70 RT	Erosion Control	Recommend adding erosion control measures to stabilize area around MES on cross drain	5
17	Sta. 334+00 RT	Erosion Control	Recommend adding erosion control measures to stabilize area around MES on cross drain	5
18	Sta. 338+50 RT	CMP/MES	Recommend replacement of ~30 LF Corrugated Metal Pipe side drain and (2) Mitered End Sections	
19	Sta. 372+00 RT	MES	Recommend replacement of (1) Mitered end section on south end of side drain	
20	Sta. 399+50 LT	MES	Recommend replacement of (2) Mitered end sections on side drain	
21	Sta. 442+00 LT	MES	Recommend replacement of (2) Mitered end sections on side drain	
22	Sta. 448+00 RT	Erosion Control	Recommend adding erosion control measures to stabilize area around MES on median drain	5
23	Sta. 582+30 Center	DBI	Recommend replacement of damaged grate	
24	Sta. 582+50 LT	MES	Recommend replacement of (1) Mitered end section on south end of side drain	
25	Sta. 638+25 LT	MES	Recommend replacement of (1) Mitered end section on south end of side drain	

Permitting:

- 1) Coordinate with FDOT for a permit determination letter.
- 2) Will need to identify wetlands/water's edge for the cross drain work.

Permit ID	Permitted Project Name	Issue Date
75547-1	US 441 Paynes Prairie Wildlife Barrier	01/12/1999

Traffic Operations:

- OK 1) Provide pavement marking plans for the entire project limits.
- OK 2) Inventory all mainline signing within the project limits.
- OK 3) Provide rumble marking to meet latest standards.
- OK 4) There are existing white RPMs on 10 foot spacing on the edge lines of the outside lanes around the curve between MP 5.454 and MP 5.792. These were installed due to crashes involving motorists not negotiating the curb at night. These should be reinstalled.
- OK 5) There are existing School Entrance signs with advisory speed panels near MP 10.837. These are still needed.
- OK 6) No Parking signs were installed on US 441 just south of SR 331 due to motorists parking on the side of US 441 to reach the All Star Sports Bar. The request for these signs came from the Alachua County Sheriff's Office and should remain.

Signals					
No.	Name	Location (Mile Post)	Station	Existing Configuration	Proposed Improvements
1	SE CR 234	2.908	188+75	Flashing Yellow - Diagonal Span	Signal should be evaluated for replacement of signal heads and wiring.

Structural:

- 1) Evaluate ground mounted signs for replacement

Multi-post signs		
No.	Direction	Type
1	NB	Micanopy
2	NB	Cross Creek
3	NB	Marjorie Kinnan Rawlings State Historic Site
4	NB	Historic Town of Micanopy
5	NB	Historic Micanopy Museum
6	NB	To I-75 with left arrow and West 234 with right arrow
7	NB	Micanopy
8	NB	To I-75 with left arrow and West 234 with right arrow
9	NB	Paynes Prairie Preserve State park with four small activity signs
10	NB	Camp McConnell YMCA
11	NB	Bolen Bluff Trail next Right

Multi-post signs		
No.	Direction	Type
12	NB	Paynes Prairie State Park info AM 1610
13	NB	Paynes Prairie Ecopassage next 2 miles
14	NB	Paynes Prairie Observation Parking
15	NB	To Truck Route North 121/North 441 with arrows
16	NB	Waldo/Williston
17	SB	Micanopy 11 Ocala 34
18	SB	Paynes Prairie State Park info AM 1610
19	SB	Paynes Prairie next 2 miles
20	SB	Paynes Prairie Observation Parking
21	SB	Bolen Bluff Trail next Left
22	SB	Camp McConnell YMCA
23	SB	Paynes Prairie Preserve State Park with four small activity signs
24	SB	To I-75 with right arrow and West 234 with left arrow
25	SB	Historic Micanopy Museum
26	SB	McIntosh 6 Orange Lake 7 Ocala 24
27	SB	Cross Creek
28	SB	Marjorie Kinnan Rawlings State Historic Site
29	SB	Evinston
30	SB	Entering Marion County

Survey:

- 1) Provide survey as required by the design engineer.
- 2) Need to survey wetlands/water's edge lines for erosion protection at median/cross drains.

Utilities:

- 1) Subsurface utility work will be required for right turn lane widening, drainage, and erosion protection.
- 2) Manholes and valves were noted within pavement sections and will require adjustment.

Geotechnical:

- 1) Provide geotechnical investigation for the right turn keyhole bike lane widening.
- 2) Provide geotechnical investigation for multi-post signs if required.

Final FY 2021 Candidate Project Resurfacing Scope

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Safety:

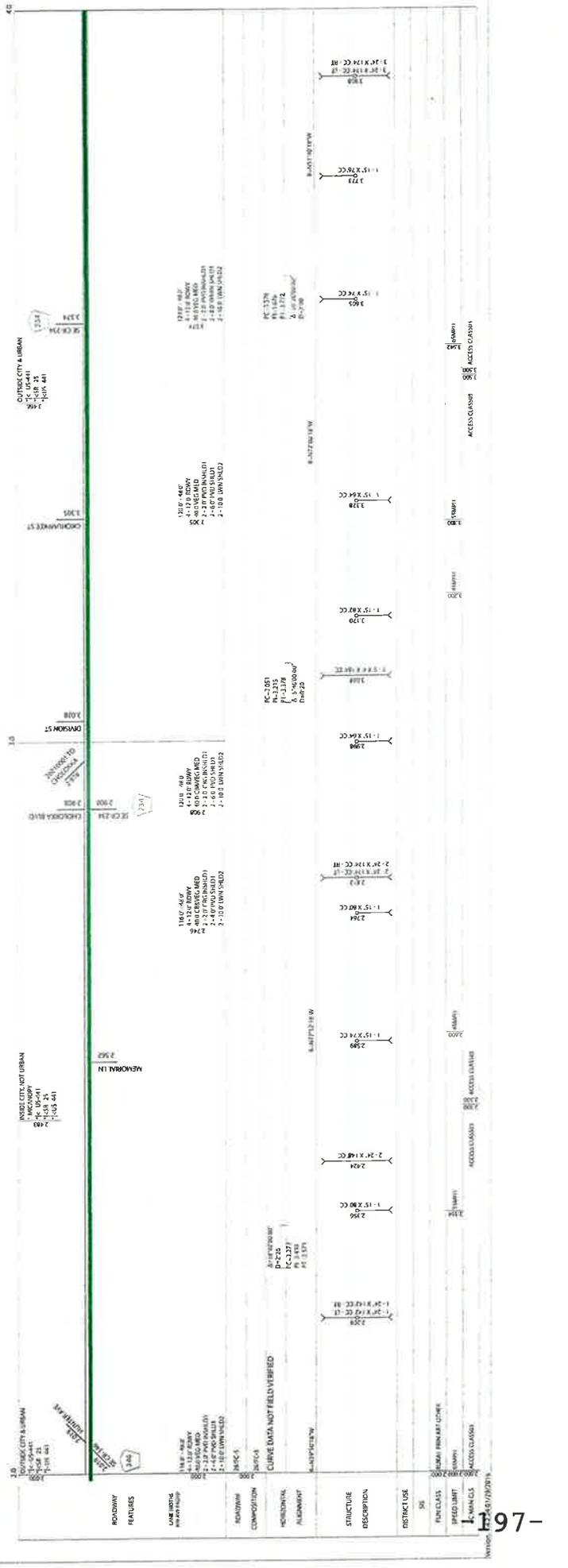
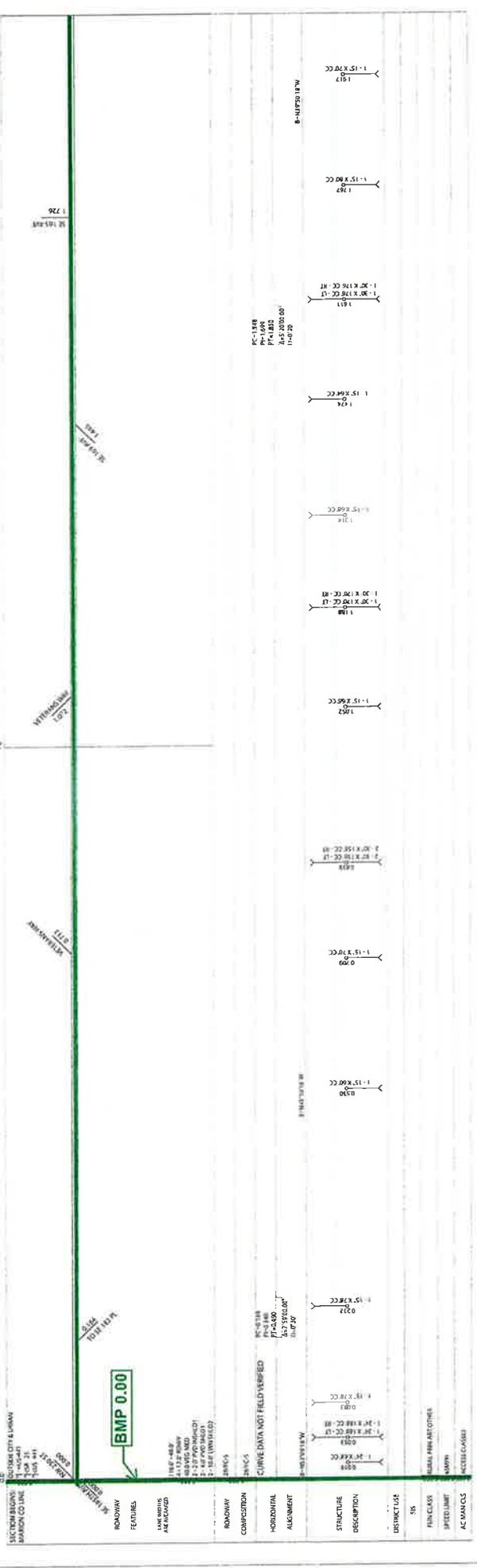
Recommendations from the safety reports:

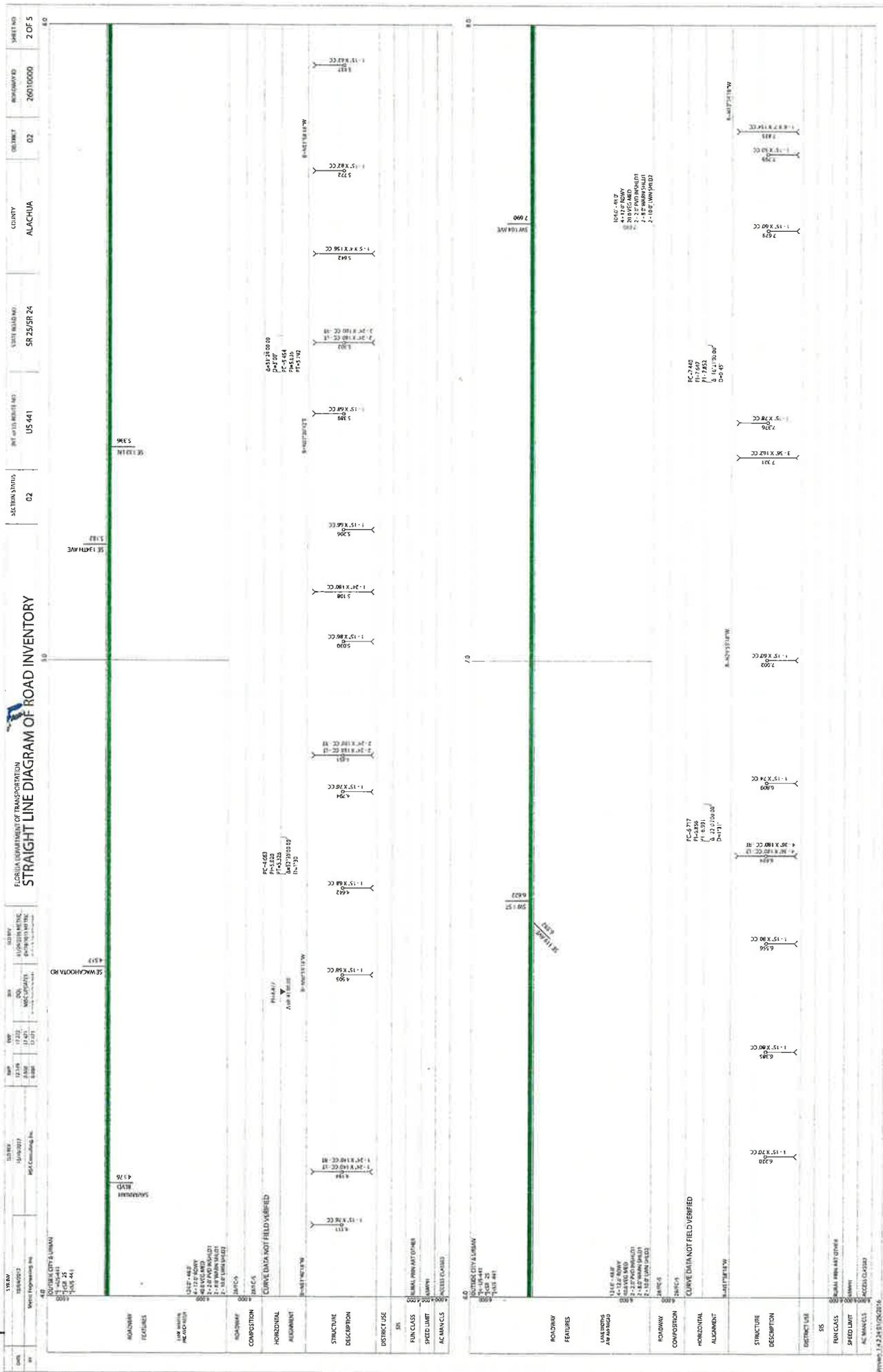
- ok 1)** Paved shoulders should include pavement markings to alert drivers and notify bicyclists to the presence of the bike lane. Such pavement markings should match the FDOT Design Standards for Index numbers 17346 and 17347.
- ok 2)** Several side streets that intersect with SR 25/US 441 create a 3-way intersection with a median opening. Many of these are missing the proper signage that is described in the FDOT Design Standard Index Number 17349.
- ok 3)** Several crashes occurred during night hours. Because streetlights are not viable option for this corridor, asphalt rumble strips are recommended for the shoulder.
- ok 4)** Many side streets are hidden from view because of the horizontal alignment of SR 25/US 441. Intersection warning signs, such as W2-2, may be needed to alert drivers to other vehicles entering the roadway.
- will evaluate and consider within budget limitation 5)** The location of trees in the median might fall in the shoulder recovery zones for the 55 mph and 65 mph portions of the corridor. These sections should be reviewed and landscaping changes may be required.
- will evaluate and consider within budget limitation 6)** A large number of driveways has created numerous conflict points along the urban (MP 9.950 to MP 11.639) portion of the corridor. The access management in this section should be reviewed. Full median openings should become directional median openings where applicable. In accordance, side streets at these locations should be configured so that only right turns are allowed when accessing SR 25/US 441 (i.e. Right-In/Right-out.)
- no access management expected 7)** There are a number of full median openings within the rural (MP 0.000 to MP 9.950) portion of the corridor. Where the volume of left turns is low enough, consider restructuring these openings to directional median openings.
- ok 8)** A safety study is ongoing to evaluate the need for guardrail within the limits of Paynes Prairie on the east and west sides of SR 25. Please coordinate with FDOT Safety Office for this improvement and for any HISP funding.

Complete Streets Implementation:

Complete streets notes and comments should be verified and evaluated in final design.

- will evaluate and consider within budget limitation 1)** Consider full buffered bike lane within the city limits of Micanopy within Context Classification C2T-Rural Town.
- ok 2)** Modify rumble strips in the bicycle lane beginning at County Road 234 West MP 3.574, to current standard, or consider alert methods that are not an obstacle or danger to bicycle riders.
- will evaluate and consider within budget limitation 3)** Consider construction of 6-foot sidewalk both sides of project at R/W at back of swale within the city limits of Micanopy from Memorial Lane MP 2.562 to NW 5th Street MP 3.305.
- will evaluate and consider within budget limitation 4)** Consider constructing a sidewalk along the east side of the project corridor from SW 51st Avenue MP 10.995 or SW 47th Lane MP 11.222 to end of project at the back of the swale at the R/W to provide accessible pedestrian access to transit stops on the east side of SR 25. This would provide matching access to transit stops on the west side of SR 25 within the same limits.
- ok 5)** Add key hole bike lanes at right turn lanes.





FLORIDA DEPARTMENT OF TRANSPORTATION
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

DATE	12/12/12	BY	12/12/12	SECTION	02	DISTRICT	02	CITY	ALACHUA	ROUTE NO.	US 441	SECTION	SR 25/SR 24	DISTRICT	02	SHEET NO.	3 OF 5
PROJECT	12/12/12	DATE	12/12/12	SECTION	02	DISTRICT	02	CITY	ALACHUA	ROUTE NO.	US 441	SECTION	SR 25/SR 24	DISTRICT	02	SHEET NO.	3 OF 5
PROJECT	12/12/12	DATE	12/12/12	SECTION	02	DISTRICT	02	CITY	ALACHUA	ROUTE NO.	US 441	SECTION	SR 25/SR 24	DISTRICT	02	SHEET NO.	3 OF 5

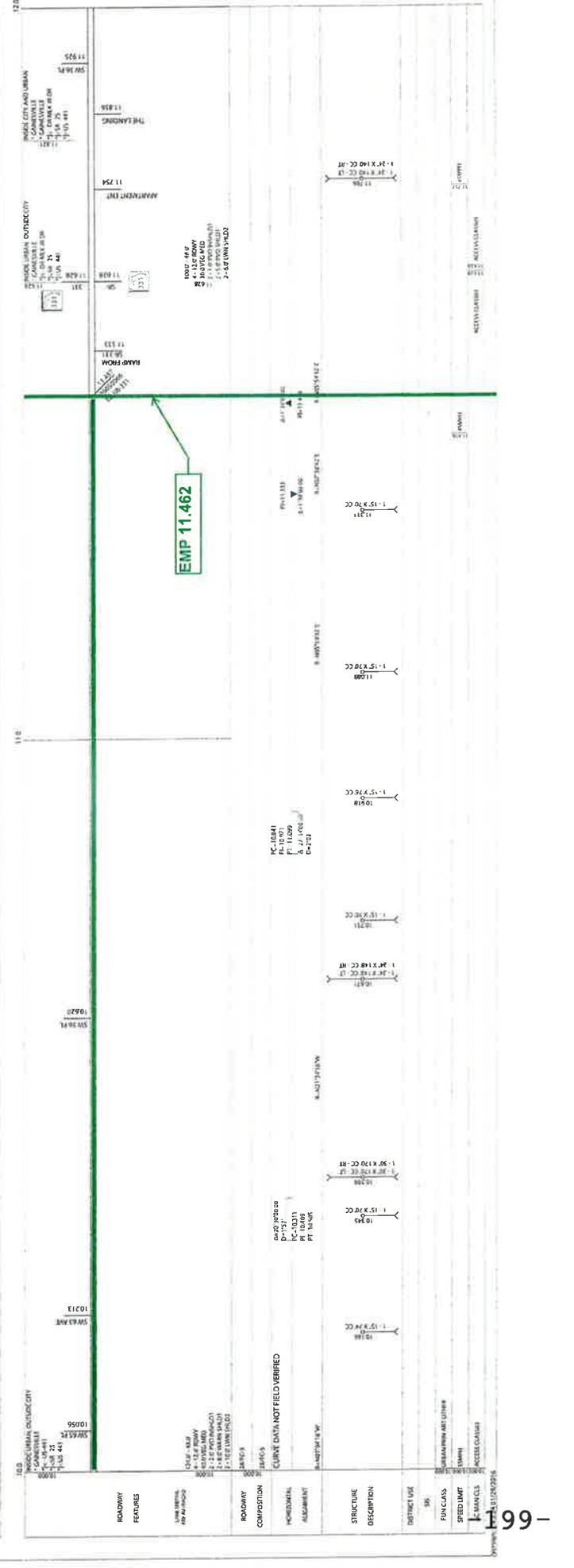
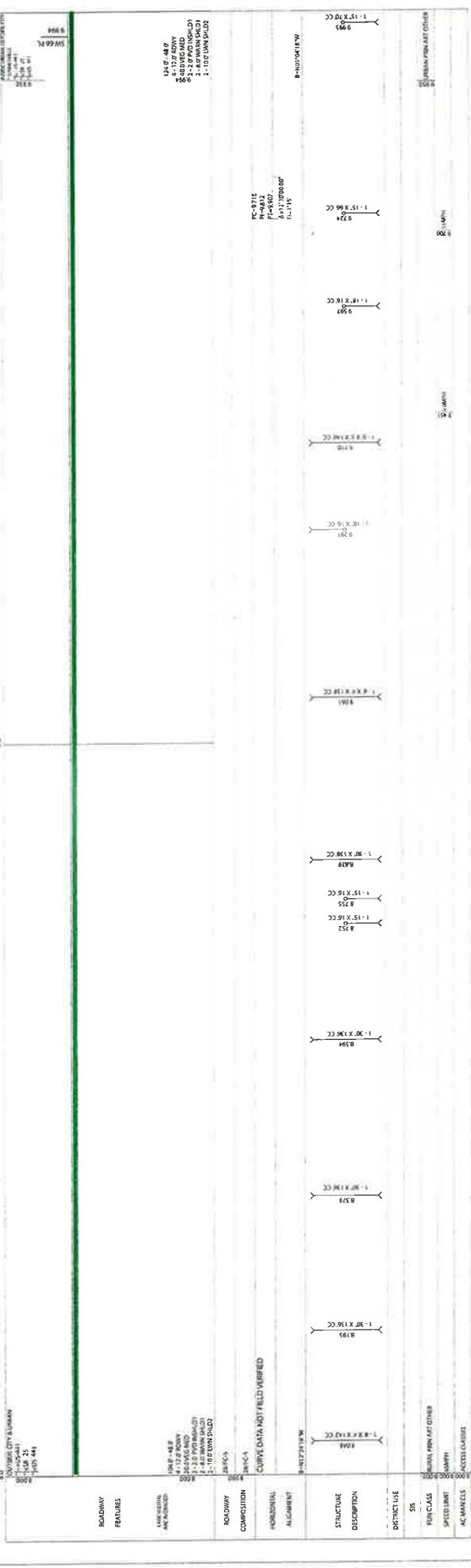




EXHIBIT 2

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November 1, 2017

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

RE: Florida Department of Transportation Tentative Five-Year Work Program Comments

Dear Secretary Evans:

At its meeting on October 30, 2017, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed and discussed the Florida Department of Transportation Tentative Five-Year Work Program 2018-19 through 2022-23. Following this discussion, the Metropolitan Transportation Planning Organization approved a motion to:

“authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program):

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; and*
 - 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:*
 - A. *U.S. 441 Resurfacing Project (4361751) from the Marion County Line to Williston Road (State Road 331) and also include local governments, the Federal Highway Administration, the Florida Department of Transportation the Florida Department of Environmental Protection Division of Recreation and Parks and other stakeholders interested in the Paynes Prairie portion of U.S. 441 as a recreational destination; and*

 - B. *Traffic Signal Update projects (4373771, 4343961 and 4358911).*

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.

Page Two
Florida Department of Transportation
Tentative Five-Year Work Program Comments

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.*

If you have any questions concerning this matter, please do not hesitate to contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Sincerely,



Charles S. Chestnut, IV, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Jim Knight, Florida Department of Transportation District 2 Urban Planning Administrator
James Green, Florida Department of Transportation District 2 Liaison

Motion passed.**X. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM**

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

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

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

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

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

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

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

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

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

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

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

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

- 1. consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:**

- A. **Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;**
 - B. **Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;**
 - C. **Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;**
 - D. **Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. Highway 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;**
2. **involve the Metropolitan Transportation Planning Organization in the scoping of the:**
 - A. **U.S. 441 Resurfacing Project (4361751) from the Marion County Line to Williston Road (State Road 331) and include local governments, Federal Highway Administration, Florida Department of Transportation Florida Department of Environmental Protection Division of Recreation and Parks and other stakeholders interested in the Paynes Prairie portion of U.S. Highway 441 as a recreational destination; and**
 - B. **Traffic Signal Update projects (4373771, 4343961 and 4358911); and**
 3. **confirm that Interstate 75 Managed Lanes and Interstate Interchange projects in the Tentative Work Program are not competing with projects listed in the Year 2040 Long-Range Transportation Plan for funds identified in the Revenue Forecast provided by the Florida Department of Transportation.**

Commissioner Ward seconded, motion passed unanimously.

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

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

XIV. PERFORMANCE MEASURES

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

XV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

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

EXHIBIT 4



SK ME

Florida Department of Transportation

1109 South Marion Avenue
Lake City, Florida 32025-5874

**RICK SCOTT
GOVERNOR**

**MIKE DEW
SECRETARY**

November 21, 2017

Mr. Charles S. Chestnut, IV, Chair
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, Florida 32653-1603

RE: FDOT Tentative Five-Year Work Program Comments

Dear Chair Chestnut:

This will acknowledge receipt of your comments concerning the Department's Tentative Five-Year Work Program. We will review and take into consideration the MTPO's comments.

Sincerely,

For Greg Evans
District Two Secretary

RECEIVED
NOV 29 2017
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL



EXHIBIT 5

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March 12, 2018

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

RE: U.S. 441 (SW 13th Street) Charrette Implementation

Dear Secretary Evans:

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the 2002 SW 13th Street Charrette implementation between Paynes Prairie and State Road 24 (Archer Road). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual along this corridor with a focus on:

- *Reduction in speed limits;*
- *Reduction in visual clutter by eliminating some highway signs or collocating signs on poles;*
- *Provide designated multiple midblock pedestrian crossings along the corridor;*
- *Increase lighting at median openings and signalized intersections; and*
- *Provide bus bays;*

Or explain why it will not complete these modifications.

If you have any questions concerning this matter, please do not hesitate to contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Sincerely,

Harvey Budd, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Jim Knight, Florida Department of Transportation District 2 Urban Planning Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager

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EXHIBIT 6



SK
ME

Florida Department of Transportation

1109 South Marion Avenue
Lake City, Florida 32025-5874

**RICK SCOTT
GOVERNOR**

**MIKE DEW
SECRETARY**

April 9, 2018

Mr. Harvey Budd, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, Florida 32653-1603

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APR 12 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Subject: US 441 (SW 13th Street) Charrette Implementation

Dear Chair Budd,

We are in receipt of your letter dated March 12, 2018 outlining the MTPO Board discussion of the 2002 SW 13th Street Charrette. The Board has requested the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual on SW 13th St. US 441, between Paynes Prairie and Williston Rd/State Road 331 with specific focus areas.

During the design phase of resurfacing project 436157-1, US 441 resurfacing from Marion County Line to State Road 331/Williston Road, the Department will follow the elements of the Florida Design Manual 2018 standards for the context class.

- The design speed limit will be reviewed
- We will review opportunities for the potential to eliminate or co-locate signage. *Should the MTPO have specific signage they would like the Department to evaluate, please provide the description and location.*
- Regarding installing multiple mid-block crosswalks along the corridor, the Board is aware that the Department has specific criteria to follow in evaluating mid-block crossing locations. *If the Board has a preferred location they would like evaluated for a mid-block crossing, please provide the location.*
- Lighting criteria at intersection will be reviewed against the standards.
- The Department would request Regional Transit System (RTS) provide specific requests for bus bay siting to be evaluated."

Please contact James Knight at 904-630-5646 or james.knight@dot.state.fl.us if you have any questions or need additional information.

Sincerely,



Greg Evans
District Two Secretary



EXHIBIT 7

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July 5, 2018

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

RE: U.S. Highway 441 Resurfacing Project Scoping

Dear Secretary Evans:

At its meeting on June 25, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the draft Transportation Improvement Program. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation include seven-foot bikelanes without rumble strips in the scoping of the U.S. 441 Highway Resurfacing Project (4361571).

If you have any questions concerning this matter, please do not hesitate to contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Sincerely,

Ken Cornell, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Jim Knight, Florida Department of Transportation District 2 Urban Planning and Modal Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
Mari Schwabacher, Florida Department of Transportation District 2 Planning Specialist IV

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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.

EXHIBIT 8



SK
ME

Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

1109 South Marion Avenue
Lake City, Florida 32025-5874

**MIKE DEW
SECRETARY**

July 25, 2018

The Honorable Ken Cornell, Chair
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653

RECEIVED

JUL 27 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Dear Chairman Cornell:

Thank you for your letter of July 5, 2018, requesting *that the Florida Department of Transportation include seven-foot bike lanes without rumble strips in the scoping of the US 441 Highway Resurfacing Project (436157-1)*

It is the Department's intent to provide a safe roadway for both motorists and bicyclists alike within the limits of the subject project. The current proposed design includes maintaining the existing 7' wide paved shoulders and installing a newer type of rumble strip treatment that allows an option for the bicyclists to safely switch from bicycle lane/shoulder to travel lane. (*GROUND-IN RUMBLE STRIPS index 546-010. The proposed treatment in "skip array"*).

Evaluation of the appropriate proposed paved shoulder widths and rumble strip applications on the remaining sections of the corridor will occur during the project's design phase which will begin in January 2019.

Should you have any questions or need additional information, please contact James Knight, Urban Planning and Modal Administrator.

Sincerely,


Greg Evans
District Two Secretary

xc: James Knight
Craig Teal
Mari Schwabacher



SCHEDULED 2018 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

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

Note, unless otherwise scheduled:

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

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



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

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